



**CHARLOTTE**<sup>SM</sup>

**City Council  
Follow-Up Report**

**November 22, 2013**

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**November 18, 2013 – Dinner Briefing**

**CityLYNX Gold Line Phase 2 – Response to Questions**

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On November 18, 2013, at Council's Dinner Briefing prior to the City Council Zoning Meeting, Councilmember Dulin requested answers to the following questions related to the CityLYNX Gold Line Phase 2 project:

Question: What is the fund for the \$63 million in local City match for the streetcar?

Response: Capital funding of \$63.0 million to cover the City's 50% local match for the CityLYNX Gold Line Phase 2 project comes from a combination of unallocated debt capacity in the Municipal Debt Service Fund and existing resources in the Pay-As-You-Go General Community Investment Fund. Staff has concluded that the City's \$63.0 million local share identified in these two funds is well within an amount that can be funded from non-property tax revenues including sales tax, interest on investments, vehicle rental tax, and other non-property tax revenues. None of the Council-approved 3.17 cent property tax increase to support the FY2014-2018 Community Investment Plan will be used for the CityLYNX Gold Line Phase 2 project. The specific funding sources that make up the \$63.0 million City match include:

Use of Existing Debt Capacity (\$39.7 million)

- Unallocated debt capacity - \$25.0 million
- Reserve for Economic Development Initiatives - \$5.0 million
- Transportation Capital Project Savings - \$9.7 million

Use of Existing Pay-As-You-Go Capital (\$23.3 million)

- Business Corridor Revitalization (current, unallocated balance) - \$13.4 million
- Capital Reserve - \$5.3 million
- Facilities Project Savings - \$2.3 million
- Future Road Planning & Design (current, unallocated balance) - \$2.0 million
- Economic Development Loan and Grant Fund - \$0.3 million

Question: Is the cost of the streetcar vehicle \$6 million each, and will it be able to operate through the square without overhead catenary?

Response: The CityLYNX Gold Line Phase 2 project is initially designed and cost estimated for overhead catenary along the entire project length with additional funding identified to search for a hybrid vehicle that could operate off-wire. The project's preliminary estimate identified a cost of up to \$6 million for each vehicle; this estimate includes a significant allowance for a hybrid technology vehicle capable of operating off-wire for limited distances, such as through the Square at Trade/Tryon.

Once FTA approval to enter project development is received, a Rail Vehicle Engineering firm will be selected to evaluate the availability and compatibility of hybrid technology streetcar vehicles that can operate off-wire for limited distances and meet the CityLYNX Gold Line's safety and service requirements. Hybrid vehicles of this type are a relatively new concept that are being tested and evaluated by a few other agencies and vehicle manufacturers; however, as of this writing, staff is not aware of a hybrid vehicle that has been service proven in an ongoing operation.