

CITIZENS' TRANSIT ADVISORY GROUP SUMMARY
January 21, 2014

In attendance

Hugh Wrigley

Todd Steiss

Christy Kluesner

Matt Covington

Frank "Gus" Kretschmer

Katherine (Kate) Payerle

Anthony Davis

John Muth

Larry Kopf

Allen Smith

Olaf Kinard

Dee Pereira

Levern McElveen

Carolyn Flowers

OPENING

Co-Chair Wrigley opened the CTAG meeting at 7:35 a.m. by noting a new sign-in process.

Co-Chair Wrigley asked if there were any questions or comments on the notes from the last meeting; there were no questions or comments; therefore, the meeting summaries from November 19, 2013 were approved.

PRESENTATION

John Muth presented "Overview of CATS Capital Development" (instead of Danny Rogers and David McDonald). This presentation is the result of Dee Pereira asking Development to give an overview of the Capital Development Program. The presentation reviews a lot of projects that we've done over the years - since 1998 when the department was formed. This presentation will help set the stage for your discussions over the next few months when you have the actual Operating Budget and Capital Budget presented.

The PowerPoint Topics:

- Growth of the Transit System
- CATS Ridership Growth
- Customer Focused: Transit Amenities
- CATS Bus Fleet
- Estimated Bus Replacements

Mr. Covington had a question regarding the disparity in the life of the large buses vs. the smaller buses.

Larry Kopf answered - The larger buses are constructed as heavy duty vehicles – the smaller buses used by STS are body on chassis vehicles, therefore not expected to last over a five-year period.

Co-Chair Wrigley had a question regarding the Gold Rush - whether CATS owned those vehicles.

John Muth answered that Center City Partners contributed to the capital purchase, but the Gold Rush vehicles are owned and operated by CATS.

PowerPoint Topics (Cont.)

- Community Transit Centers
- Neighborhood Transit Centers
- Park and Ride Lots
- Bridge Inspection/Repair Program
- 2030 Corridor System Plan
- Transit Technologies
- LYNX Blue Line Success

Co-Chair Watson's question - What kind of revenue is generated by the Blue Line ridership.

John Muth indicated that we are about \$23 -\$24M overall according to the fare boxes on our bus and rail (don't know the break down – the way our system is set up you can get on a bus, pay your fare and get a transfer – so it's sort of hard to isolate strictly a bus trip and from a LR trip)

PowerPoint Topics (Cont.)

- LYNX Blue Line Capacity Expansion

Co-Chair Wrigley had a question about using 3-car trains mostly for special events - would that also be considered for rush hour too. . .

John Muth stated we wouldn't want to be overtaking the regular scheduled service train – it may be easier to introduce an express train on a Saturday or Sunday where you have more time in between the normal weekend schedule.

PowerPoint Topics (Cont.)

- LYNX Blue Line Extension
- North Tryon Street Typical Section
- Major Activities to Date
- Advanced Utility Relocation
- Civil Construction Begins March 2014
- Track and Systems Construction

Co-Chair Watson had a question about who is the construction company.

John Muth - We are getting ready to take the first civil contract to City Council on Monday, Jan. 27th. Balfour Beatty and Blyth Development have teamed up on that. We have a construction manager, HNTB, a consultant, that has a lot of field presence for us and our staff is working closely with them.

PowerPoint Topics (Cont.)

- Community Engagement
- Project Schedule
- Construction Schedule
- Schedule Management
- Project Budget

Mr. Steiss had a question about the Real Estate line item – if there were funds left over could it be moved to cover other expenses. . .

John Muth stated we have the ability to move it to other contracts if necessary; we will work with FTA on that.

PowerPoint Topics (Cont.)

- Anticipated Appropriations
- Risk Factors
- Management Strategies
- CityLYNX Gold Line
 - Center City Corridor
 - Connecting Small Businesses/Employment, Education, Cultural and Sports

Co-Chair Watson had a question referencing a map on the presentation.

John Muth - What's being constructed now is from the hospital to the existing Transportation Center.

Co-Chair Wrigley asked about the timing for Phase I.

John Muth – Phase I is anticipated opening the spring of 2015

PowerPoint Topics (Cont.)

- LYNX Silver Line – Independence Corridor
- Independence Blvd Planning Timeline
- Independence Boulevard Area Plan – Key Land Use and Transportation Principles
- Key ULI Recommendations
- ULI – Corridor Map Exercise

John Muth – We recommended 13.5 mile bus rapid transit line to Matthews.

We have funds available for doing a new alignment study to look at other potential new locally preferred alternatives, we have a Request for Quote (RFQ) that's out there now – we hope to get this work on the way in the next several of months – get a consultant on board. This is a multi-department effort, also representation from Matthews.

Ms. Payerle had a question about the Independence Corridor

John Muth – The work that's being done out there is not with rail in mind, the bus-way is being extended for now, but the potential goal of the State DOT is to convert that to HOV, High Occupancy toll lanes that our buses would be able to use.

We will take a fresh look over the next few years – maybe have some recommendation in FY2016 - As it stands right now the budget and financial plan does not include money to construct anything out on this corridor - this is just a look at the preferred alternative and again any funding and of actual project falls under that Transit Funding Work Group.

Ms. Payerle questioned doing a study again . . . what is going to change in the next few years . . .

John Muth – We might be able to have a fresh discussion about what the technology should be is it streetcar, LR, and is there a corridor that maybe we don't have funds to construct but is there a corridor

we're trying to protect. Maybe as development occurs in that area we are trying to protect the corridor through there for the future.

Co-chair Watson asked if Rapid Transit cost a fraction of LR.

John Muth – Not necessarily a fraction of the cost – it depends on the project . . .

PowerPoint Topics (Cont.)

- Southeast Corridor – Alignment Definition Timeline Draft
- Southeast Corridor – Alignment Definition Goals
- Red Line (Commuter Rail)
- Project Snapshot
- Red Line Task Force Work

John Muth stated that the Red Line Commuter Rail Project could be a candidate for a public/ private partnership.

Mr. Covington asked why it's not eligible for federal funding

John Muth – The New Starts requirements evolved over the years – look more at economic development potential - in the past cost effectiveness and ridership. A commuter rail is more peak period / rush hour; the best we could do was on a projection was a 4,000 - 5,000 range on a commuter rail project.

PowerPoint Topics (Cont.)

- Charlotte Gateway Station - Connecting the Region's Public Transportation

Mr. Covington asked a question about a study Norfolk Southern was doing.

John Muth – We have started seeing draft work - the state retained a consultant to do a white paper to essentially look at Norfolk Southern latest passenger policy and see what the implications may be on the Red Line Project.

PowerPoint Topics (Cont.)

- West Corridor

Co-Chair Wrigley asked about the success of the Sprinter Service to the airport.

Larry Kopf stated it's doing very well; we had a route already going to the airport prior to Sprinter – it has at least doubled.

John Muth concluded the *Overview of CATS Capital Development* presentation by asking if there were questions.

Ms. Payerle asked how far out we take a look at transit plan.

John Muth – It's a 2030 Plan; when we did the work in 2000 – 2002 and 1998, we called it the 2025 plan; we did conceptual level work from 2000-2002 looking at what we thought the technology should be in the general alignment, then in 2004 to 2006 we did even more conceptual engineering - maybe up to 15 percent or 20 percent level and further refined all those and bumped up to call it the 2030 Plan. We

updated the travel forecast it's about time to look at the 2035 – 2040 Plan now – often you see these plans get updated every 5 years or so. . . .

Mr. Wrigley thanked John Muth for presenting.

NEW CTAG MEMBER

Mr. Wrigley announced CTAG has a new member from Mecklenburg County and asked him to introduce himself. The **new member is Anthony Davis**, a business Partner with Novant Health; Mr. Davis expressed he is happy to be a part of CTAG.

CEO REPORT – CAROLYN FLOWERS

We continue to look at opportunities to find funding. We just received the \$66M appropriations for FY2013 from the Feds and we're working with our lobbyist and our delegation to get FY2014 appropriations for the Blue Line and for our --- formula funding. We are seeking a \$100M for the Blue Line which is the contract commitment that the federal government has made. In March we'll be going with City Council attending the National League of Cities and once again continue to advocate for our funding for FY2014.

We've been meeting with State delegation to talk about the White Paper that was produce by the Transit Finance Working Group to see if there are opportunities to start strategizing for the legislative changes that will be a part of the MTC agenda and we will also be working closely with the City on their federal and state legislative agendas. The prognosis for any legislative changes in the next session is probably very slight because it is going to be a short session. But we are basically just trying to put our strategy together for the long session. In terms of the Transit Finance Working Group you should have received a "hold-date" for March 5-6 for the P3 Forum that we will be coordinating with the Chamber of Commerce. We have some funding from Foundation of the Carolinas as a sponsor for some social impact bond sessions. Olaf and his group are working on communication plans that they will be able to share with you probably next month.

We met with the Federal Transit Administration / the Office of the Secretary for USDOT on the possibility of looking at a TIFIA loan (which is a Transportation Infrastructure Financing Investment Act) and we are looking at that as an option for the permanent debt for the Blue line Extension; so we are probably going to prepare an application and submit a Letter of Interest that is contingent upon changes in North Carolina legislation. Local government commission here has to approve all debt instruments.

We'll be bringing forth more details on the budget as we move to the next few months.

NEXT MEETING

The next meeting will be February 18th, 2014.

ADJOURN

Mr. Wrigley moved to adjourn.