

**CITIZENS TRANSIT ADVISORY GROUP (CTAG)**  
**Meeting Summary**  
**November 18, 2014**  
**DISCUSSION SUMMARY**

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Present: Hugh Wrigley, CTAG Co-Chair  
Gus Kretschmer, City of Charlotte  
Christy Kluesner, Charlotte-Mecklenburg Schools  
Todd Steiss, Town of Huntersville  
Jennifer Braganza, Town of Pineville

Staff: Carolyn Flowers, John Muth, Pallas Lombardi, Kati Stegall, Chris Lange, Olaf Kinard,  
Dennis Rogers, Paulus Ford

Meeting time 7:30 a.m. – 8:47 a.m.

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**I. Call to Order**

Hugh Wrigley, CTAG Co-Chair, called the meeting to order at 7:30 a.m.

**II. Approval of April 15, 2014 meeting summary**

To be approved at the January 20, 2015 meeting.

**III. Art in Transit**

Pallas Lombardi, CATS Art in Transits Program Manager, Kati Stegall, Administrator & Chris Lange (Part-time) Program Administrator gave a presentation with an update on CATS Art-in-Transit Program. To date 18 capital projects have been integrated with art utilizing 60 artists (local, regional and national). The guideline was Federal Transit Administration Policy Circular 9400.1A; Adopted by the Metropolitan Transit Commission-Resolution 2002; which established CATS Art in Transit Program. Also 1% of design and construction funds for the integration of art into capital improvement projects.

Artist Selections are based on:

- Peer Review
- Past Artwork
- Art Criteria

CEO Carolyn Flowers selected an Art-in-Transit Advisory Committee. Their functions were:

- Oversight & Art Review
- Art Plans-Art Opportunities

Several of the artists selected for the various projects were:

- Hoss Haley – Huntersville Gateway Park & Ride
- George Handy – SouthPark Community Transit Center
- Kathy Triplett – Matthews Independent Pointe Park & Ride
- R.M. Fischer – South Tryon Bus Maintenance Facility

- Alice Adams & Marek Ranis – South Tryon Bus Maintenance Facility
- Kit Kube – Huntersville Northcross Park & Ride
- Rudy Rudisill – Mallard Creek Park & Ride
- Marcelo Novo – Albemarle Park 7 Ride
- Chandra Cox – Rosa Parks Place Community Transit Center
- Susan Harbage Page – Midtown
- Michele Tejuola Turner – Sprinter Bus Line Shelters
- Thomas Sayre – Scaleybark Station
- Alice Adams – Design Team Artist
- Marek Ranis – Walls and Bridges
- Leticia Huerta – Corridor Art
- Shaun Cassidy – Corridor Art
- Nancy Blum – Dogwood Fountains
- Hoss Haley – River Rock Benches
- Andrew Leicester – CTC/Arena Station
- Jody Pinto – 3<sup>rd</sup> Street Station
- Dennis Oppenheim – Tyvola Station
- Richard C. Elliott – Archdale Station
- Thomas Thoune – East/West Station

Project In Progress

- Carolyn Braaksma – Blue Line Extension Walls and Bridges
- Nancy O’Neil – City LYNX Gold Line

Art Budget (1%): 2002-2014

- 14 - Transit Project (Centers and Park & Ride Facilities - \$180,000
- 3 - Maintenance Facilities - \$614,000
- 1 - Completed Light Rail Project/LYNX Blue Line - \$1,943,000
- 1 - In Progress Street Car Starter Project/Gold Line - \$210,00
- 1 - In Progress Light Rail Project/BLE - \$4,981,632

**TOTAL - \$8M**

Comment: Todd Steiss – “I’m impressed with what can be done with just 1% vs 5%. With 1% you did a very good job and covered a lot of stations.”

Reply: Pallas Lombardi – “That’s what most transit agencies have found around the country. And it does the job. Thank You”

Question: Christy Kluesner – “Excellent Job. Does the percentage of the fees that goes to the artist; did you say 20% or 15%?”

Reply: Pallas Lombardi – “No; 15-20%; so in a \$100,000.00 commission it would be \$15,000 to \$20,000 for their design work. Then the rest of that budget really go into fabricating that art and often times, part of that money is transferred to the contractor to do his part of making the art. The art is very integrated because of being involved at the early design phases. So it is an excellent way of spending money and getting a big bang for that money.”

Question: Jennifer Braganza: “Are there any plans to do any tours?”

Reply: Pallas Lombardi – “We do tours of the finished projects and we also do exhibition as Kati (Stegall) mentioned with the Streetcar Startup project of all the artists proposals. We get out to the community as much as possible.”

Question: Hugh Wrigley – “Does the art alter customer behavior in terms of respecting the Facilities more do you think?”

Reply: Pallas Lombardi – “It absolutely does and FTA knows that after 30 years of supporting this and the larger transit agencies, like LA Metro, we all know it by the longevity of the programs and the support of the federal funder.

#### **IV. BLE Construction Update**

Danny Rogers, Project Director of BLE provided an LYNX Blue Line Extension (BLE) Project Overview sharing the following information:

- 9.3 miles, 11 station
- 4 park and ride facilities
- Approximately 3,100 parking space
- Accommodates 3-car trains
- Going back to retro fit 4 stations to handle 3-car trains (I-485; Woodlawn; Stonewall and 7<sup>th</sup> Street)
- 25,000+ daily (over 50,000 riders combine with the existing line)
- Improvements to N. Tryon Street
- 22-minute commute from Uptown to UNC Charlotte
- Initial peak period service 7.5 minutes frequency
- Connecting bus service

On October 27, 2014, the arrival of the 1<sup>st</sup> New Light Rail Vehicle was received. We are expecting a total of 22 vehicles prior to revenue service. A storage facility is being constructed to house the new vehicle at the old Norfolk Southern Inter-mobile was located; which will provide a fleet of 42 LR cars upon project completion.

There were some project works in the uptown area that were done in support of the project; such as overhead power relocation; storm drainage work and some grading.

The Old Concord Road area has a lot of activity going on now with the installation of retaining walls and laying the station foundation and moving the freight tracks over to accommodate the LR rails tracks which was a complicated negotiations with NC Railroad which owns the tracks and Norfolk Southern operate them. Eventually CATS LR will be connecting with the High-speed rail between Atlanta, Washington DC and New York. Temporary and permanent street closures are:

- 16<sup>th</sup> Street will reopen in February 2015
- 36<sup>th</sup> Street (two year closure)
- Eastway Drive will reopen in April 2015
- Sugar Creek Road closes for two year starting May 2015
- Craighead Road will close permanently when Sugar Creek Road re-opens

North Tryon Street has been the most difficult section to deal with at this point. The moving of private utility and working with private utilities companies, plus drainage and sewer

relocations has made this phase of the project longer than anticipated. The challenge for CATS is widening the road to accommodate the tracks and putting up retaining walls.

University Area has been a good partnership. Still doing a lot of work (extensive clearing; maintaining access to greenway; constructing a bridge across Toby Creek and preparing for the station foundation

Also making sure that we are communicating to the public about the project so impacted business can still operate and communicated to the public of route changes, that impacts their particular areas, etc...

CATS goal is to be operational by Summer 2017 so we are making the necessary efforts to make it happen.

Changes to Budget: FTA approved the budget of \$1.16 billion. Seven out of nine construction contract awards were below budget and the other two were at budget. The project contingency currently exceeds FTA requirements.

Project Changes – Approved items:

- Add a 5<sup>th</sup> level of parking at JW Clay Blvd Parking
- Sugar Creek Station will be a parking garage instead of surface parking
- Additional Ticket Vending Machine (TVMS)
- Additional Pedestrian Safety Amenities- crossing gates and median fencing

Project Changes – Requested Changes

- North Yard Maintenance Facility Expansion
- Pedestrian Bridge extensions at parking decks
- Sugar Creek station pedestrian bridge
- Tom Hunter Station – Bus pull-out

Comment: Todd Steiss – “Glad the local community has access to the stations because we are dealing with a different situation where the rail will be coming down the center of North Tryon versus what we have in the South corridor with development up against and it is an easy walk to the station. That was one of the concerns I had when I started looking at this project as to how were they going to get to the stations? And it seems like you handle it quite well at all locations.”

Question: Christy Kluesner – “In your experience with the pedestrian bridge robust?”

Reply: Danny Rogers – “Bridges are vented so there will not be heat instead they are enclosed so pedestrians cannot throw things out on the bridges.”

## **V. Charlotte Gateway Station (CGS) Project Status Update**

John Muth, Deputy Director of CATS provided an update of the CGS; and provided examples of other station projects of:

- Denver Union Station
- Salt Lake City Intermodal Hub
- Portland Union Station
- Seattle King Street Station
- Dallas Union Station

- North Carolina Stations of Greensboro; High Point; Raleigh; Salisbury
- This was the facility Charlotte has from 1905-1962 (Southern Railway Station)
- Due to repositioning of the tracks, the current Amtrak Station built in 1961 on North Tryon
- Current Amtrak Station is approximately 1½ miles from the Square. Not a convenient walk for customers. Current arrangement with NCDOT to pull some buses in to transport customer to the Transit Center
- New proposed station is 4/10<sup>th</sup> of a mile from the square
- The CGS is a project that has been in planning stages for quite some time now.

Information was provided concerning the recent activities of growth in the area of the proposed new CGS (BB&T Ballpark; Romare Bearden Park; Johnson & Wales University and residence property developments). NCDOT has already acquired property for the development of the rail system.

With the current state of funding sources (that have dried up); the original Municipal Agreement was signed by City/CATS and NCDOT in 2009. The agreement is now being revised to:

- Reflect division of work efforts between City and State:
  - State will lead design and construction of rail portion, including Amtrak
  - City will lead design and construction of Station facility
- Continued joint efforts to seek additional Project funding
- Acquisition of remaining real property
- Sources of funding to included
  - FTA – Approximately \$20 million (City is recipient)
  - TIGER VI – Approximately \$265,000 (State is recipient)
  - Future possibilities – Other federal and state programs to include the Governor’s 25 Year Plan

The future draft project schedule-Major Milestones look like:

- Submittal of Municipal Agreement (November 2014 – January 2015)
- Execute Municipal Agreement (February 2015)
- Real Estate Activities (February-August 2015)
- Completion of Planning Activities (June 2016)
- Selection of P3/Development Partner (December 2016)
- Final Design of CSG (2017)
- Construction (2018-2020)

Question: Todd Steiss – “Is there a timeline for the high speed rail”

Reply: John Muth – “There is an actual study going on.”

## **VI. CEO’s Report**

- Continue to work to get our State Legislative Agenda adopted
- Submitted a TIFIA loan package on Friday, November 14, 2014
- Sales Tax Revenues are up for FY15 (July - \$8 million; August – 6 million; October - \$6.9 million) Major improvement.
- MTC Officials and CATS traveling to DC on an Advocacy Trip; December 2-4, 2014

- AASHTO Annual Conference was held in Charlotte on Monday, November 24<sup>th</sup>, 2014. Secretary Anthony Foxx expected to be a speaker.
- CATS participated in the APTA Annual Conference in October 2014

No December CTAG Meeting...

**Adjourn**

The meeting was adjourned at 8:47 a. m.

NEXT CTAG MEETING: JANUARY 20, 2015 AT 7:30 AM