

2030 Transit Plan Review



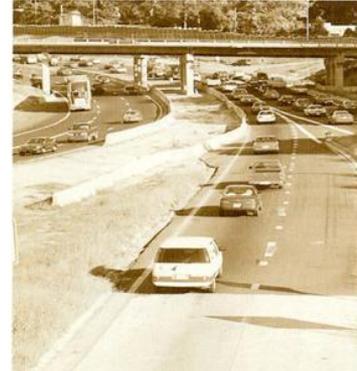
Carolyn Flowers, CEO
Charlotte Area Transit System
February 20, 2013

- **1977** Long Range Transit Plan “transitways” in corridors
- **1988** Independence Blvd HOV Lane Plan
- **1989** Transit Corridor Study – high capacity transit in eight corridors
- **1994** Committee 100 – recommended rapid transit corridors, sales tax
- **1996** Committee 10 – Reviewed Committee 100 recommendations, created 5 year transportation plan

- 5 Year Transportation Plan
- Support for “Local Option” Revenue Sources for Transit Improvements
- Led to Enabling Legislation for ½ Cent Local Option Sales Tax



CHARLOTTE'S FIVE YEAR Transportation PLAN



They also incorporated ideas from seven commissioned studies by national experts. These studies looked at the issues and opportunities the City faces as it constructs a transportation system for the future. What is done now to improve transportation will influence Charlotte for generations to come.

The Next Step

Learning from the experiences of older metropolitan areas, Charlotte is at a critical juncture on its way to becoming a major city. This five-year plan will allow Charlotte to meet its short-term transportation needs. With the population expected to reach 815,000 in Mecklenburg County by 2015, it will be essential for neighborhood groups, employers, community leaders, transit riders, and the general public to continue building on this plan. By re-thinking a traditional “roads-first” approach, Charlotte will foster a varied transportation system that will promote its economic, social, and environmental well-being.

Giving You More Options Than Ever

As Charlotte continues to grow, easy and convenient transportation is essential for maintaining our City's distinctive character. The Charlotte City Council has approved a five-year transportation plan designed to respond to traffic congestion and pollution while providing more options for buses, carpools, and other alternatives to cars. Funding for the plan is still being determined.

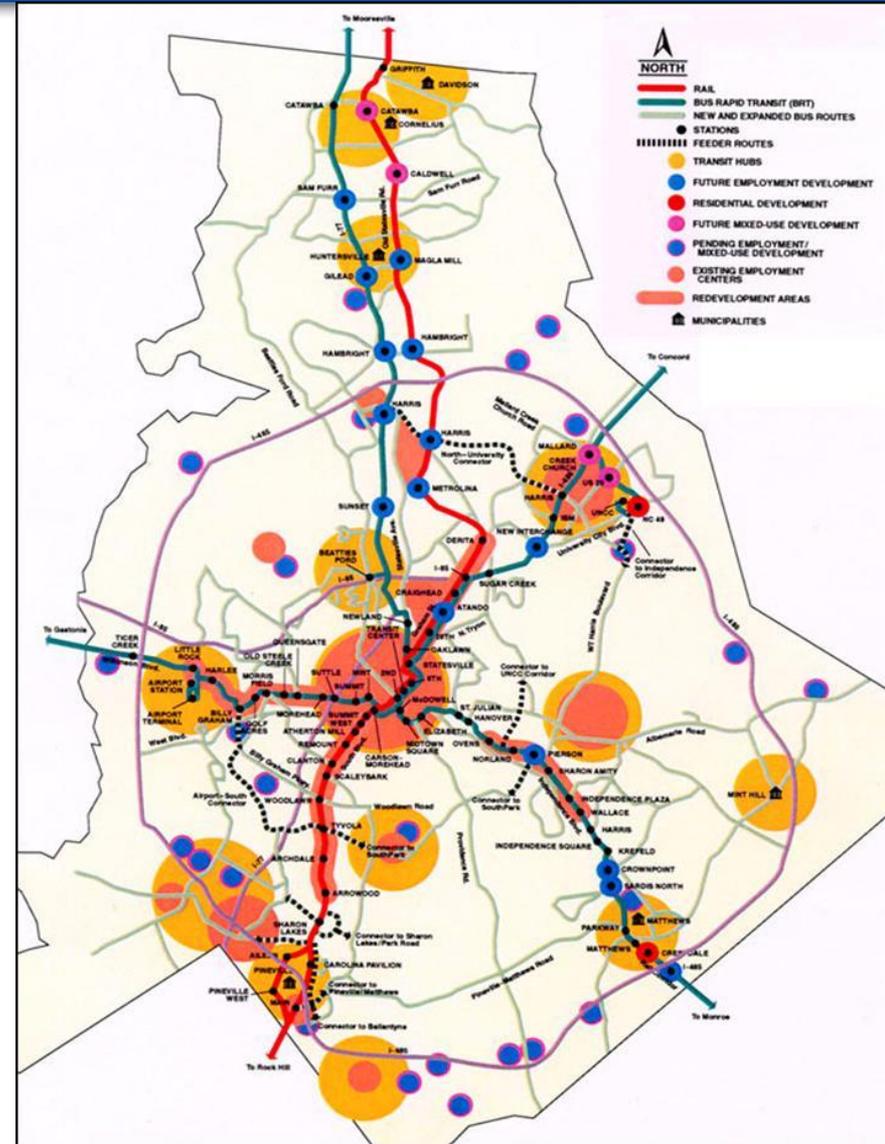
To create the five-year plan, City Department of Transportation officials surveyed hundreds of local citizens, including neighborhood group representatives, community leaders, transit riders, employers, and the general public.



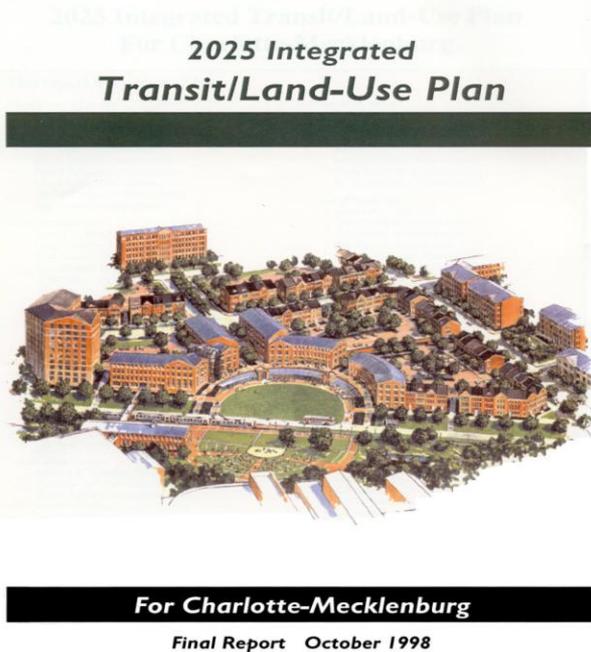
CHARLOTTE ©
Department of Transportation

Goals

- Support Centers and Corridors Land Use Vision
- Provide Choices in Mode of Travel
- Develop a Regional Transit System
- Support Economic Growth and Sustainable Development



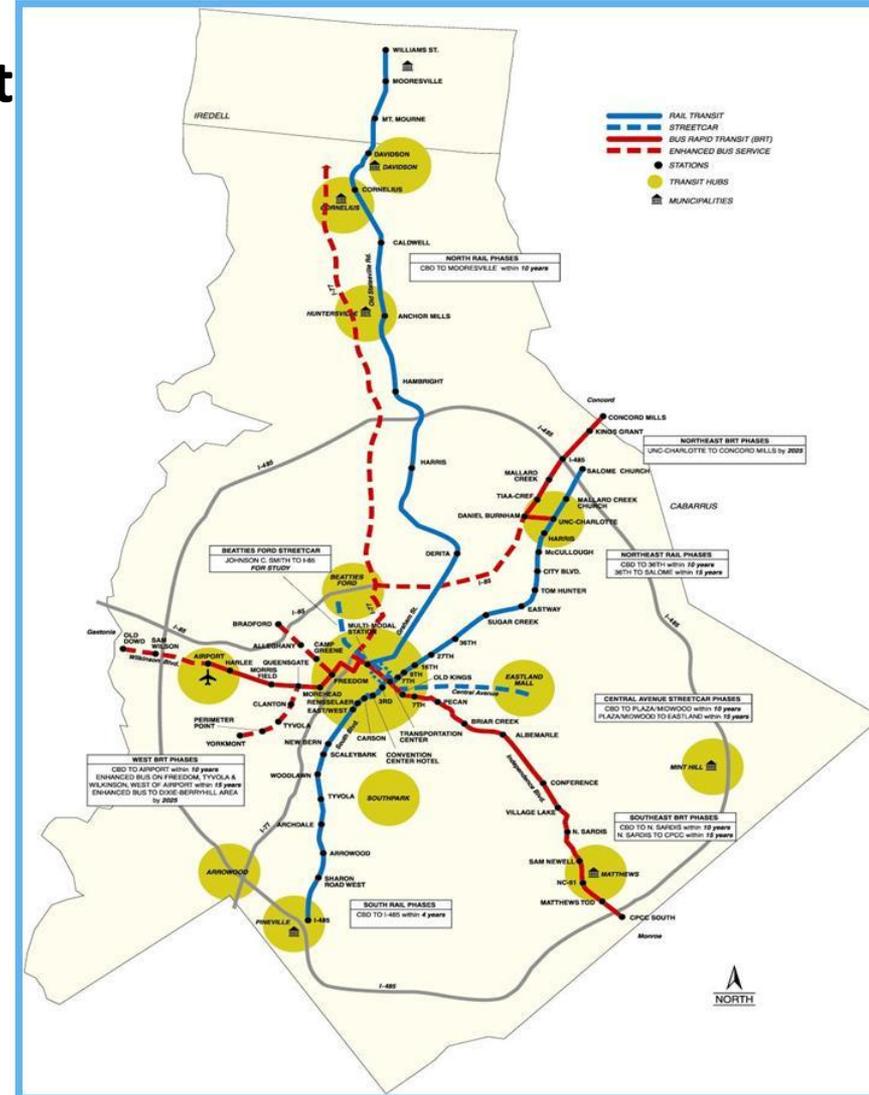
- Voter referendum on ½ percent sales use tax for public transportation on November 1998 ballot
- Promoted by Chamber and paired with \$100 million Road Bond
- Sales tax approved 58% to 42%



- **Public Transit System Governing Board**
 - Provides policy direction for system development and operation
 - Oversees management activities
- **MTC Composition – 23 members**
 - 16 from Mecklenburg County
 - 1 NCDOT
 - 5 ex-officio from 5 surrounding counties
 - 1 SCDOT (ex-officio)
- **Citizen Advisory Committees**
 - CTAG (planning and finances)
 - TSAC (service delivery)



- Serves 205,000 – 215,000 daily transit riders by 2025
- 28 miles of BRT guideway
- 21 miles of LRT
- 11 miles of streetcar
- 29 miles of commuter rail
- Extensive network of bus and other types of transit services throughout the region



- ❑ Adopted by the Metropolitan Transit Commission in 2006
 - Guide for growth of mobility options in the region

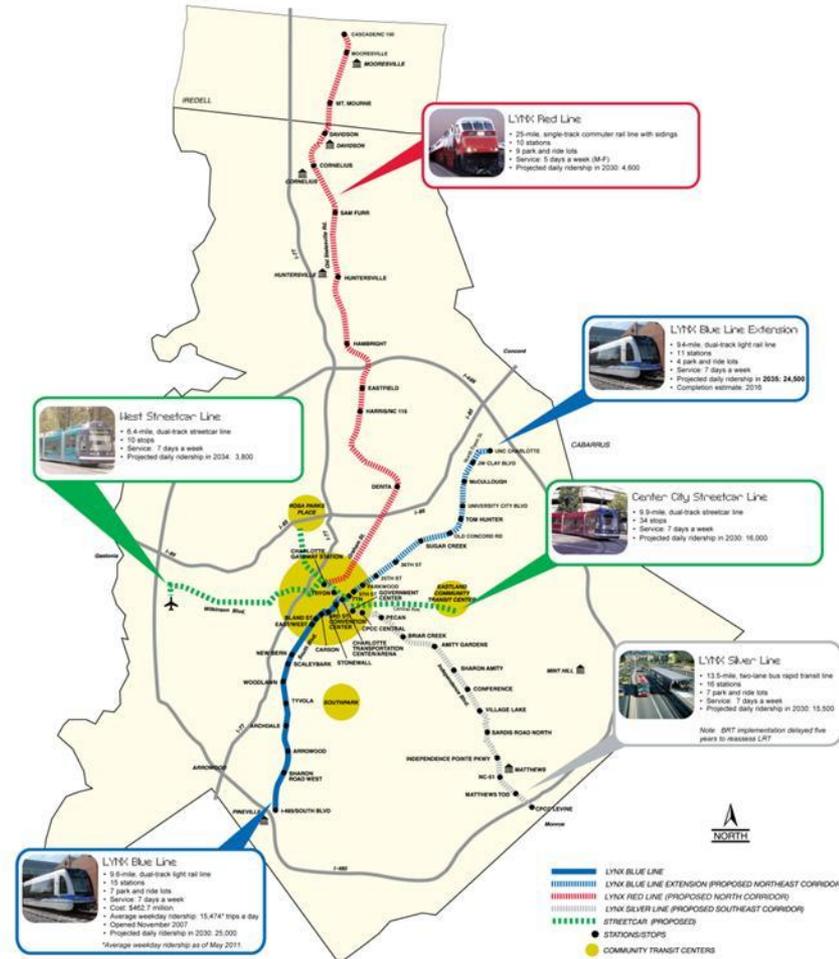
- ❑ 30-year long range plan
 - Build-out of a multimodal transit system
 - Introduction of rapid transit modes of transportation

- ❑ Federal Transit Administration (FTA) and the NC Department of Transportation (NCDOT) are key financial and technical partners

- ❑ FTA is the largest investor in projects i.e. 50% of eligible projects

- ❑ Every \$ received from NCDOT is matched \geq 100% with local half-cent sales tax funds

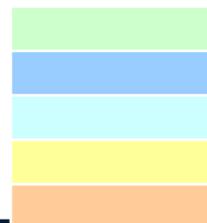
2030 Transit System Plan



2006 Update: 2030 Transit Corridor System Plan

CORRIDORS	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
South	C																												
North - Phase I				Design	Construction																								
North - Phase II										Design	Const.																		
Northwest				Design	Construction																								
Southeast - Phase I (CGS to Conference Sta)		ROW		\$ 14.1	Busway		\$ 32.2					Design	Construction																
Southeast - Phase II (Conf. Sta to Sardis Sta)													Design	Construction															
Southeast - Phase III (Sardis to CPCC/Levine)															Design	Construction													
Streetcar - Phase I (Rosa Parks to Presby.)										Design	Construction																		
Streetcar - Phase II (Presby to Eastland)															Design	Const.													
West Corridor - Enhanced Bus			Wilkinson		West		Freedom		Other																				
West Corridor - Phase I (CGS to Ashley)																					Design	Const.							
West Corridor - Phase II (Ashley to CLT)																									Design	Const.			

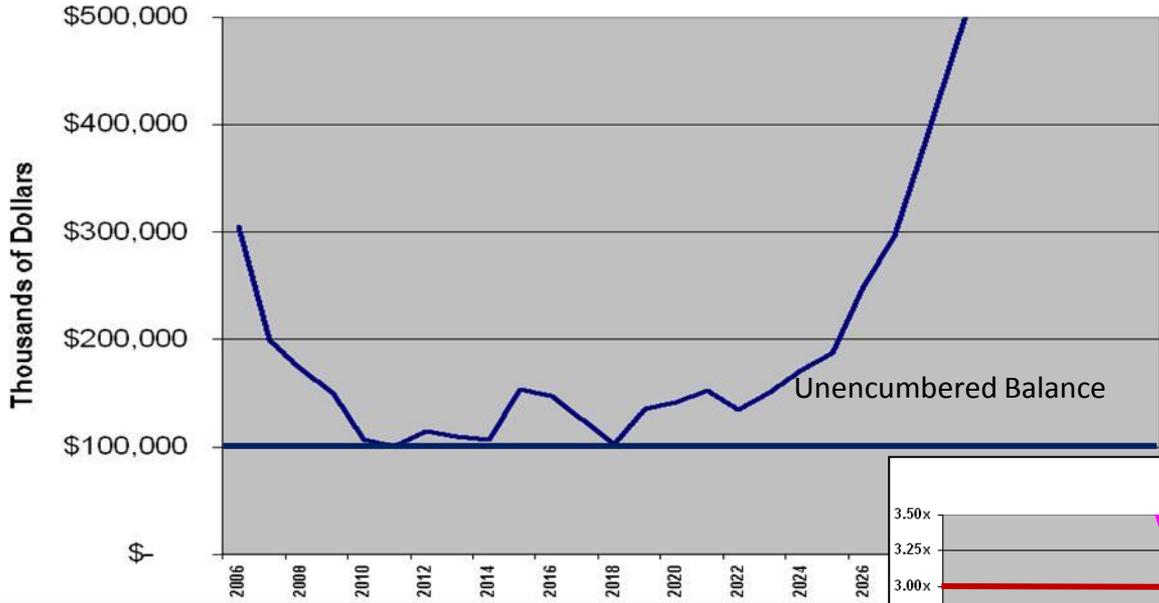
Legend



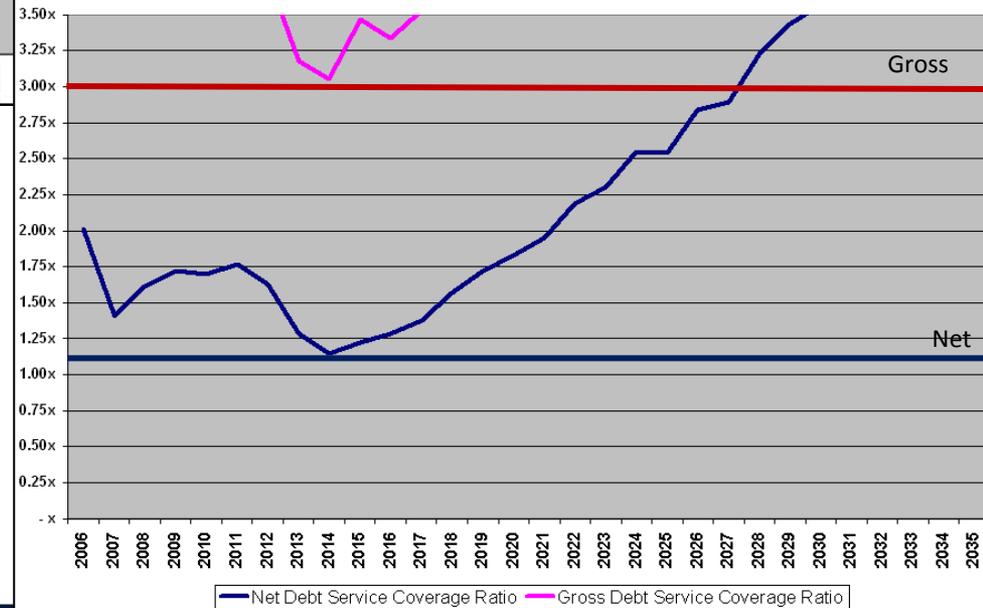
Funding Strategy

- Federal 5309 New Starts
- Federal Exempt Funds (Maximum of \$25 Million)
- Federal Small Starts (Maximum of \$75 Million)
- Other Federal
- CATS Funding

Closing Cash Balance



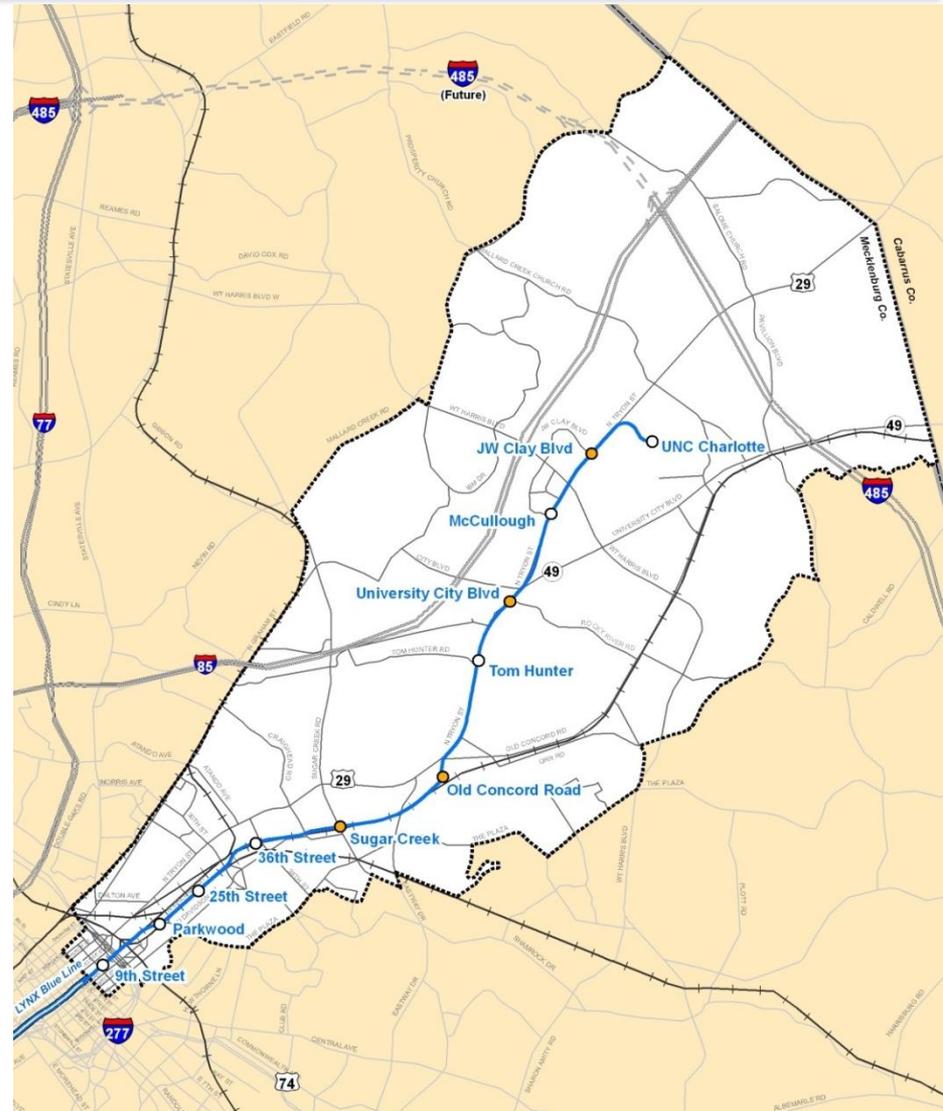
Debt Service Coverage Ratios



- LYNX Blue Line Extension (BLE)
 - +9.4 miles
 - Implementation in 2017
 - +25,000 daily riders
 - Improvements to North Tryon Street
 - Connects UNC Charlotte campuses

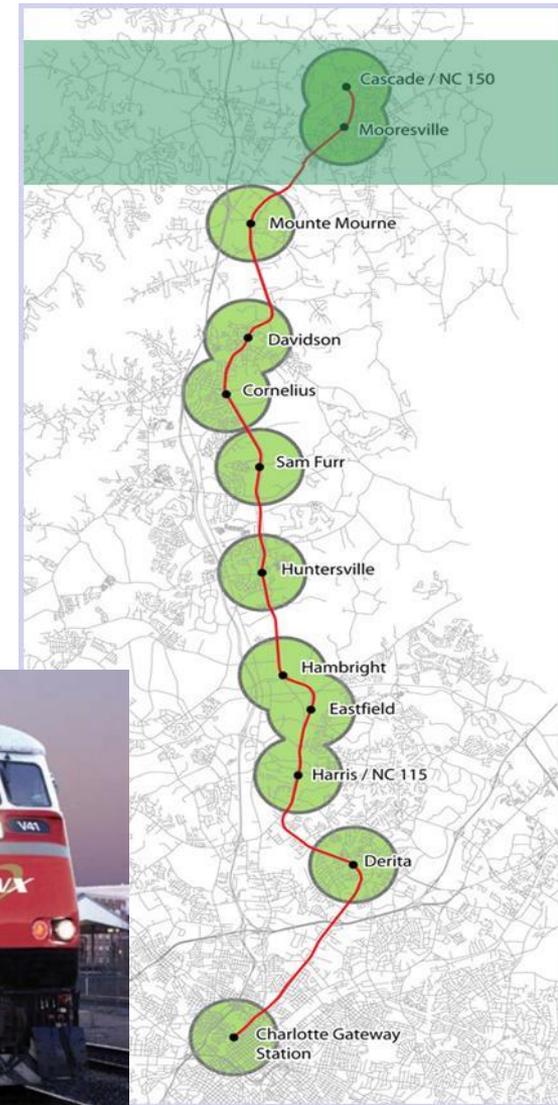
- FTA issued Record of Decision in December 2011
- Request to enter Final Design in March 2012

- Financially sustainable project
 - \$1.16 billion (YOE)
 - FTA approved project & FFGA
 - NCDOT approved project & FFGA



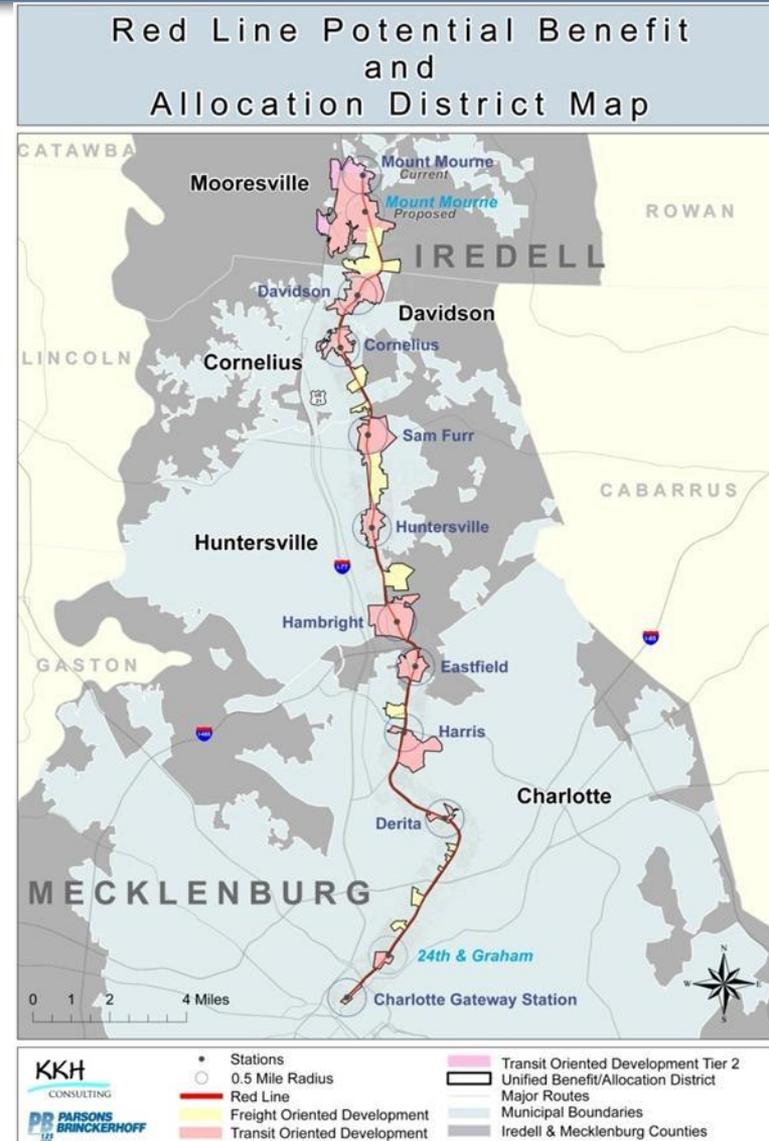
Red Line (Commuter Rail)

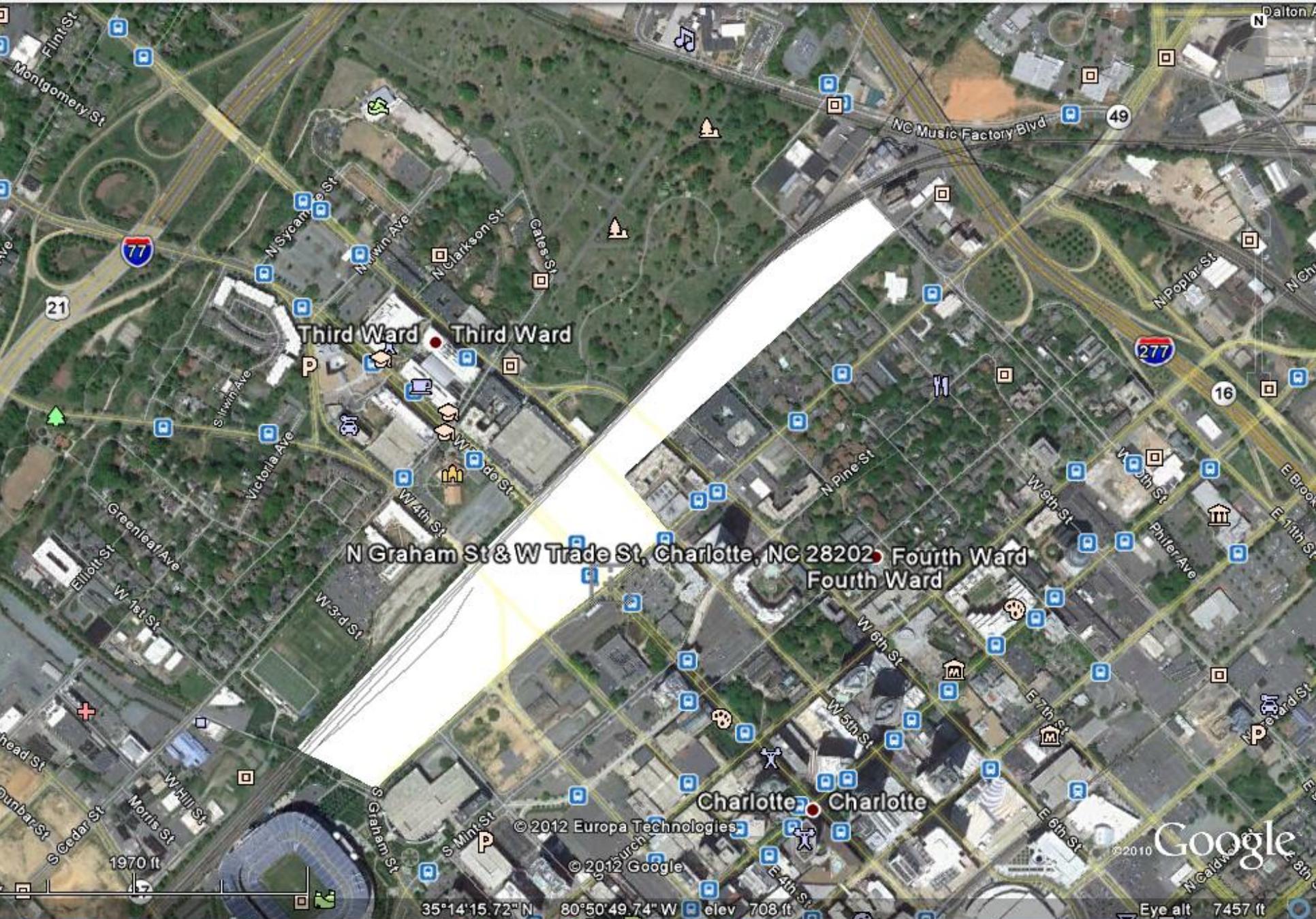
- Commuter rail from downtown Charlotte to Town of Davidson (or Iredell County)
- Currently not eligible for federal funding grants for construction
- NCDOT participation necessary
 - Financial partners
 - Leadership with private railroads
- Proposed build-out in 2018
 - P3 (Public-Private-Partnership)
- Candidate for design-build



Red Line (Commuter Rail)

- Dual Benefit Corridor
 - Integrates the efficient movement of both goods (freight) and people (transit)
- Economic Benefit
 - Attract new residents, employment and private business, strengthening the North Corridor as a focal point for the regional economy
- Unified Benefits Approach
 - Maximize regional value creation, value capture and value distribution through a Joint Powers Authority (JPA)





Third Ward Third Ward

N Graham St & W Trade St, Charlotte, NC 28202 Fourth Ward Fourth Ward

Charlotte Charlotte

35°14'15.72" N 80°50'49.74" W elev 708 ft

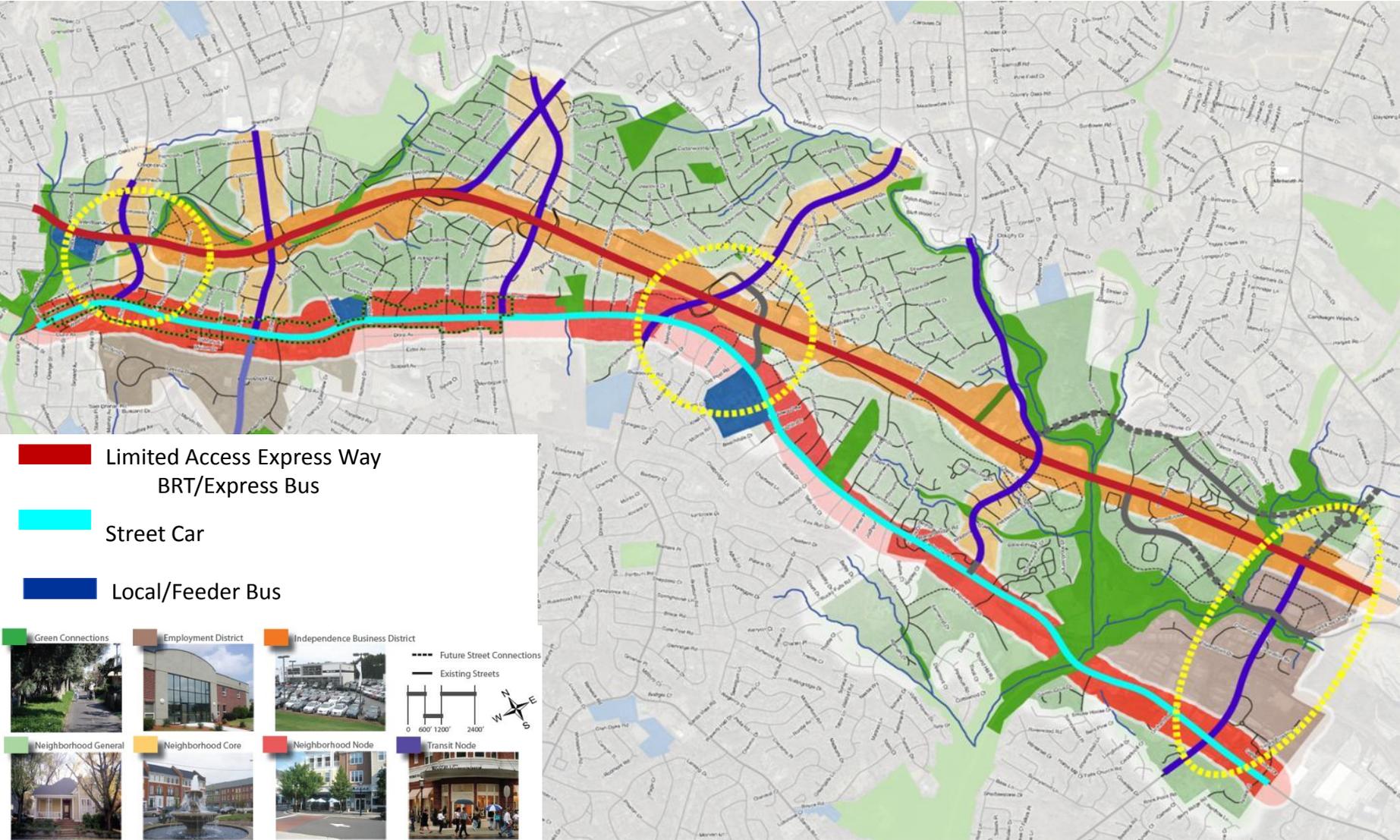
Eye alt 7457 ft

Taskbar area containing icons for Google Earth Pro, central city par..., StateCenter.RF..., and system tray icons for home, volume, and network. The system clock shows 4:45 PM on 1/15/2012.

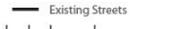
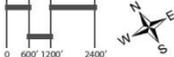
Streetcar Starter Project



ULI-Rose Panel Concepts

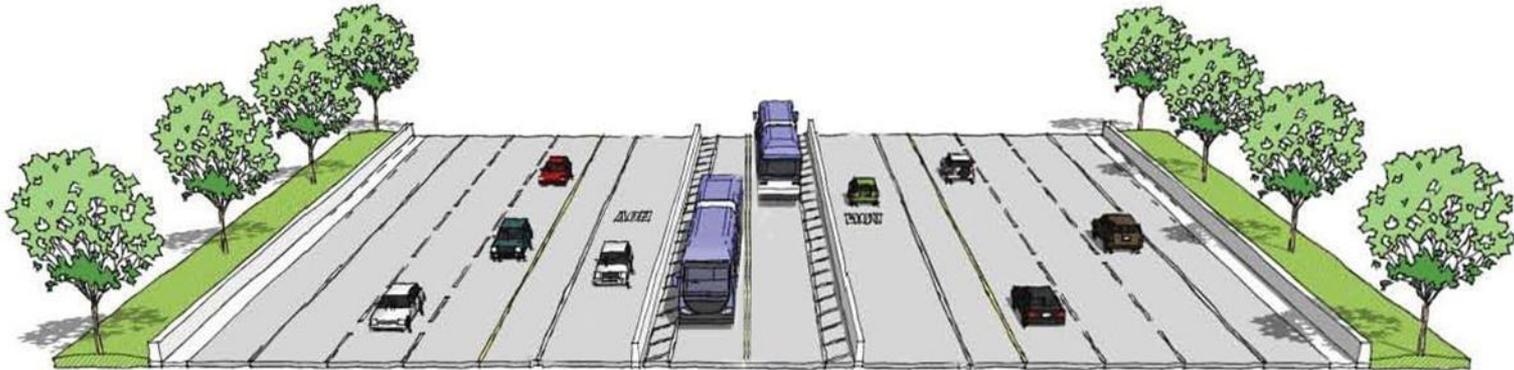


-  Limited Access Express Way
BRT/Express Bus
-  Street Car
-  Local/Feeder Bus

Combine Busway and HOT

Independence Boulevard with Exclusive Busway*



ULI Recommendations with Combined Busway and HOT*



2025 System Plan (2002)

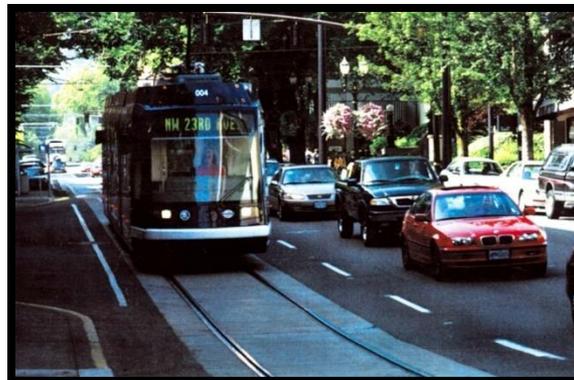
- Bus Rapid Transit
- Light rail not FTA cost-effective

2030 System Plan (2006)

- Streetcar extension— post 2030
- Light rail not FTA cost-effective

Today

Sprinter Service





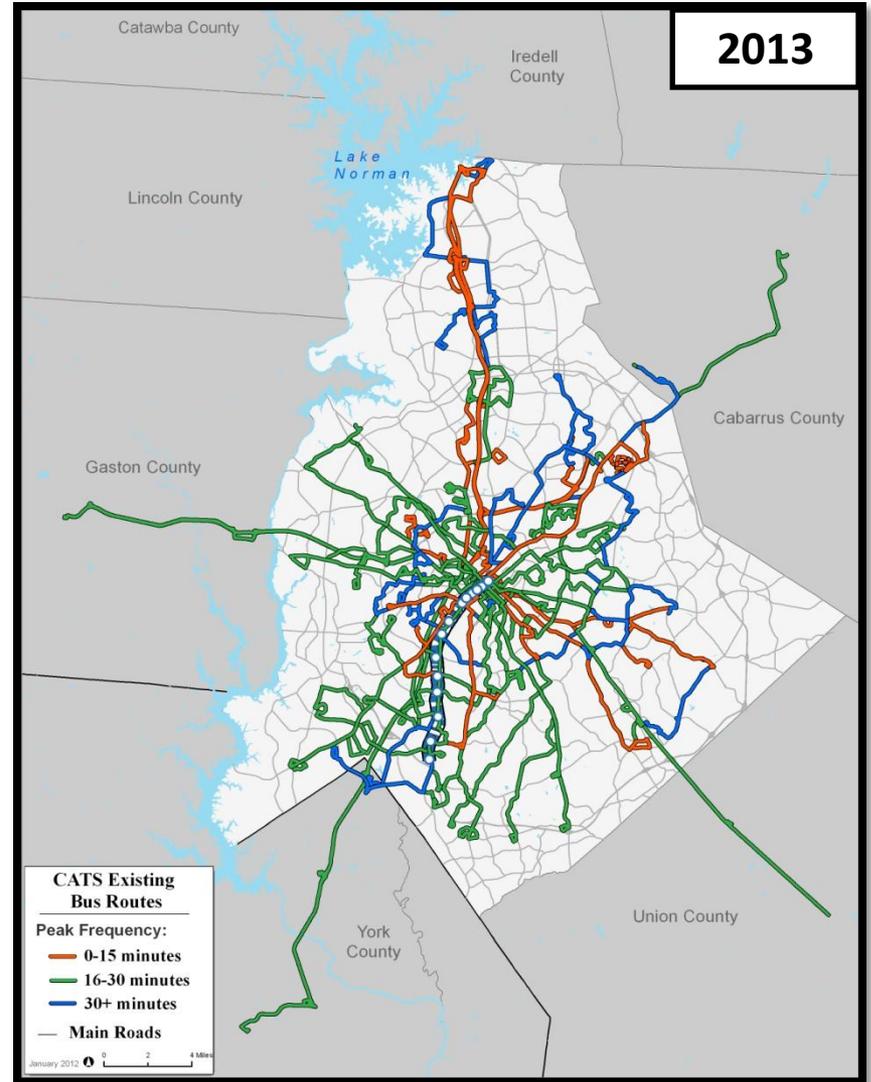
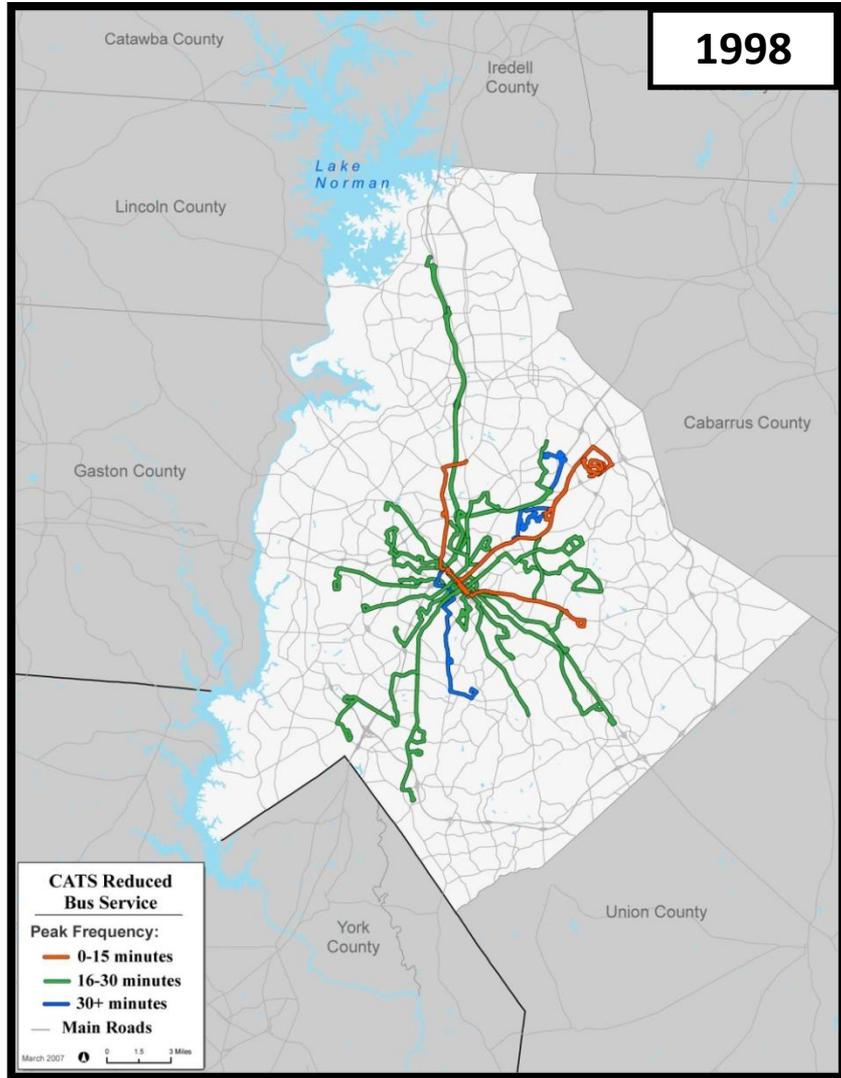


Olaf Kinard
Assistant Director of Public Transit
Charlotte Area Transit System
February 20, 2013

- **Much Has Been Accomplished over the past decade.**
- **People have embraced public transit in the Charlotte region.**
- **The system is well managed.**
- **CATS costs less to operate than the national average.**



Growth of the Transit System



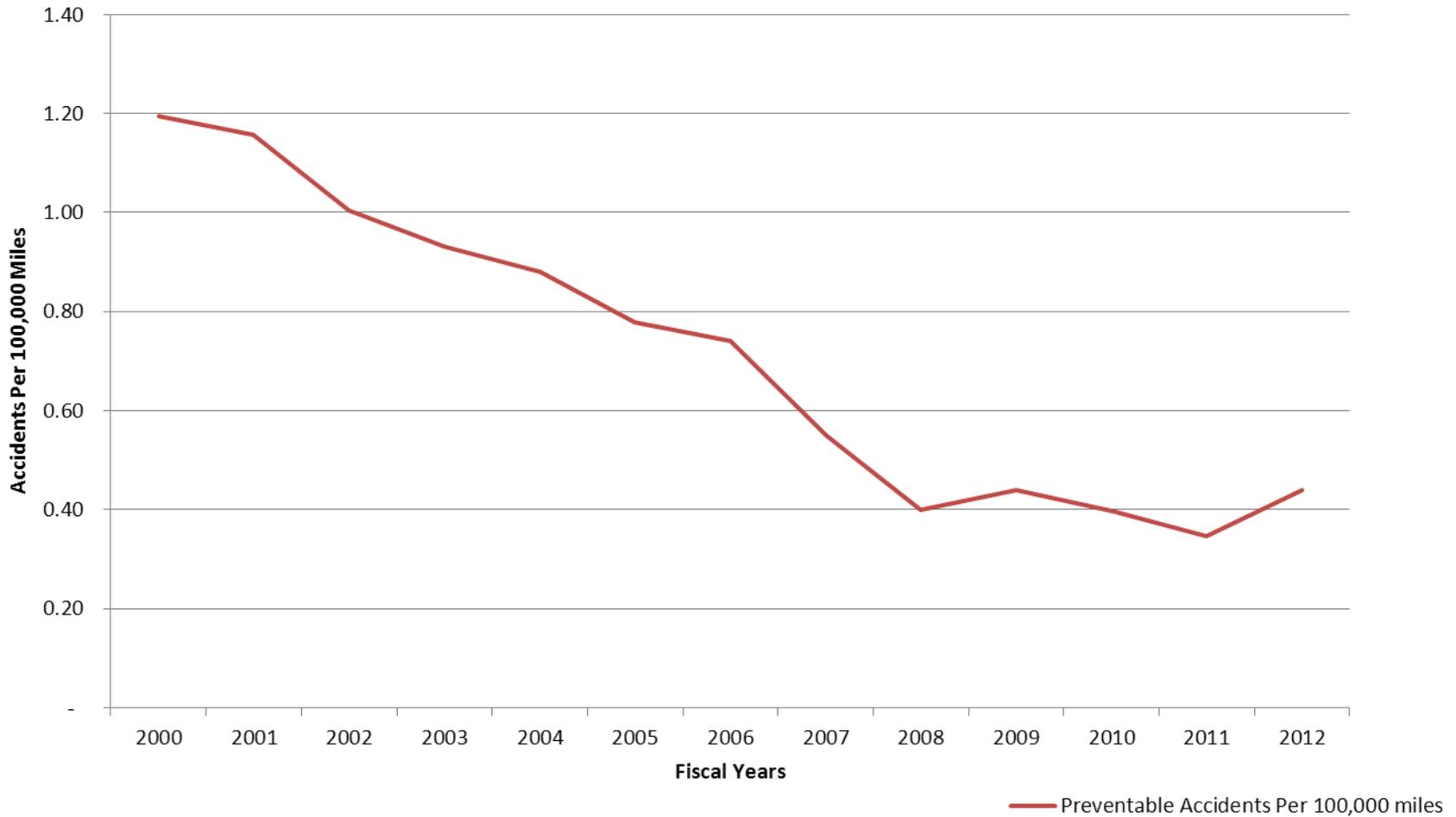
Today vs. 1998

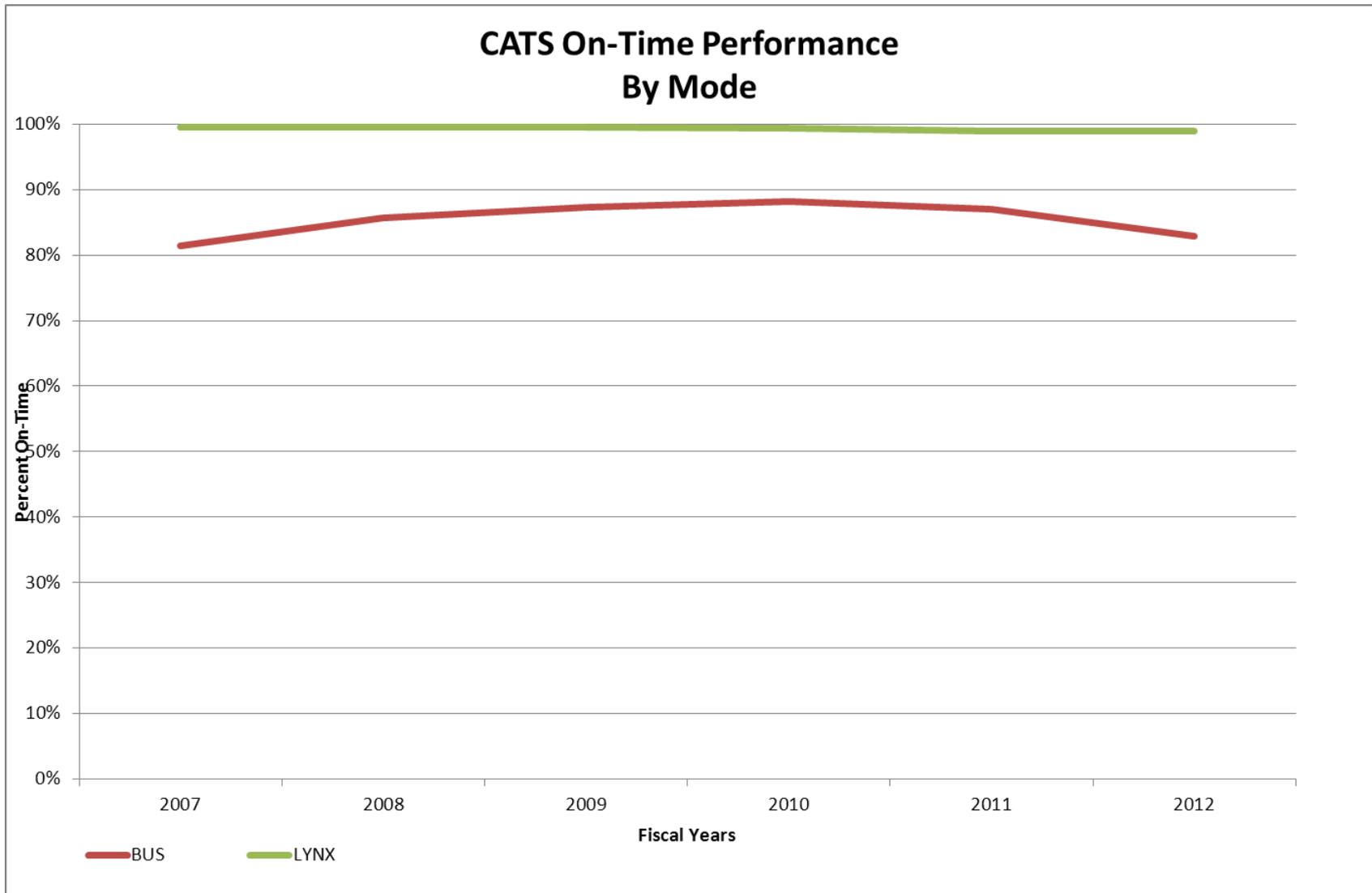
- Travel 2x more miles
- Transport 2x more customers
- Operate 20 plus more routes



- Completely revamped customer amenities
- Consistently improved our safety record
- Maintained / Improved On-Time performance
- Reduced our Administrative overhead rate

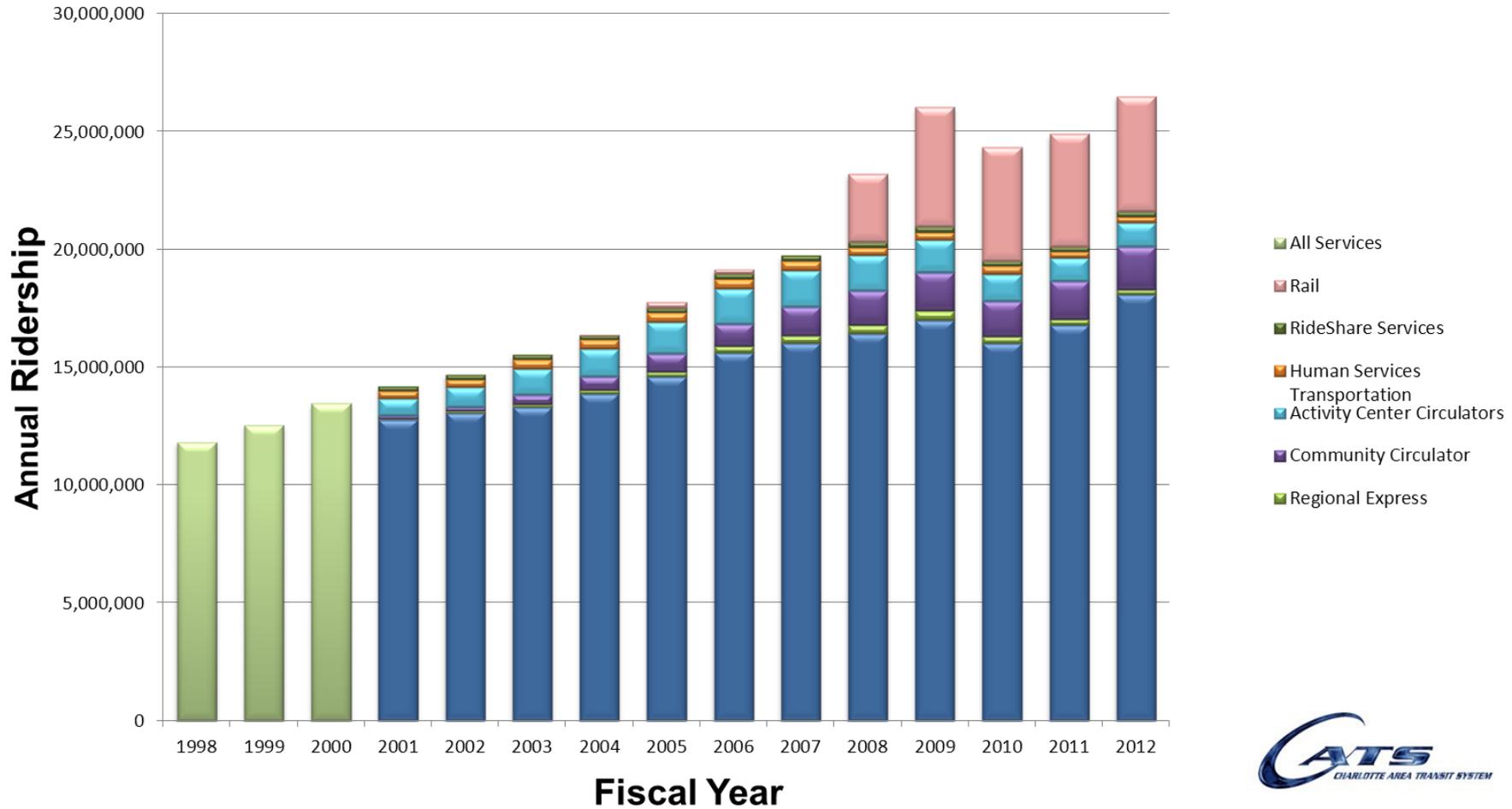
CATS Preventable Accidents Rate





Ridership Growth

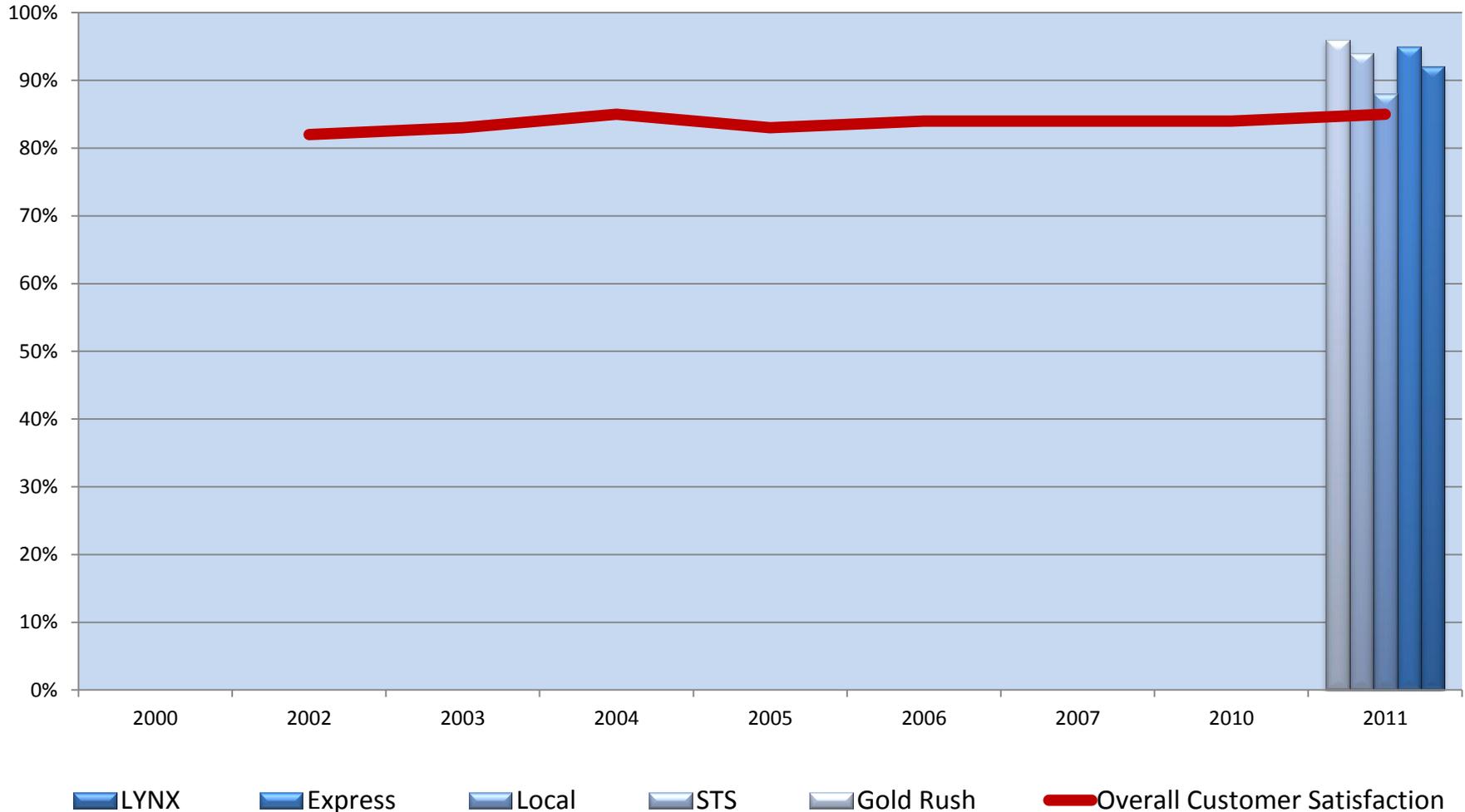
CATS Historical Ridership by Service Type



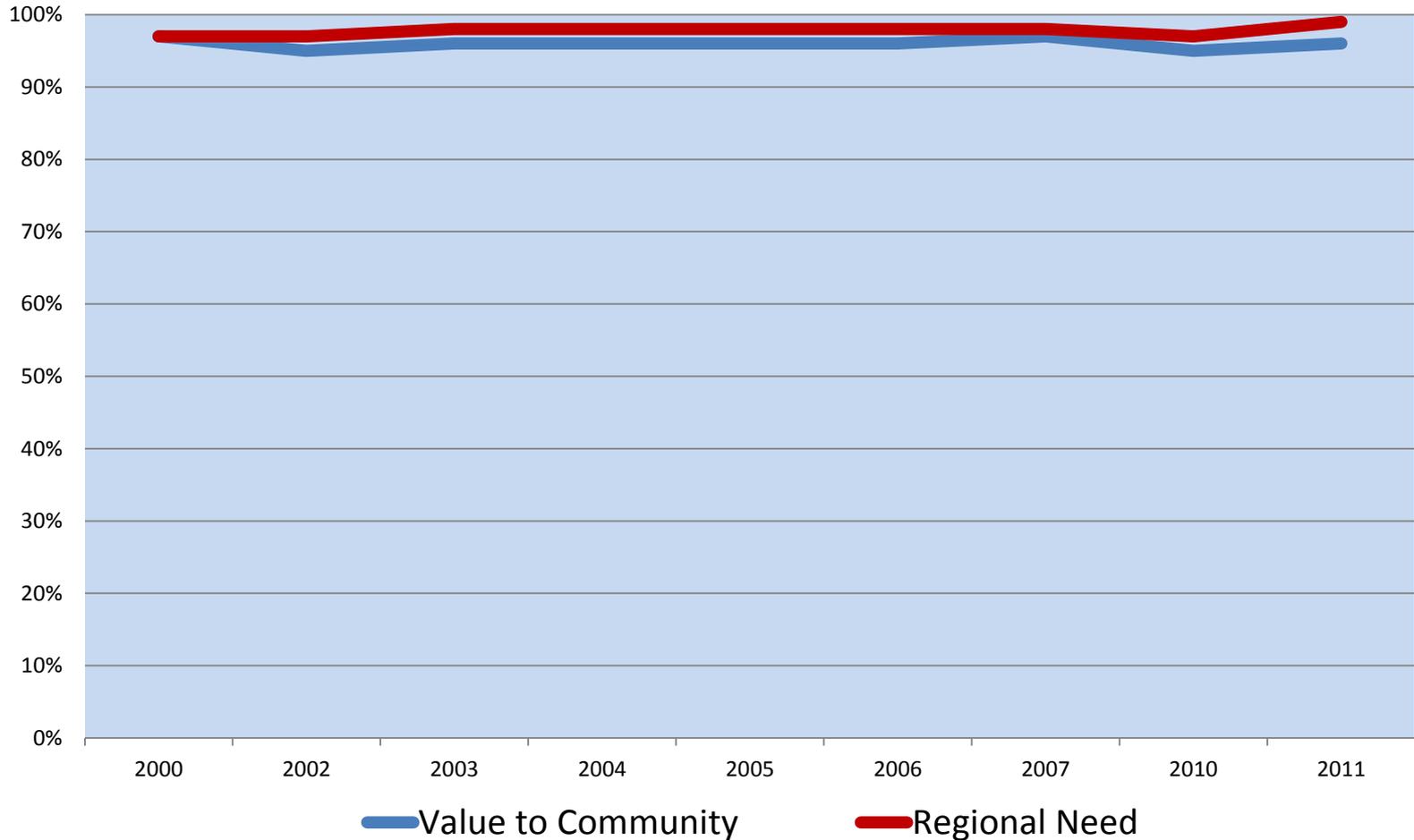
- ❑ LYNX Blue Line began service in 2007
- ❑ LYNX Blue Line ridership surpassed initial ridership projections by > 50% in within a year of opening.
- ❑ TOD Impacts
 - Pedestrian-friendly development
 - Mix of residential, retail employment and civic development, \$1.4 billion Transit Oriented Development (TOD) investment projected by 2013
- ❑ \$18.8 million in new tax revenue (prior to revaluation)



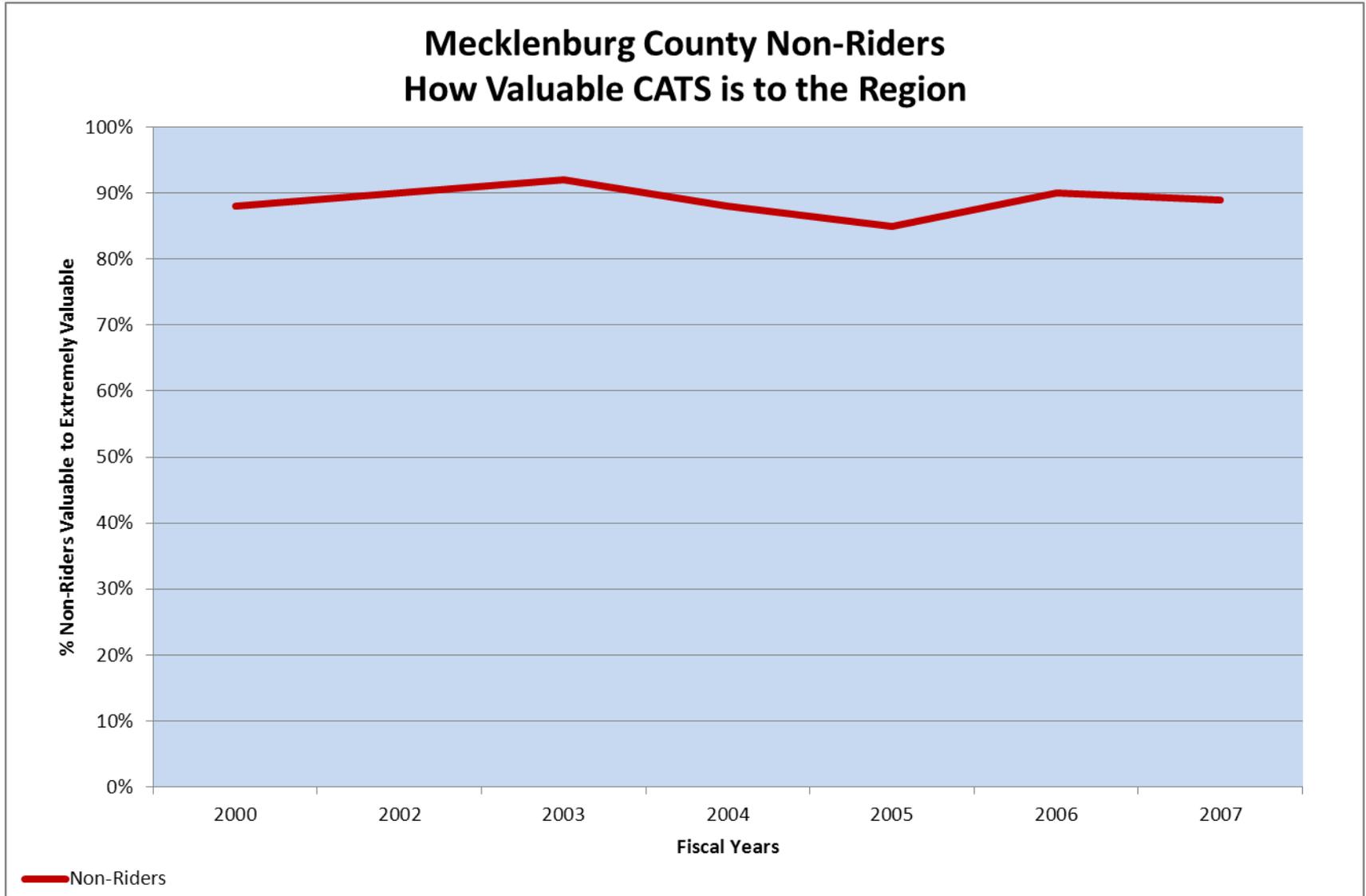
Satisfaction with Quality of Service



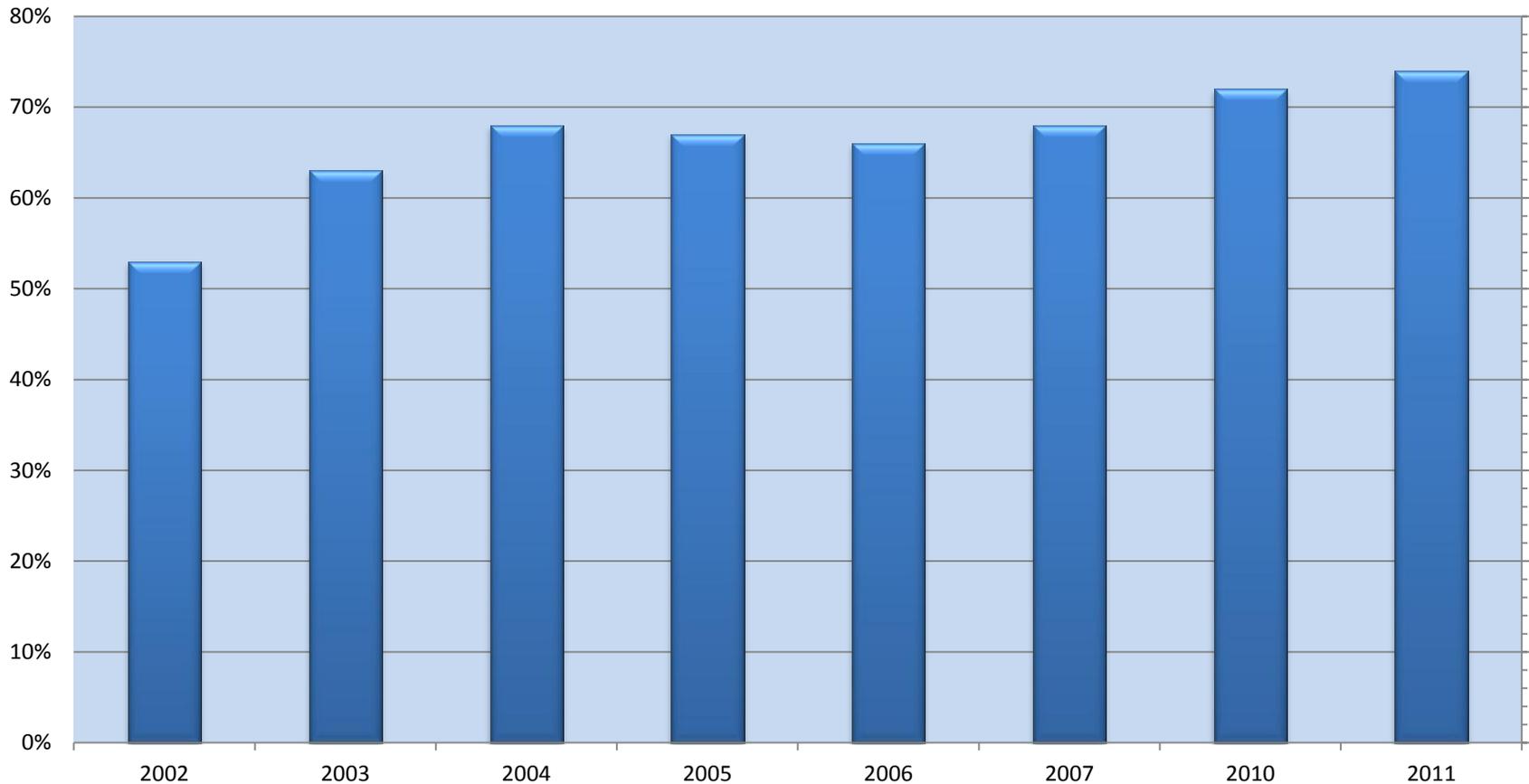
Customers Regional Need and Value to the Community



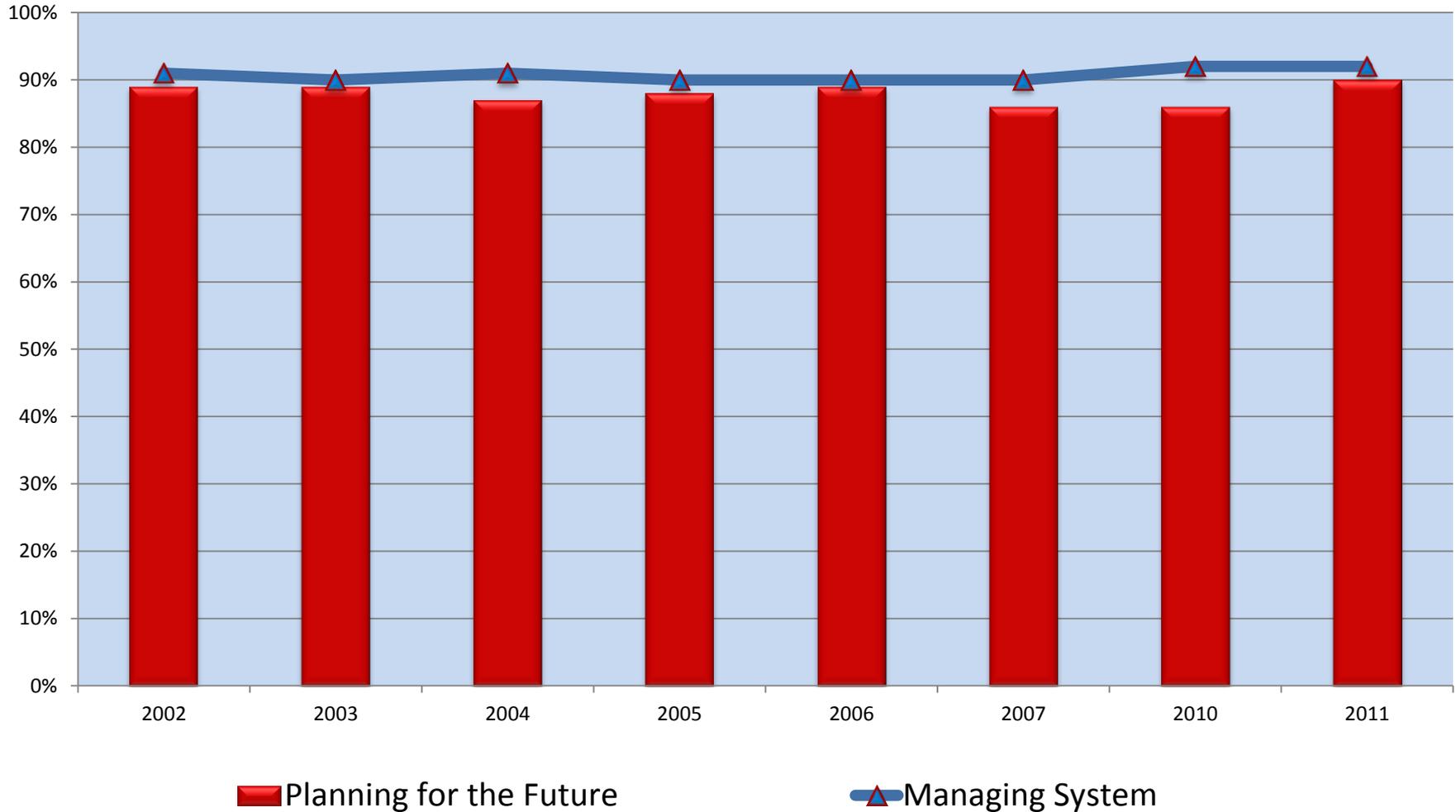
Mecklenburg County Non-Riders How Valuable CATS is to the Region



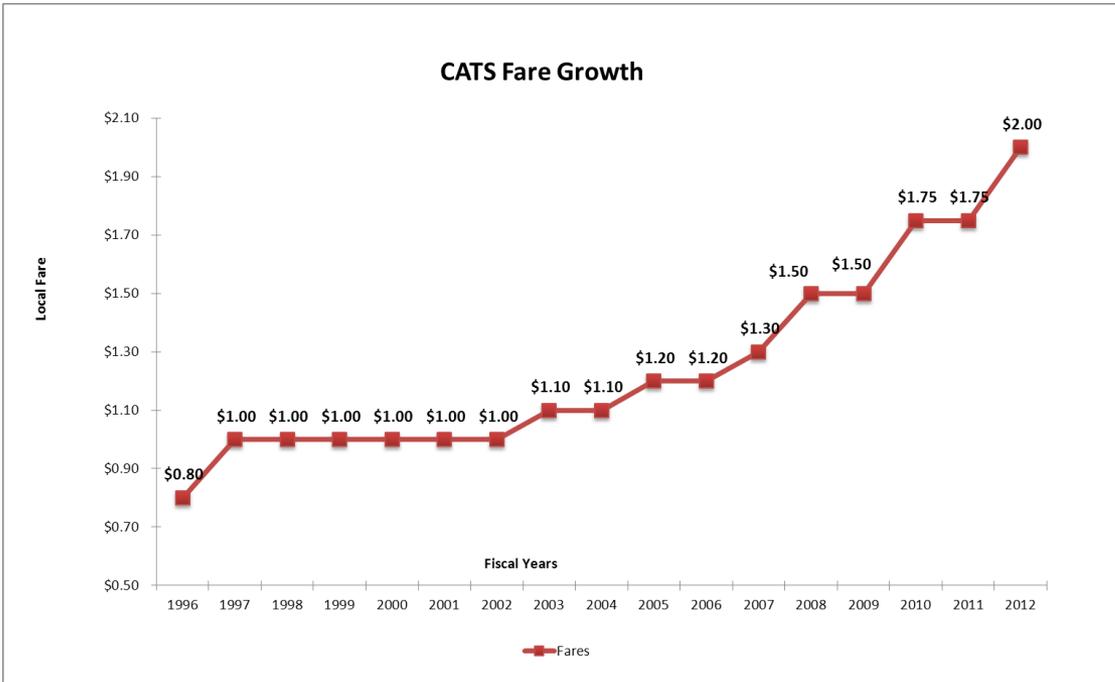
Percentage of Customers Riding 1+ years



How Well CATS Manages the System and Plans for the Future



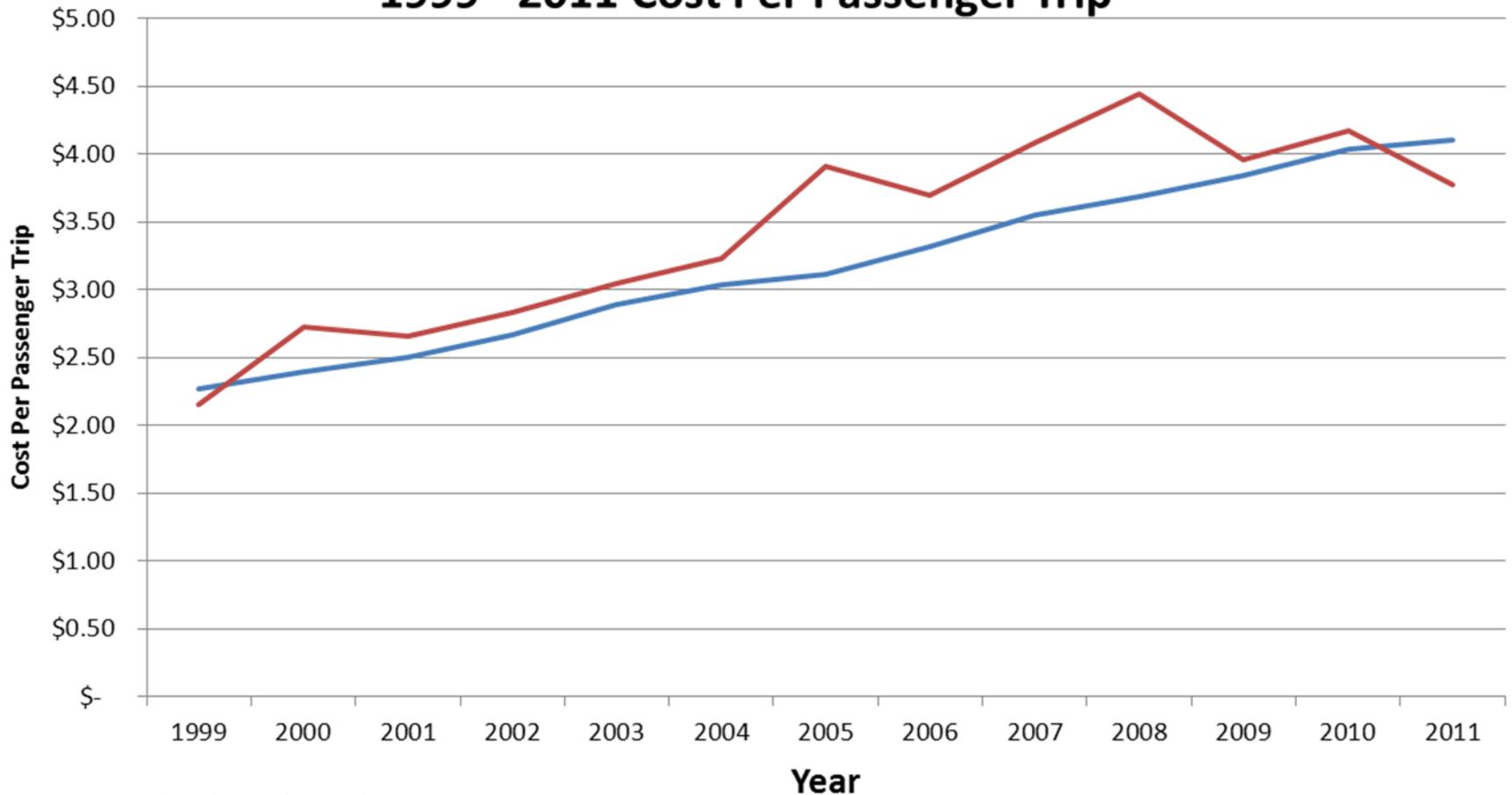
Customer Fares



Customers' fares increase at regular intervals to ensure Customers contribute an reasonable share of the operating costs.



CATS Compared to US Transit Industry 1999 - 2011 Cost Per Passenger Trip

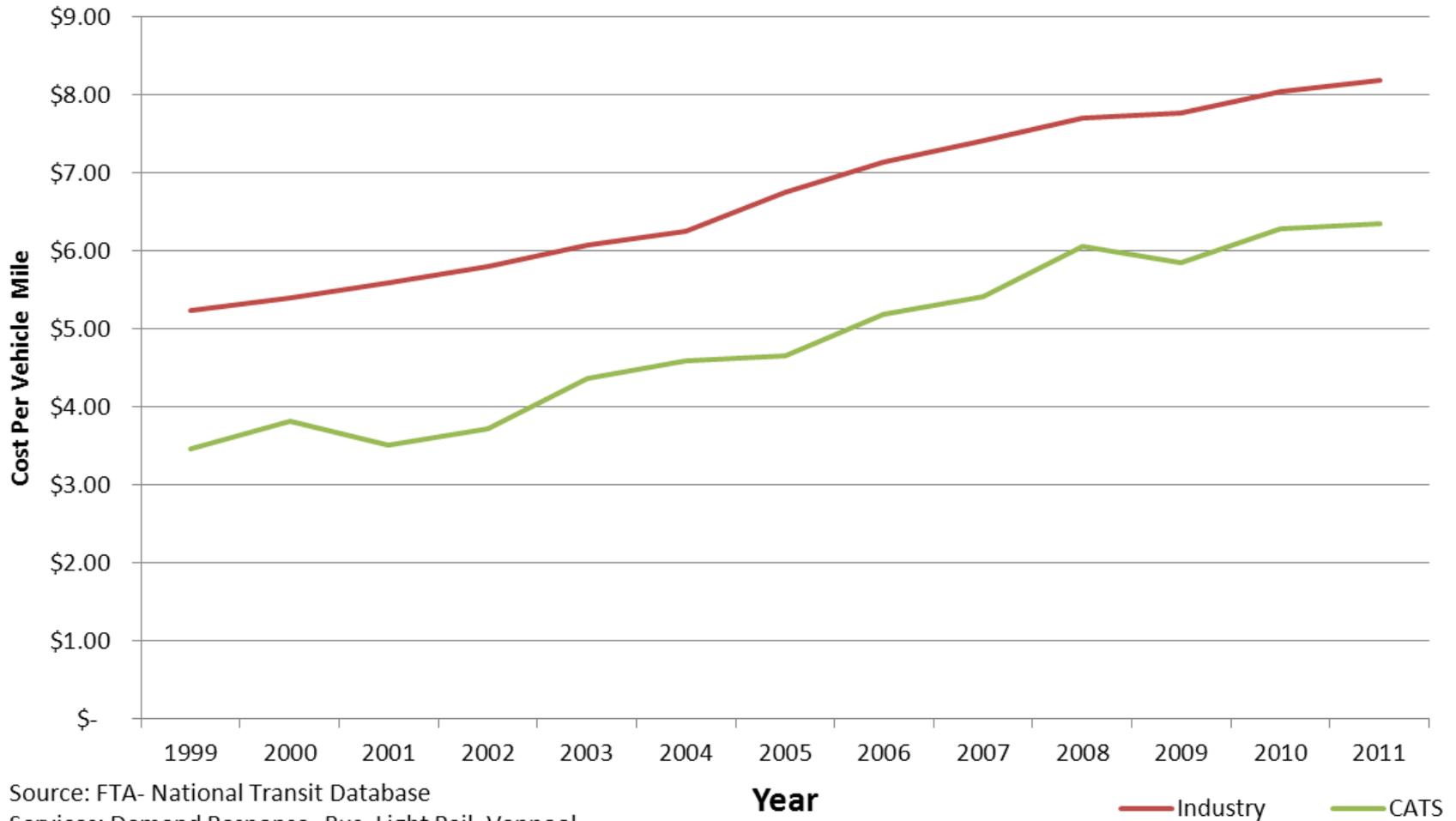


Source: FTA- National Transit Database
 Services: Demand Response, Bus, Light Rail, Vanpool

— Industry — CATS

Cost per Vehicle Mile

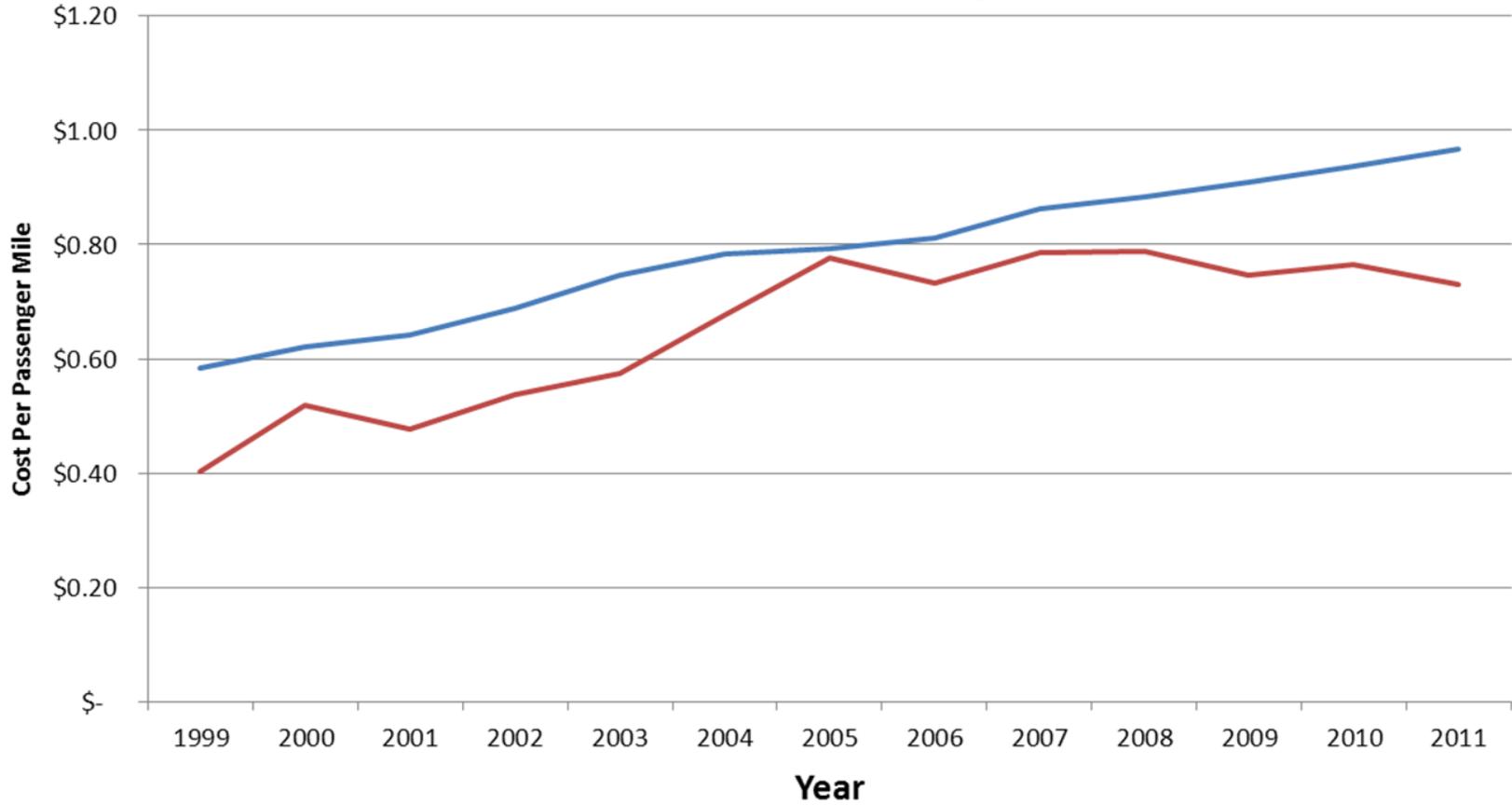
CATS Compared to US Industry 1999 - 2011 Cost Per Vehicle Mile



Source: FTA- National Transit Database
 Services: Demand Response, Bus, Light Rail, Vanpool

Cost Per Passenger Mile

CATS Compared to US Transit Industry 1999-2011 Cost Per Passenger Mile



Source: FTA- National Transit Database
 Services: Demand Response, Bus, Light Rail, Vanpool

— Industry — CATS

Questions?





Dee Pereira
Chief Financial Officer
Charlotte Area Transit System
February 20, 2013

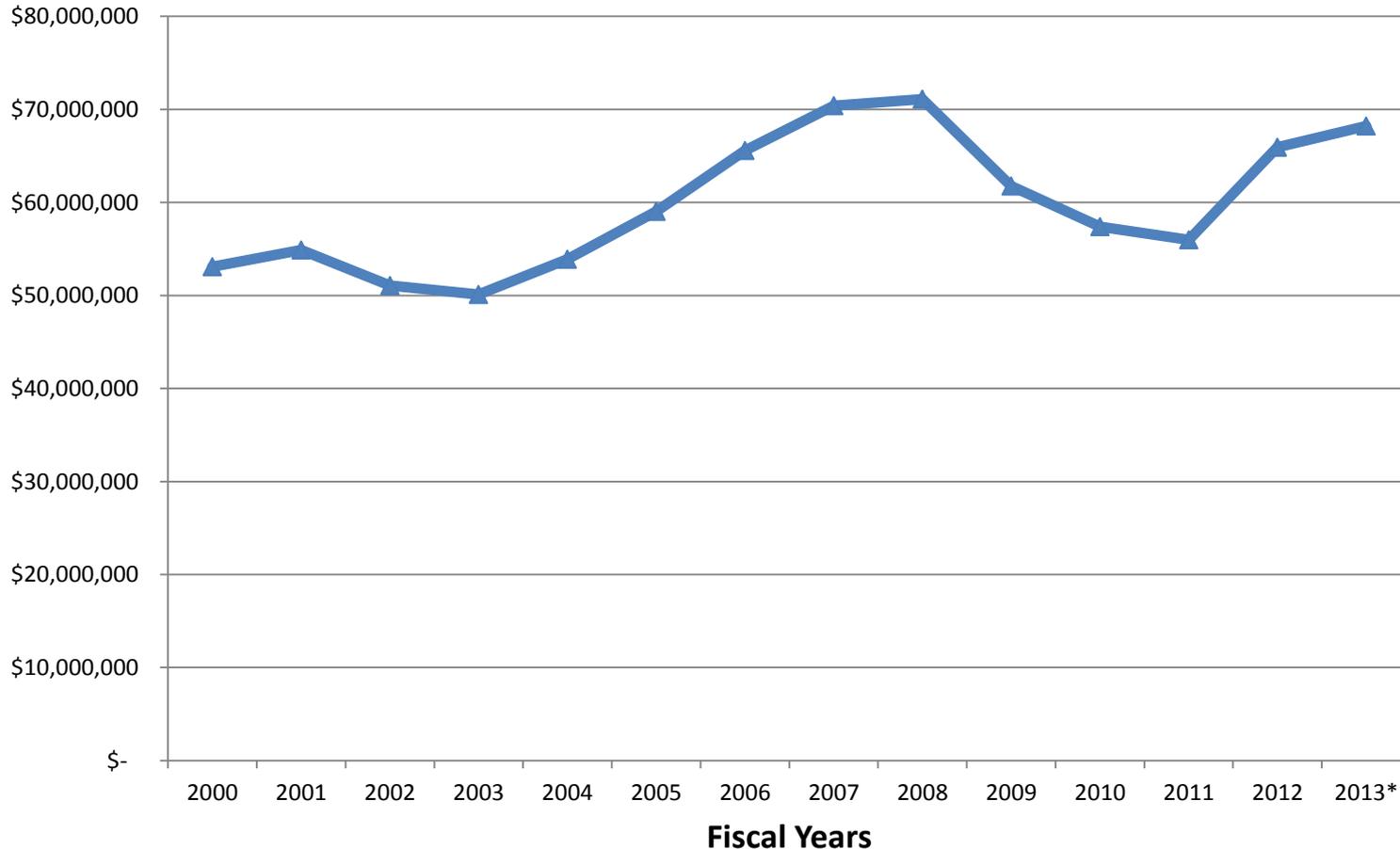
- Great Recession effect on Sales Tax and CATS Operating and Capital programs
- Operating expense and customer demand
- Long-term revenue loss
- Effect on North Carolina Department of Transportation

Impact on the 2030 Plan

- ❑ Sales Tax reduction projected at \$2.3 billion over 30 years vs. Plan. 2010-2011 saw the worst performance of the transit sales tax (since 9/11)
- ❑ The recession caused operating stress on the transit system
- ❑ The stability of the funding partners (Federal and State) is uncertain
- ❑ Reduced funding impacts implementation schedules which in turn impacts project costs

Historical Sales Tax Receipts

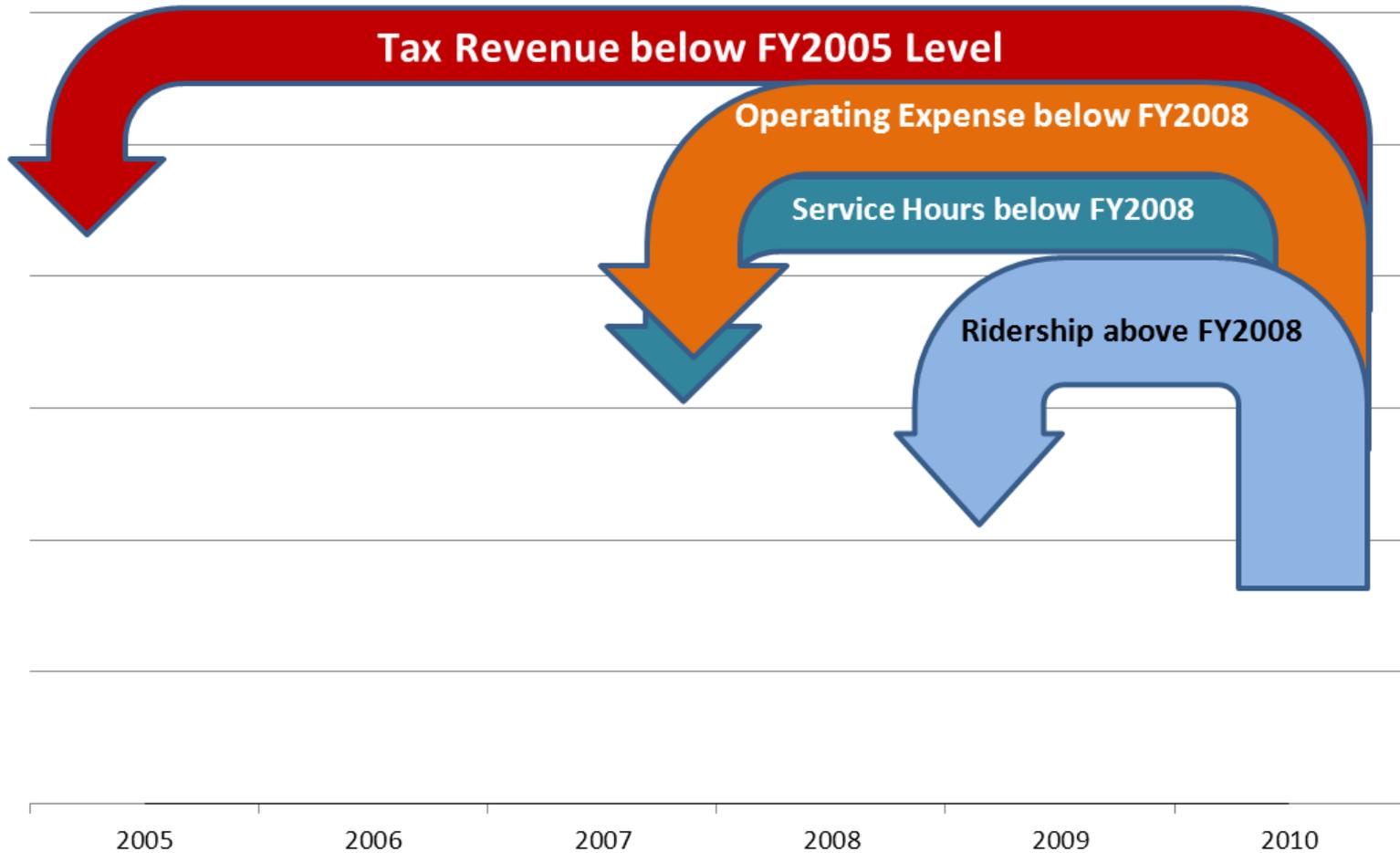
Mecklenburg County Transit Sales Tax



FISCAL YEAR	SALES TAX
1999	\$ 8,690,365
2000	\$ 53,099,511
2001	\$ 54,894,715
2002	\$ 51,060,711
2003	\$ 50,092,636
2004	\$ 53,876,974
2005	\$ 59,024,486
2006	\$ 65,593,600
2007	\$ 70,409,598
2008	\$ 71,106,519
2009	\$ 61,743,347
2010	\$ 57,377,049
2011	\$ 55,964,789
2012	\$ 65,900,000
2013*	\$ 68,206,500

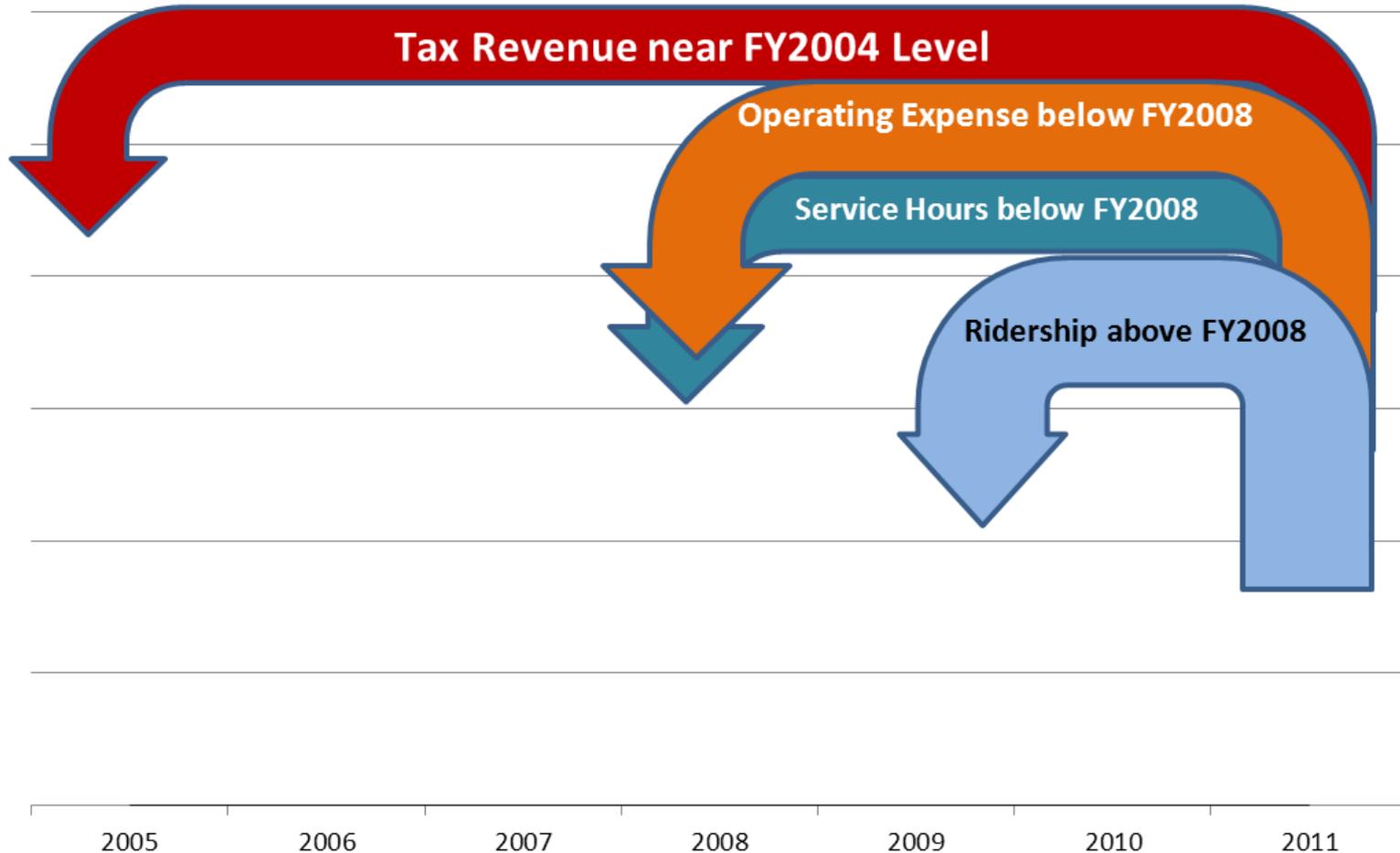
Operating Program

FY2010 Expenses, Sales Tax, Service and Ridership Comparison

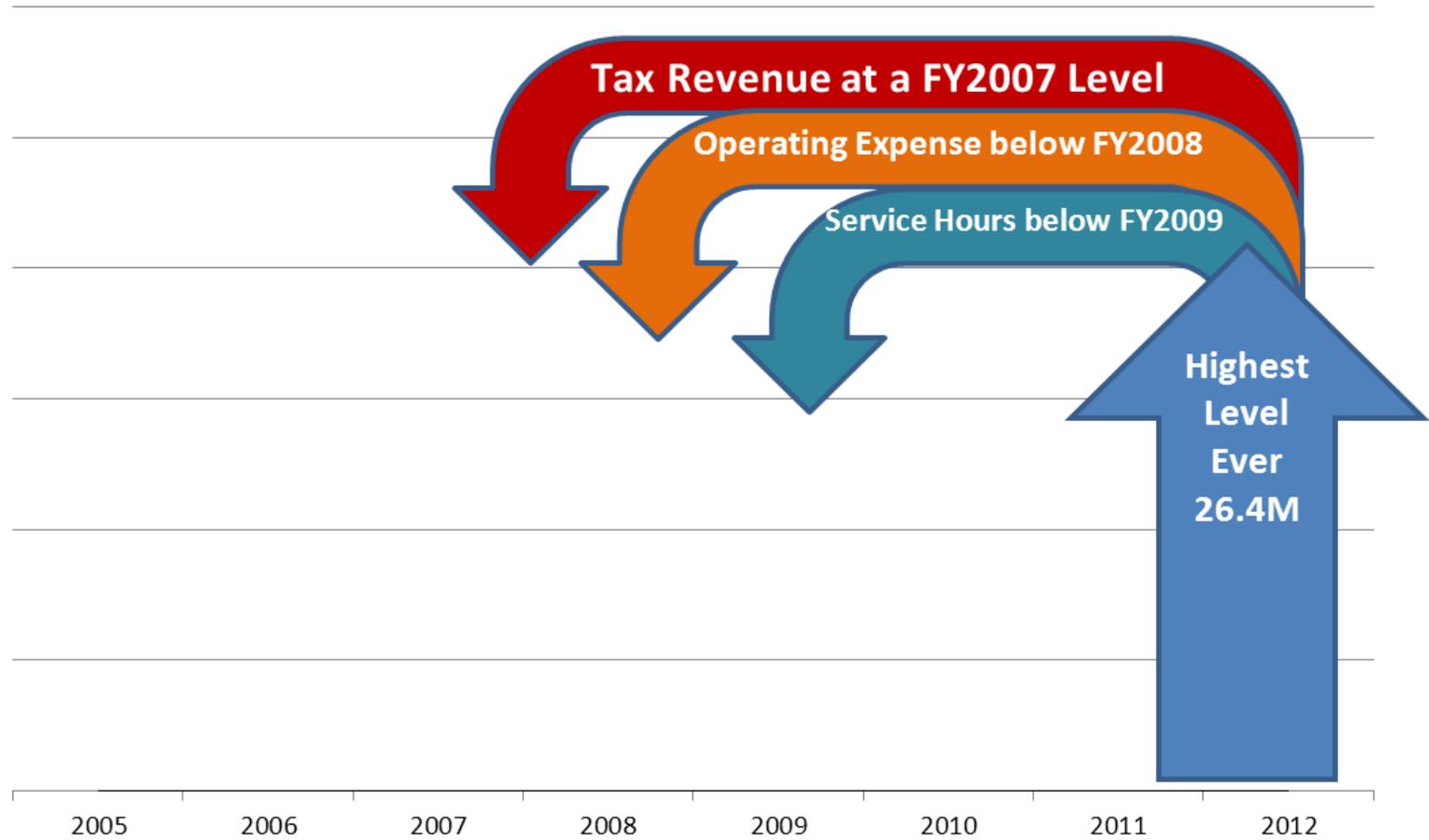


Operating Program

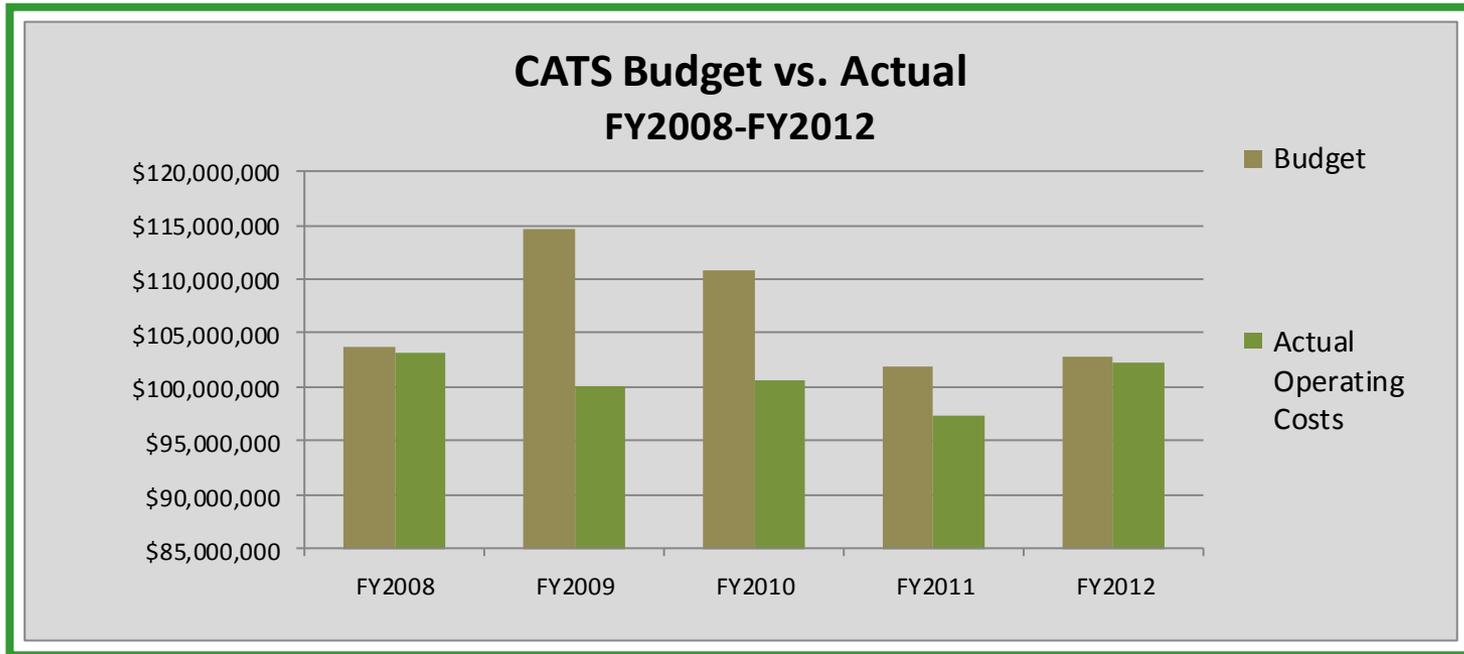
FY2011 Expenses, Sales Tax, Service and Ridership Comparison



FY2012 Expenses, Sales Tax, Service and Ridership Comparison

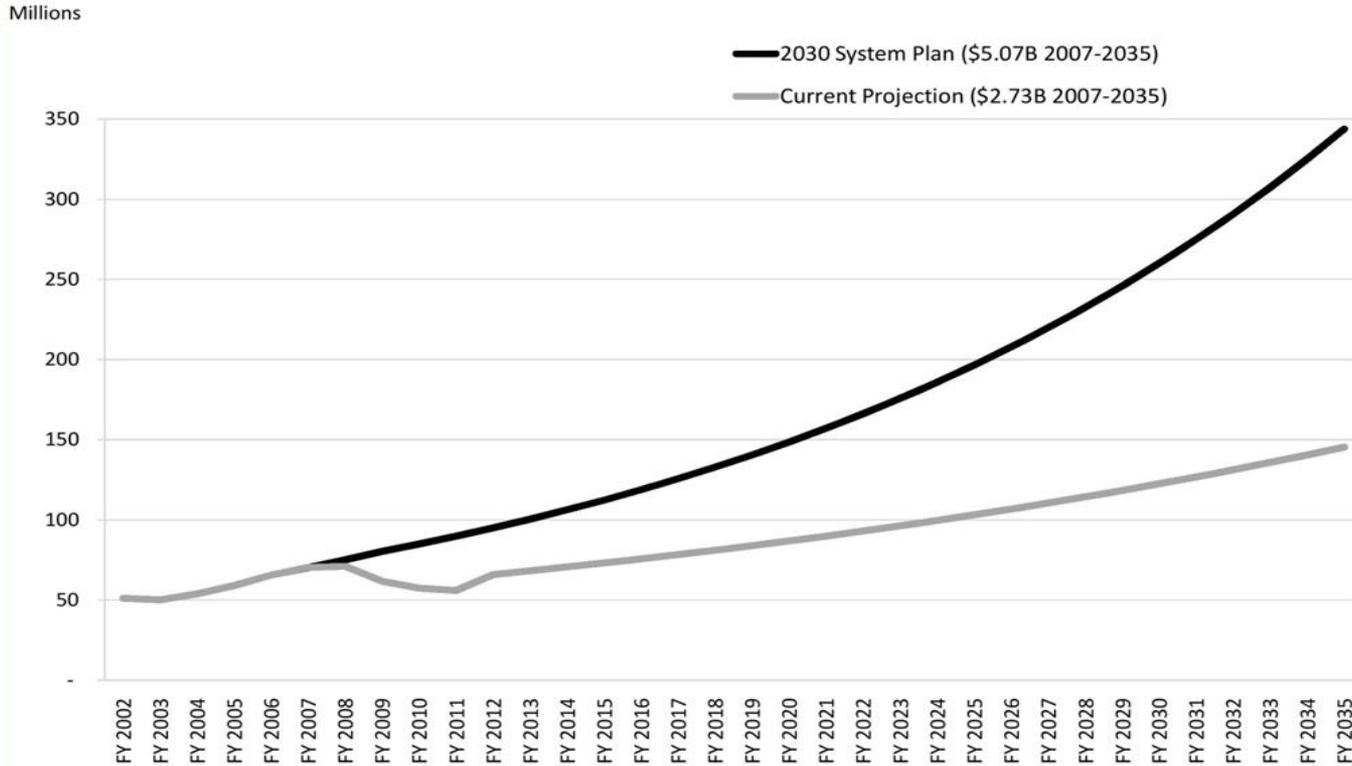


5 consecutive years of demonstrated budget management (FY2008-FY2012) in a constrained fiscal environment.



Total Actual vs. Budget Savings of \$30.5 million

Sales Tax Revenue Gap Between 2030 Plan and Current Projection \$2.3B (2007-2035)



Current projection based on long-term annual growth rate of 3.5% from the June 2012 FFGA Financial Plan.

February 15, 2013

Transit Funding has been constrained

- Transportation Reauthorization (MAP-21) was passed for two years with only minor increases for Transit

- Cash flow changes in New Starts funding for BLE Project and extension of schedule for funding

- Federal Sequestration could cause further cuts to Transit Formula and New Starts funding

Capital Investments

- Elimination of New Starts program
 - BLE last project to be funded
 - Each year funding must be appropriated by Legislators
- Full Funding Grant Agreement paid over 10 years vs. 5 years on South Corridor
 - Requires additional debt to handle cash management
- Matching grants program lacks funding
 - Bus purchases, park n ride lots, infrastructure, etc.

Operating Investments

- State Maintenance Assistance Program (SMAP) reduced by 9% over past two years.
- Matching grants funding lacking
 - Vanpool program
 - CMAQ

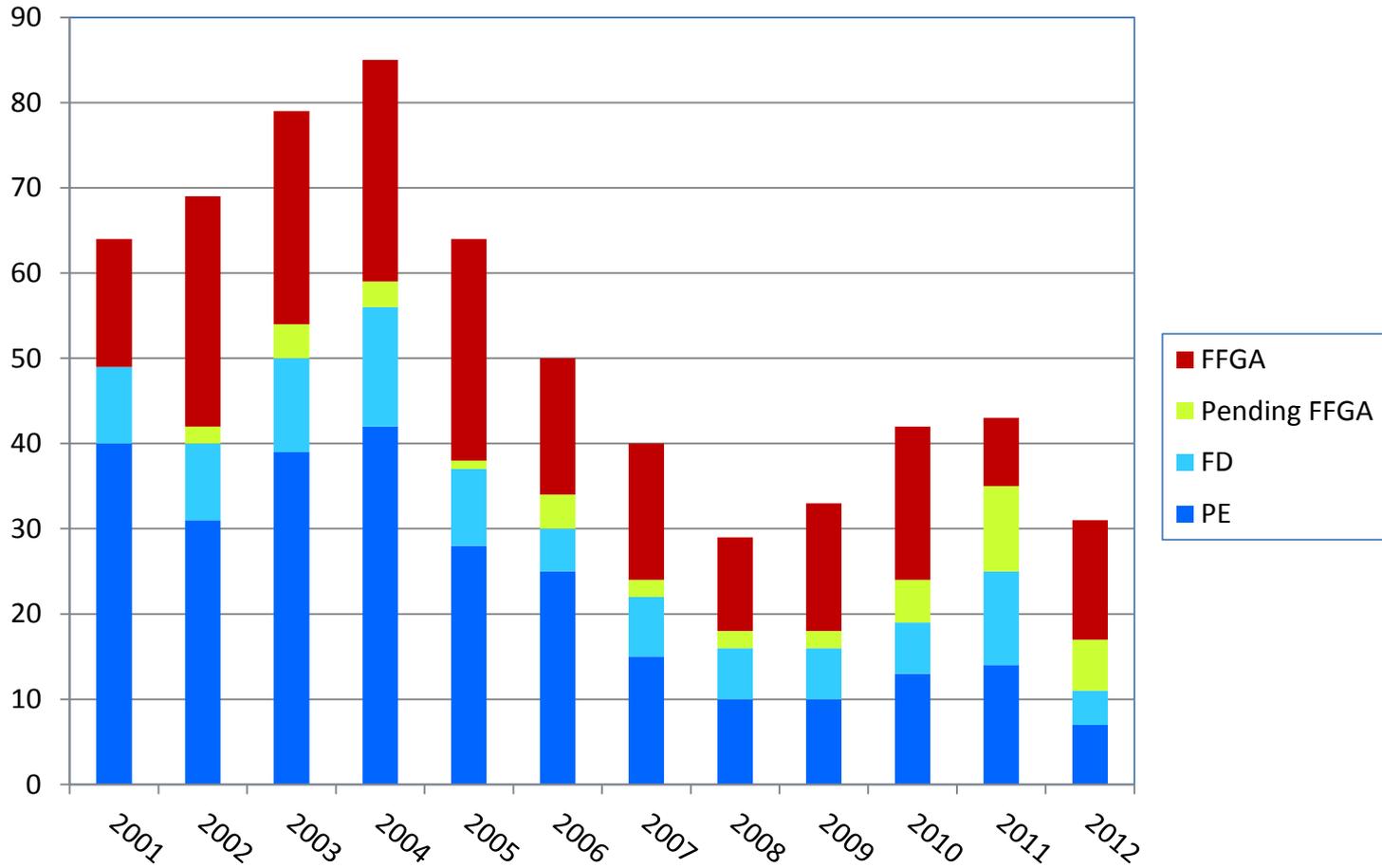
Questions



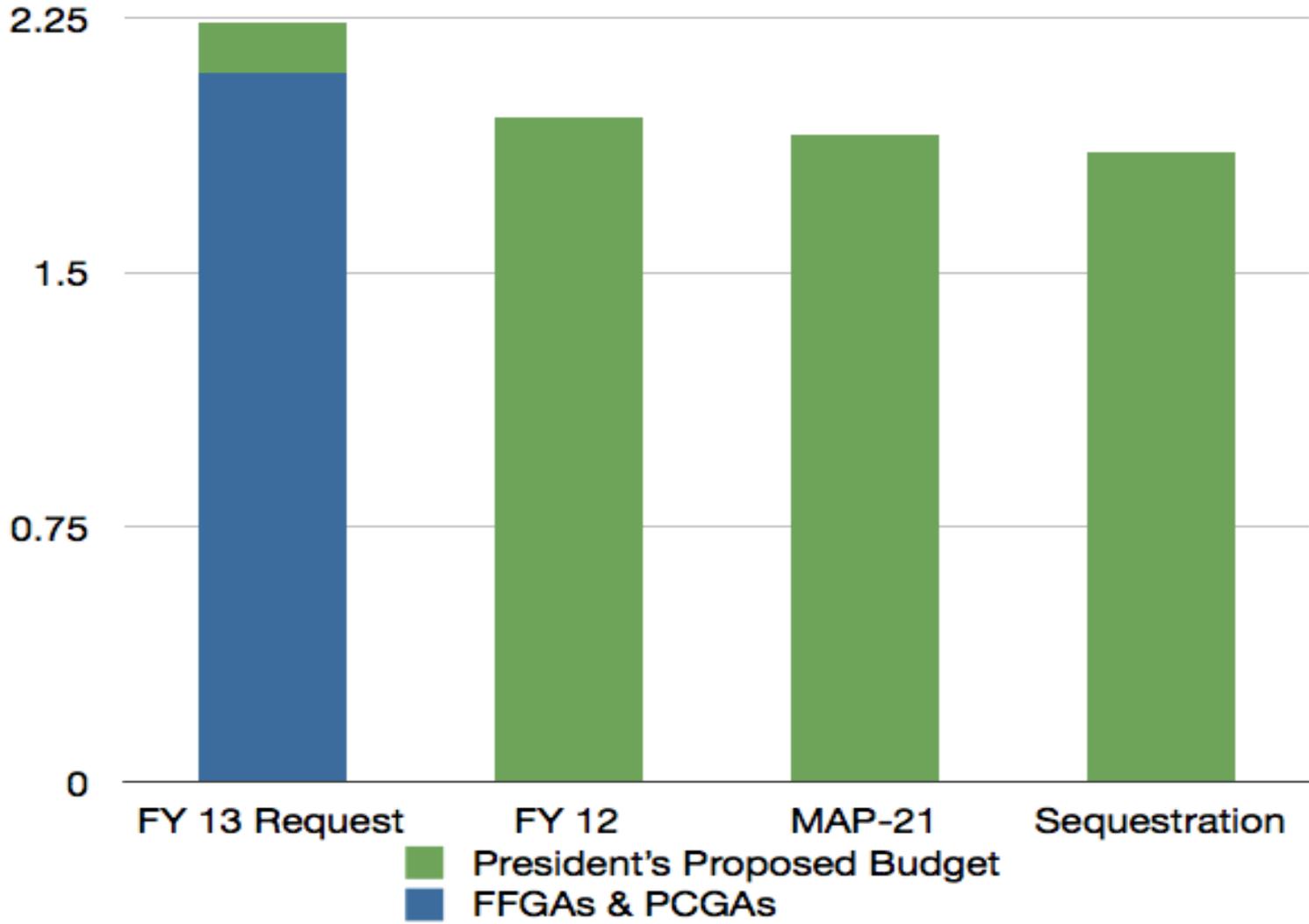


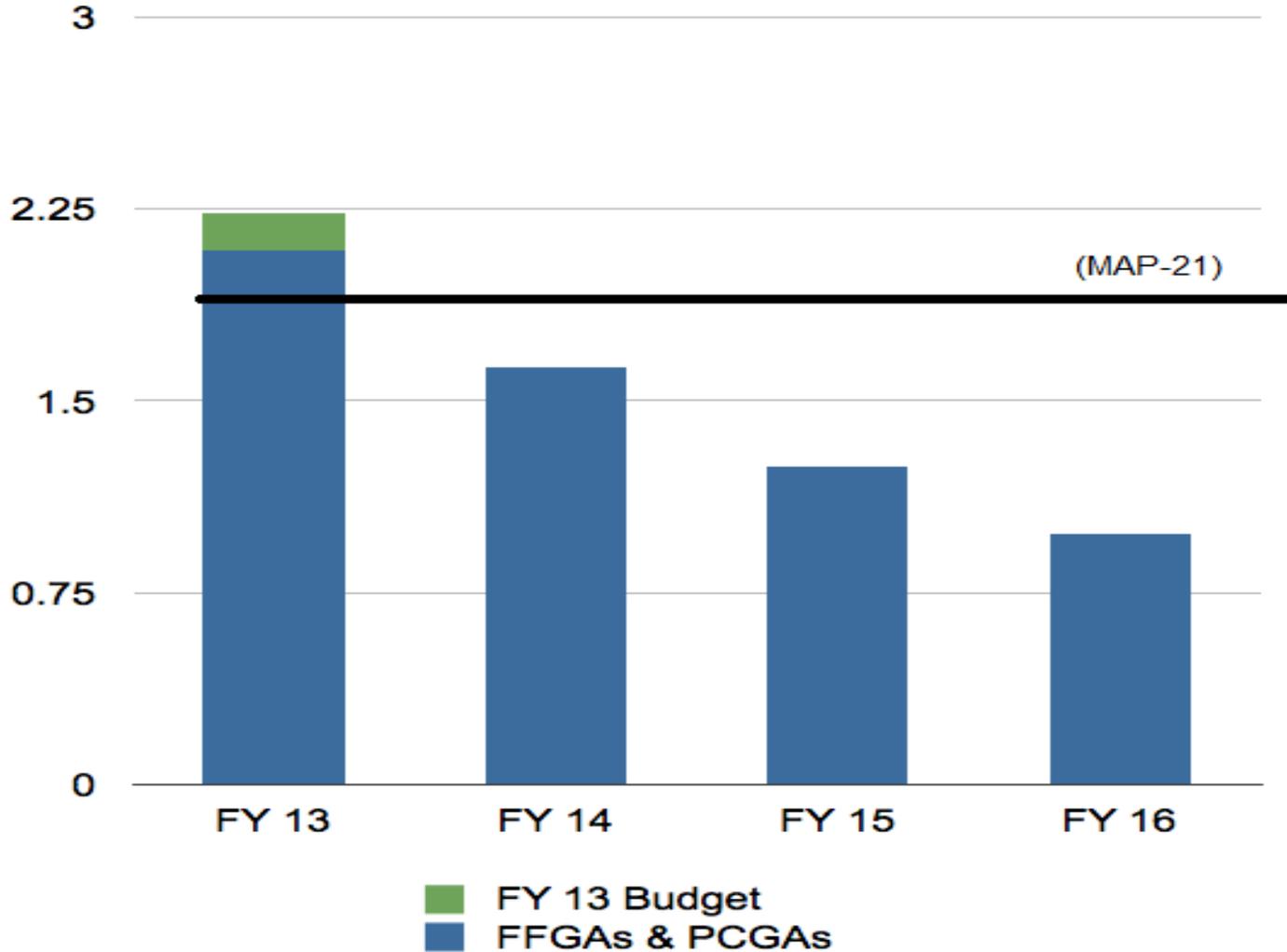
John Muth
Deputy Director of Development
Charlotte Area Transit System
February 20, 2013

Project Pipeline



*Horizontal axis represents fiscal years





Questions?



- Committed all capacity with Sales Tax in the future to existing services and Blue Line Extension
- State and Federal funding constrained
- Federal funds very competitive
- How to advance the current needs with innovative Funding and Financing mechanisms.