



Public Meetings

September 29 & 30, 2009

- LYNX Blue Line Extension
 - Project Description
 - Project Scope Refinements
 - Project Schedule
 - Project Cost Estimate
- Questions
- Open House



LYNX Blue Line Extension (BLE)

- 11 mile extension of the Blue Line
- 13 stations
 - 6 Walk-up stations
 - 7 Park & rides
- Runs from Center City Charlotte through North Davidson (NoDa) and the University area to south of I-485
 - Uptown to Old Concord Rd: BLE shares right-of-way with NCRR
 - Old Concord Rd to Charlotte Research Institute (near the University of North Carolina Charlotte): BLE is in the median of N. Tryon St
 - Charlotte Research Institute to I-485: BLE follows a new alignment, primarily on the UNC Charlotte campus, with two stations serving the University



- The LYNX Blue Line Success is CATS' Lesson Learned!
- Daily ridership significantly exceeded opening year expectations
- Desire to provide greater capacity
 - Longer platforms (300')
 - Additional vehicles
 - Increased parking
 - Additional power substations
 - More grade separations to allow for increased frequency
 - Expanded maintenance facility needs



- Railroads
 - North Carolina Railroad
 - NS Intermodal Yard
 - AMTRAK/High Speed Rail
 - Charlotte Rail Improvement and Safety Project (CRISP)
 - CSX
- NCDOT
 - North Tryon Street
 - Grade separations
 - Access needs
- UNC Charlotte
 - Charlotte Research Institute
 - Wetlands



Norfolk Southern
Intermodal Yard

Tryon/Harris
grade separation



UNC Charlotte
entrance grade
separation

Norfolk-Southern Intermodal Yard

- 25th Street Station
- Maintenance Facility

Railroads

- High Speed Rail
- 36th Street Station

University City

- UNC Charlotte Alignment
- University City Alignment
- I-485 Parking Deck



- Norfolk-Southern has option to sell property to City of Charlotte
- Only trucking yard would move, not the rail yard
- BLE needs storage tracks and maintenance facility



- Storage yard will house the additional light rail vehicles necessary for the LYNX BLE



27th Street Station

- High cost associated with utilities

25th Street Station

- Location serves potential development opportunity



****The BLE will relocate the station to 25th Street**

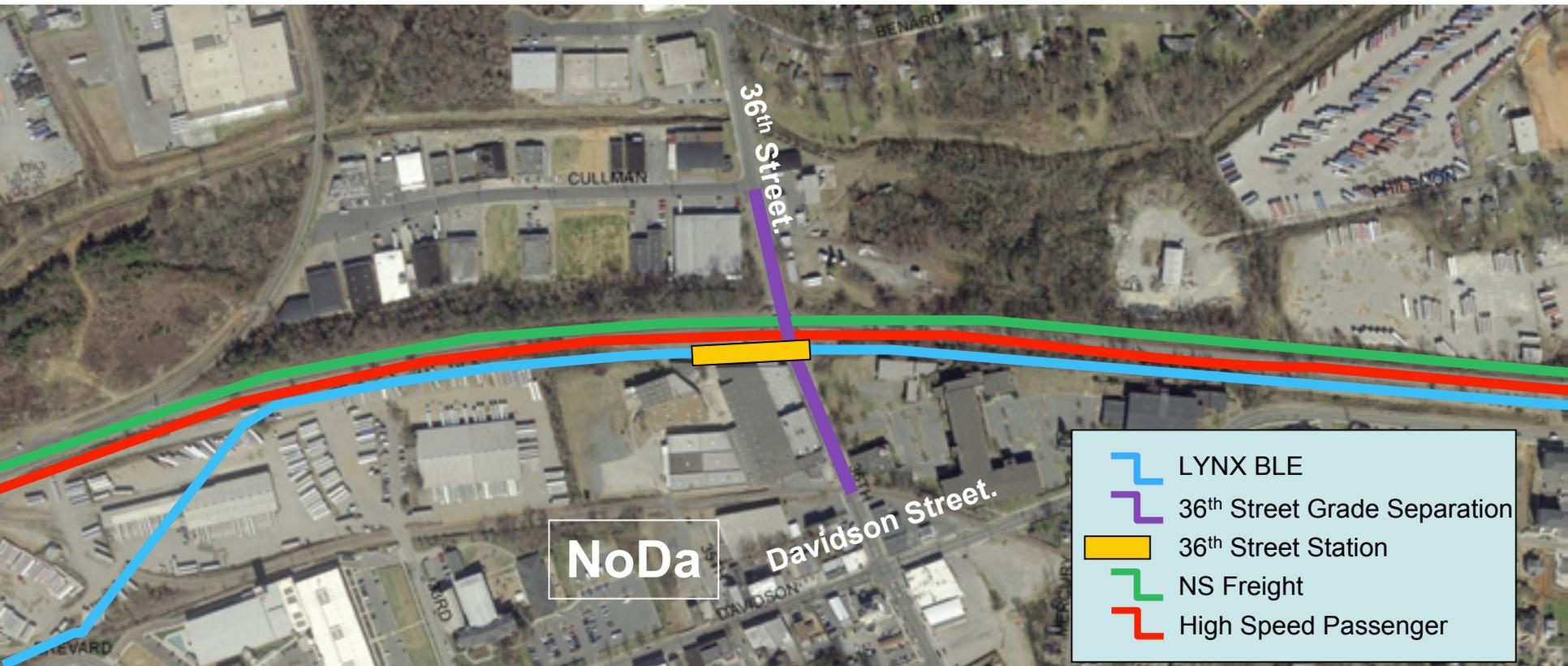
Charlotte Rail Improvements and Safety Project (CRISP)

- Sponsored by NCDOT Rail Division
- Plans for future rail needs (freight, high speed rail and transit) inside the corridor
- Project identified 3 freight tracks, and 2 high speed passenger tracks, in addition to the 2 light rail tracks



36th Street Station

- Station moved to NoDa side of freight tracks as part of CRISP
- Station will be located on bridge above (lowered) 36th St.
- Station will have direct access from NoDa





36th Street Grade Separation

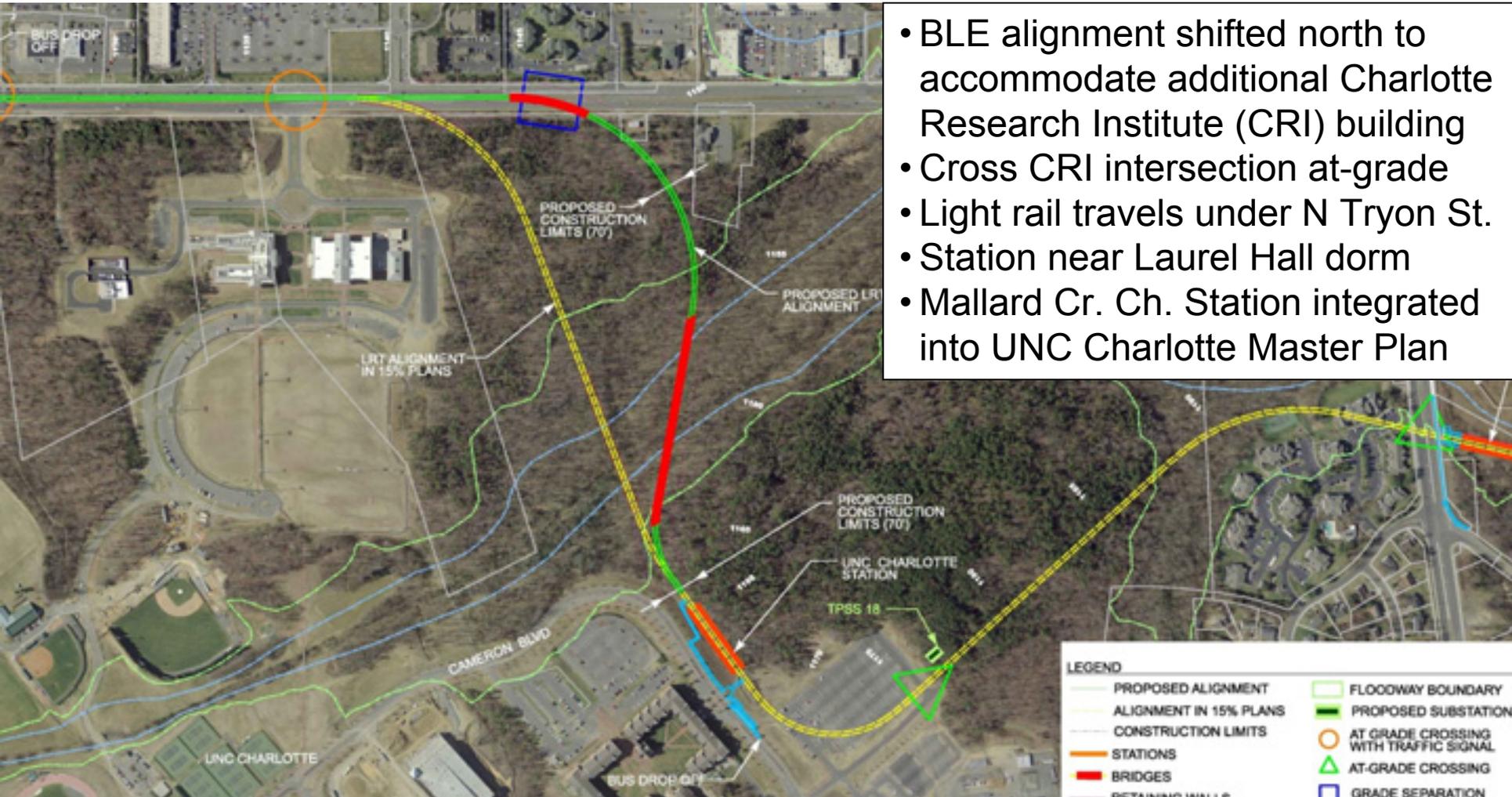
The BLE is proposing to keep the following intersections at-grade:

- Ken Hoffman Dr
- JM Keynes Dr
- Charlotte Research Institute (CRI)

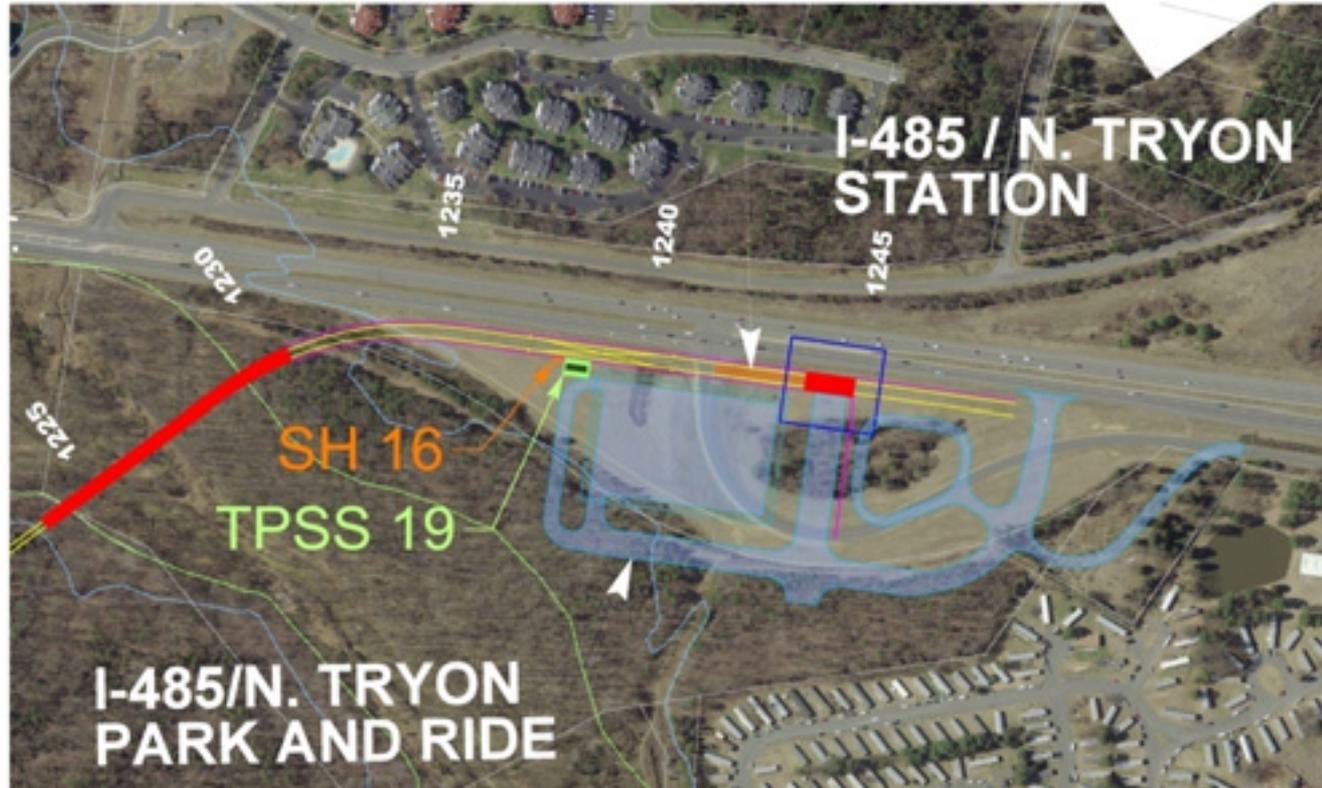




UNC Charlotte Alignment



- 5-story parking deck with 2000 parking spaces
- New traffic signal at parking deck entrance
- Tie new road network into existing Morningstar Dr.



- FTA requires a New Starts update whenever a major project update is completed
 - Cost Estimate updated in April 2009
 - Ridership model currently being revised
- BLE will be Re-Rated
 - Cost Effectiveness
 - Financial Capacity
- Challenging Economy
 - Sales tax revenues down
 - Conservative estimate of recovery
- FTA Funding Share



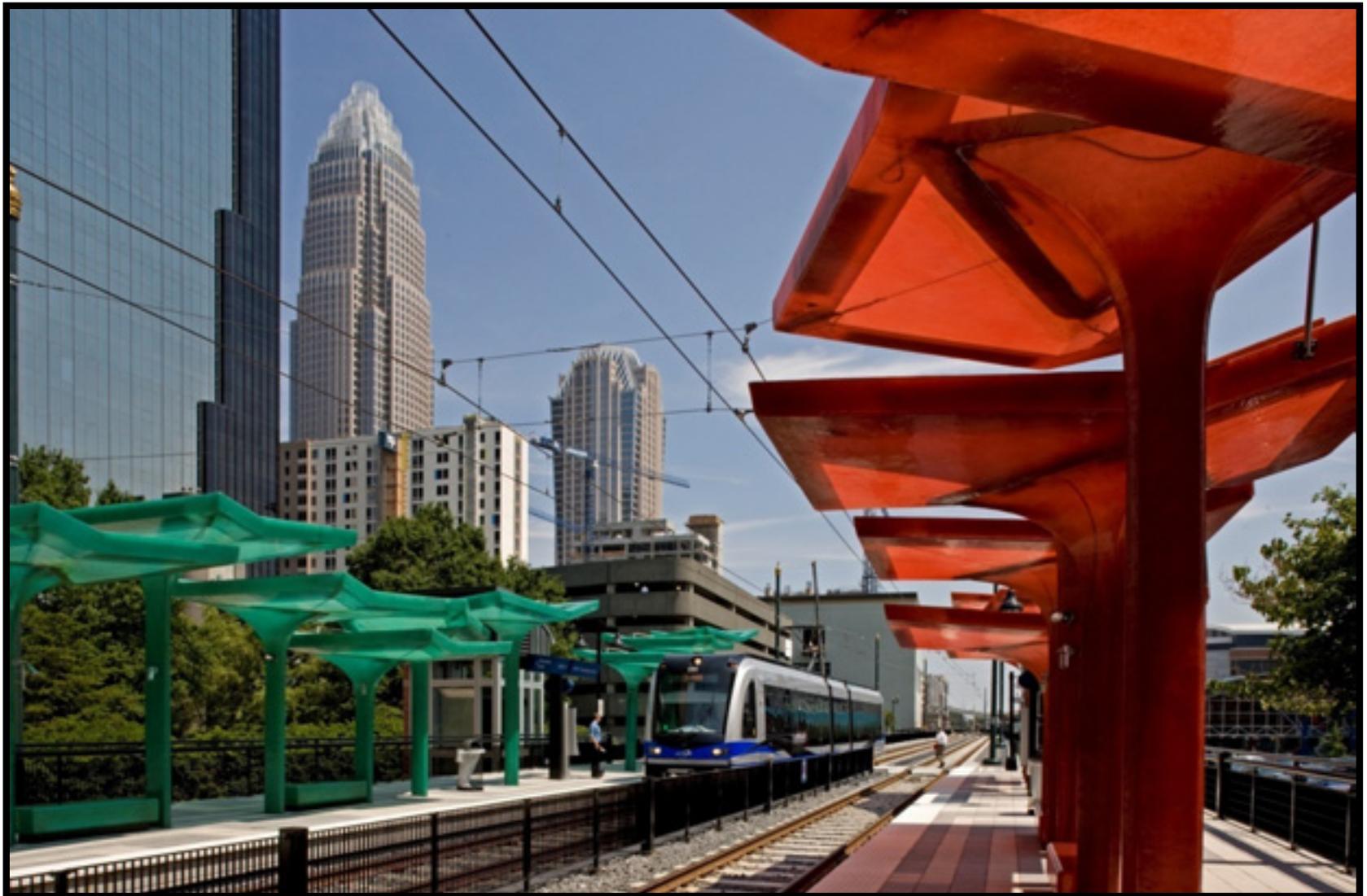
- New Starts update requires an update to the financial plan with revised revenue projections and updated cost estimate.
- In order to maintain an acceptable project rating, the financial plan must show that CATS has the resources to construct, maintain and operate the system.
- Under the current poor economic conditions, CATS must extend the funding period to provide the local share of the project funding.
- If and when the sales tax revenues recover, the budgeting schedule can be revised to the earlier schedule.

- Schedule
 - CRISP and more defined construction schedule
 - Opening 2016 (7 months delay)
 - Budget constrained schedule
 - Opening 2019 (3 years delay)
- Cost Estimate
 - Base year cost is \$897 million
 - Current schedule (opening in 2016) escalated cost is \$1.135 billion
 - Budget constrained schedule (opening in 2019) escalated cost is \$1.336 billion
- Cost Effectiveness rating meets criteria for federal funding

Draft Environmental Impact Statement (DEIS) Complete	Summer 2010
Preliminary Engineering Complete	Spring 2011
Record of Decision (ROD)	Spring 2011
Full Funding Grant Agreement (FFGA)	Summer 2012
Final Design Complete	Fall 2012
Construction Begins	Late 2012
* Pending funding availability Operations	Fall 2016*

- bluelineextension@ci.charlotte.nc.us
- www.ridetransit.org
 - Notify Me
- 704-336-RIDE (7433)
- www.charmeck.org
- 311- City/County customer service
- Future public involvement opportunities





Open House until 8pm

Staff resources

Comment sheets

