



CHARLOTTE.

# CityLYNX Gold Line Recommendation

May 28, 2013



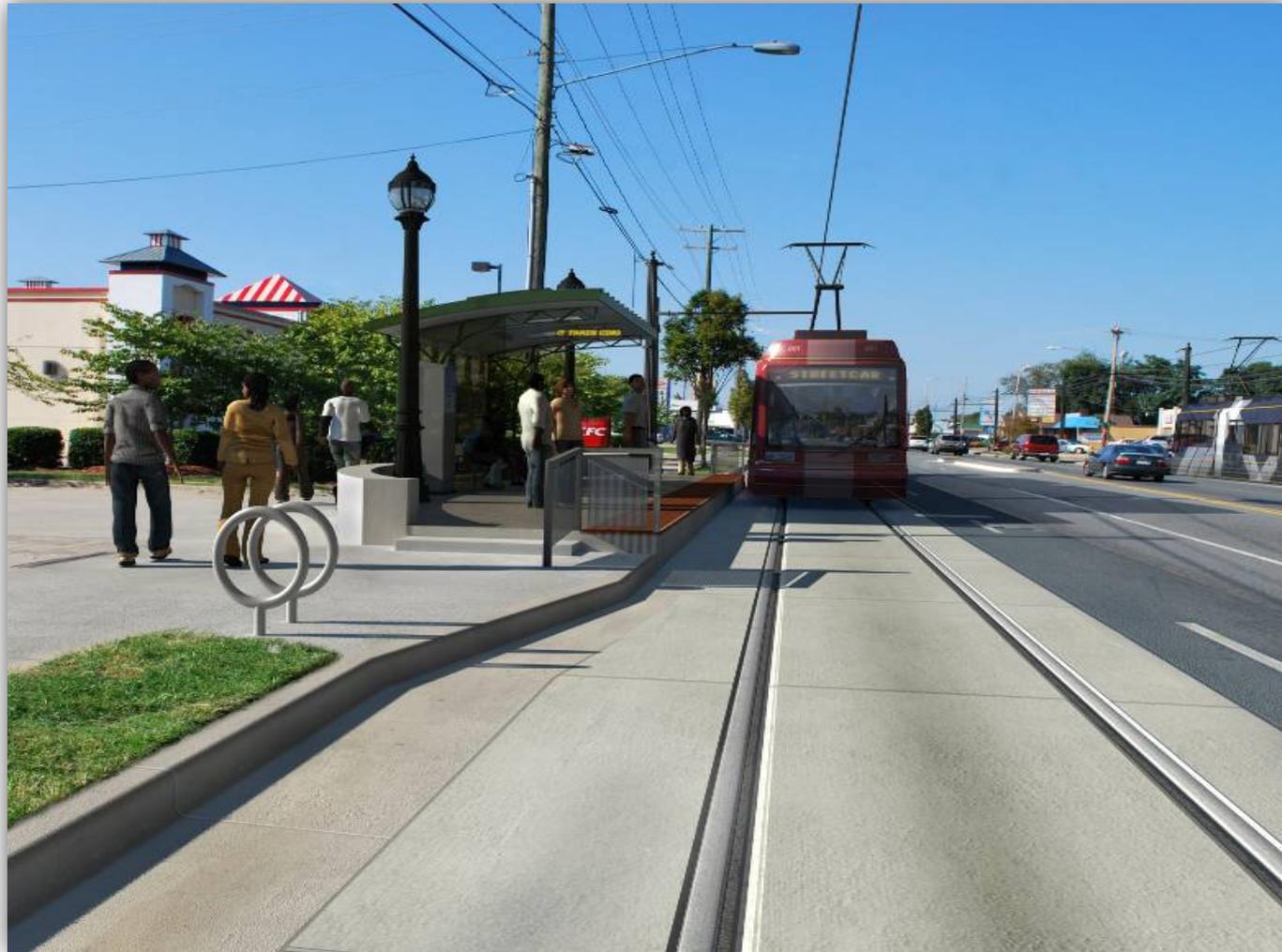
- April 2013 Mayor and Council authorized Manager to review and analyze streetcar project
- Manager's review included:
  - Scope and cost
  - Alignment
  - Policy rationale
  - Connection to transit policies
  - Communications and marketing
  - Funding options
- Recommend moving forward but with several changes in approach



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## • Alignment

- 1.5 mile route from the Charlotte Transportation Center (CTC) on Trade Street to Presbyterian Hospital; utilizes a half mile of existing track on Elizabeth Avenue
- Includes 6 stops
- Includes a connection to the LYNX Blue Line for system flexibility and access to existing maintenance facility



- **Cost**

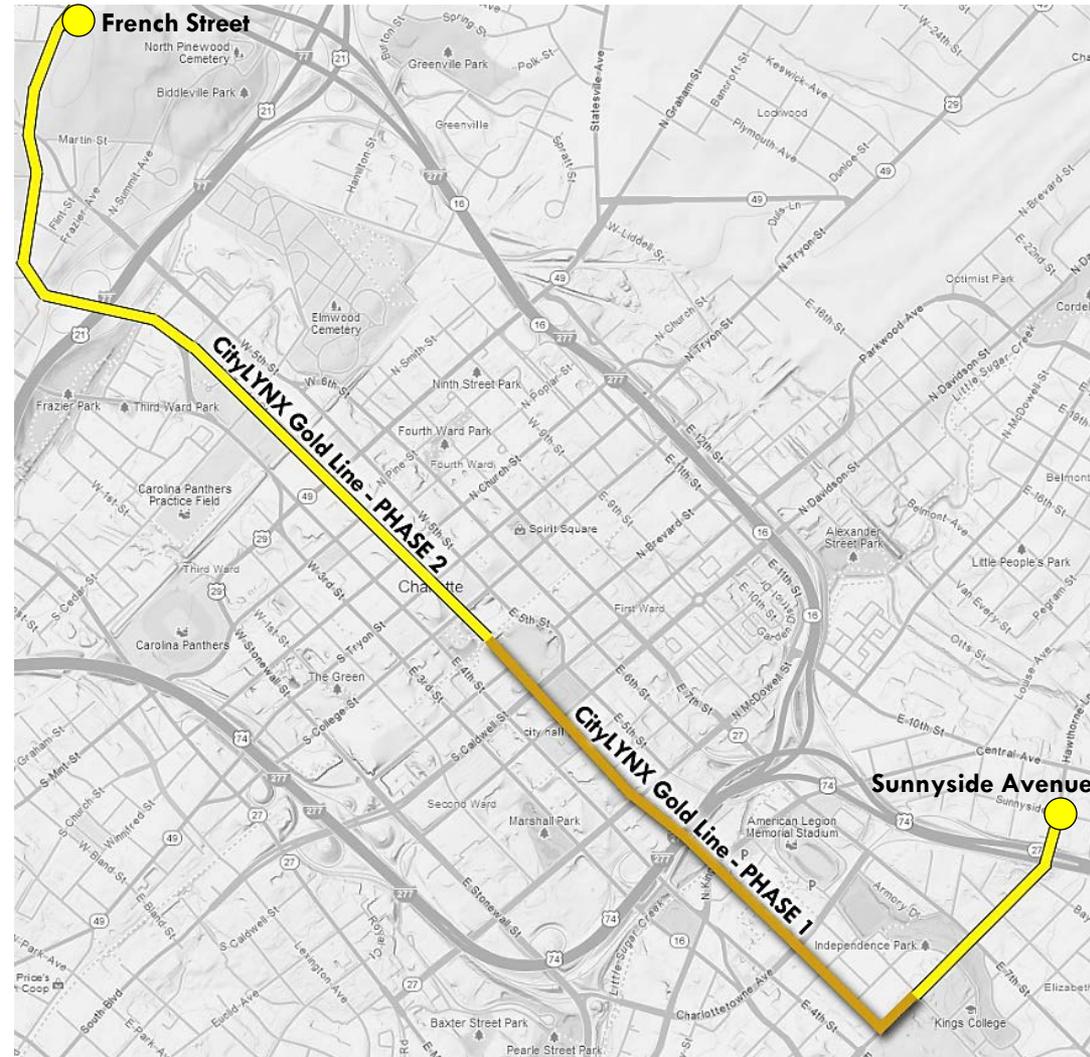
- Estimated cost is \$37 million
- In July 2010, the FTA awarded the City \$24.99 million from the Urban Circulator Grant to construct the first operational segment of the proposed 10-mile streetcar project.
- \$12 million from City funds (Pay-As-You-Go/Debt Service)



# CityLYNX Gold Line – Phase 2 (Proposed)

- **Alignment**

- Extend the CityLYNX Gold Line - Phase 1 by 2.5 miles
- Includes 11 stops
- Includes upgrades to the North Yard maintenance facility to accommodate the new vehicles and modifications to the existing 6 stops to accommodate the modern vehicles



- **Cost**

- Estimated cost is \$126 million (*assumes FY14 start*)

- **Timeline**

- The project would take 5 years from beginning of design to operational service

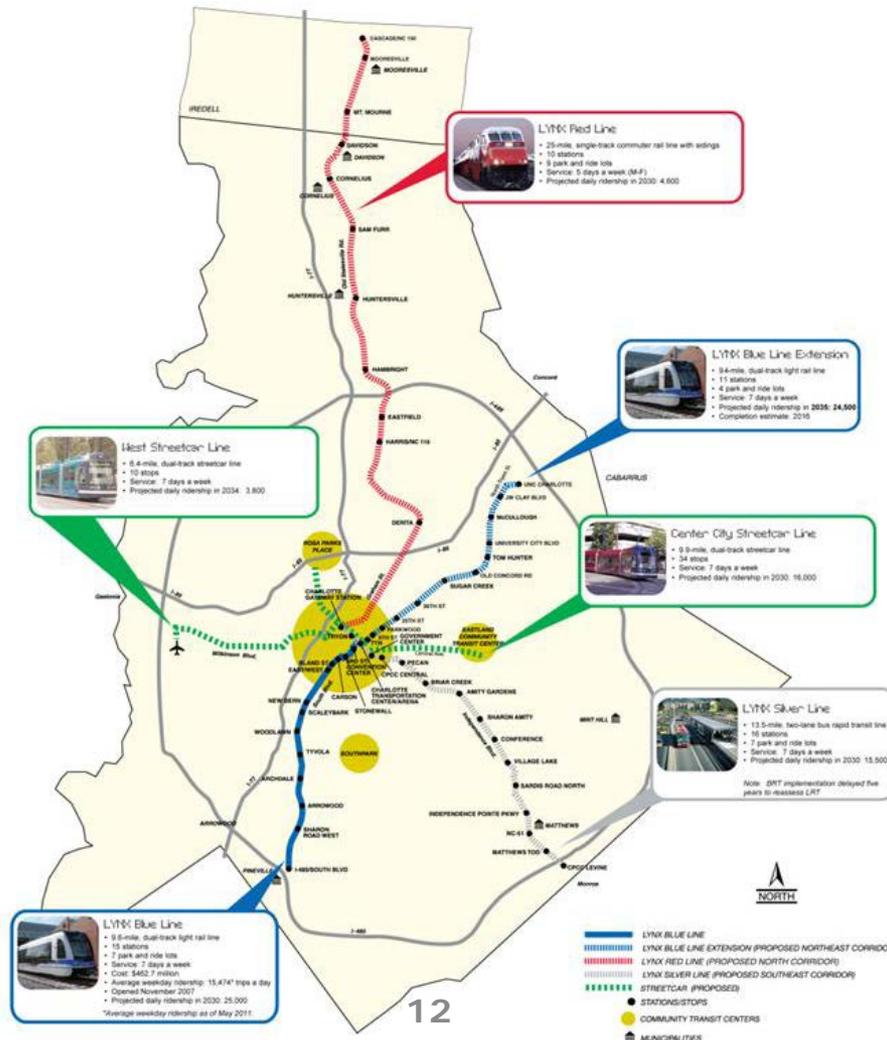
*Given the potential timing for federal funding, it is probable that the project will take longer and cost more.*

# CityLYNX Gold Line – Phase 2 (Proposed)



# Rationale: Integral Part of 2030 Transit Plan

## 2030 Transit System Plan



## **CityLYNX Gold Line:**

- Aligns with other transit projects:
  - Blue Line
  - Red Line
  - Silver Line
  - Bus service
- Connects Red Line at Gateway Station to Blue Line at Charlotte Transportation Center
- Included in Metropolitan Transit Commission plan since 2002 and reaffirmed in 2006

## **Backbone of CATS rapid transit system:**

- **Connects** all rapid transit lines to each other
- **Connects** Intercity rail/bus to city and region
- **Connects** all rapid transit lines to the Airport
- **Connects** neighborhood and Center City transit centers
- **Connects** neighborhoods to Center City and major activity centers in Mecklenburg County

- **It's About Connecting:**

- Linking neighborhoods

- Linking to employment opportunities

- Linking to education opportunities

- Linking to small businesses

- Linking to health care

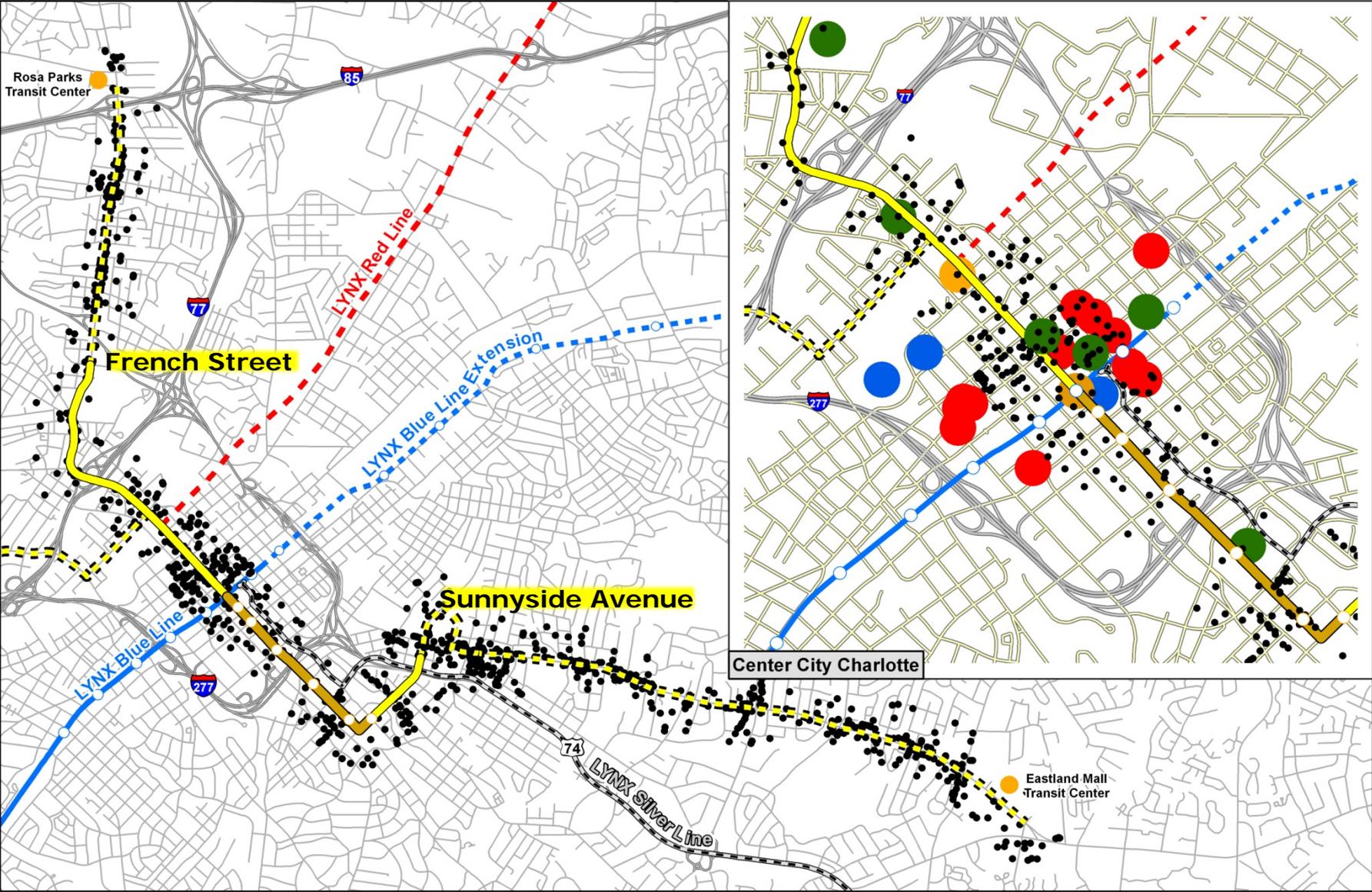
- Linking to cultural venues

- Linking to sporting venues

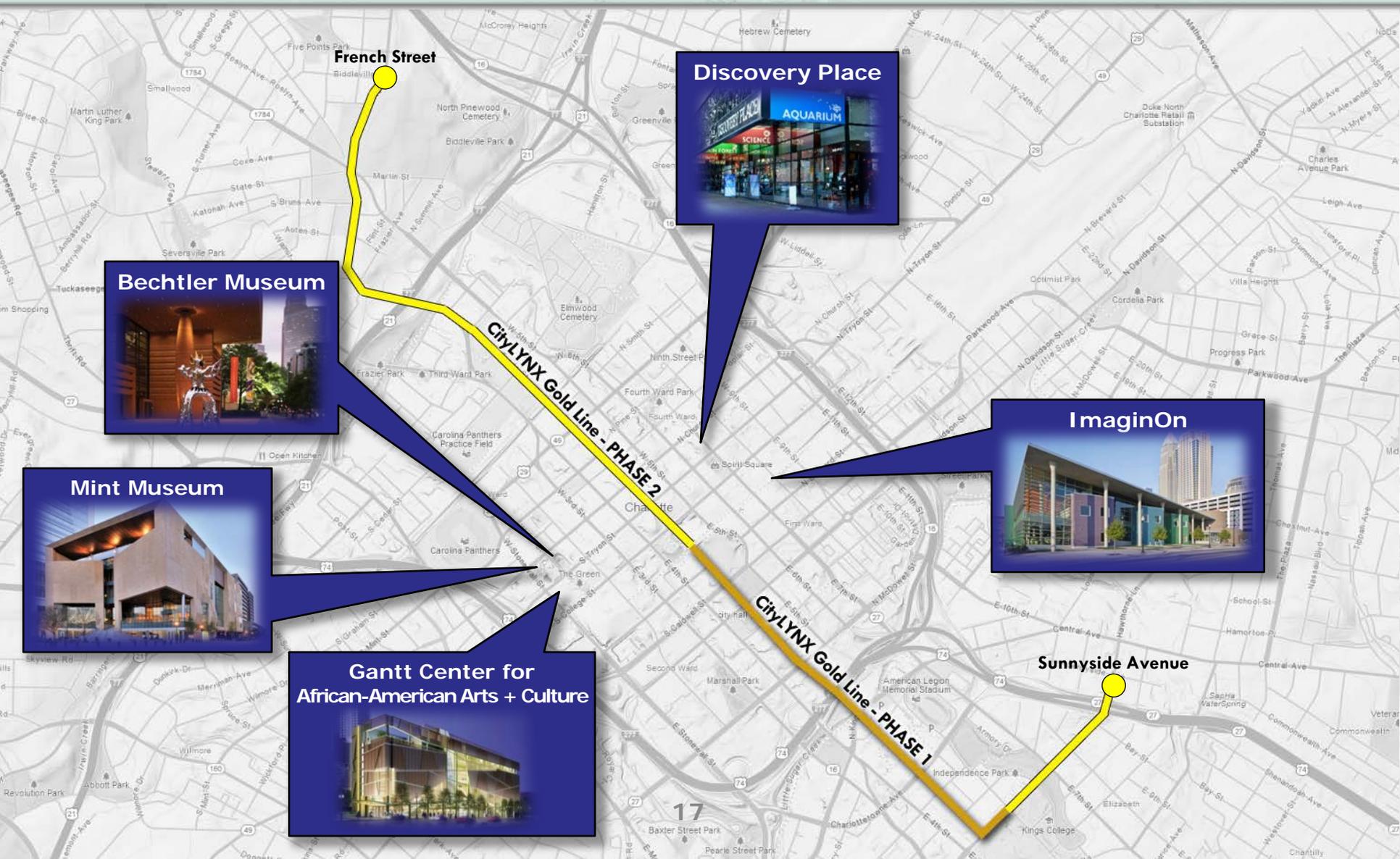
- Linking to transportation choices

**Linking to all the amenities a city and region have to offer.**

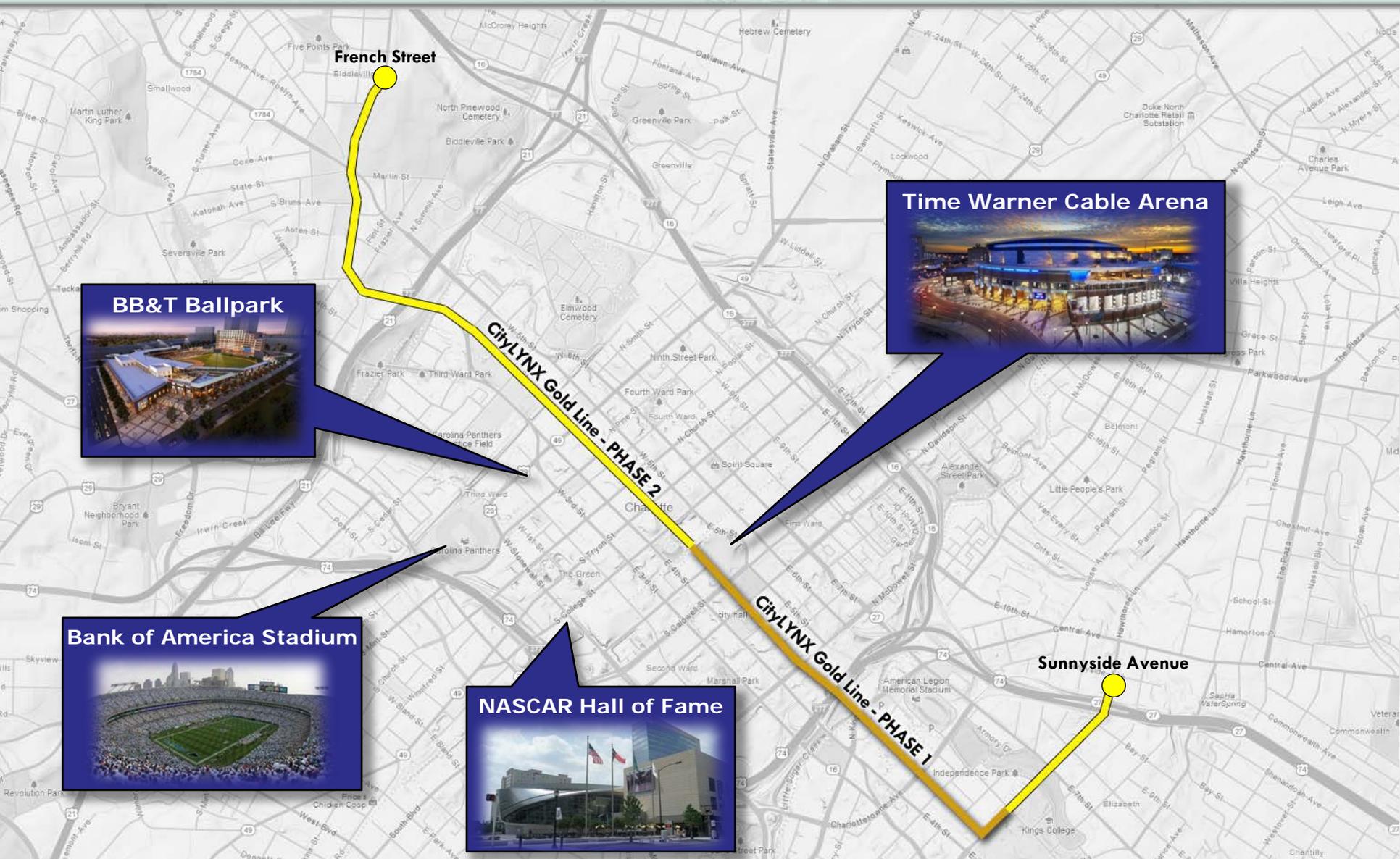
# Connecting Small Businesses/Employment, Education, Cultural and Sports



# Rationale: *CONNECTING to cultural venues*



# Rationale: *CONNECTING to sporting venues*



**BB&T Ballpark**



**Bank of America Stadium**



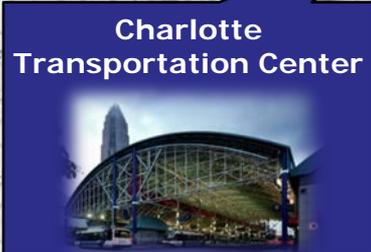
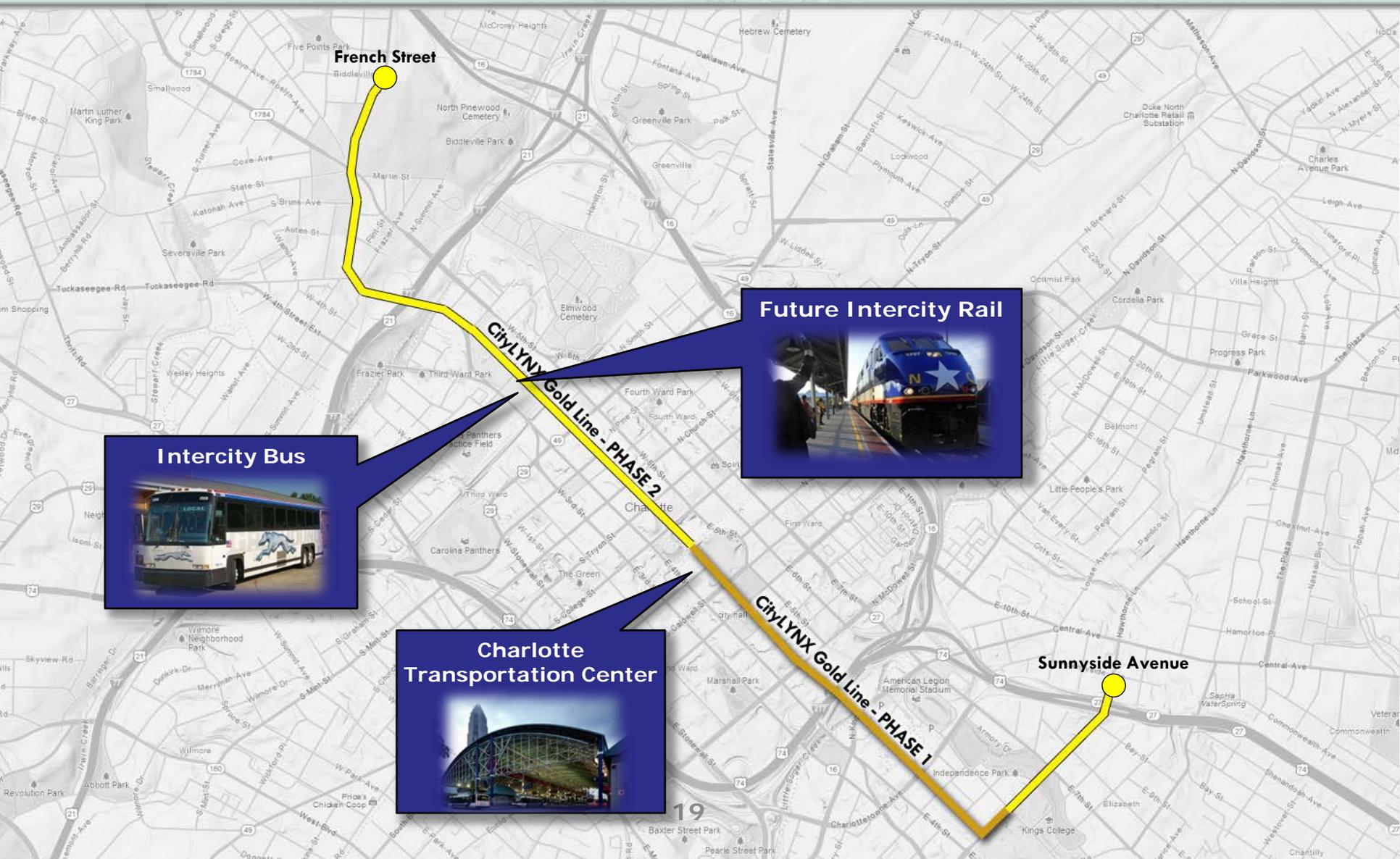
**NASCAR Hall of Fame**



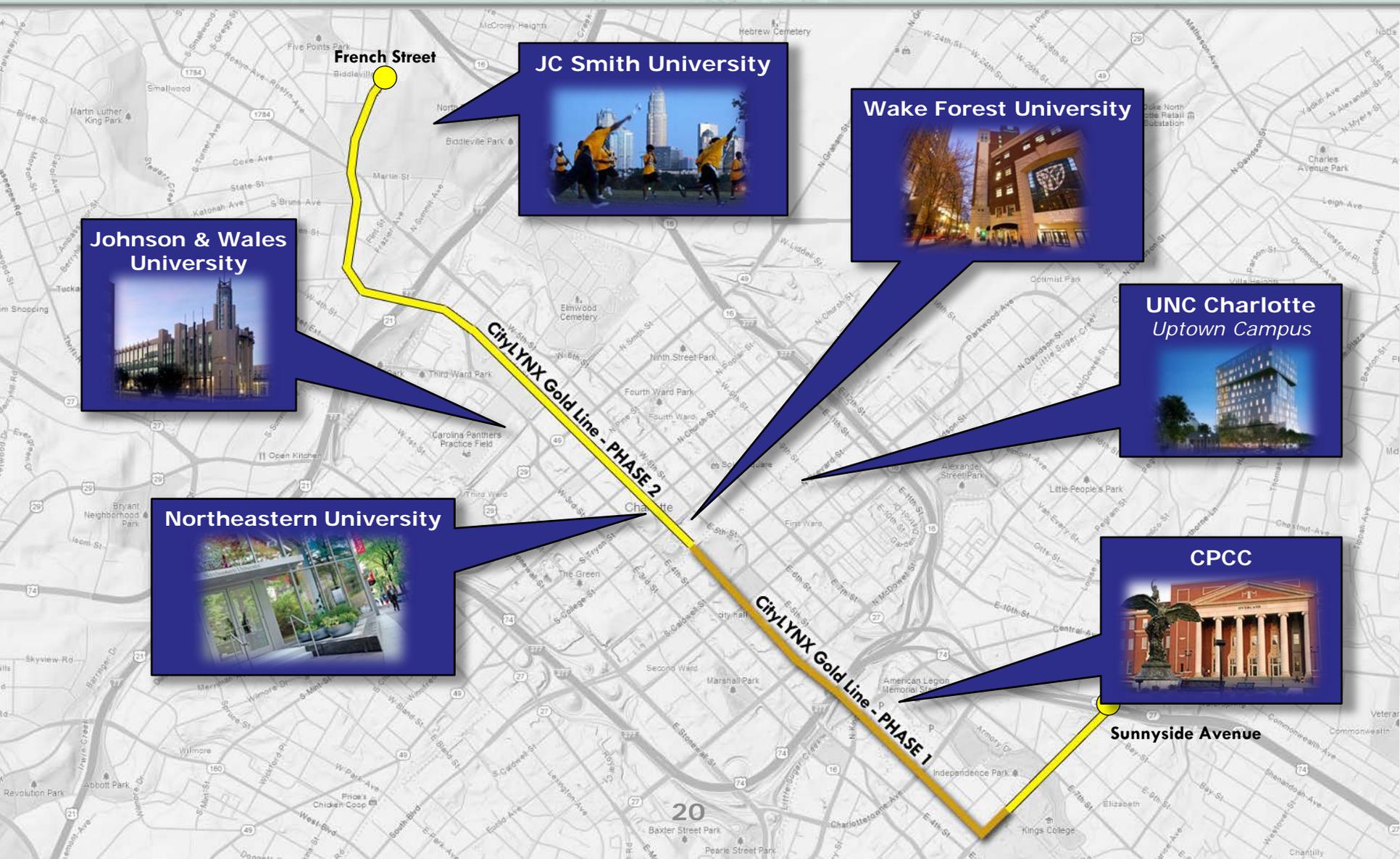
**Time Warner Cable Arena**



# Rationale: *CONNECTING to transportation*



# Rationale: *CONNECTING to education*



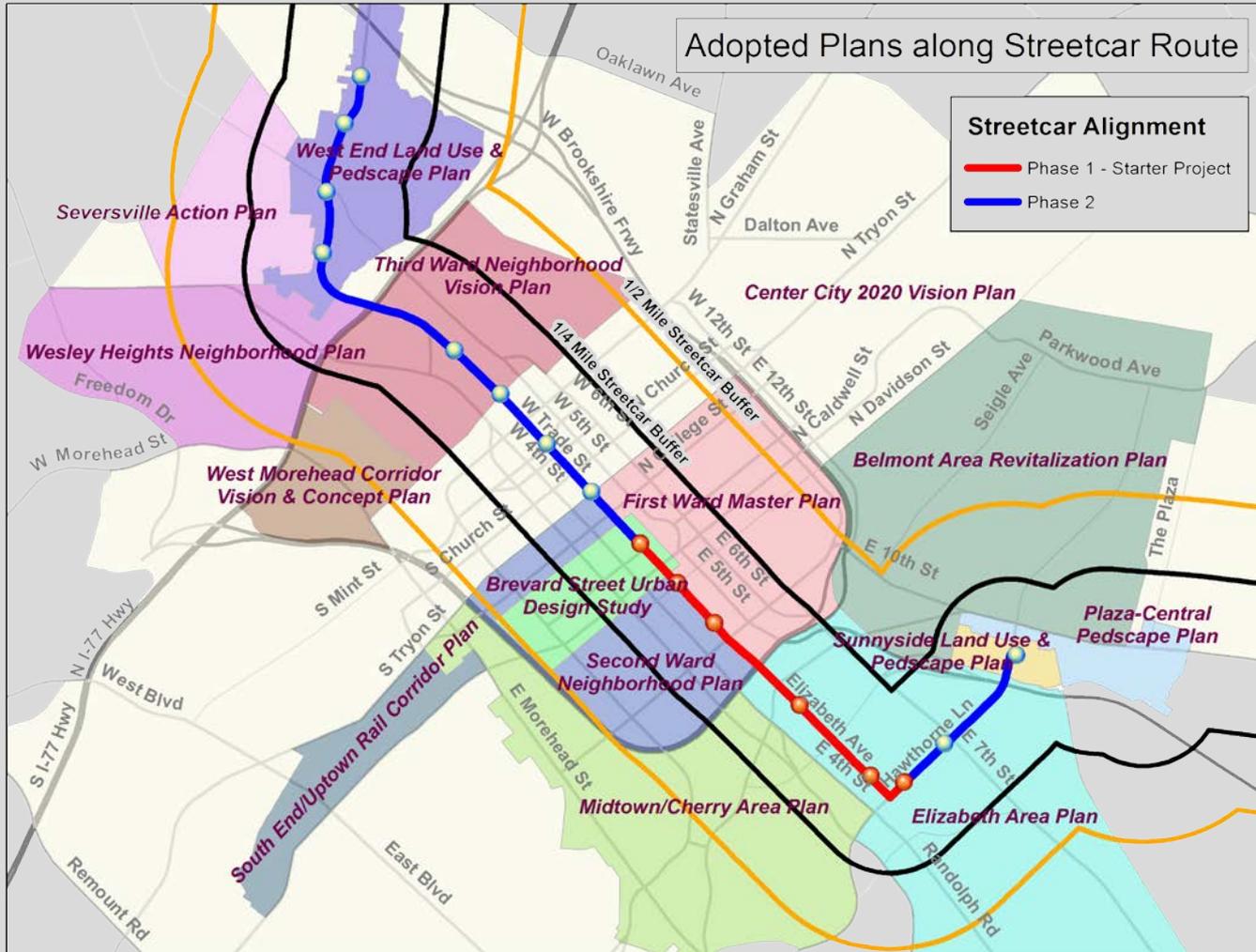
## CityLYNX Gold Line:

- Is an economic development tool to help promote growth and development
- Without annexation, future tied to strategic redevelopment with transit-oriented, mixed use development with greater densities
- Supports sustainability of uptown institutions and businesses, thus encouraging retention and expansion

## CityLYNX Gold Line:

- Spur growth along the corridor which is expected to broaden local tax base within the corridor over the next 25 years
- BAE study indicates:
  - 1.1 million or more square feet in new development:
    - 731 additional residential units
    - 21,800 square feet of additional retail space
    - 276,700 square feet of additional office space
    - 101 additional hotel rooms
  - Increase in incremental property tax revenues could range from \$4.7 million to \$7.0 million per year by 2035.

# Gold Line Development Areas





### Capital funding for \$126 million:

- 50% from federal grants
  - FTA New Starts/Small Starts Grants
  - Transportation Investments Generating Economic Recovery (TIGER) grants, through U.S. DOT's National Infrastructure Investment Grant Program
- 50% from City: Local Match
  - Existing available debt capacity
  - Existing Pay-As-You-Go balances in the General Capital Investment fund
- Transportation Infrastructure Finance and Innovation Act (TIFIA) loans
  - Potential lower cost-of-funds than typical debt financing

- **50% Local Match - \$63.0 million**
  - Use of Existing Debt Capacity
    - Unallocated debt capacity - \$25.0 million
    - Reserve for Economic Development - \$5.0 million
    - Transportation Project Savings - \$9.7 million
  - Use of Existing Pay-As-You-Go Capital
    - Business Corridor Revitalization - \$13.4 million
    - Capital Reserve - \$5.3 million
    - Facilities Project Savings - \$2.3 million
    - Future Road Planning & Design - \$2.0 million
    - Economic Development Loan and Grant Fund - \$0.3 million

- **Operating Funding**

- Estimated at \$3.3 million annually for vehicle operations, basic equipment maintenance, and safety and security
- Funding options include:
  - Ridership fares
  - Advertising
  - Naming rights
  - Property-based value capture revenue such as:
    - Tax Increment Financing (TIF) districts;
    - Special Assessment Districts (SADs); and/or
    - Municipal Service Districts (MSDs)
- Operating funds needed no earlier than FY2019

- **May 13:**
  - City Manager and staff present new proposal for CityLYNX Gold Line Phase 2 to the City Council
- **May 16:**
  - BAE Study presented to Council's Economic Development Committee meeting
  - ED Committee recommended full proposal on 3-1 vote
- **May 22:**
  - Metropolitan Transit Commission reviewed and unanimously endorsed CityLYNX Gold Line recommendations, with provisions
  - Metropolitan Transit Commission received report from Transit Funding Working Group (also presented to Council at May 28 dinner meeting)

- **Council action recommended:**
  - Approve Economic Development Committee recommendation regarding City Manager’s CityLYNX Gold Line Phase 2 proposal;
  - Authorize City Manager to apply for federal grants and loan funding for 50% of the funding for CityLYNX Gold Line Phase 2; and
  - Adopt a budget ordinance to allocate \$63 million in existing capital funding to provide a 50% City local match for the CityLYNX Gold Line Phase 2



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**Questions?**

**[www.CharlotteFuture.com](http://www.CharlotteFuture.com)**

# Maps Showing Committed Streetcar Cities and Streetcar Cities in Planning Stages

Jeff Boothe's Presentation to  
Mayor and Council at 2013 Retreat  
February 6, 2013

# Committed Streetcar Cities



# Streetcar Cities in Planning Stages



# Exhibits Showing Streetcar Projects Funded by FTA Since 2009 and Recent Funding Opportunities

2013 Streetcar Coalition Summit  
March 13-14, 2013

# FTA Streetcar Portfolio

Streetcar Project	Grant Recipient	City	State	Grant Type	Grant Amount (\$M)	Total Project Budget (\$M)
Atlanta Streetcar	City of Atlanta / Metropolitan Area Transit Authority	Atlanta	GA	TIGER II	\$47.7	\$92.7
Charlotte Starter Streetcar	City of Charlotte	Charlotte	NC	Urban Circulator	\$25.0	\$37.0
Cincinnati Streetcar	SORTA	Cincinnati	OH	Urban Circulator / TIGER III	\$35.9	\$109.0
Milwaukee Streetcar	City of Milwaukee	Milwaukee	WI	ICE	\$54.9	\$64.6
Downtown Dallas-Oak Cliff Streetcar	North Central Texas Council of Governments	Dallas	TX	TIGER I	\$26.0	\$48.6
Olive/St. Paul Street Loop	Dallas Area Rapid Transit	Dallas	TX	Urban Circulator	\$4.9	\$9.9
Union Passenger Terminal – Loyola Ave. Loop	New Orleans Regional Transit Authority	New Orleans	LA	TIGER I	\$45.0	\$52.7
St. Louis Loop Trolley	East-West Gateway Council of Governments / Transportation Development District	St. Louis	MI	Urban Circulator	\$25.0	\$41.4
Sugar House Streetcar	Utah Transit Authority	Salt Lake City	UT	TIGER II	\$26.0	\$55.5
Tucson Modern Streetcar	City of Tucson	Tucson	AZ	TIGER I	\$69.0	\$196.5
Portland East Side Streetcar	City of Portland	Portland	OR	Small Starts	\$75.0	\$128.3
Fort Lauderdale Wave Streetcar	South Florida Regional Transportation Authority	Fort Lauderdale	FL	TIGER IV	\$18.0	\$83.2
M1 Rail/Woodward Avenue Streetcar	Michigan Department of Transportation	Detroit	MI	TIGER I	\$25.0	\$136.9
<b>Total</b>					<b>\$477.4</b>	<b>\$1,056.3</b>

# Recent Funding Opportunities

			TOTAL (\$M)	TRANSIT (\$M)
TIGER I	(ARRA)	FY'09	\$1,500	\$455
Urban Circulator	(5309)	FY'10	\$110	\$110
TIGER II		FY'10	\$600	\$161
TIGER III		FY'11	\$510	\$122
TIGER IV		FY'12	\$500	\$98
TIGER V			<b><i>\$500</i></b>	<b><i>??</i></b>
			<b><i>\$3,720 M</i></b>	<b><i>\$946 M</i></b>