

 CHARLOTTE.

CityLYNX Gold Line Recommendation

May 13, 2013



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Introduction

- 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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Rationale:
Integral Part of 2030 Transit 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

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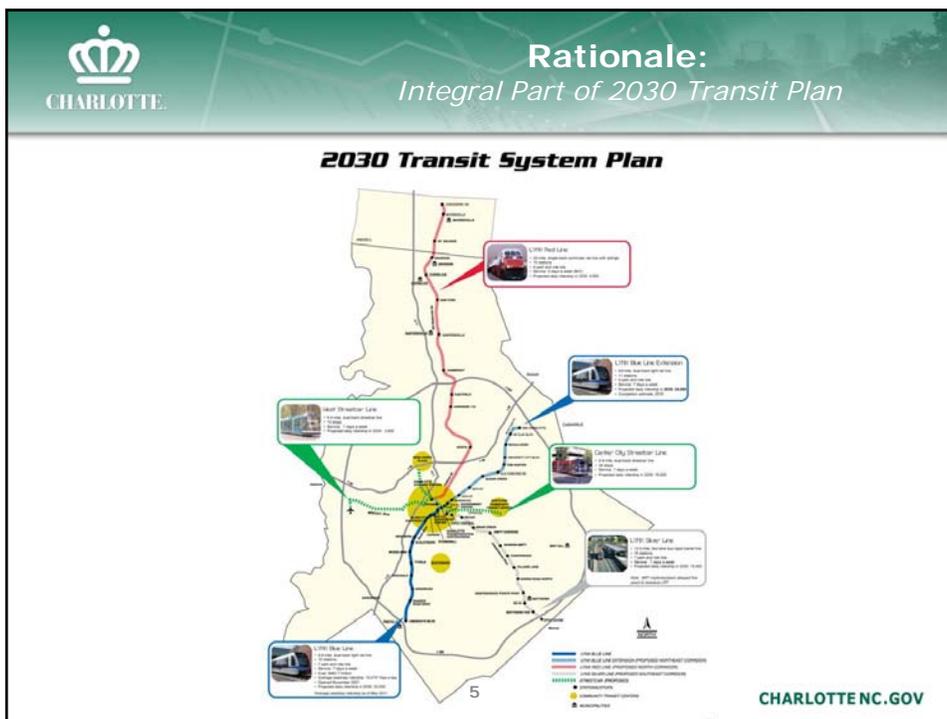


Rationale:
Integral Part of 2030 Transit Plan

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

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Rationale:
Economic Development

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.

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Rationale:

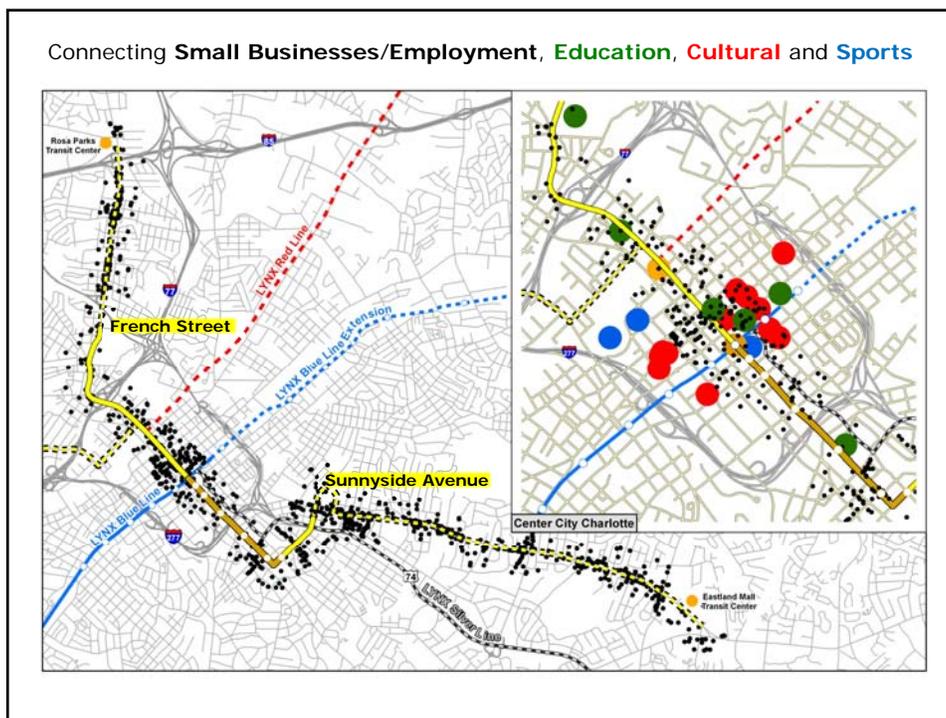
Economic Development

CityLYNX Gold Line:

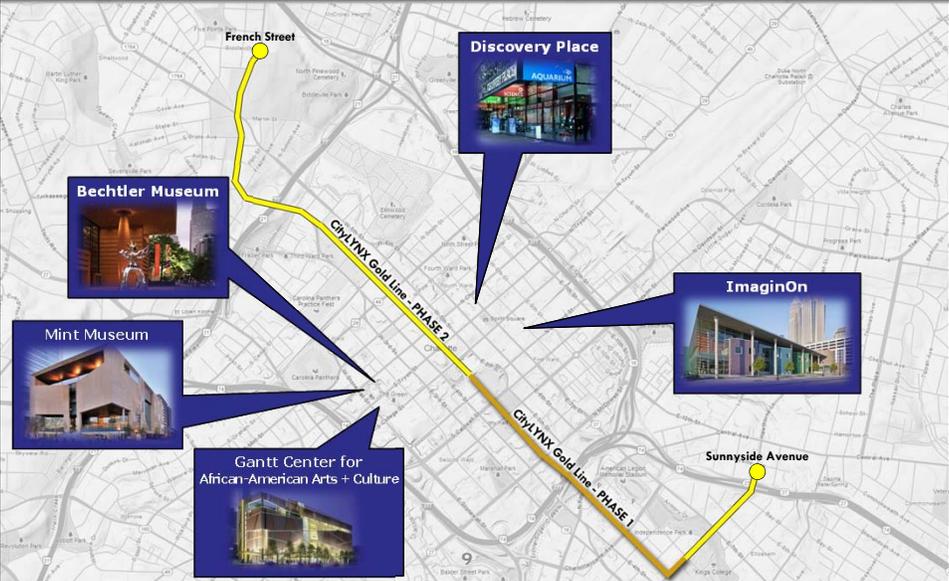
- Is an economic development tool to help promote growth and development
- Without annexation, future tied to strategic redevelopment with transit-oriented, mixed use development with greater densities
- Supports sustainability of uptown institutions and businesses, thus encouraging retention and expansion

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 **Rationale:**
CONNECTING to cultural venues



French Street

Bechtler Museum

Mint Museum

Gantt Center for African-American Arts + Culture

Discovery Place

ImaginOn

Sunnyside Avenue

CityLYNX Gold Line - PHASE 2

CityLYNX Gold Line - PHASE 1

 **Rationale:**
CONNECTING to sporting venues



French Street

BB&T Ballpark

Bank of America Stadium

NASCAR Hall of Fame

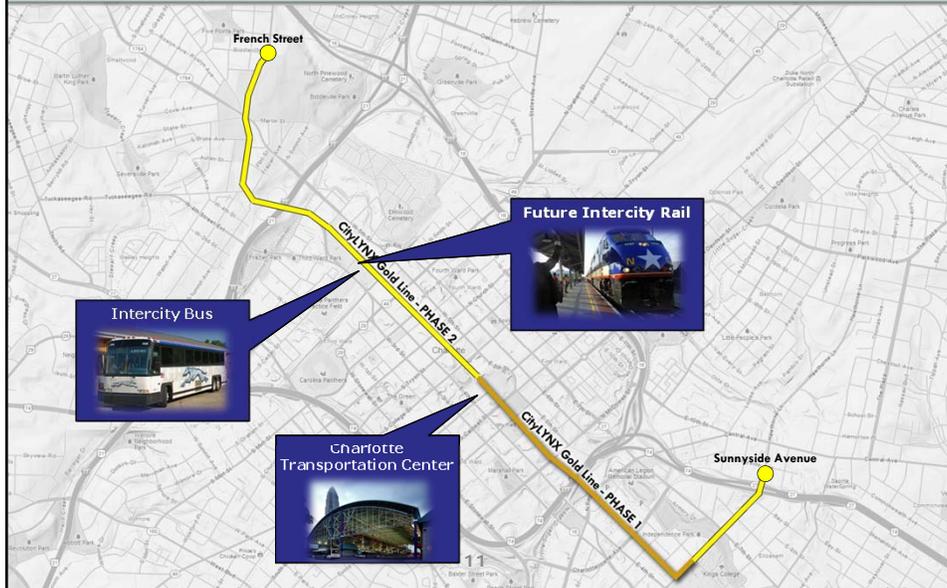
Time Warner Cable Arena

Sunnyside Avenue

CityLYNX Gold Line - PHASE 2

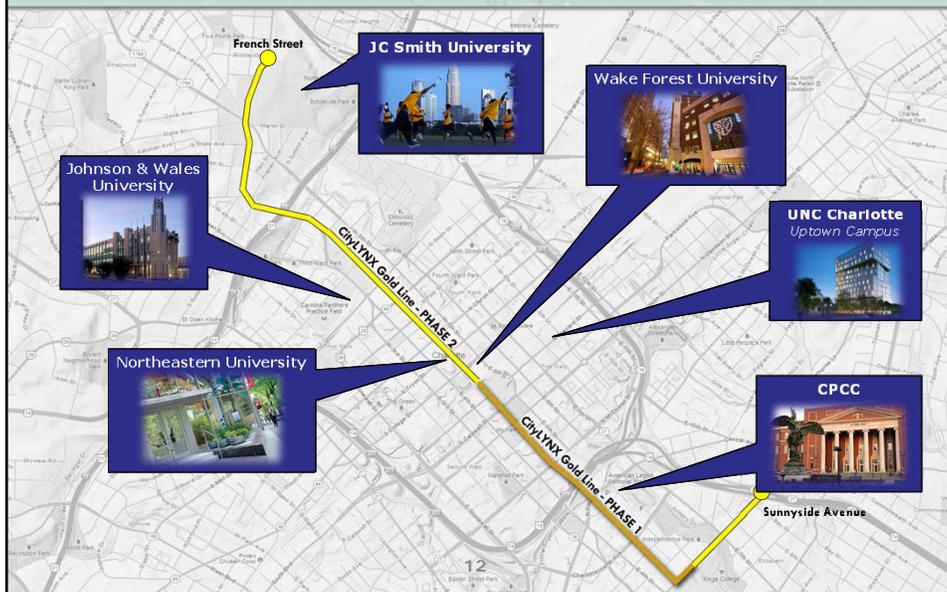
CityLYNX Gold Line - PHASE 1

 **Rationale:**
CONNECTING to transportation

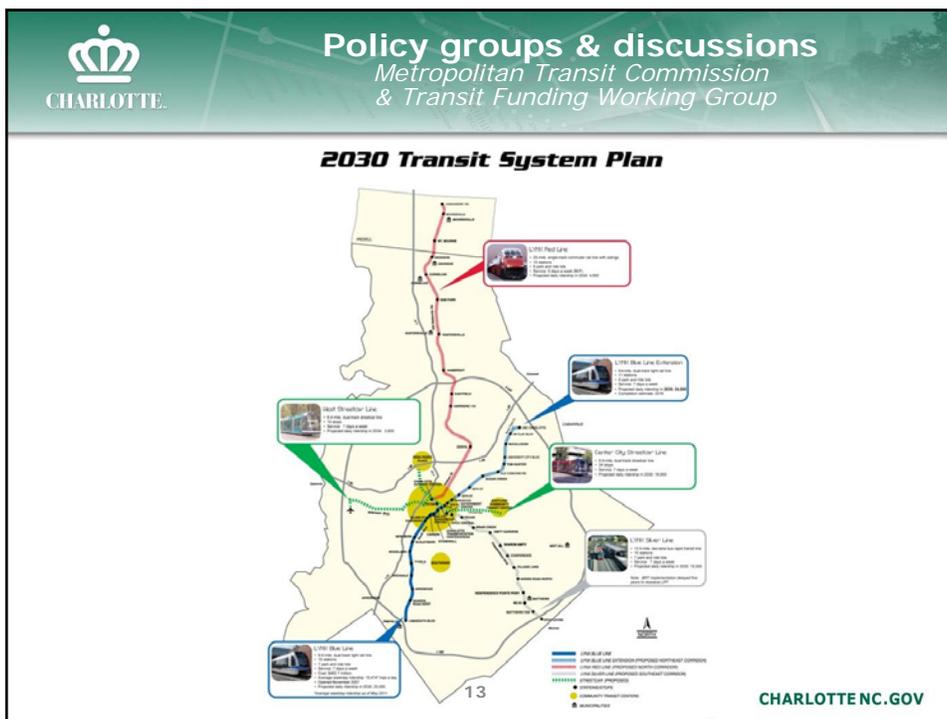


The map displays the CityLYNX Gold Line routes in Charlotte. Phase 1 runs from Sunnyside Avenue in the east to the Charlotte Transportation Center in the center. Phase 2 extends from the center to French Street in the west. Three callout boxes are connected to the map: 'Intercity Bus' with a photo of a bus, 'Future Intercity Rail' with a photo of a train, and 'Charlotte Transportation Center' with a photo of the building. The number '11' is visible at the bottom center of the map area.

 **Rationale:**
CONNECTING to education



The map displays the CityLYNX Gold Line routes in Charlotte. Phase 1 runs from Sunnyside Avenue in the east to the Charlotte Transportation Center in the center. Phase 2 extends from the center to French Street in the west. Six callout boxes are connected to the map, each featuring a photo of a university: 'Johnson & Wales University', 'Northeastern University', 'JC Smith University', 'Wake Forest University', 'UNC Charlotte Uptown Campus', and 'CPCC'. The number '12' is visible at the bottom center of the map area.



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Branding

- **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.

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City **LYNX** *gold line*

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 CHARLOTTE. Branding

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 **CHARLOTTE.** Branding



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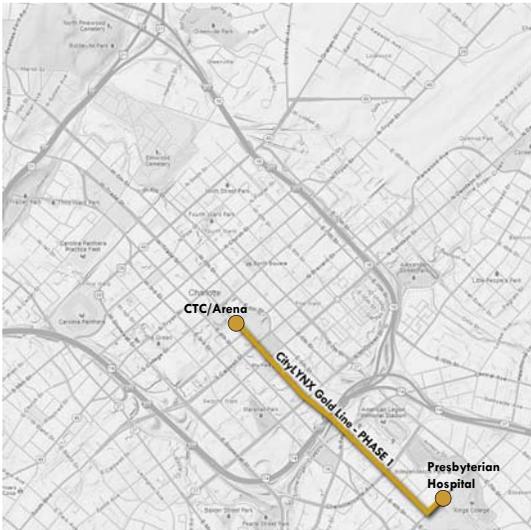
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CityLYNX Gold Line – Phase 1

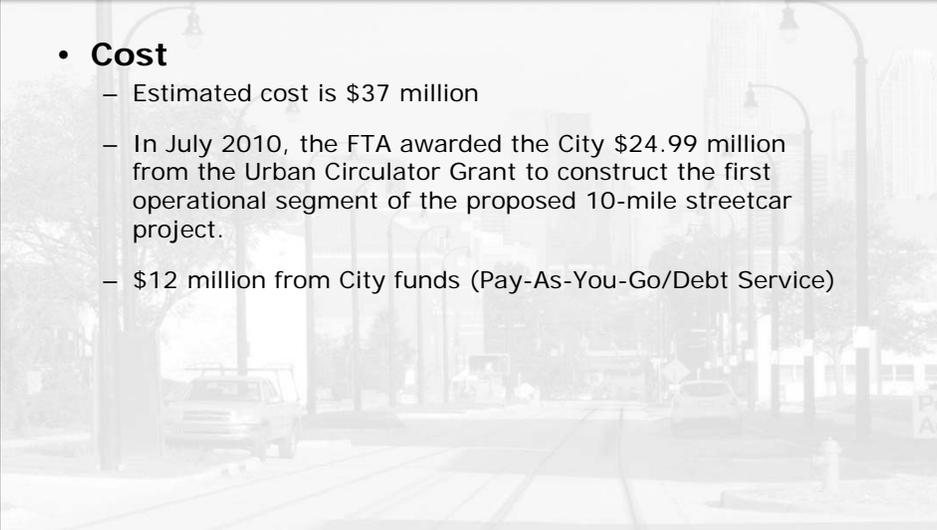
- **Alignment**
 - 1.5 mile route from the Charlotte Transportation Center (CTC) on Trade Street to Presbyterian Hospital; utilizes a half mile of existing track on Elizabeth Avenue
 - Includes 6 stops
 - Includes a connection to the LYNX Blue Line for system flexibility and access to existing maintenance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



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CityLYNX Gold Line – Phase 1

- **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)



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 **CityLYNX Gold Line – Phase 1**



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 **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



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 **CityLYNX Gold Line – Phase 2
(Proposed)**

- **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.

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 **CityLYNX Gold Line – Phase 2
(Proposed)**



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Funding Framework CityLYNX Gold Line – Phase 2

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

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Funding Framework CityLYNX Gold Line – Phase 2

- **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

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Funding Framework CityLYNX Gold Line – Phase 2

- **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

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Next Steps

- **May 16:**
 - BAE Study presented at Economic Development Committee meeting
- **May 22:**
 - Metropolitan Transit Commission review and endorsement of CityLYNX Gold Line recommendations
 - Metropolitan Transit Commission receives report from Transit Funding Working Group
- **May 28:**
 - Possible Council action

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Questions?

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