



4.01.19 - Strategy Session Action Items

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Preserving Trolley Cars

Requester:	Council member Mayfield
Staff Resource:	John Lewis
Statement of Issue:	Preserving Trolley Cars that are going out of service
Deliverable:	An outline of opportunities to consider to preserve trolley cars
Latest Development/Update:	<ul style="list-style-type: none">• CATS will preserve vintage trolley cars and seek out the highest and best use once the switch to modern streetcars is made.• CATS will dispose of its three trolley cars following federal surplus property regulations (sale to highest bidder or transfer of interest to another federal recipient).• The disposal process will begin once Gold Line Phase 1 streetcar service ceases operations due to reconstruction of station platforms in preparation for new modern streetcar vehicles.• CATS has received inquiries from several transit agencies across the country expressing interest in purchasing the trolleys.• CATS has also had discussions with local community groups who are also interested in the trolleys and the rubber tire trolley styled buses.• In particular, CATS has had several conversations with Lakewood Trolley regarding their interest in acquiring CATS vintage trolley cars for potential use.• CATS is now also in discussions with Nashville Transit about acquisition of trolley cars as well.



Silver Line Budget

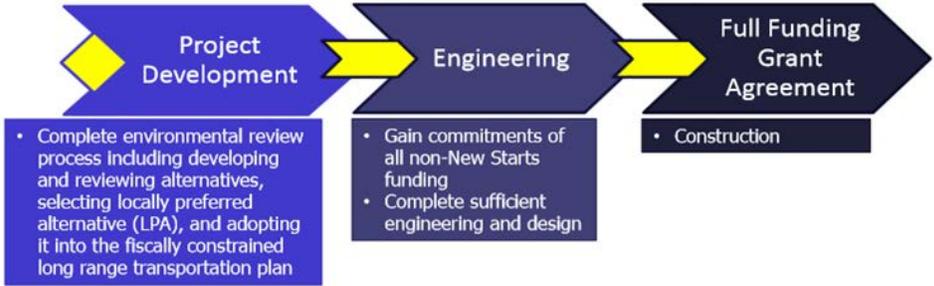
Requester:	Council member Driggs
Staff Resource:	John Lewis
Statement of Issue:	Provide budget for Silver Line
Deliverable:	An outline of budget for Silver Line

Latest Development/Update:	<p>The following table provides estimates and general deliverables for each fiscal year for the projected budgetary needs for the next five years, and includes estimates for the proposed terminus in Stallings and Belmont. NOTE: Only FY 2020 funding has been identified and programed in the Charlotte Area Transit System’s (CATS) budget.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-bottom: 10px;"> <thead> <tr style="background-color: #d3d3d3;"> <th style="width: 15%;"></th> <th colspan="3" style="background-color: #d3d3d3;">Pre-Project Development (locally funded)</th> <th colspan="2" style="background-color: #d3d3d3;">Project Development (eligible for future reimbursement)</th> <th style="background-color: #d3d3d3;">Total</th> </tr> <tr style="background-color: #d3d3d3;"> <th style="width: 15%;"></th> <th style="background-color: #d3d3d3;">FY 2020 Request (\$M)</th> <th style="background-color: #d3d3d3;">FY 2021 Request (\$M)</th> <th style="background-color: #d3d3d3;">FY 2022 Request (\$M)</th> <th style="background-color: #d3d3d3;">FY 2023 Request (\$M)</th> <th style="background-color: #d3d3d3;">FY 2024 Request (\$M)</th> <th style="background-color: #d3d3d3;">(\$M)</th> </tr> </thead> <tbody> <tr> <td>Lynx Silver Line</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Grand Total</td> <td>\$18</td> <td>\$22</td> <td>\$20</td> <td>\$39</td> <td>\$45</td> <td>\$144</td> </tr> <tr> <td>Deliverables</td> <td>15% Design</td> <td colspan="2">30% Design/DEIS/Enter Project Development</td> <td colspan="2">65% Design/FEIS/Enter Engineering</td> <td></td> </tr> </tbody> </table> <ul style="list-style-type: none"> CATS will seek funding through the Federal Transit Administration’s (FTA) Capital Investment Grant (CIG) program for the Silver Line, which has two phases: Project Development (PD) and Engineering. Activities undertaken prior to entering the PD phase are not eligible for future reimbursement. However, FTA limits the PD phase to two years. Per the FTA Policy Guidance on the CIG Program, “FTA encourages sponsors to perform whatever work they feel is necessary prior to requesting entry into PD to facilitate their ability to complete PD for a proposed New Starts project within the two-year timeframe.” In addition, advancing to 65 percent design prior to Engineering is critical because at the Entry to Engineering, FTA locks in the federal CIG amount. Therefore, the design needs to be advanced enough to ensure the reliability of the scope and cost. (The BLE advanced design to 65 percent before locking in the federal funding amount.) Work performed during PD is eligible for future reimbursement if a CIG grant is awarded. 							Pre-Project Development (locally funded)			Project Development (eligible for future reimbursement)		Total		FY 2020 Request (\$M)	FY 2021 Request (\$M)	FY 2022 Request (\$M)	FY 2023 Request (\$M)	FY 2024 Request (\$M)	(\$M)	Lynx Silver Line							Grand Total	\$18	\$22	\$20	\$39	\$45	\$144	Deliverables	15% Design	30% Design/DEIS/Enter Project Development		65% Design/FEIS/Enter Engineering		
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Silver Line Budget

New Starts and Core Capacity Process





Leasing– CATS Facilities

Requester:	Council member Phipps, Mayor Lyles
Staff Resource:	John Lewis
Statement of Issue:	Explanation of federal leasing and ground floor leasing at CATS facilities.
Deliverable:	<ul style="list-style-type: none"> An update on leasing An outline of the parameters A description of what are options exist
Latest Development/ Update:	<p><u>Update on Leasing Options</u></p> <ul style="list-style-type: none"> The parking decks at the JW Clay and University City Boulevard LYNX stations have active leasable spaces, as required by Charlotte Transit Oriented Development (TOD) zoning. CATS is currently in negotiations with two potential tenants: Atrium Health and Sabor Restaurant. The Federal requirement that recipients of federal funding must maintain “Satisfactory Continuing Control...” has been a stumbling block for conclusion of negotiations. <ul style="list-style-type: none"> “Continuing Control” means that the use of the property must not in any way interfere with the recipient’s (CATS) continuing control over the use of the property or the recipient’s (CATS) continued ability to carry out the intent of the Award. The FTA requirement to include “termination for convenience” period within any lease agreement creates uncertainty for potential tenants that are not comfortable with a termination for convenience requirement if they have to pay for the upfit of the space to meet their specific requirements. Both parties have asked for multi-year lease periods to give them opportunity to recoup their capital investment or have CATS pay for the upfit. CATS is working with the Federal Transit Administration on potential lease language that would satisfy this federal requirement and give CATS flexibility with potential tenants. Specifically, CATS is working with FTA to get ok to include a minimum notification period before termination for convenience. <p><u>Code Reference</u></p> <p><u><i>FTA Circular 5010.1E Chapter IV, Section 2. Real Property, (i) Property Management (2)-(6)(a)3a-e</i></u></p> <p>“(6) <u>Non-Transit Uses of FTA Assisted Real Property.</u> FTA’s policy is to permit recipients maximum flexibility in determining the best and most cost-effective use of federally-assisted property. To this end, FTA encourages non-transit uses of real property that can raise additional revenues for the transit system or, at a reasonable cost, enhance system ridership. These non-transit uses are by one of three means: incidental use, joint development, or shared use.</p> <p>(a) <u>Incidental Use. <i>Incidental uses must be compatible with the approved purposes of the Award and may not interfere with either the intended uses of the property or the recipient’s ability to maintain satisfactory continuing control.</i></u> The recipient should consult with FTA before continuing with incidental use. An incidental use may not affect a property’s transit capacity or use. Alterations to accommodate an incidental use should have no negative impact</p>



Leasing– CATS Facilities

	<p>on the transit service or activity. FTA continues to monitor the incidental use after the Award is closed and the recipient is required to keep an inventory of the use. FTA reviews the inventory during the triennial review process.</p>
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Solid Waste Services – Education Plan

Requester:	Council member Winston and Council member Egleston
Staff Resource:	Rodney Jamison
Statement of Issue:	Provide and update on Solid Waste Services marketing/education plan related to what can and cannot be recycled, diverted, and other relevant information.
Deliverable:	An outline of key education initiatives, including timeline for education campaign.
Latest Development/Update:	<p>FY 2019 Education Initiatives</p> <p>The following initiatives have been implemented during FY 2019. Many represent work that is ongoing, meaning it is a core part of the department’s educational programming. There is a mix of large-scale campaigns and targeted campaigns. Most of the initiatives are targeted to increase behavior change and compliance.</p> <ul style="list-style-type: none"> • Recycling bus ads in partnership with Mecklenburg County, the transit ad, was placed on fifteen buses, starting July 23. Ads are still currently running on buses (one-time partnership). • Recycling education mailer to 30,000 homes in Charlotte in partnership with Mecklenburg County. Mailers were sent to two zip codes; 28216 (22,953 mailers) and 28215 (7,045 mailers) (one-time partnership). • Recycling education presentations: 20 presentations reaching approximately 1,000 people. Interactive presentations on how to recycle right, which includes what is and is not recyclable and other waste reduction options (ongoing effort). • Waste Wizard and Toss is Right Game: Solid Waste Services has games on the website that helps educate on what can and cannot be recycled. This game is shared during community presentations and on social media. As of March 2019, the Waste Wizard has been used over 17,000 times and almost 600 items have been searched for. Since inception, The Toss is Right Game has been played over 15,000 (ongoing effort). • Digital recycling education on social media, text platform and newsletters (ongoing effort). • RePurposed Fashion Show: Sponsored two fashion shows in partnership with Dupp and Swat, Goodwill Industries and Envision Charlotte. Show was a creative and engaging way to talk about recycling, waste reduction options and circular economy (annual event, next event May 18, 2019). • Healthy Communities/Food Too Good To Waste: Program that works with residents to teach them how to reduce their waste using several waste reduction options, including recycling and composting. Residents are asked to join the Food Too Good To Waste challenge to learn how to compost and reduce their food waste (ongoing effort).



Solid Waste Services – Education Plan

- Recycling contamination letters: Residents who are observed to have contaminants in their recycling cart at least three times in a quarter are sent a letter to educate them on how to better prepare their materials for collection (ongoing effort).

Pilot Programs

In an effort to decrease contamination and increase diversion options, Solid Waste Services is currently implementing the following pilot programs with grant funds from the State of North Carolina and Waste Management.

- Recycling cart tagging pilot: Current research shows that tagging carts to alert residents when they are not recycling right is a great way to increase recycling and compliance. A tagging pilot will be implemented in Plaza-Midwood and Hidden Valley in September 2019. The pilot will end in March 2020 and the data collected will inform if this is a practice that should be implemented citywide to decrease recycling contamination.
- Curbside food waste composting pilot: Solid Waste Services completed an 18-week curbside food waste composting collection pilot in December. Over the course of the 18-week pilot:
 - On average, 40 percent of residents participated weekly;
 - 2.41 tons of food waste was collected;
 - Garbage tonnage decreased; the average weight collected was 1.13 tons-a 32% decrease than the first week’s garbage collection
 - Less than 1 percent contamination



Solid Waste Services Update

Requester:	Council member Ajmera and Council member Egleston
Staff Resource:	Jason Kay and Victoria Johnson
Statement of Issue:	Provide an update on Solid Waste Services partnerships, recommendations and contractual requirements with County.
Deliverable:	<p>The following will be provided:</p> <ul style="list-style-type: none"> • Update on recent Waste Management Advisory Board recommendations • Update on how the City and County work together (contractual requirements) in the Waste Management space. • Update on how the City works with our partners (e.g. Salvation Army) to divert reusable bulky item waste and communicate those options to residents.
Latest Development/Update:	<p><u>Waste Management Advisory Board</u></p> <ul style="list-style-type: none"> • The Waste Management Advisory Board (WMAB) is a Mecklenburg County board. There are 12 members, including two recommended by City Council and approved by the County Board of Commissioners (BOCC). The role of the WMAB is to provide input on solid waste management issues facing the County, both short and long-term. The WMAB recommends waste reduction, recycling and final disposal strategies, reviews capital and operating budgets of the County’s Solid Waste Management Program, and provides recommendations to the BOCC on solid waste and litter issues. Recent WMAB recommendations include: <ul style="list-style-type: none"> ○ Increase the County’s Residential Availability Fee \$6.00 to \$33.50 per residential property in FY 2020. <ul style="list-style-type: none"> ▪ The Residential Availability Fee is for the availability of the convenience center and the full-service centers that accept recycling, yard waste and other items that are not considered household garbage. ▪ In addition, the Fee helps fund the County’s Waste Reduction Program. ○ Board’s Policy Committee considered if the Residential Availability Fee should be charged to Business/Commercial entities. It was decided not to implement for FY 2020, but to allow it to be considered in future years. ○ Board’s Policy Committee is currently discussing unincorporated areas of Mecklenburg County. The areas are growing in size and have no structure for waste collection/recycling services. <p><i>*All of these recommendations pertain to County services.</i></p> <p><u>Interlocal Agreement</u></p> <ul style="list-style-type: none"> • The City and County entered into an Interlocal Agreement in 1984 that placed solid waste disposal facilities under County control. The Agreement was amended in 1986, 1987 and 2008 with the current terms in place through June 30, 2028. The intent of the current Agreement was for the City and County to establish long-term solutions for the cooperative management of solid waste as reflected in the Mecklenburg County Solid Waste Management Plan (Plan). The City is responsible for providing, operating and assuming costs for the separate collection of solid waste, recyclables and yard waste for the residents of Charlotte. All solid waste collected by the City of Charlotte



Solid Waste Services Update

and its contractors are delivered to the County-designated facilities per the Agreement. The County is responsible for providing, operating and assuming the cost for the disposal facilities and full-service convenience centers. The City and County communicate regularly about solid waste processes and systems.

Partnerships for Waste Reduction

- The City promotes the waste reduction strategy of “Reusing” by encouraging residents to donate no longer needed items to local charities. Solid Waste Services’ website includes direct links for contacting Goodwill Industries, United Way, Habitat for Humanity Restore, Crisis Assistance Ministry and the Salvation Army.