I. Call to Order
   Co-Chairman

II. Approval of April 17th, 2018 Meeting Summary

III. LYNX System Update Studies
     Jason Lawrence

IV. CEO Remarks
    John Lewis, Jr

V. Other Business

VI. MCI Demo Tour
    Tangee Mobley

VII. Adjournment
Present: Edward Tillman, City of City CTAG Co-Chair
Daniel MacRae, City Council
Robert Padgett, City Council
Adam Pasiak, Mecklenburg County
Daneva Mgbeokwere, Mecklenburg County
Todd Steiss, Town of Huntersville
John Milline, Charlotte-Mecklenburg Schools
David Teixeira, Town of Matthews

Staff: John Lewis Jr, Blanche Sherman, Tangee Mobley, Allen Smith III, Larry Kopf, Ken Chapman, Bradley Bradham, Paulus Ford

CTAG Meeting Summary of April 17th 2018

I. Call to Order
The regular meeting of CTAG was called the meeting to order at 7:38 a.m. by Edward Tillman CTAG Co-Chair.

II. Approval of February 20th, 2018 Meeting Summary
The meeting summary was approval.

III. City of Charlotte’s National Volunteer Week Proclamation
The City of Charlotte declared April 15-21, 2018 as National Volunteer Week and recognized all community-wide volunteers for their lasting impact on the city. All volunteers received a City of Charlotte Proclamation certificate and a medallion for their service.

IV. FY2019 CATS’ Budget Recommendation
In addition to the previous information that CTAG has received, Mrs. Blanche Sherman, CATS CFO; shared with CTAG members the executive summary of the FY19 Preliminary Operating and Debt Service budget and the FY19-23 Community Investment Plan (CIP) and an overview of Transit Operating Programs and the related Capital budgets. Ms. Sherman discussed the recommended revisions to the Preliminary budget as previously presented.

The updated budget increases operating revenue and expenditures by 0.6 percent. This change reflects sales tax receipts which are rising faster than the trendline would indicate, as well as accounting adjustments such as the adjustment to transfer some funds from Operating to CIP funds. The trendline was established in 2013 in an effort to build reserves and set aside funds to $100 million and $130 million. CATS met the debt reserve requirements in FY17. Growth for the trendline was $3.5 million in earlier years and $3.3 million in FY18 and 19. Funds
now exceed the reserve requirements; CATS would like to use the funds to meet operating and capital needs. The excess over trendline is incorporated into the update Preliminary Budget numbers, and help offset deficits in the Operating budget. Ms. Sherman reviewed key changes in revenues and expenses for the FY19 capital budget and showed a detail by year for the five-year capital program. Capital funds will be used for the BLE, the State of Good Repair and other programs.

Ms. Sherman asks for CTAG’s approval of the budget in the amount of $154.6 million in revenue and expenditures, $319.3 million in the capital budget and the debt service budget of $125.9 million.

**Resolution**: Robert Padgett (City Council) motioned to approve CATS’ FY19 Budget; Todd Steiss (Huntersville) seconded the motion, which passed unanimously.

V. **CEO’s Remarks**

John Lewis, Jr. CATS CEO shared the following information

1) BLE Opening has been a success. Mr. Lewis recognized the entire CATS organization, especially the Leadership team and Development section for bringing this initiative to fruition on-time and under budget.
2) Partnership with LYFT for first and last mile connections that is being tested at two stations (University City and Parkwood) to see is it meets the mobility needs of our customers.

VI. **Other Business**

Daneva Mgbeokwere (Mecklenburg County) asked if it has been considered to allow monthly passes to be purchased at any time during the month. At this time, there is not a tracking infrastructure in place (on the bus operation side) to accomplish such tracking.

Todd Steiss (Town of Huntersville) shared that he has experienced TVMs malfunctions (Carson stations both inbound and outbound) several time since the installation of the new machines.

Adam Pasiak (Mecklenburg County) has fielded inquiries concerning the parking cost at J.W. Clay Station. He made a suggestion that if some signage could be installed, it would be an aid for riders that parked their POVs at that station.

**Adjourn**
The meeting was adjourned at **8:23am**

NEXT CTAG MEETING: OCTOBER 16TH, 2018 AT 7:30 AM
LYNX SYSTEM UPDATE
Citizen Transit Advisory Group
October 16, 2018

- Southeast Corridor (Silver Line)
  - MTC adopted Light rail to Matthews as the LYNX Silver Line LPA in November 2016
  - Need to determine Center City access

- North Corridor (Red Line)
  - LYNX Red Line LPA is commuter rail on Norfolk Southern (NS) O-Line
  - Use of NS O-Line corridor problematic
  - In addition to O-Line, the study will consider rapid transit on other alignments

- West Corridor
  - Extends approximately 9.5 miles from Uptown Charlotte to the Gaston County border
  - Current LPA is Streetcar
  - Plan to study Light Rail and potential alignments

- Center City Integration Study
  - Determine how best to integrate three corridors into downtown with LYNX Blue Line, CityLYNX Gold Line, and Charlotte Gateway
3,000+ Survey Participants
375+ Attendees
2,400+ Attendees
9 Public Workshops

Survey Responses by Zipcode

Charlotte 1007
Gaston County 705
Cornelius 183
Huntersville 126
Mooresville 43
Davidson 29
North Corridor

- Red Line commuter rail remains difficult to implement.

- There are not many viable options to the Red Line, but they do exist.

- Community input indicates a desire for more frequent service, like light rail or BRT.

- Advancing an option other than the LYNX Red Line commuter rail requires a new direction on transit and land use planning.

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Alternative Highlights

- Requires O Line agreement with Norfolk Southern and permission to cross their main line to access Gateway Station.
- Travel time of 56 minutes is higher than options using the I-77 express lanes.
- Frequent service desired, increasing operating costs and need for more passing tracks.
- Only option directly serving downtowns of Huntersville, Cornelius, and Davidson.
- Local service within towns is possible but is limited by service frequency.

LYNX Red Line Commuter Rail

I-77 BRT

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www.RIDETRANSIT.org

Alternative Highlights

- Low capital cost due to use of I-77 express lanes as transit guideway.
- Travel time of 40 minutes is faster than other options due to express lanes and direct routing to park-and-ride lots.
- New commute option that is now available due to construction of I-77 express lanes.
- Transit-oriented development opportunities are more limited and require more creativity.
- Local service within towns is not viable due to limited stops.

www.RIDETRANSIT.org
Alternative Highlights

- Higher capital and operating costs than commuter rail.
- Travel time of 63 minutes is much higher than other options.
- Major new infrastructure required, including new bridge next to I-77 over Lake Norman.
- Planned roadway widening will use most of the available right-of-way along US 21, requiring more space adjacent to US 21.
- Frequent service provides strong connections between the towns.

US 21 LRT

Alternative Highlights

- Higher capital and operating costs than commuter rail, but capital costs are lower than for LRT.
- Travel time of 54 minutes is less than LRT due to use of I-77 express lanes for some of the corridor.
- Significant new infrastructure required, but less than LRT.
- Planned roadway widening will use much of the available right-of-way along US 21, requiring more space adjacent to US 21.
- Bus provides good opportunities for circulation within towns.

US 21/I-77 BRT

North Corridor
BRT Station Workshops

- Establish desired project design elements
- Potential direct connections to I-77 express lanes
- Potential station locations and types
- Mobility Hub concepts
- Land use opportunities
West Corridor

- Rapid transit in the West Corridor is now a recommended extension of the LYNX Silver Line.
- Light rail is most consistent with the emerging transit vision in the corridor.
- Wilkinson Blvd. is the most appropriate corridor for high-capacity transit service.
- Extending the corridor into Gaston County helps to set the stage for regional transit.
Why consider Gaston County?

- Charlotte Douglas International Airport Commercial Development Strategy
- Willingness to explore new ROW concepts
- Gaston County Charlotte Airport Economic Positioning Strategy
- Gaston County stakeholders have expressed interest
- NCDOT 74 bridge replacement
West Corridor
Upcoming Activities

• NCDOT structures division is coordinating a meeting with Gaston County officials and CATS to discuss light rail design criteria for the US 74 Catawba River Bridge.

• CATS is planning a station workshop with Charlotte Douglas International Airport.

• The City of Gastonia requested a West Corridor update at their September 18 City Council meeting
Evaluation Process

1. Identification of Universe of Alternatives
   - November 2017 - April 2018
   - 50+ corridor options

2. Initial Screening of Alternatives
   - April - July 2018
   - 4 concept options

3. Detailed Comparison of Tradeoffs
   - August - September 2018
   - 2-3 leading corridors

4. Refinement of Leading Concepts
   - September - October 2018
   - 2-3 leading corridors

5. Selection of Preferred Concept
   - November 2018 - January 2019
   - 1 preferred concept

LYNX Blue Line in Uptown Charlotte