

FTA Quarterly Review Meeting

June 18, 2024



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AGENDA

Charlotte Area Transit System (CATS)

FTA Quarterly Review Meeting

1:00 pm to 4:00 pm

June 18, 2024

Virtual Meeting Hosted by FTA on Microsoft Teams

[Join Microsoft Teams Meeting](#)

- | | | |
|-------------|--|-----------------|
| I. | Welcome/Introductions | Dr. Taylor |
| II. | Major Accomplishments/ Issues | |
| | 1. Status of Bridge and Parking Deck Inspections | Kelly Goforth |
| | 2. FTA Financial Review | Brent Cagle |
| | 3. FTA Maintenance Review | Brent Cagle |
| | 4. 2024 CSC Streetcar Summit, Charlotte, NC | Lavernia Boyd |
| | 5. TSA Gold Standard Award | David Moskowitz |
| | 6. Ridership Update | Jason Lawrence |
| III. | Review of March 21, 2024, QRM Action Items | Lavernia Boyd |
| IV. | SGR LRV Truck Overhauls | |
| | 1. Finance/Budget Summary | Chad Howell |
| | 2. Summary of Overhauls | Gary Lee |
| V. | LYNX Blue Line Extension (BLE/Northeast Corridor) | |
| | 3. Finance / Budget Summary | Chad Howell |
| | 4. Estimate at Completion | Lavernia Boyd |
| | 5. Contract Closeout | Jill Brim |
| | 6. Schedule Status | Jill Brim |
| VI. | LYNX Blue Line Program Improvements | |
| | 1. Program Summary | Jill Brim |
| | 2. South End Station | Jill Brim |
| | 3. Drainage Improvements on the LYNX Blue Line | Jill Brim |
| | 4. Address Electromagnetic Interference (EMI) on the BLE | Jill Brim |
| | 5. Operator Breakrooms at three BLE Parking Facilities | Jill Brim |
| | 6. Egress Gates at BLE Median Stations | Jill Brim |
| VII. | CityLYNX Gold Line Phase 2 (Streetcar) | |
| | 1. Finance/Budget Summary | Chad Howell |
| | 2. Contracts Closeout | David McDonald |
| | 3. Safety and Security | David Moskowitz |
| | 4. Construction Closeout | Tonia Wimberly |
| | 5. Quality Assurance | Binod Shiwakoti |

- VIII. LYNX Silver Line**
1. Project Overview Andy Mock
 2. Project Administration Andy Mock
 3. Finance/Budget Chad Howell
 4. Contracts / Procurement Andy Mock
 5. Safety and Security David Moskowitz
 6. Third-Party Coordination Andy Mock
 7. Community Relations Logan Lover
 8. Design & Environmental Activities Andy Mock
- IX. North Corridor Red Line**
1. Project Overview Brain Nadolny
 2. Finance/Budget Chad Howell
- X. CityLYNX Gold Line Phase 3**
1. Project Overview Jim Fatula
 2. Finance/Budget Chad Howell
- XI. Charlotte Gateway Station**
1. Project Overview Brian Nadolny
 2. Status Brian Nadolny
 3. Schedule Brian Nadolny
 4. Finance/Budget Chad Howell
- XII. Charlotte Transportation Center Redevelopment (Raise Grant)**
1. Project Overview Monifa Hendrickson-Woodside
 2. Finance/Budget Summary Chad Howell
 3. Schedule Monifa Hendrickson-Woodside
 4. Status Monifa Hendrickson-Woodside
- XIII. Economic Development/TOD Activities**
1. Blue Line, BLE, Gold Line, Silver Line Lori Lencheski
 2. TOD Update Lori Lencheski
- XIV. Planning Studies**
1. Connect Beyond Jason Lawrence
- XV. Other Program Activities**
1. Grant Review Chad Howell
 2. Sales Tax Revenue Chad Howell
- XVI. PMOC Activity**
1. 90-Day Look Ahead Calendar Heidi Fischer
- XVII. Review of New Action Items/Follow-up** David McDonald

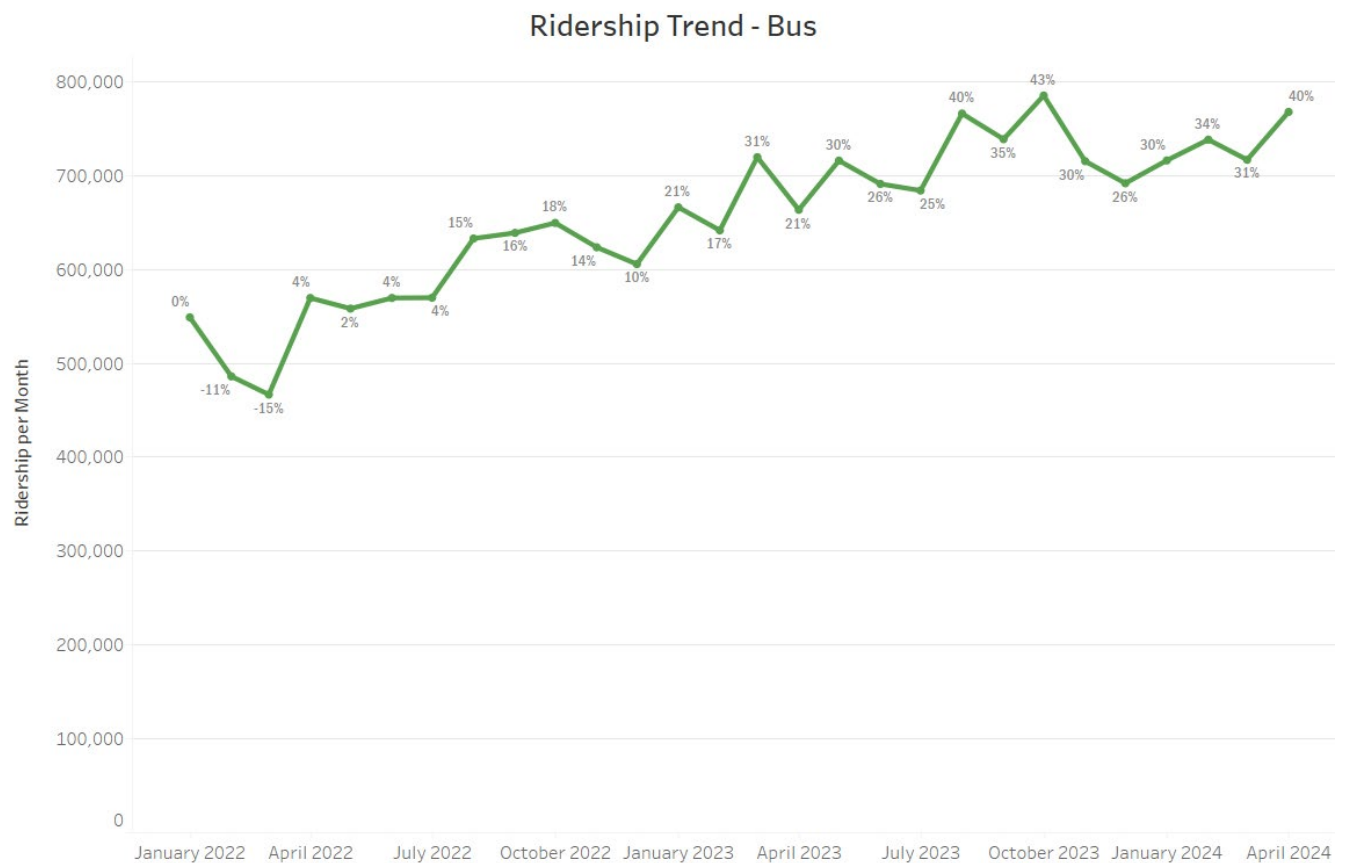
I. Welcome/ Introductions

II. Major Accomplishments/ Issues

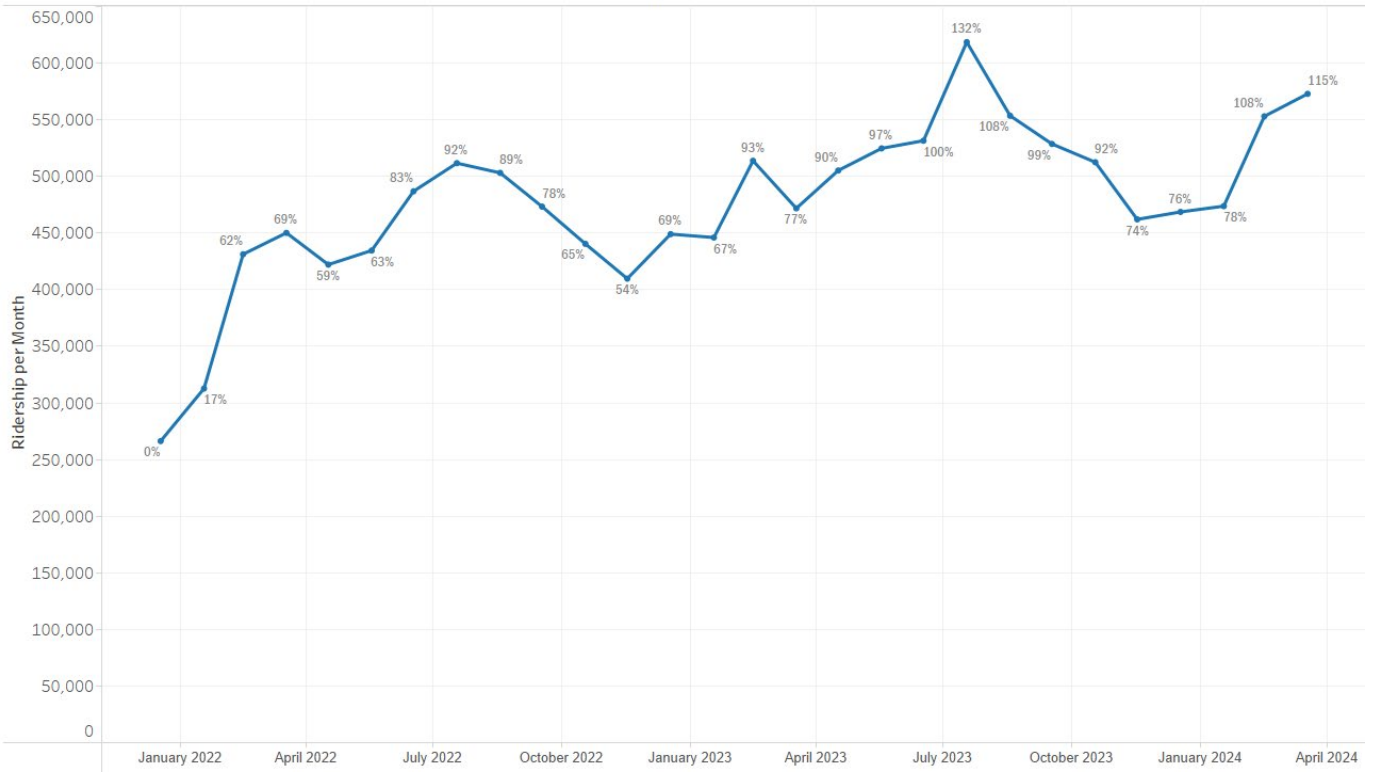
1. Status of Bridge and Parking Deck Inspections
2. FTA Financial Review
3. FTA Maintenance Review
4. 2024 CSC Streetcar Summit, Charlotte, NC
5. TSA Gold Standard Award
6. Ridership Update

The graphs below detail ridership by mode from January 2022 – April 2024. The graphs also indicate percent change monthly comparisons to January 2022.

- After a seasonal dip in ridership through the winter, Rail ridership has continued to grow through the spring of 2024, with trains at capacity both during peak commuting hours and for special events; Blue Line ridership continues to reflect hybrid office schedules, with ridership on Tuesday-Thursday being ~20% higher than Mondays and Fridays
- Gold Line frequencies improved to 20-minutes in April, sparking an 11.5% increase in ridership compared with April 2023
- Bus ridership has continued a steady increase since the Spring of 2022, with ridership in April 2024 being 40% higher than it was in January 2022



Ridership Trend - Rail



III. Review of March 21, 2024, QRM Action Items

| Item | Previous Action Items | Project | Grant No. | Date Added | Resp. | Status |
|------|---|-------------------------------------|-------------------------|-----------------------------|----------------------------|-------------|
| 1 | <i>CATS to continue to monitor and provide FTA updates on the CityLYNX GL2 DBE issues</i> | <i>GL2</i> | <i>NC-2016 - 001-00</i> | <i>9/21/20 12/13/21</i> | <i>CATS – Civil Rights</i> | <i>Open</i> |
| 2 | <i>CATS to provide information on fleet specifications for the 100, 200 and 300 series trucks. Will be addressed with completion of maintenance review.</i> | <i>Light Rail Derailment Update</i> | | <i>3/1/23</i> | <i>CATS-Rail</i> | <i>Open</i> |
| 3 | <i>CATS to follow up and meet with FTA to clarify their service agreement policy for the mid-life overhauls.</i> | <i>Light Rail Derailment Update</i> | | <i>3/1/23</i> | <i>CATS-Rail</i> | <i>Open</i> |
| 4 | <i>CATS to show funding sources and expenses for the LRV maintenance/overhaul project.</i> | <i>Truck Overhaul</i> | | <i>9/19/23</i> | <i>CATS – FIN</i> | <i>Open</i> |
| 5 | <i>CATS to submit a Preliminary Joint Development Project Request form for FTA review. CATS will finalize after to address FTA Comments.</i> | <i>CTC</i> | <i>Raise Grant</i> | <i>12/18/23</i> | <i>CATS – DEV</i> | <i>Open</i> |
| 6 | <i>CATS to set up a working session with the FTA to discuss midlife overhaul and maintenance plan.</i> | <i>LRV Maintenance / Overhauls</i> | | <i>3/28/2024</i> | <i>CATS</i> | <i>Open</i> |
| 7 | <i>CATS to set up a meeting with the FTA for a grant review discussion.</i> | <i>Grant Review</i> | | <i>3/28/2024</i> | <i>CATS - FIN</i> | <i>Open</i> |

IV. SGR LRV Truck Overhauls

1.0 Finance/Budget Summary

**S70 Vehicle Overhaul
Quarterly Progress Report
as of April 30, 2024
Sources of Capital Funding**

| Sources of Capital Funding | Grant ID | Funding Share | Appropriated Funds | Expended to Date | Percent Fund Source Expended to Date | Remaining Balance | Reimbursement to Date |
|--|-------------|---------------|----------------------|---------------------|--------------------------------------|----------------------|-----------------------|
| <i>Section 5307 Federal Funds</i> | | | | | | | |
| FFY19 Formula Super Grant | NC-2020-060 | 80% | \$ 1,508,504 | \$ 1,508,504 | 100% | \$ - | \$ 1,508,504 |
| CRRSSA Vehicle Overhaul | NC-2022-008 | 100% | 11,090,454 | \$ 3,391,047 | 31% | 7,699,408 | 3,391,047 |
| FFY22 Section 5307 Federal Funds: ARP | NC-2022-010 | 100% | 38,909,546 | - | - | 38,909,546 | - |
| FFY22 Section 5307 & 5337: Formula Super Grant | NC-2022-040 | 80% | 2,505,776 | - | 0% | 2,505,776 | - |
| FFY23 Section 5337: Formula Super Grant | NC-2023-020 | 80% | 2,147,451 | - | 0% | 2,147,451 | - |
| Appropriated Federal Funds | | | \$ 56,161,731 | \$ 4,899,551 | | \$ 51,262,180 | \$ 4,899,551 |
| <i>Local Funds</i> | | | | | | | |
| Local Match | NC-2020-060 | 20% | \$ 377,126 | \$ 301,701 | 80% | \$ 75,425 | \$ 377,126 |
| Local Match | NC-2022-040 | 20% | 626,444 | - | 0% | 626,444 | - |
| Local Match | NC-2023-020 | 20% | 536,863 | - | 0% | 536,863 | - |
| Appropriated Local Funds | | | \$ 1,540,433 | \$ 301,701 | | \$ 1,238,732 | \$ 377,126 |
| Grand Total FFGA Project Cost/Budget | | | \$ 57,702,164 | \$ 5,201,251 | | \$ 52,500,913 | \$ 5,276,677 |

2.0 Summary of Overhauls

The objective of the Siemens S-70 Light Rail Vehicle (LRV) Truck Overhaul project is to ensure that the Vehicles (LRVs) are maintained and serviced to reach their 30-year useful life. The CATS fleet has multiple platforms of the Siemens S70 LRVs. These are classified as CATS I placed in service 2007, CATS II (2010) and CATS III (2015). The Original Equipment Manufacturer (OEM) recommends that the Siemens trucks, equipment, and braking systems be overhauled at five years or 300,000-mile intervals, with the next interval being ten years or 600,000-mile intervals.

The performance of the required maintenance will ensure the S70 vehicle can reach its designed 30-year useful life.

The current S70 Truck Overhaul project started with the CATS I & II fleet 600K Truck Overhaul under contract 20200001235 with Siemens in 2020.

CATS has completed a contract amendment of the S70 Truck overhaul project to cover addition elements. The three main components of the contract amendment are:

- CATS III 300K truck overhaul,
- Expedited journal-bearing replacement, and
- Truck Dolly purchase.

CATS issued a new contract number 2024001442 for the amended contract.

This report summarizes the status of each element of this contract as of May 28, 2024.

Project Status Updates:

CATS I & II 600K Truck Overhaul: 21 Truck Sets Total
 6 Truck Sets Shipped to Siemens
 2 Truck sets Accepted.

Bearing Exchange: 21 Total Truck Sets
9 Truck Sets Shipped to Siemens
5 Trucks Sets Accepted
1 under test for acceptance

CATS III 300K Truck Overhaul: NTP 8/30/23
 23 Total Truck Sets awaiting project start
 0 Truck Sets Shipped to Siemens
 0 Truck Sets Accepted

Truck Dollies: 6 Truck Sets Ordered
 6 Truck Sets Received

Brake Equipment: NTP Issued 8/30/2023, 2 Sets ordered

4 Month look ahead:

Bearing Exchange: 0 Car Sets will be Shipped to Siemens
Expect 0 Car Sets will be accepted.

CATS I & II 600K Truck Overhaul: Truck Sets will be shipped.
Expect 3 Car Sets to be delivered in next 90 days.

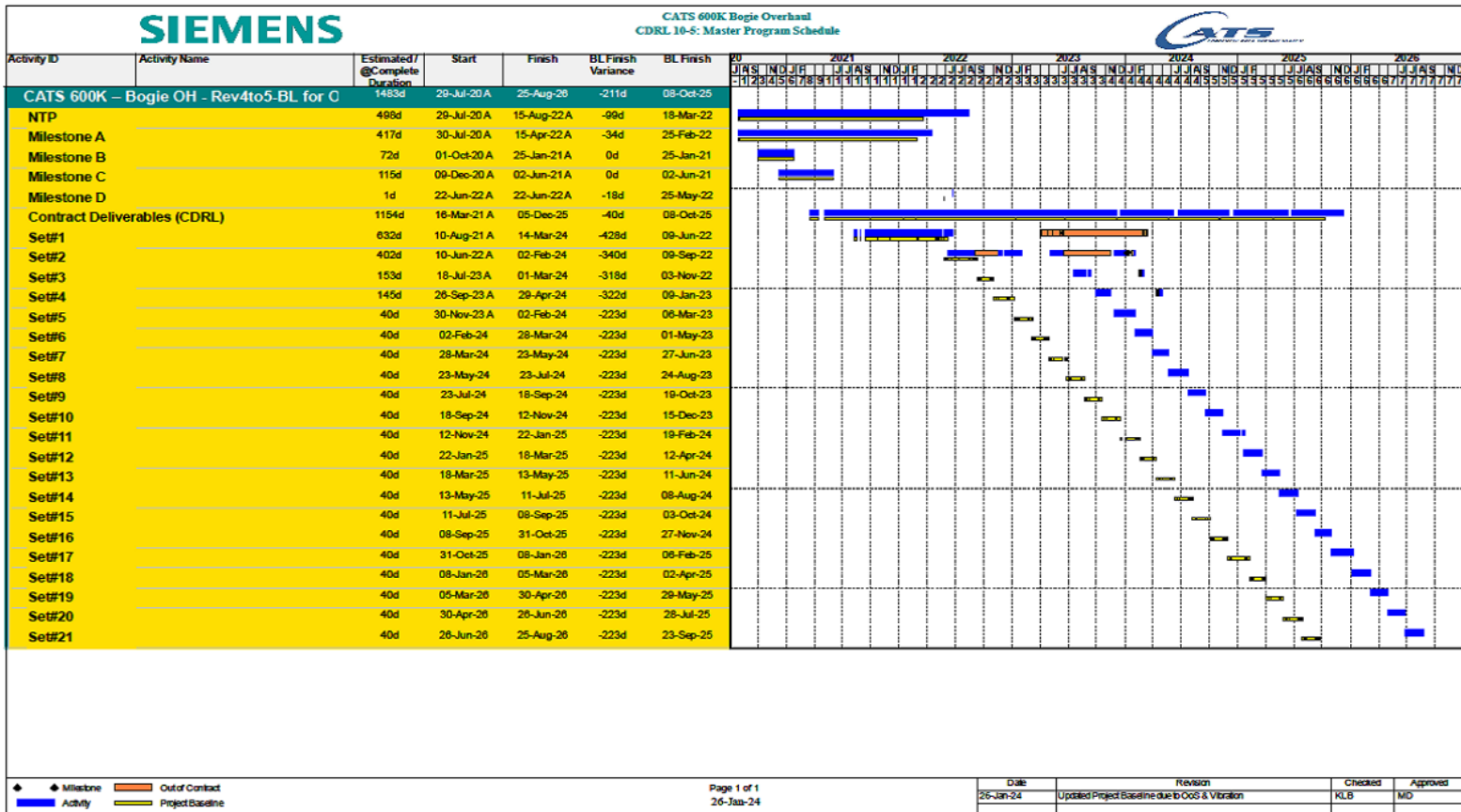
Schedule of Funding

| Task Orders | Prior FY23 | FY2024 | FY2025 | FY2026 | FY2027 | Total |
|-------------------------------|-----------------|------------------|-----------------|-----------------|-----------------|------------------|
| CATS I&II 600k Truck Overhaul | \$ 3,877,006.00 | \$ 4,307,790.00 | \$ 4,738,569.00 | | | \$ 12,923,365.00 |
| Truck Dolly | | \$ 496,746.00 | | | | \$ 496,746.00 |
| Bearing Exchange | | \$ 8,276,397.50 | \$ 3,901,730.25 | \$ 3,547,027.50 | \$ 3,192,324.75 | \$ 18,917,480.00 |
| CATS III 300k Truck Overhaul | | \$ 10,606,730.60 | \$ 4,242,692.24 | \$ 2,258,207.16 | | \$ 17,107,630.00 |
| Overhaul Acceleration | | \$ 3,200,000.00 | \$ 1,000,000.00 | \$ 1,000,000.00 | | \$ 5,200,000.00 |
| Contingency | | \$ 1,080,753.25 | \$ 1,080,753.25 | \$ 1,080,753.25 | \$ 1,080,753.25 | \$ 4,323,013.00 |
| Brake Equipment | | \$ 1,200,000.00 | | | | \$ 1,200,000.00 |

The estimated completion date 4th Quarter FY27.

Charlotte Area Transit System - Rail Car Maintenance 600k Limited Scope/ Journal Bearing Tracking

| Car Set# | McClellan, CA 600K [OH] | Date Shipped Out | Return Date | In-Service to CATS | Status |
|-----------|----------------------------|---------------------|-------------|--------------------|-----------------------|
| 1 | 600K Full Overhaul | 8/5/2021 | | | At Siemens McClellan |
| 2 | 600K Full Overhaul | 6/29/2022 | 2/2/2024 | 3/15/2024 | Completed |
| 3 | 600K Full Overhaul | 7/8/2021 | 4/2/2024 | 5/17/2024 | Completed |
| 4 | 600K Full Overhaul | 10/30/2023 | | | At Siemens McClellan |
| 5 | 600K Full Overhaul | 4/24/2024 | | | At Siemens McClellan |
| Car Set # | Brightline, FL [LSOH] | Date Shipped Out | Return Date | In-Service to CATS | Status |
| 1 | Limited Scope Set | 3/19/2023 | 6/13/2023 | 7/23/2023 | Completed |
| 2 | Limited Scope Set | 6/5/2023 | 8/19/2023 | 10/1/2023 | Completed |
| 3 | Limited Scope Set | 8/23/2023 | 11/7/2023 | 12/15/2023 | Completed |
| 4 | Limited Scope Set | 9/11/2023 | 1/31/2024 | 3/13/2024 | Completed |
| 5 | Limited Scope Set | 1/9/2024 | 3/12/2024 | 4/12/2024 | Completed |
| 6 | Limited Scope Set | 7/25/2023 | 4/22/2024 | 6/6/2024 | Completed |
| 7 | Limited Scope Set | 1/17/2024 | 5/7/2024 | | Awaiting Shipment |
| 8 | Limited Scope Set | 3/19/2024 | | | At Siemens Brightline |
| 9 | Limited Scope Set | 4/17/2024 | 6/6/2024 | | Awaiting Shipment |
| 10 | Limited Scope Set | 5/17/2024 | | | At Siemens Brightline |
| 11 | Limited Scope Set | | | | |



V. LYNX Blue Line Extension (BLE/Northeast Corridor)

1.0 Finance/Budget Summary

Sources of Funding:

See attached funding source table

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**LYNX BLUE LINE EXTENSION LIGHT RAIL PROJECT
SOURCES OF CAPITAL FUNDING
As of April 30, 2024**

| <u>Sources of Capital Funding - FFGA</u> | <u>Grant/Loan ID</u> | <u>Funding Share</u> | <u>Appropriated Funds</u> | <u>Expended to Date*</u> | <u>Percent Fund Source Expended to Date</u> | <u>Remaining Balance</u> | <u>Reimbursement to Date</u> |
|--|------------------------|----------------------|---------------------------|--------------------------|---|--------------------------|------------------------------|
| <i>Section 5309 New Starts Federal Funds</i> | | | | | | | |
| Preliminary Engineering Grant | NC-39-0001-00 | | \$ 2,695,000 | \$ 2,695,000 | 100.00% | \$ - | \$ 2,695,000 |
| FFGA Grant | NC-03-0082 (00-08) | | 562,047,248 | 527,923,764 | 93.93% | 34,123,484 | 527,443,269 |
| Appropriated New Starts Federal Funds | | | \$ 564,742,248 | \$ 530,618,764 | 93.96% | \$ 34,123,484 | \$ 530,138,269 |
| FFGA Grant Balance | | | - | - | 0.00% | - | - |
| Subtotal - New Starts Federal Funds | | 49.99% | \$ 564,742,248 | \$ 530,618,764 | 93.96% | \$ 34,123,484 | \$ 530,138,269 |
| <i>State Funds</i> | | | | | | | |
| Preliminary Engineering Grant | 09-NS-004 | | \$ 1,347,500 | \$ 1,347,500 | 100.00% | \$ - | \$ 1,347,500 |
| SFFGA Grant | 09-NS-0082 / 13-BL-001 | | 281,493,331 | 281,493,331 | 100.00% | - | 281,493,331 |
| Appropriated New Start State Funds | | | \$ 282,840,831 | \$ 282,840,831 | 100.00% | \$ - | \$ 282,840,831 |
| SFFGA Grant Balance | | | - | - | - | - | - |
| Subtotal - State Funds | | 25.03% | \$ 282,840,831 | \$ 282,840,831 | 100.00% | \$ - | \$ 282,840,831 |
| <i>Local Funds</i> | | | | | | | |
| Sales Tax | | | \$ 50,161,423 | \$ 50,161,423 | 100.00% | - | N/A |
| City Funds - NECI | | | 17,500,000 | 17,500,000 | 100.00% | - | N/A |
| City Funds - Right of Way | | | 13,420,298 | 13,420,298 | 100.00% | - | N/A |
| TIFIA | 2015-1007A | | 180,000,000 | 180,000,000 | 100.00% | - | 180,000,000 |
| Short Term Debt | 2013B | | - | - | 0.00% | - | N/A |
| Appropriated Local Funds | | | \$ 261,081,721 | \$ 261,081,721 | 100.00% | \$ - | N/A |
| Sales Tax Balance | | | 19,889,527 | 7,773,647 | 39.08% | 12,115,880 | N/A |
| Short-Term Debt Reimbursement | | | 1,230,169 | - | 0.00% | 1,230,169 | N/A |
| Subtotal - Local Funds | | 24.98% | \$ 282,201,417 | \$ 268,855,368 | 95.27% | \$ 13,346,049 | \$ 180,000,000 |
| GRAND TOTAL FFGA PROJECT COST/ BUDGET | | 100.00% | \$ 1,129,784,496 | \$ 1,082,314,962 | 95.80% | \$ 47,469,534 | \$ - |

*Expended to date reported on accrual basis

LEGEND

Sources of Capital Funding: Designates Funds as Federal, State or Local and provides description of source of funds.

Grant/Loan ID: Grant Number assigned to appropriated federal and state funds or local debt

Funding Share: Distribution percentage of total FFGA Project Budget

Amount: Total Dollar Amount

Expended to Date: Actual expenditures as of the report date

Percent Fund Source Expended to Date: Expended to Date / Amount

Remaining Balance: Funds available (Amount - Expended to Date)

Reimbursement to Date: Drawdown amount of grants reimbursed to the grantee

BUDGET SUMMARY as of April 30, 2024

| PROJECT - FFGA | A | B | C | D | E | F | G | B- (F + G) |
|---|-------------------|--------------------|--------------------------|------------------------|------------------------|----------------------|-------------|-----------------------|
| | FFGA GRANT BUDGET | APPROPRIATED FUNDS | PREVIOUSLY SPENT TO DATE | CURRENT MONTH EXPENSES | TOTAL EXPENSES TO DATE | TOTAL COST (ACCRUAL) | ENCUMBRANCE | H UNOBLIGATED BALANCE |
| 10 Guideway & Track Elements | | | | | | | | |
| 10.02 - Guideway: At-Grade Semi-Exclusive (Allows Cross Traffic) | \$ 13,512,557 | \$ 15,965,708 | \$ 15,931,833 | \$ - | \$ 15,931,833 | \$ 15,931,833 | \$ - | \$ 33,875 |
| 10.04 - Guideway: Aerial Structure | 46,396,594 | 35,245,309 | 35,127,954 | - | 35,127,954 | 35,127,954 | - | 117,355 |
| 10.05 - Guideway: Built-up Fill | 13,121,752 | 3,261,398 | 3,261,398 | - | 3,261,398 | 3,261,398 | - | - |
| 10.06 - Guideway: Underground Cut & Cover | 8,237,165 | - | - | - | - | - | - | - |
| 10.08 - Guideway: Retained Cut or Fill | 39,562,072 | 29,328,826 | 29,349,561 | - | 29,349,561 | 29,349,561 | - | (20,735) |
| 10.10 - Track: Embedded | 3,446,013 | 2,971,695 | 3,212,752 | - | 3,212,752 | 3,212,752 | - | (241,057) |
| 10.11 - Track: Ballasted | 27,531,019 | 27,014,261 | 28,512,727 | - | 28,512,727 | 28,512,727 | - | (1,498,466) |
| 10.12 - Track: Special (switches, turnouts) | 5,228,172 | 3,194,140 | 4,047,619 | - | 4,047,619 | 4,047,619 | - | (853,479) |
| 10.13 - Track: Vibration and noise dampening | 1,222,512 | - | - | - | - | - | - | - |
| 10.90 - Allocated Contingency | - | 3,885,042 | - | - | - | - | - | 3,885,042 |
| Subtotal | \$ 158,257,856 | \$ 120,866,378 | \$ 119,443,844 | \$ - | \$ 119,443,844 | \$ 119,443,845 | \$ - | \$ 1,422,535 |
| 20 Stations, Stops, Terminals, Intermodal | | | | | | | | |
| 20.01 - At-grade station, stop, shelter, mall, terminal, platform | \$ 26,101,514 | \$ 25,074,925 | \$ 26,510,366 | \$ - | \$ 26,510,366 | \$ 26,510,366 | \$ - | \$ (1,435,440) |
| 20.06 - Automobile parking multi-story structure | 52,667,917 | 73,566,969 | 72,725,544 | 238,000 | 72,963,544 | 72,963,544 | - | 603,425 |
| 20.90 - Allocated Contingency | - | 3,401,776 | - | - | - | - | - | 3,401,776 |
| Subtotal | \$ 78,769,430 | \$ 102,043,671 | \$ 99,235,910 | \$ 238,000 | \$ 99,473,910 | \$ 99,473,909 | \$ - | \$ 2,569,761 |
| 30 Support Facilities: Yards, Shops, Admin. Bldgs | | | | | | | | |
| 30.01 - Administration Building: Office, sales, storage, revenue counting | \$ 2,902,707 | \$ 4,354,929 | \$ 4,416,194 | \$ - | \$ 4,416,194 | \$ 4,416,194 | \$ - | \$ (61,264) |
| 30.03 - Heavy Maintenance Facility | 6,779,160 | 9,085,283 | 5,669,290 | - | 5,669,290 | 5,669,290 | 110,528 | 3,305,464 |
| 30.05 - Yard and Yard Track | 5,751,601 | 7,021,872 | 6,023,241 | - | 6,023,241 | 6,023,241 | - | 998,631 |
| 30.90 - Allocated Contingency | - | 917,587 | - | - | - | - | - | 917,587 |
| Subtotal | \$ 15,433,468 | \$ 21,379,672 | \$ 16,108,726 | \$ - | \$ 16,108,726 | \$ 16,108,726 | \$ 110,528 | \$ 5,160,418 |
| 40 Sitework & Special Conditions | | | | | | | | |
| 40.01 - Demolition, Clearing, Earthwork | \$ 11,532,031 | \$ 13,940,212 | \$ 15,953,418 | \$ - | \$ 15,953,418 | \$ 15,953,418 | \$ - | \$ (2,013,206) |
| 40.02 - Site Utilities, Utility Relocation | 32,870,198 | 90,589,977 | 90,814,200 | - | 90,814,200 | 90,814,200 | 3,783 | (228,006) |
| 40.03 - Haz. mat'l, contam'd soil removal/mitigation, ground water treatm | 4,667,239 | 4,077,248 | 4,232,513 | - | 4,232,513 | 4,232,513 | - | (155,264) |
| 40.04 - Environmental mitigation, e.g. wetlands, historic/archeologic, park | 1,754,418 | 1,751,549 | 1,609,677 | - | 1,609,677 | 1,609,677 | - | 141,872 |
| 40.05 - Site structures including retaining walls, sound walls | 33,504,553 | 15,060,664 | 15,228,224 | - | 15,228,224 | 15,228,224 | - | (167,560) |
| 40.06 - Pedestrian / bike access and accommodation, landscaping | 11,890,670 | 6,134,737 | 6,570,229 | 129,457 | 6,699,686 | 6,570,229 | 352,465 | (787,957) |
| 40.07 - Automobile, bus, van accessways including roads, parking lots | 80,184,241 | 81,291,587 | 88,955,755 | - | 88,955,755 | 88,955,755 | - | (7,664,169) |
| 40.08 - Temporary Facilities and other indirect costs during construction | 16,065,665 | 24,516,097 | 22,426,742 | - | 22,426,742 | 22,432,627 | - | 2,083,470 |
| 40.90 - Allocated Contingency | - | 15,035,239 | - | - | - | - | - | 15,035,239 |
| Subtotal | \$ 192,469,015 | \$ 252,397,310 | \$ 245,790,759 | \$ 129,457 | \$ 245,920,216 | \$ 245,796,644 | \$ 356,248 | \$ 6,244,419 |
| 50 Systems | | | | | | | | |
| 50.01 - Train control and signals | \$ 24,789,894 | \$ 22,338,422 | \$ 23,013,372 | \$ - | \$ 23,013,372 | \$ 23,013,372 | \$ - | \$ (674,949) |
| 50.02 - Traffic signals and crossing protection | 18,915,613 | 4,768,723 | 5,332,612 | - | 5,332,612 | 5,332,612 | - | (563,889) |
| 50.03 - Traction power supply: substations | 15,460,098 | 12,872,472 | 12,961,485 | - | 12,961,485 | 12,961,485 | - | (89,013) |
| 50.04 - Traction power distribution: catenary and third rail | 14,798,351 | 11,501,875 | 12,039,491 | - | 12,039,491 | 12,039,491 | - | (537,616) |
| 50.05 - Communications | 38,385,652 | 28,887,079 | 55,810,888 | - | 55,810,888 | 55,810,888 | - | (26,923,809) |
| 50.06 - Fare collection system and equipment | 4,873,559 | 5,378,653 | 4,325,976 | - | 4,325,976 | 4,325,976 | 8,769 | 1,043,907 |
| 50.07 - Central Control | 697,758 | 915,376 | 862,970 | - | 862,970 | 862,970 | - | 52,406 |
| 50.90 - Allocated Contingency | - | 7,521,725 | - | - | - | - | - | 7,521,725 |
| Subtotal | \$ 117,920,925 | \$ 94,184,326 | \$ 114,346,795 | \$ - | \$ 114,346,795 | \$ 114,346,795 | \$ 8,769 | \$ (20,171,238) |

BUDGET SUMMARY as of April 30, 2024

| 60 ROW, Land, Existing Improvements | | | | | | | | | | | | | | | | |
|---|----|---------------|----|---------------|----|---------------|----|-----------|----|---------------|----|---------------|----|-----------|----|--------------|
| 60.01 - Purchase or lease of real estate | \$ | 116,085,937 | \$ | 88,544,923 | \$ | 88,250,828 | \$ | - | \$ | 88,250,828 | \$ | 88,250,828 | \$ | 54,356 | \$ | 239,739 |
| 60.02 - Relocation of existing households and businesses | | 5,337,429 | | 4,226,840 | | 2,299,285 | | - | | 2,299,285 | | 2,299,285 | | - | | 1,927,555 |
| 60.90 - Allocated Contingency | | - | | 9,174,673 | | - | | - | | - | | - | | - | | 9,174,673 |
| Subtotal | \$ | 121,423,366 | \$ | 101,946,437 | \$ | 90,550,113 | \$ | - | \$ | 90,550,113 | \$ | 90,550,113 | \$ | 54,356 | \$ | 11,341,967 |
| 70 Vehicles | | | | | | | | | | | | | | | | |
| 70.01 - Light Rail | \$ | 86,903,057 | \$ | 89,326,165 | \$ | 90,406,256 | \$ | - | \$ | 90,406,256 | \$ | 90,406,256 | \$ | - | \$ | (1,080,091) |
| 70.06 - Non-revenue vehicles | | 385,000 | | 470,000 | | 488,131 | | - | | 488,131 | | 488,131 | | - | | (18,131) |
| 70.07 - Spare parts | | 8,115,243 | | 9,637,493 | | 8,137,167 | | - | | 8,137,167 | | 8,137,167 | | - | | 1,500,326 |
| 70.90 - Allocated Contingency | | - | | - | | - | | - | | - | | - | | - | | - |
| Subtotal | \$ | 95,403,299 | \$ | 99,433,658 | \$ | 99,031,553 | \$ | - | \$ | 99,031,553 | \$ | 99,031,553 | \$ | - | \$ | 402,104 |
| 80 Professional Services | | | | | | | | | | | | | | | | |
| 80.01 - Preliminary Engineering | \$ | 41,921,969 | \$ | 41,721,968 | \$ | 39,101,009 | \$ | - | \$ | 39,101,009 | \$ | 39,101,009 | \$ | - | \$ | 2,620,959 |
| 80.02 - Final Design | | 31,852,348 | | 31,807,293 | | 31,213,682 | | 1,096 | | 31,214,779 | | 31,214,779 | | 126,310 | | 466,204 |
| 80.03 - Project Management for Design and Construction | | 38,810,978 | | 36,870,162 | | 37,268,032 | | - | | 37,268,032 | | 37,268,032 | | 21,473 | | (419,343) |
| 80.04 - Construction Administration & Management | | 51,292,312 | | 97,251,457 | | 110,650,827 | | 427,835 | | 111,078,662 | | 111,078,662 | | 3,277,534 | | (17,104,739) |
| 80.06 - Legal; Permits; Review Fees by other agencies, cities, etc. | | 5,051,502 | | 4,893,145 | | 3,984,473 | | - | | 3,984,473 | | 3,984,473 | | 73,211 | | 835,460 |
| 80.07 - Surveys, Testing, Investigation, Inspection | | 13,579,540 | | 23,621,294 | | 15,121,696 | | - | | 15,121,696 | | 15,121,696 | | 2,161 | | 8,497,437 |
| 80.08 - Start up | | 240,696 | | - | | - | | - | | - | | - | | - | | - |
| 80.90 - Allocated Contingency | | - | | - | | - | | - | | - | | - | | - | | - |
| Subtotal | \$ | 182,749,345 | \$ | 236,165,319 | \$ | 237,339,720 | \$ | 428,932 | \$ | 237,768,652 | \$ | 237,768,651 | \$ | 3,500,689 | \$ | (5,104,022) |
| 90 Unallocated Contingency | | | | | | | | | | | | | | | | |
| 90.00 - Unallocated Contingency | | 120,191,883 | | 13,901,819 | | - | | - | | - | | - | | - | | 13,901,819 |
| Subtotal | \$ | 120,191,883 | \$ | 13,901,819 | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | 13,901,819 |
| 100 Finance Charges | | | | | | | | | | | | | | | | |
| 100.0 - Finance Charges | \$ | 47,847,907 | | 47,847,907 | \$ | 15,885,230 | \$ | - | \$ | 15,885,230 | \$ | 38,717,291 | \$ | - | \$ | 9,130,616 |
| 100.9 - Allocated Contingency | | 29,618,000 | | 17,618,000 | | - | | - | | - | | - | | - | | 17,618,000 |
| Subtotal | \$ | 77,465,907 | \$ | 65,465,907 | \$ | 15,885,230 | \$ | - | \$ | 15,885,230 | \$ | 38,717,291 | \$ | - | \$ | 26,748,616 |
| FFGA TOTAL | \$ | 1,160,084,496 | \$ | 1,107,784,496 | \$ | 1,037,732,649 | \$ | 796,389 | \$ | 1,038,529,038 | \$ | 1,061,237,528 | \$ | 4,030,592 | \$ | 42,516,379 |
| PROJECT CHANGES | | | | | | | | | | | | | | | | |
| 2006B - Automobile parking multi-story structure (Non-Federal) | \$ | - | \$ | 8,003,697 | \$ | 8,646,682 | \$ | (238,000) | \$ | 8,408,682 | \$ | 8,408,682 | \$ | - | \$ | (404,985) |
| 2009B - JW CLAY PED Bridge Ext Contingency (Non-Federal) | | - | | 212,505 | | - | | - | | - | | - | | - | | 212,505 |
| 2090B - SCC 20 Allocated Contingency (Non-Federal) | | - | | 6,020 | | - | | - | | - | | - | | - | | 6,020 |
| 3001B - Administration Building: Office, sales, storage, revenue counting (Non-Fed) | | - | | 7,775,311 | | 10,915,101 | | - | | 10,915,101 | | 10,915,101 | | - | | (3,139,790) |
| 3005B - Yard and Yard Track (Non-Federal) | | - | | 22,717 | | - | | - | | - | | - | | - | | 22,717 |
| 3090B - SCC 30 Allocated Contingency (Non-Federal) | | - | | 90,164 | | - | | - | | - | | - | | - | | 90,164 |
| 6001B - Purchase or lease of real estate (Non-Federal) | | - | | 127,515 | | 96,159 | | - | | 96,159 | | 96,159 | | - | | 31,356 |
| 8002B - Final Design (Non-Federal) | | - | | 794,800 | | 793,389 | | - | | 793,389 | | 793,389 | | - | | 1,411 |
| 8004B - Construction Administration & Management (Non-Federal) | | - | | 1,040,440 | | 864,105 | | - | | 864,105 | | 864,105 | | - | | 176,335 |
| 9000B - Unallocated Contingency (Non-Federal) | | - | | 3,926,832 | | - | | - | | - | | - | | - | | 3,926,832 |
| PROJECT CHANGES TOTAL | | | \$ | 22,000,000 | \$ | 21,315,435 | \$ | (238,000) | \$ | 21,077,435 | \$ | 21,077,435 | \$ | - | \$ | 922,565 |
| GRAND TOTAL FFGA PROJECT COST/BUDGET | \$ | 1,160,084,496 | \$ | 1,129,784,496 | \$ | 1,059,048,084 | \$ | 558,389 | \$ | 1,059,606,473 | \$ | 1,082,314,962 | \$ | 4,030,592 | \$ | 43,438,944 |

Budget Summary includes scopes of work not funded by FTA indicated above as "Non-Federal"; Potential Savings of Federal Funds: CATS will identify additional local funds to match federal funds if needed.

LEGEND

- FFGA Grant Budget:** Year of Expenditure Dollars approved in FFGA project budget
- Appropriated Funds:** Authorization to spend monies for the activity or activities covered by the appropriation and up to its amounts
- Previously Spent to Date:** Expenses associated with the project that were incurred prior to the current month expenses
- Current Month Expenses:** Expenses associated with the project that were incurred in the month of reporting
- Total Expenses To Date:** Expenses associated with the project that were incurred in the month of reporting plus prior periods
- Total Cost (Accrual):** Includes all expenditures paid, received invoices yet to be paid and any work completed/actual cost to the project that have not yet been invoiced
- Encumbrance:** A contingent liability related to unfilled contracts or purchase order for goods or services that is chargeable to the project (reservation of fund balance)
- Unobligated Balance:** Funds available for use, uncommitted; (appropriated funds) - (total expenses to date + contract encumbrances)

2.0 Estimate at Completion

The current Estimate to Complete and Estimate at Completion for the BLE project are shown below. The EAC reflects recent reconciliation of expenditures to date and an updated estimate of remaining work and projected finance charges.

COST SUMMARY (as of April 30, 2024)

| SCC | DESCRIPTION | FFGA AMOUNT | EXPENDITURE TO DATE ¹ | ESTIMATE TO COMPLETE ² | ESTIMATE AT COMPLETION ³ |
|----------|---|------------------|----------------------------------|-----------------------------------|-------------------------------------|
| 10 | GUIDEWAY & TRACK ELEMENTS (9.33 miles) | \$ 158,257,856 | \$ 119,443,845 | | \$ 119,443,845 |
| 20 | STATIONS, STOPS, TERMINALS, INTERMODAL (11) | \$ 78,769,430 | \$ 99,473,909 | | \$ 99,473,909 |
| 30 | SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ 15,433,468 | \$ 16,108,726 | | \$ 16,108,726 |
| 40 | SITework & SPECIAL CONDITIONS | \$ 192,469,015 | \$ 245,796,644 | 94,600 | \$ 245,891,244 |
| 50 | SYSTEMS | \$ 117,920,925 | \$ 114,346,795 | 105,148 | \$ 114,451,943 |
| 60 | ROW, LAND, EXISTING IMPROVEMENTS | \$ 121,423,366 | \$ 90,550,113 | 5,000 | \$ 90,555,113 |
| 70 | VEHICLES (22) | \$ 95,403,299 | \$ 99,031,553 | | \$ 99,031,553 |
| 80 | PROFESSIONAL SERVICES | \$ 182,749,345 | \$ 237,768,651 | \$ 59,696 | \$ 237,828,347 |
| 90 | UNALLOCATED CONTINGENCY | \$ 120,191,883 | | | |
| 100 | FINANCE CHARGES | \$ 77,465,907 | \$ 38,717,291 | | \$ 38,717,291 |
| NF | PROJECT CHANGES (NON-FEDERAL) ³ | \$ - | \$ 21,077,435 | | \$ 21,077,435 |
| 10 - 100 | TOTAL | \$ 1,160,084,496 | \$ 1,082,314,962 | \$ 264,444 | \$ 1,082,579,406 |
| | DEOBLIGATION OF FEDERAL FUNDS (MATCH TO PROJ CHANGES) | | | | \$ 21,077,435 |
| | FTA APPROVED USE OF COST SAVINGS (BLUE LINE PROGRAM IMPROVEMENTS) | | | | \$ 30,300,000 |
| | REMAINING UNEXPENDED FUNDS | | | | \$ 26,127,655 |

1: Expenditure to Date includes accrued expenditures as of April 30, 2024 includes based on

The amount of projected remaining unexpended funds (contingency) at the completion of the BLE project has been updated to reflect the approved use of the cost savings on the Blue Line Program Improvements, as well as pending deobligation of federal funds (match to the Non-Federal Project Changes). The current projected remaining contingency is \$26.1 million.

3.0 Schedule Status

Schedule BL 143 is the update of the Master Schedule for the BLE project.

BLE MILESTONE SCHEDULE DATES

| | BL 143 Start | BL 143 Finish |
|--|--------------|-----------------|
| Advertise Bid & Award Phase | 2/7/13 (A) | 12/12/16 (A) |
| Construction Phase - LRT Elements | 1/28/14 (A) | 10/21/21 (A) |
| Construction Phase – Roadway | 1/28/14 (A) | 6/10/20 (A) |
| Vehicle Delivery (22 Vehicles) | 10/24/14 (A) | 8/17/17 (A) |
| Systems Integration Testing (Required for ICT #9) | 5/31/17 (A) | 3/6/20 (A) |
| Systems Integration Testing (Garages and North Yard) | 9/16/19 (A) | 3/6/20 (A) |
| CATS Pre-Revenue Service | 1/15/18 (A) | 3/15/18(A) |
| Target Revenue Service Date | 3/16/18 (A) | 3/16/18 (A) |
| FFGA Revenue Service Date | 3/31/18 (A) | 3/31/18 (A) |
| Project Closeout | | <u>12/31/24</u> |

VI. LYNX Blue Line Program Improvements

On June 2, 2021, FTA approved CATS request to use \$15.15 million of the Capital Investment Grant (CIG) share of the BLE cost savings to use towards six requested activities, contingent upon the successful completion of the National Environmental Policy Act (NEPA) process. CATS is expected to match the approved CIG funds with at least \$15.15 million in non-CIG funds to maintain the original share ratios in the grant.

1.0 Program Summary

Blue Line Extension - Cost Savings Projects
Cost Estimate
April 30, 2024

| PROJECT | Cost Estimate | -C- PREVIOUSLY SPENT TO DATE | -D- CURRENT MONTH EXPENSES | -E- TOTAL EXPENSES TO DATE | -F- TOTAL COST (ACCRUAL) | -G- ENCUMBRANCE | -H- B-(F+G) UNOBLIGATED BALANCE |
|---|----------------------|------------------------------------|-------------------------------------|----------------------------------|--------------------------------|---------------------|--|
| 10 Guideway & Track Elements | | | | | | | |
| South End Station | \$ 1,620,205 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,620,205 |
| Drainage Improvements | - | - | - | - | - | - | - |
| EMI | - | - | - | - | - | - | - |
| Operator Breakrooms | - | - | - | - | - | - | - |
| Egress Gates | - | - | - | - | - | - | - |
| Subtotal | \$ 1,620,205 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,620,205 |
| 20 Stations, Stops, Terminals, Intermodal | | | | | | | |
| South End Station | \$ 2,393,023 | \$ 6,595 | \$ - | \$ 6,595 | \$ 6,595 | \$ - | \$ 2,386,429 |
| Drainage Improvements | - | - | - | - | - | - | - |
| EMI | - | - | - | - | - | - | - |
| Operator Breakrooms | 1,305,737 | - | - | - | - | - | 1,305,737 |
| Egress Gates | - | - | - | - | - | - | - |
| Subtotal | \$ 3,698,760 | \$ 6,595 | \$ - | \$ 6,595 | \$ 6,595 | \$ - | \$ 3,692,166 |
| 30 Support Facilities: Yards, Shops, Admin Bldgs. | | | | | | | |
| South End Station | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drainage Improvements | - | - | - | - | - | - | - |
| EMI | - | - | - | - | - | - | - |
| Operator Breakrooms | - | - | - | - | - | - | - |
| Egress Gates | - | - | - | - | - | - | - |
| Subtotal | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 40 Sitework & Special Conditions | | | | | | | |
| South End Station | \$ 6,514,887 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6,514,887 |
| Drainage Improvements | 337,847 | - | - | - | - | - | 337,847 |
| EMI | - | - | - | - | - | - | - |
| Operator Breakrooms | - | - | - | - | - | - | - |
| Egress Gates | 347,048 | 45,526 | 129,457 | 174,983 | 301,350 | 45,698 | - |
| Subtotal | \$ 7,199,782 | \$ 45,526 | \$ 129,457 | \$ 174,983 | \$ 301,350 | \$ 45,698 | \$ 6,852,734 |
| 50 Systems | | | | | | | |
| South End Station | \$ 8,350,697 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 8,350,697 |
| Drainage Improvements | - | - | - | - | - | - | - |
| EMI | 1,320,532 | - | - | - | - | - | 1,320,532 |
| Operator Breakrooms | - | - | - | - | - | - | - |
| Egress Gates | - | - | - | - | - | - | - |
| Subtotal | \$ 9,671,229 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 9,671,229 |
| 60 ROW, Land, Existing Improvements | | | | | | | |
| South End Station | \$ 433,846 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 433,846 |
| Drainage Improvements | 352,369 | - | - | - | - | - | 352,369 |
| EMI | - | - | - | - | - | - | - |
| Operator Breakrooms | - | - | - | - | - | - | - |
| Egress Gates | - | - | - | - | - | - | - |
| Subtotal | \$ 786,215 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 786,215 |
| 80 Professional Services (applies to categories 10-50) | | | | | | | |
| South End Station | \$ 5,077,697 | \$ 824,354 | \$ (37,747) | \$ 786,608 | \$ 786,608 | \$ 1,199,488 | \$ 3,091,601 |
| Drainage Improvements | 608,462 | - | - | - | - | - | 608,462 |
| EMI | 684,843 | - | - | - | - | - | 684,843 |
| Operator Breakrooms | 777,560 | - | - | - | - | 8,000 | 769,560 |
| Egress Gates | 80,000 | - | - | - | - | - | 80,000 |
| Subtotal | \$ 7,228,562 | \$ 824,354 | \$ (37,747) | \$ 786,608 | \$ 786,608 | \$ 1,207,488 | \$ 5,234,466 |
| 90 Unallocated Contingency | | | | | | | |
| Subtotal | \$ 95,247 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 95,247 |
| TOTAL | \$ 30,300,000 | \$ 876,475 | \$ 91,710 | \$ 968,185 | \$ 1,094,552 | \$ 1,253,186 | \$ 27,952,262 |

2.0 South End Station

This new station between the East/West and New Bern stations is a priority recommendation identified by district stakeholders in the South End Vision Plan, which was adopted by Charlotte City Council in 2018. This part of South End has experienced significant residential and commercial growth in the past decade. This growth has increased pressure on the existing street network, especially at commute times. Additionally, the lack of a station and crossing in this area presents ongoing safety challenges as pedestrians increasingly jump the fences to cross the light rail tracks.

a) Scope

The new station will operate and communicate as part of the overall LYNX Blue Line. Construction will take place while the LYNX Blue Line remains in service. Following the completion of an evaluation of alternative station locations in 2022, the Metropolitan Transit Commission adopted the “Offset Option” as the Locally Preferred Alternative (LPA) on August 24, 2022.

b) Recent Activities

In-Progress and Recently Completed Activities:

- The project schedule and budget have been updated. See below for details.
- The design team is in the process of updating the draft Risk Register with the latest schedule and budget information in preparation for the upcoming Risk Workshop.
- 65% design activities are giving precedence to the design of the universal crossover and track & systems plans.
 - a. The design team met with Rail Operations to discuss single track operations. Following a discussion of modeling and potential Blue Line headways, initial modeling indicates that the universal cross-over will allow the Blue Line to maintain 15-minute headways during single tracking. As part of the 65% design and CMAR coordination, the project will develop and confirm a Blue Line schedule for single tracking with the CMAR and CATS Rail Scheduling.
 - b. The design team is holding a series of meetings with Rail Operations to discuss noise mitigation requirements and the selection of the preferred flange design.
- The Safety and Security Review Committee (SSRC) approved the project’s SSMP and SSCP (safety management and certification plans).
- The Preliminary Hazard Analysis was approved by the design team and is being sent to the SSRC for their review and approval.
- The comment period for the Threat and Vulnerability Assessment closed 05/01/2024.
- The project received two strong proposals for the Construction Manager at Risk (CMAR) contract. The team is negotiating details of the Pre-Construction Contract with intent to award at the June 24 City Council meeting.

Upcoming Activities (Next 1-2 Months):

- Updating the PMP to reflect the current design phase.
- City Real Estate is preparing for a series of informal coordination meetings with key property owners. Easement and access acquisitions are needed from four properties prior to the start of the TRK&SYS construction.
- The team is moving ahead with 65% design activities. The priority is to develop the crossover design so that the project can begin an early material procurement for the TKR&SYS Package. The procurement lead times for Special Trackwork have doubled since the last schedule update.

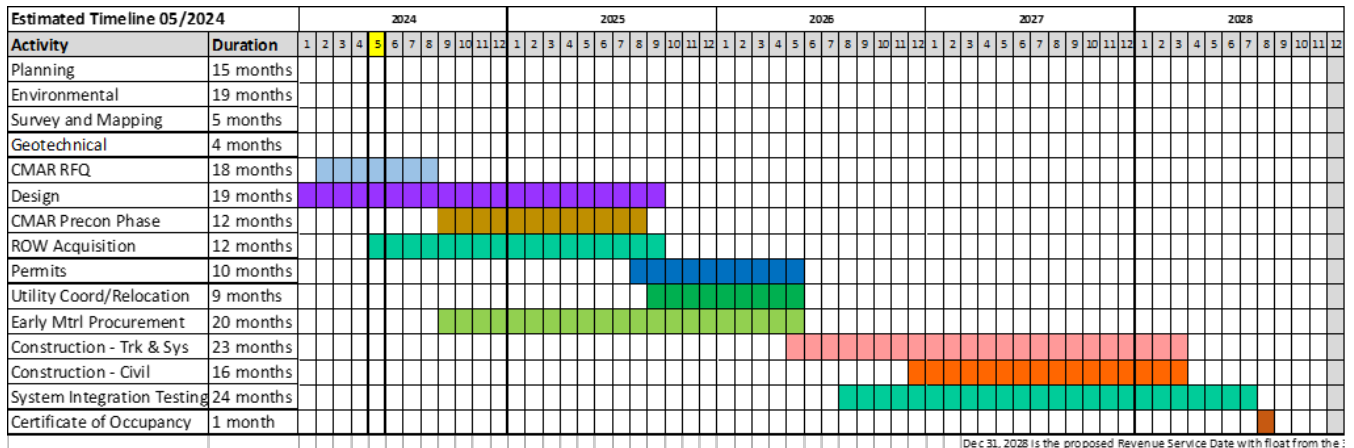
c) Cost Estimate

The YOE cost estimate has been updated.

| | | |
|--|---------------------------|---------------|
| 30% Cost Estimate | | |
| 2023 | Base Year | |
| 2028 | Final Year of Expenditure | |
| FTA SCC Code | | YOE SSC |
| 10 GUIDEWAY & TRACK ELEMENTS | | \$ 1,620,205 |
| 20 STATIONS, STOPS, TERMINALS, INTERMODAL | | \$ 2,393,023 |
| 40 SITEWORK & SPECIAL CONDITIONS | | \$ 6,514,887 |
| 50 SYSTEMS | | \$ 8,350,697 |
| 60 ROW, LAND, EXISTING IMPROVEMENTS | | \$ 433,846 |
| 80 PROFESSIONAL SERVICES (applies to Cats. 10-50) | | \$ 5,077,697 |
| Note: Unallocated Contingency for all Project Savings tasks are combined and shown in Section 9.3 of this report the Program Summary | | \$ 24,390,355 |

d) Schedule

The project schedule has been updated. The updated schedule addresses the change in project delivery method from a full CMAR package to a split procurement with only the TRK&SYS package to be CMAR and the Civil & Stations package to be Design-Bid-Build. Revenue service is now projected for 2028.



3.0 Drainage Improvements on the LYNX Blue Line

The LYNX Blue Line has spurred intense development along the light rail corridor since revenue service began in 2007. Much of that development is located upstream of the various drainage track crossings; many of which have become inadequate and undersized to handle the increased runoff from the new development. These drainage issues have caused flooding and contamination in the track bed as well as erosion.

a) Scope

Development pressures have been particularly intense in the area between Stonewall Street and Woodlawn Road, an area where nearly all the track crossings also carry runoff from surrounding development. An analysis of the existing drainage systems in the rail corridor is being completed to allow the most critical improvements to be prioritized and constructed. Most locations will require construction and/or stormwater easements.

b) Recent Activities

In-Progress and Recently Completed Activities:

- Preparing schematic layouts to confirm potential easement and property impacts for the NEPA submittal.
- Evaluating potential impacts of City’s new Post Construction Stormwater Ordinance.
- Utility coordination
- Updated project schedule
-

Upcoming Activities (Next 1-2 Months):

- Easement coordination
- NEPA Submittal
- Utility coordination

c) Cost Estimate

The following cost estimate was last updated July 2023. The next planned update is with the submittal of the 50% plans.

| BLE DRAINAGE IMPROVEMENTS | | | |
|--|------|---------------------|--------------|
| 15% Cost Estimate | | | |
| | 2023 | Base year | |
| | 2025 | Year of Expenditure | |
| FTA SCC Code | | | YOE SSC |
| 10 GUIDEWAY & TRACK ELEMENTS | | | \$ - |
| 20 STATIONS, STOPS, TERMINALS, INTERMODAL | | | \$ - |
| 30 SUPPORT FACILITIES; YARDS, SHOPS, ADMIN. BLDGS | | | \$ - |
| 40 SITEWORK & SPECIAL CONDITIONS | | | \$ 337,847 |
| 50 SYSTEMS | | | \$ - |
| 60 ROW, LAND, EXISTING IMPROVEMENTS | | | \$ 352,369 |
| 80 PROFESSIONAL SERVICES (applies to Cats. 10-50) | | | \$ 608,462 |
| | | | \$ 1,298,678 |

d) Schedule

The project schedule has been updated. The project schedule was re-evaluated due to survey and utility coordination. The Environmental, Design, and 50% Plan Submittal tasks have extended; while the Utility Coordination task was started earlier than originally anticipated. The team has evaluated the overall schedule to confirm that the changes stay within the projected float. August 31, 2026, remains the proposed Revenue Service Date with float.

| Estimated Timeline 04/2024 | | 2024 | | | | | | | | | | | | 2025 | | | | | | | | | | | | 2026 | | | | | | | | | | | |
|----------------------------|-----------|------|---|---|---|---|---|---|---|---|----|----|----|------|---|---|---|---|---|---|---|---|----|----|----|------|---|---|---|---|---|---|---|---|----|----|--|
| Activity | Duration | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | |
| Planning | 11 months | █ | █ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Walks/Surveys/Locates | 11 months | █ | █ | █ | █ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Environmental | 11 months | | | | █ | █ | █ | █ | █ | █ | █ | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Analysis and Design | 8 months | █ | | | █ | █ | █ | █ | █ | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50% Plan Submittal | 10 month | | | | | █ | █ | █ | █ | █ | █ | | | | | | | | | | | | | | | | | | | | | | | | | | |
| City Review | 2 months | | | | | | | | | | | █ | █ | | | | | | | | | | | | | | | | | | | | | | | | |
| Utility Coordination | 14 months | █ | █ | █ | | | | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | | | | | | | | | | | | | | | | |
| Easement Plat Preparation | 2 months | | | | | | | | | | | | | █ | █ | | | | | | | | | | | | | | | | | | | | | | |
| Easement Acquisition | 10 months | | | | | | | | | | | | | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | | | | | | | | | | | | | | |
| 90% Plan Submittal | 2 months | | | | | | | | | | | | | █ | █ | | | | | | | | | | | | | | | | | | | | | | |
| City Review | 2 months | | | | | | | | | | | | | | | █ | █ | | | | | | | | | | | | | | | | | | | | |
| 100% Plan Submittal | 1 months | | | | | | | | | | | | | | | | | █ | | | | | | | | | | | | | | | | | | | |
| Bid and Award | 5 months | | | | | | | | | | | | | | | | | | | █ | █ | █ | █ | █ | | | | | | | | | | | | | |
| Construction | 8 months | | | | | | | | | | | | | | | | | | | | | | | | █ | █ | █ | █ | █ | █ | █ | █ | | | | | |

4.0 Address Electromagnetic Interference (EMI) on the BLE

During the BLE commissioning, the track circuits experienced interference with the existing Siemens S70 CATS I and II fleets. The impact of this EMI is the intermittent de-energizing of the associated track circuit relay/output in a fail-safe manner. This may cause the system to indicate train occupancy improperly, trains to lose speed commands or signals to drop, bobbling gates and traffic pattern impacts.

a) Scope

Testing has demonstrated that a way-side method will reliably address the signal impacts from the EMI. The work will include design, materials, changes to hardware and/or software, and installation required to provide another method for identifying train location to provide allow redundant programming in the de-energizing hardware and software.

b) Recent Activities

The FTA sent their determination on 06/01/2022 that the carborne EMI project had no potential to cause effects to historic properties. Due to the change from a carborne solution to a wayside solution, CATS sent updated NEPA and Section 106 information on 03/05/2024. On 05/31/2024 CATS was notified that the wayside solution does not require a NEPA reevaluation.

In-Progress and Recently Completed Activities:

- Prepared documentation for the City’s sole source procurement of axle counters
- Update project schedule
- Confirmation of the selected sites by the current CATS Rail Operations group

Upcoming Activities (Next 1-2 Months):

- Final update of the project cost estimate
- Finalize the contract documents

c) Cost Estimate

The cost estimate was updated June 2024.

| 50% Cost Estimate | | |
|--|--|---------------------|
| | 2023 | Base year |
| | 2025 | Year of Expenditure |
| FTA SCC Code | | YOE SSC |
| 10 | GUIDEWAY & TRACK ELEMENTS | \$ - |
| 20 | STATIONS, STOPS, TERMINALS, INTERMODAL | \$ - |
| 30 | SUPPORT FACILITIES; YARDS, SHOPS, ADMIN. BLDGS | \$ - |
| 40 | SITWORK & SPECIAL CONDITIONS | \$ - |
| 50 | SYSTEMS | \$ 1,320,532 |
| 60 | ROW, LAND, EXISTING IMPROVEMENTS | \$ - |
| 80 | PROFESSIONAL SERVICES (applies to Cats. 10-50) | \$ 684,843 |
| Note: Unallocated Contingency for all Project Savings tasks are combined and shown in Section 9.3 of this report the Program Summary | | \$ 2,005,375 |

d) Schedule

The following project schedule was updated April 2024. Due to questions from the current CATS Rail Operations group, the submittal of the NEPA documentation was delayed until all stakeholders are comfortable with the prioritized list for the axle counter sites. The preparation of the construction specifications continued as the specifications are not dependent on the prioritization list. The schedule was

5.0 Operator Breakrooms at three BLE Parking Facilities

Currently, CATS does not have operator comfort stations or breakrooms at the Old Concord Road (OCR) park-and-ride lot, nor does it have operator breakrooms at the University City Blvd (UCB) or the JW Clay (JWC) parking garages. With no operator break facilities at these locations, CATS is limited in its route flexibility. Operators are forced to take meal and restroom breaks at nearby businesses or travel back to the garage. The delays caused by these inefficiencies impacts CATS ability to efficiently expand service in the area as well as to provide safe and cost-effective operations. Going forward, this project will be managed by Monifa Woodside, AIA, PMP, and LEED BD+C | ADAC.

a) Scope

At OCR, the facility would be small stand-alone building, approximately 1000 SF heated with a 150 SF covered entrance. The facility will include access controls and be constructed to current City standards.

At JWC, the facility will use existing storage space on the ground floor near the garage pedestrian tower.

At UCB, the facility will enclose space on the ground floor near the bus drop-off area.

b) Recent Activities

In-Progress and Recently Completed Activities:

- Programming document/design criteria for consistency in all CATS Comfort Stations. Comfort Stations are being incorporated in CATS Park and Rides and at several locations along the proposed Silver Line.
- Finalized Schematics

Upcoming Activities (Next 1-2 Months):

- Continue plan development coordination with internal CATS partners.

6.0 Egress Gates at BLE Median Stations

Despite signage and CATS Safety & Security’s patrol efforts, some members of the general public habitually use the emergency egress areas at these four light rail stations as a normal route to enter and exit the stations. The current design is passive and does not prevent customers from putting themselves in danger of being hit by oncoming traffic while jaywalking along N. Tryon Street or from crossing at a blind corner in front of a light rail vehicle. Since 2018, CATS security officers have issued over 130 citations related to this problem.

a) Scope

This proposed improvement would fabricate and install new emergency egress gates and signage at Tom Hunter Station (three gates), UCB Station (six gates), McCullough Station (three gates), and JWC Station (six gates) for a total of 18 new gates.

b) Recent Activities

The construction activity is complete, and all stations have received their certificate of occupancy.

c) Cost Estimate

The following cost estimate was last updated September 2023. The project remains within budget.

| 100% Cost Estimate | | |
|--------------------|---|----------------------------|
| | 2022 | Base year |
| | 2023 | Year of Expenditure |
| FTA SCC Code | | YOE SSC |
| 10 | GUIDEWAY & TRACK ELEMENTS | \$ - |
| 20 | STATIONS, STOPS, TERMINALS, INTERMODAL | \$ - |
| 30 | SUPPORT FACILITIES; YARDS, SHOPS, ADMIN. BLDGS | \$ - |
| 40 | SITWORK & SPECIAL CONDITIONS | \$ 347,048 |
| 50 | SYSTEMS | \$ - |
| 60 | ROW, LAND, EXISTING IMPROVEMENTS | \$ - |
| 80 | PROFESSIONAL SERVICES (applies to Cats. 10-50) | \$ 80,000 |
| | | \$ 427,048 |

d) Schedule

The construction activity is complete, and all stations have received their certificate of occupancy.

VI. CityLYNX Gold Line Phase 2 (Streetcar)

1.0 Finance/Budget Summary

SEE ATTACHED TABLE

Page intentionally blank

CITYLYNX GOLD LINE PHASE 2 STREETCAR
 SOURCES OF CAPITAL FUNDING
 As of April 30, 2024

| Sources of Capital Funding | Grant ID | Funding Share | Appropriated Funds | Expended to Date* | Percent Fund Source Expended to Date | Remaining Balance | Reimbursement to Date |
|---|----------------|---------------|-----------------------|-----------------------|--------------------------------------|----------------------|-----------------------|
| <i>Section 5309 Federal Funds</i> | | | | | | | |
| SYGA Grant Award Funds | NC-2016-001-00 | | \$ 73,087,380 | \$ 67,694,835 | 92.62% | \$ 5,392,545 | \$ 64,832,272 |
| 100% ARPA Federal Funds | NC-2022-009-00 | | 11,122,146 | 11,122,146 | 100.00% | \$ - | 11,122,146 |
| Appropriated Federal Funds | | | 84,209,526 | 78,816,981 | 93.60% | 5,392,545 | 75,954,418 |
| Subtotal - Federal Funds | | 53% | \$ 84,209,526 | \$ 78,816,981 | 93.60% | \$ 5,392,545 | \$ 75,954,418 |
| <i>Local Funds</i> | | | | | | | |
| City Funds | | | \$ 61,965,236 | \$ 56,572,689 | 91.30% | \$ 5,392,547 | \$ - |
| Appropriated Local Funds | | | 61,965,236 | 56,572,689 | 91.30% | 5,392,547 | \$ - |
| Subtotal - Local Funds | | 39% | \$ 61,965,236 | \$ 56,572,689 | 91.30% | \$ 5,392,547 | \$ - |
| TOTAL APPROPRIATED FUNDS | | | \$ 146,174,762 | \$ 135,389,671 | 92.62% | \$ 10,785,091 | \$ - |
| TOTAL AWARD BUDGET | | 91% | \$ 146,174,762 | \$ 135,389,671 | 92.62% | \$ 10,785,091 | \$ - |
| 100% Local Project Expenses | | | \$ 1,912,619 | \$ 1,004,126 | 52.50% | \$ 908,493 | |
| 100% Local Project Expenses | | | 11,800,000 | - | 0.00% | 11,800,000 | \$ - |
| Appropriated Funds | | | 13,712,619 | 1,004,126 | 7.32% | 12,708,493 | \$ - |
| Subtotal | | 9% | \$ 13,712,619 | \$ 1,004,126 | 7.32% | \$ 12,708,493 | \$ - |
| GRAND TOTAL CITYLYNX GOLD LINE PHASE 2 PROJECT | | 100% | \$ 159,887,381 | \$ 136,393,796 | 85.31% | \$ 23,493,585 | \$ - |

*Expended to date reported on accrual basis

LEGEND

Sources of Capital Funding: Designates Funds as Federal, State or Local and provides description of source of funds.

Grant ID: Grant Number assigned to appropriated federal and state funds

Funding Share: Distribution percentage of total SYGA Project Budget

Amount: Total Dollar Amount

Expended to Date: Expenditures including accruals, as of the report date

Percent Fund Source Expended to Date: Expended to Date / Amount

Remaining Balance: Funds available (Amount - Expended to Date)

Reimbursement to Date: Drawdown amount of grants reimbursed to grantee

CITYLYNX GOLD LINE PHASE 2 STREETCAR

**Budget Summary
As of April 30, 2024**

| PROJECT | A | B | C | D | E | F | G | B - (F+G) |
|---|-------------------------|-----------------------|--------------------------------|----------------------------|------------------------------|----------------------------|--------------|-----------------------------|
| | SYGA GRANT BUDGET | APPROPRIATED FUNDS | PREVIOUSLY SPENT TO DATE | CURRENT PERIOD EXPENSES | TOTAL EXPENSES TO DATE | TOTAL COST (ACCRUAL) | ENCUMBRANCE | H UNOBLIGATED BALANCE |
| 10 Guideway & Track Elements | | | | | | | | |
| 10.04 Guideway: Aerial Structure | \$ 5,249,791 | \$ 4,503,494 | \$ 3,994,794 | \$ - | \$ 3,994,794 | \$ 3,994,794 | \$ 508,700 | - |
| 10.10 Track: Embedded | 12,145,322 | 12,445,880 | 11,698,805 | - | 11,698,805 | 11,698,805 | 276,392 | 470,683 |
| 10.12 Track: Special (switches, turnouts) | 2,180,544 | 2,400,000 | 1,769,026 | - | 1,769,026 | 1,769,026 | 630,974 | - |
| 10.90 Construction Contingency | - | 127,469 | - | - | - | - | 127,469 | - |
| Subtotal | \$ 19,575,657 | \$ 19,476,843 | \$ 17,462,626 | \$ - | \$ 17,462,626 | \$ 17,462,626 | \$ 1,543,534 | \$ 470,683 |
| 20 Stations, Stops, Terminals, Intermodal | | | | | | | | |
| 20.01 At-grade station, stop, shelter, mall, terminal, platform | \$ 2,997,737 | \$ 2,305,320 | \$ 2,191,191 | \$ - | \$ 2,191,191 | \$ 2,191,191 | \$ 104,971 | \$ 9,157 |
| 20.90 Construction Contingency | - | 87,360 | - | - | - | - | - | 87,360 |
| Subtotal | \$ 2,997,737 | \$ 2,392,680 | \$ 2,191,191 | \$ - | \$ 2,191,191 | \$ 2,191,191 | \$ 104,971 | \$ 96,517 |
| 30 Support Facilities: Yards, Shops, Admin. Bldgs | | | | | | | | |
| Subtotal | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 40 Sitework & Special Conditions | | | | | | | | |
| 40.01 Demolition, Clearing, Earthwork | \$ 4,357,128 | \$ 7,217,338 | \$ 5,983,180 | \$ - | \$ 5,983,180 | \$ 5,983,180 | \$ 1,233,953 | \$ 204,990 |
| 40.02 Site Utilities, Utilities Relocation | 12,326,362 | 10,675,434 | 9,313,362 | - | 9,313,362 | 9,313,362 | 1,319,101 | 42,970 |
| 40.03 Haz. Mat'l, contam'd soil removal, ground water treatment | 208,604 | 370,000 | 57,242 | - | 57,242 | 57,242 | 312,758 | - |
| 40.05 Site structures including retaining walls, sound walls | 160,340 | 324,140 | 323,777 | - | 323,777 | 323,777 | 363 | - |
| 40.06 Pedestrian / Bike access and accomodation, landscaping | 849,335 | 1,774,783 | 1,392,828 | - | 1,392,828 | 1,392,828 | 328,624 | 53,332 |
| 40.07 Automobile, bus, van accessway including roads, parking lots | 3,036,427 | 5,836,015 | 1,998,217 | - | 1,998,217 | 1,998,217 | 1,802,433 | 2,035,365 |
| 40.08 Temporary facilities & other indirect costs during construction | 5,544,410 | 6,361,274 | 6,251,778 | - | 6,251,778 | 6,251,778 | 109,496 | - |
| 40.90 Construction Contingency | - | 1,313,430 | - | - | - | - | - | 1,313,430 |
| Subtotal | \$ 26,482,606 | \$ 33,872,415 | \$ 25,320,384 | \$ - | \$ 25,320,384 | \$ 25,320,384 | \$ 5,106,728 | \$ 3,445,303 |
| 50 Systems | | | | | | | | |
| 50.01 Train control and signals | \$ 733,317 | \$ 264,215 | \$ 152,216 | \$ - | \$ 152,216 | \$ 172,216 | \$ 92,000 | \$ (1) |
| 50.02 Traffic signals and crossing protection | 787,612 | 2,291,464 | 1,782,714 | - | 1,782,714 | 1,782,714 | 350,087 | 158,663 |
| 50.03 Traction power supply: substations | 11,117,815 | 16,224,570 | 16,826,345 | - | 16,826,345 | 16,826,345 | 48,922 | (650,697) |
| 50.04 Traction power distribution: Catenary and third rail | 9,487,452 | 8,597,180 | 7,955,975 | - | 7,955,975 | 7,955,975 | 1,440,805 | (799,600) |
| 50.05 Communications | 167,467 | 397,194 | 310,822 | - | 310,822 | 310,822 | 104,363 | (17,991) |
| 50.06 Fare collection system and equipment | 111,190 | - | - | - | - | - | - | - |
| 50.07 Central Control | - | - | - | - | - | - | - | - |
| 50.90 Construction Contingency | - | 725,742 | - | - | - | - | - | 725,742 |
| Subtotal | \$ 22,404,853 | \$ 28,500,365 | \$ 27,028,072 | \$ - | \$ 27,028,072 | \$ 27,048,072 | \$ 2,036,177 | \$ (583,884) |
| 10-50 Construction Subtotal | \$ 71,460,853 | \$ 84,242,303 | \$ 72,002,272 | \$ - | \$ 72,002,272 | \$ 72,022,272 | \$ 8,791,411 | \$ 3,428,619 |
| 60 ROW, Land, Existing Improvements | | | | | | | | |
| 60.01 Purchase or Lease of Real Estate | \$ 1,201,415 | \$ 1,791,415 | \$ 1,490,496 | \$ - | \$ 1,490,496 | \$ 1,490,496 | \$ - | \$ 300,919 |
| 60.02 Relocation of Existing Households & Businesses | - | - | - | - | - | - | - | - |
| Subtotal | \$ 1,201,415 | \$ 1,791,415 | \$ 1,490,496 | \$ - | \$ 1,490,496 | \$ 1,490,496 | \$ - | \$ 300,919 |

CITYLYNX GOLD LINE PHASE 2 STREETCAR

**Budget Summary
As of April 30, 2024**

| | | | | | | | | | |
|--|-----------------------|-----------------------|-----------------------|-------------------|-----------------------|-----------------------|----------------------|----------------------|--|
| 70 Vehicles | | | | | | | | | |
| 70.01 Light Rail Vehicles | \$ 33,685,383 | \$ 41,163,142 | \$ 36,246,908 | \$ 17,065 | \$ 36,263,973 | \$ 36,270,337 | \$ 2,135,580 | \$ 2,757,225 | |
| 70.07 Spare Parts | 3,375,956 | 3,941,361 | 3,473,146 | - | 3,473,146 | 3,941,361 | 0 | - | |
| 70.90 Vehicle Contingency | | - | - | - | - | - | - | - | |
| Subtotal | \$ 37,061,339 | \$ 45,104,503 | \$ 39,720,054 | \$ 17,065 | \$ 39,737,119 | \$ 40,211,698 | \$ 2,135,580 | \$ 2,757,225 | |
| 80 Professional Services | | | | | | | | | |
| 80.01 Project Development | \$ 16,733,383 | \$ 17,363,147 | \$ 16,603,091 | \$ 483,326 | \$ 17,086,418 | \$ 17,417,978 | \$ (54,831) | - | |
| 80.02 Engineering | - | 2,441,987 | 2,441,798 | - | 2,441,798 | 2,441,798 | 189 | - | |
| 80.03 Project Management for Design & Construction | 1,660,160 | 1,101,178 | 1,213,346 | - | 1,213,346 | 1,213,346 | - | (112,168) | |
| 80.04 Construction Administration & Management | 1,844,622 | 51,239 | 19,898 | - | 19,898 | 19,898 | - | 31,341 | |
| 80.06 Legal; Permits & Review Fees | 51,239 | 904,227 | 556,000 | - | 556,000 | 556,000 | - | 348,227 | |
| 80.07 Surveys, Testing, Investigation, Inspection | 1,185,017 | - | - | - | - | - | - | - | |
| 80.08 Start-Up | 2,561,975 | - | - | - | - | - | - | - | |
| Subtotal | \$ 24,036,396 | \$ 21,861,778 | \$ 20,834,134 | \$ 483,326 | \$ 21,317,461 | \$ 21,649,021 | \$ (54,642) | \$ 267,399 | |
| 90 Unallocated Contingency | | | | | | | | | |
| Project Contingency | 12,414,759 | \$ 6,800,000 | \$ - | \$ - | \$ - | \$ - | \$ - | 6,800,000 | |
| Subtotal | \$ 12,414,759 | \$ 6,800,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6,800,000 | |
| 100 Finance Charges | | | | | | | | | |
| Project Financing | - | - | - | - | - | - | - | - | |
| Subtotal | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| TOTAL SYGA GRANT BUDGET | \$ 146,174,761 | \$ 159,799,999 | \$ 134,046,956 | \$ 522,613 | \$ 134,569,569 | \$ 135,389,671 | \$ 10,878,319 | \$ 13,532,009 | |
| 100% Local Project Expenses | | | | | | | | | |
| 100% Local Project Expenses | \$ - | \$ 87,382 | \$ 967,610 | \$ 36,515 | \$ 1,004,126 | \$ 1,004,126 | \$ 50,236 | (966,980) | |
| Subtotal | | 87,382 | 967,610 | 36,515 | 1,004,126 | 1,004,126 | 50,236 | (966,980) | |
| TOTAL CITYLYNX GOLD LINE PHASE II STREETCAR | \$ 146,174,761 | \$ 159,887,381 | \$ 135,014,566 | \$ 559,128 | \$ 135,573,695 | \$ 136,393,796 | \$ 10,928,555 | \$ 12,565,029 | |

LEGEND

SYGA Grant Budget: Year of Expenditure Dollars approved in the SSGA project budget

Previously Spent to Date: Expenses associated with the project that were incurred prior to the current period

Current Month Expenses: Expenses associated with the project that were incurred in the month of reporting

Total Expenses To Date: Expenses associated with the project that were incurred in the period of reporting plus prior periods

Total Cost (Accrual): Includes all expenditures paid, received invoices yet to be paid, and any work completed/actual cost to the project that have not yet been invoiced

Encumbrance: A contingent liability related to unfilled contracts or purchase order for goods or services that is chargeable to the project (reservation of fund balance)

Unobligated Balance: Funds available for use, uncommitted; (appropriated funds) - (total expenses to date including accruals+ contract encumbrances)

**Working with Project Manager to release the encumbrance in order to realign the appropriate funds.*

1.1 Cash Flow

The Cash Flow Forecast provides an estimate of the expected project expenses over the next three months.

CASH FLOW FORECAST
as of April 30, 2024

| | A | B | C | D | E | F |
|---|------------------------------------|-----------------------------|-----------------------|-----------------------|-----------------------|---------------------------|
| | TOTAL thru April 2024 Actual | May 2024 Actual/Forecast | Jun 2024 Forecast | Jul 2024 Forecast | Aug 2024 Forecast | 4 Month Total Forecast |
| Standard Cost Category | | | | | | |
| 10 - Guideway and Track Elements | \$ 17,462,626 | \$ - | \$ - | \$ - | \$ - | \$ - |
| 20 - Stations, Stops, Terminals, Intermodal | \$ 2,191,191 | \$ - | \$ - | \$ - | \$ - | \$ - |
| 30 - Support Facilities: Yards, Shops, Admin. Bldgs. | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 40 - Site Work and Special Construction | \$ 25,320,384 | \$ - | \$ - | \$ - | \$ - | \$ - |
| 50 - Systems | \$ 27,050,293 | \$ 20,000 | \$ 5,587 | \$ - | \$ - | \$ 25,587 |
| 60 - ROW, Land, Existing Improvements | \$ 1,490,496 | \$ - | \$ - | \$ - | \$ - | \$ - |
| 70 - Vehicles | \$ 39,737,119 | \$ 2,201 | \$ 2,009 | \$ 468,215 | \$ - | \$ 472,425 |
| 80 - Professional Services | \$ 21,317,461 | \$ 4,172 | \$ - | \$ 324,527 | \$ 7,033 | \$ 335,733 |
| 90 - Unallocated Contingency | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 100 - Finance Charges | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Monthly Total | | \$ 26,373 | \$ 7,596 | \$ 792,742 | \$ 7,033 | \$ 833,745 |
| Running Total (Projected Expenditures to Date) | \$ 134,569,569 | \$ 134,595,942 | \$ 134,603,539 | \$ 135,396,281 | \$ 135,403,314 | \$ 135,403,314 |

LEGEND

Column A: Life to date expenses associated with the project; excludes retainage. Reported on a cash basis. Does not include accruals.

Column B: Expenses associated with the project that have been paid up to the date of filing.

Column C, D and E: Monthly projected expenses associated with the project that are expected to be paid within the next three (3) months from the month of reporting.

Column F: Total projected expenses associated with the project that is expected to be incurred for the next three (3) months from the month of reporting.

1.2 Estimate at Completion

CityLYNX Gold Line Phase 2 Estimate at Completion February 29, 2024

| SCC | Description | SYGA Amount | Munis Project Budget Amount | Expenditure to Date | Remaining Encumbrance | Estimate to Complete | Estimate at Completion |
|-----|---|-----------------------|-----------------------------|-----------------------|-----------------------|----------------------|------------------------|
| 10 | Guideways & Track Elements | 19,575,657.00 | 19,476,842.35 | 17,462,625.70 | 1,543,534.37 | 200,000.00 | 19,206,160.07 |
| 20 | Stations, Stops, Terminals, Intermodal | 2,997,737.00 | 2,392,680.00 | 2,191,190.88 | 104,971.29 | 97,360.00 | 2,393,522.17 |
| 30 | Support Facilities: Yards, Shops, Admin. Bldgs | - | - | - | - | - | - |
| 40 | Sitework & Special Conditions | 26,482,606.00 | 33,872,414.88 | 27,100,598.19 | 5,106,728.37 | 1,354,469.97 | 33,561,796.53 |
| 50 | Systems | 22,404,852.50 | 28,500,364.98 | 27,076,595.12 | 2,117,084.02 | 1,029,029.00 | 30,222,708.14 |
| 60 | ROW, Land, Existing Improvements | 1,201,415.00 | 1,791,415.00 | 1,490,495.65 | - | - | 1,490,495.65 |
| 70 | Vehicles | 37,061,339.00 | 45,104,503.60 | 39,722,254.70 | 2,584,323.13 | - | 42,306,577.83 |
| 80 | Professional Services | 24,036,395.50 | 21,861,778.32 | 21,317,255.75 | 276,918.29 | 236,545.55 | 21,830,719.59 |
| 90 | Unallocated Contingency | 12,414,759.00 | - | - | - | - | - |
| | SYGA Total | 146,174,761.00 | 152,999,999.13 | 136,361,015.99 | 11,733,559.47 | 2,917,404.52 | 151,011,979.98 |
| | | | | | | SYGA Balance | (4,837,218.98) |
| SCC | Betterments | | Project Budget | Expenditure to Date | Remaining Encumbrance | Estimate to Complete | Estimate at Completion |
| | 100% Local Project Expenses (Local Share removed veh) | 1,912,619.00 | | - | | | - |
| | 100% Local Project Expenses (Add. City Funds) | 11,800,000.00 | | | | | |
| | Additional Local Funds | 13,712,619.00 | 13,712,619.00 | - | - | - | - |
| | AiT | | | 296,080.62 | | - | 296,080.62 |
| | Start-up Expenses | | | 724,361.58 | | - | 724,361.58 |
| | SYGA Balance at Estimate at Completion | | | | | 4,837,218.98 | 4,837,218.98 |
| | Total | 159,887,380.00 | 13,712,619.00 | 1,020,442.20 | - | 4,837,218.98 | 5,857,661.18 |

Potential Unexpended SYGA Funds \$ -
 Potential Savings of Federal Funds \$ -
 Remaining Local Funds \$ 7,854,958

2.0 Contracts Closeout

CITYLYNX GOLD LINE PHASE 2 – CONTRACT LISTING As of April 30, 2024

| CONTRACT NAME | CONTRACT NUMBER | Vendor # | SCOPE OF WORK | CURRENT CONTRACT VALUE | EXPENDITURES TO DATE (including accruals and retainage) | CURRENT REMAINING CONTRACT VALUE TO EXPEND | CURRENT CONTRACT REMAINING % | Status | Contract Savings to Unallocated Contingency |
|---------------------------------------|---------------------|----------|-------------------------|------------------------|---|--|------------------------------|--------|---|
| 10 - 50 CONSTRUCTION | | | | | | | | | |
| Bondo Innovations LLC | 2022000117 | 122654 | Construction | \$ 21,450 | \$ - | \$ 21,450 | 100.0% | Open | |
| C3M Power Systems LLC | 2022000589 | 303298 | Construction | \$ 438,648 | \$ 291,033 | \$ 147,615 | 33.7% | Open | |
| Hanning & Kahl, LP | PO 21021011 | 306764 | Construction | \$ 20,000 | \$ 20,000 | \$ - | 0.0% | Open | |
| HNTB Corporation | 2023000107 | 69825 | Construction | \$ 21,154 | \$ 13,962 | \$ 7,192 | 34.0% | Open | |
| Johnson Brothers Corporation | 2017000790 | 303413 | Construction | \$ 80,671,157 | \$ 69,215,585 | \$ 11,455,572 | 14.2% | Open | |
| TOTAL 10 - 50 CONSTRUCTION | 4 Contracts | | | \$ 81,172,409 | \$ 69,540,579 | \$ 11,631,830 | 14.3% | | |
| 70 VEHICLES | | | | | | | | | |
| Hatch Associates Consultants Inc | 2023000387 | 317206 | Vehicle Engineering | \$ 76,102 | \$ 75,850 | \$ 252 | 0.3% | | |
| Siemens Industry Inc | 2017000930 | 306251 | Vehicles | \$ 39,319,984 | \$ 37,438,129 | \$ 1,881,855 | 4.8% | Open | |
| Siemens Mobility Inc | 2019000301 | | | | | | | | |
| TOTAL 70 VEHICLES | 3 Contracts | | | \$ 39,396,086 | \$ 37,513,979 | \$ 1,882,107 | 4.8% | | |
| 80 PROFESSIONAL SERVICES | | | | | | | | | |
| ESP Associates | 2018001048 | 305987 | Geotechnical Services | \$ 56,000 | \$ 48,234 | 7,766 | 13.9% | Open | |
| STV Incorporated | 2018000081 | 121069 | Testing | \$ 249,871 | \$ 224,007 | 25,864 | 10.4% | Open | |
| URS Corporation | 1400890 | 70803 | Preliminary Engineering | \$ 16,121,445 | \$ 15,811,865 | \$ 309,580 | 1.9% | Open | |
| TOTAL 80 PROFESSIONAL SERVICES | 3 Contracts | | | \$ 16,427,316 | \$ 16,084,106 | \$ 343,210 | 2.1% | | |
| TOTAL CONTRACT VALUES | 10 Contracts | | | \$ 136,995,812 | \$ 123,138,664 | \$ 13,857,147 | | | |

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2.1 Disadvantaged Business Enterprise (DBE) Participation

Civil Rights staff is monitoring the contracts on the Gold Line Phase 2 project. DBE Participation will be reported quarterly. The construction contract DBE goal is 11.8%. See attached DBE Table.

CityLYNX Gold Line Phase 2 – DBE Table as of June 6, 2024

| Contract Number | Prime Contracts | Contract Type | Contract Value | CATS Payments to Prime Contractors | | Prime Contractor Payment to Subcontractors | | DBE Goal % | DBE Commitment | DBE % Payments from Prime | Latest DBE Report | Comments |
|------------------------------|-----------------|---------------------|----------------|------------------------------------|--------------|--|--------------|------------|----------------|---------------------------|-------------------|---|
| | | | | Period | Cumulative | Period | Cumulative | | | | | |
| Construction | | | | | | | | | | | | |
| 2017000790 | Johnson Bros. | Construction | \$94,103,520 | \$ | \$76,607,294 | \$ | \$10,815,089 | 11.80% | 11.87% | 14.12% | Dec-21 | Contract amount includes concurrent non-project activities. |
| Vehicles | | | | | | | | | | | | |
| 2015001052 | LTK | Vehicle Engineering | \$2,398,292 | \$ | \$2,388,611 | \$0 | \$345,724 | 9.80% | 10% | 14.47% | Jul-23 | Name changed Hatch Associates. New contract 2023000387 |
| Professional Services | | | | | | | | | | | | |
| 14-00890 | URS | Design Services | \$16,121,445 | | \$15,990,233 | \$0 | \$1,861,019 | 8% | 11.40% | 11.64% | Dec-23 | |

2.3 Streetcar Vehicles

The Vehicle contract continues to progress and the CDRL status report shows:

- Closed: 294
- Open, Submitted: 29
- Open, Not submitted: 3

3.0 Safety and Security

3.1 Safety & Security Activities

- On August 25, 2021, CATS signed the final SSCVR.
- On August 26, 2021, NCDOT State Safety Oversight provided a letter of concurrence to CATS Certificate for Revenue Service on the CityLYNX Gold Line Phase II project.
- On August 30, 2021, the CityLYNX Gold Line opened for Revenue Service with 142 open items remaining to be tracked.
- At the end of January 2024, there were 39 open items remaining. Of these 39, 17 pertain to outstanding vehicle CDRLs and ancillary vehicle component related testing and 22 pertain to the OCS system modifications at I-77. CATS has completed OCS system modifications near Charlotte Gateway Station and modifications to the OCS system at I-77 are currently scheduled to be performed in June 2024.
- Project team reported to the Safety and Security Review Committee (SSRC) project updates and reviewed open items
- Parking signs and pavement marking are complete.
- The contract to start towing cars off the Gold Line has been approved.

Upcoming Safety and Security activities:

- The Streetcar Team is planning a safety blitz and marketing campaign related to towing vehicles blocking the streetcar.

3.2 Safety and Security Checklists

The Certifiable Elements/Items List (CEL/CIL) as adopted on November 24, 2015, is included in the table below. The FTA Safety and Security Checklist along with the CEL/CIL checklist are included in the Monthly Report.

CITYLYNX GOLD LINE PHASE 2
OPEN ITEMS TRACKING SUMMARY TABLE

Updated 5/31/2024

| SAFETY AND SECURITY CERTIFICATION STATUS REPORT | | | | |
|--|-----------------|-----------------|-------------------|------------------|
| CEL / CIL SUMMARY TOTALS | | | | |
| Certifiable Element | Number of Items | Items Completed | Items In Progress | Percent Complete |
| Design Criteria Conformance | 301 | 301 | 0 | 100% |
| Bridges and Retaining Walls | 37 | 37 | 0 | 100% |
| Civil/Infrastructure | 39 | 39 | 0 | 100% |
| Stops | 32 | 32 | 0 | 100% |
| Traction Power | 34 | 34 | 0 | 100% |
| Track | 35 | 35 | 0 | 100% |
| Public Utilities | 9 | 9 | 0 | 100% |
| Landscaping (in design) | 24 | 24 | 0 | 100% |
| Stray Current / Corrosion Control | 44 | 44 | 0 | 100% |
| Traffic Control | 16 | 16 | 0 | 100% |
| Exceptions | 31 | 31 | 0 | 100% |
| Construction Specification Conformance | 163 | 154 | 9 | 94% |
| Bridges and Retaining Walls | 6 | 6 | 0 | 100% |
| Civil/Infrastructure | 18 | 18 | 0 | 100% |
| Stops | 15 | 15 | 0 | 100% |
| Traction Power | 29 | 25 | 4 | 86% |
| Track | 30 | 27 | 3 | 90% |
| Public Utilities | 0 | N/A | N/A | N/A |
| Landscaping | 24 | 24 | 0 | 100% |
| Stray Current / Corrosion Control | 28 | 28 | 0 | 100% |
| Traffic Control | 0 | N/A | N/A | N/A |
| Exceptions | 0 | N/A | N/A | N/A |
| TPSS #19 Specific Items | 13 | 11 | 2 | 85% |
| Vehicle Safety Certification | 237 | 223 | 14 | 94% |
| System Safety Plans | 5 | 5 | 0 | 100% |
| System Security Plans / Procedures | 2 | 2 | 0 | 100% |
| Operations and Maintenance Plans / Procedures | 10 | 10 | 0 | 100% |
| System Integration Testing Plans / Procedures | 3 | 3 | 0 | 100% |
| Startup and Testing Plan: | 45 | 41 | 4 | 91% |
| Vehicle Tests | 15 | 12 | 3 | 80% |
| Systems Integrated Tests | 14 | 13 | 1 | 93% |
| Pre-Revenue Operations Tests | 10 | 10 | 0 | 100% |
| TPSS#19 Tests | 6 | 6 | 0 | 100% |
| Hazard Resolutions: | | | | |
| Design Verification | 198 | 198 | 0 | 100% |
| Specification Verification | 7 | 7 | 0 | 100% |
| Public Policy / Procedure Verification | 17 | 17 | 0 | 100% |
| Construction / Testing Verification | 108 | 102 | 6 | 94% |
| System Integrated Testing Verification | 6 | 3 | 3 | 50% |
| Operations / Maintenance Procedure Verification | 118 | 118 | 0 | 100% |
| Hazard Total | 454 | 445 | 9 | 98% |
| Threats and Vulnerabilities Resolutions: | | | | |
| Design Verification | 28 | 28 | 0 | 100% |
| Specification Verification | 0 | N/A | N/A | N/A |
| Public Policy / Procedure Verification | 11 | 11 | 0 | 100% |
| Construction / Testing Verification | 21 | 18 | 3 | 86% |
| System Integrated Testing Verification | 0 | N/A | N/A | N/A |
| Operations / Maintenance Procedure Verification | 29 | 29 | 0 | 100% |
| Threats/Vulnerabilities Total | 89 | 86 | 3 | 97% |
| | 1,309 | 1,270 | 39 | 97% |

CITYLYNX GOLD LINE PHASE 2

Updated : 5/31/2024

| SAFETY AND SECURITY CERTIFICATION STATUS REPORT | | | | | | | |
|--|-------------------------------------|-------------------|-------------|---|----------|---|---|
| PLANS / PROCEDURES CONFORMANCE | | | | | | | |
| Certifiable Element | Certifier | Number of Plans | Completed | Date Completed or Scheduled Completion Date | Status | Assigned to | Comments |
| SYSTEM SAFETY | | | | | | | |
| Design Criteria Manual | CATS / E&PM | 1 | 1 | Sep-15 | Complete | Tonia Wimberly | |
| Accident/Incident Investigation Plan | CATS | 1 | 1 | Mar-19 | Complete | David Moskowitz | |
| Safety and Security Management Plan (SSMP) | CATS / E&PM | 1 | 1 | Sep-19 | Complete | Tonia Wimberly | Revision 0 was adopted in November 2015 and signed in January 2016. Revision 1 adopted in September 2019. Revision 2 adopted in March 2021. |
| Safety and Security Certification Plan (SSCP) | CATS / E&PM | 1 | 1 | Sep-19 | Complete | Tonia Wimberly | Revision 0 was adopted in November 2015 and signed in January 2016. Revision 1 adopted in September 2019. Revision 2 adopted in March 2021. |
| Agency Safety Plan (ASP) | CATS | 1 | 1 | Apr-20 | Complete | Laura Johnson / David Moskowitz | ASP dated April 2020 signed and issued April 2020, was approved by MTC April 22, 2020. NCDOT approved ASP on June 3, 2020. |
| SYSTEM SECURITY | | | | | | | |
| Emergency Preparedness and Continuity Plan (EPCP) | CATS | 1 | 1 | Jun-20 | Complete | David Moskowitz / E. Nasbitt | |
| System Security Plan (SSP) | CATS | 1 | 1 | Jun-20 | Complete | L. Johnson / E. Nesbitt | Revision 14 February 2017 included the GL2 for Project Development. SSP Rev 15 dated April 2020 was signed by CATS on 4/17/2020. |
| OPERATIONS AND MAINTENANCE | | | | | | | |
| Drug & Alcohol Testing Program/Procedures | City of Charlotte – Human Resources | 1 | 1 | Aug-20 | Complete | Nicki Galloway / City HR | |
| Operations & Maintenance Plan | CATS | 1 | 1 | Jan-21 | Complete | Gary Lee / Stephen Newcomb / Thurston Davis | |
| Inspection and Maintenance Policies/Procedures | CATS | 1 | 1 | Jun-21 | Complete | David McDonald / Stephen Newcomb / Thurston Davis | |
| Operating Policies/Procedures | CATS | 1 | 1 | Jun-21 | Complete | Marie Darby | |
| Maintenance Manuals | CATS | 1 | 1 | Jun-21 | Complete | David McDonald / Gary Lee / Dennis Thompson / Stephen Newcomb | individual portions received from contractor then processed by CATS |
| Rail Operations Control Center (ROCC) Procedure | CATS | 1 | 1 | May-21 | Complete | Tonia Wimberly / Marie Darby | |
| Rule Book | CATS | 1 | 1 | May-21 | Complete | Tonia Wimberly / Marie Darby | |
| Operations & Maintenance Training Plan | CATS | 1 | 1 | Jun-21 | Complete | Tina Hall | initial curriculum completed; compiling document as Pre-Rev Ops continues (living document) |
| Training Program | CATS | 1 | 1 | Jun-21 | Complete | Tina Hall | initial curriculum completed; compiling document as Pre-Rev Ops continues (living document) |
| Training Certifications (Initial and Continuing) | CATS | 1 | 1 | Jun-21 | Complete | Tina Hall | |
| SYSTEM INTEGRATION TESTING | | | | | | | |
| Start Up and Testing Plan (System Integration Tests, Pre-Revenue Operations Tests) | E&PM / CATS | 1 | 1 | Dec-20 | Complete | Tonia Wimberly / Marie Darby | |
| System Readiness Drills (TTX) | E&PM / CATS | 1 | 1 | Feb-20 | Complete | David Moskowitz | |
| System Readiness Drills (FSE) | E&PM / CATS | 1 | 1 | Mar-22 | Complete | David Moskowitz | Exercise has been completed. After Action Report draft is being reviewed by the City |
| | | 20 | 20 | | | | |
| | | % Complete | 100% | | | | |

Open Items with Mitigations (Workarounds) are summarized as follows:

**CityLYNX Gold Line Phase 2
 Certifiable Elements Open Items Summary
 May 31, 2024**

| Certifiable Element | Number of Open Items | Description of Open Items |
|---|----------------------|--|
| Construction Specification Conformance Checklist (CSCC) | 9 | OCS and Stormwater As-Builts |
| Vehicle Safety Certifications | 14 | Vehicle Software CDRLS, Manuals, Spare Parts, Project Management CDRL, Truck Frame Testing |
| Start Up Testing | 4 | OCS & Platform Retesting after OCS Modifications Vehicle Onboard Equipment (CCTV, Farebos, APC) |
| PHA | 9 | OCS As-Builts, OCS Retesting after OCS Modifications |
| TVA | 3 | OCS As-Builts, CCTV - Vehicle Onboard Equipment Repair |
| Total | 39 | |

4.0 Construction Close-out

4.1 Construction Punchlist:

- On April 4, 2023, the City issued a notice of default letter to JBC for over 90 outstanding items that were incomplete on the project. The notice of default gave JBC 7 days to cure 14 items and 30 days to cure the remaining items.
- On May 8, 2023, the City issued a notice of sanctions to JBC because they failed to cure 74 of the outstanding items. The City is pursuing completing the remaining items utilizing City staff and other contractors. JBC was put on notice that the City intends to back charge JBC for the costs

Civil/Track items:

- There are 44 open punch list items as of May 27, 2024 .
- The City is working to complete these items through force account (self-performance) or with additional contractors.

Systems:

- OCS – Punch list items remaining.
- Additional hangers and control arms have been ordered to make adjustments at the I-77 bridge and the Charlotte Gateway Station bridge. They were expected to be delivered by September 2023.
- During the shutdown in October 2023, the bridge hangers at the Charlotte Gateway Station bridge were installed. The hangers at the I-77 bridge could not be installed because the part that was delivered needed to be modified. This work will be rescheduled in 2024.
- The parts for the I-77 bridge have been modified and require additional shims. The shims are expected to be delivered in time for installation in June.
- TPSS 19 was brought online and tested November 13-14, 2021. This unit powers the North Yard. Only punch list items remain.

4.2 Private Utilities

Duke Energy:

- Duke has completed installation of the remaining meters that were part of the punch list items.

5.0 Quality Assurance

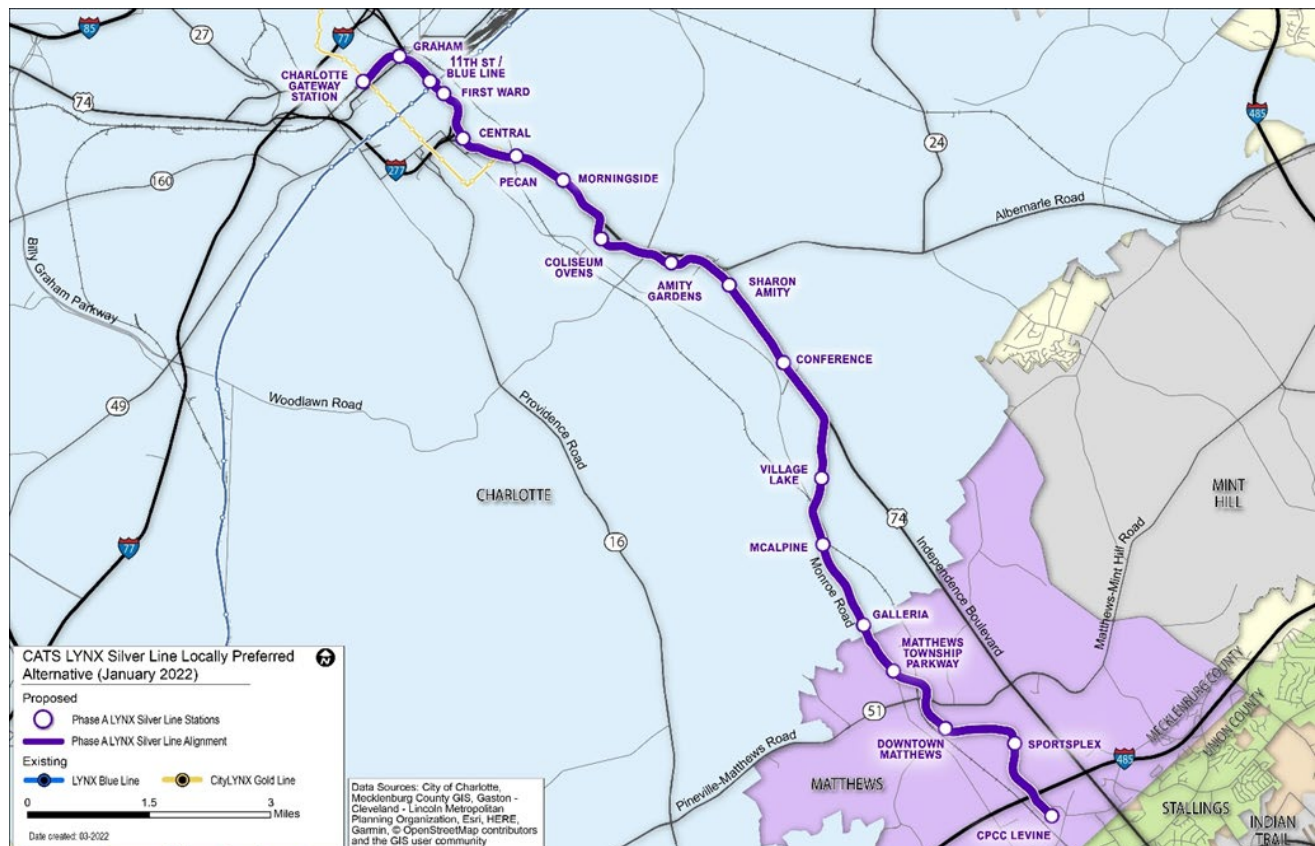
Document Review

There has been no change in the status of NCRs lately. As of 5/15/2023, there were 13 open NCRs, of which seven were in City's court, two were work-in-progress and four were in JBC's court. JBC had also not submitted some revised reports (March through December 2018 soil reports) resolving the comments provided by the City). No further progress is anticipated in closing these NCRs as the Contractor is not working with the City anymore on the project.

VII. Silver Line

1.0 Project Overview

On January 26, 2022, the Charlotte Area Transit System (CATS) adopted the first phase, or Phase A, of the Silver Line program. Phase A of the Silver Line was adopted as a 15-mile, 18 station, light rail project travelling between the Charlotte Gateway Station (CGS) in Charlotte's Central Business District (CBD) and traversing southeast to Central Piedmont Community College (CPCC) in the Town of Matthews. This would be the first defined project that CATS is pursuing as part of the broader Silver Line program. The following map depicts Phase A of the Silver Line project.



2.0 Project Administration

2.1 FTA Coordination

Environmental

In consultation with the FTA, CATS conducted Early Scoping from August 31 through October 14, 2020. CATS has finalized the Early Scoping document and the high-level environmental screening conducted prior to, during, and after Early Scoping Field work continues to progress for technical reports that will inform the environmental document. CATS received an approved APE, after coordination with FTA and NCSHPO, that is informing the field work in progress.

CATS continues to work with FTA, regarding certain environmental deliverables including the Phase 1 Archeology survey report including outreach to the appropriate tribes and SHPO.

The Charlotte City is currently working with North Carolina State legislature on a potential additional sales tax for transit and infrastructure maintenance. The authorization legislation may be introduced this summer and

could have implications to the overall transit system plan. Accordingly, CATS has decided to delay the formal initiation of NEPA until there is more information about the outcome of this effort.

Corridor Preservation

CATS staff are working with key developers and property owners through the City of Charlotte Land Development and Rezoning process to accommodate the LYNX Silver Line, but there may be instances where corridor preservation, as outlined in the FTA Final Guidance on the Application of 49 USC 5323 to Corridor Preservation for a Transit Project may be appropriate. On December 19, 2019, CATS received FTA's approval of the request to use provisions outlined in 49 U.S.C. 5323 (q) to acquire real property for the Silver Line project. CATS is evaluating potential early acquisitions for corridor preservation and is coordinating closely with FTA on any potential future actions.

On March 7, 2024, CATS received correspondence from FTA indicating a documented Categorical Exclusion (DCE) for the property at 800 North Tryon Street. CATS has begun the steps necessary for negotiation with the property owner.

Milestone Schedule

| LYNX Silver Line Milestone Schedule Activity | Start | Finish |
|---|--------------|---------------|
| Refinement of Alternatives | Jan-20 | Oct-21 |
| Design Criteria | Oct-20 | Aug-21 |
| 15% Design Development Milestone | Aug-21 | Mar-22 |
| 30% Design Development Milestone | Jul-22 | Aug-24 |
| Draft Environmental Impact Statement ** | Apr-24 | Jul-25 |
| Final Environmental Impact Statement/ Record of Decision ** | Jul-25 | Apr-26 |

***Milestone schedule is only inclusive of activities prior to Project Development.**

**Environmental Milestone schedule is currently under review.

3.0 Finance / Budget Summary

**LYNX SILVER LINE
SOURCES OF CAPITAL FUNDING
As of April 30, 2024**

| Sources of Capital Funding | Grant ID | Funding Share | Appropriated Funds | Expended to Date* | Percent Fund Source Expended to Date | Remaining Balance | Reimbursement to Date |
|--|-------------|---------------|----------------------|----------------------|--------------------------------------|---------------------|-----------------------|
| <i>Formula SuperGrant 5307 & 5339</i> | | | | | | | |
| Multi-Source Funds | NC-2019-050 | 80% | 1,353,317 | 1,353,317 | 100.00% | - | 1,353,317 |
| <i>Sec 5307 CRRSAA Silver Line Project</i> | | | | | | | |
| Engineering | NC-2022-008 | 100% | 40,000,000 | 32,541,376 | 81.35% | 7,458,624 | 27,476,248 |
| Appropriated Federal Funds | | | \$ 41,353,317 | \$ 33,894,693 | 81.96% | \$ 7,458,624 | \$ 28,829,565 |
| Subtotal - Federal Funds | | 81% | \$ 41,353,317 | \$ 33,894,693 | 81.96% | \$ 7,458,624 | \$ 28,829,565 |
| <i>Local Funds</i> | | | | | | | |
| Local Match NC-2019-050 | | | 338,329 | 338,329 | 100.00% | - | - |
| Appropriated Local Funds | | | \$ 338,329 | \$ 338,329 | 100.00% | \$ 0 | |
| Subtotal - Local Funds | | 1% | \$ 338,329 | \$ 338,329 | 100.00% | \$ 0 | \$ - |
| TOTAL APPROPRIATED FUNDS | | | \$ 41,691,647 | \$ 34,233,022 | 82.11% | \$ 7,458,624 | |
| TOTAL AWARD BUDGET | | | \$ 41,691,647 | \$ 34,233,022 | 82.11% | \$ 7,458,624 | \$ - |
| <i>100% Local Funds</i> | | | \$ 9,524,370 | \$ 8,870,910 | 93.14% | 653,460 | - |
| Subtotal - Local Funds | | 19% | \$ 9,524,370 | \$ 8,870,910 | 93.14% | \$ 653,460 | \$ - |
| GRAND TOTAL SILVER LINE PROJECT | | 100% | \$ 51,216,017 | \$ 43,103,932 | 84.16% | \$ 8,112,085 | \$ - |

*Expended to date reported on accrual basis

LEGEND

Sources of Capital Funding: Designates Funds as Federal, State or Local and provides description of source of funds.

Grant ID: Grant Number assigned to appropriated federal and state funds

Funding Share: Distribution percentage of total 5307/5309 Project Budget

Amount: Total Dollar Amount

Expended to Date: Expenditures including accruals, as of the report date

Percent Fund Source Expended to Date: Expended to Date / Amount

Remaining Balance: Funds available (Amount - Expended to Date)

Reimbursement to Date: Drawdown amount of grants reimbursed to grantee

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BUDGET SUMMARY
as of April 30, 2024

| | A | B | C | D | E | F | G | B - (F+G) |
|---------------------------------|----------------------|----------------------|----------------------|---------------------|----------------------|----------------------|---------------------|------------------|
| | GRANT | APPROPRIATED | PREVIOUSLY | CURRENT MONTH | TOTAL | TOTAL | | H |
| | BUDGET | FUNDS | SPENT | EXPENSES | EXPENSES | COST | ENCUMBRANCE | UNOBLIGATED |
| | | | TO DATE | | TO DATE | (ACCRUAL) | | BALANCE |
| 80 Professional Services | | | | | | | | |
| Project Design & Engineering | \$ 50,000,000 | \$ 50,000,000 | \$ 39,795,954 | \$ 2,564,775 | \$ 42,360,729 | \$ 42,360,729 | \$ 7,639,271 | \$ - |
| Other Consultants | 1,216,017 | 1,216,017 | \$ 647,553 | 95,650 | 743,203 | \$ 743,203 | 383,629 | 89,185 |
| | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - |
| Subtotal | \$ 51,216,017 | \$ 51,216,017 | \$ 40,443,507 | \$ 2,660,425 | \$ 43,103,932 | \$ 43,103,932 | \$ 8,022,900 | \$ 89,185 |
| TOTAL SILVER LINE | \$ 51,216,017 | \$ 51,216,017 | \$ 40,443,507 | \$ 2,660,425 | \$ 43,103,932 | \$ 43,103,932 | \$ 8,022,900 | \$ 89,185 |

LEGEND

Previously Spent to Date: Expenses associated with the project that were incurred prior to the current period

Current Month Expenses: Expenses associated with the project that were incurred in the month of reporting

Total Expenses To Date: Expenses associated with the project that were incurred in the period of reporting plus prior periods

Total Cost (Accrual): Includes all expenditures paid, received invoices yet to be paid, and any work completed/actual cost to the project that have not yet been invoiced

Encumbrance: A contingent liability related to unfilled contracts or purchase order for goods or services that is chargeable to the project (reservation of fund balance)

Unobligated Balance: Funds available for use, uncommitted; (appropriated funds) - (total expenses to date including accruals+ contract encumbrances)

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4.0 Contracts and Procurement

4.1 Active Contracts

See table below for Silver Line contracts related to Design and other consultant services.

| Company Name | Contract Number | Vendor # | Scope of Work | Contract Value | Status |
|--|-----------------|----------|--|-----------------|--------|
| Design Contracts | | | | | |
| WSP USA, Inc. | 2020000599 | 90430 | Design and Environmental | \$50,000,000.00 | OPEN |
| AECOM | 2022000112 | 6923 | Safety and Security Certifications | \$866,017.84 | OPEN |
| Urban Land Institute | 2022000610 | 5887 | Alignment Consultation | 140,000 | CLOSED |
| American Public Transportation Association | 2022000939 | 6392 | Peer Review Services | \$40,000 | CLOSED |
| CSX Transportation Inc | 2022000979 | 25058 | Review of preliminary and final design plans | \$49,000 | OPEN |

4.2 Procurement Activities

There were no procurement activities during this quarter.

5.0 Safety and Security

The Safety and Security team, AECOM and Dovetail began working on the project following the project kick-off meeting held on October 29, 2021, and continues working through the 30% design phase.

Safety and Security updates this quarter include:

- A Preliminary Hazard Analysis (PHA) and Threat and Vulnerability Assessment (TVA) was conducted on May 31, 2023, and June 1, 2023. AECOM submitted the final summary of the PHA and TVA workshop which was approved by the project team.
- On April 10 & 11, 2024 AECOM facilitated a Silver Line 30% design review process in consultation with CATS Operations, Safety and Security, as well as local first responders.

6.0 Third Party Coordination

As part of the Silver Line planning and design efforts the project team continues coordinating with several third parties including NCDOT, CSX and NS. Third Party Coordination updates this quarter include:

- North Carolina Department of Transportation - Continue monthly meetings to coordinate with the various wings of NCDOT and the projects that they are pursuing. In addition to the recurring monthly coordination meetings, CATS frequently holds ad-hoc topic-specific meetings with NCDOT to allow for in-depth discussion/review of various design related items. CATS is conducting an analysis of potential project impacts related to recent design refinement with the NCDOT U-6103 project along Independence Blvd.
- Norfolk Southern – NS and CATS are reviewing a preliminary engineering agreement for potential Morehead terminus design option.
- CSX – On-going coordination for CSX right-of-way crossing along the corridor. CSX has conducted a review of the 30% Design plans and provided comments.

7.0 Community Relations

Public and Stakeholder Engagement –Stakeholder engagement and coordination has continued to be a top priority of the design team. The Silver Line project team has held over 100 virtual and in-person meetings with neighborhood and community organizations since September 2020 to present. The Silver Line Team has continued to attend other community events hosted by various organizations to provide information to the community and answer any questions concerning the project.

Comprehensive public engagement has been an integral part of the Silver Line Project since the project’s kick-off in January 2020. CATS has held 5 rounds of public meetings, each round including multiple opportunities for public engagement. The project team continues to respond to questions and comments from the interested public, whether by phone, email, or virtual meetings. Since the last quarter, the following engagement summary was focused on the potential Amity Gardens station removal.

As part of the Title VI Vehicle Maintenance Facility Site Analysis, the Silver Line project team, in coordination with CATS Civil Rights, hosted a live virtual meeting on May 23, 2023. Over a two-month period the project team conducted an extensive outreach campaign including virtual meetings, phone calls, emails, door hangers, mailers, surveys and in-person door to door interviews with businesses and property owners, to receive input on various VMF site alternatives. After this engagement, the Silver Line project team has decided to defer the ultimate VMF decision until the completion of NEPA.

8.0 Design & Environmental Activities

30% Design Development and Plan Submittal –As noted in the schedule above, Silver Line Phase A 30% design development began in July 2022. CATS received all four 30% infrastructure design plan sets (Stations, Civil/Roadway/Utilities, Track, and Vehicle Maintenance Facilities) and accompanying reports from the design consultant in a staggered submittal beginning in early February through mid-March 2024. To create a more collaborative environment for the 30% plan review, CATS utilized Bluebeam software to manage and document the plan review process. In advance of the impending 30% plan review, CATS recognized the need to provide additional training and support to the over 200 stakeholder reviewers to ensure a successful Bluebeam review process. The project team kicked off a Bluebeam training campaign in October 2023 that focused on Bluebeam software installation/setup/troubleshooting, and reviewer training on how to effectively conduct a review. The live training courses were recorded and provided to reviewers along with other resources including a CATS Silver Line Bluebeam Review User Guide. In addition to the initial training sessions, multiple training refresher courses were offered, and twice weekly Design Review Check-In (Office Hours) sessions scheduled throughout the review duration. Rolling distribution of the 30% infrastructure design submittals to over 200 stakeholders for their review began in mid-February 2024 and was completed in early May 2024. The 30% design comment disposition/resolution process is anticipated to begin in early May and is planned to continue through the end of August 2024.

The project team continues to advance various environmental deliverables, including the draft Project Alternatives chapter of the DEIS and traffic model development.

VIII. North Corridor Red Line

1.0 Project Overview

Background

On February 19, 2019, the MTC approved a new Locally Preferred Alternative (LPA) for the North Corridor. The LPA established a North Corridor public transportation strategy that includes near-term Bus Rapid Transit improvements in the I-77 corridor while continuing a long-term vision confirming the Norfolk Southern O-Line as an important regional transportation corridor for future regional rapid transit/local mobility options.



The MetroRAPID North BRT Planning Study was adopted by the MTC in May 2022. The next step is to update the design plans for the LYNX Red Line Commuter Rail. There have been several changes in the corridor since the original design was complete in 2009 and this update will revisit several key elements of that design.

Project Description

The LYNX Red Line is a 25-mile commuter rail project using the existing Norfolk Southern rail line. The Red Line would directly serve the Downtowns of Huntersville, Cornelius, Davidson, and Charlotte. It would also provide the opportunity for expansion into Iredell County serving the key destinations of Lowes Headquarters and Downtown Mooresville.

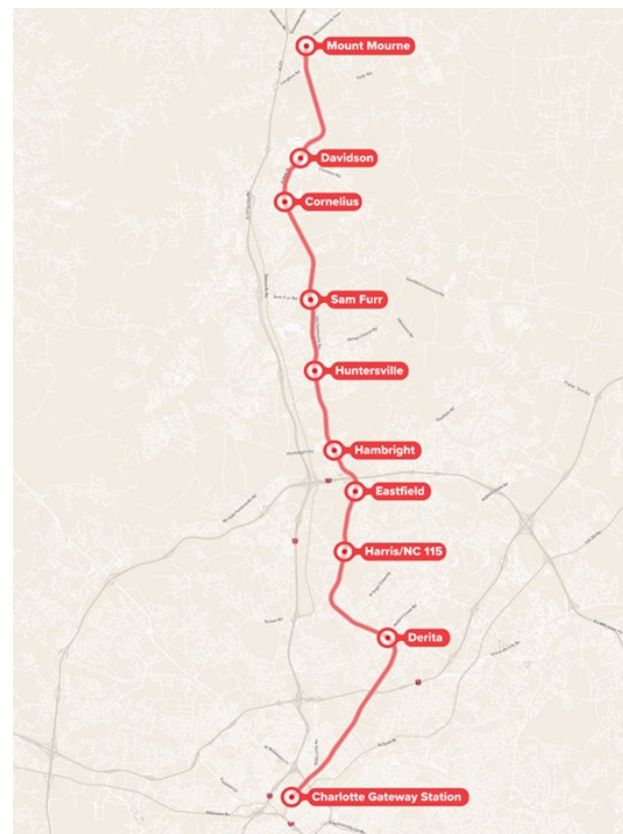
Stations will function not only as park and rides but as integrated mobility hubs with bus services and first/last mile connections. Stations will also be incorporated into surround Transit-Oriented Developments.

The Red Line would provide a direct connection to the Charlotte Gateway Station and the surrounding entertainment district including the Carolina Panthers, Charlotte Knights, and Charlotte Football Club. The Gateway Station would also provide connection to the LYNX Silver Line, CityLYNX Gold Line, Amtrak, and intercity and local bus services.

Next Steps

In September 2022, the MTC took action to amend the FY2023 Capital Investment Plan (CIP) to include \$5 million to advance the LYNX Red Line. The previous Red Line design was completed in 2009, and the corridor has gone through several changes since then. This first phase of design will focus on defining the project in accordance with these changes and the requests and needs of the public and the municipalities in the corridor. It will focus on public outreach, updating the grade crossings and track design, examining options a new vehicle maintenance facility, reevaluating vehicle technologies and service levels, confirming station locations and analyzing new alignment options into Center City. The Red Line Design Update Request for Qualifications (RFQ) was released in April 2023. The Selection Team evaluated the submittals in June 2023 and selected the firm HDR Engineering, Inc. The contract was approved by City Council on September 11, 2023, and a Notice to Proceed was issued on November 1, 2023.

A Kickoff Meeting was held on January 30, 2024. In April 2024, the design team hosted the first series of public meetings for the Red Line Commuter Rail Design Update. These meetings aimed to reintroduce the project to the community and collect public feedback for consideration by our design team.



A community survey was made available from April 10 - May 31, to learn more about the travel behaviors and values of community members in the North Corridor. We are currently reviewing the results of this survey along with the comments received during the public meetings.

Work progresses on the Design Update, including two series of Station Planning Workshops held in February and May. Discussions on a transaction of the O-Line railroad with Norfolk Southern are ongoing.

2.0 Finance/Budget Summary

LYNX Red Line Sources of Capital Funding as of April 30, 2024

| Sources of Capital Funding | Grant ID | Funding Share | Appropriated Funds | Expended to Date* | Percent Fund Source Expended to Date | Remaining Balance | Reimbursement to Date |
|-----------------------------------|----------|---------------|---------------------|-------------------|--------------------------------------|---------------------|-----------------------|
| Appropriated Federal Funds | | | - | - | | - | - |
| Subtotal - Federal Funds | | 0% | \$ - | \$ - | 0.00% | \$ - | \$ - |
| Appropriated State Funds | | | \$ - | \$ - | | \$ - | \$ - |
| Subtotal - State Funds | | 0% | \$ - | \$ - | 0.00% | \$ - | \$ - |
| Appropriated Local Funds | | | | | | | |
| 100 % Local Funds | | | \$ 5,000,000 | \$ 733,794 | 14.68% | \$ 4,266,206 | \$ - |
| Subtotal - Local Funds | | 100% | \$ 5,000,000 | \$ 733,794 | 14.68% | \$ 4,266,206 | \$ - |
| GRAND TOTAL LYNX Red Line | | 100% | \$ 5,000,000 | \$ 733,794 | 14.68% | \$ 4,266,206 | \$ - |

*Expended to date reported on accrual basis

BUDGET SUMMARY
as of April 30, 2024

| PROJECT | A GRANT BUDGET | B APPROPRIATED FUNDS | C PREVIOUSLY SPENT TO DATE | D CURRENT PERIOD EXPENSES | E TOTAL EXPENSES TO DATE | F TOTAL COST (ACCRUAL) | G ENCUMBRANCE | B - (F+G) H UNOBLIGATED BALANCE |
|--|----------------------|----------------------------|-------------------------------------|---------------------------------|-----------------------------------|---------------------------------|---------------------|--|
| LYNX Red Line | | | | | | | | |
| REDLINE TRANSIT CORRIDOR STUDY - Capital | | 5,000,000 | - | \$ 733,794 | 733,794 | 733,794 | 4,266,126 | 80 |
| Subtotal | \$ - | \$ 5,000,000 | \$ - | \$ 733,794 | \$ 733,794 | \$ 733,794 | \$ 4,266,126 | \$ 80 |
| GRAND TOTAL LYNX Red Line | \$ - | \$ 5,000,000 | \$ - | \$ 733,794 | \$ 733,794 | \$ 733,794 | \$ 4,266,126 | \$ 80 |

IX. CityLYNX Gold Line Phase 3 (GL3)

1.0 Project Overview

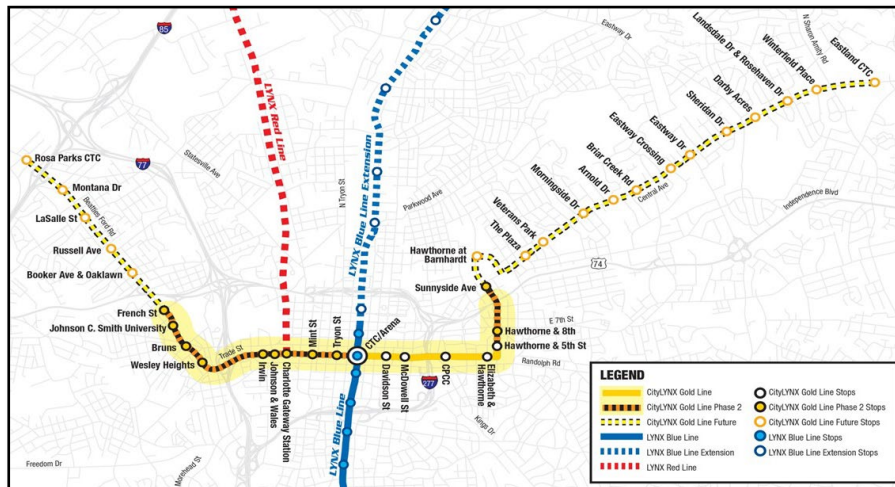
Project Description

The CityLYNX Gold Line Phase 3 Project (GL3 Project) is an approximately 6-mile extension of the Streetcar Starter Project (CityLYNX Gold Line) located in Charlotte’s central business district. The GL3 Project will add 17 stops to extend the existing alignment and is the final segment of the CityLYNX Gold Line (formerly the Charlotte Streetcar Project).

This final phase is a key component of the 2030 Transit Corridor System Plan and creates connectivity from Rosa Parks Place Transit Center on Beatties Ford Road through downtown Charlotte via Trade / Elizabeth and Hawthorne Streets, to the Eastland Transit Center on Central Avenue. The Gold line provides connectivity between the LYNX Blue Line, the Charlotte Transportation Center (CTC) and our future Charlotte Gateway Station that serves the future LYNX Red Line Commuter Rail.



The Gold line provides connectivity between the LYNX Blue Line, the Charlotte Transportation Center (CTC) and our future Charlotte Gateway Station that serves the future LYNX Red Line Commuter Rail.



Next Steps:

Phase 3 planning is now underway, and CATS has contracted with AECOM to refresh the 30% plans that were originally completed in 2012. This refresh is intended to;

- Update the design and confirm stop locations
- Update the environmental assessment
- Focus on systemwide streetcar reliability and runtime improvements
 - Operational enhancements to provide faster travel times
 - Evaluation of traffic signal prioritization to improve headways
 - Develop strategies to reduce conflicts with parked and stationary vehicles
- Evaluate ways to reduce future construction impacts
- Extensive public engagement to gather public input

The first round of public engagement was completed in April, with CATS hosting open house style forum at the Northwest School of the Arts on the West side of the alignment, and Veterans Park facility on the East side of the alignment. A virtual option followed for those unable to attend. These engagements were well attended, and the team is working to make sure all feedback is documented.

On the technical level, the team is continuing to evaluate roadway cross sections, and discussing with our stakeholders ways to improve runtime and reliability. Initial models to begin comparison will be completed in the next several weeks, including stop location validation.

2.0 Finance/Budget Summary

Gold Line Phase 3 Sources of Capital Funding as of April 30, 2024

| Sources of Capital Funding | Grant ID | Funding Share | Appropriated Funds | Expended to Date* | Percent Fund Source Expended to Date | Remaining Balance | Reimbursement to Date |
|--------------------------------------|----------|---------------|---------------------|-------------------|--------------------------------------|---------------------|-----------------------|
| Appropriated Federal Funds | | | - | - | | - | - |
| Subtotal - Federal Funds | | 0% | \$ - | \$ - | 0.00% | \$ - | \$ - |
| Appropriated State Funds | | | \$ - | \$ - | | \$ - | \$ - |
| Subtotal - State Funds | | 0% | \$ - | \$ - | 0.00% | \$ - | \$ - |
| Appropriated Local Funds | | | | | | | |
| <i>100 % Local Funds</i> | | | \$ 4,299,990 | \$ 863,923 | 20.09% | 3,436,067 | |
| Subtotal - Local Funds | | 100% | \$ 4,299,990 | \$ 863,923 | 20.09% | \$ 3,436,067 | \$ - |
| GRAND TOTAL Gold Line Phase 3 | | 100% | \$ 4,299,990 | \$ 863,923 | 20.09% | \$ 3,436,067 | \$ - |

*Expended to date reported on accrual basis

**BUDGET SUMMARY
as of April 30, 2024**

| PROJECT | A | B | C | D | E | F | G | B - (F+G) |
|---|-----------------|-----------------------|--------------------------------|---------------------------|------------------------------|----------------------------|---------------------|------------------------|
| | GRANT BUDGET | APPROPRIATED FUNDS | PREVIOUSLY SPENT TO DATE | CURRENT MONTH EXPENSES | TOTAL EXPENSES TO DATE | TOTAL COST (ACCRUAL) | ENCUMBRANCE | UNOBLIGATED BALANCE |
| CityLYNX Gold Line Phase 3 | | | | | | | | |
| Professional Services | \$ - | \$ 4,299,990 | - | \$ 801,285 | \$ 801,285 | \$ 863,923 | \$ 3,435,953 | 114 |
| | | - | - | - | - | - | - | - |
| Subtotal | \$ - | \$ 4,299,990 | \$ - | \$ 801,285 | \$ 801,285 | \$ 863,923 | \$ 3,435,953 | \$ 114 |
| GRAND TOTAL CityLYNX Gold Line Phase 3 | \$ - | \$ 4,299,990 | \$ - | \$ 801,285 | \$ 801,285 | \$ 863,923 | \$ 3,435,953 | \$ 114 |

X. Charlotte Gateway Station

1.0 Project Overview

The Charlotte Gateway Station (CGS) Project is part of the City's 2030 Transit System Plan and will include a signature multi-modal facility in the City of Charlotte's vibrant downtown connecting local light rail, streetcar, local and regional buses, and intercity buses. The project will also culminate in the relocation of intercity passenger rail from an existing station with limited multimodal connections for rail passengers located outside of the center city, to the region's employment, entertainment, and cultural center in downtown Charlotte. Other benefits of these improvements include enhanced flow of freight and passenger trains and added capacity for future train growth in the Charlotte area.

The Charlotte Gateway Station is the nexus of nearly twenty years of inter-agency planning, coordination and partnership. The City of Charlotte and the North Carolina Department of Transportation (NCDOT) are partners in this significant transportation project that will be implemented in phases.

Phase 1 - Infrastructure

In 2015, the City of Charlotte received \$30 Million in TIGER funds, which along with state and local funding was used to complete this first phase. Phase 1 construction consisted of track, structures, and signal infrastructure necessary to relocate the existing station and was complete in October 2022.

Phase 2 – Master Developer

Phase 2 will include the completion of the transit hub, including the intercity passenger rail facility and a bus facility to supplement bus operations at the existing transit center. Phase 2 will also include a public-private master development that will integrate residential, commercial, retail, and transportation infrastructure.

The Public-Private Development process began in Summer 2019 with the release of the RFQ to solicit a master developer. In April 2020, the CGS Steering Committee selected Charlotte Gateway Partners LLC as the master developer for the CGS Development. An MOU between the City of Charlotte and Charlotte Gateway Partners LLC was fully executed by both sides in November 2020. The team has developed a schedule that incorporates developing working groups, design discussions, community engagement and finally, a development agreement. CATS and NCDOT continue to work with the master developer to advance design plans to integrate all the transportation components (light rail, Amtrak, streetcar, intercity bus, and local bus) into the overall development. The LYNX Silver Line underwent an analysis of the Center City alignment. Since this may have resulted in a modification of the Silver Line LPA, Charlotte Gateway Station design schedule was postponed until a decision was made. At the January 2023 MTC meeting, the board reaffirmed the original Silver Line LPA. The master developer has now started back up the design process and made an adjustment to the Charlotte Gateway Station design schedule based on the postponement.

2.0 Status

FTA Grant Status

CATS completed the process of purchasing 5 parcels from Mecklenburg located on the South Block of the CGS Development. The deeds were recorded on April 5, 2019. This location was identified for the CATS Bus Facility. The purchase price of the property is \$6,780,000, of which \$2,334,108 was funded by the FTA grant and \$4,445,892 was funded by the City of Charlotte. The remaining balance of the FTA grants is \$6,505,802. That funding will be used to construct the CATS Bus Facility at Charlotte Gateway Station.

CATS completed an environmental re-evaluation of the 2009 Environmental Assessment for Charlotte Gateway Station. In April 2018, FTA concluded that the Finding of No Significant Impact was still valid and no new documentation was required.

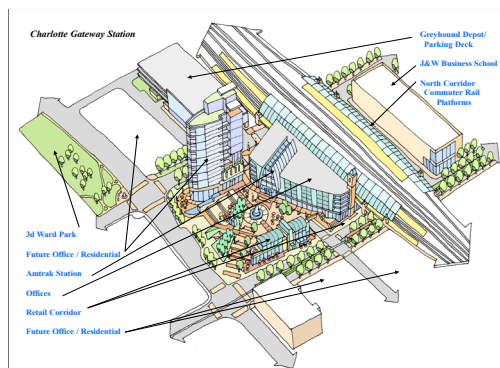
In February 2022, CATS submitted a re-evaluation to address a change in how the Charlotte Gateway Station will accommodate the future LYNX Silver Line project on the CGS South and Main Blocks. In May 2022, FTA completed its review of the NEPA re-evaluation worksheet and determined that the proposed changes are covered by the original NEPA class of action and documentation.

CATS is working with departments within the City of Charlotte, NCDOT, and the master developer to move the project along as quickly as possible while monitoring the safety and integrity of the project. The FTA remaining funding is earmarked for the construction of the Multimodal Bus Station. Because of the complexities of a public-private partnership, the process of selecting a master developer and executing an agreement takes time. A developer has been selected and an MOU has been executed.

CATS and NCDOT continue to work with the developer to advance design plans to integrate all the transportation components (light rail, Amtrak, commuter rail, streetcar, intercity bus, and local bus) into the overall development. A Developer Agreement will be executed to begin the design of the development, including the development of the South Block to relocate CATS buses. The Charlotte Gateway Station design schedule was adjusted to incorporate the postponement of design based on the Silver Line LPA analysis. The master developer has completed a draft Master Plan and will be conducting a cost estimating analysis with the City and NCDOT in March 2024. Expenditures of the FTA grants are associated with the construction of the CATS bus facility on the South Block, which currently will begin in January 2027. However, it is possible to begin these expenditures sooner, as the site needs to be cleared and prepped for vertical construction.

Timeline

- 1991- City/NCDOT Complete Preliminary Feasibility Study
- 1998 – 2012- NCDOT acquires 18 acres for CGS Project
- 2002 – NCDOT Complete Feasibility Study (Assumes Greyhound on South Block and CATS Bus facility underground on Main Block)



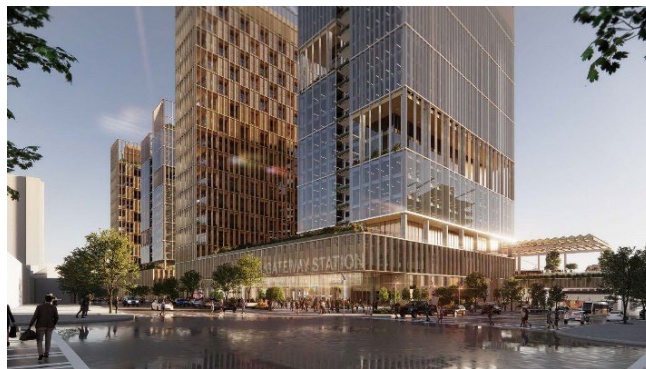
- 2005-2008 – CATS secures FTA funding
- 2009 – Municipal Agreement signed between NCDOT and City of Charlotte
- 2014 – NCDOT & NSR begin capacity study
- 2015 – TIGER VII Application and Grant Announcement
- 2015 – CATS purchases the Main Block from NCDOT with FTA Grant funds
- 2016 – Phase 1 design begins
- 2017 – Station Area Plan completed (Assumes Greyhound and CATS Bus facility on South Block)



- Summer 2018 – Phase 1 Infrastructure design complete and construction begins
- Spring 2019 – CATS purchases Mecklenburg County parcels on the South block for permanent CATS/Intercity facility with FTA Grant and local funds
- Summer 2019 – Advertisement of an RFQ from the City to seek a master developer for the station development
- October 2019 - Development teams shortlisted from RFQ
- November 2019 – Advertisement of an RFP to the shortlisted firms to submit development proposals
- April 2020 – The City selects Charlotte Gateway Partners LLC as the master developer for the CGS Development
- Fall 2020 – Executed MOU with the master developer of the CGS development
- Fall 2021-Spring 2022 – Coordination between the master developer’s design and the requirements of future transportation projects such as High-Speed Rail, Amtrak, the LYNX Silver Line, and intercity and local bus needs
- October 2022 – Phase 1 Infrastructure Construction complete
- January 2023 – The MTC reaffirms the Silver Line LPA. The master developer starts back up with the design process and makes an adjustment to the Charlotte Gateway Station design schedule
- Fall 2023 – draft Master Plan submitted completed.

Next Steps

- Spring 2024 – Cost Estimating Analysis
- Fall 2024- Complete Joint Development Project Request Form
- Fall 2024 – Execute Developer Agreement and begin design of the development, including the development of the South Block to relocate intercity buses and CATS buses into a permanent facility
- June 2026 – Preconstruction complete (final engineering and final design) of the Main Block (Amtrak facility)
- July 2026 – December 2026 – Early Construction Work (site prep, demolition of existing roadbed) on Main and South Blocks



- December 2026 – Preconstruction complete (final engineering and final design) of the South Block (CATS and intercity bus facility)
- June 2028 – Construction complete on the Main Block, relocating Amtrak to CGS
- February 2029 – Construction complete on the South Block, relocating the CATS and intercity bus facility

3.0 Schedule

| CGS Phase 2 Schedule | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|---|---|
| | 2023 | | | | 2024 | | | | 2025 | | | | 2026 | | | | 2027 | | | | 2028 | | | | 2029 | | |
| | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | | |
| Preliminary Design | █ | █ | █ | █ | | | | | | | | | | | | | | | | | | | | | | | |
| Joint Development Project Request Form | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Developer Agreement Executed | | | | | █ | █ | █ | █ | █ | █ | █ | █ | | | | | | | | | | | | | | | |
| Final Engineering & Design Main Block | | | | | █ | █ | █ | █ | █ | █ | █ | █ | | | | | | | | | | | | | | | |
| Early Construction Work (Main & South Blocks) | | | | | | | | | | | | | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | | | |
| Construction Main Block | | | | | | | | | | | | | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | | | |
| Final Engineering & Design South Block | | | | | | | | | | | | | █ | █ | █ | █ | █ | █ | █ | █ | | | | | | | |
| Construction South Block | | | | | | | | | | | | | | | | | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ |

4.0 Funding/Budget Summary

See attached Budget Summary Table

BUDGET SUMMARY As of April 30, 2024

| PROJECT | A | B | C | D | E | F | G | B - (F+G) |
|--|-------------------|-----------------------|--------------------------------|---------------------------|------------------------------|----------------------------|-------------|-----------------------------|
| | FTA AWARD | APPROPRIATED FUNDS | PREVIOUSLY SPENT TO DATE | CURRENT MONTH EXPENSES | TOTAL EXPENSES TO DATE | TOTAL COST (ACCRUAL) | ENCUMBRANCE | H UNOBLIGATED BALANCE |
| 10 Guidway & Track Elements | | | | | | | | |
| Subtotal | - | - | - | - | - | - | - | - |
| 20 Stations, Stops, Terminals, Intermodal | | | | | | | | |
| 20.01 At-Grade Station, Stop, Shelter Mall, Terminal, Platform | 8,132,256 | 8,132,256 | - | - | - | - | - | 8,132,256 |
| Subtotal | 8,132,256 | 8,132,256 | - | - | - | - | - | 8,132,256 |
| 30 Support Facilities: Yards, Shops, Admin Bldgs | | | | | | | | |
| Subtotal | - | - | - | - | - | - | - | - |
| 40 Sitework & Special Conditions | | | | | | | | |
| Subtotal | - | - | - | - | - | - | - | - |
| 50 Systems | | | | | | | | |
| Subtotal | - | - | - | - | - | - | - | - |
| 60 ROW, Land & Existing Improvements | | | | | | | | |
| 60.01 Purchase or Lease of Real Estate | 15,749,106 | 15,749,106 | 15,755,706 | - | 15,755,706 | 15,755,706 | - | (6,600) |
| 60.02 Relocation of Existing Households & Businesses | - | - | - | - | - | - | - | - |
| Subtotal | 15,749,106 | 15,749,106 | 15,755,706 | - | 15,755,706 | 15,755,706 | - | (6,600) |
| 70 Vehicles | | | | | | | | |
| Subtotal | - | - | - | - | - | - | - | - |
| 80 Professional Services | | | | | | | | |
| 80.01 Preliminary Engineering * | 1,344,340 | 1,344,340 | 1,343,701 | - | 1,343,701 | 1,343,701 | - | 639 |
| 80.02 Final Design | - | - | - | - | - | - | - | - |
| 80.03 Project Management for Design & Construction * | 820,150 | 820,150 | 820,789 | - | 820,789 | 820,789 | - | (639) |
| 80.04 Construction Administration & Management | - | - | - | - | - | - | - | - |
| 80.06 Legal; Permits & Review Fees | - | - | - | - | - | - | - | - |
| 80.07 Surveys, Testing, Investigation, Inspection | - | - | - | - | - | - | - | - |
| 80.08 Start-Up | - | - | - | - | - | - | - | - |
| Subtotal | 2,164,490 | 2,164,490 | 2,164,490 | - | 2,164,490 | 2,164,490 | - | 0 |
| 90 Unallocated Contingency | | | | | | | | |
| Project Contingency | - | - | - | - | - | - | - | - |
| Subtotal | - | - | - | - | - | - | - | - |
| 100 Finance Charges | | | | | | | | |
| Subtotal | - | - | - | - | - | - | - | - |
| TOTAL CHARLOTTE GATEWAY STATION | 26,045,852 | 26,045,852 | 17,920,196 | - | 17,920,196 | 17,920,196 | - | 8,125,656 |

LEGEND

FTA Grant Budget: Year of Expenditure Dollars approved in the Grant project budget

Appropriated Funds: Authorization to spend monies for the activity or activities covered by the appropriation and up to its amounts

Previously Spent to Date: Expenses associated with the project that were incurred prior to the current month expenses

Current Month Expenses: Expenses associated with the project that were incurred in the month of reporting

Total Expenses To Date: Expenses associated with the project that were incurred in the month of reporting plus prior periods

Total Cost (Accrual): Includes all expenditures paid, received invoices yet to be paid and any work completed/actual cost to the project that have not yet been invoiced

Encumbrance: A contingent liability related to unfilled contracts or purchase order for goods or services that is chargeable to the project (reservation of fund balance)

Unobligated Balance: Funds available for use, uncommitted; (appropriated funds) - (total expenses to date + contract encumbrances)

* Reconciling to confirm the appropriate funding source

**Budget has not been modified in Munis; therefore, encumbrances manually adjusted to reflect pending budget adjustments.

| Grants Included | Status |
|-----------------|--------|
| NC-03-0064-04 | Closed |
| NC-03-0077-00 | Closed |
| NC-04-0006-03 | Active |
| NC-04-0018-00 | Active |

CHARLOTTE GATEWAY STATION
Funding Summary
April 30, 2024



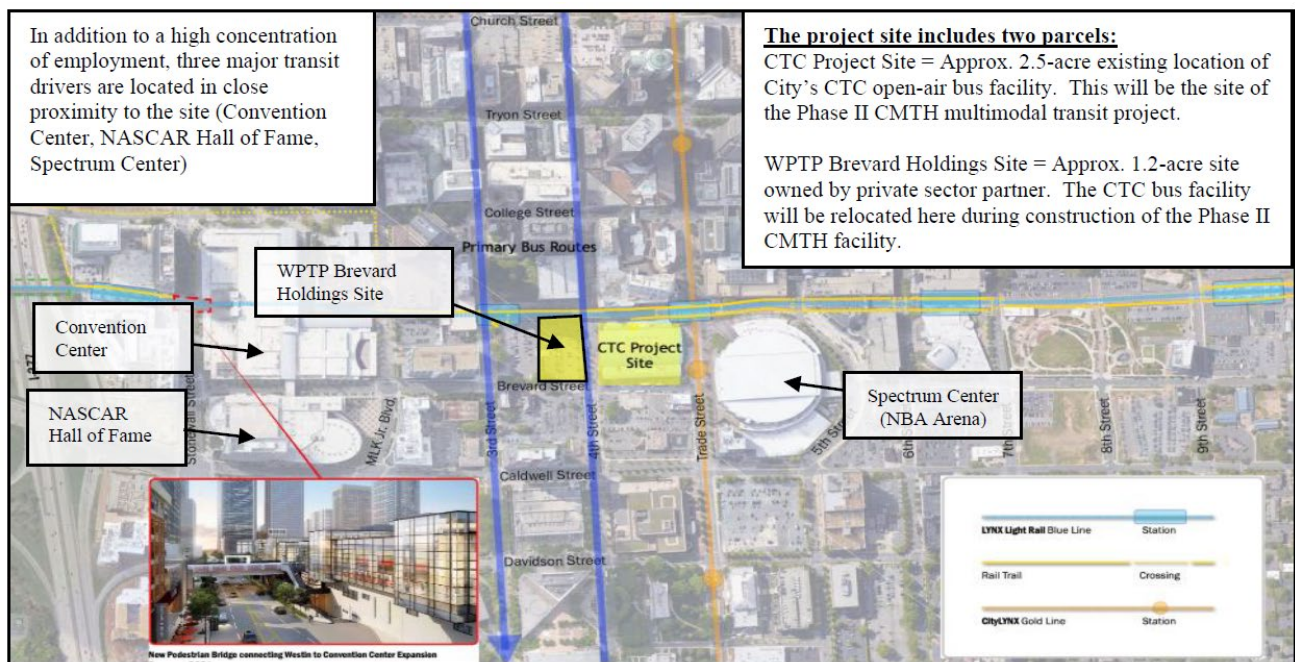
| Charlotte Gateway Station | | | | | |
|--|----------------------|-----------------------|-----------------------|---------------------|-------------------------|
| Sources of Capital Funding | Funding Share | Amount | Expenses | Encumbrances | Total Unexpended |
| Federal Railroad Administration | | | | | |
| Federal TIGER VII Grant Program (FRA) | 57% | \$ 30,000,000 | 30,000,000 | - | - |
| Match to TIGER VII Grant | 43% | 22,719,131 | 22,719,131 | - | - |
| FRA Federal Project Total | 100% | \$ 52,719,131 | \$ 52,719,131 | \$ - | - |
| Federal Transit Administration | | | | | |
| Federal Grants NC-03-0064, NC-03-0077, NC-04-0006 & NC-04-0018 for engineering & construction (does not include rolling stock) | 80% | \$ 20,836,682 | \$ 14,336,157 | \$ - | \$ 6,500,525 |
| Match to FTA Grant | 20% | 5,209,170 | 3,584,039 | - | \$ 1,625,131 |
| FTA Project Total * | 100% | \$ 26,045,852 | \$ 17,920,196 | \$ - | \$ 8,125,656 |
| Other Funding Sources & Uses: | | | | | |
| North Carolina Department of Transportation for engineering & construction | | | | | |
| STI-PE | n/a | 5,200,000 | 5,200,000 | - | - |
| STI- Construction (portion of \$30M award to match TIGER FY2015) | n/a | 7,280,869 | 7,280,869 | - | - |
| Proceeds from Sale of Land | n/a | 11,841,625 | 11,841,625 | - | - |
| NCDOT Rail Division PE Funds | n/a | 400,000 | 400,000 | - | - |
| Surface Transportation Block Grant | n/a | 18,750,000 | 18,750,000 | - | - |
| City of Charlotte funds for engineering, construction & other uses | n/a | 33,000,000 | 8,566,914 | 22,160 | 24,410,926 |
| Other Funding Sources Total | | 76,472,494 | 52,039,408 | 22,160 | 24,410,926 |
| TOTAL CGS PROJECT | | \$ 155,237,477 | \$ 122,678,735 | \$ 22,160 | \$ 32,536,582 |

XI. Charlotte Transportation Center Redevelopment (Raise Grant)

1.0 Project Overview

Following an unsolicited proposal to redevelop the Charlotte Transportation Center, CATS issued a request for proposals in June 2019. The joint venture partnership of Charlotte-based White Point Partners and Dart Interests, a Dallas real estate investment firm, was selected out of three groups that submitted proposals.

Built in 1995, the Charlotte Transportation Center (CTC) has been an important central hub for CATS’ transit services for nearly 3 decades. The new CTC and transit/connectivity enhancements will support the Transit System Plan by serving those citizens for whom public transportation is a necessity, improving ridership and connecting fragile corridors to job opportunities.



CTC Redevelopment – Project Location

2.0 Finance/Budget Summary

CATS Finance will include Source of Funds/Budget Summary Table once the grant agreement is finalized.

3.0 Schedule

A project milestone schedule will be added once the grant agreement is finalized.

4.0 Status

CATS submitted a Raise grant application in 2021 to support this public/private redevelopment project. In November 2021, FTA announced an award of \$15 million towards the project. The project includes the following elements:

- New Charlotte Multimodal Transit Hub: includes new CTC bus station consisting of below-grade bus related facilities and support functions within overall Master Development.
- Temporary Transit Center: interim transit center to be constructed on developer owned land between 3rd and 4th Streets for interim use during redevelopment of existing CTC property.
- Transit/Rail Trail Connectivity Improvements: extension of the rail trail on the south side of the Blue Line, expansion and enhancements to the Blue Line platforms at 4th St and Trade St, vertical circulation and public space between the Blue Line, the Gold Line and the new CATS bus terminal.
- Private Development: privately owned development above of new CTC contemplated to include office tower(s), ground floor retail, hotel and structured parking uses.

A kick-off meeting with FTA on the CTC/RAISE grant was held on March 22, 2022.

Following the October 2022 public and stakeholder outreach on two CTC redevelopment design options, CATS provided updates to Charlotte City Council, FTA, and the MTC. The public input summary and initial technical analysis was used by CATS to develop a CTC design option staff recommendation. Of the two design options under consideration, CATS staff recommended the Concourse option to be adopted as the Locally Preferred Alternative (LPA). Throughout January 2023, CATS presented the staff recommendation to the following elected and public bodies. Included in the list are the relevant actions taken:

- January 3, 2023: Charlotte City Council & Transportation, Planning, & Development Committee.
Action: Endorsed Staff Recommendation
- January 12, 2023: Transit Services Advisory Committee
Action: Endorsed Staff Recommendation
- January 17, 2023: Citizens Transit Advisory Committee
- January 31, 2023: Metropolitan Transit Commission
Action: Adopted Staff Recommendation as the LPA.

With an adopted LPA, CATS, the City of Charlotte Economic Development team, and the private developer, WPTP Brevard Holdings, LLC, began a development of a non-binding Memorandum of Understanding (MOU) to provide a roadmap for the future Joint Development Agreement.

- February 27, 2023, Charlotte City Council: City Manager authorization to negotiate and execute a non-binding Memorandum of Understanding (MOU); Approval to use public funding including RAISE Grant dollars as a source of funding to be negotiated in the MOU.

On February 8, 2023, FTA provided an email to CATS with the probable Class of Action for the CTC is an environmental Assessment (EA). A Documented Categorical Exclusion (DCE) letter was issued on November 24, 2023.

The following action occurred in this quarter:

- Ongoing coordination also continues with the Developer team regarding rezoning for the temporary facility parcel and the existing CTC project site parcel.
- CATS is currently working with the developer to evaluate the projects and determine next steps.

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XII. Economic Development/TOD Activities

1.0 Economic Development

LYNX Blue Line Corridor (South Corridor)

LYNX Blue Line Economic Development Report: Completed / Under Construction - June 2024

| Station Area | Project Name | Project Address | Primary PID# | Acerage | Project Type | Land Use | Residential Units | Affordable Units | Office SF | Retail SF | Hotel Rooms | Non Res. SF | Parking Spaces | Walk Distance (Miles) | Est. Project Cost |
|--------------------|---------------------------|-----------------------|--------------|------------------|----------------------------|--------------|-------------------|------------------|------------------|----------------|-------------|------------------|----------------|-----------------------|---------------------------|
| Carson | Sum of Completed Projects | | | 13.42 | | | 2,975 | - | 512,507 | 51,214 | 323 | 1,229,977 | 414 | | \$997,253,000.00 |
| | Mint Morehead Apartmen | 1001 S. Mint St. | 07306201 | 0.40 | New Construction | Multi-Family | 388 | - | - | - | - | - | - | 0.33 | \$97,000,000.00 |
| | Radius Dilworth | 615 E. Morehead St. | 12517506 | 1.45 | New Construction | Mixed Use | 626 | - | - | 6,200 | - | 6,200 | - | 0.30 | \$150,000,000.00 |
| | 1111 S. TRYON | 1111 S. TRYON | 12301401 | 5.85 | New Construction | Mixed Use | 587 | - | 783,687 | 43,548 | - | 827,235 | 1,892 | 0.10 | \$234,800,000.00 |
| | 2401 Distribution St | 2401 Distribution St | 12104204 | 2.58 | New Construction | Multi-Family | 425 | - | - | - | - | - | 455 | 0.50 | \$93,000,000.00 |
| Total | | | | 23.70 | | | 5,001 | - | 1,296,194 | 100,962 | 323 | 2,063,412 | 2,761 | | \$1,572,053,000.00 |
| Bland | Sum of Completed Projects | | | 1.01 | | | 1,341 | - | - | 27,765 | - | 841,224 | - | | \$311,993,794.00 |
| | 1415 S Church | 1415 S. Church St. | 07309107 | 1.89 | New Constrcuton | Mixed Use | 305 | - | - | 3,153 | - | 3,153 | - | 0.25 | \$79,300,000.00 |
| | Total | | | 2.90 | | | 1,646 | - | - | 30,918 | - | 844,377 | - | | \$391,293,794.00 |
| East/West | Sum of Completed Projects | | | 10.62 | | | 2,667 | - | 799,000 | 150,096 | - | 1,717,327 | - | | \$1,010,418,479.00 |
| | 527 West Tremont | 527 W. Tremont Av. | 11906101 | 5.58 | New Construction | Townhouse | 103 | - | - | - | - | - | - | 0.50 | \$20,000,000.00 |
| | Fulcrum Southend | 1900 S. Tryon St. | 11907623 | 0.77 | New Construction | Mixed Use | 45 | - | - | 2,775 | - | 2,775 | - | 0.30 | \$9,277,500.00 |
| | Tremont Alley | 306 W. Tremont Av. | 12103306 | 2.42 | New Construction | Mixed Use | 300 | - | - | 18,042 | - | 18,042 | - | 0.32 | \$82,216,800.00 |
| | Portman | 2161 Hawkins St. | 12103113 | 1.51 | New Construction | Mixed Use | 290 | - | - | 21,620 | - | 21,620 | - | 0.22 | \$90,864,600.00 |
| | 2101 South Tryon Street | 2101 S. Tryon St. | 12103201 | 1.95 | New Construction | Mixed Use | 285 | - | - | 6,129 | - | 6,129 | - | 0.45 | \$73,701,600.00 |
| | Camden Exchange | 1612 Camden Rd. | 12306109 | 1.12 | New Construction | Mixed Use | 315 | - | - | 10,149 | - | 10,149 | - | 0.05 | \$79,000,000.00 |
| | Graystar South End | 1700 South Bv. | 12306405 | 1.13 | New Construction | Mixed Use | 324 | - | - | 10,238 | - | 10,238 | - | 0.15 | \$162,000,000.00 |
| | East South Crossing | 105 East Bv. | 12306401 | 1.23 | New Construction | Mixed Use | - | - | 396,737 | 12,725 | - | 409,462 | 943 | 0.05 | \$192,000,000.00 |
| | Cleveland Ave. Apts. | 2021 Cleveland Av. | 12106714 | 0.75 | New Construction | Mixed Use | 110 | - | - | 2,250 | - | 2,250 | 174 | 0.25 | \$24,750,000.00 |
| | Everly Apartments | 421 W. Tremont St. | 11906106 | 2.60 | New Construction | Multi-Family | 253 | - | - | - | - | - | - | 0.50 | \$63,200,000.00 |
| | 325 East Blvd. Townhome | 325 East Bv. | 12307506 | 0.34 | New Construction | Townhomes | 12 | - | - | - | - | - | - | 0.25 | \$3,200,000.00 |
| | Omshera Hawkins | 2132 Hawkins St. | 12103212 | 0.92 | New Construction | Commercial | - | - | - | 4,839 | 306 | 366,097 | 255 | 0.28 | \$146,438,800.00 |
| | Monday Night Brewing | 2217 S. Tryon St. | 12104401 | 1.13 | Renovation | Commercial | - | - | - | 8,603 | - | 8,603 | - | 0.50 | \$860,000.00 |
| 536 W Tremont | 536 W Tremont | 11906427 | 3.45 | New Construction | Multi-Family | 261 | - | - | - | - | - | - | 0.62 | \$52,200,000.00 | |
| Total | | | | 35.52 | | | 4,965 | - | 1,195,737 | 247,466 | 306 | 2,572,692 | 1,719 | | \$2,010,127,779.00 |
| New Bern | Sum of Completed Projects | | | | | | 2,299 | - | 6,818 | 93,358 | - | 251,331 | 229 | | \$387,947,659.00 |
| | Marsh Development Parce | 2801 South Bv. | 14704201 | 2.49 | New Construction | Mixed Use | - | - | 110,790 | 20,482 | - | 131,272 | 435 | 0.13 | \$52,000,000.00 |
| | Foster Apartments | 201 Foster Av. | 14702121 | 0.49 | New Construction | Mixed Use | 113 | - | 194 | 1,444 | - | 1,638 | - | 0.15 | \$17,130,180.00 |
| | Dunavant and Distribution | 2300 Dunavant St. | 12104201 | 3.61 | New Construction | Multi-Family | 426 | - | - | - | - | - | - | 0.50 | \$104,500,000.00 |
| | 3119 South Bv. | 3119 South Bv. | 14705104 | 2.83 | New Construction | Mixed Use | 417 | - | - | 4,285 | - | 4,285 | 480 | 0.30 | \$104,250,000.00 |
| | The Platform/VMF | 3232 South Blvd. | 14702111 | 1.74 | Renovation/New Constructio | Commercial | - | - | - | - | - | 47,143 | - | 0.25 | \$14,000,000.00 |
| | Stream | 2905 Griffith St. | 14701701 | 1.47 | New Construction | Mixed Use | - | - | 374,974 | 63,198 | - | 438,172 | 797 | 0.05 | \$150,000,000.00 |
| | Hanover South End | 2324 Distribution St. | 12104317 | 4.06 | New Construction | Multi-Family | 449 | - | - | - | - | - | - | 0.45 | \$92,000,000.00 |
| | Sedgefield MF Parcel D | 300 Poindexter Dr. | 14703713 | 3.97 | New Construction | Multi-Family | 166 | - | - | - | - | - | 319 | 0.39 | \$41,500,000.00 |
| | Broadstone South End | 2408 South Bv. | 12104115 | 2.16 | New Construction | Multi-Family | 287 | - | - | - | - | - | - | 0.30 | \$88,000,000.00 |
| | 3030 South | 3000 South Bv. | 14702143 | 0.25 | New Construction | Multi-Family | 18 | - | - | - | - | - | 18 | 0.05 | \$2,700,000.00 |
| Taylormade Lending | 2640 S. Tryon St. | 14501101 | 0.51 | New Construction | Commercial | - | - | - | 4,404 | - | 4,404 | 16 | 0.48 | \$1,761,600.00 | |
| Total | | | | 23.58 | | | 4,175 | - | 492,776 | 187,171 | - | 878,245 | 2,294 | | \$1,055,789,439.00 |

| Station Area | Project Name | Project Address | Primary PID# | Acreage | Project Type | Land Use | Residential Units | Affordable Units | Office SF | Retail SF | Hotel Rooms | Non Res. SF | Parking Spaces | Walk Distance (Miles) | Est. Project Cost | |
|---------------------|----------------------------------|---------------------------|---------------------|------------------|---------------------|-----------------|--------------------------|-------------------------|------------------|------------------|--------------------|--------------------|-----------------------|------------------------------|---------------------------|------------------|
| Scaleybark | Sum of Completed Projects | | | | | | | 845 | - | - | 76,176 | 150 | 714,166 | 49 | | \$464,974,700.00 |
| | Kairoi LoSo | 3722 S. Tryon St. | 14513403 | 12.61 | New Construction | Multi-Family | 435 | - | - | - | - | - | 471 | 0.47 | \$37,818,000.00 | |
| | Southeast Walk | 150 Orchard Cr. | 14525501 | 13.07 | New Construction | Townhome | 91 | - | - | - | - | - | - | 0.50 | \$18,200,000.00 | |
| | Crosland Greens | 300 Hollis Rd. | 14905111 | 9.91 | New Construction | Multi-Family | 351 | - | - | - | - | - | 129 | 0.37 | \$78,975,000.00 | |
| | Bronson Square | 227 Freeland Ln. | 14902407 | 0.75 | New Construction | Townhouse | 18 | - | - | - | - | - | 36 | 0.23 | \$2,419,200.00 | |
| | South & Hollis | 3441 South Bv. | 14905301 | 2.70 | New Construction | Multi-Family | 310 | - | - | - | - | 10,000 | - | 0.05 | \$46,500,000.00 | |
| | LoSo Building 4 | 3510 South Bv. | 14901256 | 1.20 | New Construction | Office | - | - | 72,308 | 15,090 | - | - | 87,398 | 0.01 | \$21,849,500.00 | |
| | Solis LoSo | 4339 S. Tryon St. | 14903227 | 3.43 | New Construction | Multi-Family | 310 | - | - | - | - | - | - | 0.50 | \$69,750,000.00 | |
| | LoSo Fountains | 3615 Tryclan Dr. | 14901207 | 3.35 | New Construction | Multi-Family | 344 | - | - | - | - | - | - | 0.50 | \$68,000,000.00 | |
| | Alexan LoSo | 3305 South Bv. | 14705111-12 | 2.27 | New Construction | Multi-Family | 318 | - | - | - | - | - | - | 0.25 | \$79,500,000.00 | |
| | Moderer LoSo | 3405 S. Tryon St. | 14702131 | 3.03 | New Construction | Multi-Family | 350 | - | - | 1,100 | - | 1,100 | 491 | 0.40 | \$79,190,000.00 | |
| | East Cama Apartments | 235 East Cama St. | 14902301 | 0.56 | New Construction | Multi-Family | 33 | - | - | - | - | - | - | 0.40 | \$7,500,000.00 | |
| | LoSo Townhomes | 4101 S. Tryon St. | 14902676 | 0.56 | New Construction | Townhouse | 16 | - | - | - | - | - | - | 0.50 | \$6,400,000.00 | |
| OMB Multi-family | 4225 S Tryon St. | 14903211 | 6.30 | New Construction | Multi-Family | 320 | - | - | - | - | - | - | 0.57 | \$80,000,000.00 | | |
| Total | | | | 59.74 | | | 3,741 | - | 72,308 | 92,366 | 150 | 812,664 | 2,017 | | \$1,061,076,400.00 | |
| Station Area | Project Name | Project Address | Primary PID# | Acreage | Project Type | Land Use | Residential Units | Affordable Units | Office SF | Retail SF | Hotel Rooms | Non Res. SF | Parking Spaces | Walk Distance (Miles) | Est. Project Cost | |
| Woodlawn | Sum of Completed Projects | | | | | | | - | - | - | - | - | 4,945 | - | | \$1,400,000.00 |
| | Queen City Townhomes | 4928 Old Pineville Rd. | 16907607 | 0.36 | New Construction | Townhouse | 106 | - | - | - | - | - | - | 0.18 | \$32,000,000.00 | |
| | Verbena Apartments | 213 Verbena St. | 14903412 | 4.74 | New Construction | Residential | 273 | - | - | - | - | - | - | 0.50 | \$30,030,000.00 | |
| | Accent Woodlawn | 5000 Nations Crossing Rd. | 16903212 | 2.92 | New Construction | Townhouse | 53 | - | - | - | - | - | 27 | 0.40 | \$22,534,600.00 | |
| | Elan LoSo | 301 Verbena St. | 14903305 | 5.00 | New Construction | Mixed Use | 383 | 25 | - | - | - | - | - | 0.50 | \$42,393,450.00 | |
| | 5/3 Bank | 355 E. Woodlawn Rd. | 14907304 | 0.95 | New Construction | Commercial | - | - | - | 2,400 | - | - | 2,400 | 0.33 | \$960,000.00 | |
| | Yeoman Townhomes | 245 Yeoman Rd. | 14904332 | 0.73 | New Construction | Townhouse | 19 | - | - | - | - | - | - | 0.50 | \$7,000,000.00 | |
| | 200 East Woodlawn Apart | 200 E. Woodlawn Rd. | 16902113 | 16.76 | New Construction | Residential | 304 | - | - | - | - | - | - | 0.22 | \$50,000,000.00 | |
| | Exmore MF | 4720 Nations Crossing Rd. | 14904346 | 3.49 | New Construction | Multi-Family | 355 | - | - | - | - | - | - | 0.38 | \$67,000,000.00 | |
| Total | | | | 34.95 | | | 1,493 | 25 | - | 2,400 | - | 7,345 | 27 | | \$253,318,050.00 | |
| Station Area | Project Name | Project Address | Primary PID# | Acreage | Project Type | Land Use | Residential Units | Affordable Units | Office SF | Retail SF | Hotel Rooms | Non Res. SF | Parking Spaces | Walk Distance (Miles) | Est. Project Cost | |
| Tyvola | Sum of Completed Projects | | | | | | | - | - | - | - | - | - | - | | \$7,366,600.00 |
| | Establishment at Tyvola | 1001 Tyvola Rd. | 16908402 | 11.89 | New Construction | Multi-Family | 297 | - | - | 6,315 | - | 23,502 | - | 0.15 | \$44,500,000.00 | |
| Total | | | | 11.89 | | | 297 | - | - | 6,315 | - | 23,502 | - | | \$51,866,600.00 | |
| Station Area | Project Name | Project Address | Primary PID# | Acreage | Project Type | Land Use | Residential Units | Affordable Units | Office SF | Retail SF | Hotel Rooms | Non Res. SF | Parking Spaces | Walk Distance (Miles) | Est. Project Cost | |
| Archdale | Sum of Completed Projects | | | | | | | - | - | - | - | - | - | - | | \$0.00 |
| | Southmount Townhomes | 6500 South Blvd | 17304204 | 10.58 | New Construction | Multi-Family | 165 | - | - | - | - | - | 303 | 0.51 | \$35,000,000.00 | |
| Total | | | | 10.58 | | | 165 | - | - | - | - | - | 303 | | \$35,000,000.00 | |
| Station Area | Project Name | Project Address | Primary PID# | Acreage | Project Type | Land Use | Residential Units | Affordable Units | Office SF | Retail SF | Hotel Rooms | Non Res. SF | Parking Spaces | Walk Distance (Miles) | Est. Project Cost | |
| Sharon Rd West | Sum of Completed Projects | | | | | | | - | - | - | - | - | - | - | | \$0.00 |
| | | | | 0.00 | | | - | - | - | - | - | - | - | | \$0.00 | |
| Station Area | Project Name | Project Address | Primary PID# | Acreage | Project Type | Land Use | Residential Units | Affordable Units | Office SF | Retail SF | Hotel Rooms | Non Res. SF | Parking Spaces | Walk Distance (Miles) | Est. Project Cost | |
| Arrowood | Sum of Completed Projects | | | | | | | 437 | - | - | - | - | 20,520 | - | | \$82,000,000.00 |
| | Paragon Office | 700 Windsor Oak Ct. | 20517130 | 6.25 | New Construction | Commercial | - | - | - | - | - | 16,000 | - | 0.45 | \$6,400,000.00 | |
| Total | | | | 6.25 | | | 437 | - | - | - | - | 36,520 | - | | \$88,400,000.00 | |
| Station Area | Project Name | Project Address | Primary PID# | Acreage | Project Type | Land Use | Residential Units | Affordable Units | Office SF | Retail SF | Hotel Rooms | Non Res. SF | Parking Spaces | Walk Distance (Miles) | Est. Project Cost | |
| I-485 | Sum of Completed Projects | | | | | | | - | - | - | - | - | 34,075 | - | | \$9,800,000.00 |
| | Blu South Phase 5 | I-485 | 20520202 | 32.00 | New Construction | Townhome | 186 | - | - | - | - | - | - | 0.43 | \$37,200,000.00 | |
| Total | | | | 32.00 | | | 186 | - | - | - | - | 34,075 | - | | \$47,000,000.00 | |

| Report Summary - Completed / Under Construct | |
|--|--------------------|
| Total number of projects under construction | 55 |
| Acreage | 241.11 |
| Projects within 1/4 mile of a station | 35 |
| Total housing units | 22,292 |
| Affordable housing units | 25 |
| Hotel rooms | 779 |
| Non-residential square feet | 7,272,832 |
| Total estimated project value | \$6,565,925,062.00 |

- Notes City Wide:
- 22 developers have made commitments via fee-in-lieu payments totaling \$16,373,169.
 - Of the developers who have made fee-in-lieu commitments, 8 have made payments totaling \$4,788,318.25. This accounts for 29% of the commitments.
 - 5 developers have committed 43 onsite affordable units.

LYNX Blue Line Extension –

LYNX Blue Line Extension (BLE) Economic Development Report: Completed / Under Construction - June 2024

| Station Area | Project Name | Project Address | Primary PID# | Acerage | Project Type | Land Use | Residential Units | Affordable Units | Office SF | Retail SF | Hotel Rooms | Non Res. SF | Parking Spaces | Walk Distance (Miles) | Est. Project Cost |
|--------------|-------------------------------|------------------------|--------------|--------------|------------------|--------------|-------------------|------------------|----------------|---------------|-------------|----------------|----------------|-----------------------|-------------------------|
| 9th Street | Sum of Completed Projects | | | 0 | | | 1,331 | - | - | 5,945 | 231 | - | 945 | | \$95,000,000.00 |
| | Ten Tryon | 631 Tryon St | 07803301 | 1.48 | New Construction | Mixed Use | - | - | 200,359 | 40,565 | - | 240,924 | - | 0.21 | \$95,000,000.00 |
| | First Ward Parking Deck/Apart | 721 Brevard St | 08004115 | 1.69 | New Construction | Commercial | - | - | - | - | - | 431,117 | - | 0.05 | \$50,000,000.00 |
| | 900 N. Tryon | 900 N. Tryon | 08101301 | 2.331 | New Construction | Multi-Family | 232 | - | - | - | - | - | 260 | 0.32 | \$65,000,000.00 |
| Total | | | | 5.50 | | | 1,563 | - | 200,359 | 46,510 | 231 | 672,041 | 1,205 | | \$305,000,000.00 |
| Parkwood | Sum of Completed Projects | | | 0 | | | 2,037 | - | - | 1,941 | - | 1,941 | 1,950 | | \$315,900,000.00 |
| | Wadsworth Place | 200 Wadsworth Pl | 08102103 | 4.482 | New Construction | Multi-Family | 350 | - | - | - | - | - | 456 | 0.30 | \$78,750,000.00 |
| | East 16th NoDa | 614 E. 16th St | 08109221 | 0.25 | New Construction | Townhouse | 7 | - | - | - | - | - | 14 | 0.40 | \$1,095,200.00 |
| | The Delorean | 423. E. 21st St. | 08304403 | 1.45 | New Construction | Multi-Family | 280 | - | - | 5,200 | - | 5,200 | 67 | 0.19 | \$72,000,000.00 |
| | Joinery 2 | 1816 N. Brevard St. | 08304428 | 3.12 | New Construction | Multi-Family | 267 | - | - | 16,828 | - | 16,828 | - | 0.10 | \$60,075,000.00 |
| Total | | | | 9.30 | | | 2,941 | - | - | 23,969 | - | 23,969 | 2,487 | | \$527,820,200.00 |
| 25th Street | Sum of Completed Projects | | | 0.00 | | | 740 | - | - | - | - | 23,000 | 381 | | \$205,670,000.00 |
| | Flourny NoDa | 2226 N. Davidson St. | 08305409 | 2.3 | New Construction | Multi-Family | 271 | - | - | - | - | - | 340 | 0.25 | \$39,000,000.00 |
| | Poe NoDa | 2715 N. Davidson St. | 08306809 | 1.5 | New Construction | Townhouse | 29 | - | - | - | - | - | 63 | 0.40 | \$5,600,000.00 |
| | N Davidson Mixed Use | 2125 N Davidson St. | 08304709 | 4.9 | New Construction | Mixed Use | 677 | - | - | 19,987 | - | - | 187 | 0.12 | \$150,000,000.00 |
| | Charles Avenue Townhomes | 411-427 Charles Av. | 08306804 | 1.3 | New Construction | Townhouse | 38 | - | - | - | - | - | 78 | 0.25 | \$7,000,000.00 |
| | Prose NoDa | 110 Matheson Av. | 08302307 | 3.50 | New Construction | Multi-Family | 303 | - | - | - | - | - | 398 | 1.00 | \$60,600,000.00 |
| | 2200 N. Brevard Street | 2200 N. Brevard Street | 08305302 | 1.50 | New Construction | Multi-Family | 174 | - | - | - | - | - | 55 | 0.01 | \$35,000,000.00 |
| Total | | | | 15.00 | | | 2,232 | - | - | 19,987 | - | 23,000 | 1,502 | | \$502,870,000.00 |
| 36 Street | Sum of Completed Projects | | | | | | 2,437 | 24 | 110,450 | 18,633 | - | 168,996 | 737 | | \$429,955,000.00 |
| | Avery Hall 3100 N | 3100 N. Tryon St. | 08303131 | 4.18 | New Construction | Mixed Use | 388 | 4 | - | 28,201 | - | 28,201 | - | 0.22 | \$70,000,000.00 |
| | NoDa Greenway Ph. 2 | 3600 Philemon Av. | 09111209 | 3.05 | New Construction | Multi-Family | 218 | - | - | - | - | - | - | 0.33 | \$40,000,000.00 |
| | 3000 N. Tryon | 3000 N. Tryon St. | 08303141 | 2.88 | New Construction | Multi-Family | 281 | - | - | - | - | - | - | 0.35 | \$61,000,000.00 |
| | Alloy Residential | 823 E. 36th St. | 09110505 | 0.61 | New Construction | Multi-Family | 16 | - | - | - | - | - | - | 0.40 | \$5,760,000.00 |
| | Centro NoDa | 719 E. 36th St. | 09110401 | 1.88 | New Construction | Mixed Use | 211 | - | - | 11,000 | - | 11,000 | 196 | 0.12 | \$57,150,000.00 |
| | 300 E 36th | 300 E. 36th St. | 08303104 | 3.53 | New Construction | Mixed Use | 294 | - | - | 6,904 | - | 6,904 | 361 | 0.05 | \$76,261,600.00 |
| | Embry NoDa | 3027 N. Tryon St. | 08502101 | 7.02 | New Construction | Multi-Family | 410 | - | - | - | - | - | - | 0.40 | \$82,000,000.00 |
| Total | | | | 23.15 | | | 4,255 | 28 | 110,450 | 64,738 | - | 215,101 | 1,294 | | \$822,126,600.00 |
| Sugar Creek | Sum of Completed Projects | | | | | | 392 | - | 5,121 | 31,581 | - | 65,533 | - | | \$66,596,250.00 |
| | Anderson Townhomes | 801 Anderson St. | 09106301 | 4.20 | New Construction | Townhouse | 124 | - | - | - | - | - | - | 0.50 | \$24,800,000.00 |
| | Station House/The Pass | 4100 Raleigh St. | 09107204 | 3.72 | New Construction | Commercial | - | - | 51,000 | 10,500 | - | 61,500 | 167 | 0.01 | \$20,000,000.00 |
| | Imprint/Indigo | 4000 Raleigh St. | 09107203 | 3.10 | New Construction | Mixed Use | 324 | - | - | - | - | - | - | 0.10 | \$54,000,000.00 |
| | NoDa Junction | 4375 Raleigh St. | 09105269 | 4.29 | New Construction | Townhouse | 74 | - | - | - | - | - | - | 0.50 | \$14,800,000.00 |
| | Sugar Creek Station | 530 E. Sugar Creek Rd. | 09107104 | 4.42 | New Construction | Multi-Family | 335 | - | - | - | - | - | - | 0.10 | \$67,000,000.00 |
| | Abernethy Lofts | 3934 Raleigh St. | 09107202 | 4.60 | New Construction | Multi-Family | 391 | - | - | - | - | - | 504 | 0.10 | \$78,000,000.00 |
| | Tryon Mall Redev | 1900 W MOREHEAD ST | 09105148 | 10.84 | New Construction | Townhouse | 182 | - | - | - | - | - | 102 | 0.30 | \$40,000,000.00 |
| Total | | | | 35.17 | | | 1,822 | - | 56,121 | 42,081 | - | 127,033 | 773 | | \$365,196,250.00 |

| Station Area | Project Name | Project Address | Primary PID# | Acerage | Project Type | Land Use | Residential Units | Affordable Units | Office SF | Retail SF | Hotel Rooms | Non Res. SF | Parking Spaces | Walk Distance (Miles) | Est. Project Cost |
|-----------------|---------------------------------|--------------------------|--------------|--------------|------------------|--------------|-------------------|------------------|-----------|-----------|-------------|----------------|----------------|-----------------------|-------------------------|
| Old Concord | Sum of Completed Projects | | | | | | 386 | 386 | - | - | - | 107,063 | - | | \$60,165,000.00 |
| | Villages at Eastway | 301 Eastway Dr. | 09713115 | 4.67 | New Construction | Multi-Family | 132 | 132 | - | - | - | - | - | 0.39 | \$20,000,000.00 |
| Total | | | | 4.67 | | | 518 | 518 | - | - | - | 107,063 | - | | \$80,165,000.00 |
| | | | | | | | | | | | | | | | |
| Station Area | Project Name | Project Address | Primary PID# | Acerage | Project Type | Land Use | Residential Units | Affordable Units | Office SF | Retail SF | Hotel Rooms | Non Res. SF | Parking Spaces | Walk Distance (Miles) | Est. Project Cost |
| Tom Hunter | Sum of Completed Projects | | | | | | 865 | 8 | - | - | - | - | - | | \$89,090,638.00 |
| | | | | | | | | | | | | | | | |
| Total | | | | 0.00 | | | 865 | 8 | - | - | - | - | - | | \$89,090,638.00 |
| | | | | | | | | | | | | | | | |
| Station Area | Project Name | Project Address | Primary PID# | Acerage | Project Type | Land Use | Residential Units | Affordable Units | Office SF | Retail SF | Hotel Rooms | Non Res. SF | Parking Spaces | Walk Distance (Miles) | Est. Project Cost |
| University City | Sum of Completed Projects | | | | | | 497 | - | - | - | - | 3,847 | - | | \$69,570,000.00 |
| | Self Storage | 7628 N. Tryon St. | 04924101 | 1.40 | New Construction | Commercial | - | - | - | - | - | - | - | 0.52 | |
| | Tryon Station | 7500 University City Bv. | 04923101 | 4.49 | New Construction | Multi-Family | 211 | - | - | - | - | - | - | 0.25 | \$47,475,000.00 |
| | GreenHouse University | 240 W ROCKY RIVER | 04918109 | 3.9 | New Construction | Multi-Family | 291 | - | - | - | - | - | 445 | 0.32 | \$65,475,000.00 |
| Total | | | | 9.79 | | | 999 | - | - | - | - | 3,847 | 445 | | \$182,520,000.00 |
| | | | | | | | | | | | | | | | |
| Station Area | Project Name | Project Address | Primary PID# | Acerage | Project Type | Land Use | Residential Units | Affordable Units | Office SF | Retail SF | Hotel Rooms | Non Res. SF | Parking Spaces | Walk Distance (Miles) | Est. Project Cost |
| McCullough | Sum of Completed Projects | | | | | | 274 | - | - | - | 105 | 74,380 | - | | \$69,922,000.00 |
| | Union at Tryon | 302 Hampton Church Rd | 04940106 | 7.53 | New Construction | Multi-Family | 200 | 200 | - | - | - | - | 250 | 0.39 | \$21,822,400 |
| Total | | | | 7.53 | | | 474 | 200 | - | - | 105 | 74,380 | 250 | | \$91,744,400.00 |
| | | | | | | | | | | | | | | | |
| Station Area | Project Name | Project Address | Primary PID# | Acerage | Project Type | Land Use | Residential Units | Affordable Units | Office SF | Retail SF | Hotel Rooms | Non Res. SF | Parking Spaces | Walk Distance (Miles) | Est. Project Cost |
| JW Clay Blvd | Sum of Completed Projects | | | | | | 96 | - | - | - | - | 8,032 | - | | \$22,020,600.00 |
| | Waters Edge at University Place | 8662 JW Clay Bv | 04725204 | 20.56 | New Construction | Mixed Use | 311 | - | - | - | - | - | 379 | 0.36 | \$69,750,000.00 |
| Total | | | | 20.56 | | | 407 | - | - | - | - | 8,032 | 379 | | \$91,770,600.00 |
| | | | | | | | | | | | | | | | |
| Station Area | Project Name | Project Address | Primary PID# | Acerage | Project Type | Land Use | Residential Units | Affordable Units | Office SF | Retail SF | Hotel Rooms | Non Res. SF | Parking Spaces | Walk Distance (Miles) | Est. Project Cost |
| UNCC Main | Sum of Completed Projects | | | | | | - | - | - | - | - | - | - | | \$0.00 |
| | | | | | | | | | | | | | | | |
| Total | | | | 0.00 | | | - | - | - | - | - | - | - | | \$0.00 |

| Report Summary - Completed / Under Construction | |
|---|--------------------|
| Total number of projects under construction | 31 |
| Acreage | 130.68 |
| Projects within 1/4 mile of a station | 17 |
| Total housing units | 16,076 |
| Affordable housing units | 754 |
| Hotel rooms | 336 |
| Non-residential square feet | 1,254,466 |
| Total estimated project value | \$3,058,303,688.00 |

- Notes:
- 22 developers have made commitments via fee-in-lieu payments totaling \$16,373,169.
 - Of the developers who have made fee-in-lieu commitments, 8 have made payments totaling \$4,788,318.25. This accounts for 29% of the commitments.
 - 5 developers have committed 43 onsite affordable units.

CityLYNX Gold Line

Gold Line Economic Development Report: Completed / Under Construction - June 2024

| Station Area | Project Name | Project Address | Primary PID# | Acreage | Project Type | Land Use | Residential Units | Affordable Units | Office SF | Retail SF | Hotel Rooms | Non Res. SF | Parking Spaces | Walk Distance | Est. Project Cost | |
|--------------------|------------------------------|------------------------|--------------|------------------|-----------------------------|---------------|-------------------|------------------|----------------|----------------|---------------|----------------|----------------|---------------|-------------------------|-------------------------|
| Phase 2/3 East | 7th Street Apartments | 705 E. 7th St. | 08010402 | 1.21 | New Construction | Multi-Family | 106 | 106 | - | - | - | - | - | 0.40 | \$17,800,000.00 | |
| | Central Square | 1322 Central Av. | 08117723 | 10.67 | New Construction | Mixed Use | 400 | - | 150,000 | 104,000 | - | 254,000 | - | 0.01 | \$200,000,000.00 | |
| | McShane Partners | 2150 Park Dr. | 12703401 | 0.23 | New Construction | Office | - | - | 7,200 | - | - | 7,200 | - | 0.18 | \$1,750,000.00 | |
| | Towns on Central (Ph 3) | 2329 Central Av. | 09508704 | 0.55 | New Construction | Townhouse | 12 | - | - | - | - | - | - | 0.10 | \$3,000,000.00 | |
| | 7th and Caswell | 1950 E. 7th St. | 12703509 | 1.68 | New Construction | Commercial | - | - | 80,000 | 23,000 | - | 103,500 | - | 0.38 | \$179,500,000.00 | |
| | One305 Central | 1305 Central Av. | 08118113 | 4.26 | New Construction | Multi-Family | 246 | - | - | - | - | - | 14,700 | 0.26 | \$109,470,390.00 | |
| | Belmont Mills | E. 10th St. | 08015204 | 1.42 | New Construction | Mixed Use | - | - | - | - | - | - | 117,000 | 0.62 | \$10,000,000.00 | |
| | Milkbread | 1431 Central Av. | 08117511 | 0.31 | Renovation | Commercial | - | - | - | 948 | - | - | 948 | 11 | 0.16 | \$500,000.00 |
| | Pollack Plaza Midwood | 1000 Central Av. | 08021301 | 2.44 | New Construction | Multi-Family | 250 | - | - | - | - | - | - | - | 0.21 | \$30,000,000.00 |
| | Metro 808 | 808 Hawthorne Ln. | 08117804 | 2.58 | New Construction | Multi-Family | 237 | - | - | - | - | - | - | - | 0.01 | \$42,257,300.00 |
| | Plaza 25 | 1114 Clement Av. | 08117505 | 0.80 | New Construction | Townhouse | 25 | - | - | - | - | - | - | - | 0.23 | \$3,000,000.00 |
| | The Nook | 1421 Central Av. | 08117509 | 0.39 | New Construction | Multi-Family | 24 | - | - | - | - | - | - | - | 0.20 | \$2,500,000.00 |
| | Marvel Apartments (Ph 3) | 1925 Central Av. | 09507708 | 0.41 | New Construction | Multi-Family | 36 | - | - | - | - | - | - | - | 0.18 | \$5,000,000.00 |
| | Overton Row | 1201 Central Av. | 08118105 | 4.26 | New Construction | Multi-Family | 370 | - | - | - | - | - | - | - | 0.14 | \$40,000,000.00 |
| | Supperland | 1212 The Plaza | 12901201 | 0.31 | Renovation/Addition | Commercial | - | - | - | 7,500 | - | - | 7,500 | - | 0.70 | \$500,000.00 |
| | Midwood Station (Ph 3) | 2017 Central Av. | 09507711 | 1.95 | New Construction | Mixed Use | 97 | - | - | 5,000 | - | - | 5,000 | - | 0.16 | \$15,000,000.00 |
| | The Oaks at Cherry | 1604 Luther St. | 12522459 | 1.84 | New Construction | Multi-Family | 81 | 81 | - | - | - | - | - | - | 0.38 | \$14,200,000.00 |
| | Metropolitan Townes | 1433 Luther St. | 12522464 | 0.07 | New Construction | Townhouse | 4 | - | - | - | - | - | - | - | 0.46 | \$19,375,000.00 |
| | 1800 Central | 1800 Central Av. | 12901701 | 0.69 | New Construction | Commercial | - | - | - | - | - | - | 27,000 | - | 0.10 | \$9,000,000.00 |
| | Axiom Brewing | 1426 E. 4th St. | 12510411 | 0.13 | New Construction | Retail | - | - | - | 9,760 | - | - | 9,760 | - | 0.20 | \$1,500,000.00 |
| | Evoked Eastland | 5401 Central Av. | 10304199 | 1.78 | New Construction | Multi-Family | 336 | 336 | - | - | - | - | - | 70 | 0.18 | \$58,000,000.00 |
| | Thomas Avenue Retail | 1214-1216 Thomas Av. | 08117638 | 0.25 | Renovation | Commercial | - | - | - | 3,410 | - | - | 3,410 | - | 0.14 | \$1,364,000.00 |
| | Charlotte Metro Credit Union | 800 Central Av. | 08021201 | 1.22 | New Construction | Commercial | - | - | 23,192 | - | - | - | 23,192 | - | 0.38 | \$9,300,000.00 |
| | 1233 The Plaza | 1233 The Plaza | 08117628 | 0.31 | Addition | Retail | - | - | - | 25,680 | - | - | 25,680 | - | 0.03 | \$10,272,000.00 |
| | Caldwell Hearth | 1615 E. 5th St. | 08019802 | 1.32 | New Construction | Institutional | - | - | 17,418 | - | - | - | 17,418 | - | 0.07 | \$3,000,000.00 |
| | Resident Culture (Ph 3) | 2101 Central Av. | 09507716 | 0.98 | Renovation | Commercial | - | - | - | 14,400 | - | - | 14,400 | - | 0.07 | \$1,700,000.00 |
| | McClintock Corners | 2157 McClintock Rd. | 12901709 | 0.69 | New Construction | Multi-Family | 12 | - | - | - | - | - | - | - | 0.16 | \$2,000,000.00 |
| | The Lomax Condominiums | 2145 McClintock Rd. | 12901707 | 0.68 | New Construction | Multi-Family | 6 | - | - | - | - | - | - | - | 0.17 | \$1,500,000.00 |
| | Axiom Brewing | 1426 E. 4th St. | 12510411 | 0.13 | New Construction | Retail | - | - | - | 9,760 | - | - | 9,760 | - | 0.21 | \$500,000.00 |
| | Refuge | 1101 Central Av. | 08111106 | 0.34 | Renovation | Commercial | - | - | - | - | - | 5 | - | - | 0.15 | \$5,500,000.00 |
| ADULIS, LLC (Ph 3) | 3717 Sharon Amity Rd. | 10121211 | 0.92 | New Construction | Commercial | - | - | - | 5,000 | - | - | 5,000 | - | 0.17 | \$1,000,000.00 | |
| Grand Total | N/A | N/A | N/A | 44.82 | N/A | N/A | 2,242 | 523 | 277,810 | 208,458 | 5 | 645,468 | 81 | N/A | \$798,488,690.00 | |
| Station Area | Project Name | Project Address | Primary PID# | Acreage | Project Type | Land Use | Residential Units | Affordable Units | Office SF | Retail SF | Hotel Rooms | Non Res. SF | Parking Spaces | Walk Distance | Est. Project Cost | |
| Phase 2/3 West | Grandin Heights | 137 Grandin Rd. | 07101664 | 0.14 | Renovation | Multi-Family | 4 | - | - | - | - | - | - | 0.10 | \$450,000.00 | |
| | Grandin Heights | 131 Grandin Rd. | 07101616 | 2.54 | New Construction | Townhouse | 45 | - | - | - | - | - | - | 0.12 | \$6,125,000.00 | |
| | Savona Mill | 528 S. Turner Av. | 07111417 | 27.53 | New Construction/Renovation | Mixed Use | 648 | - | - | 10,000 | - | 10,000 | 390 | 0.60 | \$82,500,000.00 | |
| | Harmon Five Points | 360 Seldon Dr. | 06905141 | 5.55 | New Construction | Townhouse | 76 | - | - | - | - | - | - | 0.58 | \$27,360,000.00 | |
| | Wesley Hts. Senior Living | 136 S. Bruns Av. | 07110821 | 1.19 | New Construction | Multi-Family | 43 | 43 | 3,484 | 4,469 | - | 7,953 | 90 | 0.10 | \$21,444,400.00 | |
| | Central Avenue Townhomes | 5100 Central Av. | 13105104 | 1.51 | New Construction | Townhomes | 28 | - | - | - | - | - | - | 57 | 0.01 | \$12,320,000.00 |
| | Cykel Apartments | 539 State St. | 07107214-215 | 0.76 | New Construction | Multi-Family | 104 | 104 | - | - | - | - | - | 6 | 0.55 | \$25,800,400.00 |
| | Trade St. Townhomes | 1919 W. Trade St. | 06901610 | 0.27 | New Construction | Townhomes | 7 | - | - | - | - | - | - | 7 | 0.12 | \$3,000,000.00 |
| | Walnut Quads | 211 Walnut Av. | 07101704 | 0.28 | New Construction | Residential | 4 | - | - | - | - | - | - | - | 0.19 | \$1,600,000.00 |
| | LaSalle Crossing | 2023 Beatties Ford Rd. | 06912625 | 0.59 | Renovation | Commercial | - | - | - | - | - | 6,500 | - | - | 0.01 | \$1,500,000.00 |
| | Uptown West Terraces | 200 Wesley Heights Way | 07101708 | 4.55 | New Construction | Townhouse | 74 | - | - | - | - | - | - | - | 0.20 | \$10,625,000.00 |
| | Fifth Third Bank | 301 E Tremont Ave | 07502102 | 0.43 | New Construction | Commercial | - | - | - | - | - | - | 1,665 | 23 | 0.02 | \$640,000.00 |
| | Grand Total | N/A | N/A | N/A | 45.34 | N/A | N/A | 1,033 | 147 | 3,484 | 14,469 | - | 26,118 | 573 | N/A | \$193,364,800.00 |

| Report Summary - Completed / Under Construction | |
|---|------------------|
| Total number of projects under construction | 43 |
| Acreage | 90.15 |
| Projects within 1/4 mile of a station | 11 |
| Total housing units | 3,275 |
| Affordable housing units | 670 |
| Hotel rooms | 5 |
| Non-residential square feet | 671,586 |
| Total estimated project value | \$991,853,490.00 |

- Notes:
- 22 developers have made commitments via fee-in-lieu payments totaling \$16,373,169.
 - Of the developers who have made fee-in-lieu commitments, 8 have made payments totaling \$4,788,318.25. This accounts for 29% of the commitments.
 - 5 developers have committed 43 onsite affordable units.

LYNX Silver Line

LYNX Silver Line Economic Development Report: Completed / Under Construction - June 2024

| Station Area | Project Name | Project Address | Primary PID# | Acerage | Project Type | Land Use | Residential Units | Affordable Units | Office SF | Retail SF | Hotel Rooms | Non Res. SF | Parking Spaces | Walk Distance (Miles) | Est. Project Cost |
|--------------|-----------------------------|-----------------------------|--------------|---------|------------------|--------------|-------------------|------------------|-----------|-----------|-------------|-------------|----------------|-----------------------|-------------------|
| Belmont | Sum of Completed Projects | | | | | | | | | | | | | | |
| | Morris at Belmont | 509 McLean Ave | 186553 | 37 | New Construction | Multi-Family | 325 | - | - | - | - | - | - | - | \$37,000,000.00 |
| Total | | | | 37.00 | | | 325 | - | - | - | - | - | - | | \$37,000,000.00 |
| I-485 | Sum of Completed Projects | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Total | | | | 0.00 | | | - | - | - | - | - | - | - | | \$0.00 |
| Sam Wilson | Sum of Completed Projects | | | | | | | | | | | | | | |
| | Grey Star MF | 4000 Sam Wilson Rd | 11304607 | 15.35 | New Construction | Multi-Family | 378 | - | - | - | - | - | - | 506 | |
| Total | | | | 15.35 | | | 378 | - | - | - | - | - | 506 | | \$0.00 |
| Airport | Sum of Completed Projects | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Total | | | | 0.00 | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | \$0.00 |
| Boyer | Sum of Completed Projects | | | | | | | | | | | | | | |
| | Divine Airport Hotel | 5210 Old Dowd Rd. | 11512205 | 4.20 | New Construction | Hotel | - | - | - | 60,984 | 95 | 60,984 | - | 97 | 0.10 |
| | Greenbrier Office Expansion | 4140-4230 Taggart Creek Rd. | 11511302 | 5.174 | New Construction | Office | - | - | - | - | - | 22,000 | - | - | 0.64 |
| | Taco Bell | 2834 Boyer St | 11511108 | 1.23 | Renovation | Commercial | - | - | - | 2,225 | - | 2,225 | - | 46 | 0.44 |
| Total | | | | 10.60 | | | - | - | - | 63,209 | 95 | 85,209 | 143 | | \$8,800,000.00 |
| Morris Field | Sum of Completed Projects | | | | | | | | | | | | | | |
| | Evoke at Morris Field | 3612 Morris Field Dr. | 06107172 | 6.57 | New Construction | Multi-Family | 132 | 132 | - | - | - | - | - | - | \$26,400,000.00 |
| Total | | | | 6.57 | | | 132 | 132 | - | - | - | - | - | | \$26,400,000.00 |
| Ashley | Sum of Completed Projects | | | | | | | | | | | | | | |
| | Ashley Flats | Ashley Rd. | 06109202 | 6 | New Construction | Multi-Family | 150 | 150 | - | - | - | - | - | - | 22,000,000 |
| | Southern Steelyard | 3015 Wilkinson Bv. | 11701118 | 5.18 | New Construction | Industrial | - | - | - | - | - | 12,500 | - | - | 11,500,000 |
| Total | | | | 11.18 | | | 306 | 306 | - | 1,842 | - | 14,342 | - | | 65,436,800 |
| Remount | Sum of Completed Projects | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Total | | | | 0.00 | | | 0 | 0 | 12,555 | 0 | 0 | 12,555 | 16 | | \$2,994,800.00 |
| Berryhill | Sum of Completed Projects | | | | | | | | | | | | | | |
| | Wilkinson Catylyst | 2401/2403 Wilkinson Bv. | 11901211 | 3.42 | New Construction | Multi-Family | 213 | - | - | - | - | - | - | - | \$46,860,000.00 |
| | Madison Ashley Park Apts | 2400 Wilkinson Bv. | 06705802 | 4.9 | New Construction | Multi-Family | 253 | - | - | - | - | - | - | 352 | \$50,600,000.00 |
| | Broadstone West End | 2198 Wilkinson Bv. | 06702115 | 3.398 | New Construction | Multi-Family | 321 | - | - | - | - | - | - | 390 | \$64,000,000.00 |
| Total | | | | 11.72 | | | 1,497 | - | 3,139 | - | - | 29,389 | 742 | | \$290,647,800.00 |

| Station Area | Project Name | Project Address | Primary PID# | Acreage | Project Type | Land Use | Residential Units | Affordable Units | Office SF | Retail SF | Hotel Rooms | Non Res. SF | Parking Spaces | Walk Distance (Miles) | Est. Project Cost |
|------------------------------|----------------------------------|---------------------------|--------------|--------------|------------------|--------------|-------------------|------------------|----------------|----------------|-------------|------------------|----------------|-----------------------|-------------------------|
| Morehead | Sum of Completed Projects | | | | | | - | - | - | - | - | 107,720 | - | | 26,930,000.00 |
| | Magnus | 935 S. Summit Avenue | 07325301 | 1.99 | New Construction | Office | - | - | - | - | - | - | - | | |
| Total | | | | 1.99 | | | - | - | - | - | - | 107,720 | - | | \$26,930,000.00 |
| 11th Street/Blue Line | Sum of Completed Projects | | | | | | - | - | - | - | - | - | - | | - |
| | Broadstone Craft Apartments | 1015 N Alexander St | 08108104 | 2.14 | New Construction | Multi-Family | 287 | - | - | - | - | - | - | .42 | \$71,750,000.00 |
| Total | | | | 2.14 | | | 287 | - | - | - | - | - | - | | \$71,750,000.00 |
| Pecan | Sum of Completed Projects | | | | | | - | - | - | - | - | - | - | | - |
| | Central Square Ph 1 | Central Av/Pecan Av | 08117723 | 10.67 | New Construction | Mixed Use | 400 | - | 150,000 | 104,000 | - | 254,000 | - | | \$200,000,000.00 |
| Total | | | | 10.67 | | | 400 | - | 150,000 | 104,000 | - | 254,000 | - | | \$200,000,000.00 |
| Sharon Amity | Sum of Completed Projects | | | | | | - | - | - | - | - | - | - | | - |
| | Unaka Townhomes | 4900 Unaka Av. | 16102330 | .34 | New Construction | Townhomes | 6 | - | - | - | - | - | - | | \$2,400,000.00 |
| Total | | | | 0.00 | | | 6 | - | - | - | - | - | - | | \$2,400,000.00 |
| Conference | Sum of Completed Projects | | | | | | - | - | - | - | - | - | - | | - |
| | Centro MoRa | 4017 Connection Point BV. | 16303248 | 2.94 | New Construction | Multi-Family | 58 | - | - | - | - | - | 86 | .27 | |
| Total | | | | 2.94 | | | 58 | - | - | - | - | - | 86 | | \$0.00 |
| McAlpine | Sum of Completed Projects | | | | | | - | - | - | - | - | - | - | | - |
| | Creekridge Multi-Family | 7800 Creekridge Rd. | 19107108 | 8.61 | New Construction | Multi-Family | 150 | 150 | - | - | - | - | - | | \$20,000,000.00 |
| | McAlpine Vista | 8011 Krefeld Dr | 19356102 | 13.52 | New Construction | Multi-Family | 320 | - | - | - | - | - | 491 | 1 | \$64,000,000.00 |
| Total | | | | 22.13 | | | 470 | 150 | - | - | - | - | 491 | | \$84,000,000.00 |
| Galleria | Sum of Completed Projects | | | | | | 250.00 | - | - | - | - | - | - | | 43,750,000.00 |
| | Total | | | 0.00 | | | 250.00 | - | - | - | - | - | - | | \$43,750,000.00 |
| Downtown Matthews | Sum of Completed Projects | | | | | | - | - | - | - | - | 1,400,000 | - | | 169,000,000.00 |
| | Total | | | 0.00 | | | - | - | - | - | - | 1,400,000 | - | | \$169,000,000.00 |
| Sportsplex | Sum of Completed Projects | | | | | | 570 | - | - | - | 180 | 151,000 | - | | 120,000,000.00 |
| | Total | | | 0.00 | | | 570 | - | - | - | 180 | 151,000 | - | | \$120,000,000.00 |

| Report Summary - Completed / Under Construction | |
|---|----------------|
| Total number of projects under construction | 18 |
| Acreage | 132.29 |
| Projects within 1/4 mile of a station | 3 |
| Total housing units | 4,679 |
| Affordable housing units | 588 |
| Hotel rooms | 275 |
| Non-residential square feet | 2,204,215 |
| Total estimated project value | 436,000,000.00 |

- Notes:
- 22 developers have made commitments via fee-in-lieu payments totaling \$16,373,169.
 - Of the developers who have made fee-in-lieu commitments, 8 have made payments totaling \$4,788,318.25. This accounts for 29% of the commitments.
 - 5 developers have committed 43 onsite affordable units.

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2.0 TOD Update and Activities

Equitable TOD Grant

The City of Charlotte has been awarded a second Transit Oriented Development grant that will focus on Equitable Transit-Oriented Development Planning and Implementation for the LYNX Silver Line light rail transit project.

The Study will provide an implementation focused, community-built road map for the project, building policy from the ground up.

Phase 1: Coalition Building, Equity TOD Policies and Metrics

- Deliverable 1: Community Engagement Plan (CEP)
- Deliverable 2: Equity Transit-Oriented Development Policy Plan (includes geodatabase of station area community assets)
- Deliverable 3: ETOD Performance Metrics and Equity Scorecard (web-based)

Phase 2: ETOD Implementation Strategy

- Deliverable 4: ETOD Implementation Strategy (includes Pilot Project Implementation Plans)
- Deliverable 5: Final Comprehensive ETOD Plan

The ETOD Study contract has been awarded to the Community Building Initiative (CBI) based in Charlotte, NC. CBI has extensive experience working with local communities in Charlotte, particularly on the east and west areas which aligns with the Silver Line corridor. Kittelson and Associates and the Center for Neighborhood Technology will serve as sub-consultants to CBI.

Grant Award: \$405,000

The project team kick off was held November 9, 2023.

| DATE | EVENT |
|------------------|--|
| January 25, 2023 | <i>Issuance of RFP</i> |
| March 2023 | <i>RFP Evaluation</i> |
| May 2023 | <i>City Council Approval</i> |
| October 2023 | <i>Services Commence</i> |
| November 2023 | <i>Kick-off meeting, data and previous study gathering</i> |
| January 2024 | <i>Equity engagement framework development</i> |
| February 2024 | <i>ETOD coalition strategy and development</i> |
| March 2024 | <i>ETOD coalition retreat</i> |
| April 2024 | <i>Draft community engagement plan submitted</i> |
| May 2024 | <i>ETOD coalition work session: defining ETOD for Charlotte ETOD Coalition charter submitted</i> |

XIII. Planning Studies

1.0 Connect Beyond

Background

CONNECT Beyond is a two-state, 12 county regional mobility initiative conducted by the Centralina Regional Council and the Metropolitan Transportation Commission. With the collaboration of municipal and county governments, regional planning organizations, and various transit agencies, the aim is to create a long-term strategic regional transit plan that will include a transit vision along with implementation strategies that project partners can use to guide their individual planning efforts and capital investment projects.

Project Goals

- Define a single, coordinated transit vision for the project study area that includes multiple transit modes.
- Identify high-capacity transit corridors that build upon and complement the Charlotte Area Transit System 2030 Plan and other regional and local transportation plans.
- Strategize on key topics and methods for regional coordination that cross modes of transit as well as organizational and geographic boundaries.
- Develop action-oriented implementation strategies that support:
 - Improved mobility and access.
 - Effective, regionally coordinated transit investments.
 - Coordinated and resilient transit operations to meet the needs of a growing and changing region.
 - Environmentally sustainable investments and policies.
 - Advancement of equitable and community-driven improvements

The study concluded in 2021, and the following recommendations were adopted by the MTC at the October 27, 2021 meeting:

- (A) Endorse the recommendations of the Connect Beyond Regional Transit Plan to develop an integrated regional mobility system that allows residents and visitors to travel seamlessly throughout the region using high-quality public transportation services.
- (B) Appoint a MTC representative to participate in the Connect Beyond Funding and Partnership Working Group to explore potential regional partnership structures and coordinate a cross-county funding strategy.
- (C) Direct staff to support the regional work plan through the following activities:
 1. Provide technical support to neighboring counties and municipalities in the development of high-capacity transit corridors that will connect or serve CATS existing and future facilities, services, and assets.
 2. Participate in a Regional Fare Study and Regional TDM Study
 3. Partner with North Carolina Department of Transportation as well as neighboring counties and municipalities in the development of future passenger rail to the Charlotte Gateway Station.
 4. Continue the partnership with the Centralina Regional Council to advance the CONNECT Beyond Study Recommendations of the Five Mobility Moves.

Since the adoption of the plan, CATS and Centralina developed a scope of work, advertised an RFQ, and selected HDR as the prime consultant to lead the next phase of Connect Beyond.

Milestones

- Two more Advancing the Plan Committee meetings were held. The committee is comprised of elected officials and key stakeholders from across the Charlotte Region. Discussions focused on near-term coordination initiatives between local transit providers in the shared region. These initiatives have now been branded as “Seamless CONNECTIONs.”
- In support of regional coordination, CATS secured a \$522,000 ConCPT grant (20% local match) to support a three-year regional license of the transit service planning software platform Remix for multiple providers in the larger Charlotte Region, as well as integration of trip-planning, fare-payment and transfers between CATS and adjoining transit systems via the CATS-Pass App.

XIV. Other Program Activities –

1.0 Grant Review

ACTIVE FEDERAL TRANSIT GRANT STATUS

As of May 17, 2023

| | | | | | | | | | Per FTA on 3/11/2024 Inactive List | |
|-------------------------------|------------------|--------------------------------------|----------------------|------------------|-------------------------|-----------------------|-------------------------|--------------------------|-------------------------------------|------------------------------|
| | | | | | | | | | Changed from last FTA Quarterly | |
| | TYPE | PROJECT | Award Execution Date | FTA GRANT NUMBER | OBLIGATED | REIMBURSED | REIMBURSEMENT REMAINING | TrAMS AWARD PoP End Date | LAST FTA QTRLY PROJECTED CLOSE-OUT* | UPDATED PROJECTED CLOSE-OUT* |
| 1 | 5309-5 | FFGA-LYNX Blue Line Ext (BLE) NE | 2024-03-22 | NC-03-0082-09 | \$ 556,269,813 | \$ 527,443,269 | \$ 28,826,544 | 11/30/2026 | 11/30/2026 | 11/30/2026 |
| 2 | 5309-2 | FY07 Charlotte Gateway Station | 2009-09-09 | NC-04-0006-03 | 11,326,917 | 8,277,139 | 3,049,778 | 4/30/2014 | 3/31/2029 | 3/31/2029 |
| 3 | 5309-2 | FY08/09 Charlotte Gateway Station | 2010-03-01 | NC-04-0018-00 | 10,557,344 | 7,238,538 | 3,318,806 | 4/30/2015 | 6/30/2029 | 6/30/2029 |
| 4 | 5309-5 | CityLYNX Gold Line Phase 2 | 2022-01-12 | NC-2016-001-02 | 73,087,380 | 64,832,272 | 8,255,108 | 12/31/2022 | 6/30/2025 | 6/30/2025 |
| 5 | 5307-2 | FY15 Formula | 2016-12-13 | NC-2016-043-00 | 18,205,206 | 17,678,374 | 526,832 | 6/30/2019 | 7/1/2024 | 1/1/2025 |
| 6 | 5337 | FY15 & 16 State of Good Repair | 2017-03-24 | NC-2017-009-00 | 3,312,077 | 2,258,768 | 1,053,309 | 12/31/2020 | 6/30/2024 | 6/30/2025 |
| 7 | 5307-2 | FY16 Formula | 2017-07-12 | NC-2017-019-00 | 17,254,083 | 14,912,736 | 2,341,347 | 3/30/2026 | 3/30/2026 | 3/30/2026 |
| 8 | 5310 | FY15/16 Enhanced Mobility | 2017-07-11 | NC-2017-030-00 | 1,606,722 | 1,410,152 | 196,570 | 6/30/2019 | 6/30/2024 | 10/1/2025 |
| 9 | 5339 | FFY18 Bus and Bus Facilities | 2018-09-17 | NC-2018-049-00 | 1,176,479 | - | 1,176,479 | 3/30/2023 | 3/30/2026 | 3/30/2026 |
| 10 | 5307 | FFY17 Formula | 2018-11-30 | NC-2018-068-00 | 17,508,348 | 15,716,715 | 1,791,633 | 3/30/2024 | 12/31/2025 | 12/31/2025 |
| 11 | 5310 | FFY17 (5310) Enhanced Mobility | 2019-03-05 | NC-2019-004-00 | 857,040 | 752,900 | 104,140 | 3/30/2025 | 6/30/2024 | 12/31/2024 |
| 12 | 5307 & 5339 | Bus & Bus Facilities | 2019-09-12 | NC-2019-050-00 | 20,602,259 | 18,044,450 | 2,557,809 | 3/30/2026 | 6/30/2025 | 6/30/2025 |
| 13 | 5310 | FFY18 Enhanced Mobility | 2020-07-14 | NC-2020-030-00 | 891,980 | 583,458 | 308,522 | 3/30/2024 | 3/31/2025 | 3/31/2025 |
| 14 | 5307 | CARES ACT Grant | 2020-08-12 | NC-2020-031-00 | 56,935,286 | 54,700,373 | 2,234,913 | 3/30/2029 | 3/30/2029 | 3/30/2029 |
| 15 | 5307, 5339, 5337 | FFY21 SUPERGRANT | 2020-09-21 | NC-2020-060-00 | 31,982,606 | 25,944,061 | 6,038,545 | 3/30/2029 | 12/1/2025 | 12/1/2025 |
| 16 | 5310 | FFY19 Enhanced Mobility | 2021-09-20 | NC-2021-041-00 | 852,632 | 493,951 | 358,681 | 3/30/2024 | 11/1/2025 | 11/1/2025 |
| 17 | 5307 | CRRSSA Silverline & Vehicle Overhaul | 2022-01-07 | NC-2022-008-00 | 51,090,454 | 30,867,295 | 20,223,159 | 3/30/2029 | 3/30/2029 | 3/30/2029 |
| 18 | 5307 | ARP PM, Rail Overhaul, & Oper. Asst | 2022-02-03 | NC-2022-010-00 | 82,696,619 | 29,004,409 | 53,692,210 | 3/30/2029 | 3/30/2029 | 3/30/2029 |
| 19 | 5307, 5339, 5337 | FY22 Supergrant | 2022-08-01 | NC-2022-040-00 | 29,704,822 | 3,723,720 | 25,981,102 | 3/30/2035 | 3/30/2035 | 3/30/2035 |
| 20 | 5310 | FFY20 Enhanced Mobility | 2022-09-22 | NC-2022-061-00 | 962,098 | 143,897 | 818,201 | 3/30/2027 | 3/30/2027 | 3/30/2027 |
| 21 | ETOD | FFY21 Equitable TOD | 2023-05-10 | NC-2023-006-00 | 405,000 | - | 405,000 | 3/30/2030 | 3/30/2030 | 3/30/2030 |
| 22 | 5307, 5339, 5337 | FY23 Supergrant | 2023-06-27 | NC-2023-020-00 | 28,727,097 | 3,856,738 | 24,870,359 | 3/30/2030 | 9/30/2026 | 9/30/2026 |
| 23 | 5310 | FFY21 5310 ARP (Traditional Only) | 2023-07-27 | NC-2023-045-00 | 166,940 | - | 166,940 | 9/30/2029 | 9/30/2029 | 9/30/2029 |
| 24 | 5310 | FFY21 5310 CRRSAA (Operating Only) | 2023-07-27 | NC-2023-047-00 | 166,938 | - | 166,938 | 3/30/2032 | 3/30/2032 | 3/30/2032 |
| 25 | 5307-ARPA | FFY21 Rte Planning Restoration Prog | 2023-08-31 | NC-2023-048-00 | 750,000 | - | 750,000 | 3/30/2032 | 3/30/2032 | 3/30/2032 |
| 26 | 5310 | FFY21 Enhanced Mobility | 2023-07-27 | NC-2023-049-00 | 983,028 | - | 983,028 | 3/30/2032 | 3/30/2032 | 3/30/2032 |
| Scheduled for Closeout | | | | | | | | | | |
| 27 | 5307-2 | FY13 Formula | 2014-07-02 | NC-90-X541-00 | 17,193,080 | 16,994,386 | 198,694 | 3/30/2025 | 3/30/2025 | 3/30/2025 |
| TOTAL | | | | | \$ 1,035,272,248 | \$ 844,877,601 | \$ 190,394,647 | | | |

2.0 Sales Tax Revenue

May| CATS Sales Tax Report FY2024

February Receipts

Sales Tax Collections and Distribution – February 2024

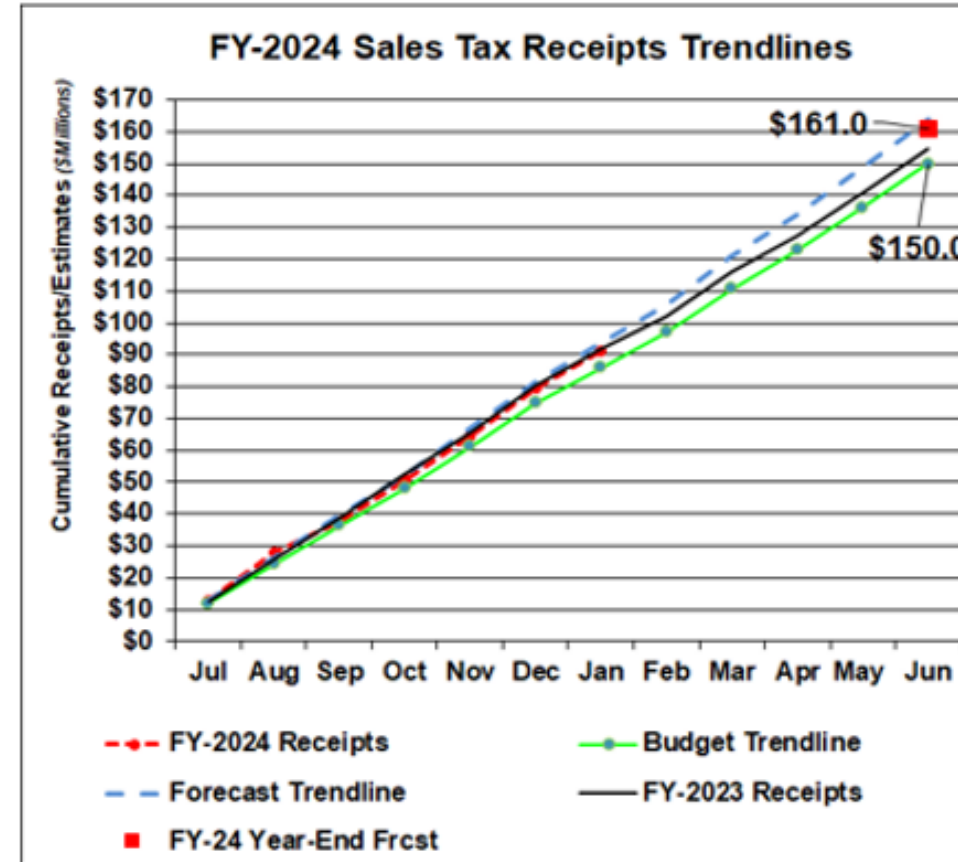
- The February 2024 receipts of \$12,055,016 were \$940,016 (8.5%) above budget target for the month
- The February 2024 receipts were (\$78,859) (-.6%) below forecast for the month
- The February 2024 receipts were \$2,059,259 (26%) above February of 2023

Sales Tax Budget Data

- FY2024 sales tax budget is \$150,000,000
- The FY24 model forecasts year-end receipts of \$160,912,788 is \$10,912,788 (7.28%) above the FY-2024 budget target of \$150,000,000.
- FY2023 actual sales tax was \$154,638,512

Local Government Sales and Use Tax Distribution

- Source: North Carolina Department of Revenue Sales & Use Distribution Report for the month February 29, 2024
- Published by NC Secretary of Revenue on May 10, 2024 with actual receipts through February 29, 2024
- CATS sales tax report only includes Mecklenburg County Article 43 sales tax



FY2024 Budget Sales Tax Receipts (Actuals and Forecasts)

| Jurisdiction | Population | % of Total | Jul 23 Actuals | Aug 23 Actuals | Sep 23 Actuals | Oct 23 Actuals | Nov 23 Actuals | Dec 23 Actuals | Jan 24 Forecasts | Feb 24 Forecasts | Mar 24 Forecasts | April 24 Forecasts | May 24 Forecasts | Jun 24 Forecasts | Total |
|--------------|------------------|---------------|---------------------|---------------------|---------------------|----------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|-----------------------|
| Charlotte | 894,866 | 40.4% | \$ 5,265,617 | \$ 5,967,516 | \$ 3,941,722 | \$ 5,313,842 | \$ 5,442,840 | \$ 6,113,414 | \$ 4,694,634 | \$ 4,865,855 | \$ 6,008,091 | \$ 5,433,059 | \$ 5,836,243 | \$ 6,067,577 | \$ 64,950,410 |
| Cornelius | 31,872 | 1.4% | \$ 187,543 | \$ 212,542 | \$ 140,390 | \$ 189,260 | \$ 193,855 | \$ 217,738 | \$ 167,206 | \$ 173,305 | \$ 213,987 | \$ 193,507 | \$ 207,867 | \$ 216,106 | \$ 2,313,307 |
| Davidson | 15,066 | 0.7% | \$ 88,652 | \$ 100,469 | \$ 66,363 | \$ 89,464 | \$ 91,636 | \$ 102,926 | \$ 79,039 | \$ 81,922 | \$ 101,152 | \$ 91,471 | \$ 98,259 | \$ 102,154 | \$ 1,093,508 |
| Huntersville | 63,355 | 2.9% | \$ 372,797 | \$ 422,490 | \$ 279,067 | \$ 376,211 | \$ 385,344 | \$ 432,819 | \$ 332,372 | \$ 344,494 | \$ 425,363 | \$ 384,651 | \$ 413,196 | \$ 429,574 | \$ 4,598,379 |
| Matthews | 30,156 | 1.4% | \$ 177,445 | \$ 201,099 | \$ 132,832 | \$ 179,071 | \$ 183,418 | \$ 206,015 | \$ 158,204 | \$ 163,974 | \$ 202,466 | \$ 183,088 | \$ 196,675 | \$ 204,471 | \$ 2,188,757 |
| Mint Hill | 26,971 | 1.2% | \$ 158,704 | \$ 179,859 | \$ 118,802 | \$ 160,158 | \$ 164,046 | \$ 184,257 | \$ 141,495 | \$ 146,655 | \$ 181,082 | \$ 163,751 | \$ 175,903 | \$ 182,875 | \$ 1,957,586 |
| Pineville | 10,931 | 0.5% | \$ 64,321 | \$ 72,895 | \$ 48,149 | \$ 64,910 | \$ 66,486 | \$ 74,677 | \$ 57,346 | \$ 59,438 | \$ 73,390 | \$ 66,366 | \$ 71,291 | \$ 74,117 | \$ 793,385 |
| Stallings | 393 | 0.0% | \$ 2,313 | \$ 2,621 | \$ 1,731 | \$ 2,334 | \$ 2,390 | \$ 2,685 | \$ 2,062 | \$ 2,137 | \$ 2,639 | \$ 2,386 | \$ 2,563 | \$ 2,665 | \$ 28,524 |
| Weddington | 5 | 0.0% | \$ 29 | \$ 33 | \$ 22 | \$ 30 | \$ 30 | \$ 34 | \$ 26 | \$ 27 | \$ 34 | \$ 30 | \$ 33 | \$ 34 | \$ 363 |
| Meck. County | 1,143,390 | 51.6% | \$ 6,727,994 | \$ 7,624,827 | \$ 5,036,425 | \$ 6,789,612 | \$ 6,954,437 | \$ 7,811,244 | \$ 5,998,438 | \$ 6,217,210 | \$ 7,676,671 | \$ 6,941,940 | \$ 7,457,096 | \$ 7,752,677 | \$ 82,988,569 |
| Total | 2,217,005 | 100.0% | \$13,045,415 | \$14,784,351 | \$ 9,765,503 | \$ 13,164,891 | \$13,484,481 | \$15,145,809 | \$11,630,823 | \$12,055,016 | \$14,884,875 | \$13,460,250 | \$14,459,125 | \$ 15,032,250 | \$ 160,912,788 |

*Table is consistent with North Carolina General Statute § 105-507.3. Distribution and Use of Taxes

YTD Budget \$ 150,000,000
Variance (YTD) \$ 10,912,788

FY-2024 Budget Sales Taxes Receipts Year-over-Year Comparison

| Year-over-Year Comparison (FY2024 over FY2023) | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | June | YTD Total |
|--|------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-----------|
| FY2024 Budget Target | 2.8% | 14.8% | -27.8% | -0.9% | 2.5% | 3.4% | 13.8% | 45.0% | 11.5% | 18.4% | 11.8% | 15.2% | 15.6% |
| % of FY2024 Budget Achieved | 8.7% | 18.6% | 25.1% | 33.8% | 42.8% | 52.9% | 60.7% | 68.7% | 78.6% | 87.6% | 97.3% | 107.3% | 107.3% |

FY2019 - FY2023 Sales Tax Receipts

| Fiscal Year | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | June | Total |
|-------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|----------------|
| FY2023 | \$12,687,115 | \$12,882,613 | \$13,526,146 | \$ 13,283,060 | \$13,151,617 | \$14,644,501 | \$11,902,754 | \$ 9,995,757 | \$14,159,184 | \$11,180,564 | \$13,440,164 | \$ 13,783,037 | \$ 154,638,512 |
| FY2022 | \$11,298,388 | \$10,659,682 | \$11,073,183 | \$ 11,342,634 | \$12,115,265 | \$13,501,568 | \$10,221,788 | \$ 8,315,108 | \$13,351,825 | \$11,369,039 | \$12,932,254 | \$ 13,044,834 | \$ 139,225,568 |
| FY2021 | \$ 8,921,474 | \$ 9,466,946 | \$ 9,245,058 | \$ 9,317,741 | \$ 9,964,913 | \$11,402,907 | \$ 9,134,772 | \$ 6,785,996 | \$11,253,531 | \$10,287,447 | \$ 8,942,957 | \$ 11,945,450 | \$ 116,669,192 |
| FY2020 | \$ 9,683,570 | \$ 9,787,973 | \$ 8,671,558 | \$ 9,890,136 | \$ 9,858,570 | \$ 9,800,116 | \$ 8,278,036 | \$ 8,276,547 | \$ 8,735,473 | \$ 7,635,380 | \$ 6,997,727 | \$ 9,833,896 | \$ 107,778,982 |
| FY2019 | \$ 7,708,503 | \$ 9,621,386 | \$ 9,103,726 | \$ 8,067,019 | \$ 9,425,129 | \$ 8,906,774 | \$ 8,195,787 | \$ 7,918,012 | \$10,155,891 | \$ 9,880,419 | \$ 9,435,500 | \$ 9,117,052 | \$ 107,535,197 |

XV. PMOC Activity

1.0 90 Day Look-ahead Calendar

See the following calendar months.

June 2024

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------------------|--------|---|------------------|----------|--|----------|
| | | | | | | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 Flag Day | 15 |
| 16 Father's Day | 17 | 18 FTA CATS Quarterly Review Meeting 1pm to 4pm MS TEAMS Call | 19 Juneteenth | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 Draft CATS Quarterly Review Meeting Notes to FTA | 29 |
| 30 | | | | | | |

July 2024

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|-----------------------|--|----------|
| | 1 | 2 | 3 | 4 Independence Day | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 Final CATS Quarterly Review Meeting Notes to FTA | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 | | | |
| | | | | | | |

August 2024

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|---|---------|-----------|---|--------|----------|
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 CATS Blue Line Program Improvements Meeting 1pm-3pm | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 Draft CATS Blue Line Program Improvements Report to FTA | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 Final CATS Blue Line Program Improvements Report to FTA | 27 | 28 | 29 | 30 | 31 |
| | | | | | | |

XVI. Review of New Action Items/ Follow Up

Next Meeting: September 17, 2024, 1-4pm

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