



**CITIZENS TRANSIT ADVISORY GROUP (CTAG)  
Agenda**

**October 19<sup>th</sup>, 2021  
7:30 am to 9:00 am  
Charlotte-Mecklenburg Government Center  
WebEx Meeting**

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- |   |                  |
|---|------------------|
| <b>I. <u>Call to Order</u></b>  | CTAG Co-Chairman |
| <b>II. <u>Approval of April 20<sup>th</sup>, 2021 Meeting Summary</u></b> |                  |
| <b>III. <u>LYNX Silver Line Updates</u></b>                               | Andy Mock        |
| <b>IV. <u>CATS Pass Mobile App (Live Demo)</u></b>                        | Rachel Gragg     |
| <b>V. <u>CEO Comments</u></b>   | John Lewis, Jr.  |
| <b>VI. <u>Other Business</u></b>  |                  |
| <b>VII. <u>Adjourn</u></b>  |                  |



**CITIZENS TRANSIT ADVISORY GROUP (CTAG)**

**Meeting Summary**

**April 20<sup>th</sup>, 2021**

**DISCUSSION SUMMARY**

**(Approved on October 19, 2021)**

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Present: Edward Tillman, City of Charlotte, CTAG Co-Chairman  
Adam Pasiak, Mecklenburg County, CTAG Co-Chairman  
Michael Cataldo, Charlotte City Council  
Jeffrey Parker, Mecklenburg County  
Todd Steiss, Town of Davidson  
Kevin Walsh, Town of Huntersville  
Donald Rhodes, Town of Matthews  
Jessi Healey, Town of Mint Hill

Staff: John Lewis Jr, Bradley Thomas, Blanche Sherman, David Moskowitz, Krystel Green,  
Jason Lawrence, Jennifer Fehribach, Rachel Gragg, Deltrin Harris, Jill Brim, Crystal  
Givens, Edennison Gamo, Andy Mock, Kelly Goforth, Alexia Forte, Paulus Ford

Meeting time 7:30 a.m. – 9:00 a.m.

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**I. Call to Order**

The regular meeting of CTAG was called to order at 7:30 a.m. by CTAG Co-Chair Edward Tillman.

**II. Approval of Meeting Summary from March 16<sup>th</sup>, 2021 – Approved**

**III. LYNX Silver Line Staff Recommendations**

**Andy Mock, CATS’ Senior Transit Project Development Manager** presented the LYNX Silver Line Staff Recommendations that will be going to the MTC for approval, based on pages 3-6 on the CTAG Agenda for April 20<sup>th</sup>, 2021 meeting.

**IV. FY2021 Amended Operating & Debt Service Budgets and FY2021 Amended Capital Investment Plan - Recommendations**

**Blanche Sherman, CATS’ Chief Finance Officer** presented the amendments of the Operating & Debt Service Budgets and Amended FY-2021 Capital Investment Plan for CTAG’s recommendation to Metropolitan Transit Commission (MTC); based on pages 18-26 on the CTAG Agenda for April 20<sup>th</sup>, 2021. The amendments were necessary due to the impacts of COVID-19 on operating expenses and revenues with the funds received with the CARES Act and decrease in the non-operating revenue with elimination of the NCDOT’s SMAP funds.

**Resolution:** A motion to recommend approval of the FY2021 Amended Operating & Debt Service Budgets and FY2021 Amended Capital Investment Plan was made by **Michael Cataldo (Charlotte City Council)**; seconded by **Adam Pasiak (Co-Chairman, Mecklenburg County)**. Motion carried unanimously.

V. **FY2022 Operating & Debt Service Budgets and FY2022-26 Capital Investment Plan - Recommendations**

**John Lewis, Jr., CATS' Chief Executive Officer and Blanche Sherman, CATS' Chief Finance Officer** presented the FY2022 Operating & Debt Service Budgets and FY2022-2026 Capital Investment Plan for CTAG's recommendation to the Metropolitan Transit Commission (MTC); based on pages 28-40 on the CTAG Agenda for April 20<sup>th</sup>, 2021 meeting.

**Resolution:** A motion to recommend approval of the FY2022 Operating & Debt Service Budgets and FY2022-26 Capital Investment Plan was made by **Jeffrey Parker (Mecklenburg County)**; seconded by **Michael Cataldo (Charlotte City Council)**. Motion carried unanimously.

VI. **CEO Comments** - None

VII. **Other Business** – Electric Bus Pilot Update to be presented at the next scheduled meeting

VIII. **Adjourn**

The meeting was adjourned at 8:33am

NEXT CTAG MEETING: OCTOBER 19<sup>TH</sup>, 2021 AT 7:30 AM



# LYNX SILVER LINE LIGHT RAIL

## Citizens Transit Advisory Group





Tuesday, October 19




**ATS** **LYNX** **RTD TRANSIT SERVICES**

1

### Today's Purpose

-  LYNX Silver Line light rail update
-  Five proposed design refinements
-  Proposed phasing strategy
-  Answer questions

**SILVER LINE** 

2

## Coordinated Efforts

One vision to **grow** together

LYNX Silver Line Rail Trail	NCDOT Projects	Gaston and Union County Planning
CONNECT Beyond	<b>LYNX Silver Line Light Rail</b>	Town of Matthews Planning
Charlotte 2040 Plan	2030 Transit Corridor System Plan	LYNX Silver Line TOD

SILVER LINE

3

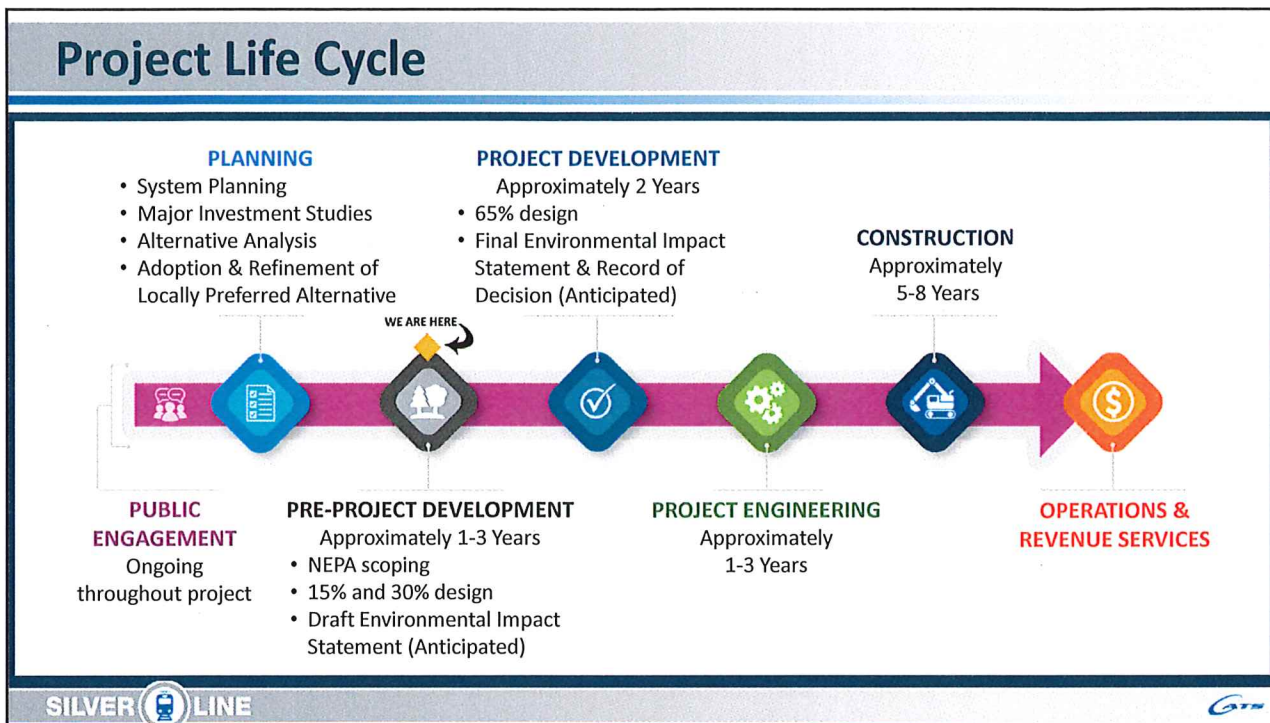
## Overview of LYNX Silver Line

- 29 Miles
- 29 Stations
- Maintenance Facility

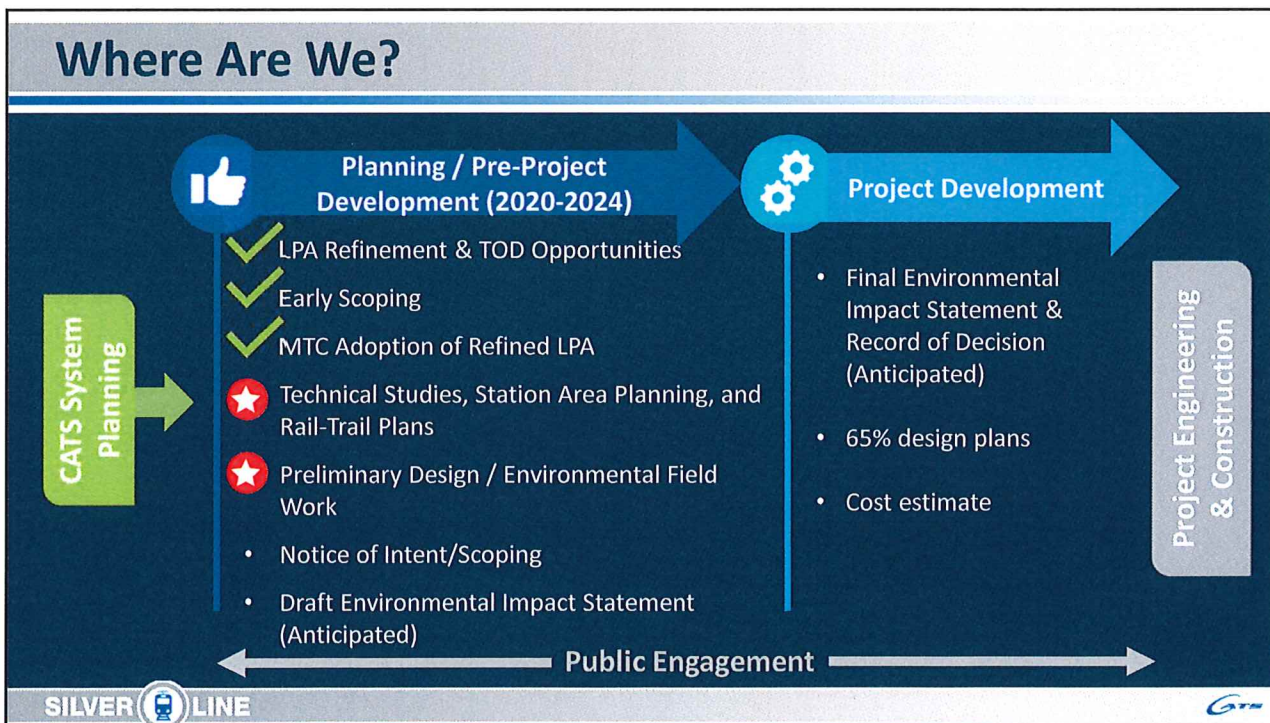
- In January 2020, CATS began refining the LYNX Silver Line Locally Preferred Alternative (LPA).
- The refinements to the LPA were adopted by the MTC in April 2021.
- CATS will advance the LYNX Silver Line into more detailed design and environmental review.

SILVER LINE

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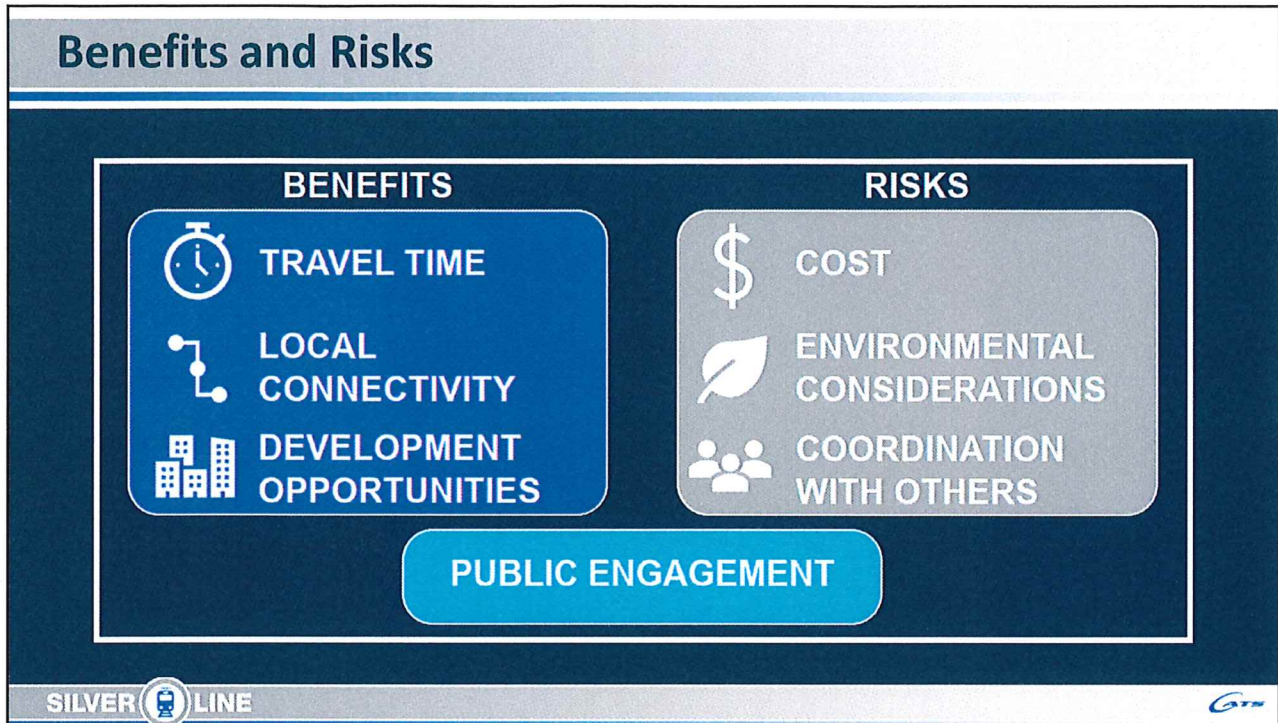


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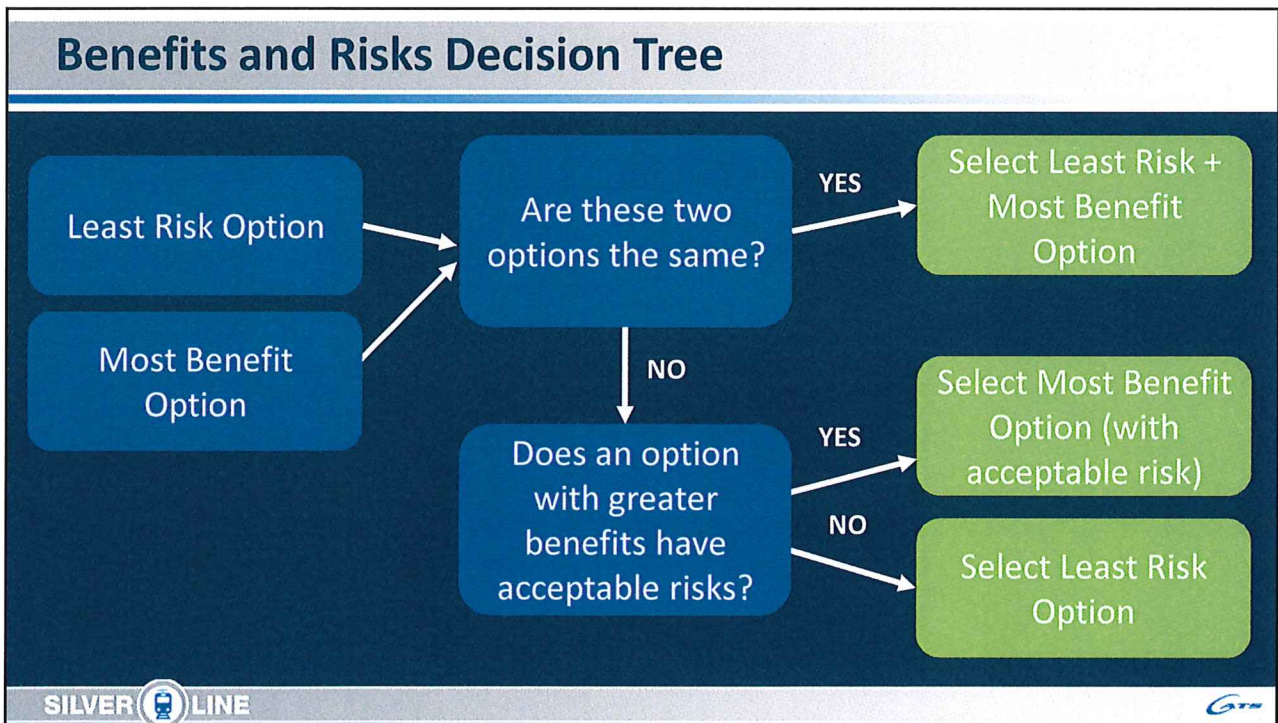


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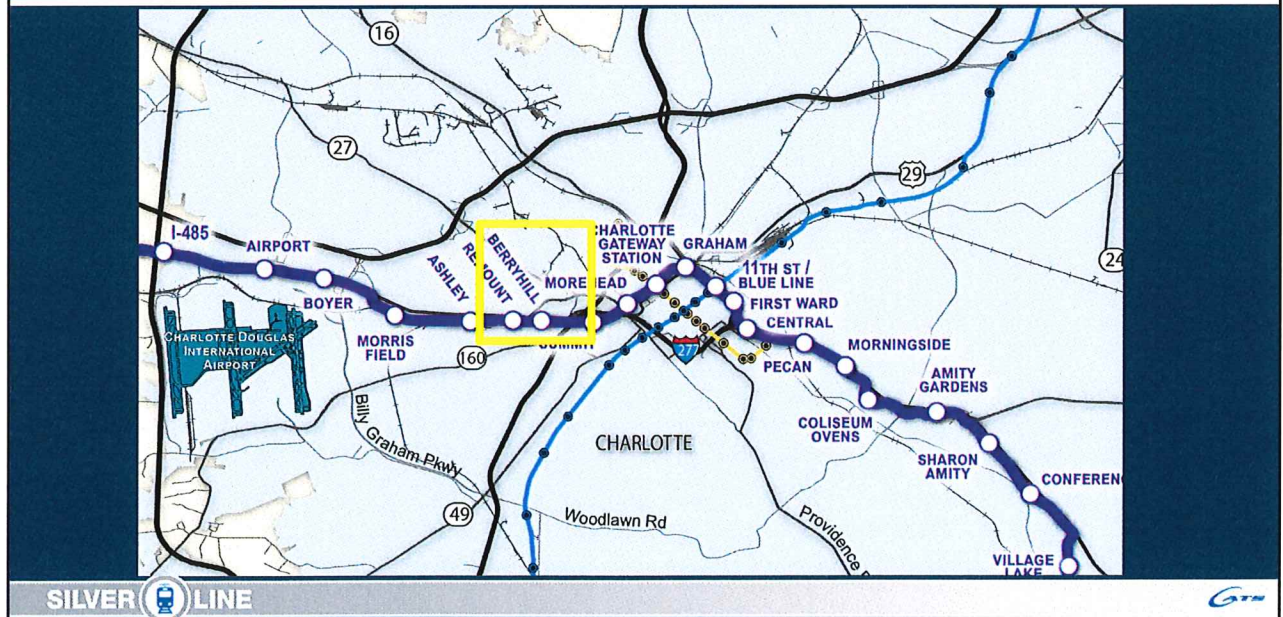
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# Proposed Refinements



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## # 1: Station Shift from Suttle Avenue to Berryhill Road



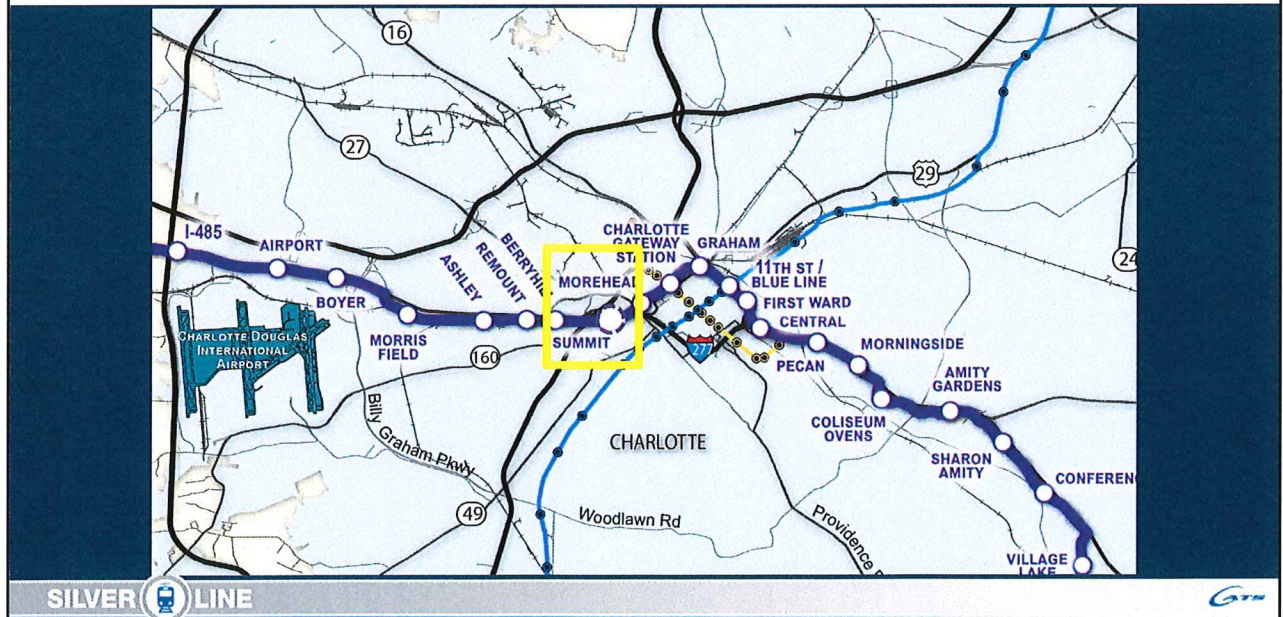
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### # 1: Station Shift from Suttle Avenue to Berryhill Road



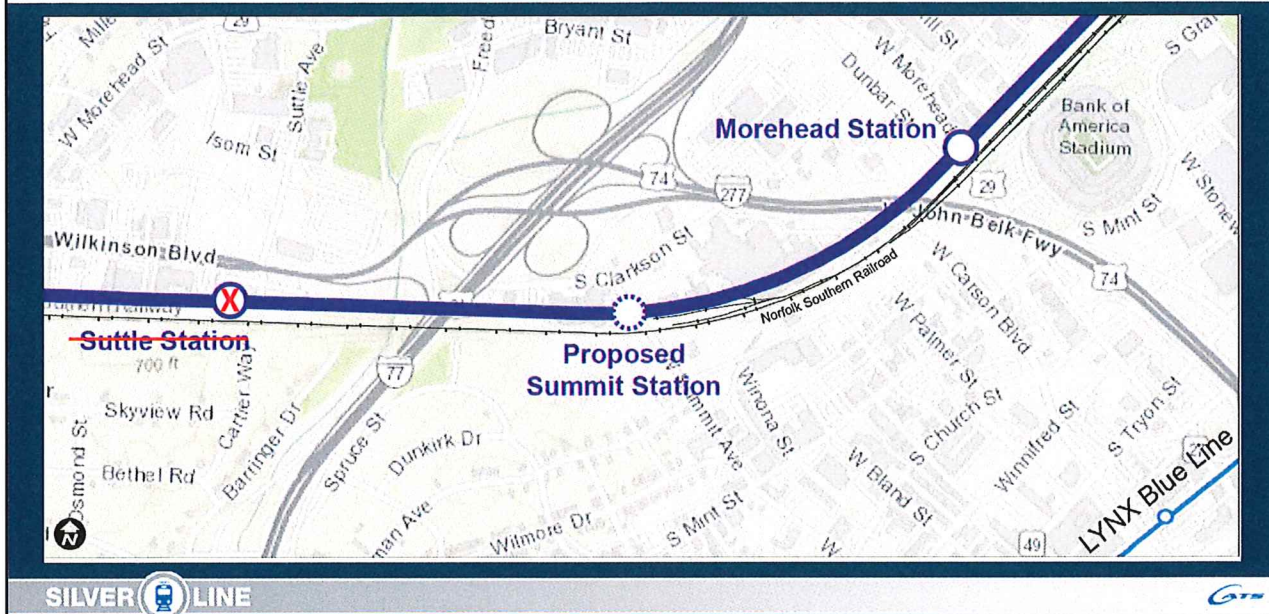
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### #2: New Station at Summit Avenue



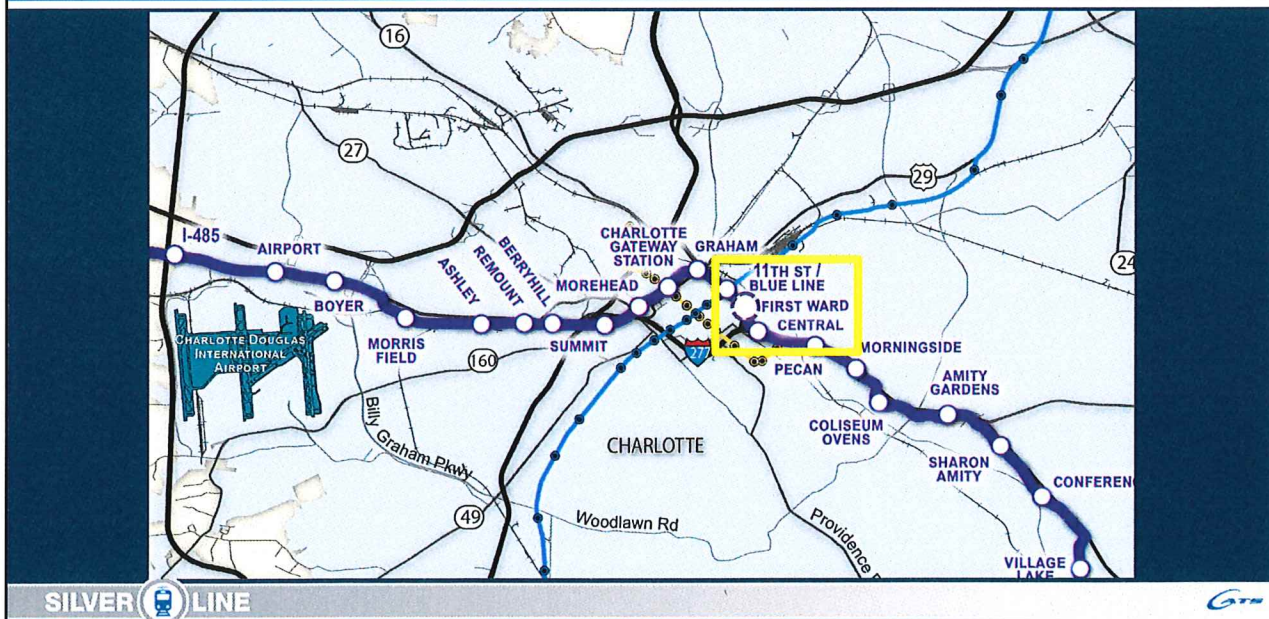
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## #2: New Station at Summit Avenue

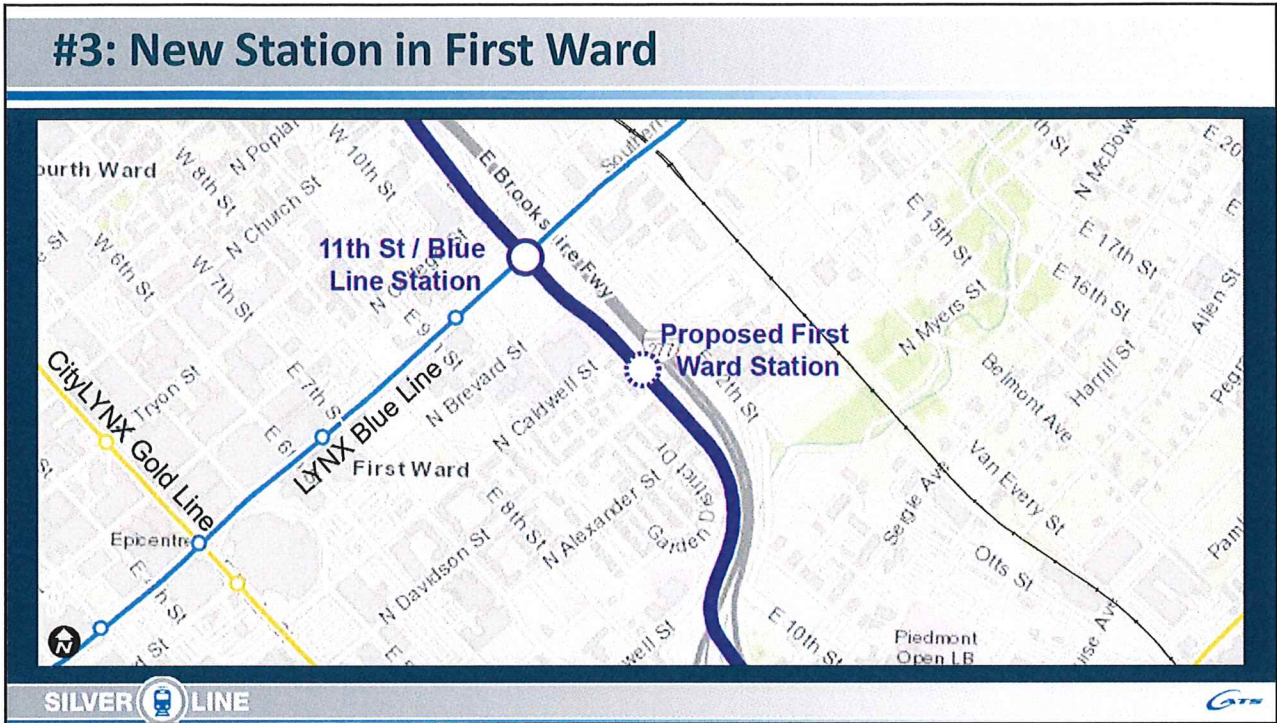


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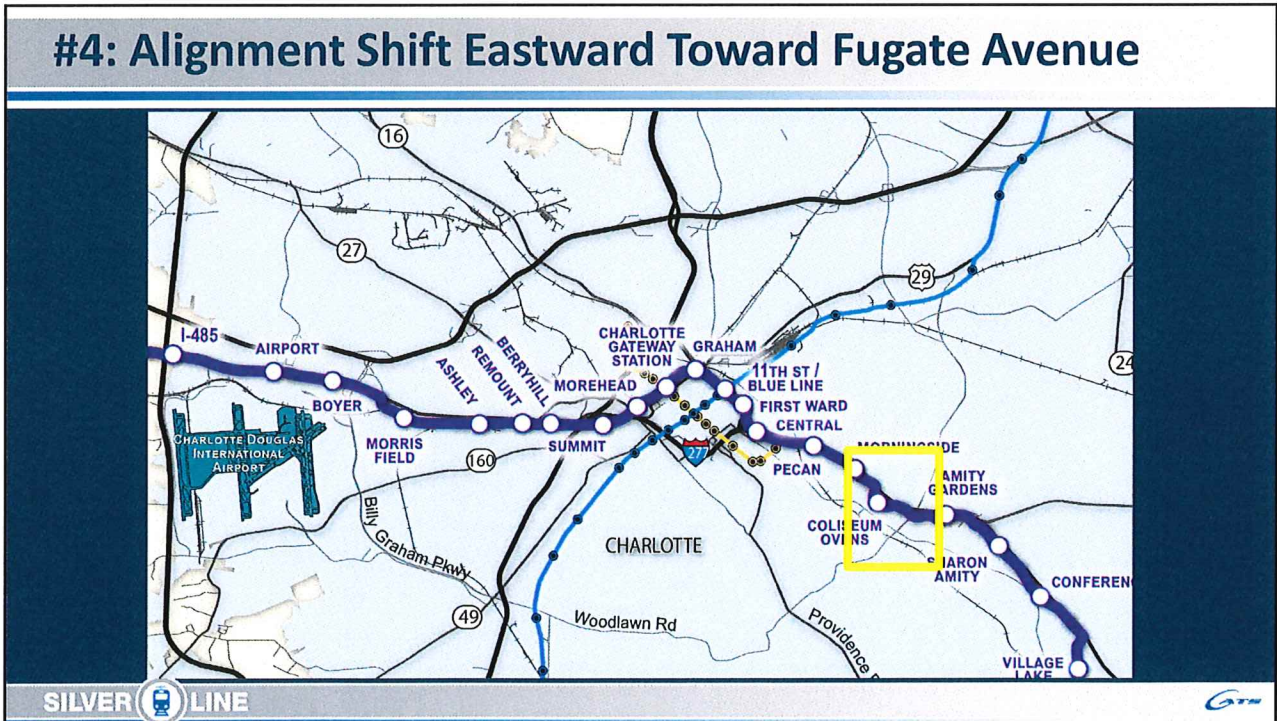
## #3: New Station in First Ward



14

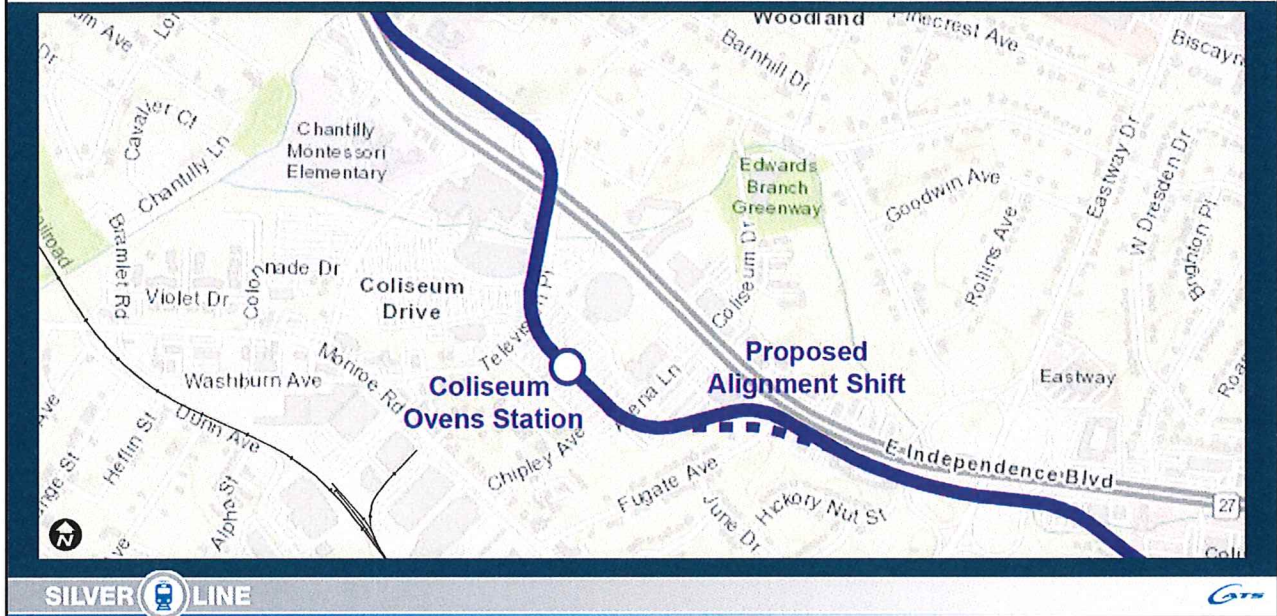


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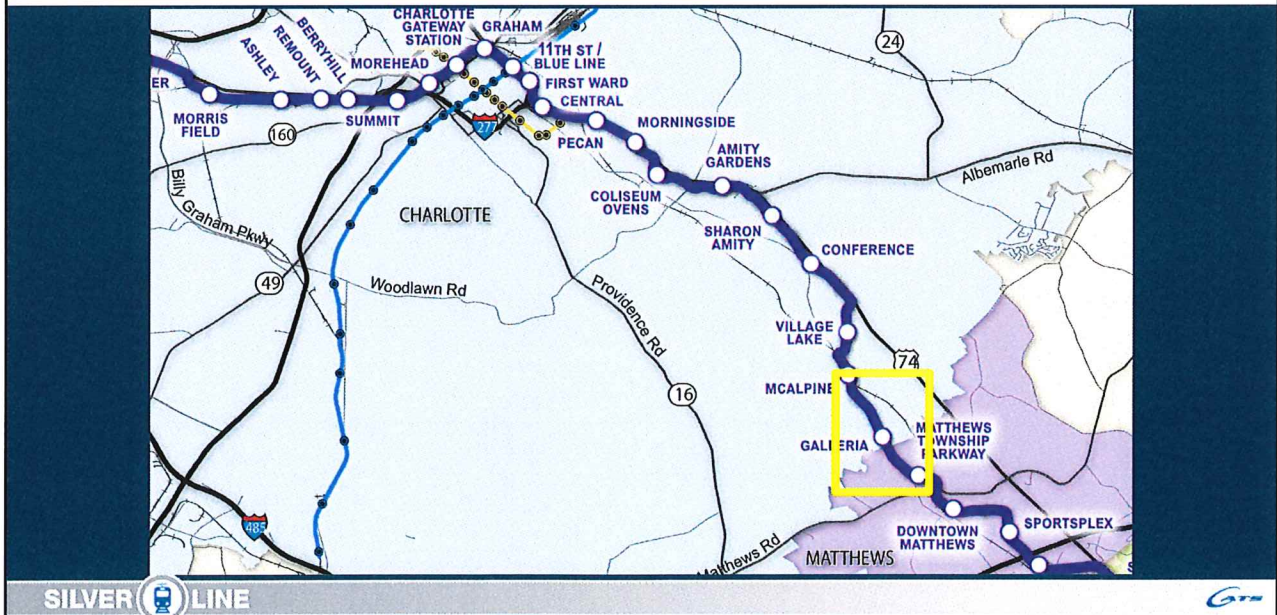
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### #4: Alignment Shift Eastward Toward Fugate Avenue



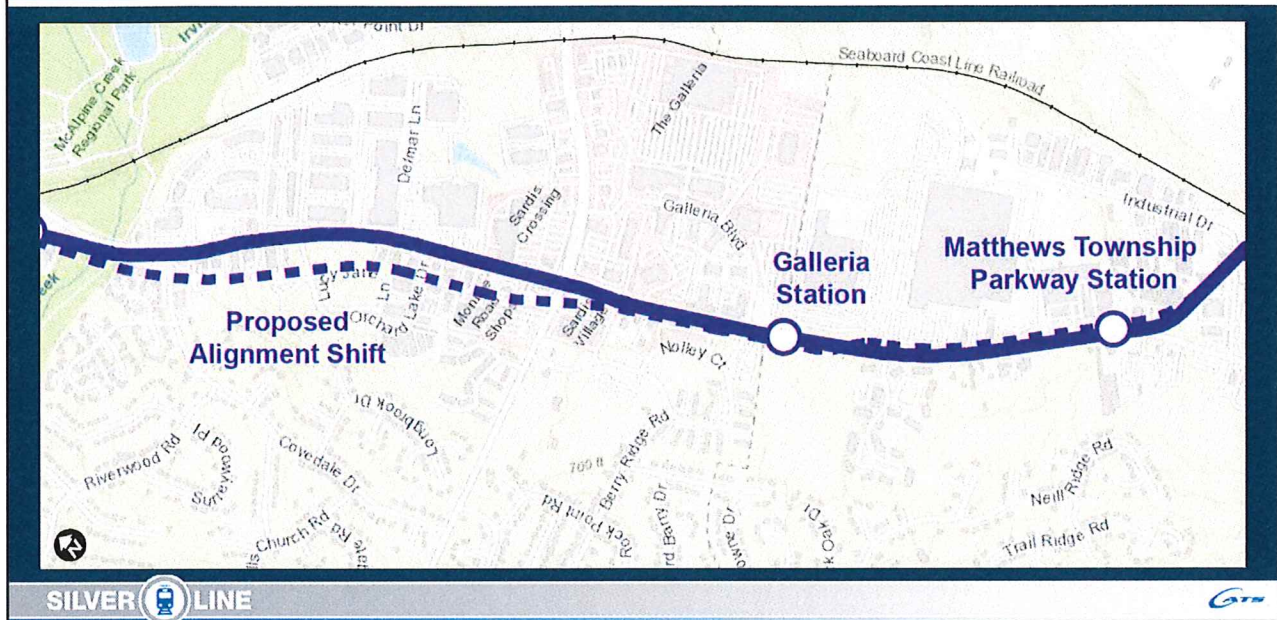
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### #5: Alignment Shift out of the Center of Monroe Road

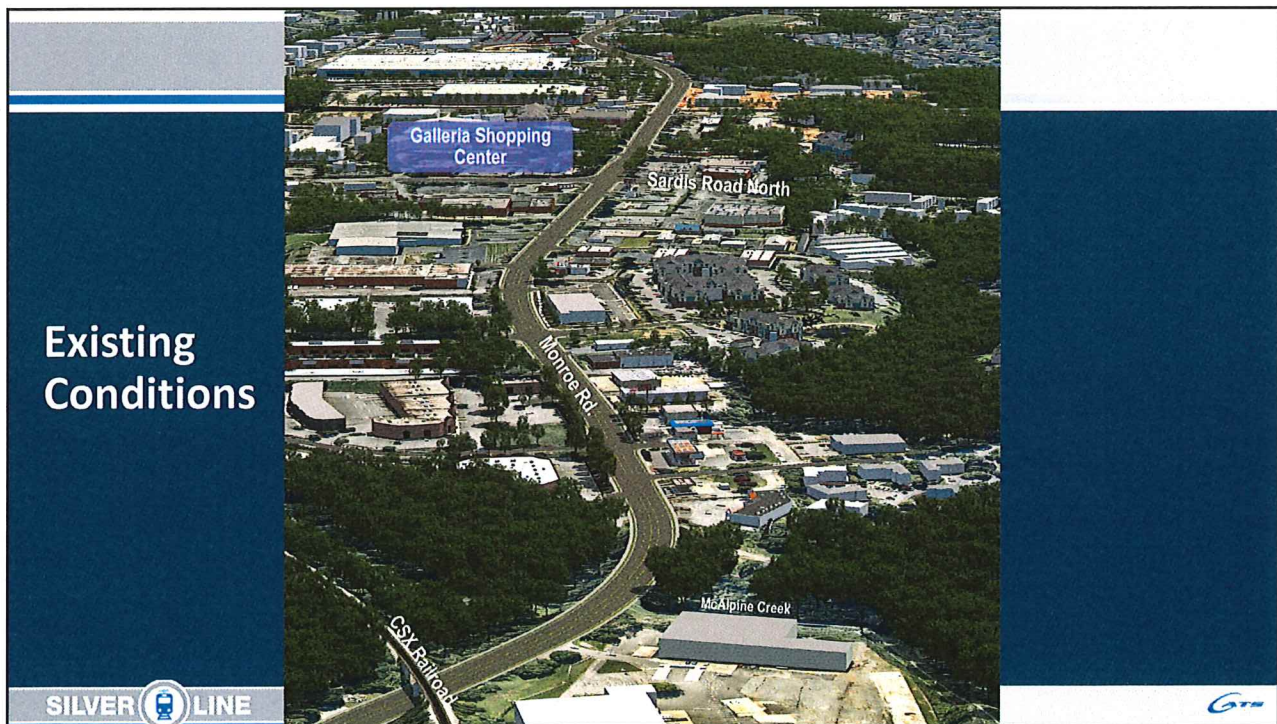


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### #5: Alignment Shift out of the Center of Monroe Road



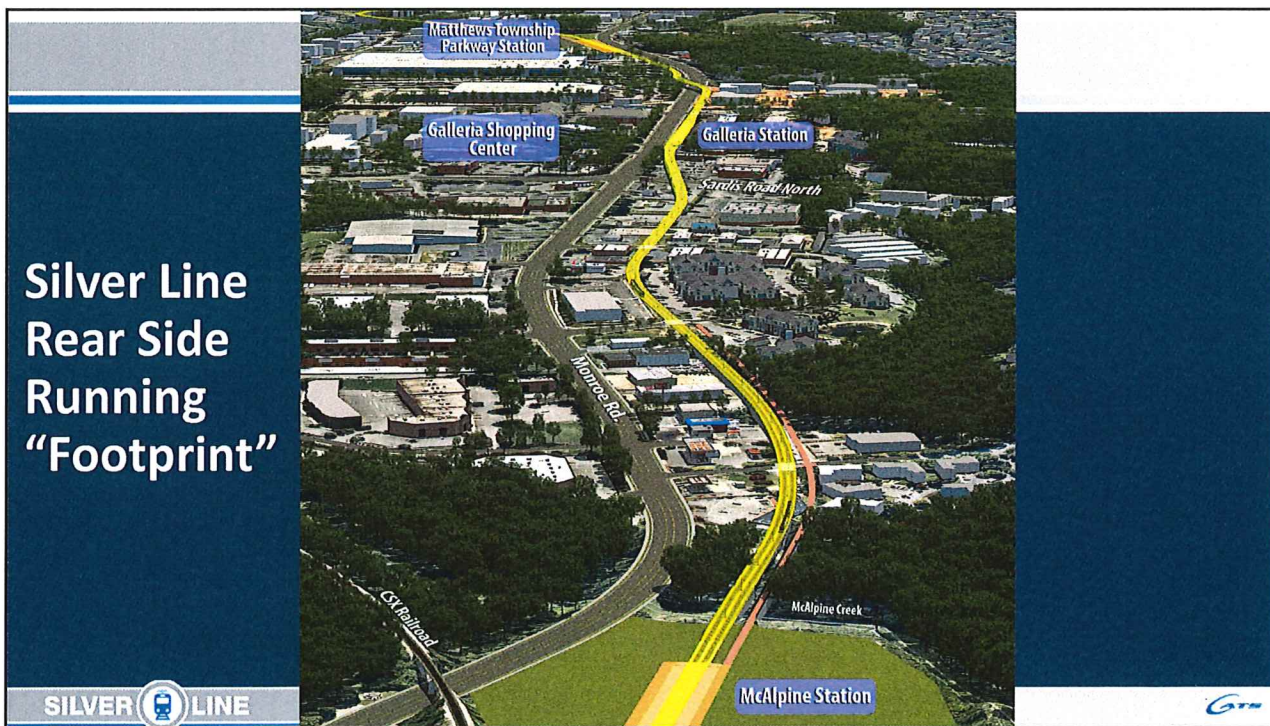
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20



21



22



# Proposed Implementation and Phasing



23

## Why Do We Need to Phase the LYNX Silver Line?

Limited New Starts funding for any particular project phase

Federal funding is extremely competitive

Long Implementation Schedule

Schedule duration is approximately 1 year per mile based on peer research (min 9 year, max 20)

Local / regional financial commitments needed

Local funding availability from jurisdictions served

Precedent implementation models from Denver, Seattle, Dallas, etc.

Phasing allows for more effective cash flow and earlier opening of some segments

24

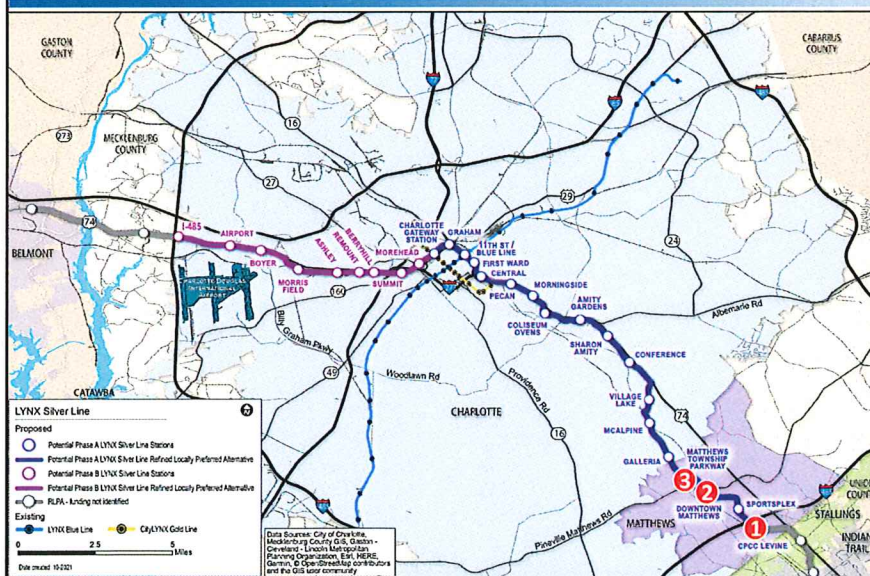
## Major Considerations for Phasing

- Service to Key Destinations**
  - Phased segment options must be able to operate on their own and serve a clear purpose
- Cost Effectiveness: Ridership and Cost Estimates**
  - Segments serving key destinations are likely to have higher ridership
  - More cost-effective segments are more likely to receive federal funding
- Project Length/Schedule**
  - Longer segments require more time to implement
- Maintenance Facility and Storage Yard**
  - Maintenance facilities are required for daily operations and acceptance of vehicles



25

## LYNX Silver Line Phasing Recommendation







- Phase A: Southeast**  
 Center City Terminus:  
 Charlotte Gateway Station
- Southeast Terminus:**
  - Option 1: Central Piedmont Community College (CPCC) Levine Campus
  - Option 2: Downtown Matthews
  - Option 3: Matthews Township Parkway
- Phase B: West**  
 Charlotte Gateway Station  
 to I-485
- Other Phases**  
 Regional Funding Required



26

## LYNX Silver Line Phasing Recommendation

		PHASE A: SOUTHEAST Charlotte Gateway Station (CGS) to			PHASE B: WEST
 Length   Key Destinations Served	Option 1: CPCC Levine Campus	Option 2: Downtown Matthews	Option 3: Matthews Township Parkway	CGS to I-485	
	~ 15 miles	~ 13 miles	~ 12 miles	~ 7 miles	
	<ul style="list-style-type: none"> <li>• CGS</li> <li>• LYNX Blue Line</li> <li>• Town of Matthews</li> <li>• Sportsplex</li> <li>• CPCC Levine Campus</li> </ul>	<ul style="list-style-type: none"> <li>• CGS</li> <li>• LYNX Blue Line</li> <li>• Town of Matthews</li> </ul>	<ul style="list-style-type: none"> <li>• CGS</li> <li>• LYNX Blue Line</li> <li>• Town of Matthews</li> </ul>	<ul style="list-style-type: none"> <li>• CGS</li> <li>• CLT Airport</li> <li>• I-485 at Wilkinson Boulevard</li> </ul>	

27

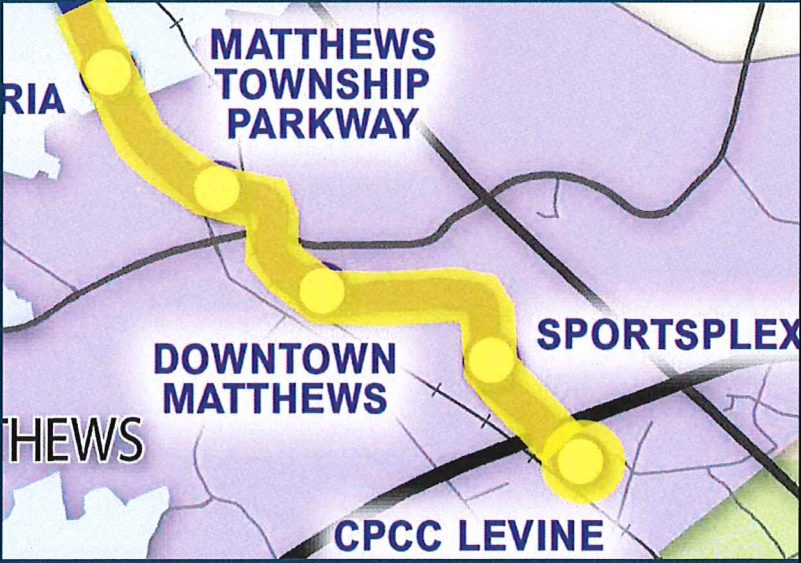
## Matthews Terminus Option 1 – CPCC Levine Campus



**Pros:**

- Reaches all key destinations in Matthews.
- Ample space for terminus park and ride facility and associated facilities

**Cons:**

- Highest cost terminus option
- Park and Ride access is challenging because of limited road network



28

## Matthews Terminus Option 2 – Downtown Matthews

**Pros:**

- Lower cost terminus option
- Reaches downtown Matthews as key destination

**Cons:**

- Misses ridership generators and development opportunities at the Sportsplex and CPCC Levine.
- Extension beyond this point more difficult to justify as a future independent project

29

## Matthews Terminus Option 3 – Matthews Township Pkwy

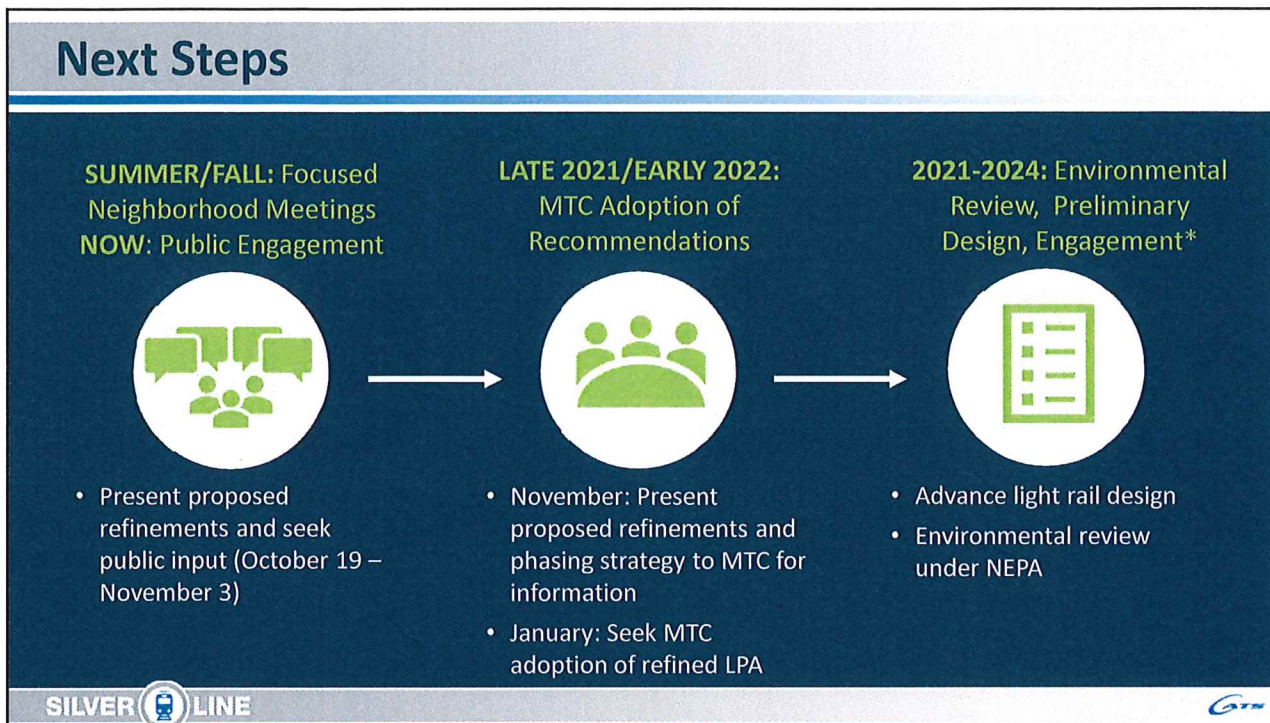
**Pros:**

- Lowest cost terminus option
- Good auto access for terminus park and ride

**Cons:**

- Misses ridership generators and development opportunities in Downtown Matthews, the Sportsplex and CPCC Levine
- Extension beyond this point more difficult to justify as a future independent project





30





31

## Participate!

Survey Period: October 19 – November 3, 2021:

- 
**Online Survey:** [ridetransit.org/LYNXSilverLine](http://ridetransit.org/LYNXSilverLine)  
**Text Survey:** Text "Silver Line" to 704-461-4441
- 
**Email:** [LYNXSilverLine@publicinput.com](mailto:LYNXSilverLine@publicinput.com)
- 
**Customer Service:** 704-336-7433 (RIDE)  
**Voicemail for Comments:** 704-461-4441 Code: 6636
- 
**Mail:** Charlotte Area Transit System C/O Ms. Juliann Sheldon  
600 E. 4<sup>th</sup> Street, Charlotte, NC 28202

32



33

