



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

Tuesday, January 17th, 2023

7:30 am to 9:00 am

Charlotte-Mecklenburg Government Center

WebEx Conference Meeting

-
- I. **Call to Order** Edward Tillman, CTAG Co-Chairman
 - II. **Approval of November 15th, 2022 Meeting Summary**
 - III. **Interim CATS CEO Introduction** Brent Cagle
 - IV. **CTC Redevelopment – LPA Recommendation** Jason Lawrence
 - V. **Preliminary Budget Update** Chad Howell
 - VI. **CEO’s Comments** Brent Cagle
 - VII. **Other Business**
 - VIII. **Adjourn**

CITIZENS TRANSIT ADVISORY GROUP (CTAG)
Meeting Summary
November 15th, 2022
DISCUSSION SUMMARY

Present: Edward Tillman, City of Charlotte, CTAG Co-Chairman
Michael Cataldo, Charlotte City Council
Anna Davis, Town of Cornelius
Todd Steiss, Town of Davidson
Kevin Walsh, Town of Huntersville
Donald Rhodes, Town of Matthews
Jessi Healey, Town of Mint Hill
Justin Musick, Town of Pineville

Staff: Allen Smith III, Blanche Sherman, Brandon Hunter, Jason Lawrence, David Moskowitz,
Brad Thomas, Rachael Gragg, Andy Mock, Catherine Kummer, Paulus Ford

Meeting time 7:30 a.m. – 9:00 a.m.

I. Call to Order

The regular meeting of CTAG was called to order at 7:30am by Co-Chairman Edward Tillman (City of Charlotte) via WebEx conferencing.

II. Approval of Meeting Summary from October 18th, 2022 – Approved

III. LYNX Silver Line Update: Potential LPA Refinements & Center City Evaluation
(presentation attached) – **Andy Mock, CATS Transit Project Development Manager** presented the updates for the LYNX Silver Line Update: Potential LPA Refinements & Center City Evaluation.

Discussion: CTAG has some conversation around increase costs, neighborhood disruptions, parking, headways and other alternatives while temporary construction will be occurring.

IV. Cancellation of December 2022 Meeting – In light of the Christmas Holiday Season, CTAG voted to cancel the December 20th meeting.

V. CEO Comments – None

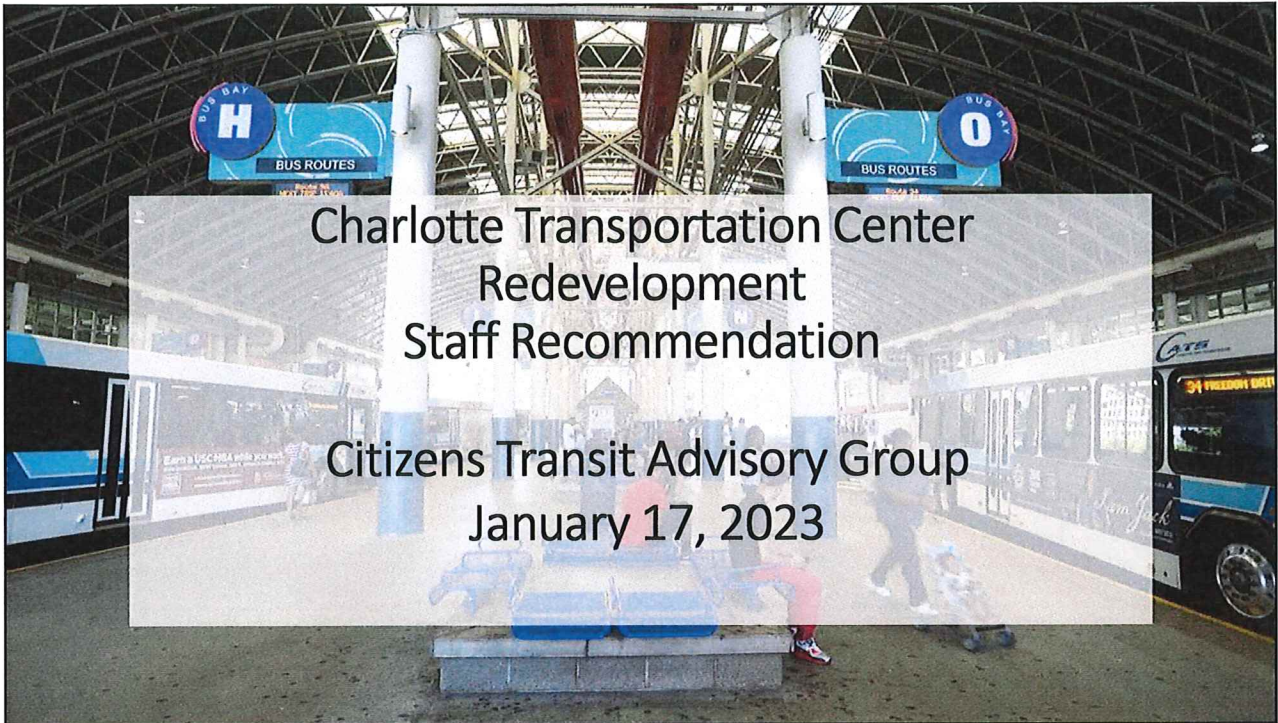
VI. Other Business – Co-Chairman Edward Tillman noted that current board vacancies are included in his report to the MTC. At this time, the openings are Co-Chairman (Mecklenburg County) appointment, 1-Charlotte City Council Appointment, 2-Mecklenburg County appointment and 1-CMS appointment. Mr. Tillman also encouraged the current membership to be aware of anyone that may want to join the group? To direct them to the City of Charlotte/Mecklenburg County website to submit an application for consideration.

VII. Adjourn

CTAG Meeting Summary of November 15th, 2022

The meeting was adjourned at 8:10am

NEXT CTAG MEETING: JANUARY 17TH, 2023 AT 7:30 AM



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Today's Discussion

- ▶ What's brought us to this moment
- ▶ Charlotte Transportation Center Design Process
- ▶ Public & Stakeholder Feedback
- ▶ Staff Recommendation
- ▶ Next Steps

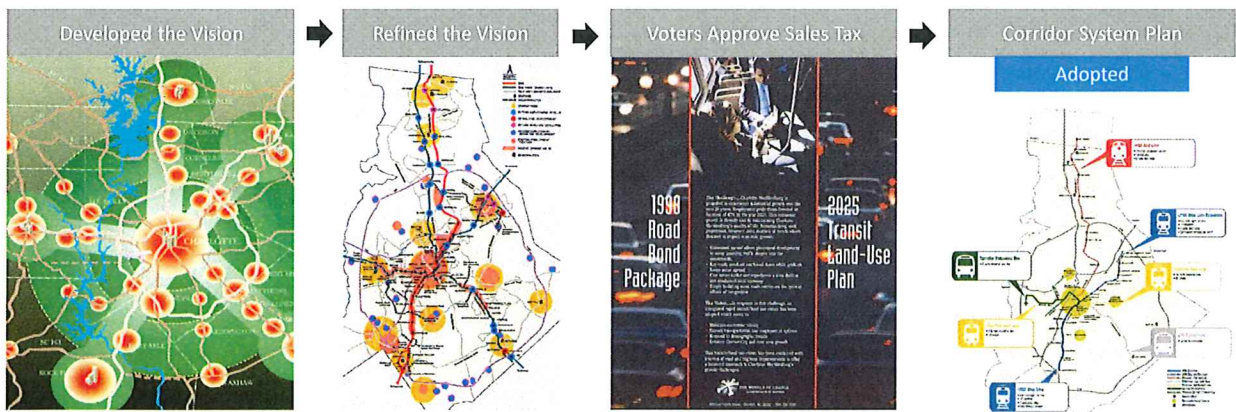


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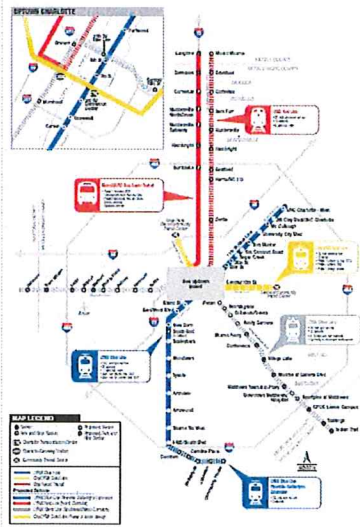
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It Started with a Vision

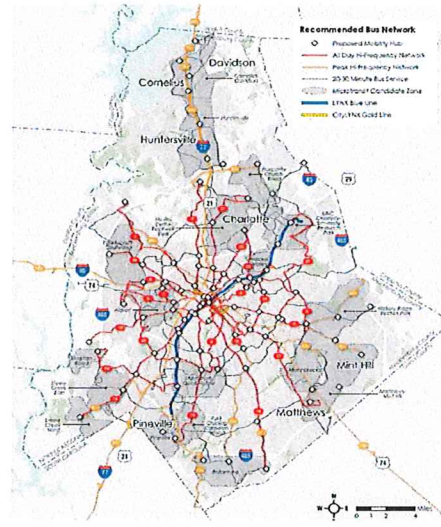


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2030 Transit System Plan



Envision My Ride



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Yesterday's transit solution

Prior to 1995:

- Bus transfers occurred at Trade & Tryon
- Bus staging and stopping occurred on street
- All passenger activity on sidewalk



Problems to solve:

- Create a more comfortable transit experience.
- Locate a site to centralize bus transfer in line with future transit corridors
- Minimize pedestrian (non-transit) and automobile conflicts

Solution:

- Move uptown transit activity to a single covered facility



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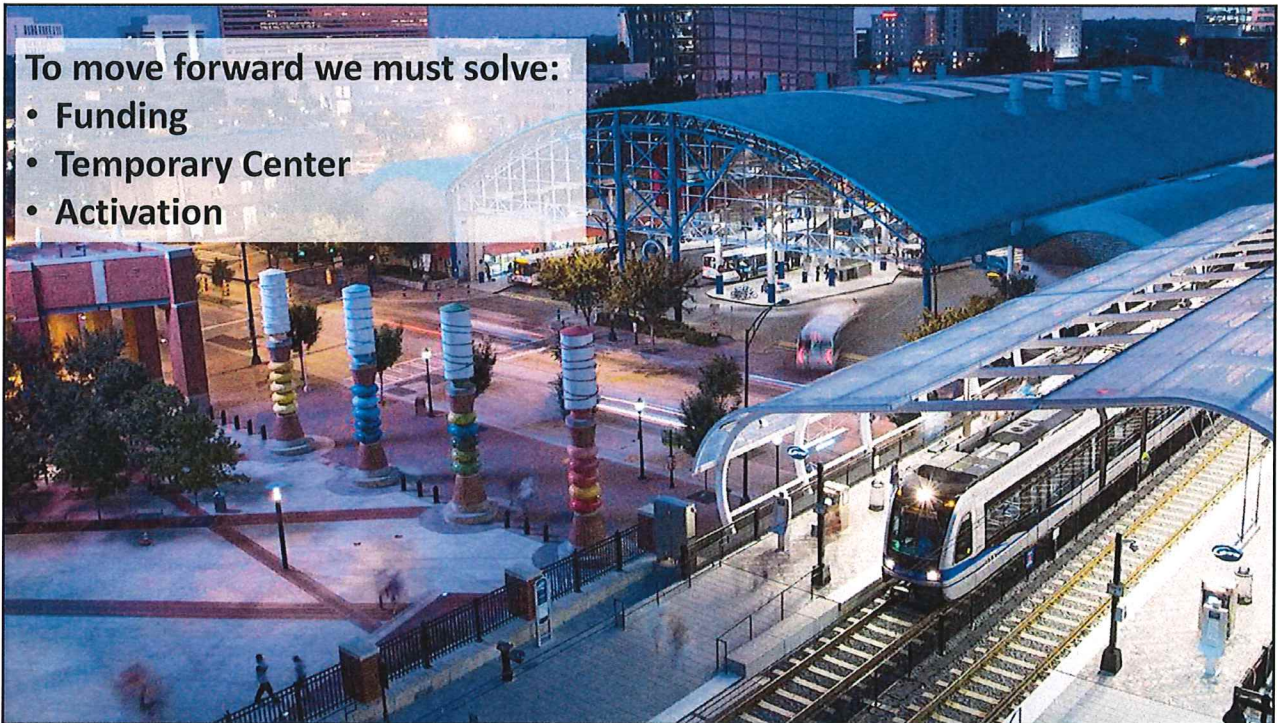
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A Unique Opportunity

Commercial Real Estate

CATS selects JV for negotiations on redeveloping uptown bus terminal into major mixed-use center

Email Share LinkedIn Twitter Print Order Reprints

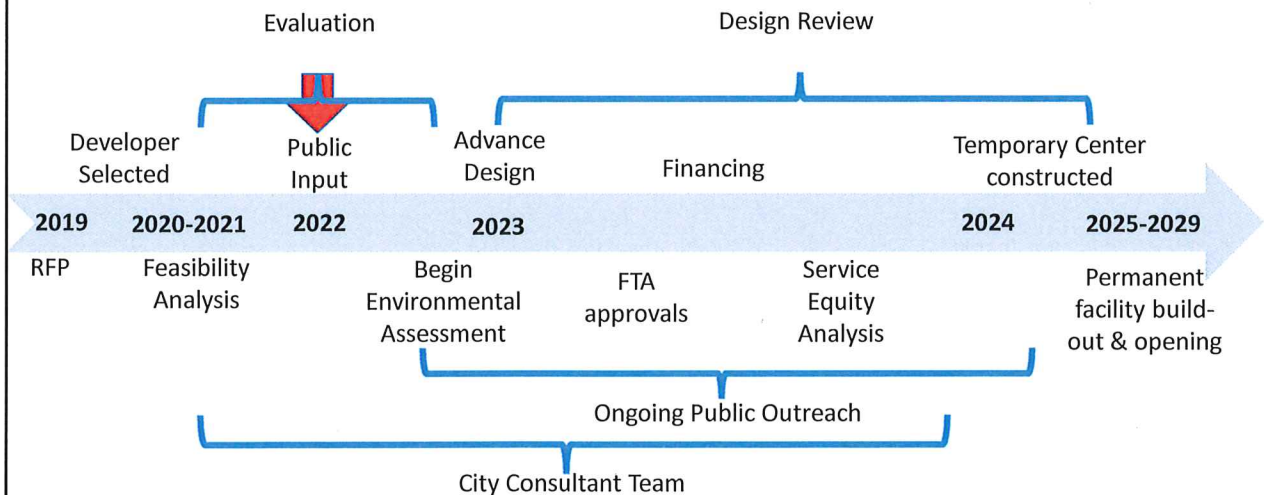


- City received an unsolicited proposal to redevelop the Charlotte Transportation Center from a Greensboro developer
- CATS issued a formal request for proposals in June 2019
- Three groups submitted proposals and the joint venture partnership of Charlotte-based White Point Partners and Dart Interests, a Dallas real estate investment firm, was selected



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Project Timeline



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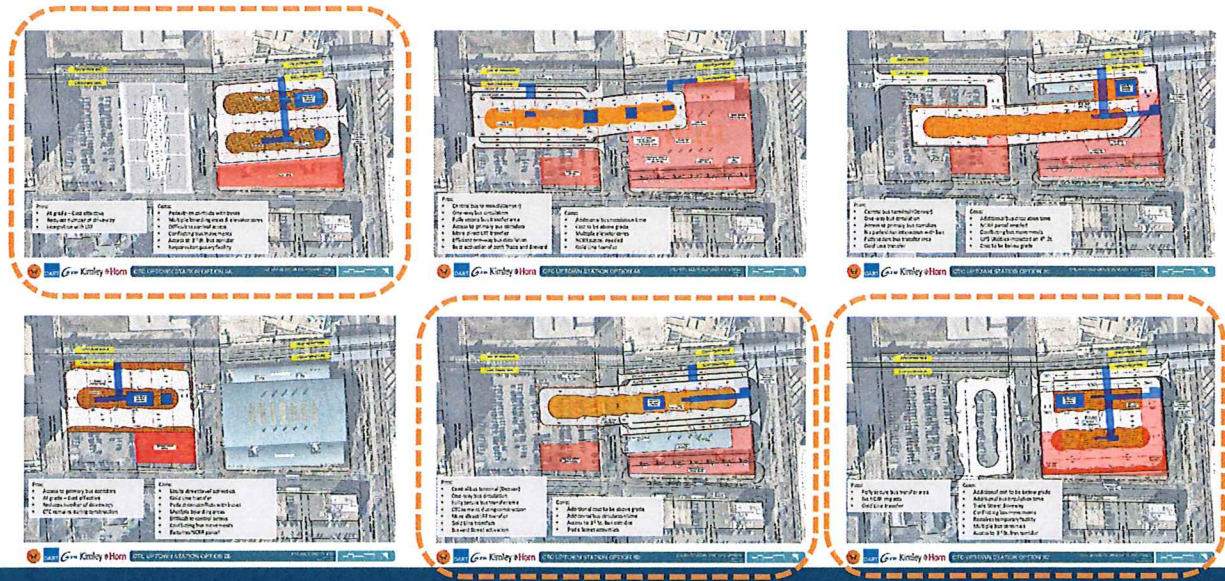
Transit and Mobility Goals

- **Continuity in Service via a Temporary Facility**
- **Elevate the Transit Rider Experience**
 - ✓ Comfortable, Climate Controlled Space
- **Safety and Security is Top Priority**
 - ✓ Controlled access to transit space
 - ✓ Minimize Pedestrian and Vehicle Conflicts
- **Easy and Convenient Transit Connections**
 - ✓ Central Mobility Hub for Bus, Light Rail, Streetcar
- **Sustainable Design**
 - ✓ LEED Certified and/or Envision Certification
 - ✓ Battery Electric Bus Hub
- **Integrated with Mixed Use Development**
 - ✓ Create an Active, Vibrant Place



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Many options studied



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Initial Evaluation

- ▶ Focused on which option best improves the Passenger Experience
- ▶ Prior engagement with TSAC and passengers placed high value on safety, security, lighting, and climate-controlled space
- ▶ Terrace option makes temporary transit center difficult.
- ▶ At grade option does not meet passenger expectations

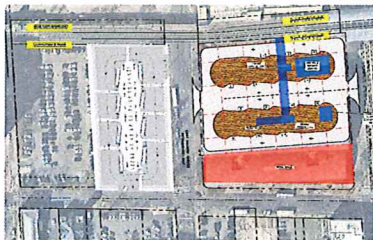
	AT GRADE	TERRACE	CONCOURSE
Bus to Bus Transfer			
Bus to Rail Transfer			
Safety			
Security			
Climate Controlled			
Natural Lighting			

No improvement
 Some improvement
 Most improvement

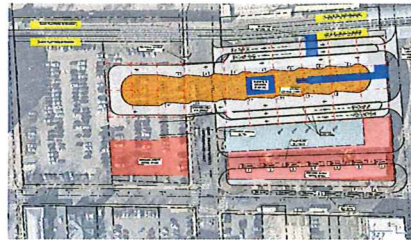


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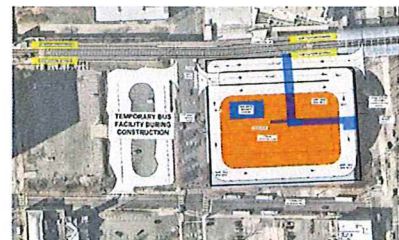
Initial Evaluation Results



Street Level
Eliminate



Terrace
Refine



Concourse
Advance

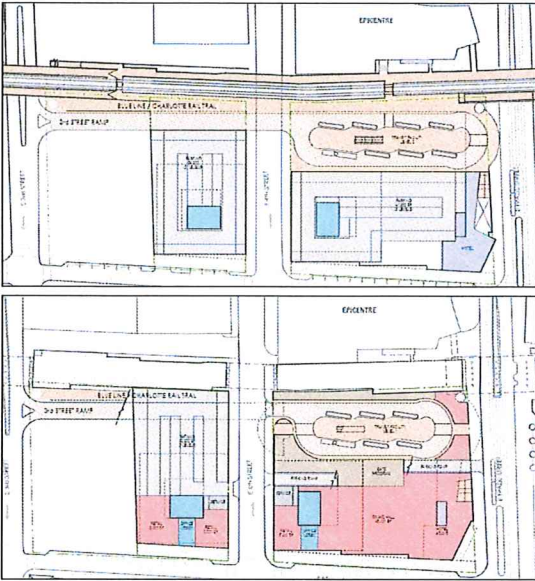


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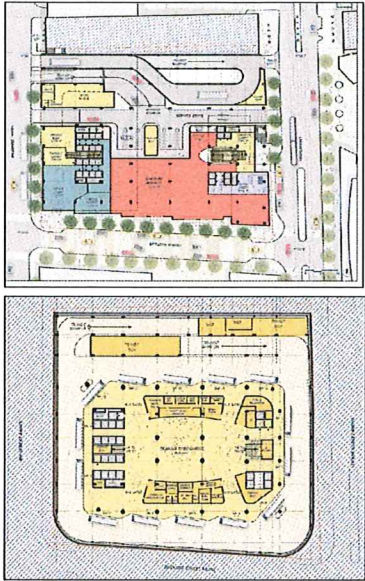
Key Differences


- Natural Light
- Bus operational flexibility
- Secured climate controlled space
- Passenger experience

Two Level Terrace



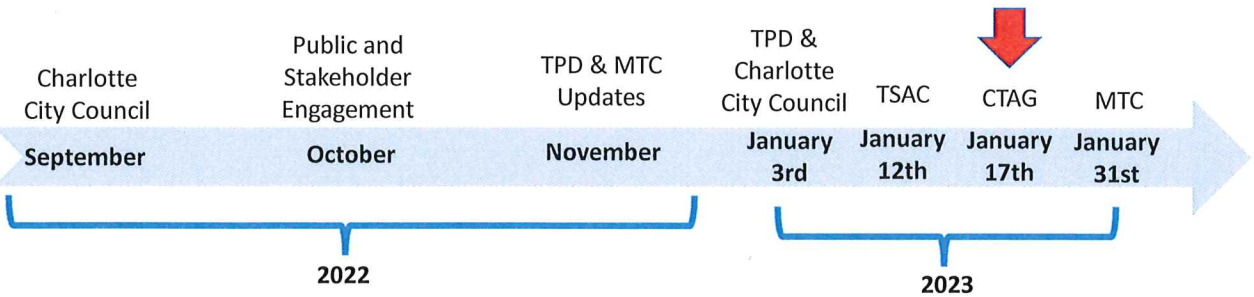
Concourse






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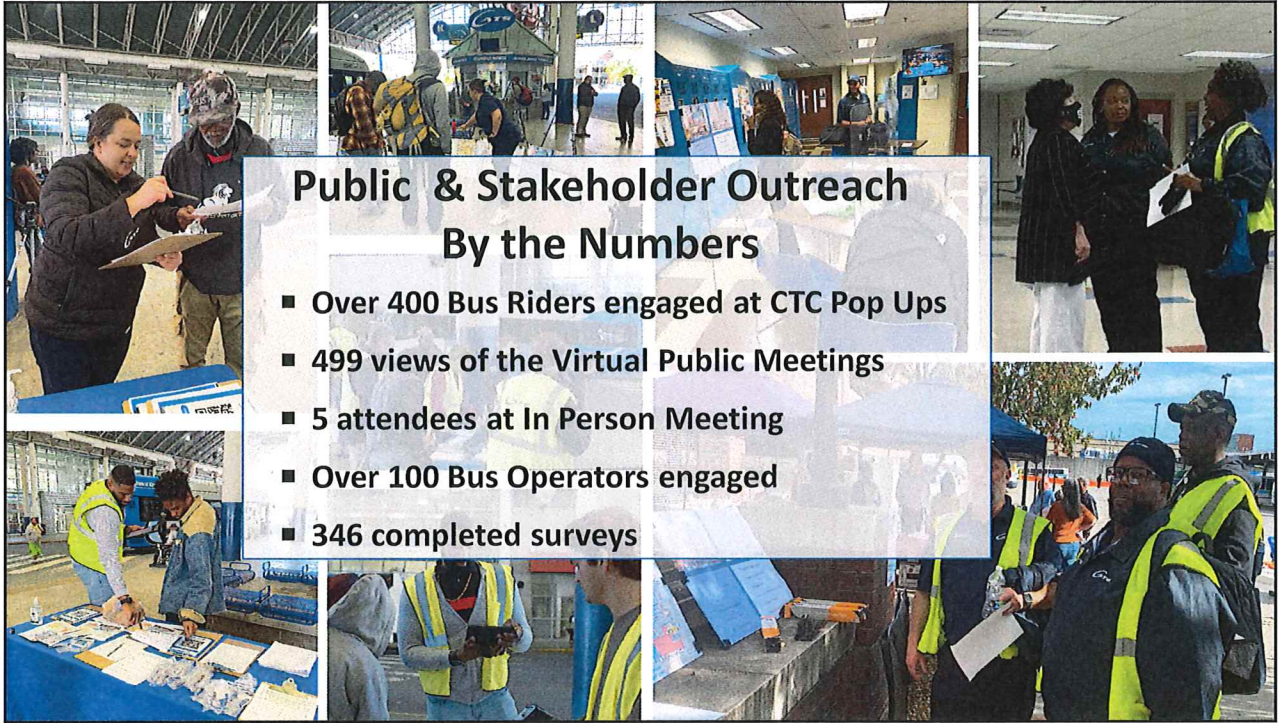
Path to Recommendation



Charlotte City Council	Public and Stakeholder Engagement	TPD & MTC Updates	TPD & Charlotte City Council	TSAC	CTAG	MTC
September	October	November	January 3rd	January 12th	January 17th	January 31st
2022			2023			

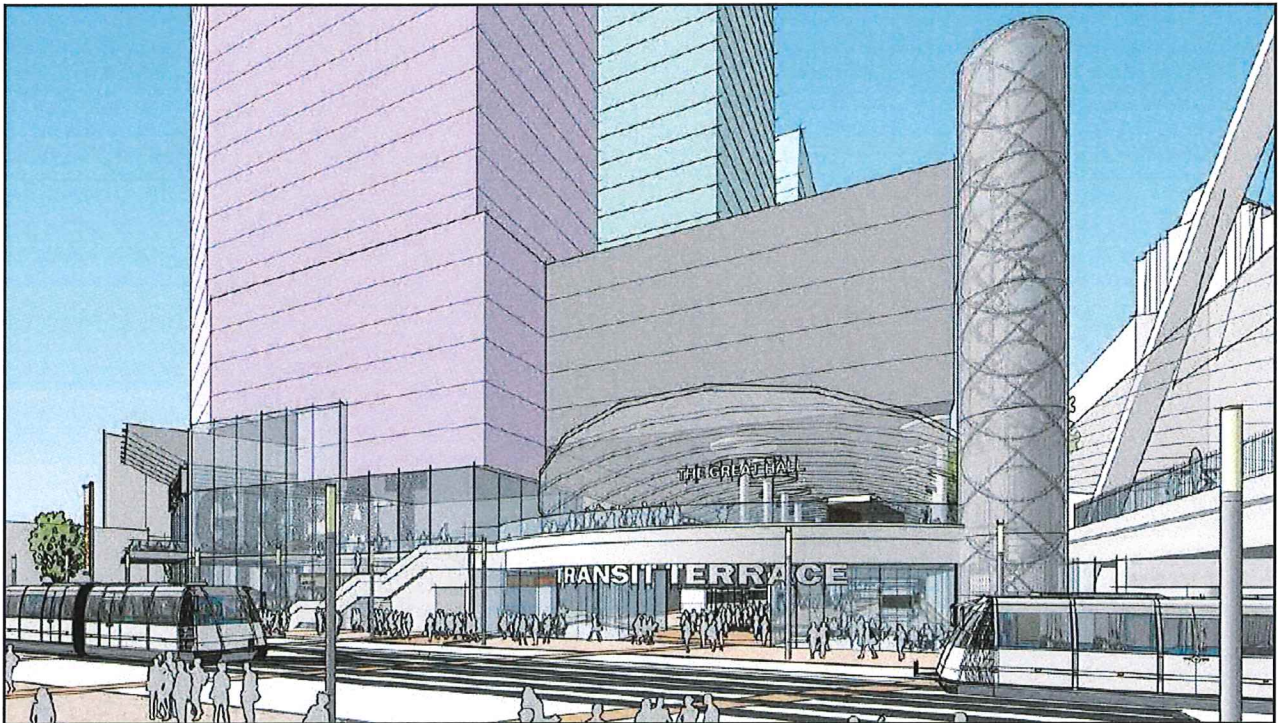


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**Public & Stakeholder Outreach
By the Numbers**

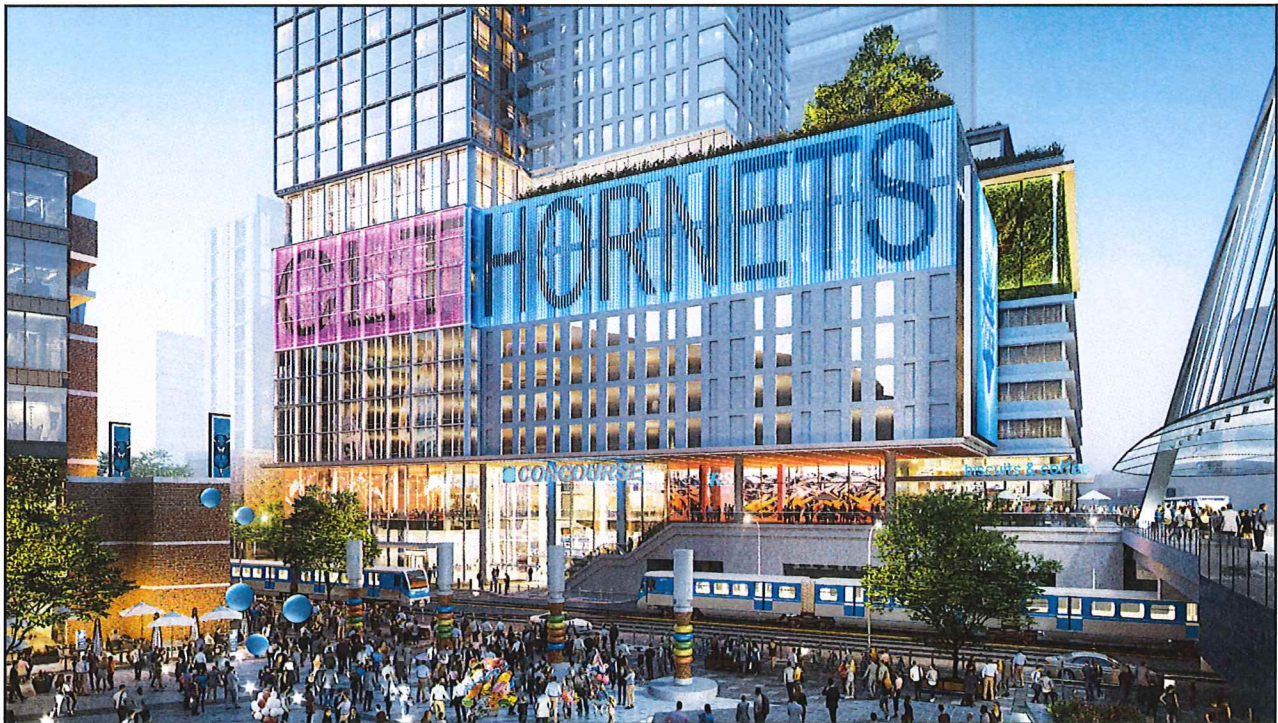
- Over 400 Bus Riders engaged at CTC Pop Ups
- 499 views of the Virtual Public Meetings
- 5 attendees at In Person Meeting
- Over 100 Bus Operators engaged
- 346 completed surveys



Two Level Terrace

- Service/Operations:
 - Transfer between bus routes is challenging
- Safety/Security:
 - Higher amount of natural lighting
 - Less climate controlled space
- Efficiency
 - Complicated bus routing
- Economic Development:
 - Integration with mixed use development is less efficient
- Environmental Considerations:
 - Based on a high-level screening, there is a low potential for negative human or natural resource impacts.

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Concourse

- Service/Operations:
 - Simple transfer between bus routes
 - Consolidated climate controlled space
- Safety/Security:
 - Single platform is more secure and reduces pedestrian conflicts.
- Efficiency:
 - More efficient bus routing
- Economic Development:
 - Maximizes integration with mixed use development
- Environmental Considerations:
 - Based on a high-level screening, there is a low potential for negative human or natural resource impacts.
 - Through the design process careful attention to air quality will be addressed but will be mitigated by CATS bus fleet electrification.

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Public Feedback & Evaluation

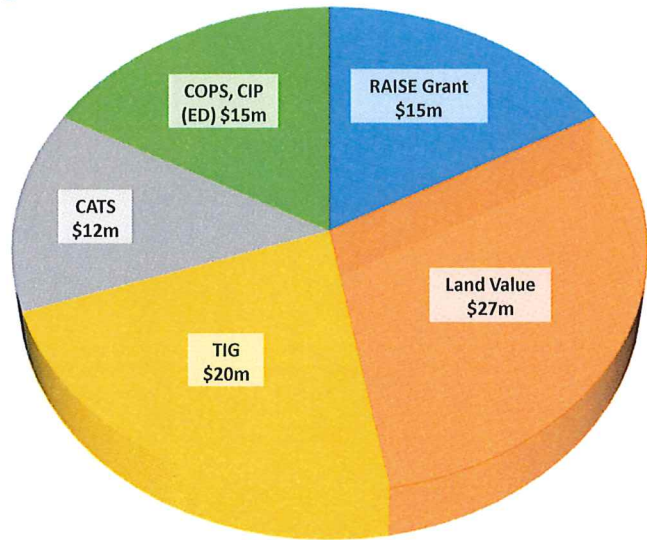
	TWO LEVEL TERRACE	CONCOURSE
Bus to Bus Transfer		
Bus to Rail Transfer		
Safety		
Security		
Climate Controlled		
Natural Lighting		

No improvement
 Some improvement
 Most improvement
 Public Feedback

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Financial Framework

- ▶ New Charlotte Transportation Center at same site would range \$45m-\$55m
 - Not integrated with development
 - Unlikely to receive RAISE Grant
 - Land Value not a funding source
- ▶ Integrated Transit Center (Concourse/Two Level Terrace) estimated at \$89m
 - Ability to leverage \$62m that could not be captured otherwise.
 - \$27m land value, \$15m RAISE, & \$20m TIG



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Staff Recommendation

▶ Staff recommends the concourse option as the preferred design for the redevelopment of the Charlotte Transportation Center

- More climate-controlled space
- More efficient secured space
- Seamless transfer between bus routes
- Provides maximum integration with development
- Access creates more placemaking opportunities
- Best supports the goals of surrounding development opportunities

▶ Additionally, staff recommends that:

- Through the design process continue to increase climate-controlled space and natural light
- Include emerging Autonomous Vehicle technology to assist operators
- Incorporate sustainable design and electric vehicle charging



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Next Steps

- ▶ Approval of Transit Center Design Concept
- ▶ Framework for Public Private Partnership
 - Financial structure for public infrastructure
 - Opportunity/need for district and Hornet Practice Facility
 - Larger community benefits
- ▶ Process for Council approvals
 - Memorandum of Understanding
 - Master Development Agreement

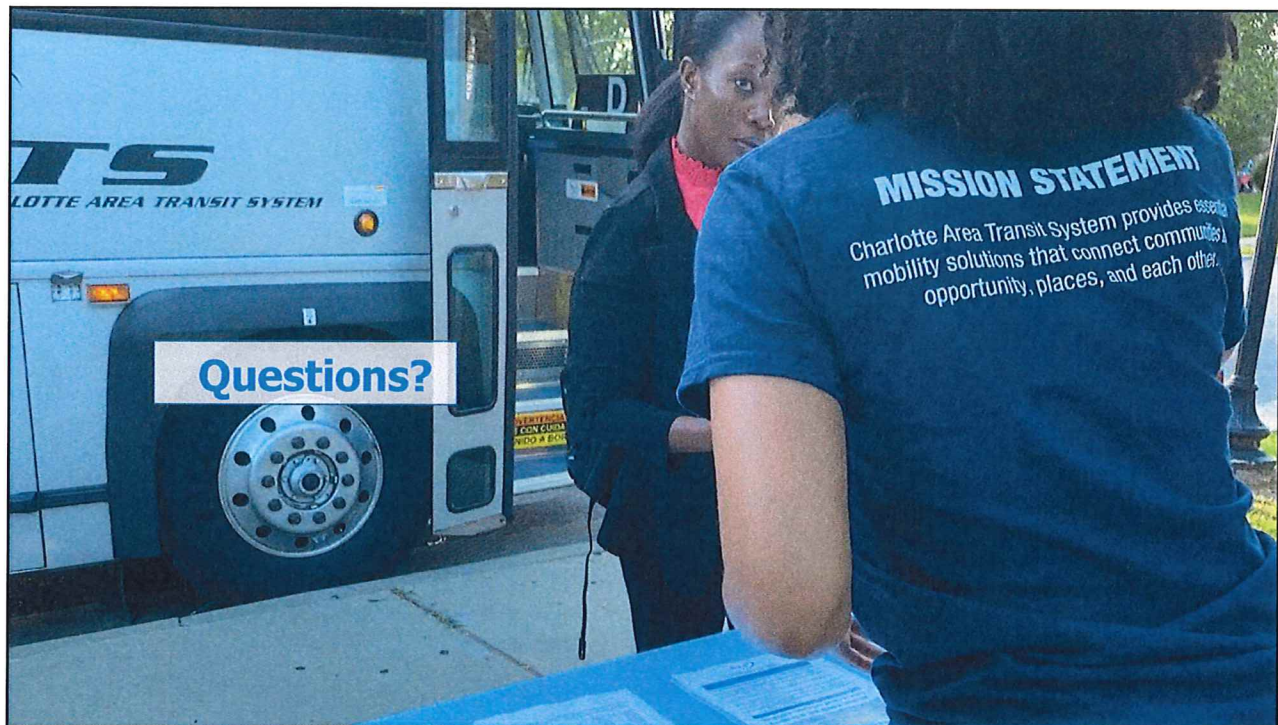
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Next Steps

- ▶ January 3rd – **Staff Recommendation Endorsed**
 - Transportation Planning & Development Committee
 - Charlotte City Council
- ▶ January 12th
 - Transit Services Advisory Committee
- ▶ January 17th
 - Citizens Transit Advisory Group
- ▶ January 25th
 - Metropolitan Transit Commission Action



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FY 2024 Preliminary Operating & Debt Service Budgets

Citizens Transit Advisory Group
January 17, 2023



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Discussion

- ▶ CEO Focus Areas
- ▶ Operating Revenue
- ▶ Operating Expenditures
- ▶ Debt Service
- ▶ Budget Schedule

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CEO Focus Areas

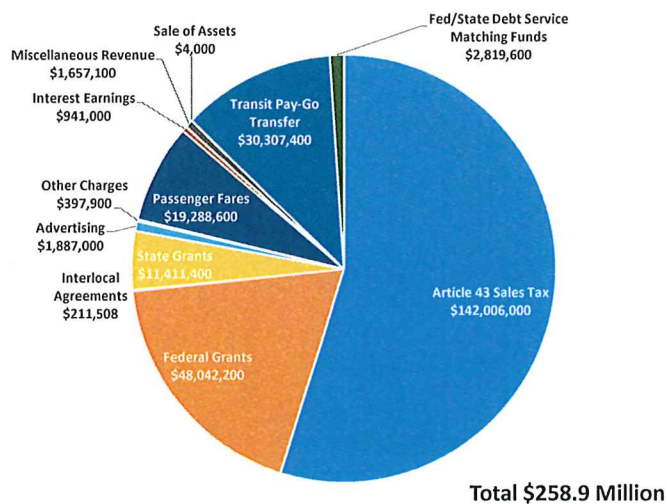
- ▶ Balanced budget
- ▶ Safety and Security
- ▶ Valuing Employees
- ▶ Maintenance & Asset Preservation

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Preliminary Operating Revenues



Pending Items

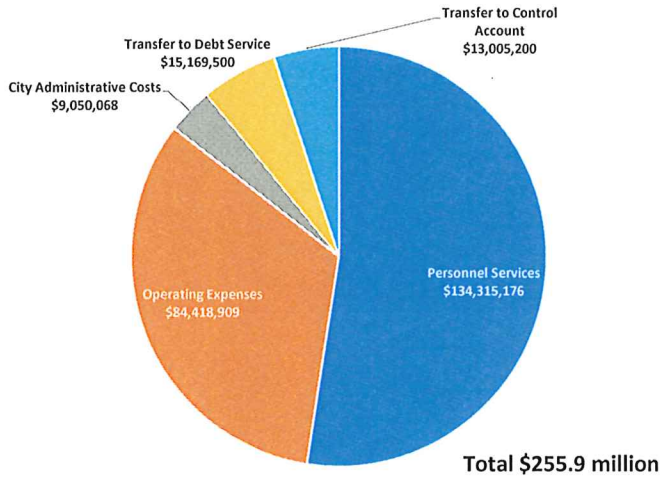
- Projected Sales Tax Growth
- Finalize Federal & State Funding
- Review Ridership Projections & Related Passenger Fares
- Review Advertising Revenue

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Preliminary Operating Expenditures



Pending Items

- Focus Area Related Enhancements
- Finalizing Personal Services
- Finalizing Operating Expenses
- Add City Cost Allocation Plan (CAP)
- Add Internal Service Providers (ISP)

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FY 2024 Preliminary Debt Service

► FY2023 Debt Service Budget \$18.1 million

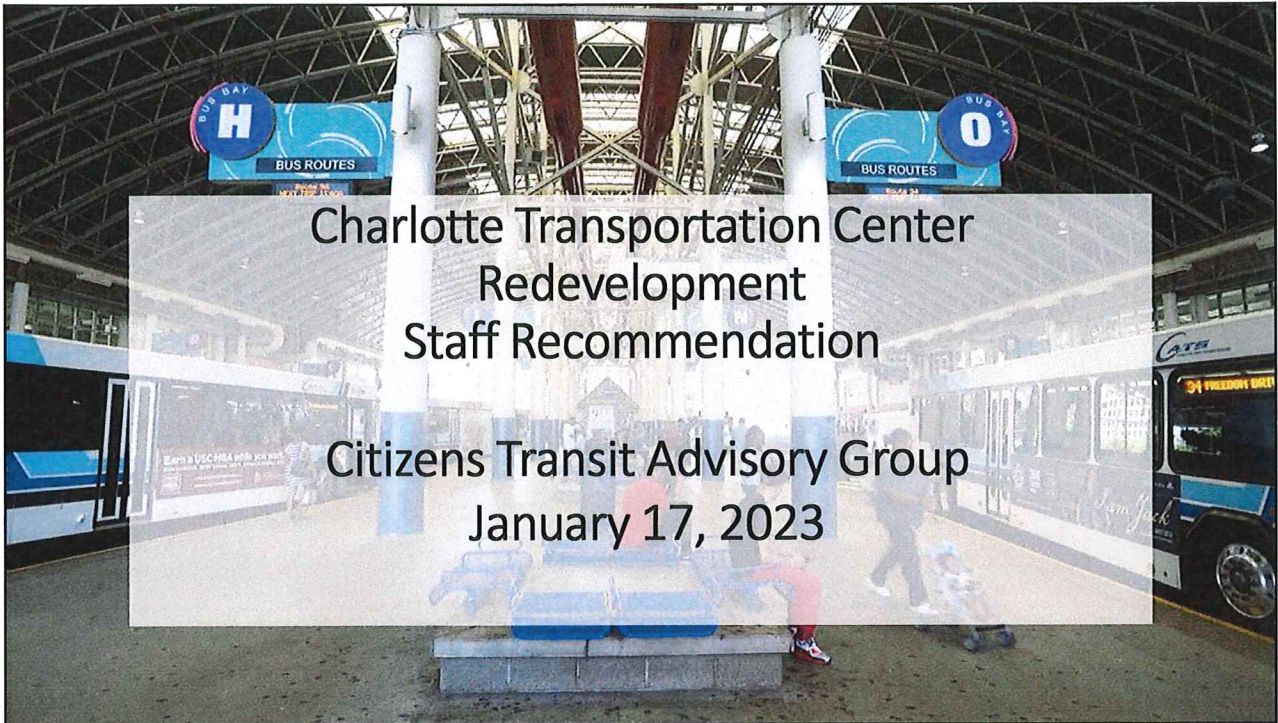
Transit Sales Tax, Federal and State grant funds pay annual principal and interest expenses

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Adopted	FY 2024 Preliminary
Revenues					
Transfers from CATS Operating	\$17,410,943	\$17,368,654	\$16,939,110	\$15,168,881	\$15,169,500
Transfers from CATS Capital	\$15,000,000	\$81,810,000	-	-	-
Federal Grants	\$4,888,713	\$4,646,121	\$3,549,340	\$2,929,475	\$2,927,800
State Grants	\$1,006,825	\$863,031	\$41,637,850	-	-
Interest on Investments	\$163,985	\$35,502	-	-	-
Total Revenues	\$38,470,466	\$104,723,308	\$62,126,300	\$18,098,356	\$18,097,300
Expenditures					
Principal Payments	\$24,148,288	\$91,346,094	\$51,214,000	\$8,920,000	\$9,365,000
Interest Payments	\$14,292,699	\$13,329,951	\$10,798,300	\$9,064,356	\$8,618,300
Other Fees	\$29,479	\$47,263	\$114,000	\$114,000	\$114,000
Total Expenditures	\$38,470,466	\$104,723,308	\$62,126,300	\$18,098,356	\$18,097,300

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Today's Discussion

- ▶ What's brought us to this moment
- ▶ Charlotte Transportation Center Design Process
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