

# Silver Line P.A.V.E. Act Study

## Silver Line Update and Value Engineering Options

April 23, 2026



# Presentation Outline

1. Silver Line Background
2. P.A.V.E. Act Study Overview
3. Possible Value Engineering Strategies
4. Preliminary Findings & Next Steps

## Today's Goals

- Gather feedback to help determine the acceptability of possible strategies
- Share potential benefits and risks of possible strategies



# Silver Line Background



# What is the Silver Line?



## Project Description

- Light Rail
- Locally Preferred Alternative (LPA) = Belmont to Indian Trail
- 29 miles, 30 stations



## Fiscally constrained project - "Phase A"

- Minimum Operable Segment (MOS)
- Airport to Coliseum / Ovens
- 10 miles, 16 stations



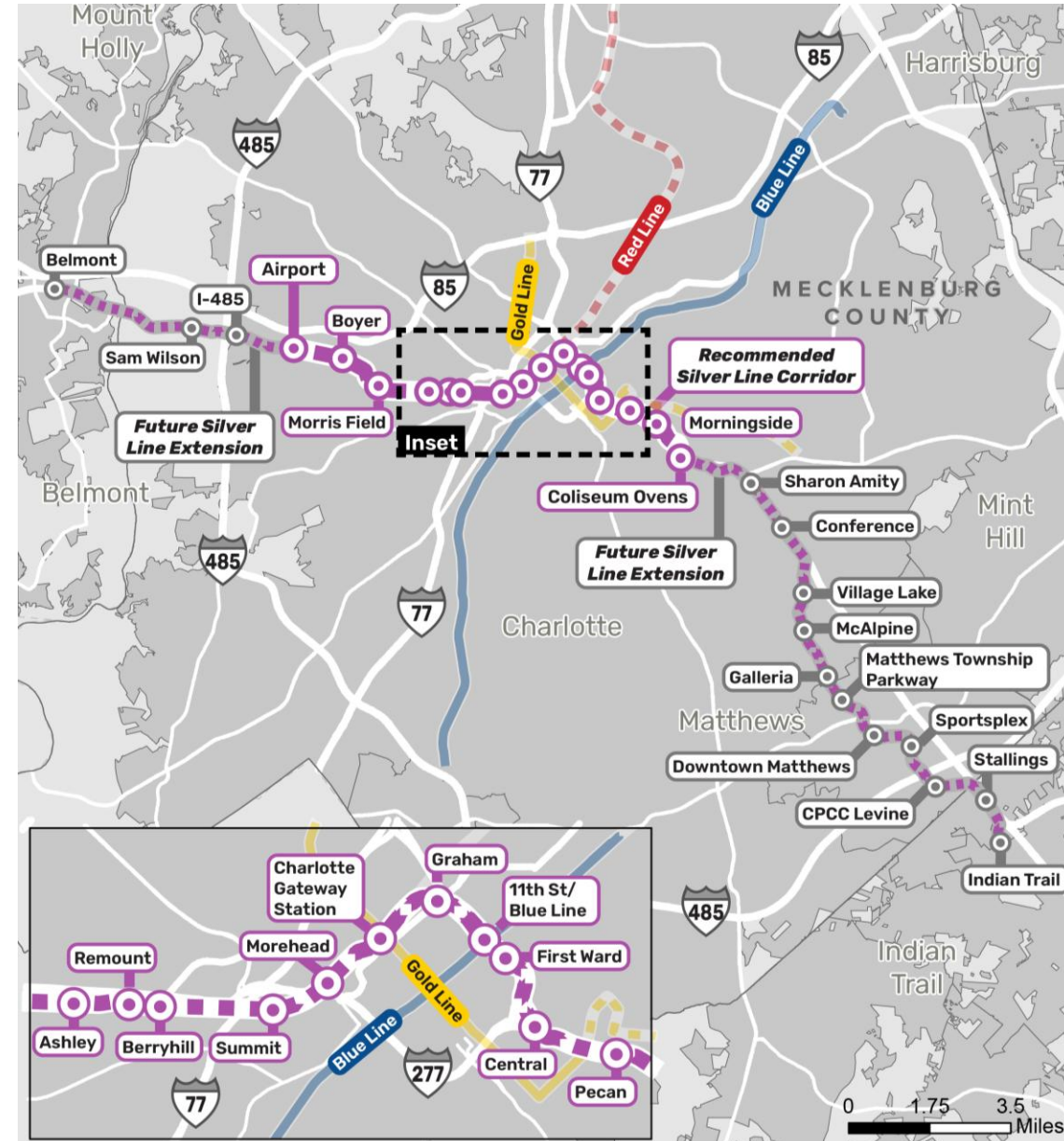
## Capital Cost Estimate (2024 Base Year \$)

- MOS (Airport to Coliseum / Ovens): \$3.3B
- I-485 to CPMC Levine: \$6.9B



## Preliminary Service Plan

- Service from 5AM to 2AM
- 10-minute peak frequency; 15-20 minutes off peak and weekends



# 2020 - 2022 Silver Line Public Engagement

## Round 1

Mar 2020 -  
Jul 2020

- Overview and goals
- Connections to major destinations indicated as highest priority goal

## Round 2

Aug 2020 -  
Oct 2020

- Early Scoping
- Agreement on Purpose and Need
- Specific feedback on options to consider

## Round 3

Oct 2020 -  
Mar 2021

- LPA definition
- Alignment identified in more detail in consideration of previous feedback

## Round 4

Mar 2021 -  
Nov 2021

- LPA refinements
- Adjustments to station locations and alignment in several areas with public support

## Round 5

Nov 2021 -  
Nov 2022

- Additional LPA refinements
- Varied feedback on Center City alignment

# 2025 Transit System Plan Public Engagement

## 1,560+ Survey Participants

- ▶ **More access to jobs, housing, education, and daily destinations** was ranked the most important benefit of the future rapid transit system
- ▶ **More high frequency bus service** was ranked the most important benefit of the future Better Bus System

## General Takeaways

### Preference for Rail

The community shows a preference for the scenarios with light rail rather than bus rapid transit (BRT).

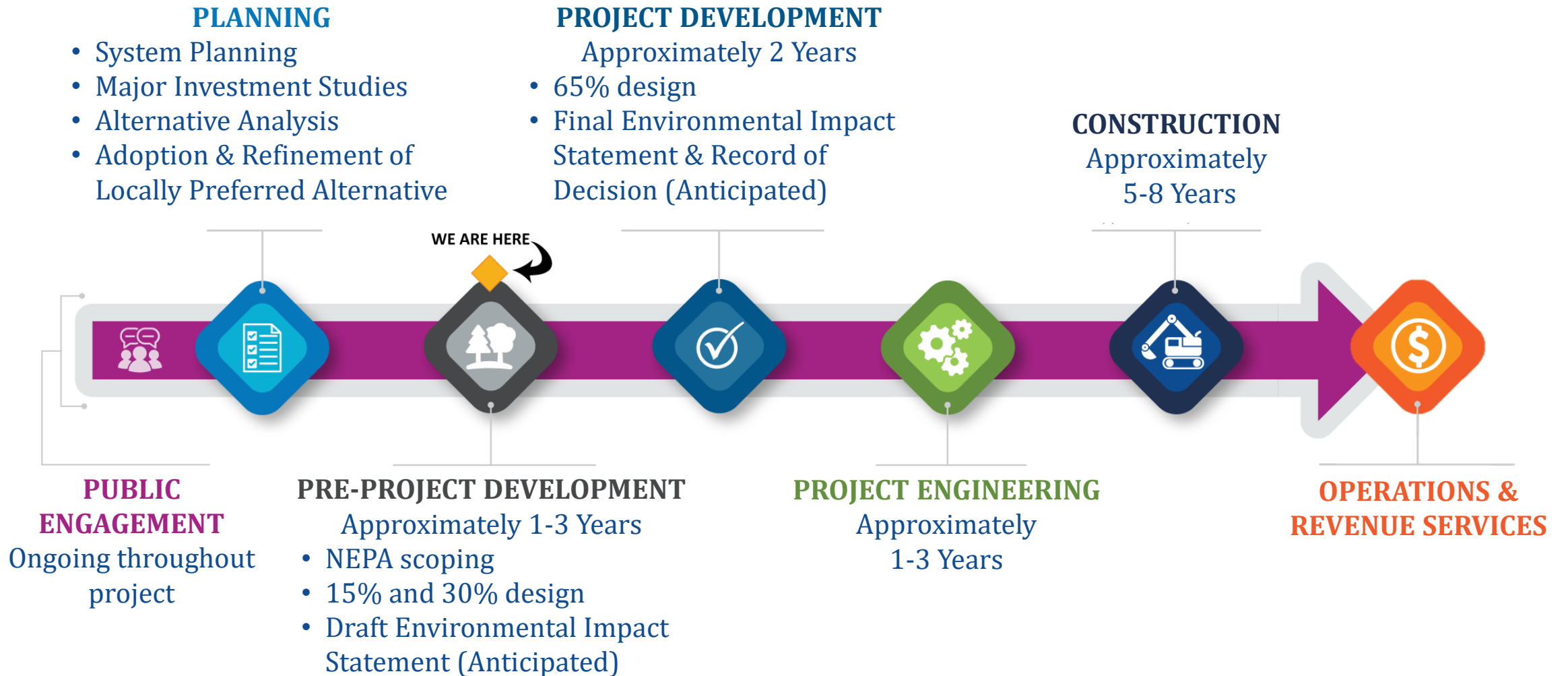
### Improve Customer Experience

There is a need for enhancements to the existing transit system, including increased frequency, improved safety, and better cleanliness.

### Advance Transit Expansion

There is a desire and urgency for transit expansion to meet the growing demand and keep pace with regional growth.

# Project Life Cycle



# **P.A.V.E. Act Study Overview**



# P.A.V.E. Act Study

- ▶ Identify opportunities to extend Silver Line farther east to serve more communities, increasing access and ridership
- ▶ Improve cost-effectiveness, making the project more competitive for federal funding

## Value Engineering

- Identify project changes to reduce costs
- *Consultant:* WSP – Silver Line Engineering Consultant

## Funding Options

- Evaluate additional funding options to increase revenue
- *Consultant:* InfraStrategies – TSP Financial Consultant

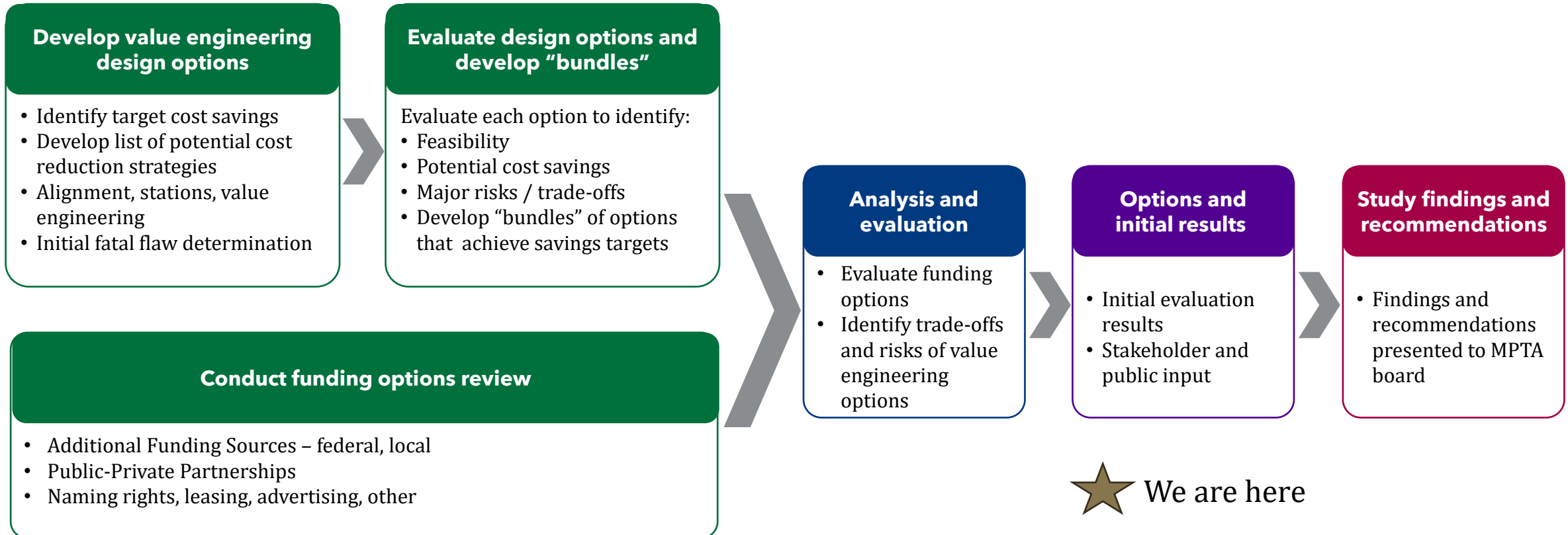
# Study Approach

Nov 2025 - Jan 2026

Jan - Feb 2026

Mar - Apr 2026

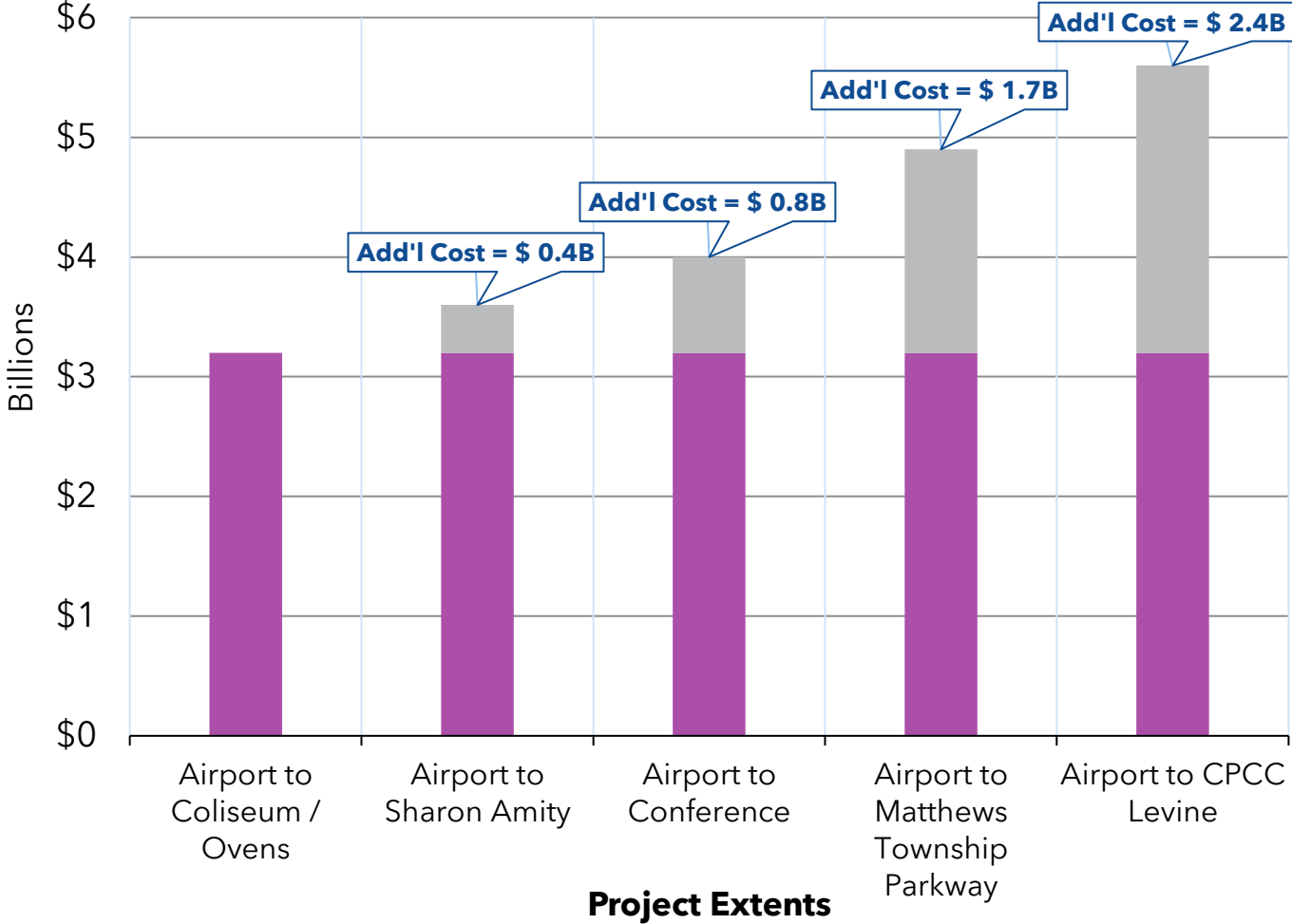
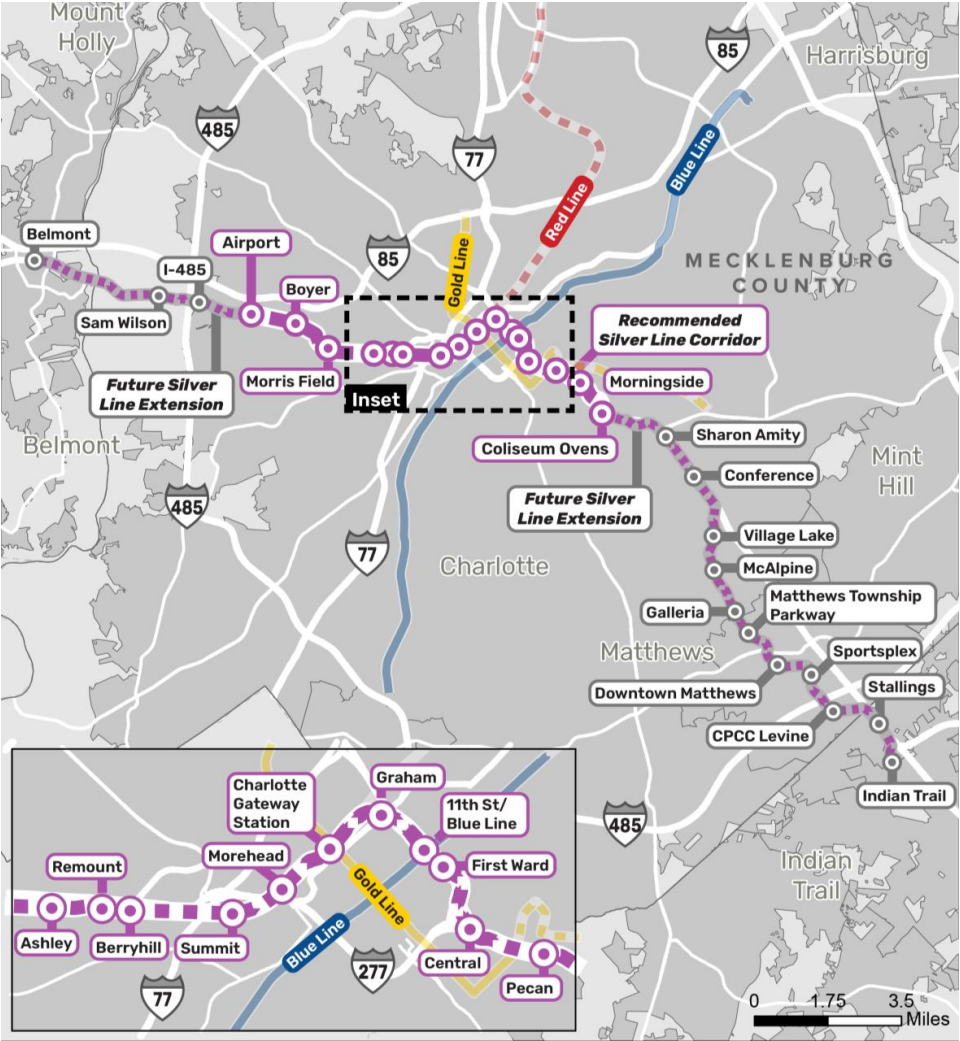
May - Jun 2026



# Possible Value Engineering Strategies



# Additional Cost to Extend Silver Line



Note: Costs in base year 2024\$

# Infrastructure Design Changes

TOTAL POTENTIAL SAVINGS: \$120-160M



Do not affect project definition  
(alignment or station locations)



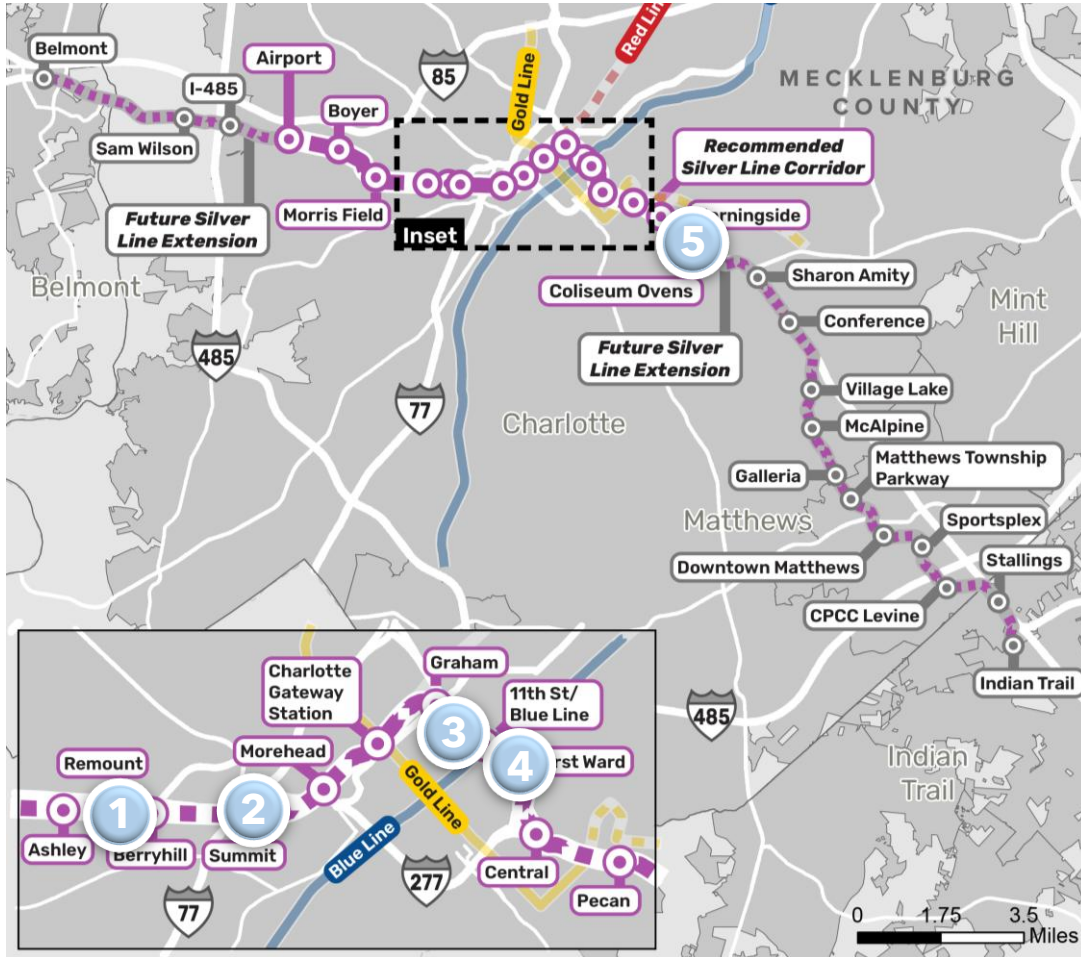
Have acceptable trade-offs for  
cost savings





Include design changes such as  
bridge length, non-revenue  
track design, and alternative  
designs to reduce roadway  
reconstruction

# Project Definition Options

TOTAL POTENTIAL SAVINGS: \$140-170M



 Include changes such as station removals and alignment shifts

 Will require public and stakeholder feedback

- 1** Consolidate Remount and Berryhill stations **(\$10-11M)**
- 2** Remove Summit station **(\$11-12M)**
- 3** Shift SLP alignment to north side of 11th Street **(\$60-67M)**
- 4** Remove First Ward station **(\$45-50M)**
- 5** Shift alignment to the front side of Bojangles Coliseum and Ovens Auditorium **(\$20-30M)**

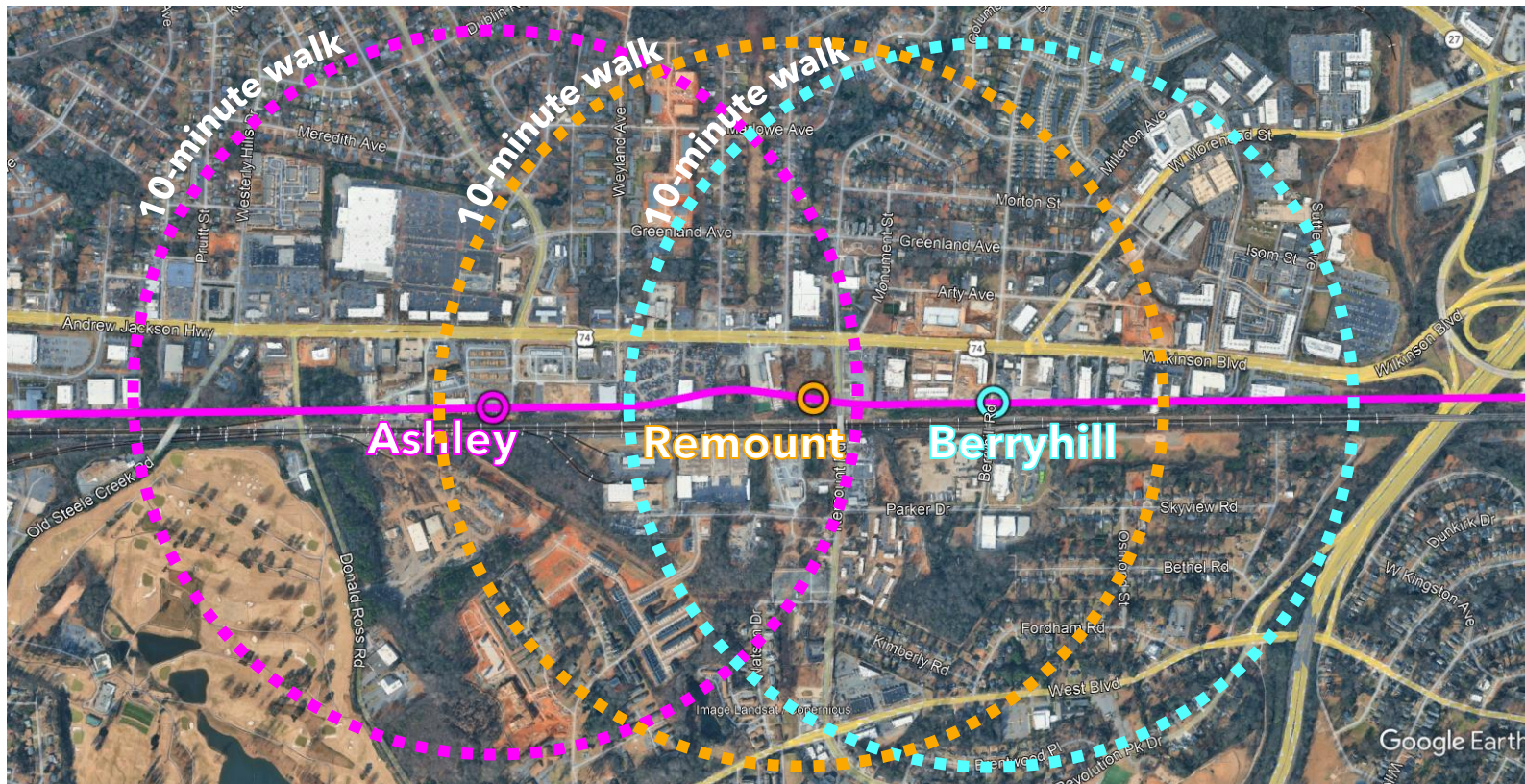
# 1 Remount / Berryhill Station Consolidation

## Pros

- + Capital cost savings of ~\$10M
- + Improved Silver Line competitiveness through 6% faster travel time between Airport and CGS
- + Resulting station spacing to Ashley station would be reasonable; 0.7 miles from Ashley to Berryhill

## Cons

- Some areas would be up to a 5-minute longer walk from the station, depending on the location of the consolidated station
- Transit-oriented development may not occur farther from the consolidated station location as quickly



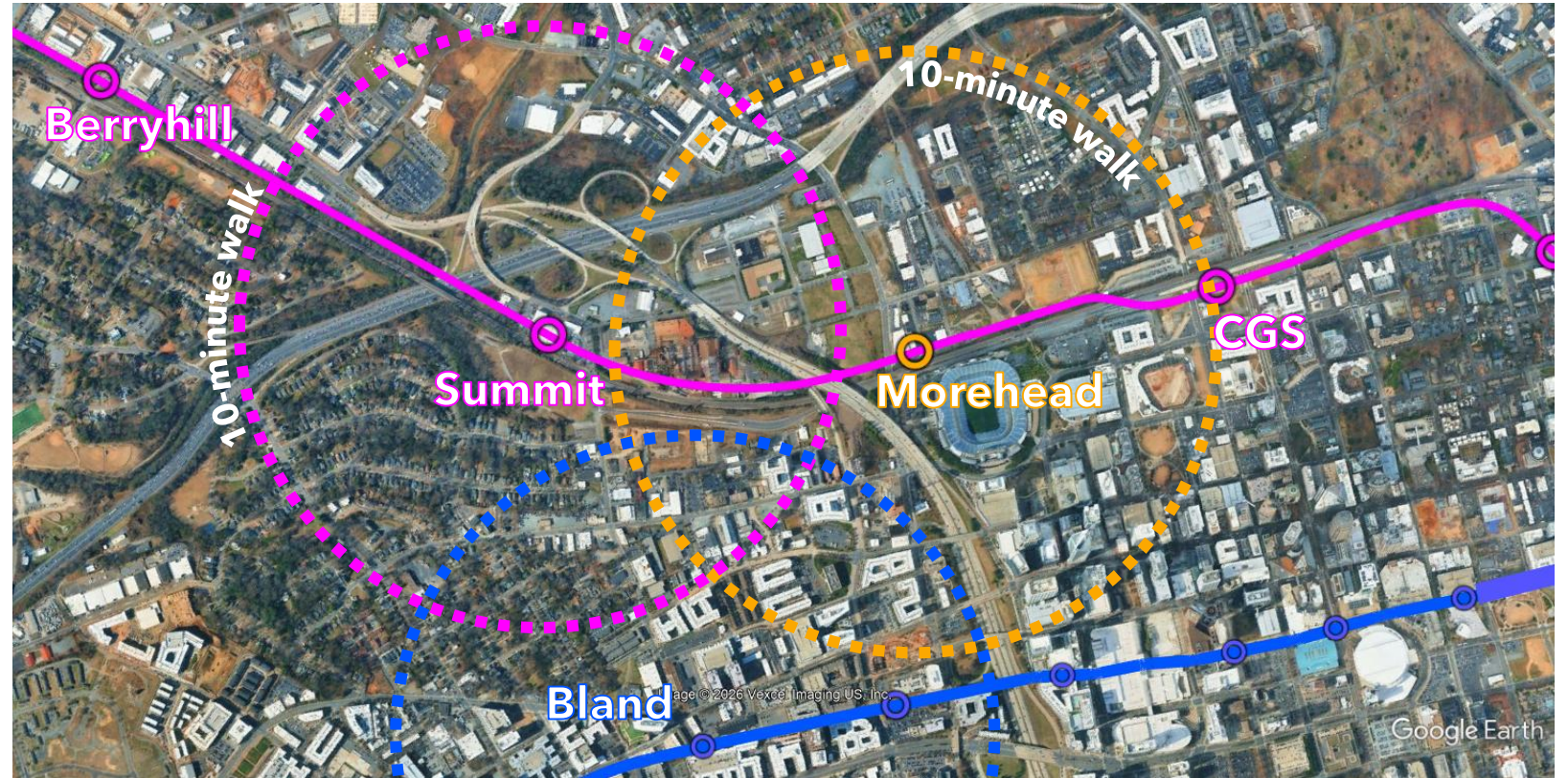
## 2 Remove Summit Station

### Pros

- + Capital cost savings of ~\$11M
- + 6% faster travel time between Airport and CGS
- + Grade separation of Summit Ave. may be required, which will impact the feasibility of the station
- + Pedestrian access would be difficult due to surrounding highway-focused road network, limiting ridership potential

### Cons

- Less access to potential development in Gold District and Iron District
- Transit-oriented development may not be as intensive in this area

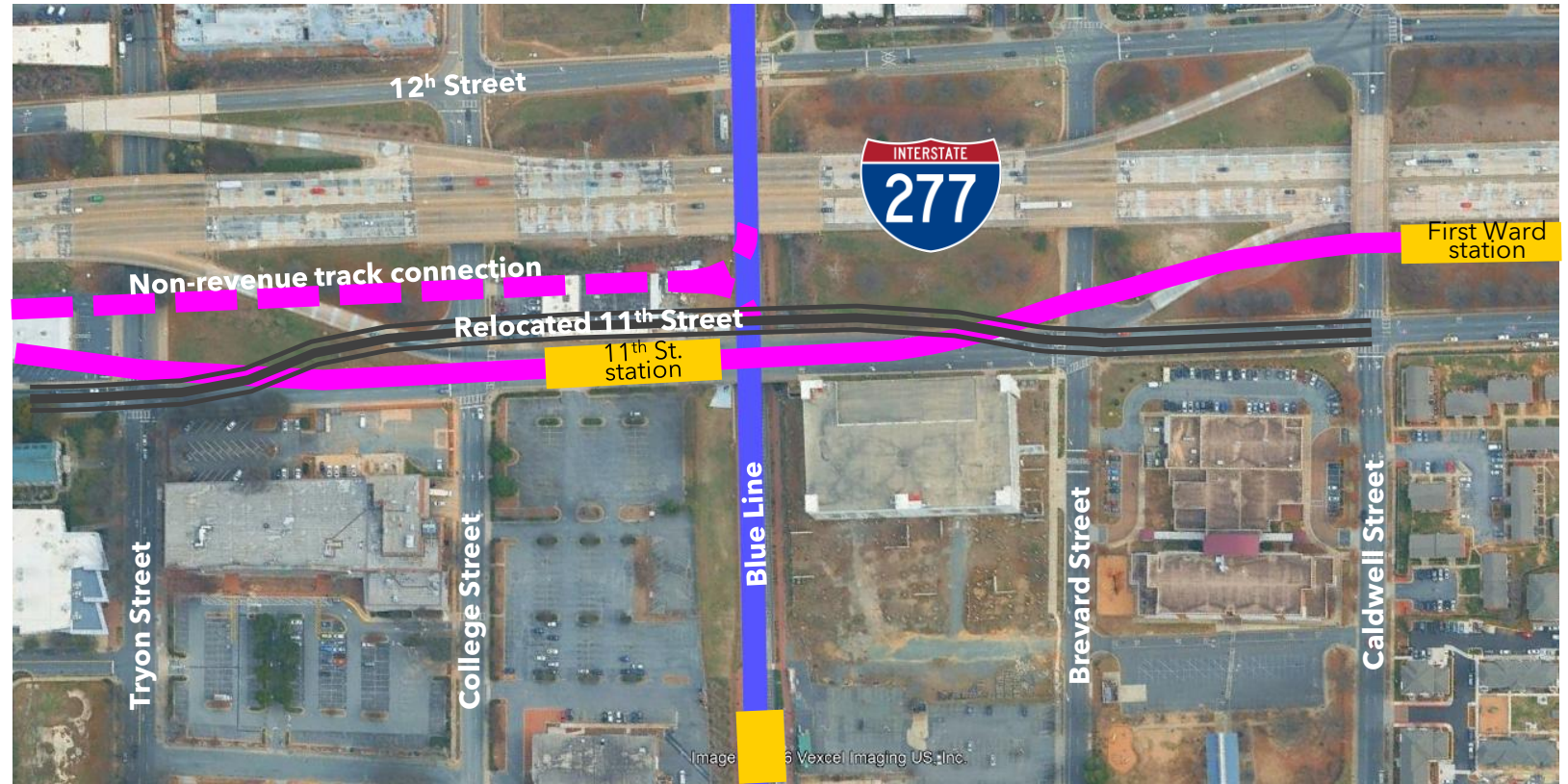


# 3 11th Street Alignment

Locally Preferred Alternative on South Side of 11th Street

## Background

The decision to re-align 11th Street was made to locate the station on the “Uptown side” of 11th Street for better pedestrian access. However, roadway relocation introduces new risks.



# 3 11th Street Alignment

Locally Preferred Alternative on South Side of 11<sup>th</sup> Street

## Current LPA

Planned Connection between 11<sup>th</sup> Street station (Silver Line) and 9<sup>th</sup> Street station (Blue Line)



# 3 11th Street Alignment

Option to Shift Rail Alignment to North Side of 11th Street to Avoid Street Reconstruction

## Opportunity

Avoid rebuilding 11th Street and run the Silver Line on its north side to simplify traffic interaction and lower risks. Keep the primary station entrances on the Uptown side with pedestrian bridges linking to the platforms.



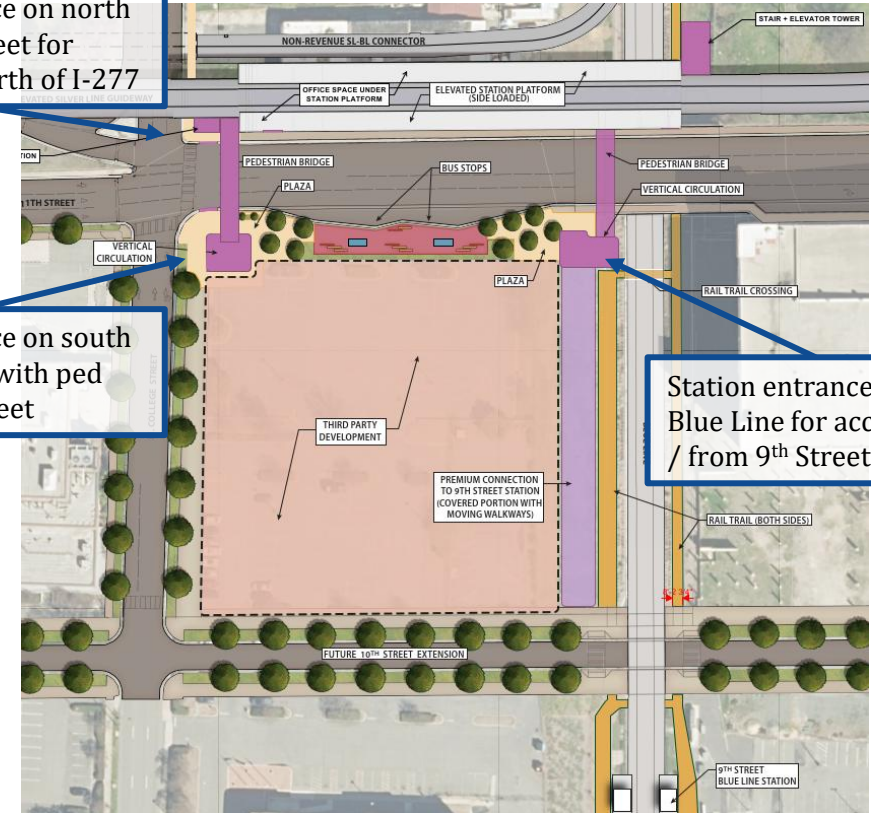
# 3 11th Street Alignment

Option to Shift Rail Alignment to North Side of 11th Street to Avoid Street Reconstruction



Station entrance on north side of 11th Street for access from north of I-277

Station entrance on south side of 11th St. with ped bridge over street



Station entrance along Blue Line for access to / from 9th Street station

View looking east on 11th St. from College St. Primary station entrances on right and Silver Line tracks elevated on left.



# 3 11th Street Alignment

Option to Shift Rail Alignment to North Side of 11<sup>th</sup> Street to Avoid Street Reconstruction

## Pros

- + Cost savings of \$60-67M
- + Avoids relocation of 11<sup>th</sup> Street and associated bridge reconstruction
- + Avoids changes to configuration of I-277 access, reducing coordination requirements with NCDOT
- + Fewer curves on track alignment

## Cons

- Station platform ~75' farther from Blue Line 9<sup>th</sup> Street station
- Perception of station location on north side of 11<sup>th</sup> Street less passenger friendly



# 4

# Remove First Ward Station

### Pros

- + Capital cost savings of ~\$45-50M
- + 7% faster travel time between Coliseum/Ovens and CGS
- + Reduces potential visual, noise, and light impacts to nearby residences and elementary school
- + First Ward neighborhood still within a 10-minute walk of the 11<sup>th</sup> Street / Blue Line station

### Cons

- Some areas would be up to a 5-minute longer walk from the closest station



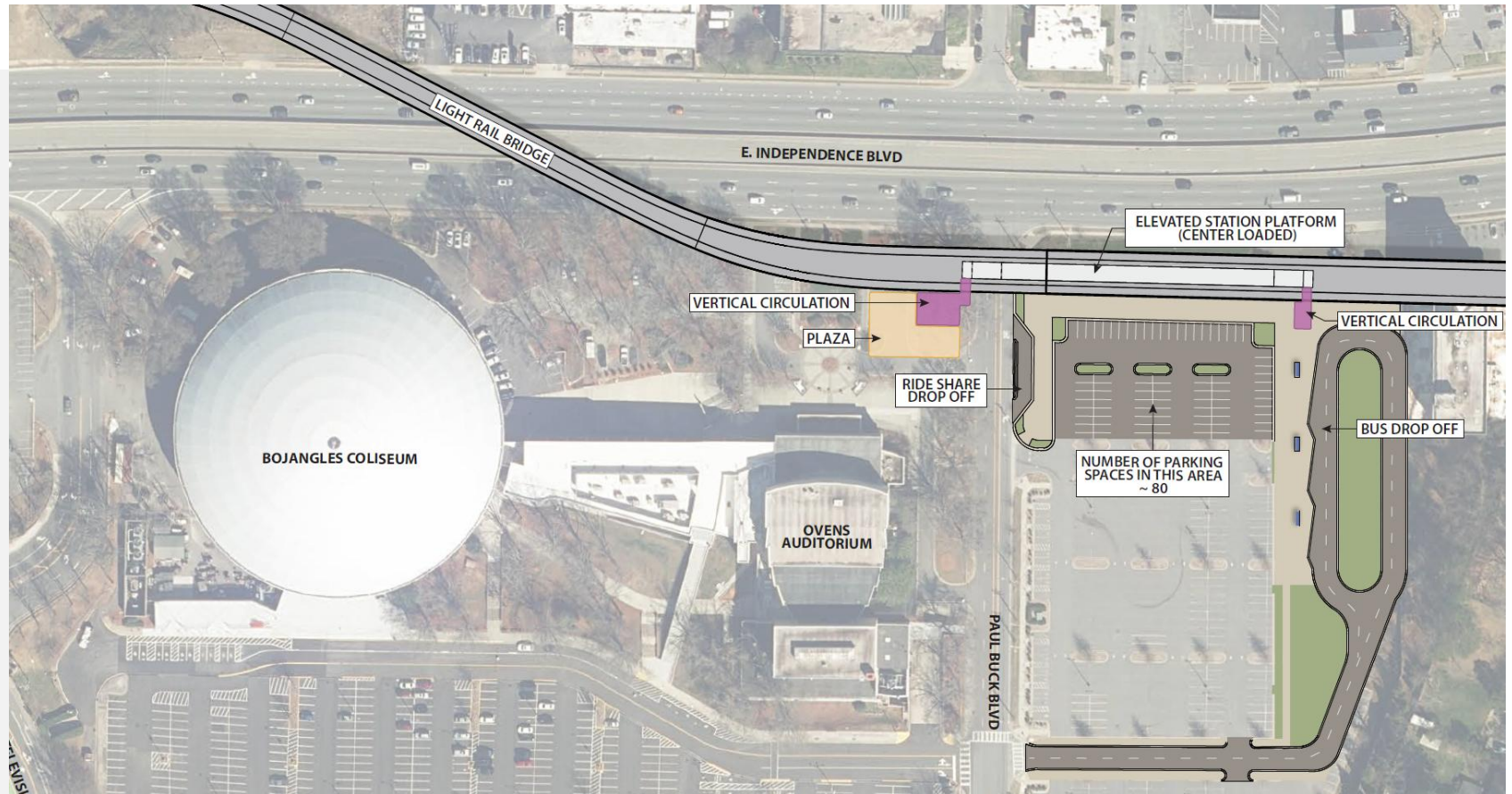
# 5 Shift to the Front of Coliseum / Ovens

## Pros

- + Capital cost savings of ~\$20-30M
- + Avoids extensive disruption to parking and access during construction
- + Reduces coordination risk with CRVA and CDOT

## Cons

- Less desirable station location next to freeway
- More potential visual concerns in front of auditorium compared to at-grade option
- Increased NCDOT coordination needed for more complex bridge over US 74



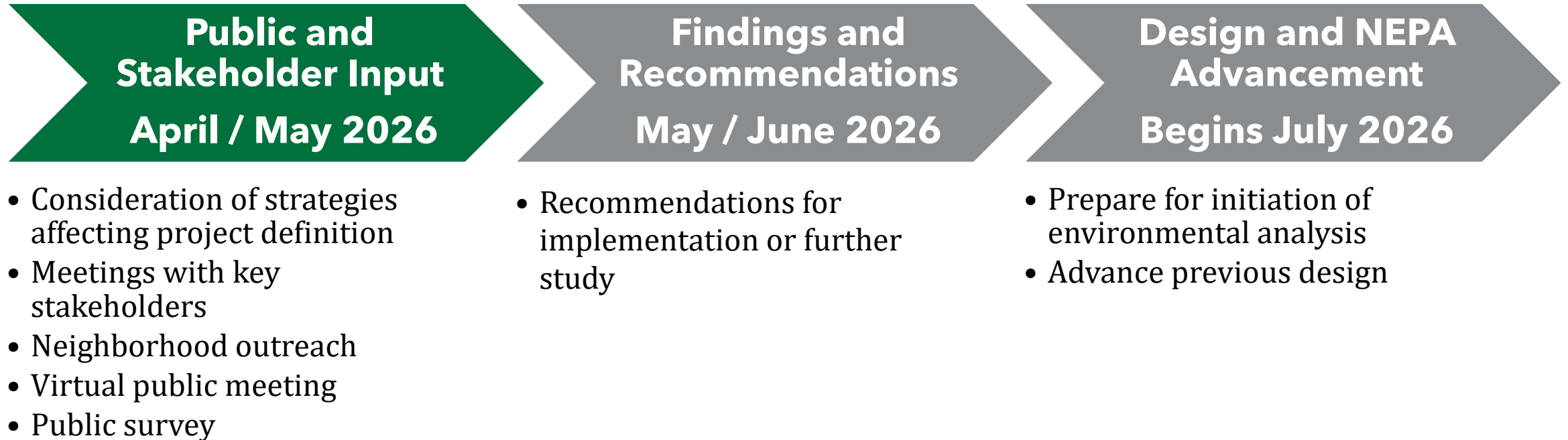
# Preliminary Findings & Next Steps



# Preliminary Findings

- ▶ The Value Engineering study's strategies offer benefits beyond possible extension to the east, enhancing the Silver Line's competitiveness for federal funding
  - Lower costs
  - Less complexity and risk
  - Shorter travel times
  - Trade-offs must be considered
- ▶ Current cost-saving strategies cannot achieve the savings needed to extend to Matthews
- ▶ Extending the line by one or two stations may be possible but needs further study

# Next Steps

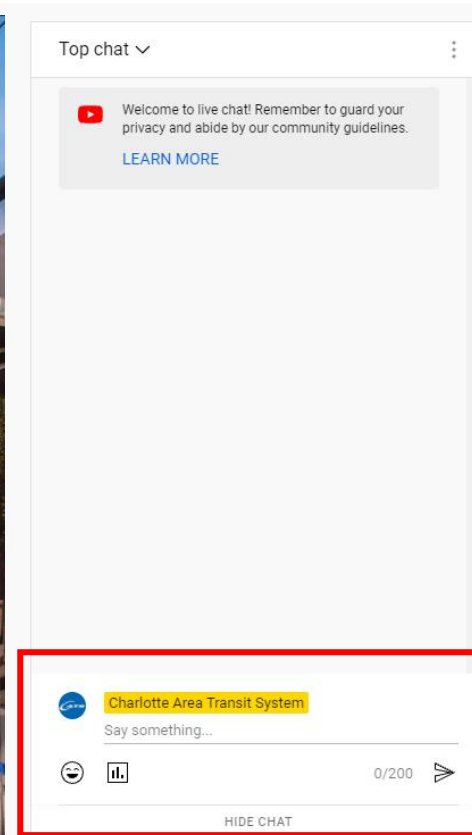


# Question and Answer Session

## Silver Line P.A.V.E. Act Study

### Silver Line Update and Value Engineering Options

April 23, 2026

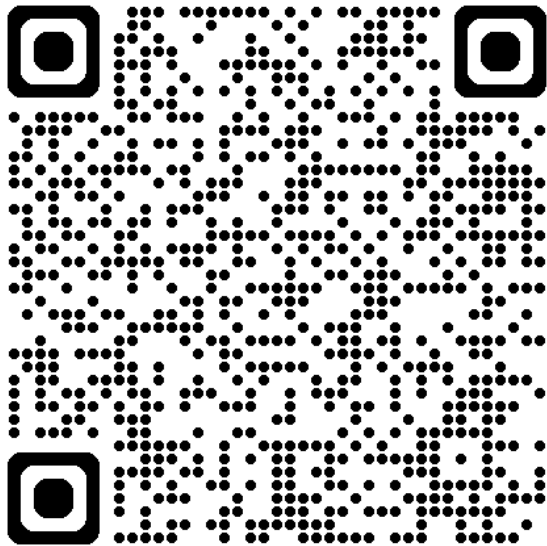


- Log-in to your Gmail or YouTube account
- Type your questions in the chat box.

# For More Information and to Comment

Please see Silver Line webpage at:

<https://www.charlottenc.gov/CATS/Plans-Projects/Silver-Line>



**Submit comments  
by May 1**



**Thank you!**