

Local Transit Funding The Charlotte-Mecklenburg Story

**Presented by
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June 7, 2017**

The map shows the following counties and their status:

- Highlighted (Green):** Robertson, Sumner, Macon, Davidson (Nashville-Davidson metropolitan government balance), Wilson (Nashville-Davidson-Murfreesboro-Franklin), Hickman, Williamson (Franklin), Rutherford (Murfreesboro), Cannon, Perry, Lewis, Maury (Columbia), Marshall (Lewisburg), Bedford (Shelbyville), Lawrenceburg, Lawrenceburg, Giles, Lincoln, Moore, Franklin, Marion, Grundy, Coffee, Warren, DeKalb, Jackson, Wanda, Allen, Monroe, Clay, Morgan, Simpson, Logan, Todd, Kentucky, Tennessee, Alabama, Lauderdale, Vayne, Wyrne, Stewart, Montgomery, Houston, Dickson, Humphreys, Trigg.
- Not Highlighted:** Shelby, Madison, Hancock, Wayne, Lincoln, Moore, Franklin, Marion, Grundy, Coffee, Warren, DeKalb, Jackson, Wanda, Allen, Monroe, Clay, Morgan, Simpson, Logan, Todd, Kentucky, Tennessee, Alabama, Lauderdale, Vayne, Wyrne, Stewart, Montgomery, Houston, Dickson, Humphreys, Trigg.

The map displays the state of Mississippi with its county boundaries. The Memphis-Forrest City Inland Waterway is highlighted in green, showing its path from the Gulf of Mexico through the Mississippi River and into the state. The waterway is labeled in the center of the map. The counties shown are: Lawrence, Jackson, Forrester, Cross, Lee, Monroe, Phillips, Adams, Crumhead, Mississippi, Lauderdale, Crockett, Over, Harrison, Tipton, Hattiesburg, Madison, Crittenden, Tipton, Fayette, Hattiesburg, Lee, Tunica, Davis, Marshall, Benton, Union, Pontotoc, Quitman, Calhoun, and Choctaw. The Memphis-Forrest City Inland Waterway is labeled in the center of the map.

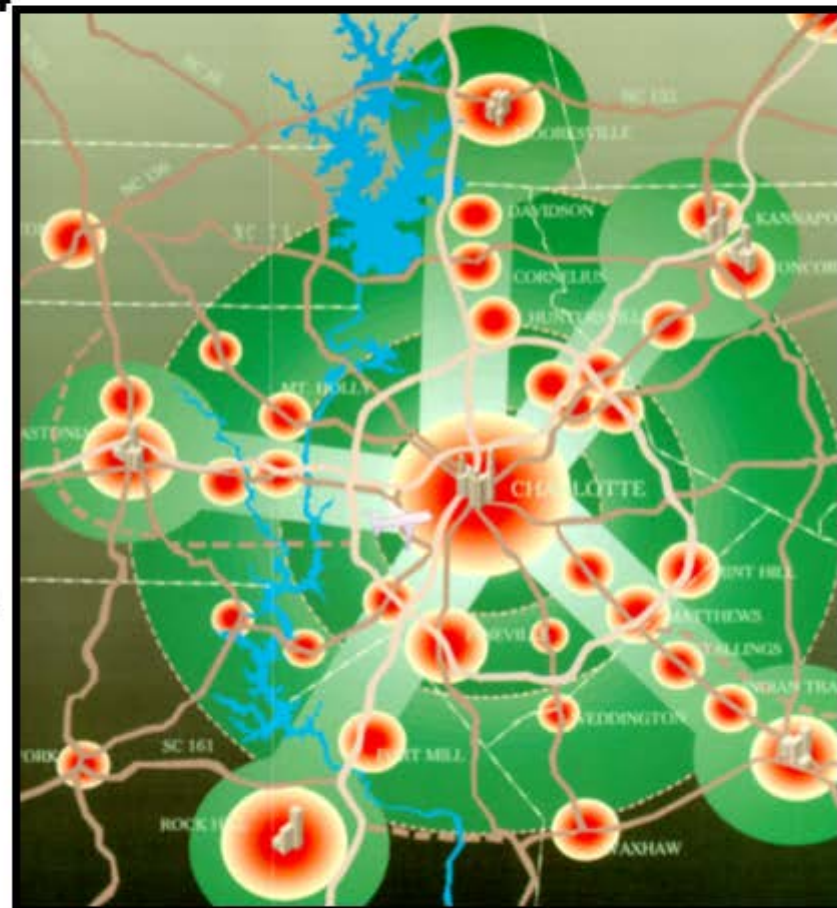
The map displays the following counties and areas:

- Mecklenburg County** (hatched green)
- Charlotte-Concord-Gastonia** (hatched green)
- Union County** (hatched green)
- Cleveland County** (hatched green)
- Lincoln County** (hatched green)
- Gaston County** (hatched green)
- Rocky Mount** (hatched green)
- Stall** (hatched green)
- Albemarle** (hatched green)
- Charlotte-Concord-Gastonia** (hatched green)
- Mecklenburg County** (hatched green)
- Union County** (hatched green)
- Charlotte-Gastonia-Salisbury** (hatched green)
- York County** (hatched green)
- Chester County** (hatched green)
- Langston** (hatched green)
- North Carolina** (hatched green)
- South Carolina** (hatched green)

Major cities and towns labeled include: Charlotte, Concord, Gastonia, Rocky Mount, Stall, Albemarle, York, Chester, Langston, and North Carolina.

*US Census, 2016 Estimate

- Adopted by the community in 1994
- Long-term growth framework
- Five primary transportation and development corridors
- Goals:
 - Focus most growth in Centers & Corridors
 - Maximize use of transportation system & infrastructure
 - Encourage redevelopment & reuse of underutilized sites



Composition

- 100+ members from Mecklenburg County and 5 adjacent counties
- Included elected officials and business community reps

Charge

- Develop Community Consensus on Vision for Land Use and Transportation
- Define Major Revenue Sources
- Determine Organizations Structure

GOOD LUCK!
- KEVIN IERS



KEVIN IERS ©1994
THE CHARLOTTE OBSERVER

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Composition

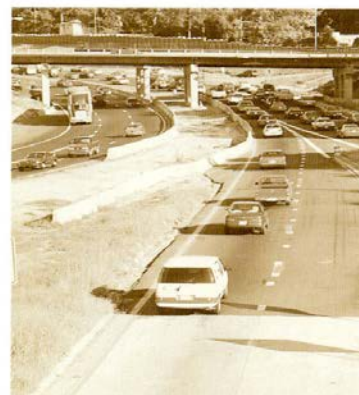
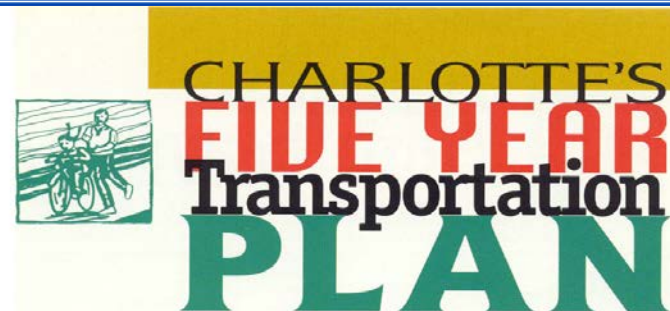
- Chair of Committee of 100
- 2 Charlotte City Council members
- Area representatives on NCBOT
- Several key business leaders

Charge

- Review and Reaffirm/Revise Recommendations of “Committee of 100”
- Determine Which Recommendations are Most Feasible and Develop Strategy for Implementation
- Collaborate with State’s Transit 2001 Commission to Address Charlotte’s Needs Through Their Proposals

Committee of 10 Results

- 5 Year Transportation Plan
- Support for “Local Option” Revenue Sources for Transit Improvements
- Led to Enabling Legislation for ½ Cent Local Option Sales Tax



They also incorporated ideas from seven commissioned studies by national experts. These studies looked at the issues and opportunities the City faces as it constructs a transportation system for the future. What is done now to improve transportation will influence Charlotte for generations to come.

The Next Step

Learning from the experiences of older metropolitan areas, Charlotte is at a critical juncture on its way to becoming a major city. This five-year plan will allow Charlotte to meet its short-term transportation needs. With the population expected to reach 815,000 in Mecklenburg County by 2015, it will be essential for neighborhood groups, employers, community leaders, transit riders, and the general public to continue building on this plan. By re-thinking a traditional “roads-first” approach, Charlotte will foster a varied transportation system that will promote its economic, social, and environmental well-being.

Giving You More Options Than Ever

As Charlotte continues to grow, easy and convenient transportation is essential for maintaining our City's distinctive character. The Charlotte City Council has approved a five-year transportation plan designed to respond to traffic congestion and pollution while providing more options for buses, carpools, and other alternatives to cars. Funding for the plan is still being determined.

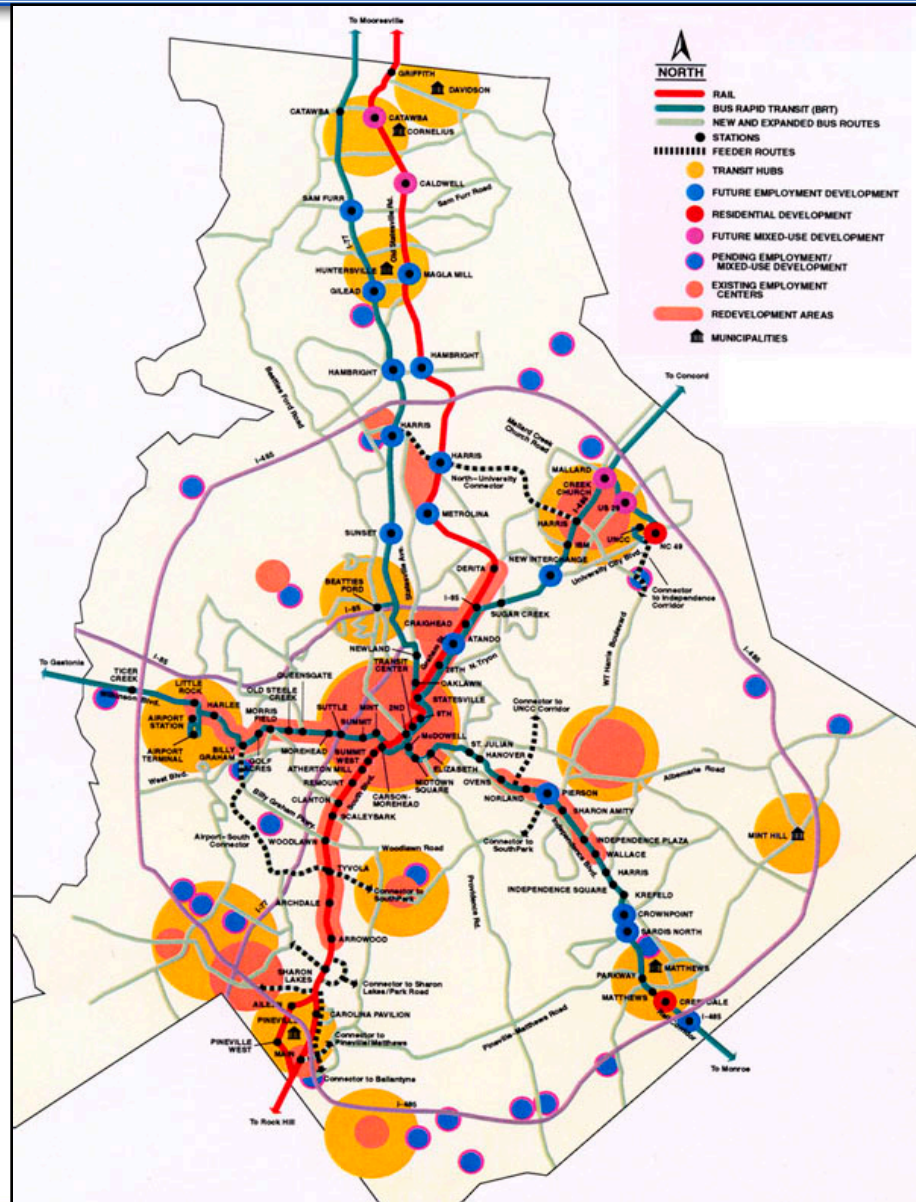
To create the five-year plan, City Department of Transportation officials surveyed hundreds of local citizens, including neighborhood group representatives, community leaders, transit riders, employers, and the general public.



2025 Integrated Transit Land Use Plan

Goals

- Support Centers and Corridors Land Use Vision
- Provide Choices in Mode of Travel
- Develop a Regional Transit System
- Support Economic Growth and Sustainable Development



Success in 1998!

- Voter referendum on ½ percent sales use tax for public transportation on November 1998 ballot
- Promoted by Chamber and paired with \$100 million Road Bond
- Sales tax approved 58% to 42%

2025 Integrated Transit/Land-Use Plan



For Charlotte-Mecklenburg

Final Report October 1998



- **Public Transit System Governing Board**

- Provides policy direction for system development and operation
- Oversees management activities

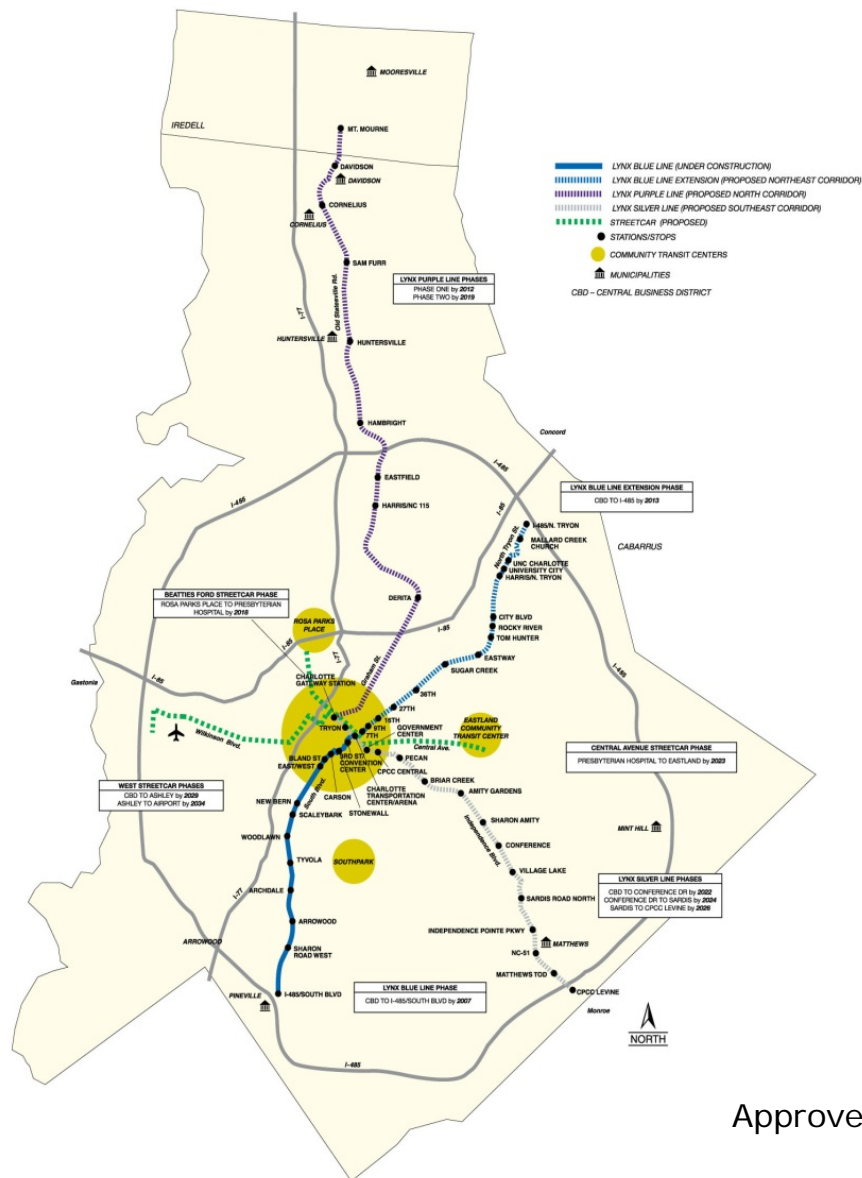
- **MTC Composition – 23 members (9 voting)**

- 16 from Mecklenburg County (8 voting members)
- 1 NC Board of Transportation (1 voting member)
- 5 ex-officio from 5 surrounding counties
- 1 SC Board of Transportation (ex-officio)

- **Citizen Advisory Committees**

- CTAG (planning and finances)
- TSAC (service delivery)





Approved by MTC November 2006

Variety of Services

Local



Neighborhood shuttles



Streetcar



Paratransit







LYNX Blue Line Characteristics

- **Opened November 24, 2007**
- **Uptown Charlotte to I-485**
 - 9.6 miles
- **15 stations (7 park & rides)**
- **Operates seven days a week from 5:00 a.m. to 1:00 a.m.**
- **Service frequency**
 - Rush hour: 10 minutes
 - Non-rush hour: 15 minutes
- **Bus/rail integration serves the Blue Line directly:**
 - 20 new and modified routes

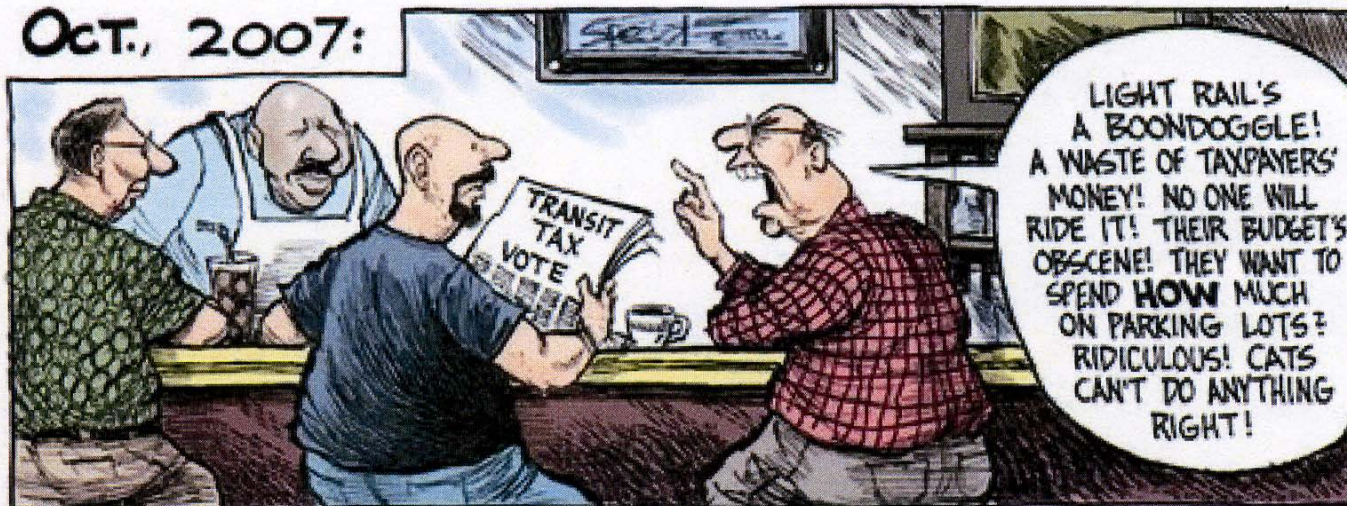


LYNX Blue Line Success!

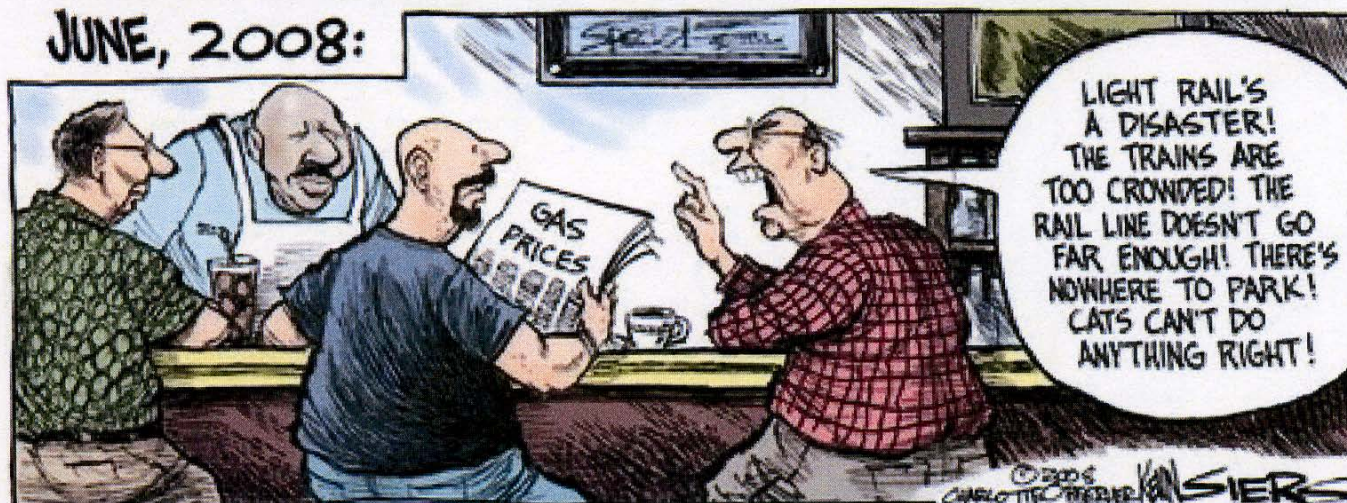
- **LYNX Blue Line ridership averaging 14,000 - 17,000 daily trips**
 - Original projection: 9,100 by the end of the first year; 18,100 by 2025
 - Vehicles often at capacity
 - 1100 space deck often full; more parking needed
 - Ordered 4 more LRV's
- **Special Events**
- **Exemplary Operations**



Oct., 2007:



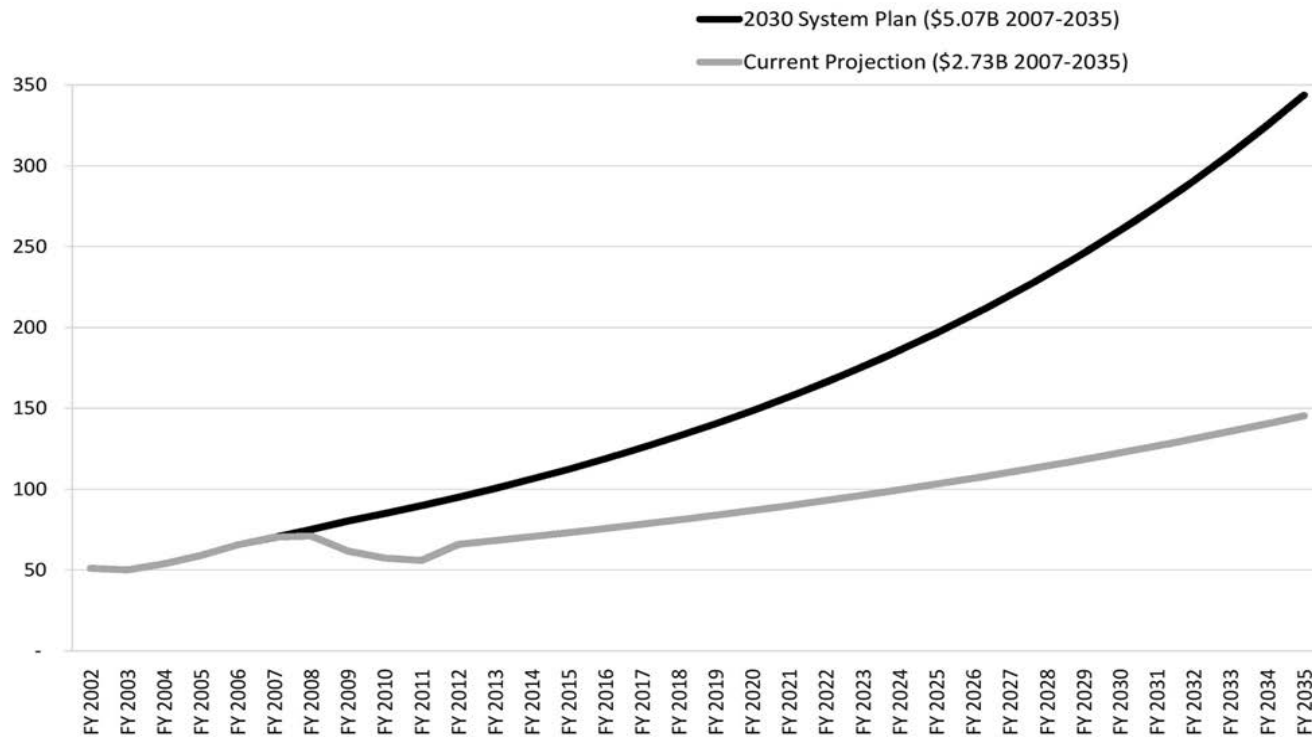
JUNE, 2008:



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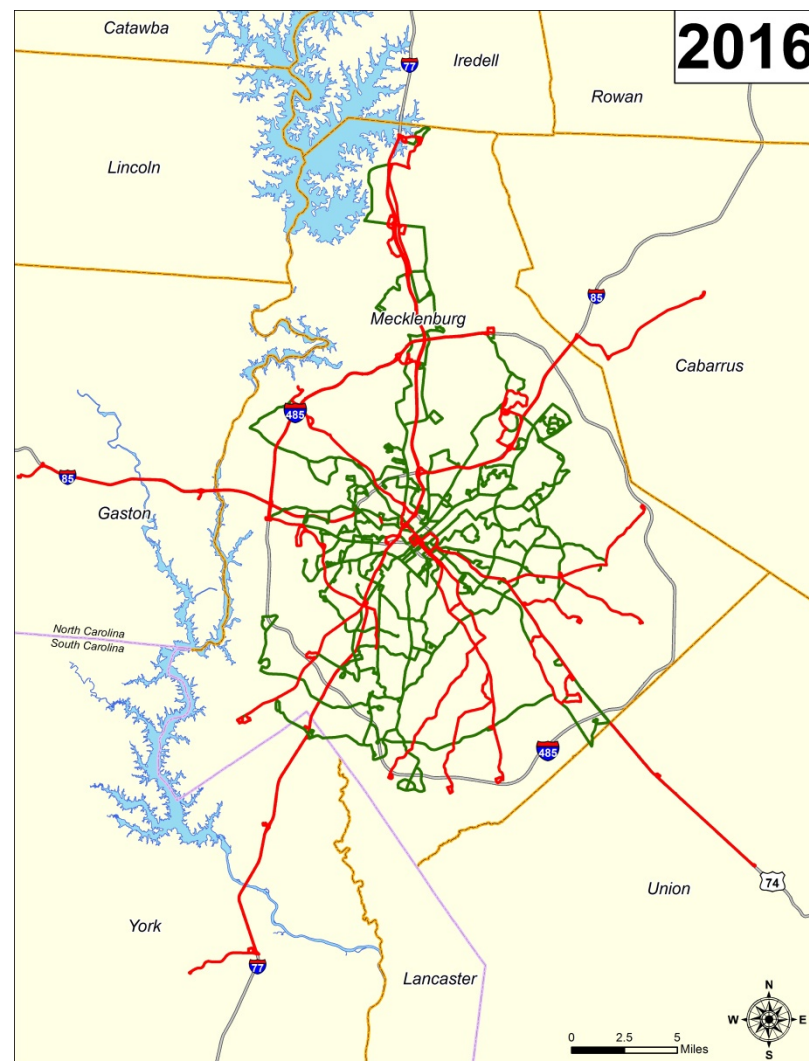
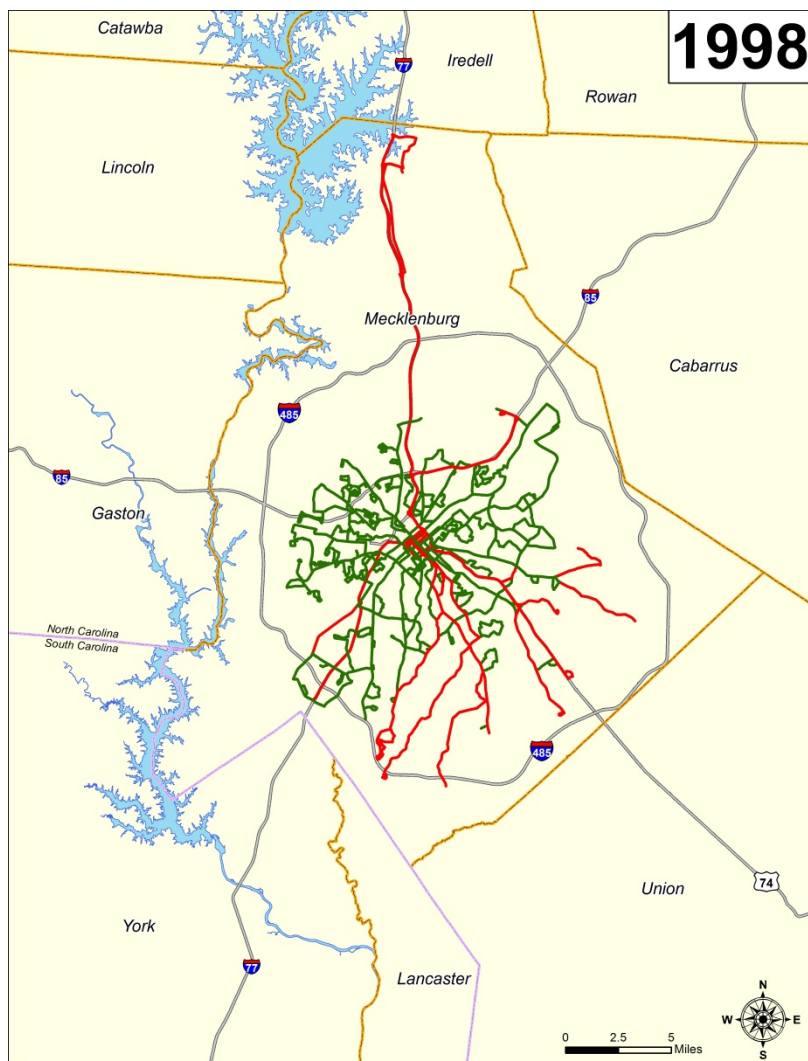
Sales Tax Revenue Gap Between 2030 Plan and Current Projection \$2.3B (2007-2035)

Millions

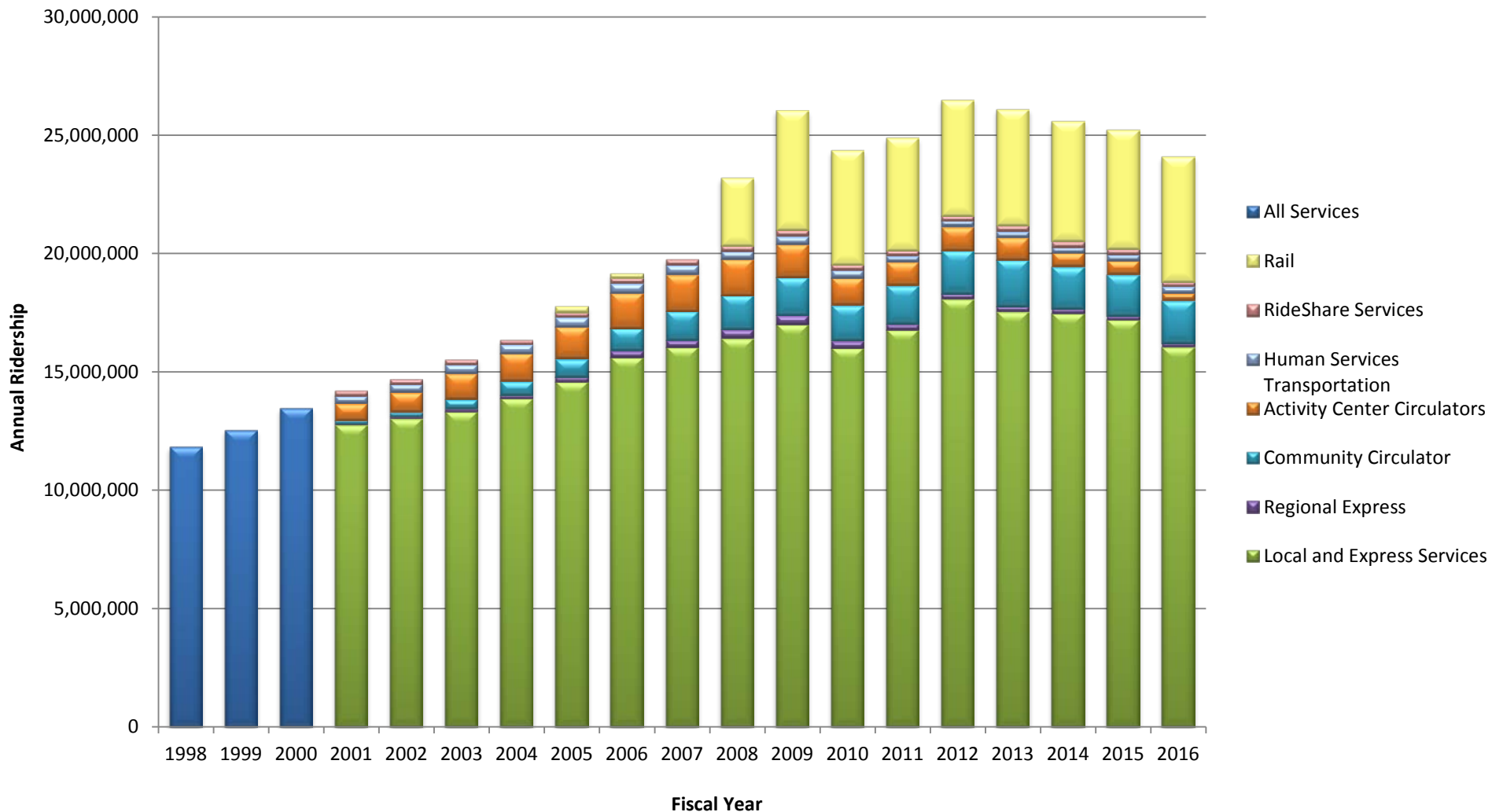


Current projection based on long-term annual growth rate of 3.5% from the June 2012 FFGA Financial Plan.

February 15, 2013



CATS Historical Ridership by Service Type

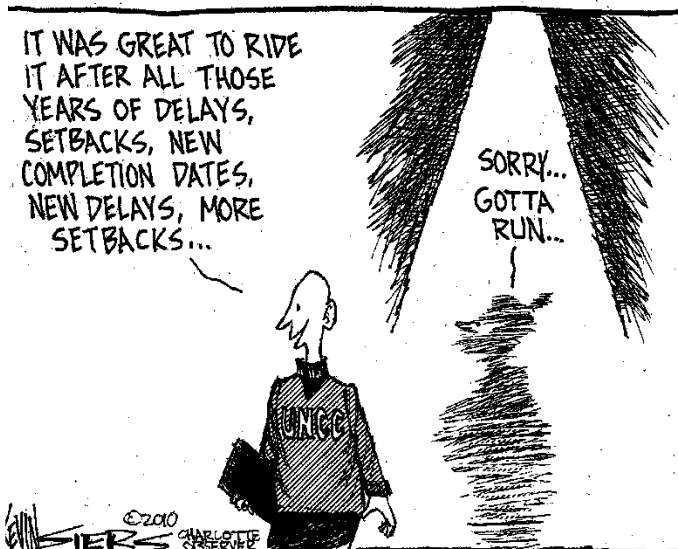
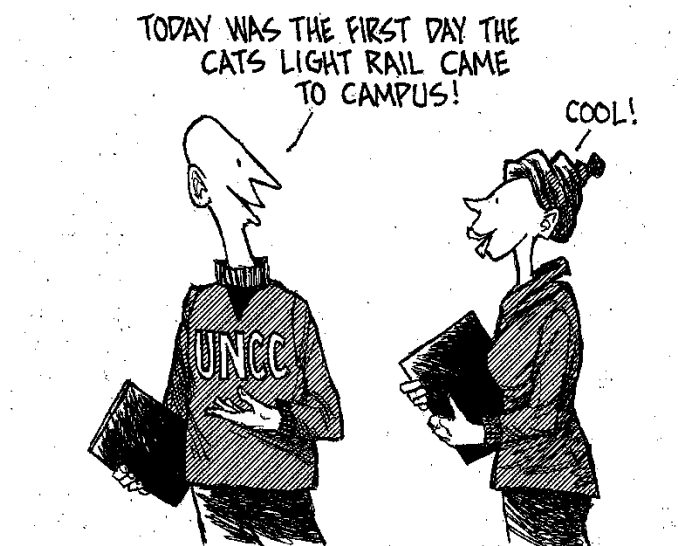


LYNX Blue Line Development



Transit-Oriented Development on the LYNX Blue Line





OF COURSE, IT'LL
NEVER REPLACE THE
TRANSPORTER BEAM...



Charlotte Observer

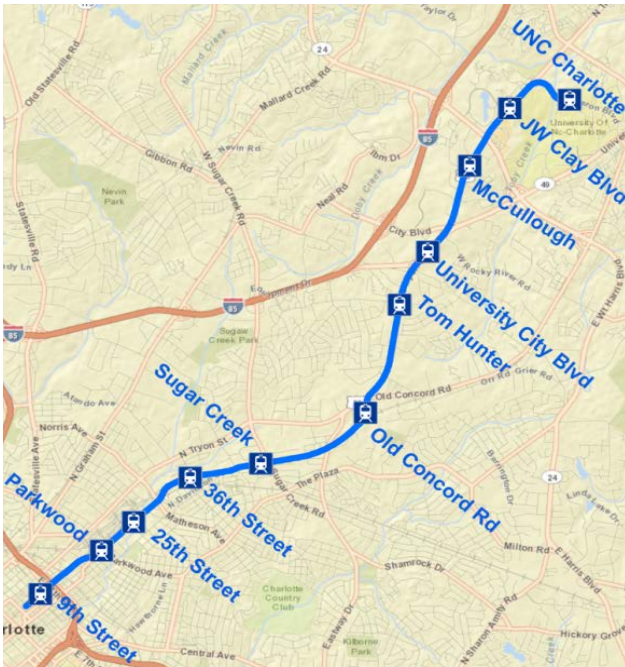
Transformative Project

- Rebuilds North Tryon Street
- Implements urban design framework
- Stimulates economic revitalization
- Serves transit-dependent communities

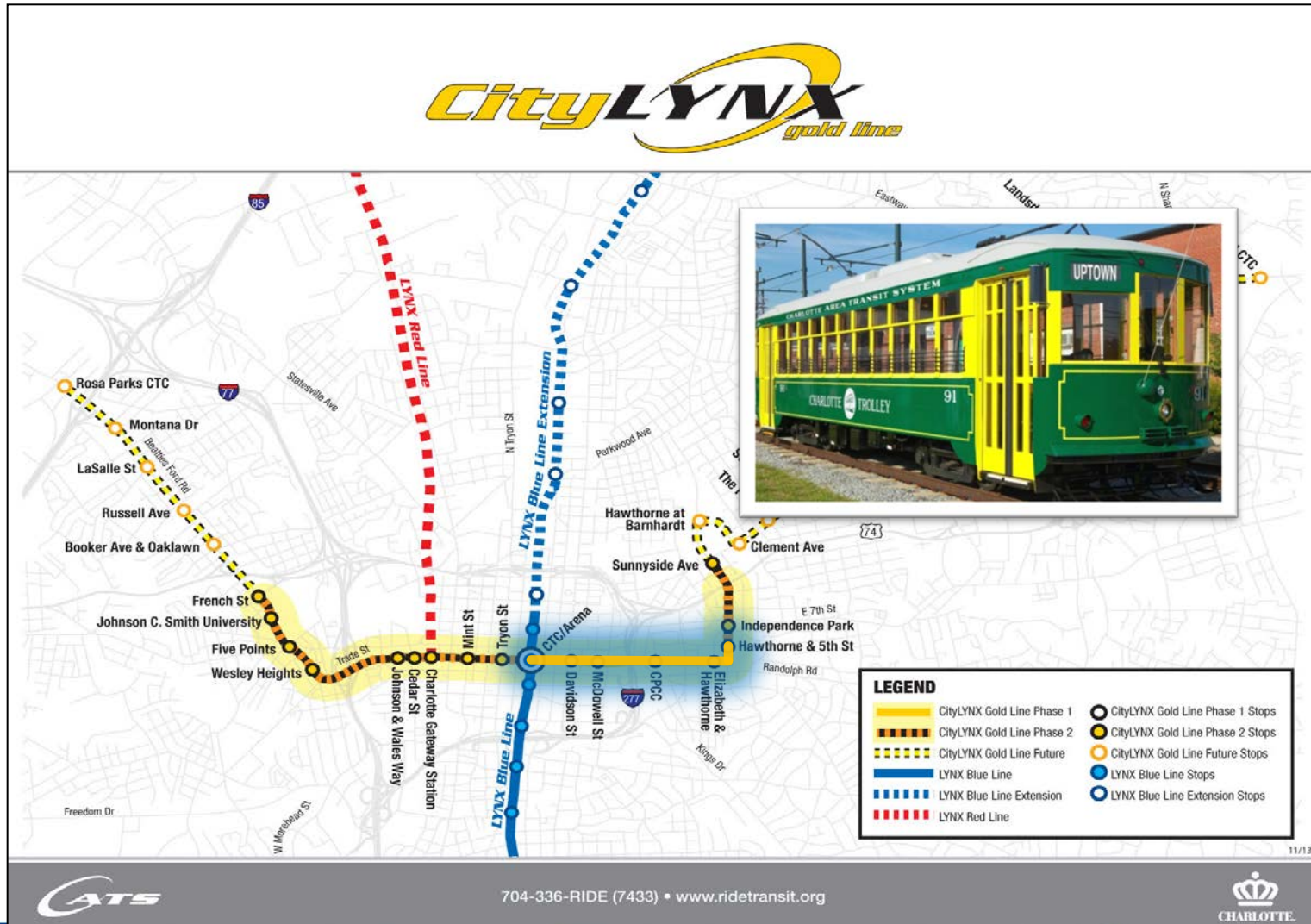


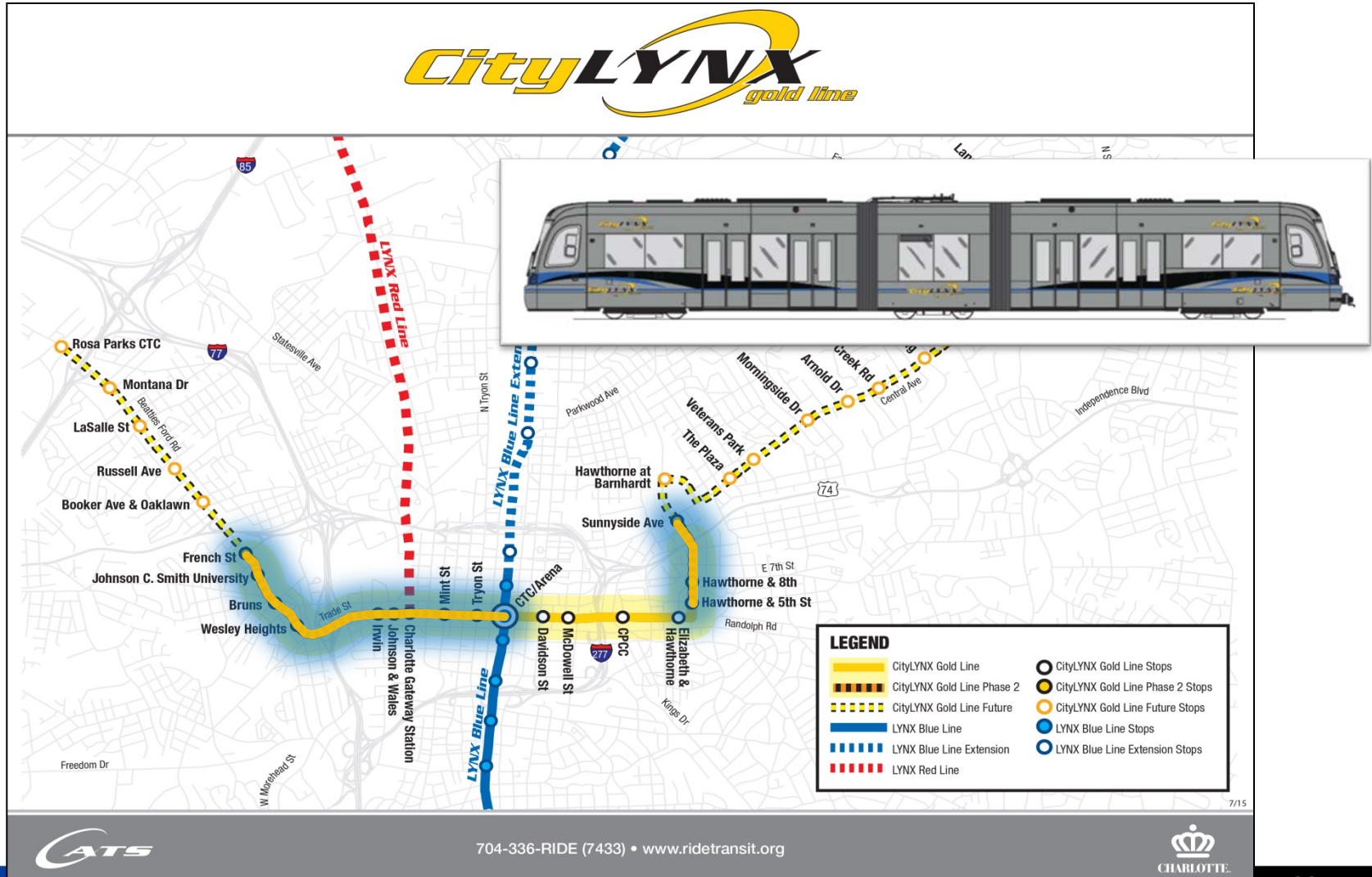
Service Level Increases

- 9.3 miles of double-track rail
- 11 Stations
- Terminates on campus of UNC Charlotte (26K students)
- 3 new multi-story parking garages
- 1 new park-n-ride surface lot
- Accommodates 3-car trains
- Adds 128 new City positions
- Adds 48 contracted security officers
- Adds \$20.6 million to Operating Expenditures

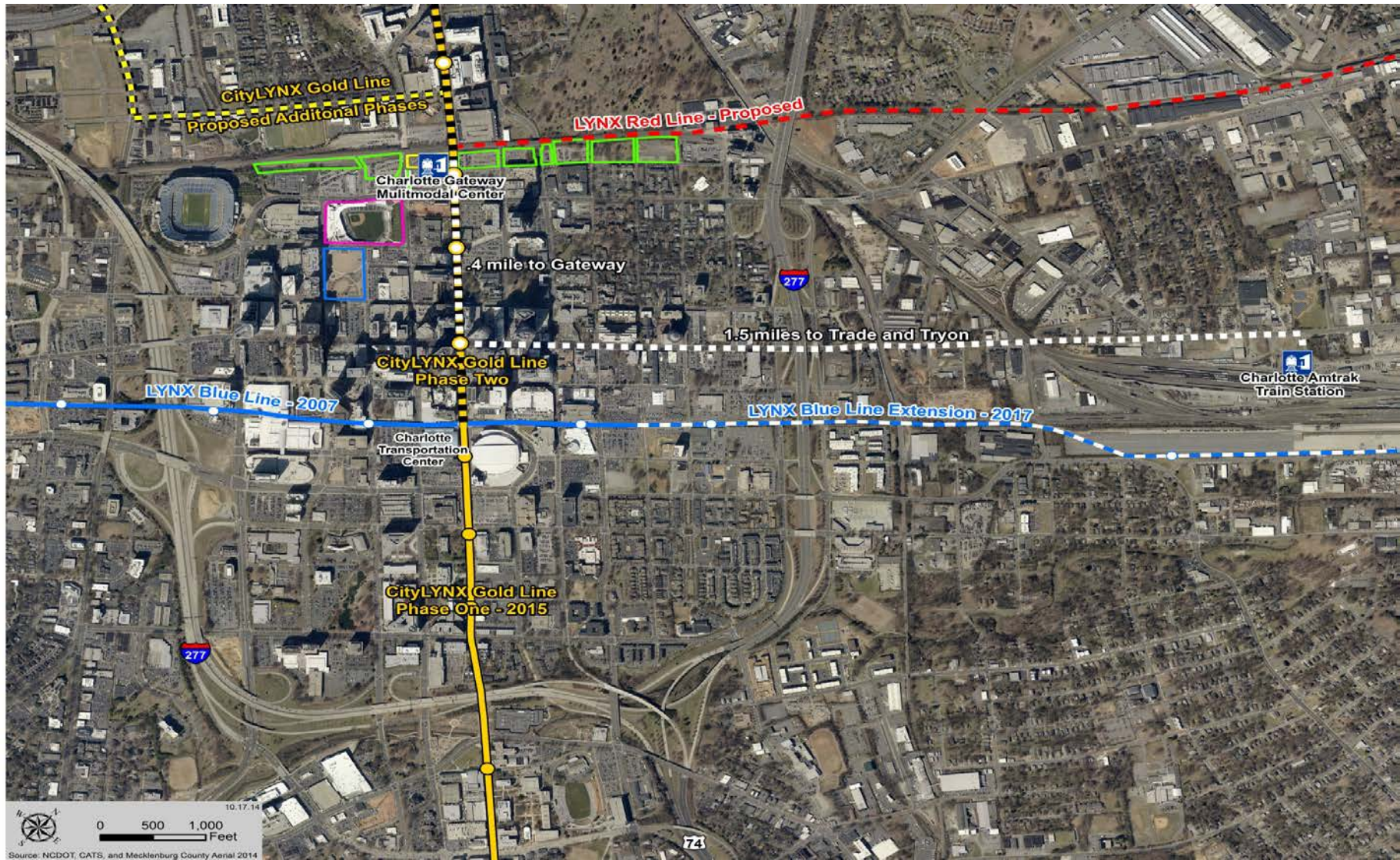


Replica Streetcar Phase 1





The Missing Link – an InterCity Station at the right location



Charlotte Gateway Station



Charlotte Gateway Station

Charlotte Gateway Station

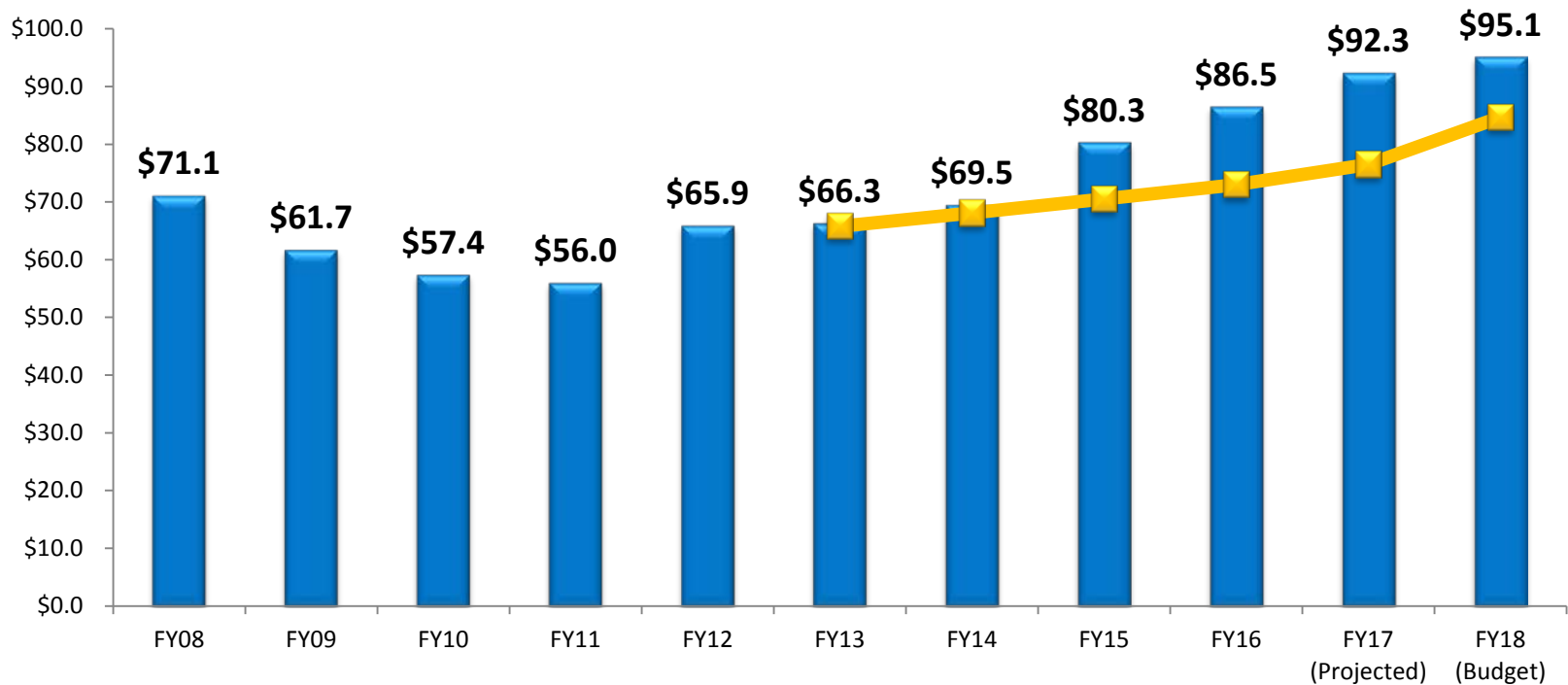


Charlotte Gateway Station

1/2% Sales Tax Receipts

in millions

Receipts Trendline



- Sales Tax Receipts Reported on cash basis
- Trendline began in FY13



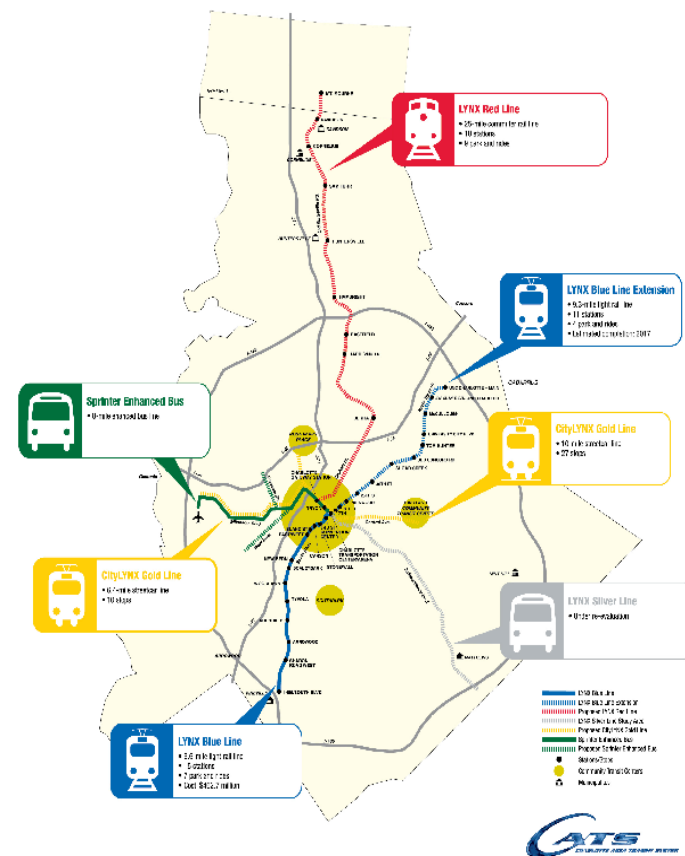
ENVISION MY RIDE



- **New Initiative to Redesign Current Bus System**
- **Cross-town and Suburb-to-Suburb Service**
- **Bus-Rail Connectivity**
- **Frequency of Services**
- **More Direct Services**

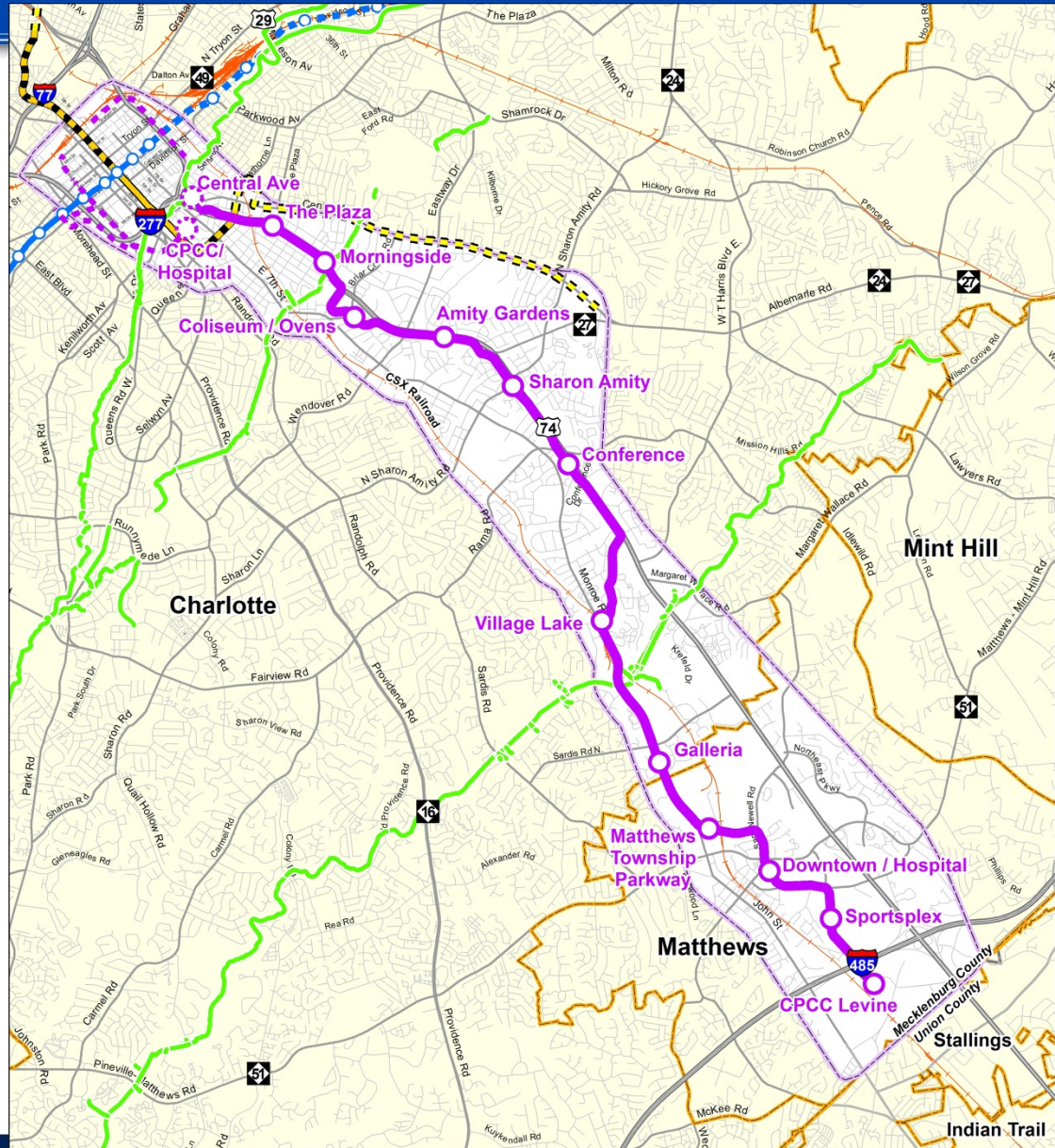
- **Southeast Corridor (Silver Line)**
 - MTC adopted Light rail to Matthews as LPA in November 2016
 - Need to determine how best to access downtown
- **North Corridor (Red Line)**
 - LPA has been commuter rail on NS O-Line
 - Use of Norfolk Southern O-Line corridor problematic
 - NS views O-Line as Strategic option to NCRR lease
 - Upcoming study will consider Light Rail on other alignments
- **West (Airport) Corridor**
 - Current LPA Streetcar
 - Plan to study Light Rail and potential alignments
 - Serving Airport is a must
 - Can Proposed River District be served
- **Center City Integration Study**
 - Determine how best to integrate three corridors into downtown with existing Blue Line and Gold Line Streetcar

LYNX SYSTEM MAP



Approved by MTC November 2006

- MTC approved recommendation of light rail LPA in November 2016
- 13-15 miles long
- 13 stations with 8-10 park and ride locations
- As part of recommendation System Integration/West Corridor/Airport Study will begin



Corridor System Plan

- Bus Rapid Transit (2002 plan)
- Light rail not FTA cost-effective
- Streetcar extension— post 2030 (2006 plan)
- Sprinter Enhanced Bus (2009)

New Study beginning in 2017

- FTA Criteria more favorable to Light Rail
- Interline/Combine with Southeast Corridor
- Center City System Integration



Original Vision

- Shared track with temporal separation.
- General agreement with NS – term sheet developed.
- No formal agreement executed.

NS Passenger Policy 2013

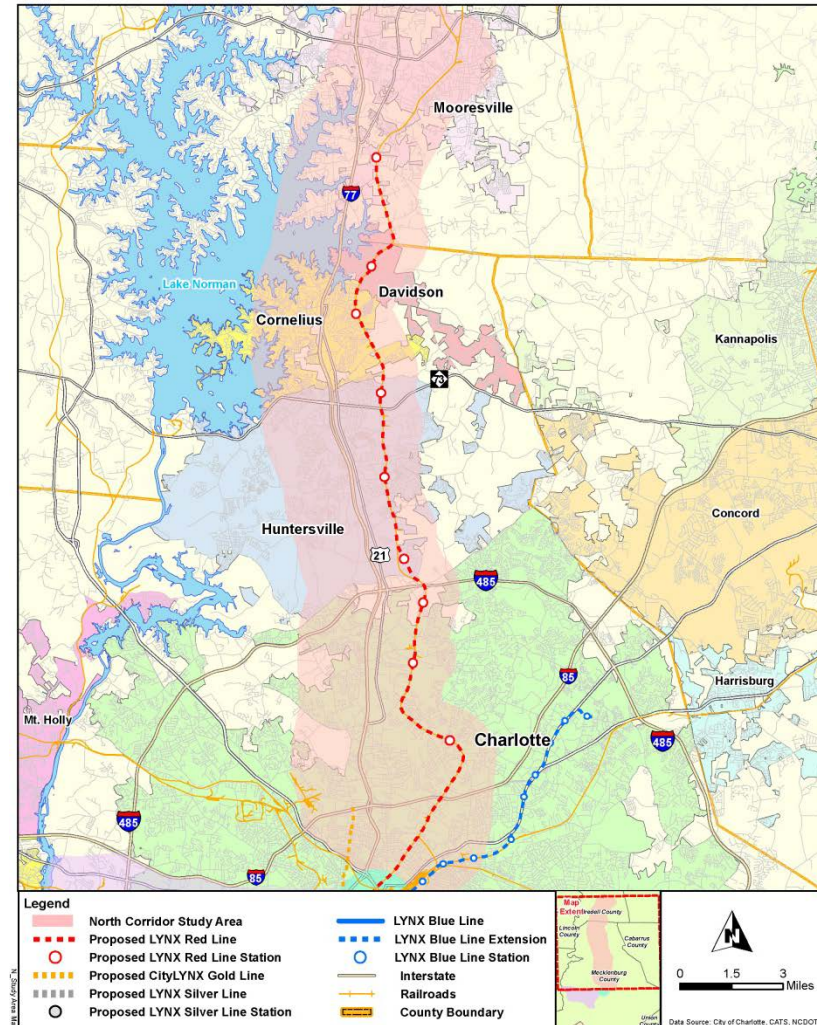
- No passenger-only operating windows.
- Requires transparency – capacity to accommodate both without any delay or impact on maintenance.

Time for a Fresh Look

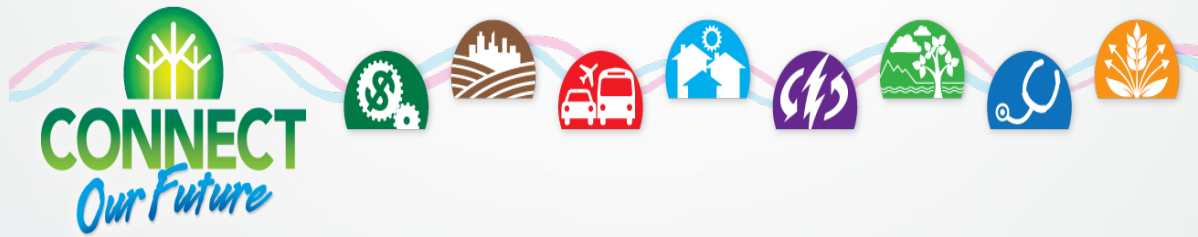
- October 2016 Meeting with Railroads & USDOT in Washington DC.
- Study potential for passenger track(s) adjacent to NS O-Line right-of-way.
- Revisit broader corridor to identify possible new alignments.
- Significant growth has occurred.
- Consider Light Rail technology.



Figure 3 North Corridor Study Area



- [illegible]



Top Priorities for the CONNECT Region



Parks & Open Space



More Transportation Choices



Support Our Communities



Support Local Farms



Cost of Providing Services



Improved Water Quality



Improved Air Quality



Work Closer to Home



More Housing Choices



Cost of My Commute



Context for Transit Engagement



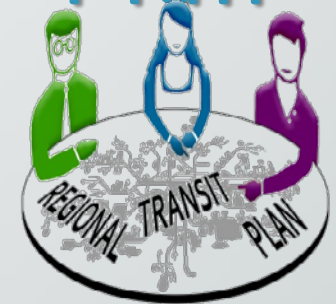
Vibrant Communities – Robust Region



Regional
Transit
Engagement
Series
2017



Region
al
Transit
Plan



Regional
Transit
Engagement
Series
2017



