

1 CHARLOTTE GATEWAY STEERING COMMITTEE
Charlotte-Mecklenburg Government Center
2 600 East Fourth Street, Room 266
Charlotte, North Carolina 28202

3 Wednesday, April 17, 2019

4 Beginning at 10:30 a.m.

5 Transcript of Meeting

6
7 In Attendance:

8 John Lewis Jr., Chief Executive Officer of CATS

Fran West, City of Charlotte

9 Mark Hahn, Director of Asset and Facility Management

David Howard, NC DOT

10 Michael Smith, Charlotte Center City Partners.

Juliann Sheldon, CATS

11 Kristal High, NC DOT

Shelby Scales, NC DOT

12 Thomas Carlson-Reddig, Little

John Komisin, Little

13 Kevin Dick, City of Charlotte Economic Development

Klint Mullis, Center City Partners

14 Cheryl Myers, Center City Partners

Jason Lawrence, CATS

15 John Muth, CATS Development

Craig Newton, NC DOT

16 Jason Orthner, NC DOT Rail

Allan Paul, NC DOT Rail

17 Brian Nadolny, CATS

Brad Thomas, City Attorney's Office

18 Andy Miller, NC DOT

19
20 Reported by: Meredith Schramek, RPR
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25

1 Gateway Steering (4/17/19)

2 P R O C E E D I N G S

3 (at 10:40 a.m.)

4 MR. LEWIS: Good morning.

5 ALL PARTICIPANTS: Morning.

6 MR. LEWIS: Why don't we go ahead and get started? Both
7 our chair and vice chair are unable to join us today.

8 So I have been told that I will lead the committee.

9 MR. HOWARD: The legal folks told us you could do it.

10 MR. LEWIS: David did it. Put that in the minutes.

11 Why don't we go ahead with introductions? We'll
12 start at the end of the table.

13 MR. NEWTON: Craig Newton with NC DOT.

14 MR. MUTH: John Muth, CATS development.

15 MS. WEST: Fran West, City of Charlotte.

16 MR. HOWARD: David Howard, NC DOT.

17 MR. SMITH: Michael Smith, Charlotte Center City Partners.

18 MR. LEWIS: John Lewis, CATS.

19 MR. HAHN: Mark Hahn, Mecklenburg County Asset and facility
20 management.

21 MR. THOMAS: Brad Thomas, City Attorney's Office.

22 MR. NADOLNY: Brian Nadolny, CATS.

23 MR. PAUL: Allan Paul, NC DOT Rail.

24 MR. ORTHNER: Jason Orthner, NC DOT Rail.

25 MS. SHELDON: Juliann Sheldon with CATS.

1 MR. LAWRENCE: Jason Lawrence with CATS.

2 MS. MYERS: Cheryl Myers, Center City Partners.

3 MR. MULLIS: Klint Mullis, Center City Partners.

4 MR. DICK: Kevin Dick, City of Charlotte Economic
5 Development.

6 MR. KOMISIN: John Komisin, Little.

7 MR. CARLSON-REDDIG: Thomas Carlson-Reddig, Little.

8 MS. SCALES: Shelby Scales, NC DOT.

9 MS. HIGH: Kristal High, NC DOT.

10 MR. LEWIS: Very good. Thank you. So with that, we have a
11 quorum today. So we'll go ahead with approval of the
12 minutes from the previous meeting. If I can entertain
13 a motion.

14 MR. HOWARD: Motion to approve.

15 MR. LEWIS: Is there a second?

16 MR. SMITH: Second.

17 MR. LEWIS: Are there any questions? Comment? Good. Then
18 we'll go ahead and entertain a vote. All those in
19 favor do so by saying aye. All those opposed?
20 Minutes have passed.
21 Next ongoing marketing effort.

22 MS. WEST: Yes. So we have been working over the past --
23 well, let's just take it back. So in March, we did
24 not have a quorum; so we did not have an official
25 meeting. So we'll go back to February. So over the

1 past two months, we have been working to finalize the
2 pitch book and Web site and other marketing materials
3 to best present this development opportunity given
4 some of the changes that have occurred primarily
5 around the land and how that's going to be packaged.

6 The reason why Tracy is not here today is because
7 she is at the spring meeting in Nashville. She had
8 set up seven meetings with different large developers
9 to pitch using the materials that were generated to
10 pitch this project and generate interest for the RFQ
11 that we hope to be coming out in a couple weeks.

12 We also have met -- I had a call earlier this
13 week with a developer out of the DC area. And we've
14 been meeting over the past, I would say, at least two
15 months at least once or twice a week with an
16 interested party. We have two more weeks left of
17 which we have some people coming into town to discuss
18 this. And so we're hoping to get through the end of
19 April and then move into the RFQ phase. But we've had
20 a lot of really great interest both from
21 national-scale developers as well as local developers.
22 We feel like we have a really great mix, a lot of
23 interest. And so when we put this RFQ on the street,
24 we think that we'll have a very good response of
25 companies to short-list from.

1 So I want to thank Michael and your team. Y'all
2 have been really great in helping us get this put
3 together. So we feel very confident in where the
4 project's going from that prospective.

5 That leads into an RFQ update. So we have a
6 draft of the RFQ. David and I were just briefly
7 discussing that. The next two steps as I'm meeting
8 with CATS procurement next week to go through what is
9 included and what I would like to call the front end
10 of the RFQ. So also like the pretty piece for lack of
11 a better term. That really defines what the
12 opportunity is, gives some stage setting about
13 Charlotte, what we expect to get out of the project,
14 and then what we need from the developer teams to
15 evaluate their qualifications. And then attached to
16 that is Brad's part, the legal part that really goes
17 into more detail about it's a CATS process. Their
18 procurement team is leading this. We use federal
19 moneys and are involved in this project. So we need
20 to make sure that we have crossed every T and dotted
21 every I. So we'll be blending those two documents
22 together next week. That'll probably, I'm hoping,
23 take around two weeks to get all of that sorted out.

24 One of the questions that I have for you, David,
25 and your team is at what point do you want to get this

1 to NC DOT to review? The way it's structured right
2 now is we do have, for lack of better terms, the main
3 blocks, and then we also have the development option
4 further north. So it still does have NC DOT land. So
5 I'm assuming your legal team is going to want to
6 review it as well.

7 MR. HOWARD: Well, participation, even on the main blocks,
8 we want to be part of it.

9 So, Jason, Allan, and Craig, do you want to take
10 a shot at explaining maybe what -- how much time we
11 need to get through the approval processes?

12 MR. LEWIS: Speakers, can you identify yourselves from this
13 point forward? And is there anyone on the phone?

14 MR. MILLER: Andy Miller, NC DOT rep.

15 MR. NEWTON: I guess to be blunt, I'm not sure, David. It
16 kind of depends on the RFQ, I think, as to what level
17 of approval and the time frame for an approval would
18 be needed.

19 MR. HOWARD: At the very least, we know that our general
20 counsel and the AG's office would need to review it
21 for two different reasons. And then, I guess, you
22 have to go through -- it's usually me and the
23 secretary. But other than those people, is there
24 anybody else?

25 MR. PAUL: The AG has to look at it.

1 MR. HOWARD: That's what I'm saying. AG, general counsel.

2 MR. LEWIS: Again, names, gentleman.

3 MR. PAUL: David, I would guess that it would probably be
4 about two weeks for us to turn it.

5 MS. WEST: So frame-wise, City of Charlotte, question to
6 that. Do we want to give you guys the final version
7 that is CATS thoroughly approved, or do we send y'all
8 one that is draft? So is this -- can this run
9 parallel to the CATS review process or does it need to
10 follow the CATS review process?

11 MR. LEWIS: I think we ought to consider doing this in
12 parallel because, at the end of the day, the federal
13 procurement process is what's going to lead. Not to
14 say that there will be any conflicts, but we don't
15 want this going back and forth with any questions from
16 the federal standpoint.

17 I think they're going to be the big roadblock on
18 this. So if there's a way that we could do this. You
19 know, let's share the final draft at the same time I
20 think would be good and then we can get. If there
21 seems to be any conflict, we'll have the attorneys
22 work that out.

23 MR. HOWARD: And to the point, the final draft, Craig, I
24 was just sitting here going through the list of things
25 that Fran still needs. I think it would be good if

1 you spend some time with Fran to make sure that there
2 are things that we can do on our side from a technical
3 standpoint. If you can help her fill in some of these
4 gaps since you know the project just as well as
5 anybody and is assigned to it. So we need to get to a
6 final draft. So I'm asking Craig to kind of help Fran
7 with that if that's okay, Jason.

8 MR. LAWRENCE: Yes.

9 MS. WEST: And my plan is that, prior to meeting with CATS
10 procurement next Wednesday, the draft of the front
11 end, for lack of better terms, we will -- the text
12 will be pretty complete with that enough that we can
13 have conversations. And I will share that with NC DOT
14 at the same time we share that with CATS.

15 I do anticipate, as we go back and forth with
16 procurement, that some things will come out with both
17 parts. The first part, which is the part that we've
18 been writing, as well as the other part.

19 MR. THOMAS: The more technical piece?

20 MS. WEST: Right. There's overlap between those two
21 documents today. And so I think we'll kind of have to
22 mold this together. And then I think once we get to a
23 little bit clearer, more final draft, then I think we
24 can share that with your departments. We need to take
25 the one cut of it together with procurement before we

1 send it to your attorneys.

2 MR. HOWARD: And, actually, John -- Mark, do you want to
3 say something?

4 MR. HAHN: I just have a question. But go ahead.

5 MR. HOWARD: I was going to say that what I thought I was
6 describing was that Craig could be more of help to you
7 to get to the front end, and then we would do the
8 formal stuff on the back end. So I'm hopeful that
9 will help. So it's not one or the other.

10 MS. WEST: Okay.

11 MR. HAHN: Fran, has it been discussed how much detail
12 you're going to put about affordable housing
13 requirements in there?

14 MS. WEST: I have a small bit in here. When we purchased
15 the land from the county, there is an affordable
16 housing requirement. So not into detail about 30, 30,
17 30, or whatever the AMI percentage is, but it --

18 MR. HAHN: Here's something that we found out matters. If
19 you talk about -- if there's a desire for distribution
20 like across the development as opposed to the
21 affordable housing being concentrated with its entry
22 and it's literally almost segregated, that kind of
23 thing, if you don't tell them that initially, they
24 could team with someone who wouldn't be the
25 appropriate partner. And let me tell you what I mean

1 by that. There are some affordable housing developers
2 that only do tax credit jobs. And if they do a tax
3 credit one, that's that segregated situation. And
4 that causes all kinds of trouble if the developer
5 doesn't know that. So that's something you might need
6 to think about a little bit in terms of the language.

7 MR. HOWARD: Just to be clear, you're talking about
8 segregating as far as not being able to be integrated
9 into a mixed use development?

10 MR. HAHN: Yes. So it's a question of how you want that to
11 be.

12 MR. HOWARD: To make sure that they know more than one way
13 to do it.

14 MR. HAHN: Yeah. Or if -- like do you even -- let's say
15 that it's a large building but they put four-hour fire
16 wall and put it all in one corner and give its own
17 entrance, are you satisfied with that, or do you
18 really want it distributed, you know, on each floor
19 throughout? Most people want it fully integrated
20 these days. And, again, if you're doing -- if it's a
21 developer that only uses tax credits, you can't do
22 that with that situation. And then also there's the
23 Davis-Bacon stuff, but that may be an issue either
24 way.

25 MR. HOWARD: We have a lot of knowledge about that one. So

1 we'll make sure that's in there.

2 MS. WEST: I would like for you to review it, if possible.

3 MR. HAHN: Pam Wideman would be a good one to review it too
4 probably.

5 MR. LEWIS: Anything else on the RFQ process? David.

6 MR. HOWARD: What about the RFP process?

7 MS. WEST: You know, David, I'm just trying to get through
8 this one.

9 MR. HOWARD: What's the time period?

10 MS. WEST: That is our next step.

11 MR. HOWARD: What is the time period that we're leaving the
12 RFQ out because the RFP would need to come --

13 MS. WEST: Yes. The last discussion that we had, just from
14 memory, was that we would leave it open for six weeks.
15 We would close it, hopefully review pretty quickly and
16 efficiently, and then turn it back around to a short
17 list of three to five development teams.

18 My plan is hopefully in that six weeks we would
19 be able to write the RFP and help identify someone to
20 help us do that because I think it is taking longer
21 than anticipated. And so we need to get some more
22 staff.

23 But the intent would be we would leave it open
24 for six weeks, we would close it, let's just say mid
25 June, hopefully go into the RFP process, August. And

1 then I'm not sure how long we would leave that open
2 for because that will involve some work by the teams.

3 MR. HAHN: It needs to be two to three months at least,
4 around there.

5 MS. WEST: And, truly, what we're asking for in the first
6 round is very much qualifications. And financial, you
7 know, clearance, I guess -- the balance sheets, and
8 the RFP would be much more detailed.

9 MR. HOWARD: How did we handle the -- the folks that were
10 involved when the state led the RFP process last time,
11 did you guys do that internally, preparing the RFP?
12 Do you remember, Allan?

13 MR. PAUL: Yes, sir, we did.

14 MR. NEWTON: Rodger Rochelle headed that up, procurement
15 for DOT, and he still is.

16 MR. HOWARD: He's over the turnpike. Do we have anybody --
17 so that would be Chris's shop -- Chris Warner's shop?

18 MR. PAUL: Yes.

19 MR. HOWARD: So maybe we can find somebody, Fran, who can
20 help on our side. So can we help with that, John?

21 MR. LEWIS: Thank you. Anything else from the RFQ/RFP
22 process? If not, we have a presentation of silver
23 line. Committee members know we have -- CATS has been
24 working feverishly to move this quarter from general
25 planning and corridor planning. We have a locally

1 preferred alternative that our board, the Metropolitan
2 Transit Commission, has ratified. It's our intent
3 with the conclusion of our budget for FY '21 to move
4 into some level of design for this corridor so that we
5 can be -- move this process far enough along, then we
6 can start to put a price tag on it and get prepared to
7 enter the federal process for competing.

8 So with that, David?

9 MR. HOWARD: Just this ought to be important for the
10 minutes just to make people aware that the silver
11 line, when they were looking at alignments, looked at
12 several. And when they settled on one that would come
13 by Gateway, we slowed our process down to make sure
14 they were included because we thought it was
15 definitely value added, but it would affect the
16 development. I just think it's worth making that
17 noted so -- I don't know if other people are paying
18 attention to our minutes why this is important to the
19 project.

20 MR. LEWIS: This was deliberate. It was good timing
21 because we were already in the process of taking a
22 look at the rest of our corridors outlined in the 2030
23 plan. The silver line originally began from Matthews
24 to Uptown. This was a study of the west corridor, how
25 we would connect Uptown Charlotte to the airport and

1 beyond. Through this study effort, we ended up with
2 one contiguous line from Matthews to the airport.

3 But in that, we realized pretty quickly that
4 connection to Gateway station was important not only
5 from a light rail Lynx ridership standpoint but also
6 the opportunity to enhance this project. And so we
7 were pretty deliberate in our -- how this line would
8 transit Uptown to make sure that all of our
9 alternatives served this location. And the ultimate
10 alignment that we chose, I think, meets all of the
11 goals stated not only from a mobility standpoint but
12 city goals of economic development, affordable housing
13 but also makes an important connection to Gateway.
14 And Jason Lawrence is the project manager, and he will
15 give you much more detail on where we are in the
16 process and how we got there. So, Jason.

17 MR. LAWRENCE: Thank you, John. Jason Lawrence with the
18 Charlotte Area Transit System. And you're right,
19 David. We spent a lot of time working with the state
20 on this beginning, I think in earnest, around October
21 and through December and went to Raleigh and met with
22 the rail division to really talk about this and how it
23 fits together around the Gateway area.

24 And as John stated, we've been working on
25 updating our long range transportation plan for the

1 past couple years now, which really started with that
2 Southeast portion looking at how this silver line
3 could connect to downtown Matthews and Central
4 Piedmont Levine campus.

5 And then this most current effort was talking
6 about how does it go through Uptown. And if you've
7 been Uptown, you see the difficult nature of what that
8 could be. And working with the Charlotte Gateway
9 station and points beyond into the West. Settled on
10 alignment that connects all that together as a single,
11 contiguous light rail project connecting three
12 counties over 25, 26 miles -- we're still working
13 through some of the end of line treatment -- and close
14 to 27, 28 stations. So a significant regional light
15 rail project, and we do hope to advance over the next
16 coming years and deliver by 2030, which is certainly
17 our goal.

18 Other corridors we looked at -- also we'll have a
19 relationship with Charlotte Gateway station, the North
20 corridor, long-planned commuter rail. That was the
21 part that was planned through this as well. However,
22 with an inability to deliver a commuter rail project,
23 we are recommending a near-term bus rapid transit
24 project to use the 77 express lanes, which will also
25 have interaction with the bus facility at Charlotte

1 Gateway station. And we're also advancing the design
2 of that project this year and the next fiscal year as
3 well.

4 And also what kind of came at the end of this
5 effort was the reevaluation of the end-of-line on the
6 Lynx blue line Southern portion. And I just had a
7 meeting last night in the town of Pineville. We
8 started talking about rapid transit extensions into
9 Pineville, Ballantyne. So we've been really looking
10 at the whole holistically within our system and
11 updating it. So that makes the silver line project.

12 And also at the 11th hour, we added a portion
13 into Union County. We added that in our January,
14 February outreach with the Metropolitan Transit
15 Commission. Stallings issued a resolution of support
16 from their town council to extend light rail into
17 Union County and to their town. So we added that at
18 the recommendation to MTC.

19 So when we start evaluating and designing this
20 project, we'll be looking across Union County into
21 Matthews into Southeast Charlotte, through Uptown, to
22 the Charlotte-Douglas International Airport and across
23 the Catawba River into the City of Belmont.

24 So when you think about all the things that this
25 line will connect, think about Matthews Sportsplex,

1 Central Piedmont Community Levine campus, downtown
2 Matthews, all the neighborhoods, all entertainment
3 along Southeast corridor, Bojangles' Coliseum, Owens
4 Auditorium, places like the Plaza Midwood area,
5 certainly an entertainment area emerging, Uptown
6 affordable housing opportunities, West Morehead, the
7 FreeMoreWest area just west of Uptown, the airport,
8 and opportunities to connect bus service in the River
9 District, and then, of course, the city of Belmont,
10 which is certainly emerging as another great place
11 along this line. So a lot of things are all
12 connecting and all come together at the Charlotte
13 Gateway district.

14 How does all that come together in Uptown?
15 We looked at a number of alignments to get to this
16 recommended corridor. We ultimately ended up with an
17 alignment that runs along 11th Street near 277 and
18 Brookshire connecting across over to the Gateway area
19 near Graham Street with a station near the ADM
20 facilities and near Graham and 10th Street. We feel
21 that that station could potentially have access over
22 to the Music Factory area if we were able to have a
23 pedestrian connection over the Norfolk Southern
24 corridor there. And then the station, of course,
25 right there at the Charlotte Gateway station and then

1 crossing under the Norfolk Southern tracks over to the
2 cedar yard area and the Panthers potential area over
3 there with the playing fields and then on over to the
4 West Morehead area into Wilkinson Boulevard where it
5 would operate similar to how it is on North Tryon
6 today and the median of Wilkinson Boulevard. And with
7 this project in place, with the Lynx blue line, with
8 the City Lynx gold line, and some priority bus
9 corridors in Uptown, residents and offices will be no
10 more than two to three blocks from some type of rapid
11 transit service.

12 So having this -- spread this out and tie
13 into Charlotte Center Partners 2040 comprehensive plan
14 coming up in Charlotte, we have a really unique
15 opportunity to talk about the development around 11th
16 Street and having that development cross over to the
17 North End area and tie all that together at the
18 Charlotte Gateway area. So we felt this was an
19 ability to spread light rail opportunities throughout
20 Uptown.

21 And how would that come into our Uptown
22 area? I mentioned that 11th Street corridor. You can
23 see the Brookshire Freeway there. In coming years,
24 we'll be designing some upgrades and improvements to
25 that corridor. That corridor was built in the '60s

1 and -- '60s into the 70s. So we have a real
2 opportunity to rethink and reimagine portions of that.
3 And -- because these things stay around for a long
4 time. So we have a real opportunity to engage with
5 the state. And that's why we feel it's so critical to
6 advance the silver line project so that we can work
7 with the state and commuters around there to help
8 soften that that could be perceived as a barrier,
9 which is the freeway. So certainly is a challenge but
10 significant opportunities.

11 And as it comes around to the Charlotte
12 Gateway district area, you see how it can connect to
13 all those parcels -- NC DOT parcels, City parcels,
14 through the Gateway district, and on to the other side
15 of the Southern tracks over to the district just west
16 of there.

17 An image of -- if you think about this image
18 and think about what all of the possibilities that
19 could be there in place, this is just showing the bare
20 earth version of this. This is the Lynx's silver line
21 as it would approach to the platform. This space in
22 between are where the improvements are currently
23 underway for Phase 1, where the platform would be,
24 room for future commuter rail, Lynx red line, or other
25 types of commuter service that would serve this

1 facility, and other opportunities here for the station
2 and other types of mixed-use development.

3 We came up with a number of options through
4 here. Our recommended alignment through here is
5 above-grade option that would have plaza level
6 entrance to all the development opportunities there.
7 But as we work through development proposals, it gives
8 us the opportunities to integrate silver line into
9 development. That's something certainly we would like
10 to work with as this advances.

11 And just giving you a better screenshot of
12 that development area, the blue indicating the parcels
13 available for development, and then the red area where
14 currently Phase 1 and other track alignments are
15 underway.

16 But also, if you think about the number of
17 trains that would come to this facility -- so think
18 about a train every 10 minutes, 164, you know, rail
19 trains a day, less than 20 minutes to the airport
20 connecting those multiple sports and entertainment
21 districts, and just also just think about the scale of
22 this -- three counties, four jurisdictions. And it's
23 really our first regional light rail project. So this
24 will be the first light rail project that goes outside
25 of the City of Charlotte. And so a significant

1 opportunity across multiple jurisdictions. And that's
2 my last slide.

3 MR. LEWIS: Are there any questions?

4 MR. SMITH: Where is the station in the cedar yards as it
5 banks over towards FreeMore?

6 MR. LAWRENCE: So where we are proposing that would be
7 somewhere around McNinch Street, if I'm saying that
8 correctly. Now, that -- this is a conceptual
9 alignment. I think as opportunities emerge over there
10 or depending on, you know, what happens with this
11 facility here as the state looks to rebuild 277 and
12 77, that alignment could change. And that's where we
13 would advance to that next level of design --

14 MR. SMITH: So that's using that existing rail spur.

15 MR. LAWRENCE: So we would be paralleling through here, the
16 old P and N alignment through there. We would be
17 either crossing or paralleling that section through
18 there.

19 MR. LEWIS: Any other questions? Comments?

20 MR. HOWARD: Where are you in the process for the
21 application?

22 MR. LEWIS: For the application?

23 MR. HOWARD: To get funding.

24 MR. LEWIS: The next phase, we have funded in CATS'
25 FY '20-'21 budget, funding to advance to about 15,

1 20 percent design. And, at that point, I think we
2 will have more information in terms of coordination
3 with a lot of these projects. We would ultimately
4 like to take this to 30 percent design. We are still
5 looking as far as that will require local funding of
6 that. And so we are still trying to pull together
7 funding sources to advance to that point and then
8 consider. We'll have to identify local funding
9 sources to build this entire line before we enter the
10 federal development process. John, if you --

11 MR. MUTH: I was going to say there's about three years
12 worth of work, David, with local funds and everything
13 before we would formally enter the FTA project
14 development phase, at which point, money you spend
15 would be eligible for reimbursement, you know, once
16 you got the full funding grant agreement.

17 MR. HOWARD: The federal process itself, do you do an EIS
18 now while you're going through this, or do you wait on
19 that as --

20 MR. MUTH: Yeah. We'll get started on it with the first
21 work. So that would all be completed during that
22 first 30 percent design.

23 MR. LAWRENCE: I think what's important to note that
24 there's critical decisions about the alignment,
25 location, stations, how it fits with Brookshire, all

1 those things. That happens in that first six to eight
2 months. And so once we start, there will be a lot of
3 outreach engagement with the state, CDOT, Center City
4 Partners, neighborhoods about pinpointing that.
5 Because once we start designing, we want to have the
6 project and firm up all those questions that we have
7 in the next six to eight months. Critical time.

8 MR. MUTH: There's about a 15 state projects, David, that
9 are going to get started on design as well. So we
10 want to go and parallel together and figure out things
11 even like -- you know, if the state project's going to
12 happen on a sooner duration, you know, make sure that
13 the state project doesn't relocate utilities over in
14 the area where -- that we determined we'll need to be.

15 MR. HOWARD: 77 is your biggest problem. Man, I don't
16 think they have any idea where they are on that right
17 now. I'm sitting there looking at that. There are no
18 tracks. And if I know that area right, there is that
19 creek that runs along there. So you're talking about
20 going --

21 MR. LAWRENCE: There's a lot. Well, we would be -- pretty
22 much from this station to Wilkinson, we're primarily
23 going over that structure at our conceptual level.

24 MR. SMITH: You're elevating it.

25 MR. HOWARD: So above 77. I don't know if that's possible

1 because there's so much construction going on under
2 it.

3 MR. LAWRENCE: We would have to work with all the different
4 improvements with 77 and understand where that fits.
5 That's that six to eight months is determining the
6 project. I mean, Independence Boulevard widening,
7 Pointe Parkway, the bridge across the Catawba.

8 MR. HOWARD: Most of that's done. I guess when you get out
9 past a certain point, it's not.

10 MR. LAWRENCE: Yeah. That's why we're pointing you to a
11 good spot by 21 so that we can form all of these
12 projects. We've been talking with Scott and Stuart
13 and Division 10 office and Division 12 office because
14 we're going across the river. So we've been in good
15 conversations with them. They've been with us
16 lockstep.

17 MR. HOWARD: This is already an elevated viaduct. Now
18 you're going even higher than that. That's a flyover
19 for the light rail.

20 MR. SMITH: Texas does it all the time. I'd rather an
21 NC State grad than an A&M grad.

22 MR. LEWIS: We're in the blue line extension. We're on
23 pretty high elevated structure from NoDa almost past
24 Sugar Creek --

25 MR. HOWARD: You are the bridge. On that one, we're going

1 above the bridge.

2 MR. MUTH: It's a bridge over a bridge.

3 MR. LAWRENCE: This is crossing 77 before those bridges.

4 So we are -- we're crossing it just like a normal --

5 like a bridge -- like any bridges you see along 77.

6 We would be avoiding all the bridges that network from

7 the ramps. So we would be north of that. But there's

8 still a lot to figure out certainly through that. And

9 that's why that first piece is so critical for us.

10 MR. SMITH: We're going to need a new local option too to

11 get that lined up. So to get to 2030, how do we back

12 that up? Because from what I understand, we need to

13 have that figured out before we enter the federal

14 process.

15 MR. LAWRENCE: So we have a schedule that gets us to 2030.

16 It's with the funding that lines up. But what's so

17 critical is that getting to the 30 percent design

18 piece that John mentioned. We would firm all those

19 things up well before that.

20 MR. SMITH: Will 15 percent engineering give us enough to

21 be able to help the world see how valuable this is?

22 MR. LEWIS: Yes. I think it will give us enough

23 information to be able to begin the conversation with

24 the community on how to move forward. Ideally, we

25 want to get to 30 percent. And 30 percent is

1 important in any regard. That will help us continue
2 to firm up these conversations, but also it gives us a
3 good point of embarkation for other efforts. We will
4 ultimately have to have that local option figured out
5 before we move any further than '30.

6 MR. HOWARD: And the most important thing to this
7 conversation was a few slides back, which was the
8 amount of land that is going to take from the state
9 properties and from the Gateway project. So just
10 making sure. Because I mean, that timetable means
11 that we need to sit on that land. Go back one more.
12 It shows you how much land you're going to kind of
13 have to take out of the conversation. The great thing
14 is being downtown means height is an option, but
15 still.

16 MR. LAWRENCE: I think what's not indicated -- and
17 certainly these are owned by other people as -- I
18 would say as light rail has went through our
19 community, development intensity has certainly
20 followed. There are certain blocks along here that
21 aren't as intense as they would potentially be. And
22 as they age or change over time, I think that provides
23 an additional layer of opportunity that could happen.

24 MR. HOWARD: To the point that Michael just asked -- I
25 hadn't thought about this -- doing station area

1 planning is important to show the developed community
2 what the planning department will allow. So when does
3 the planning around --

4 MR. LAWRENCE: That's a really good point, David. I'll go
5 back to the map to kind of show you kind of in
6 context. We were awarded a federal transit
7 administration grant to do a TOD planning process from
8 Indian Trail all the way to the City of Gastonia. So
9 that will be taking the new TOD ordinances, new TOD
10 planning for the City of Charlotte and applying them
11 and looking at how that could impact stations or
12 improve. And then we'll have station area plans that
13 will come out of that effort.

14 MR. HOWARD: Can we do that sooner rather than later on the
15 ones around this development?

16 MR. LAWRENCE: Well, I think what we're proposing with the
17 TOD plan, which also start this year, is that that
18 first six to eight months is where the design team and
19 the planning team are hand in hand working together.
20 So if they're working on that Uptown piece, then they
21 would be advancing the TOD piece.

22 MR. HOWARD: So, at some point, with this RFP that Fran's
23 talking about, we need to be able to tell the people
24 that are interested what is possible, not just the
25 Gateway, because that's kind of downtown, but what's

1 possible over in the Fourth Ward. And that's going to
2 be an interesting dance between the Fourth Ward
3 community and this because this will be higher
4 intensity than they've seen over there. Great
5 opportunity --

6 MR. SMITH: On both sides.

7 MR. HOWARD: A great opportunity to get rid of the silos --
8 to redevelop the silos. To get rid of the silos,
9 that's not the right way to say that. But that means
10 that some planning needs to go on because it would
11 inform what developers come to us with.

12 MR. LAWRENCE: Part of that too, the effort will be looking
13 at the market.

14 MR. SMITH: Jason, you made the point that we're beginning
15 our 2040 Center City vision plan process.

16 MR. HOWARD: Maybe you could do that.

17 MR. SMITH: We were just looking at just lighting the
18 neurons up, that we're going to be thinking about the
19 City Center in different development pockets with
20 nuance.

21 MR. HOWARD: That's why I've been selling the team in
22 North Carolina. That station is going to mean a lot
23 for our property down there. It would be nice to have
24 it quantified some kind of way with some ideas about
25 how far -- I mean, for instance, those apartments that

1 are on Graham Street would have to be redeveloped in
2 order to really make you have real access back there.
3 It would be nice for them to be thinking about what
4 intensity is along Graham Street because we'll have to
5 step back to the cemetery. Just that kind of stuff.

6 MR. SMITH: Graham Street is one of the streets that we may
7 want to think becoming a city street.

8 MR. HOWARD: It should be thought about differently. So
9 anyway, that's all I got.

10 MR. MUTH: The TOD ordinance got approved on Monday. So I
11 mean, us and planning could sit down and already could
12 get a feel for --

13 MR. HOWARD: That's what I'm asking. It would be nice for
14 that to be -- at least one station to be thought about
15 some more in the RFP.

16 MS. WEST: When you're thinking about the station, you're
17 thinking about Gateway.

18 MR. HOWARD: Tenth Street. That changes the development
19 nature of our land. It takes away land by the way
20 also. But I mean, again, if the City were to say -- I
21 doubt they say 12 stories back there or 120 feet
22 because of those apartments. But if those apartments
23 were seen as part of the TOD area, it would probably
24 say that the redevelopment potential is higher there.
25 So we're kind of depending on the station plan saying

1 what can happen back there.

2 MS. WEST: And I will tell you part of that land is UMUD
3 zoned. The majority of your land is actually UMUD
4 zoned. There are two pieces that are UR1-2. But
5 other than that, the majority of it is UMUD.

6 MR. HOWARD: But it still matters what that stick stuff is
7 on the ground.

8 MR. LAWRENCE: A lot of opportunity.

9 MS. WEST: I agree.

10 MR. HOWARD: The station plan, John, if you guys can at
11 least put some parameters about what that could look
12 like, it couldn't hurt.

13 MR. LEWIS: Great. If there are no other questions or
14 comments, we'll move onto the Phase 1 update.
15 Partners at NC DOT.

16 MR. NEWTON: In brief, it's moving ahead as scheduled. No
17 real issues to report. Greyhound hasn't moved yet.
18 That's delaying access to that area around Trade
19 Street for Crowder Construction.

20 MS. WEST: Why have they not moved? Just out of curiosity.

21 MR. NEWTON: Don't have the CO, certificate of occupancy.
22 There's some late side work, other change orders.

23 MR. LEWIS: But the building is up.

24 MR. NEWTON: The building's done. We were hoping to go by
25 and see it this morning, but we were running late

1 getting into Charlotte. But hopefully today we can go
2 by and check it out. I think the building has its CO
3 and is occupy-able. But the site work isn't complete
4 yet.

5 MR. LEWIS: All right. Thank you. Any other business for
6 discussion?

7 MR. HOWARD: I have a few things. Just by coincidence --
8 Mr. Dick's stepping out. I'm getting ready to talk
9 about him a little bit. Give me a second. I asked
10 Shelby Scales who is here from the Office of Civil
11 Rights to join us. Part of this is going to be
12 working with you all's Office of Small Minority
13 Business Development.

14 MR. DICK: Charlotte Business Inclusion.

15 MR. HOWARD: To make sure that we're joining hands to make
16 sure we're cultivating enough developers -- I mean
17 developers and construction-type companies that can
18 participate on this project. We will have goals.

19 So we've had a guy kind of messing around kind of
20 cultivating some relationships on the development side
21 because I would love for the development company to
22 seek out minority developers as well. But definitely
23 when we get to the construction side so that we have a
24 real plan in place to make sure that we can, you know,
25 not just meet the minimum goal but maybe go beyond

1 kind of what the feds and the state and others would
2 like.

3 So I asked Shelby to join us because she was in
4 town. And we look forward to working with you guys to
5 make us one of those model projects.

6 I mean, the platform got raised on the arts
7 campus. Wells did 20 percent, if not more. So, I
8 mean, hopefully we can follow that suit and show this
9 community we're serious about providing opportunities
10 as well, especially considering I'm responsible for
11 that for the state. I would like for this to be of
12 the model projects. I just wanted to say that.

13 MR. LEWIS: From a CATS standpoint, we've certainly not
14 only met but gone beyond our goals on our project,
15 both on the blue line and the blue line extension.
16 And we'll certainly be following the same federal
17 goals on that.

18 But I think from a City standpoint, it's gone
19 beyond just the procurement aspect. And I know,
20 Kevin, you've been working on some job training
21 efforts and other so that people have the ability to
22 compete and go after these construction jobs and
23 others that will become available as a result of this
24 investment. Do you want to talk a little bit about
25 that?

1 MR. DICK: Kevin Dick with economic development. Very
2 briefly. I don't want to deter the agenda. So we
3 have a program called Project Peace Partnership for
4 Inclusive Employment and Career Excellence. And what
5 that does is the city invests in a few program
6 providers in the community to do residential and
7 commercial construction as well as highway
8 construction and environmental workforce development
9 as well. And our investment really goes toward some
10 of the intensive career counseling and case management
11 so that we are not only sending technically trained
12 individuals but also those who have kind of core
13 skills, life skills, and some supportive services that
14 basically enable them to get a job and keep a job. So
15 we work hand in hand with the companies that hire them
16 to make sure that folks are retained so that we can
17 certainly -- we are working in conjunction with the
18 Carolina Theater Project, the Charlotte Convention
19 Center Project, and a number of other infrastructure
20 reimbursement-type projects that the City is engaged
21 in. So we stand ready to work with this.

22 I did have one question. So is just federal
23 funding involved in this, or is there local funding --

24 MR. LEWIS: It's local, state, and federal.

25 MR. DICK: That way there will be DB Eagles but also MB.

1 MR. HOWARD: And if we SPSF and -- as a matter of fact, if
2 I could, Mr. Chairman, today get Shelby just to talk a
3 few minutes about it also. And I don't know if it's
4 possible, Fran, to say in the RFQ that we encourage
5 development teams to find minority developers. I
6 mean, it's not a lot of them in the country. We saw
7 with the development across the street, that there's
8 at least one or two big ones that can do it. What's
9 the guy's name that's doing it across the street?

10 MR. HAHN: Don Peebles.

11 MR. HOWARD: So we know there are people that can do it. I
12 wanted to make sure, Fran, when we're reaching out,
13 that we're adding -- you know, I found the list of the
14 top minority owned developers that we're giving them
15 opportunities to both be a part of the teams as well
16 as come forward.

17 MS. WEST: If y'all have any recommendations, I would love
18 to reach out as part of our marketing efforts.

19 MR. HOWARD: I'll send you the list.

20 MS. WEST: That'd be great if you know anybody.

21 MR. HOWARD: Shelby, do you want to add anything to that?

22 MS. SCALES: Shelby Scales, Office of Civil Rights for
23 NC DOT. And we'll work very closely with your office.
24 And David's already mentioned that he has a list that
25 we'll make sure that we get that to you. Also Kevin

1 and I are going to work on two fronts on the small
2 business side -- and that means small as well as
3 professional services side -- and on the workforce
4 development side. So as we move through the process
5 of opportunities, we can identify and help you in the
6 Office of Small Business and Economic Development to
7 determine what kind of plan is best for the region and
8 utilizing our state resources because we do also have
9 supportive services dollars for those small businesses
10 to be involved in the federally funded programs.

11 MS. WEST: Well, Kevin and I's offices are right beside
12 each other. You know where to find me.

13 MR. HOWARD: The other person I'll introduce is -- Kristal
14 High is here. One of the things that the secretary is
15 pushing innovation and transportation. How do we
16 prepare for drones and how do we prepare for all those
17 things that are coming to transportation? So I just
18 wanted to introduce her. She's a consultant working
19 with me to kind of help figure out kind of how to have
20 that conversation. So where we see opportunities to
21 include innovation and transportation. One day your
22 trains are going to drive themselves. So, you know,
23 how do we make sure we prepare for Uber and Lyft and
24 even drones in this conversation noting that we have
25 somebody that can help us with that as well. So

1 that's all I wanted to add.

2 MR. LEWIS: Thank you, David. There are no action items on
3 the agenda.

4 MR. HOWARD: We may meet before this. If your schedule --
5 we may have to do a call meeting because we can't wait
6 until May.

7 MS. WEST: Right. If everything goes as planned, I would
8 like to launch the RFQ on May 10th, but that is
9 pending working with procurement on both sides. It's
10 a tall order.

11 MR. THOMAS: Yes.

12 MS. WEST: I know there's a lot that goes into the
13 procurement processes. So that may be optimistic.
14 But once again, I'll have an initial meeting -- not
15 initial but I guess a good working meeting with CATS
16 on -- next Wednesday. And then we'll get to your team
17 and we'll see how the schedule shakes out. But that's
18 the goal.

19 MR. LEWIS: Very good. If there are no other items, I'll
20 entertain a motion to adjourn.

21 MR. SMITH: So moved.

22 MR. LEWIS: Second? All in favor? Motion passes. Thank
23 you. Meeting's adjourned.

24 (Meeting is adjourned at 11:26 a.m.)

25

1 STATE OF NORTH CAROLINA
2 COUNTY OF MECKLENBURG

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4 CERTIFICATE OF REPORTER

5 I, MEREDITH R. SCHRAMEK, RPR, Notary Public, do
6 hereby certify that the foregoing proceeding was taken and
7 transcribed under my supervision and direction, that the
8 parties were present as stated, and that I am not of counsel
9 for or in the employment of any of the parties to this
10 action, nor am I interested in the outcome of this action.

11 I do further certify that the foregoing 36 pages
12 constitute a true and accurate transcript of the testimony,
13 and that the witness waived signature.

14 This the 29th day of April 2019.
15
16

17 _____
18 MEREDITH R. SCHRAMEK
19 Notary Number 200814200186
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