Long History of Transit Planning

• **1977** Long Range Transit Plan “transitways” in corridors

• **1988** Independence Blvd HOV Lane Plan

• **1989** Transit Corridor Study – high capacity transit in eight corridors

• **1994** Committee 100 – recommended rapid transit corridors, sales tax

• **1996** Committee 10 – Reviewed Committee 100 recommendations, created 5 year transportation plan
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
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 & 2007!

- 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%
• Public Transit System Governing Board
  - Provides policy direction for system development and operation
  - Oversees management activities

• MTC Composition – 23 members
  - 16 from Mecklenburg County
  - 1 NCDOT
  - 5 ex-officio from 5 surrounding counties
  - 1 SCDOT (ex-officio)

• Citizen Advisory Committees
  - CTAG (planning and finances)
  - TSAC (service delivery)
2002 Updated: 2025 System Plan

- Serves 205,000 – 215,000 daily transit riders by 2025
- 28 miles of BRT guideway
- 21 miles of LRT
- 11 miles of streetcar
- 29 miles of commuter rail
- Extensive network of bus and other types of transit services throughout the region
2030 Transit Corridor System Plan

- Adopted by the Metropolitan Transit Commission in 2006
  - Guide for growth of mobility options in the region

- 30-year long range plan
  - Build-out of a multimodal transit system
  - Introduction of rapid transit modes of transportation

- Federal Transit Administration (FTA) and the NC Department of Transportation (NCDOT) are key financial and technical partners

- FTA is the largest investor in projects i.e. 50% of eligible projects

- Every $ received from NCDOT is matched ≥ 100% with local half-cent sales tax funds
2006 Update:
2030 Transit Corridor System Plan

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Legend

- Federal 5309 New Starts
- Federal Exempt Funds (Maximum of $25 Million)
- Federal Small Starts (Maximum of $75 Million)
- Other Federal
- CATS Funding

www.RIDETRANSIT.org
2006 Update:
2030 Transit Corridor System Plan

Closing Cash Balance

Thousands of Dollars

Unencumbered Balance

Debt Service Coverage Ratios

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<td>2030</td>
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LYNX Blue Line Extension (BLE)
- +9.4 miles
- Implementation in 2017
- +25,000 daily riders
- Improvements to North Tryon Street
- Connects UNC Charlotte campuses

FTA issued Record of Decision in December 2011
Request to enter Final Design in March 2012

Financially sustainable project
- $1.16 billion (YOE)
- FTA approved project & FFGA
- NCDOT approved project & FFGA
Red Line (Commuter Rail)

- Commuter rail from downtown Charlotte to Town of Davidson (or Iredell County)
- Currently not eligible for federal funding grants for construction
- NCDOT participation necessary
  - Financial partners
  - Leadership with private railroads
- Proposed build-out in 2018
  - P3 (Public-Private-Partnership)
- Candidate for design-build
Red Line (Commuter Rail)

- **Dual Benefit Corridor**
  - Integrates the efficient movement of both goods (freight) and people (transit)

- **Economic Benefit**
  - Attract new residents, employment and private business, strengthening the North Corridor as a focal point for the regional economy

- **Unified Benefits Approach**
  - Maximize regional value creation, value capture and value distribution though a Joint Powers Authority (JPA)
Streetcar Starter Project

Legend
- Urban Circulator Alignment
- Complete Charlotte Streetcar Alignment
- Existing Lynx Light Rail Alignment
- Future Lynx Light Rail Alignment
- Non-Revenue Connection

- Urban Circulator Streetcar Stops
- Streetcar Stops
- Lynx Light Rail Stations
- Intermodal Connection (LRT/Streetcar/Bus)
Combine Busway and HOT

Independence Boulevard with Exclusive Busway*

ULI Recommendations with Combined Busway and HOT*
West Corridor

2025 System Plan (2002)
• Bus Rapid Transit
• Light rail not FTA cost-effective

2030 System Plan (2006)
• Streetcar extension—post 2030
• Light rail not FTA cost-effective

Today
Sprinter Service
Much Has Been Accomplished

Olaf Kinard
Assistant Director of Public Transit
Charlotte Area Transit System
February 20, 2013
• Much Has Been Accomplished over the past decade.

• People have embraced public transit in the Charlotte region.

• The system is well managed.

• CATS costs less to operate than the national average.
Bus System Services

Today vs. 1998

• Travel 2x more miles
• Transport 2x more customers
• Operate 20 plus more routes

• Completely revamped customer amenities
• Consistently improved our safety record
• Maintained / Improved On-Time performance
• Reduced our Administrative overhead rate
Safest in State, Tops in Nation

CATS Preventable Accidents Rate

Accidents Per 100,000 Miles

Fiscal Years

Preventable Accidents Per 100,000 miles
LYNX Blue Line began service in 2007

LYNX Blue Line ridership surpassed initial ridership projections by > 50% in within a year of opening.

TOD Impacts
- Pedestrian-friendly development
- Mix of residential, retail employment and civic development, $1.4 billion Transit Oriented Development (TOD) investment projected by 2013

$18.8 million in new tax revenue (prior to revaluation)
Customers Regional Need and Value to the Community

- Value to Community
- Regional Need

Year Range: 2000 to 2011
Mecklenburg County Non-Riders
How Valuable CATS is to the Region

Non-Riders’ Region and Community Value
Customer Loyalty

Percentage of Customers Riding 1+ years
Managing and Planning System

How Well CATS Manages the System and Plans for the Future

Planning for the Future

Managing System

CITY OF CHARLOTTE

www.RIDETRANSIT.org
Customers’ fares increase at regular intervals to ensure Customers contribute an reasonable share of the operating costs.
Cost Per Passenger Trip

CATS Compared to US Transit Industry
1999 - 2011 Cost Per Passenger Trip

Source: FTA- National Transit Database
Services: Demand Response, Bus, Light Rail, Vanpool

www.RIDETRANSIT.org
CATS Compared to US Industry
1999 - 2011 Cost Per Vehicle Mile

Source: FTA- National Transit Database
Services: Demand Response, Bus, Light Rail, Vanpool

Year

Cost Per Vehicle Mile

$9.00

$8.00

$7.00

$6.00

$5.00

$4.00

$3.00

$2.00

$1.00

$
Cost Per Passenger Mile

CATS Compared to US Transit Industry
1999-2011 Cost Per Passenger Mile

Source: FTA- National Transit Database
Services: Demand Response, Bus, Light Rail, Vanpool
Effects of Great Recession on the 2030 Transit Plan

Dee Pereira
Chief Financial Officer
Charlotte Area Transit System
February 20, 2013
Great Recession effect on Sales Tax and CATS Operating and Capital programs

Operating expense and customer demand

Long-term revenue loss

Effect on North Carolina Department of Transportation
Impact on the 2030 Plan

- Sales Tax reduction projected at $2.3 billion over 30 years vs. Plan. 2010-2011 saw the worst performance of the transit sales tax (since 9/11)

- The recession caused operating stress on the transit system

- The stability of the funding partners (Federal and State) is uncertain

- Reduced funding impacts implementation schedules which in turn impacts project costs
Historical Sales Tax Receipts

Mecklenburg County Transit Sales Tax

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<th>Fiscal Year</th>
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<td>2013*</td>
<td>$16,206,500</td>
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* Budgeted

SALES TAX
Operating Program

FY2010 Expenses, Sales Tax, Service and Ridership Comparison

- Tax Revenue below FY2005 Level
- Operating Expense below FY2008
- Service Hours below FY2008
- Ridership above FY2008
Operating Program

FY2011 Expenses, Sales Tax, Service and Ridership Comparison

- Tax Revenue near FY2004 Level
- Operating Expense below FY2008
- Service Hours below FY2008
- Ridership above FY2008
Operating Program

FY2012 Expenses, Sales Tax, Service and Ridership Comparison

- Tax Revenue at a FY2007 Level
- Operating Expense below FY2008
- Service Hours below FY2009
- Highest Level Ever 26.4M
Managing Resources

5 consecutive years of demonstrated budget management (FY2008-FY2012) in a constrained fiscal environment.

Total Actual vs. Budget Savings of $30.5 million
Economic Impact on Sales Tax


 Millions

- 350
- 300
- 250
- 200
- 150
- 100
- 50


2030 System Plan ($5.07B 2007-2035)
Current Projection ($2.73B 2007-2035)

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

February 15, 2013
Transit Funding has been constrained

- Transportation Reauthorization (MAP-21) was passed for two years with only minor increases for Transit

- Cash flow changes in New Starts funding for BLE Project and extension of schedule for funding

- Federal Sequestration could cause further cuts to Transit Formula and New Starts funding
NC Changes to Transit Funding

Capital Investments

• Elimination of New Starts program
  • BLE last project to be funded
  • Each year funding must be appropriated by Legislators

• Full Funding Grant Agreement paid over 10 years vs. 5 years on South Corridor
  • Requires additional debt to handle cash management

• Matching grants program lacks funding
  • Bus purchases, park n ride lots, infrastructure, etc.
NC Changes to Transit Funding

Operating Investments

• State Maintenance Assistance Program (SMAP) reduced by 9% over past two years.

• Matching grants funding lacking
  • Vanpool program
  • CMAQ
Effects of New Economy on Federal Funding

John Muth
Deputy Director of Development
Charlotte Area Transit System
February 20, 2013
*Horizontal axis represents fiscal years
FY13 New Starts/Small Starts Funding

- FY 13 Request
- FY 12
- MAP-21
- Sequestration

- President's Proposed Budget
- FFGAs & PCGAs
Monies Committed to FFGAs/PCGAs

CITY OF CHARLOTTE

MONIES COMMITTED TO FFGAS/PCGAS

FY 13
FY 14
FY 15
FY 16

FY 13 Budget
FFGAs & PCGAs

(CITY OF CHARLOTTE)
Questions?
Where Are We Now

- Committed all capacity with Sales Tax in the future to existing services and Blue Line Extension
- State and Federal funding constrained
- Federal funds very competitive
- How to advance the current needs with innovative Funding and Financing mechanisms.