I. Call to Order ................................................................................................................. Mayor Vi Lyles
   • Attendance (Roll Call)

II. Action Item
   • Selection of MTC Vice Chairman .............................................................................. MTC

III. Approval of the November 16, 2022 Summary (p.5-9) .................................... Mayor Vi Lyles

IV. Interim Chief Executive Officer’s Report (p.11-16) ............................................... Brent Cagle

V. Report from the Chair of the Transit Service Advisory Committee (TSAC)....Krissy Oechslin

VI. Report from the Chair of the Citizens Transit Advisory Group (CTAG)....... Edward Tillman

VII. Public Comments

VIII. Informational Items
   • Envision My Ride – MicroTransit Update (p.18-33).................................Jason Lawrence
   • LYNX Silver Line Update (p.35-44)................................................................. Andy Mock
   • Preliminary Budget Update (p.46-57)................................................................. Chad Howell

IX. Action Items
   • LYNX Silver Line – Bojangles Alignment (p.59-70)................................. Andy Mock
   • CTC Redevelopment - LPA Recommendation (p.72-90)....................... Jason Lawrence

X. MTC Commissioners’ Business
   • CONNECT Beyond / Advancing the Plan ..................................................Geraldine Gardner
   • Chief Executive Officer’s Search Update ....................................................Liz Babson
   • Adjustment to MTC February Meeting Date ............................................. Mayor Vi Lyles

XI. Adjourn
I. Call to Order
The hybrid regular meeting of Metropolitan Transit Commission was called to order at 5:00pm by MTC Chairman Commissioner Leigh Altman, Mecklenburg County Board of Commissioners.

II. Review of Meeting Summary
The meeting summary of October 26, 2022 was approved.

III. Chief Executive Officer’s Report – Based on pages 14-22 in the MTC Agenda Packet for November 16th, 2022 meeting.

IV. Transit Services Advisory Committee (TSAC) Chairman’s Report
Krissy Oechslin (Chairwoman) reported the following recap: In our last TSAC meeting we heard presentations on both the CTC redevelopment and the Silver Line alignment options through Uptown. We did not hold a straw vote on either of these topics, and I cannot tell you which option the majority of TSAC members prefer but based on the wide variety of questions that were asked during both presentations I don't think there is a consensus on which plan is best.

Regarding the Silver Line, the TSAC members had questions about the challenges posed by interlining with the Blue Line from an operational and safety perspective. There were questions about whether this is also an opportunity to extend all the Blue Line stations to three car lengths, which has also been brought up separately outside of Silver Line discussions. There were also questions about having to tear up all of the Gold Line stations if it were to interline with the Silver Line, and the feasibility of turning Trade Street into an entirely transit - and bike-only street with no private vehicles.

Regarding CTC redevelopment we heard about the feedback CATS has received from its outreach efforts, through surveys, in-person pop-ups, and online town halls. It was also my impression that there is no clear consensus from the public either on which option is best, since there's trade-offs with all of the options.
One thing we would like more information on is the cost differential between the three options, as well as between including CTC in a mixed-use development versus standalone, which is not an option currently being considered. I know that funding sources are extremely complicated, and the same money used to build/rebuild a CTC hypothetically isn’t necessarily tradable with, say, hiring more bus drivers, but we have to always consider whether the additional cost of a certain option is worth the money, and frankly, the time and attention spent pursuing it. Hypothetically speaking, if it costs double to put CTC in a mixed-use development, does it provide double the benefit to transit riders, and if not, who should really be footing the bill. It also strikes me that some of the concerns riders have voiced about having a climate-controlled clean place to wait would be alleviated if we had more frequent bus service.

We also received an update on bus operator hiring and the upcoming service changes which restore service to three express bus routes that were discontinued at the beginning of COVID. As always, we hope to start seeing restoration of local bus service along the routes whose frequencies were reduced in August because of the labor shortage.

Finally, we will be doing something unique in our December meeting. After we elect a chair and co-chair for next year and discuss any other time-sensitive issues we will close our meeting early and hold a joint informal meeting with the bicycle advisory committee. There’s a lot of potential to collaborate with the BAC because many transit riders always use a bike for transportation and vice versa, and by meeting together we can discuss areas where we can collaborate and amplify our voices. We also might look to doing joint meetings with CTAG next year. I think that would be a good collaboration.

Discussion:

COMMISSIONER ALTMAN (Mecklenburg County): Ms. Oechslin, I understand that there was no consensus on the CTC discussion, but I would be interested if there were some sort of general trains of thought that you might feel comfortable representing here.

MS. OECHSLIN: It’s very hard to say. I think we had six people in our last meeting so I wouldn’t want to, you know -- people didn’t share what they think, which option they should go with. I mean I know which one I like, but I’m one person and we all have different opinions. There are definitely trade-offs.

COMMISSIONER ALTMAN (Mecklenburg County): I would still be interested to hear your opinion because you’re very invested in looking at these matters so you should feel free to share it if you like, but you don’t need if you don’t want to today.

MS. OECHSLIN: I’ll always give my opinion. Sorry, and I just settled a brain moment. We are talking about CTC, right? I talked about both Silver Line. Yes, with CTC, I mean, I think I lean a little bit more towards the terrace. I like the symbolism of having the bus up on the same level as the Blue Line. I also think if you want to integrate all the lines, if you put it underground, which I’m not opposed to an underground option, but you know, that’s three levels of transit. I mean, you have an underground bus, you have a ground-level Gold Line, and then you have an elevated Blue Line, and that’s a lot of transferring, but you know, I also realize as a bus rider at the terrace option there’s two levels of buses, and the worst feeling in the world is when you pull in and you see your other bus that you need to transfer to pulling away. You wouldn’t even see it necessarily in this option and then you’d have to go downstairs. It’s not climate-controlled, like there’s definitely trade-offs.
COMMISSIONER ALTMAN (Mecklenburg County): Thank you for the feedback, I appreciate it.

V. Citizens Transit Advisory Group (CTAG) Chairman’s Report

Todd Steiss (Town of Davidson Representative) reported the following recap: Our meeting yesterday, the only thing we had on our agenda was the adjustments to the Silver Line. One area was at the Bojangles Coliseum, which it's understandable why they want to make some adjustments there. It looks like a rather minor, maybe more costly but a minor change, to the alignment. The other area where they talked about making adjustments was in downtown Charlotte where they showed the three alternatives.

Our committee understood that it was just kind of a preliminary review at this time. We didn't really have a lot of discussion on which alternative we thought was better than the other, we just knew that we saw that there were trade-offs from one versus the other.

VI. Public Comments - None

VII. Informational Items

Charlotte Transit Center Redevelopment Public Engagement Update Jason Lawrence

Jason Lawrence - CATS Planning Director – shared a presentation on the Charlotte Transit Center Redevelopment Public Engagement efforts; based on pages 24-33 in the MTC Agenda Packet for November 16th, 2022 meeting.

Discussion:

TODD STEISS (CTAG Representative): Jason, in light of the possible alterations to the Silver Line going possibly through Charlotte or using the Blue Line, would that affect at all the design that you’re looking at for the CTC?

MR. LAWRENCE: I think at this point there would have to be a conversation with the development team as to what that means as far as -- I think it's too early for us to know that, but I do think it's important to note if Silver Line were to comment on either of those options then the need for that facility would be increased potentially with how we would think about the routes that go to that. I think that's more of what we would start with, but I think that would be a conversation of the team. But we would want to make that decision first with the LPA before we address that.

COMMISSIONER ALTMAN (Mecklenburg County): Looking at the Financial Framework. I'm working to get some clarity around this. One thing that I think is helpful for me and for the public to sometimes hear from our CATS attorney. This is a City of Charlotte project that the City Council is deliberating closely on and having a lot of discussion around, but it also comes before the MTC. Can you just help give us a little bit of clarity about the lanes that these two bodies have, the MTC and the Charlotte City Council, in this decision making?

CATS CEO LEWIS: If I could just add a little context before Brad begins. This is a project that is a joint development between the CATS, the MTC, and the City, but the only thing I would change in that caveat is this is a transit project first in that it is on CATS' land. It is part of a disposing of a federally funded facility and using federal funds to build the new. The primary outcome in this must be the transit facility. The other goals of the project, the mixed-use
development and the others, would be secondary to that, but I'll then turn to Brad to give the relationship between the MTC as a decision-making body and the City Council on this.

BRADLEY THOMAS (CATS Legal Counsel): With respect to the MTC as established by the Interlocal Agreement, the MTC considers and approves long-range transportation plans, operating programs, capital programs, and budgets. The City of Charlotte in terms of this project would approve contracts. A contract with a developer or a construction firm, disposition of land, those would be approved by the City of Charlotte.

COMMISSIONER ALTMAN (Mecklenburg County): Okay, that's helpful, because it is a complex interlocking decision-making process that I think is not necessarily intuitive to the public, and my understanding is in all likelihood what would happen is that City of Charlotte would vote and then it would come to the MTC to follow up with a second vote to confirm whatever is ultimately decided. Is that the likely process, Mr. Lewis?

CATS CEO LEWIS: That is correct. I think in the fact that this is a mixed-use development meeting multiple goals, not just transit but also economic development and land use for the City. Our goal, my goal, is to bring a recommendation that has been fully vetted by the City Council and has their input for the MTC to consider after that.

COMMISSIONER ALTMAN (Mecklenburg County): I'm used to, on the County side in my Economic Development Committee, getting a REMI analysis that helps us to understand when we have economic development projects what the net gain will be to the taxpayer or to the public coffers. The question I have is the difference in cost between the two proposals is more than $40M, but there's a lot more economic -- there will be more taxes generated that will go to public coffers under the more expensive analysis. Will we hear at some point what sort of the net-out to the community would be with all that development and all those businesses that would be paying taxes under the second scenario?

CATS CEO LEWIS: Sure. I think that's a great question and not one that I think we as transit staff are equipped to answer. I think maybe at the next MTC meeting we have the City Economic Development staff come in and address that for you.

MAYOR LYLES (City of Charlotte): May I add, I think that we would have to justify this project in a way that it does show the economic analysis. We usually have an economic analysis and some of that information would be included I think if the Council moves forward with the public-private partnership. But that's not decided yet? I don't think anyone is prepared right now, and it's probably going to be several months before we get to that place where we're talking about are we ready to do something like this at the City level.

BILL THUNBERG (Town of Mooresville Representative): If I could just ask one procedural question: Do we need to reflect anything in the upcoming budget related to this with regards to either planning or legal or anything else, or do we just wait for the City?

CATS CEO LEWIS: In our five-year capital program, we have set aside the $12M that you have seen in the CATS funding portion of that. That along with the federal funds for the RAISE grant that we received. You will see that in next year being reflected as a part of this project in the ongoing five-year capital program.
VIII. **Action Item** - None

IX. **MTC Commissioners’ Business** - None

X. **Other Business**

MAYOR KNOX (Town of Davidson): I would like to address Mr. Lewis since I believe this is the last meeting that he will be sitting in; in that we are not meeting in December. John, I just want to say thank you. I think for those of us that have been vested in transportation for a while. If you will look back on 2015 and remember where we were versus where we are today seven years later under your leadership. You need to be commended to bring this thing through a pandemic and still come out on top I thank you. There's a lot of work to do, but I can't thank you enough for the hard work that you've done, John. I don't know where you're going after this. I hope you land somewhere local where we can still interact and work together, because it has been my pleasure to work with you for these five years that I've been on this board. Thank you.

CATS CEO LEWIS: Thank You, Mayor.

COMMISSIONER ALTMAN (Mecklenburg County): Thank you, Mayor Knox. I believe we haven't made a definitive decision that we're not having a December meeting; we're going to wait to hear from staff, is that right?

CATS CEO LEWIS: That is correct. Madam Chair, at the last meeting we actually took the action of moving both the November and the December meetings back one week, recognizing they coincided with Thanksgiving and the Christmas holiday. Typically, this board does not meet in December, but I think we wanted to leave the option open, considering the number of projects that we have on the table, that if needed we have that slot already available. I will say as of this moment, other than the Silver Line there really aren't any other pressing issues for December, but staff will certainly let you know in plenty of time what the actual disposition of that meeting will be.

XI. **Adjourn**

The meeting was adjourned at 5:36 p.m. by Commissioner Leigh Altman, Mecklenburg County Board of Commissioners – MTC Chairwoman.

**NEXT MTC MEETING: TUESDAY, JANUARY 31st, 2023; STARTS AT 5:30 P.M.**
Bus Operations Division Safety Performance Measures

**CY 2022 CATS BOD Fatalities**

**CY 2022 CATS BOD Preventable Collisions > $500**

**CY 2022 CATS BOD NTD Reportable Injuries**

**CY 2022 CATS BOD System Reliability Incidents**
Special Transportation Service Safety Performance Measures

- **CY 2022 CATS STS Fatalities**

- **CY 2022 CATS STS Preventable Collisions > $500**

- **CY 2022 CATS STS NTD Reportable Injuries**

- **CY 2022 CATS STS System Reliability Incidents**
Rail Operations Blue Line Safety Performance Measures

**CY 2022 CATS Blue Line Fatalities**

**CY 2022 CATS Blue Line Safety Incidents**

**CY 2022 CATS Blue Line NTD Reportable Injuries**

**CY 2022 CATS Blue Line System Reliability Incidents**
**Sales Tax Collections and Distribution – October 2022**

- The October 2022 receipts of $13,283,060 were $2,232,506 (20.2%) above budget target for the month.
- The October 2022 receipts were $2,081,195 (18.6%) above forecast for the month.
- The October 2022 receipts were $1,940,426 (17.1%) above October of 2021.

**Sales Tax Budget Data**

- FY2023 sales tax budget is $136,807,021.
- The FY23 model forecasts year-end receipts of $148,744,263 which is $11,937,242 (8.73%) above the FY23 budget target of $136,807,021.
- FY2022 actual sales tax was $139,225,568.

**Local Government Sales and Use Tax Distribution**

- Published by NC Secretary of Revenue on 01/11/2023 with actual receipts through September 2022.
- CATS sales tax report only includes Mecklenburg County Article 43 sales tax.

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### FY2023 Budget Sales Tax Receipts (Actuals and Forecasts)

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### FY2023 Budget Sales Tax Receipts: FY2019 - FY2022

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SUBJECT: Envision My Ride – MicroTransit Update

1.0 PURPOSE/SCOPE: Staff will provide implementation next steps for Microtransit services as well as a 2023 look ahead on bus and rail service levels.

BACKGROUND/JUSTIFICATION: As a continuation of the Envision My Ride (EMR) effort, CATS began a Bus Priority study in 2021. The study developed speed and reliability recommendations for the proposed EMR high frequency network. Additional deliverables included proposed system wide bus stop amenity improvements, mobility hub locations, first / last mile solution and recommendations to improve the customer experience. At the May 2022 MTC meeting the board adopted the following staff recommendations:

- An Envision My Ride Network which includes a future high-frequency bus network, new bus route connections, mobility hub locations, and recommended microtransit zones (Attachment A)
- Six focus corridors to include a higher level of priority treatment investments including transit signal priority (TSP), queue jump locations, and bus stop adjustments (Attachment B)
- Bus stop improvement plan which includes ADA design improvements, recommended mobility hub locations, enhanced bus stop amenities, and a new amenity rollout strategy
- A microtransit strategy that includes on-demand services within recommended zones as well as first/last mile strategies to the LYNX Blue Line
- Strategies and amenity improvement recommendations identified in the Envision My Ride effort to develop a formal bus capital program

2.0 PROCUREMENT BACKGROUND: N/A

3.0 POLICY IMPACT: N/A

4.0 ECONOMIC IMPACT: N/A

5.0 ALTERNATIVES: N/A

6.0 RECOMMENDATION: N/A

7.0 ATTACHMENT(S): N/A

SUBMITTED AND RECOMMENDED BY:

__________________________________________
Brent Cagle
Interim Chief Executive Officer, Charlotte Area Transit System
Interim Director of Public Transit, City of Charlotte
Envision My Ride & Microtransit Update

Metropolitan Transit Commission
January 31, 2023

Presentation Highlights

► February 2023 Service Change
► Reliability Improvements & Ridership
► Microtransit Update
February 2023 Service Change

Service Change Summary

On time improvements
▶ 24 – Nations Ford Road
▶ 56 – Arrowood
▶ 40x – Lawyers Road Express
▶ 46x – Harrisburg Road Express
▶ 77x – North Mecklenburg Express
▶ 82x – Rock Hill Express

Frequency Improvements
▶ LYNX Blue Line: Weekday frequency increase to 15 min between 7-9 am & 4-6 pm

Route Adjustments
▶ 10-West Blvd: Extend to CPCC Harris Campus
▶ 290-Davidson Shuttle: Minor adjustment in Downtown Davidson
10 West Blvd

- Service will be modified to provide service to the Central Piedmont Community College – Harris Campus.
- Route 10 service along Leake Street and Nobles Ave will be removed. Route 235 and the modified Route 10 will continue to serve the Renaissance West community.

Reliability & Ridership

ATS
CHARLOTTE AREA TRANSIT SYSTEM
Strategies to Improve Reliability

✚ CATS-Pass Real Time Tracking
✚ August 2022 Service Change
  ● Modified schedules to reduce missed trips
  ● Continue tracking of reliability
✚ Bus Service
  ● On-going evaluation of trip level ridership
  ● Identify select trips to better allocate spare operators in the future
✚ Rail Service
  ● Evaluated ridership for service increase capacity
  ● Increasing weekday peak frequency for February 2023 Service Change

August 15, 2022 Changes: Service Analysis Approach

✚ Evaluated trip passenger load for all routes.
✚ Analyzed time of day and identified trips with 30 or more passengers.
✚ Prioritized routes that currently have higher frequency levels for reductions (i.e. shifting 15-minute routes to 20-minutes)

• Currently at 20-minute headway
• Proposed to go to 30-minutes with extra trips added during peak inbound and outbound periods
Bus Service Reliability

Retained Service Modifications: Local Routes

<table>
<thead>
<tr>
<th>Frequency 5am-7pm</th>
<th>Retain Additional Trips</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Before 8/22</td>
<td>Current</td>
<td></td>
</tr>
<tr>
<td>9-Central</td>
<td>10</td>
<td>15</td>
</tr>
<tr>
<td>Sprinter Airport</td>
<td>15</td>
<td>30</td>
</tr>
<tr>
<td>7 - Beatties Ford</td>
<td>15</td>
<td>20</td>
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<tr>
<td>16 - S. Tryon</td>
<td>15</td>
<td>30</td>
</tr>
<tr>
<td>27 - Monroe</td>
<td>15</td>
<td>30</td>
</tr>
<tr>
<td>6 - Kings Dr</td>
<td>20</td>
<td>30</td>
</tr>
<tr>
<td>8 - Tuckasegee</td>
<td>20</td>
<td>30</td>
</tr>
<tr>
<td>10 - West Blvd</td>
<td>20</td>
<td>30</td>
</tr>
<tr>
<td>11 - North Tyron</td>
<td>20</td>
<td>30</td>
</tr>
<tr>
<td>21 - Statesville Ave</td>
<td>20</td>
<td>30</td>
</tr>
<tr>
<td>34 - Freedom Drive</td>
<td>20</td>
<td>30</td>
</tr>
</tbody>
</table>
Retained Service Modifications:
Express Routes

- August 2022 Service Change reduced trips on 48X, 63X, and 77X
- November 2022 Service Change restored service on 41X, 61X, and 88X
- Continuing to monitor ridership levels and on time performance

<table>
<thead>
<tr>
<th>Route Description</th>
<th>Before 8/15</th>
<th>After 8/15</th>
</tr>
</thead>
<tbody>
<tr>
<td>77X - North Mecklenburg Express</td>
<td>17</td>
<td>14</td>
</tr>
<tr>
<td>48X - Northcross Express</td>
<td>17</td>
<td>14</td>
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<tr>
<td>63X - Huntersville Express</td>
<td>17</td>
<td>14</td>
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<tr>
<td>53X - Northlake Express</td>
<td>8</td>
<td>8</td>
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<tr>
<td>85X - Gastonia Express</td>
<td>6</td>
<td>6</td>
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<tr>
<td>82X - Rock Hill Express</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>74X - Union County Express</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>64X - Independence Blvd Express</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>52X - Idlewild Road Express</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>46X - Harrisburg Road Express</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>40X - Lawyers Road Express</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>62X - Rea Road Express</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>47X - Huntersville Greenhouse Express</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>41X - Steele Creek Express</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>61X - Arboretum Express</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>88X - Mountain Island Express</td>
<td>0</td>
<td>6</td>
</tr>
</tbody>
</table>

LYNX Blue Line Ridership

- Peak ridership has made a strong return
- Highest loads experienced at the Carson Station
- Passenger loads are nearing service threshold policy levels
Service Reliability Strategies

➤ Retain adjustment to 20% of local and express routes to ensure continued service reliability improvement.
➤ Increase LYNX Blue Line AM/PM weekday peak frequency from 20-minutes to 15-minutes.
➤ Continue evaluating bus ridership to target added trips, as operator availability improves.
➤ Begin Microtransit implementation.

Microtransit

ATS
CHARLOTTE AREA TRANSIT SYSTEM
Envision My Ride
Adopted by MITC in May 2022

- **Improving time**
  - More frequent service
  - Consistent schedules
  - Priority bus treatments

- **Enhancing experience**
  - Bus stop, amenity, and ADA improvements
  - Mobility hubs

- **Increasing access**
  - New crosstown connections
  - First / last mile & On-demand solutions

---

MICROTRANSIT

- **Purpose:**
  - First / Last Mile Connections
  - Limited or evolving demand areas
  - Curb-to-Curb / Curb-to-Hub

- **Concept:**
  - On-demand ridesharing option
  - App-supported interface
  - Smaller vehicles

- **Applications:**
  - Software apps
  - Turnkey operators
  - Dedicated fleet
Wilson, North Carolina

- Full conversion operated by Via
- Branded as RIDE

Where and when can I take a trip?
You can book a RIDE between 9:30 a.m. and 1 p.m. Monday through Friday and Saturday from 7 a.m. until 6 p.m. anywhere within the service zone outlined on the map.

Wilmington, North Carolina

- Four zones operated by Via
- Branded as RideMicro

Hours of Operation
BEGINNING SUNDAY, JULY 3
Zones 1 & 2
Weekdays: AM - 6:30am to 8:00pm
PM - 10:00am to 9:00pm
Zones 3 & 4
Weekday: 6:00am - 4:00pm
Saturday: 8:00am - 6:00pm
Sunday: 9:00am - 5:00pm
Dallas, Texas

- Multiple zones operated by various operators: DART, RideCo, Lyft, Uber, & Taxis
- Branded as GoLink

GoLink vehicles come in all shapes and sizes!
While DART offers GoLink vans like the one pictured, you may also ride in vehicles similar to the ones provided by other rideshare services. Here are a few examples:

Mobility Hubs
What’s a Mobility Hub?

Mobility Hubs build upon CATS existing Stops, Stations, and Park and Rides by expanding access to all modes of mobility.
What's missing?

Improved Signage

Bus and Ride Share Space

Improving Mobility Connections
- CATS worked with Mecklenburg County on a greenway connection to the Huntersville Gateway Park and Ride.
- Provides the opportunity for numerous first/last mile trips
Microtransit PHASE 1: Pilot

- App Expansion Pilot:
  - University (URP / UNC Charlotte)
  - North End

- Additional Details:
  - Incorporated within CATS-Pass app
  - First/Last Mile service provided by ride share/transportation network companies
  - Supplemental to existing services
  - Free fare to and from LYNX stations
  - Initial roll out point to point
  - Target start Spring/Summer 2023

Microtransit Phase 2

- Confirm Zone and Hubs:
  - Village Riders (97, 98, & 99)
  - Route 290 Davidson

- Service Strategy
  - On-demand service will be an expansion
  - Service hours will be reinvested back into fixed route

- Next Steps
  - Town Staff Coordination
  - Public Outreach
  - Service & Fare Equity Analysis
  - Advertise Procurement
  - Implementation (Late 2023/Early 2024)
Microtransit Build Out

► Full Implementation:
  - Prioritize low frequency routes that serve existing Mobility Hubs.
  - Restructuring of low-frequency routes
  - Seeking grant opportunities: SMART Grant applied November 2022

► Next Steps
  - Route Restoration Planning Study
  - Public Outreach & Education
  - Service Equity Analysis

Questions?
1.0 PURPOSE/SCOPE: The purpose of this information item is to provide a summary of the Silver Line Center City alignment evaluation.

2.0 BACKGROUND/JUSTIFICATION: The following is a summary of recent MTC adoptions of the LYNX Silver Line Locally Preferred Alternative:

- February 20, 2019 - The MTC adopted the LYNX Silver Line as a continuous alignment with the West corridor and the Southeast Corridor between Belmont in Gaston County and CPCC Levine in the Town of Matthews and included the initial adoption of the 11th Street alignment. This was a planning level analysis intended to support the broader 2030 System Update.
- April 28, 2021 - The MTC adopted the refined LPA for the Silver Line based on engineering analysis and public engagement completed during the alignment refinement process. This included more detailed alignment and station recommendations throughout the corridor, including the vertical change of the Center City alignment.
- January 26, 2022 - The MTC adopted the LPA for the Silver Line based on further engineering refinements and public engagement. This included station adjustments throughout the corridor, an alignment shift near Monroe Road, and a Silver Line implementation strategy.

Staff previously presented information on the Center City evaluation at the June and October 2022 MTC meetings.

This evaluation was initiated as a result of the Urban Land Institute (ULI) Study that was conducted based on feedback from Charlotte elected leadership, in February 2022. The outcome of the ULI process was a report which recommended that CATS evaluate "Interlining" (co-locating the Silver Line on the Blue Line or Gold Line tracks) as an approach to lower costs and improve ridership. Staff conducted engineering analysis and public engagement associated with this recommendation between March and December of 2022.

Center City public engagement began on November 1, 2022 and included 2 live virtual public meetings, a public survey, Charlotte City Council engagement, and several focused neighborhood/stakeholder meetings in the Center City area. The survey concluded on November 30, 2022 with over 1,100 responses. The following is a summary of the Center City survey results:
• LPA (39% supportive, 24% neutral, 37% opposed)
• Shared Blue Line (23% supportive, 34% neutral, 34% opposed)
• Shared Gold Line (43% supportive, 35% neutral, 22% opposed)

Staff had a robust engagement with the Charlotte City Council’s Transportation, Planning and Development committee related to the Center City alternatives. This included presentations on November 7, 2022 and December 5, 2022, and led to a unanimous vote in favor of recommending no change to the current LPA alignment on January 3, 2023. This recommendation was subsequently endorsed by full Council. Based on Charlotte City Council endorsement, staff does not recommend a change to the LPA.

The Silver Line team also evaluated a change of the Phase A terminus in Center City from Charlotte Gateway Station (CGS) to the Morehead station based on stakeholder feedback. At this time, staff is not recommending a change to the terminus and will continue to evaluate this in the future.

3.0 PROCUREMENT BACKGROUND: N/A

4.0 POLICY IMPACT: N/A

5.0 ECONOMIC IMPACT: N/A

6.0 ALTERNATIVES: N/A

7.0 RECOMMENDATION: No change to currently adopted Locally Preferred Alternative alignment in Center City.

8.0 ATTACHMENT(S): N/A

SUBMITTED AND RECOMMENDED BY:

_________________________________________
Brent Cagle
Interim Chief Executive Officer, Charlotte Area Transit System
Interim Director of Public Transit, City of Charlotte
LYNX SILVER LINE LIGHT RAIL Update
Metropolitan Transit Commission
January 31, 2023

Today's Discussion

• What's brought us here
• Public & stakeholder feedback
• Center City Alternatives Information Item
  • Charlotte City Council endorsement
  • Recommendation to MTC
What’s brought us here

- **2018 – LYNX System Update**
  - Primary goals to serve Charlotte Gateway Station, economic development opportunities and East-West connectivity
  - Assumed at-grade street connections and stations along 11th Street
  - Locally Preferred Alternative (LPA) adopted along 11th Street

- **2020 – SLP Design and Environmental Study**
  - More detailed engineering and implementation analysis
  - Led to use of elevated guideway and stations
  - Increasing costs and technical challenges
  - Refined LPA adopted in April 2021 and Jan 2022
  - Ongoing Center City alignment concerns from stakeholders and elected leadership

- **2022 – ULI Study**
  - Notes multi-modal transfer challenges with aerial guideway
  - Opportunities to lower costs and increase ridership by evaluating interlining

---

**Center City Alternatives**

1. **11th Street Alternative (LPA)**
   - Previously-adopted concept along 11th Street

2. **Shared Blue Line Alternative**
   - Silver Line trains share tracks with Blue Line in Center City

3. **Shared Gold Line Alternative**
   - Silver Line trains share tracks with Gold Line on Trade Street in Center City

4. **Potential Morehead Extension**
**Public Outreach & Engagement (Fall 2022)**

- **33,000+ Mailers & 600 Hanging Rider Alerts**
- **Social Media & Rider E-blasts**
- **Newspaper Ads, Media Releases & Interviews**
- **Yard Signs**
- **Community/ Stakeholder Meetings, Pop-Ups, and PIO Outreach**

**1100+ Survey Participants** (public comment period 11/1/22-11/30/22)

**100+ Virtual Public Meeting Attendees**

**Online Open House November 2022**

---

**Public Survey Demographic Information** (900+ responses)

**TOTAL FAMILY INCOME**
- Less than $50,000, 18%
- $50,000-$99,999, 48%
- More than $100,000, 34%

**RACE**
- Not listed, <5%
- Asian, 3%
- Black/African American, 12%
- American Indian/Alaska Native, 4%
- Prefer not to answer, 5%
- White, 72%

**HISPANIC/LATINO**
- No, 81%
- Yes, 19%
Public Engagement Activities

- Live Virtual Public Meetings - Nov. 1 and Nov. 2
  - With public survey open between November 1 and November 30
  - Also conducted pop-up events at CTC, CPCC, and Trade / Tryon
- Transit Services Advisory Committee (TSAC)- Nov. 13
- Charlotte Planning Commission- Nov. 14
- Citizen Transit Advisory Group (CTAG)- Nov. 15
- Historic West End- Nov. 17
- Friends of Fourth Ward- Nov. 21
- Uptown Stakeholder Listening Sessions- Nov. 29 and Nov 30

Survey Responses for Center City Alternatives

LPA
- 150 comments
- 39% supportive
- 24% neutral
- 37% opposed
- Likes include access to new areas of Center City
- Dislikes include alignment that doesn’t go through core of Center City and higher cost

Shared Gold Line
- 165 comments
- 43% supportive
- 35% neutral
- 22% opposed
- Likes include alignment through core of Center City and more desirable destinations
- Dislikes include potential for traffic disruption and roadway reconstruction

Shared Blue Line
- 125 comments
- 23% supportive
- 34% neutral
- 43% opposed
- Likes include alignment through core of Center City and lower cost
- Dislikes include potential for traffic disruption and need for transfer to CGS and West
Stakeholder Engagement Activities- What we’ve heard.

Concerns about changes to the adopted LPA
- Schedule delays to Charlotte Gateway Station project/ Amtrak Station
- Impacts to current and future development opportunities
- Vehicle and pedestrian access at Central Piedmont Community College
- Change of Trade Street character
- Comments focused on Ridership as an important variable in this evaluation

LPA Considerations
- Most reliable transit operations
- Higher cost alternative
- Integrated station at CGS with Amtrak
- Accesses more development opportunities on north & west sides of Center City and provides high frequency transit in currently underserved areas
- Center City stakeholder buy-in
- Future year project ridership is not distinguishing between the options based on projected growth
Center City Phase A Terminus- Morehead Extension

- Support for Morehead Station noted in Public Survey and Stakeholder engagement
- More direct service to development opportunities and stadium
- Added cost of $400M-$500M to Phase A

Council and MTC Engagement

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>October 26</td>
<td>Metropolitan Transit Commission (MTC) information</td>
</tr>
<tr>
<td>November 7</td>
<td>Charlotte City Council Transportation, Planning and Development Committee</td>
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<tr>
<td>November 10</td>
<td>Transit Services Advisory Committee (TSAC)</td>
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<td>November 15</td>
<td>Citizens Transit Advisory Group (CTAG)</td>
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<td>December 5</td>
<td>Charlotte City Council Transportation, Planning and Development Committee</td>
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<tr>
<td>January 3</td>
<td>Charlotte City Council Transportation, Planning and Development Committee</td>
</tr>
<tr>
<td>January 9</td>
<td>Town of Matthews Board of Commissioners</td>
</tr>
<tr>
<td>January 31</td>
<td>MTC information</td>
</tr>
</tbody>
</table>
City Council Endorsement

Center City Alignment Evaluation
- On January 3, 2023, the Charlotte City Council Transportation, Planning and Development Committee voted unanimously to recommend full council endorsement of the Locally Preferred Alternative (LPA) following 11th Street
- Endorsed by full Charlotte City Council on 1/3/2023

January 31, 2023 – MTC Information Item

1. Center City Alignment Evaluation
   - No change to the LPA

2. Center City Terminus
   - Staff will continue to evaluate
Thank you!
1.0 PURPOSE/SCOPE: This item advises that the Chief Executive Officer will present CATS’ FY2024 Preliminary Operating and Debt Service Budgets, and the FY2024-2028 Preliminary Capital Investment Plan (CIP) to the Metropolitan Transit Commission on January 31, 2023.

2.0 BACKGROUND/JUSTIFICATION: The CATS FY2024 Preliminary Operating and Debt Service Budgets and the FY2024-2028 Preliminary Capital Investment Plan (CIP) will be presented in compliance with the Transit Governance Interlocal Agreement. The balanced budgets were developed in compliance with CATS’ Financial Policy guidelines and objectives.

The FY 2024 Preliminary Operating and Debt Service Budgets and the FY 2024-2028 Capital Investment Plan maintains and enhances current services and commitments, with a focus on safety and security, valuing employees, and maintenance and asset preservation.

3.0 PROCUREMENT BACKGROUND: N/A

4.0 POLICY IMPACT: The recommended FY2024 Preliminary Operating and Debt Service Budget and FY2024-2028 Preliminary Capital Investment Plan (CIP) were developed in compliance with the following MTC Policy directives:

A. CATS Mission, Vision and Strategic Goals
B. CATS Financial Policies (Rev. 2016)
C. The 2030 Transit Corridor System Plan
D. CATS Service and Fare Policies

5.0 ECONOMIC IMPACT: N/A

6.0 ALTERNATIVES: N/A

7.0 RECOMMENDATION: N/A
8.0 ATTACHMENT(S):
A. FY2024 Preliminary Operating and Debt Service Budget
B. FY2024-FY2028 Preliminary Capital Investment Plan

SUBMITTED AND RECOMMENDED BY:

______________________________
Brent Cagle
Interim Chief Executive Officer, Charlotte Area Transit System
Interim Director of Public Transit, City of Charlotte
FY 2024 Preliminary Operating Budget & FY 2024 – FY 2028 Capital Improvement Plan

Presentation to Metropolitan Transit Commission
January 31, 2023

Discussion

► CEO Focus Areas
► Operating Revenue
► Operating Expenditures
► Debt Service
► Capital Investment Program
► Pending Items & Budget Schedule
CEO Focus Areas

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

Preliminary Revenue Projections
Operating Revenues

<table>
<thead>
<tr>
<th>Key Changes FY 2024 vs FY 2023</th>
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</thead>
<tbody>
<tr>
<td>FY 2023 Adopted Budget</td>
<td>$243,181,016</td>
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<tr>
<td>Article 43 Sales Tax</td>
<td>$10,792,979</td>
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<td>Federal Grants</td>
<td>$8,308,994</td>
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<td>Interlocal Agreements</td>
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<td>State Grants</td>
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<td>Advertising</td>
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<td>Other Charges</td>
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<td>Passenger Fares</td>
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<td>Interest Earnings</td>
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<td>Miscellaneous Revenue</td>
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<td>Sale of Assets</td>
<td>$0</td>
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<tr>
<td>Transit Pay-Go Transfer</td>
<td>$877,270</td>
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<tr>
<td>Total Revenues</td>
<td>$267,686,550</td>
</tr>
</tbody>
</table>

Sales Tax $147,680,000
Interest Earnings $2,945,000
$267.7 Million

1/2% Sales Tax FY 2013 – FY 2024

Receipts → Trendline

FY13 $65.8, FY14 $68.1, FY15 $81.2, FY16 $89.6, FY17 $92.6, FY18 $103.0, FY19 $107.5, FY20 $107.8, FY21 $115.7, FY22 $139.2, FY23 (Budget) $136.8, FY23 (Proj) $149.8, FY24 (Pre) $147.6
Ridership Trends

Based on current trends:
- In FY 2024, Bus ridership is estimated to recover to 57% of pre-pandemic levels
- In FY 2024, Rail ridership is estimated to recover to 78% of pre-pandemic levels

Preliminary Operating & Debt Service Expenditures
Operating Expenditures

Key Changes FY 2024 vs FY 2023

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<thead>
<tr>
<th>Category</th>
<th>FY 2023 Adopted Budget</th>
<th>FY 2024 Adopted Budget</th>
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<tr>
<td>Personnel Services</td>
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<tr>
<td>Operating Expenses</td>
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<tr>
<td>City Administrative Costs</td>
<td>$1,198,077</td>
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<td>Transfer to other funds</td>
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<td>Subtotal Operating</td>
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<td>$619</td>
<td>$620</td>
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<td>Transfer to Control Account</td>
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<td>Transfer to CIP (PAYGO)</td>
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<td>$0</td>
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<td>Total Expenditures</td>
<td>$267,686,550</td>
<td>$268,680,000</td>
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Transfer to Debt Service: $15,169,500
Transfer to Control Account: $10,000,000
Transfer to CIP (PAYGO): $0

$267.7 Million

Diesel Fuel Average Price Per Gallon

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<thead>
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<th>Fiscal Year</th>
<th>Price Per Gallon</th>
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<td>FY11</td>
<td>$2.26</td>
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<td>FY23 (Proj)</td>
<td>$2.98</td>
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<tr>
<td>FY24 (Proj)</td>
<td>$2.98</td>
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</table>
CPI, South Region — December 2022

- CPI for the South increased 7.0% for the year ending December 2022
- Business Impacts
  - Rising costs of commodities and services
  - Decreased buying power for businesses

Source: U.S. Bureau of Labor Statistics

FY 2024 Debt Service

- FY2024 Debt Service Budget $18.1 million
  Transit Sales Tax, Federal and State grant funds pay annual principal and interest expenses

<table>
<thead>
<tr>
<th></th>
<th>FY 2020 Actual</th>
<th>FY 2021 Actual</th>
<th>FY 2022 Actual</th>
<th>FY 2023 Adopted</th>
<th>FY 2024 Preliminary</th>
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<td>Revenues</td>
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<td>Transfers from CATS</td>
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<td>$17,360,650</td>
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<td>$15,160,081</td>
<td>$15,169,500</td>
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<td>Operating</td>
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<td>Transfers from CATS</td>
<td>$15,000,000</td>
<td>$10,010,000</td>
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<td>Capital</td>
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<td>$62,126,300</td>
<td>$10,093,356</td>
<td>$10,004,430</td>
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No new debt issuance is programmed for FY 2024
Preliminary Capital Investment Plan

FY 2024 – FY 2028 CIP Expenditures

FY 2024 Highlights
- 37 Replacement Buses
- 19 Replacement STS Vehicles
- Replacement Tow Truck
- Silverline
- ADA Improvements
- Security Improvements
- Continues prior-year initiatives

Notes:
1. FY2024 Preliminary Capital Budget excludes carryover amounts
2. Excludes Grant-Funded Operating Projects

GTS
FY 2024 – FY 2028 CIP Sources of Funds

FY 2024 Highlights
- Utilizes ~$27 million in reserve funds to increase bus purchases
- Working with City Finance to develop a long-term funding strategy for future revenue vehicle purchases

Pending Items & Budget Schedule
Pending Items

- General
  - Financial Performance Objectives
  - Realign projects between operating & capital budgets
- Revenue
  - Continue to refine projected sales tax growth & trendline
  - Finalize federal & state funding
  - Finalize ridership projections & passenger fares
- Operating
  - Finalize & prioritize enhancements
  - Refine City cost allocation plan (CAP)
  - Refine internal service providers (ISP)
- Debt Service
  - Final payment schedule from City Finance
- Capital Program
  - Refine FY 2024 requests
  - Develop long-range funding / financing plan for revenue vehicle purchases

Proposed Budget Schedule

- Jan 31 – Metropolitan Transit Commission
- Feb 2 – Presentation To City Manager
- Feb 21 – Citizen Transit Advisory Group
- Feb 22 – Metropolitan Transit Commission
- Mar 22 – Metropolitan Transit Commission
- Apr 3 – Budget Committee
- Apr 6 – Budget Workshop
- Apr 18 – Citizen Transit Advisory Group Recommendation
- Apr 26 – Metropolitan Transit Commission Approval
- Jun 12 – City Council Budget Adoption
Questions
1.0 **PURPOSE/SCOPE:** To purpose of this action item is to adopt an update to the LYNX Silver Line Locally Preferred Alternative (LPA) for the alignment and station in the Bojangles Arena area based on staff recommendations.

2.0 **BACKGROUND/JUSTIFICATION:** The following is a summary of recent MTC adoptions of the LYNX Silver Line Locally Preferred Alternative:

- February 20, 2019- The MTC adopted the LYNX Silver Line as a continuous alignment with the West corridor and the Southeast Corridor between Belmont in Gaston County and CPCC Levine in the Town of Matthews. This was a planning level analysis intended to support the broader 2030 System Update.
- April 28, 2021- The MTC adopted the refined LPA for the Silver Line based on engineering analysis and public engagement completed during the alignment refinement process. This included more detailed alignment and station recommendations throughout the corridor.
- January 26, 2022- The MTC adopted the LPA for the Silver Line based on further engineering refinements and public engagement. This included station adjustments throughout the corridor, an alignment shift near Monroe Road, and a Silver Line implementation strategy.

Over the 3 past years, the LYNX Silver Line team was able to successfully engage with the public with five rounds of large scale live virtual public meetings, and a variety of other approaches including a virtual online map, public survey, project videos available on the CATS website and YouTube, neighborhood outreach, newspaper ads, social media posts, e-mail blasts, rider alerts on all CATS vehicles, handouts in libraries, and online surveys. Information was made available in both English and Spanish.

The last round of public engagement began on November 1, 2022 and included 2 live virtual public meetings, a public survey, Charlotte City Council engagement, and several focused neighborhood meetings in the Bojangles area. The survey concluded on November 30, 2022 with over 1,100 responses. The results of the survey relating to the proposed Bojangles alignment were 73% in support, 22% neutral and 5% in opposition.

The preliminary staff recommendation for the Bojangles alignment was presented at the November October 26, 2022, MTC meeting for Information.

3.0 **PROCUREMENT BACKGROUND:** N/A

4.0 **POLICY IMPACT:** By taking this action the MTC will adopt the refined LYNX Silver Line Locally Preferred Alternative (LPA) as shown on Attachments A.
5.0 **ECONOMIC IMPACT:** N/A

6.0 **ALTERNATIVES:** N/A

7.0 **RECOMMENDATION:** Staff recommends the following:
   A. Adopt the LYNX Silver Line Refined Locally Preferred Alternative alignment and stations as shown on Attachment B, which refines the alignment and station location in the Bojangles area.

8.0 **ATTACHMENT(S):**
   Attachment A: LYNX Silver Line Refined Locally Preferred Alternative
   Attachment B: LYNX Silver Line Locally Preferred Alternative Refinement

**SUBMITTED AND RECOMMENDED BY:**

__________________________
Brent Cagle
Interim Chief Executive Officer, Charlotte Area Transit System
Interim Director of Public Transit, City of Charlotte
Attachment A

LYNX Silver Line Refined Locally Preferred Alternative
Attachment B

LYNX Silver Line Locally Preferred Alternative Refinement
Alignment and Station Shift near Bojangles Arena
RESOLUTION
No. 2023-01

ADOPTION OF LYNX SILVER LINE STAFF RECOMMENDATIONS

A motion was made by Mayor Brad Simmons (Town of Mint Hill) and seconded by Mayor Rusty Knox (Town of Davidson) for the adoption of the following resolution and upon being put to a vote was duly adopted.

WHEREAS the Metropolitan Transit Commission was formed by Mecklenburg County and its municipalities located therein to review and recommend long-range public transportation plans as well as to guide the planning, financing and implementation of an accountable regional transit system, and

WHEREAS the Metropolitan Transit Commission adopted its 2030 Transit Corridor System Plan in 2002, which was amended in 2006, 2016, 2019, 2021 and 2022 to develop primary transportation corridors, linking our area's key centers of economic activity, and

WHEREAS the 2019 adoption of the LYNX Silver Line Locally Preferred Alternative defined the Silver Line as one continuous light rail corridor from the Town of Matthews to Center City Charlotte and continuing west to the Charlotte Douglas International Airport and beyond to a western terminus in the City of Belmont in Gaston County, and

WHEREAS on January 26, 2022, the MTC adopted a refined Locally Preferred Alternative based on engineering and environmental analysis in coordination with local stakeholders and jurisdictions.

WHEREAS the Silver Line team continued coordination and engineering activities to include one additional refinements in the area near Bojangles Arena, which was presented for public input in November of 2022.

WHEREAS CATS staff presented the LYNX Silver Line staff for information at the October 26, 2022 Metropolitan Transit Commission meeting,

NOW, THEREFORE, be it resolved by the Metropolitan Transit Commission that:

1. The LYNX Silver Line Locally Preferred Alternative as adopted by the MTC in 2022 is hereby amended to constitute a 29-mile light rail alignment with 31 stations.

2. This resolution shall take effect immediately upon its adoption.

Attachment A - LYNX Silver Line Refined Locally Preferred Alternative
I, Mayor Vi Lyles, Chairwoman of the Metropolitan Transit Commission, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Metropolitan Transit Commission, duly held on January 31, 2023.

Signature of MTC Chairwoman
Attachment A

LYNX Silver Line Refined Locally Preferred Alternative
Today's Discussion

- Bojangles Alignment Refinements
- Public Engagement Overview
- Scorecard
- Bojangles Action Item
Benefits and Risks

Benefits and Risks Framework linked to overall Purpose and Need and provides consistent basis for project decision-making

**BENEFITS**
- Travel Time
- Local Connectivity
- Development Opportunities

**RISKS**
- Cost
- Environmental Considerations
- Coordination with Others

PUBLIC ENGAGEMENT

Bojangles Coliseum Area: Comparison of Options

<table>
<thead>
<tr>
<th>Local Connectivity</th>
<th>LPA</th>
<th>Proposed Refinement</th>
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</thead>
<tbody>
<tr>
<td>Pedestrian street crossing required from station to Bojangles</td>
<td></td>
<td>Better pedestrian access to Bojangles Coliseum &amp; Ovens</td>
</tr>
<tr>
<td>Reconfigured street network creates difficult access to some parcels</td>
<td></td>
<td>Better access to Park Expo</td>
</tr>
<tr>
<td>Environmental Considerations</td>
<td></td>
<td>Higher bridge over Independence Boulevard</td>
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<tr>
<td>Lower bridge over Independence Boulevard</td>
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<td>Potential visual and noise concerns</td>
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<tr>
<td>Potential neighborhood traffic impacts</td>
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<td></td>
</tr>
<tr>
<td>Coordination with Others</td>
<td></td>
<td>Less change to existing street network</td>
</tr>
<tr>
<td>Requires major change to street network potentially impacting NCDOT roads</td>
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</tbody>
</table>
Bojangles Refinement Public Engagement

- Focused Community and Stakeholder Meetings
  - Charlotte East
  - Echo Hills Neighborhood
  - Commonwealth Park
  - Charlotte Regional Visitors Alliance (CRVA)

Proposed alignment and station shift in the Bojangles Coliseum area (1,100 survey responses)

- Support/Strongly Support, ~73%
- Oppose/Strongly Oppose, ~5%
- Neutral, ~22%

January 31, 2023 – MTC Action Item

1. Bojangles Alignment- Action
   - Refine the LPA alignment to shift to east side of Briar Creek Rd / Television Place bridge
Thank you!
1.0 **PURPOSE/SCOPE:** CATS staff will present a staff recommendation of a preferred design concepts for the proposed Charlotte Transportation Center (CTC) redevelopment. The recommendation is presented as an Action Item to be approved as the Locally Preferred Alternative for the CTC proposed redevelopment project.

2.0 **BACKGROUND/JUSTIFICATION:** The CTC opened for service in 1995 through a public/partnership with Nations Bank (now Bank of America) and has for nearly 30 years served CATS bus transportation needs. While much has changed around the facility, the CTC has largely remained the same.

Following an unsolicited proposal to redevelop the CTC as part of an integrated mixed-use development, CATS issued a request for proposals in June 2019. Through that competitive process, the joint venture partnership of Charlotte-based White Point Partners and Dart Interests, a Dallas real estate investment firm, was selected out of three groups that submitted proposals.

Throughout 2020 and 2021 CATS, City of Charlotte Economic Development, and the Development Team developed conceptual transit center designs. In November 2021, CATS was awarded a $15 million RAISE grant towards the construction of the new facility to be integrated within a mixed-use development.

Throughout October 2022 CATS engaged the public and key stakeholders for comment on two design options.

CATS presented the findings and the public outreach to the MTC and the Charlotte City Council Transportation, Planning, and Development (TPD) committee in November 2022.

On January 3rd, 2023 CATS staff presented an initial staff CTC design option recommendation to Charlotte City Council and the TPD Committee.

CATS Staff also presented to CTC recommendation to the TSAC and CTAG committees in January 2023.

3.0 **PROCUREMENT BACKGROUND:** N/A

4.0 **POLICY IMPACT:** N/A

5.0 **ECONOMIC IMPACT:** N/A

6.0 **ALTERNATIVES:** N/A

7.0 **RECOMMENDATION:** Staff recommends the MTC adopt the concourse design concept as the Locally Preferred Alternative for the proposed redevelopment of the Charlotte Transportation Center.
8.0 ATTACHMENT(S): N/A

SUBMITTED AND RECOMMENDED BY:

____________________________
Brent Cagle
Interim Chief Executive Officer, Charlotte Area Transit System
Interim Director of Public Transit, City of Charlotte
RESOLUTION
No. 2023-02

ADOPTION OF THE CONCOURSE DESIGN CONCEPT AS THE
LOCALLY PREFERRED ALTERNATIVE FOR THE REDEVELOPMENT OF THE
CHARLOTTE TRANSPORTATION CENTER

A motion was made by Commissioner Leigh Altman (Mecklenburg County
Board of Commissions) and seconded by Mayor Rusty Knox (Town of Davidson)
for the adoption of the following resolution and upon being put to a vote was duly
adopted.

WHEREAS the Metropolitan Transit Commission was formed by Mecklenburg
County and its municipalities located herein to review and recommend long-range public
transportation plans as well as to guide the planning, financing and implementation of
an accountable regional transit system, and

WHEREAS the Metropolitan Transit Commission adopted its 2030 Transit
Corridor System Plan in 2002, which was amended in 2006, 2016, 2019, and 2021 to
develop primary transportation corridors, linking our area’s key centers of economic
activity, and

WHEREAS the Metropolitan Transit Commission adopted an Envision My Ride
Bus Priority Plan in 2022 as an operating and capital strategy to develop high frequency
bus routes, mobility hubs, and microtransit services, and

WHEREAS in October 2022 CATS engaged the public and stakeholders on two
design concepts for a proposed future redevelopment of the Charlotte Transportation
Center to be included in a mixed-use development, and

WHEREAS CATS staff presented public feedback and CATS staff evaluation of
the proposed Charlotte Transportation Center redevelopment design concepts at the
November 16, 2022, Metropolitan Transit Commission meeting and,

WHEREAS on January 3, 2023 the Charlotte City Council voted to endorse the
staff recommendation for a preferred design concept for the proposed Charlotte
Transportation Center redevelopment and,

WHEREAS CATS staff presented a recommended preferred design concept for
the proposed Charlotte Transportation Center redevelopment at the January 31, 2023,
Metropolitan Transit Commission and,

NOW, THEREFORE, be it resolved by the Metropolitan Transit Commission that:

The concourse design concept be adopted as the Locally Preferred
Alternative for the proposed redevelopment of the Charlotte Transportation
Center.
I, Mayor Vi Lyles, MTC Chairwoman do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Metropolitan Transit Commission, duly held on January 31, 2023.

Signature of MTC Chairwoman
Today’s Discussion

► What’s brought us to this moment
► Charlotte Transportation Center Design Process
► Public & Stakeholder Feedback
► Staff Recommendation
► Next Steps
It Started with a Vision
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
The problems to solve today

Passenger conflicts

Rail & Trail Integration

Street Activation

Catalyze surrounding land use vision
Mobility expectations and needs have changed

To move forward we must solve:
- Funding
- Temporary Center
- Activation
A Unique Opportunity

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

- 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

Project Timeline

Evaluation

Developer Selected
Public Input

Advance Design

Design Review

Financing

Temporary Center constructed

2019
2020-2021
2022
2023
2024
2025-2029

RFP
Feasibility Analysis

Begin Environmental Assessment

FTA approvals

Service Equity Analysis

Permanent facility build-out & opening

Ongoing Public Outreach

City Consultant Team
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

Many options studied
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

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<tr>
<td>Climate Controlled</td>
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<tr>
<td>Natural Lighting</td>
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No improvement - Some improvement - Most improvement

Initial Evaluation Results

Street Level
Eliminate

Terrace
Refine

Concourse
Advance
Key Differences
- Natural Light
- Bus operational flexibility
- Secured climate controlled space
- Passenger experience

Path to Recommendation

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<tr>
<th>Charlotte City Council</th>
<th>Public and Stakeholder Engagement</th>
<th>TPD &amp; MTC Updates</th>
<th>TPD &amp; Charlotte City Council</th>
<th>TSAC</th>
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<th>MTC</th>
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<td>January 12th</td>
<td>January 17th</td>
<td>January 31st</td>
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2022

2023
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.
**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.

---

**Public Feedback & Evaluation**

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<td>Bus to Rail Transfer</td>
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<td>Natural Lighting</td>
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- No improvement
- Some improvement
- Most improvement
- Public Feedback

---
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

Recommendation must support transit needs and the broader vision
Recommendation Engagement

- 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 31st
  Metropolitan Transit Commission Action

Staff Recommendation

Staff recommends the MTC adopt the concourse design concept as the Locally Preferred Alternative for the proposed redevelopment of the Charlotte Transportation Center
- More climate-controlled space
- More efficient secured space
- Seamless transfer between bus routes
- Provides maximum integration with development
- Creates more placemaking opportunities
- Best supports the goals of surrounding development opportunities
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 Charlotte City Council approvals
  - Memorandum of Understanding
  - Master Development Agreement