

Metropolitan Transit Commission



March 24, 2021

METROPOLITAN TRANSIT COMMISSION

Wednesday, March 24, 2021

5:30pm

Charlotte-Mecklenburg Government Center

WebEx

AGENDA

- I. Call to Order Mayor Vi Lyles
 - Attendance (Roll Call)
- II. Approval of the February 24, 2021 Summary (p.5-10) Mayor Vi Lyles
- III. Report from the Chair of the Transit Service Advisory Committee (TSAC).... Krissy Oechslin
- IV. Report from the Chair of the Citizens Transit Advisory Group (CTAG) Adam Pasiak
- V. Public Comments
- VI. Action Items
 - None
- VII. Informational Items
 - LYNX Silver Line Corridor Preservation Property Acquisition (p.13-19) Kelly Goforth
 - LYNX Silver Line Refined LPA Staff Recommendation (p.21-38) Andy Mock
 - Customer Confidence Survey Results (p.40-42) Krystal Green
- VIII. MTC Commissioners' Business..... Mayor Vi Lyles
 - Regional Bus Service Policy..... Mayor John Aneralla
- IX. Chief Executive Officer's Report (p.44-47)..... John Lewis, Jr
 - COVID 19 Operational Update
- X. Adjourn

METROPOLITAN TRANSIT COMMISSION
MEETING SUMMARY
February 24, 2021
(Approved on March 24, 2021)

Presiding: Mayor Vi Lyles, City of Charlotte

Present:

Commissioner Leigh Altman (MCBOCC)
Taiwo Jaiyeoba (Assistant Manager, Charlotte)
Mayor Woody Washam (Town of Cornelius)
Andrew Grant (Town Manager, Cornelius)
Mayor Rusty Knox (Town of Davidson)
Mayor John Aneralla (Town of Huntersville)
Anthony Roberts (Town Manager, Huntersville)
Mayor John Higdon (Town of Matthews)
Mayor Pro-Tem Renee Garner (Matthews)
Brian Welch (Town Manager, Mint Hill)

Mayor Jack Edwards (Town of Pineville)
Randy Hemann (Town Manager, Mooresville)
Bill Thunberg (Town of Mooresville)
Mayor Walker Reid III (City of Gastonia)
Michael Peoples (City Manager, Gastonia)
Randi Gates (GCLMPO, City of Gastonia)
Mayor Pro-Tem Marion Holloway (City of Monroe)
E. L. Faison (City Manager, Monroe)
Mayor William Dusch (City of Concord)
Lloyd Payne (City Manager, Concord)

CATS Chief Executive Officer: John Lewis, Jr

I. Call to Order

The regular meeting of the Metropolitan Transit Commission was called to order via WebEx conferencing at 5.30p.m. by MTC Chairwoman Mayor Vi Lyles.

II. Review of Meeting Summary

The meeting summary of January 27, 2021 was approved.

III. Transit Services Advisory Committee (TSAC) Chairman's Report

Krissy Oechslin (Chairwoman) reported the following recap from the February 2021 meeting: In our February TSAC meeting we had several information items. First was a review of the CATS TRAX performance measurement system, which we plan to receive more frequent updates on going forward. One of the interesting findings from the report was that of the surveyed customers who had an opinion on how CATS has adapted to COVID, a majority of the respondents viewed CATS' COVID response favorably.

We also received a thorough update on progress on both of CATS' mobile apps, both the mobile ticketing app that a new vendor is developing, as well as improvements to the existing real-time route planning app. We were very excited to hear about the progress on these apps, as this is something that TSAC members have been supportive of and pushing for improvements to for several years now. These apps are critically important to existing riders as well as to attract new riders who have experience with the technology offered by transit systems in major cities around the world. Having real-time information and an enhanced mobile ticketing app will make CATS stand out amongst its peers.

We also received an update on the ongoing Silver Line public meetings discussing the preliminary recommendations for rail alignments. I attended the one for Focus Area 4 last night, and I want to commend CATS' Silver Line planning team for yet another great public engagement. There were a lot of really good questions from the public. CATS did a great job of fielding and answering those questions.

And finally, we also received a budget update at our last TSAC meeting.

IV. Citizens Transit Advisory Group (CTAG) Chairman's Report

Edward Tillman (Co-Chairman-City of Charlotte) reported the following recap from the February 2021 meeting: During our February meeting, CTAG received the reports for the preliminary fiscal year 2022 operating budget, as well as the fiscal year 2022 preliminary capital investment, 2022 to 2026 capital investment plan. And then going over these plans there was no aha moments or surprise of big items, and considering this is still preliminary plans on both ends, CTAG would like to hold any further comment until we get more detail and get clarity on all aspects at our next meeting.

V. Public Comments: None

VI. Action Items - None

VII. Informational Items

North BRT Planning Study Update

Brian Nadolny

Brian Nadolny – CATS Assistant Transit Corridor Project – made a presentation on the North Mecklenburg Bus Rapid Transit (BRT) Study Update, based on pages 12-24 in the MTC Agenda packet for February 24th, 2021 meeting.

Discussion:

CATS CEO LEWIS: I just wanted to give MTC board members an overview of what led to this study. Board members will remember following our early 2016 meeting in Washington with then Secretary Anthony Foxx at USENT with Norfolk Southern Railroad and North Carolina Railroad. We came back and really began to evaluate what are the options that we have to provide additional mobility options for our partners in North Mecklenburg, and out of that discussion came the LYNX system update. That wasn't just focused on the North Corridor, that was how do we take the original 2025 plan, refresh some of those ideas, and bring it up to recognize the needs of a rapidly growing region that we have.

That study incorporated the West Corridor, which at that time was a separate recommendation in the 2025 plan which the North Corridor, which we will hear more about this evening, and the Center City recommendation. Out of that, you members may well remember that the West Corridor and Center City became morphed into the current Silver Line design and engineering study that we had. Those were separate corridors that the MTC decided to morph into one project and we are continuing to move forward with that currently.

This study lasted from mid 2017 through February of 2019. There was extensive public and stakeholder outreach along all of the corridors, which was conducted through community workshops in each town as well as significant input with all of the towns' staff. The public indicated in terms of our North Mecklenburg project that a strong desire for frequent and reliable service, as well as confirmed their preference for the Norfolk Southern O-Line.

Remember at that time we were considering options for moving away from the North Line so that we could more control our destiny, considering the challenges we were having at that time and continue to have in moving the O-Line forward, but we heard very clearly both from citizens and elected officials and town staff that the O-Line needed to remain the preferred alignment for delivering commuter rail.

CATS staff recommended to MTC, and it was approved in February 2019, a North Corridor strategy to invest in a multi-pronged approach, continue our conversations with Norfolk

Southern and North Carolina Railroad in regards to the O-Line but also start to invest and take advantage of the opportunities at the opening of the I-77 express lane would bring us for enhanced express service and eventually bus rapid transit, and that went along with the long-term strategy for commuter rail moving forward.

In 2020 CATS began implementing our Metro Rapid Express service and began the design of the Hambright park-and-ride. This has been an incremental approach to increasing frequency of bus service, more reliable bus service along the I-77 Corridor. The bus rapid transit study is the next phase as we continue to deliver on the plans for more frequent and reliable service to North Mecklenburg residents.

MAYOR ANERALLA (Town of Huntersville): How closely has Iredell County been involved in the discussions including paying for park-and-ride?

MAYOR LYLES (City of Charlotte): I guess John referenced the soliciting engagement that took place years ago. Someone told me our population turns over 30% every ten years, so that might not even be the same people that we talked to then but tell us about Iredell County and their participation in the planning here.

MR. NADOLNY: Our funding source is for Mecklenburg County so obviously Iredell County would be looked at to becoming a funding partner, and we will be having those discussions with them throughout the commuter rail process. We had several communications with Mooresville and Iredell County and Statesville. When it came to the commuter rail, stopping it at Davidson didn't seem like the logical endpoint because there's so many people that live in Iredell County that would just drive down into Davidson, and you have Lowe's corporate headquarters just a mile-and-a-half to the north. We always included them in all our thought processes. When it comes to this process, because the I-77 hot lanes go all way to Exit 36, it makes sense and there would be a lot of bang for the buck to have park-and-rides up in the South Iredell County area. We'll be working with their planning staffs and kind of seeing where they would want these to happen, and then obviously when it comes to funding that would be a different conversation that we'll have to have with both Mooresville and Iredell County.

MAYOR ANERALLA (Town of Huntersville): Can you be more specific, have you already begun those conversations or when will they begin?

CATS CEO LEWIS: All during these conversations we've been engaging with both Mooresville and Statesville. We have not had lately or recently conversations with Iredell County, but a lot of this is we have been working to expand express service. We've been looking at less capital-intensive options to provide that service, so the major cost would be if we're building structured parking, etc. There are opportunities for us to use existing parking lots. We had a conversation. I don't remember the church that we were talking to, that Monday through Friday a very large lot is essentially empty. We've been having those kinds of discussions, but as this project continues and we look to engage them for more robust options, obviously the funding question will have to come to floor on that.

MAYOR KNOX (Town of Davidson): What does all-day service mean? What does that really mean in terms of frequency?

MR. NADOLNY: As you know, a lot of our express routes, not all of them but a lot of them are just peak service so they're coming in in the morning and out in the afternoon. What we heard loud and clear during the LYNX system update is that to have a real rapid transit service they need to have that all-day dependency the way we do on the Light Rail. We can have this added benefit that the Light Rail doesn't have. The Light Rail has to stop at each station, but in this program, during the peak times we can have each individual station have a direct one seat ride straight downtown without stopping, and then throughout nonpeak hours it would act more like a Light Rail and get off and stop at each individual station. If you had to pick up kids at daycare or a doctor's appointment, you could always get home with that same frequency that we're looking at on our other services.

MAYOR KNOX (Town of Davidson): Have you decided specifically the hours of operation and the frequency of that daily or nonpeak service?

MR. NADOLNY: That is what this plan is going to look at, as the operating plan is a piece of this study, but I think we'd be looking at the other corridors we have and try to mimic a high-quality service for this corridor as well.

MAYOR KNOX (Town of Davidson): I worry about the coordination from page 22 because of the help of NCDOT currently. I don't think stalling the process to wait on NCDOT is fruitful. Any comment about your conversations and communications with NCDOT?

CATS CEO LEWIS: I think Brian alluded to that earlier in the options that we have to move forward. It's important to get this study done so we know the length and breadth of the overall BRT program, where stations will be, what are the best locations for park-and-rides and structured parking, how can we help to support and in some cases spur development along these areas. Those are the things that this study will come out with. But after we've come back with recommendations, we could then choose which path we want towards implementation. Depending on our conversation with NCDOT and where they are from a financial standpoint, do we try to fund the entire corridor as one big project or do we continue to try and go after smaller pots of money and add stations and frequency as we go along? I think those are conversations that we need to continue, and we will certainly keep MTC apprised of the feedback we get from NCDOT on that, but we have some flexibility in that regard.

MAYOR LYLES (City of Charlotte): If we are beginning to see and work with our Congressional delegation on legislative agenda items for all of our communities, I wonder if this is one that we bring up as a group or as a collective to say this is something that we know is underway and that we would really appreciate support for those areas where it could be funded. That would be one thing that I would wonder if we could agree as the mayors inside of Mecklenburg County, that we want to see this plan funded in a way and be able to support it. I know that means there's lots of steps to still go through, but I think that that's one of the things that if we're talking to our delegation, that we should be pushing and talking about. That's just a thought there.

COMMISSIONER ALTMAN (Mecklenburg County): Is there an estimated time frame that it would take to build this out and make it operational? Assuming if we had funding today, how long is the estimated build-out time?

MR. NADOLNY: That's what this planning phase will spell out. I think we're looking, after we've identified the station locations, that it would be somewhere around a year or year-and-a-half of design and engineering work, and then the construction, it kind of depends on how elaborate some of this is. There's simple ways to create these direct connects and there's huge flyovers that could take years, and again, this can be incremental so we could add four stations and one direct connect two years after that, and then the one more elaborate direct connect takes an extra year of construction based on the complexity and that just comes online a little bit later. It's a question we can get more of a time frame for you for sure.

MAYOR LYLES (City of Charlotte): How long will the addition study take?

MR. NADOLNY: This will be about a six-month study.

TOWN MANAGER ANDREW GRANT (Cornelius): Will the study representatives communicate and obtain feedback from the town staffs to identify other potential transit stations? As mentioned to CATS in 2018 and 2019 there is an opportunity for another station in Cornelius at the Westmoreland Road overpass and future interchange.

MR. NADOLNY: Yes, those communications were part of that initial study. Those initial concepts were run through, and the map I showed was the plan at that point. We can, of course, look at these again as would they rather have a station there in lieu of a different station or should we add one, so we'll be sitting down with all of the town staffs and going through all of the different options, including all the ones that were already looked at in the earlier study.

VIII. MTC Commissioners' Business - None

IX. Chief Executive Officer's Report

John Lewis, Jr., CATS' CEO shared the following information: I just wanted to give MTC members an update on CATS COVID activity. As we continue parallel to what's going on in the community and in the economy, we are starting to see, as more people get vaccinated, where people are getting more comfortable with the adjustments that are being made, we're starting to see the uptick in ridership. And so that continues. We went through our February schedule change, added some incremental service and also made some adjustments in other areas as we continue to try and balance our service supply with demand of our customers, but really the most of our activity has been around supporting the County and other organizations that are offering vaccinations.

The County has established an ongoing vaccination site at Bojangles Arena. We made some adjustments to our service to provide more direct connections to that location and also give us an opportunity to highlight the need for drop-off places at these vaccination sites for pedestrians and transit users, remembering that transit users generally begin their trip and end their trip as pedestrians, and in the past, the procedures at these vaccination locations were more geared towards people in vehicles.

That gave us an opportunity to work closely with the County and they have been great partners in that. We have a model that I think works well moving forward, whereas we continue to provide more service to give people options for reaching these vaccination sites, they are set out better for both cars and transit and pedestrian appointments and customers.

We've also provided shuttle service to mass vaccination events that happened at Bank of America Stadium and more recently at the Spectrum Center. Because of the location of both, at

the Bank of America Stadium we had a shuttle service that connected from the northern towns and all of our towns but from the Transit Center to Bank of America Stadium and back. The latest event at the Spectrum Center, because of its proximity to the Transit Center, didn't make sense to offer a shuttle so we offered a fare-free day. That event took place two Saturdays ago, and we didn't want to get into the process of determining who was riding to a vaccination versus who was riding for other reasons and so we just provided that fare-free service. The event, from what we could see, was a very successful one, and we were pleased to be able to support that. We will continue to provide that level of flexibility as these mass vaccination sites continue to be established and pop up. CATS will be there with frequent and flexible and reliable service to all of our customers to support that effort.

In case anyone is worried about the cost of such, these efforts are covered under our CARES fund. CATS has been in a great position as a result of MTC leadership and fiscal policy that we have not had to use a great deal of our first round of CARES funding. Programmed through FY22 we are about 50% of that, and so it gives us the flexibility to be able to add new service as these kinds of events continue to pop up.

We are looking forward to the next round of CARES funding, which we will continue to program under the guidance of the Federal Transit Administration to support safe transit riding, cleaning of our service, and piloting and establishing and evaluating new technology that will help boost customer confidence in our service. So that's our COVID update.

COMMISSIONER ALTMAN (Mecklenburg County): I just wanted to say thank you on behalf of the County for your wonderful support in getting residents to vaccination sites. Really fantastic.

MAYOR HIGDON (Town of Matthews): Is there any time limit as to when CARES Act funding must be spent?

CATS CEO LEWIS: Unlike the CARES funding provided to other jurisdiction to cities, counties, and other governmental jurisdictions, ours does not have the time limits that others do, and so they are treating this at US DOT like it is our normal 5307 grant. There are restrictions on how we use them, but we don't have the time restrictions that other organizations and entities have.

X. Other Business

MAYOR LYLES (City of Charlotte): Mayor Aneralla just sent a note saying the difficulties we can have with Internet and virtual meetings. I feel that deeply almost every day. I probably do five of these every day, honestly, at least. I mean I have done them seven days a week, and it is very, very difficult especially if your Internet isn't high-speed and you don't pay for the kind of service that ordinarily businesses would operate under, so I get that part of it. Our building is not planning on reopening before the end of June. I don't know the update if we will go back or when we will go back aside from the essential workers, police, fire, our transit system, the people that are collecting our solid waste. We're still having people work from home, and that can be rather difficult.

I know that Zoom meetings or online virtual meetings can be an issue, but I tell you, sometimes they make it possible for us to be very concise and to the point so that we can manage to get off of it before our Internet stops or our computer batteries die, and so I very much appreciate the attendance and the time that you've spend tonight.

XI. Adjourn

The meeting was adjourned at 6:18 p.m. by Mayor Vi Lyles – MTC Chairwoman (City of Charlotte).

NEXT MTC MEETING: WEDNESDAY, MARCH 24TH, 2021, STARTS AT 5:30 P.M.

**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
INFORMATION SUMMARY**

**SUBJECT: LYNX Silver Line Corridor Preservation
Property Acquisition**

DATE: March 24, 2021

1.0 PURPOSE/SCOPE: To present information regarding a potential early acquisition for corridor preservation for the LYNX Silver Line project.

2.0 BACKGROUND/JUSTIFICATION: When a transit capital project is planned that will be federally-funded, the planning and approval process must be conducted in compliance with the National Environmental Policy Act (NEPA). The NEPA process must be completed before land acquisition for the project begins. Until NEPA requirements are complete, corridor preservation or protective purchase can be used to acquire the land needed for transit infrastructure.

Corridor preservation provides the following benefits:

- Minimizes damages to homes and businesses, as well as the cost of acquiring right-of-way for the transit project
- Reduces adverse social, economic and environmental impacts by reducing relocations of people and businesses
- Preserves the viability of the preferred transit alignment
- Avoids higher costs of acquiring land that has been improved for the project
- Enables developers to plan projects and site improvements in a manner compatible with the planned transit project

On December 19, 2019; CATS received FTA approval to initiate corridor preservation for the Silver Line under the *FTA Final Guidance on the Application of 49 U.S.C 5323 (q) to Corridor Preservation for a Transit Project*. Property acquired through this process is eligible to be used as an in-kind match in the future, if NEPA and the Uniform Relocation Act requirements are followed.

CATS has identified a potential acquisition of a property along the Silver Line corridor, near Independence Blvd. and N. Sharon Amity Rd., that is currently proposed to be redeveloped. Staff have engaged with the business owner to discuss the potential impacts on the proposed development by the LYNX Silver Line project. An appraisal and evaluation of the potential acquisition is underway.

3.0 PROCUREMENT BACKGROUND: N/A

4.0 POLICY IMPACT: N/A

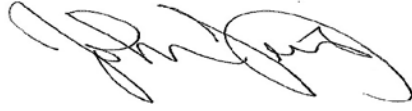
4.0 ECONOMIC IMPACT: N/A

5.0 ALTERNATIVES: N/A

6.0 RECOMMENDATION: This item is presented as information in preparation for possible action at the April 28, 2021 MTC meeting.

7.0 **ATTACHMENT(S)**: N/A

SUBMITTED AND RECOMMENDED BY:

A handwritten signature in black ink, appearing to read 'John M. Lewis, Jr.', written in a cursive style.

John M. Lewis, Jr.
Chief Executive Officer, Charlotte Area Transit System
Director of Public Transit, City of Charlotte



LYNX Silver Line Corridor Preservation Property Acquisition 3/24/2021



1

Corridor Preservation

- Can be used prior to the completion of the environmental review process for the entire project
- Minimizes damages and reduces relocations of people and businesses
- Preserves the viability of the preferred transit alignment
- Avoids higher costs of acquiring land that has been improved
- Enables developers to plan projects and site improvements in a manner compatible with the planned transit project
- Can be used as in-kind match (local share) for the future project
- CATS FY21 capital budget includes \$2.9 million for right-of-way acquisition



U.S. Department
of Transportation
Federal Transit
Administration

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404/685-5002

December 19, 2019

Ms. Kelly R. Goforth
Charlotte Area Transit System (CATS)
600 E. Fourth St.
Charlotte, NC 28202

RE: CATS Silver Line - Request for 49 U.S.C. § 532(m) Corridor Preservation Approval

Dear Ms. Goforth:

The Federal Transit Administration (FTA) received your letter of December 6, 2019, requesting approval per the subject statute to acquire real property for the purposes of corridor preservation. The proposed property is located along the approved 16-mile purple corridor shown on the attached map.

Requirements under the National Environmental Policy Act of 1969 (42 U.S.C. §§ 4321-4335, "NEPA") and related laws, as well as The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. § 4651, "Uniform Act"), must be followed if the property will be: 1) purchased with federal financial assistance, 2) will be used as in-kind match for a future project, or 3) if a federal permit is required by another agency such as the U.S. Army Corps of Engineers. Documentation of the NEPA environmental review will be required if federal funds are committed to the project.

Please feel free to contact Ms. Carrie Walker at either (404) 865-5543 or julia.walker@dot.gov, or Mr. Steve Mitchell at either (404) 865-5643 or steve.mitchell@dot.gov should you have any questions.

Sincerely,

Yvette G. Taylor

Yvette G. Taylor, Ph.D.
Regional Administrator

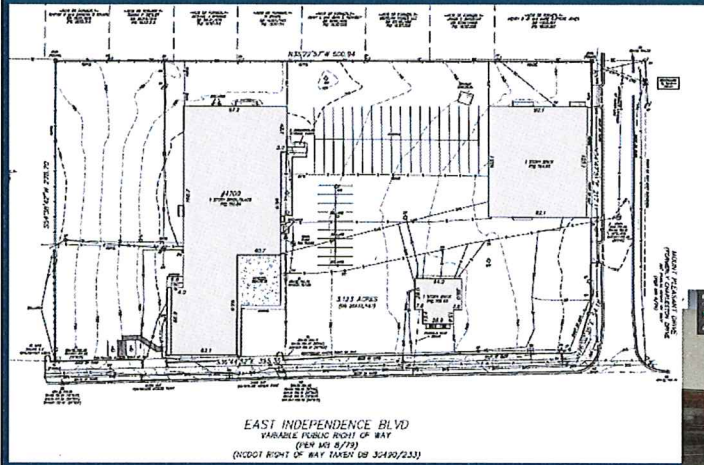
Encl: Project corridor map

SILVER LINE



2

4700 E. Independence Blvd. – Current Site

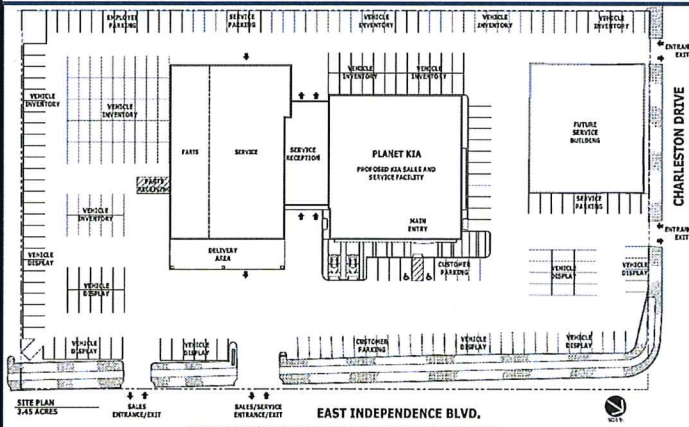


SILVER LINE



5

KIA Proposal



Developer proposal (2/15/21 meeting):

- Use existing building for service component
- Demolish existing showroom building
- Build new 2 story office building/showroom
- KIA franchise agreement requires to be operational within 2 years (11/1/22)
- Currently has lease with option to purchase
- Site requirements: 3 acres, not closer than 10 miles from Union County KIA

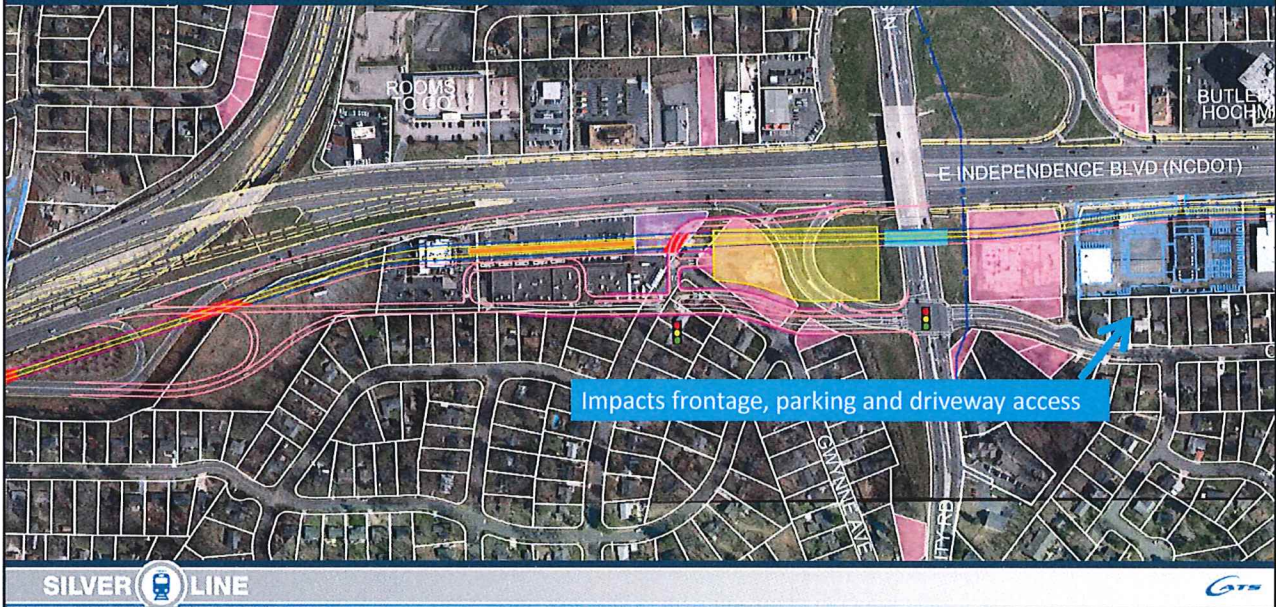


SILVER LINE



6

Avoidance Option



7

CATS Early Acquisition Evaluation Process

1. Identify if the development plan is in conflict with the project
 - Evaluate avoidance options through project design modifications, if possible
2. Determine if development is imminent
 - Developer is acquiring property – lease with option to purchase, pre-submittal Land Development
3. Evaluate the impact of remediating development project in the future

Checklist:	
Is the property currently vacant?	No
Do reasonable alternatives exist?	At risk
# of potential residential relocations with proposed development	0
# of potential business relocations with proposed development	1
Is the proposed use a community facility?	No
Will the proposed development cause a shift in alignment that increases environmental impacts?	No
Estimated increase in future acquisition/relocation cost	TBD
Is the relocation of future use constrained?	Yes

SILVER LINE

GTR

8

CATS Early Acquisition Evaluation Process

5. Consultant and City Real Estate will provide cost estimates
 - 6-8 weeks for appraisal
6. Initiate FTA coordination and environmental process
7. When receive appraisal, CATS decides whether to Proceed with acquisition
8. MTC Action
9. Follow federal Uniform Acquisition and Relocation Act requirements (Relocation consultants and purchase negotiations)
10. City Council approval

**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
INFORMATION SUMMARY**

SUBJECT: LYNX Silver Line Refined Locally Preferred Alternative (LPA) Staff Recommendation

DATE: March 24, 2021

- 1.0 PURPOSE/SCOPE:** To present the summary of the LYNX Silver Line round #3 public engagement, and the staff recommendation for the refined LPA for information in anticipation of adoption at the April MTC meeting.

BACKGROUND/JUSTIFICATION: In February 2019, the MTC adopted a Locally Preferred Alternative (LPA) for the LYNX Silver Line, consisting of a 26-mile light rail alignment and 26 station locations. In January 2020, CATS initiated an alignment refinement process to study the LPA.

The purpose of this study is to understand the risks or uncertainties of the LPA and develop strategies to mitigate against them, as well as progress the definition of the project before advancing more detailed design and environmental review. The refinement process included land use planning, engineering evaluation, environmental screening, and stakeholder engagement to further define the project. This alignment process also includes an evaluation of an extension to Stallings and/or Indian Trail.

Over the past year, the LYNX Silver Line team was able to successfully engage with the public with three rounds of large scale live virtual public meetings, and a variety of other approaches including a virtual online map to collect public comment, 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 concluded on March 11, 2021. Over 2000 survey responses were received, and the results indicate that the preliminary staff recommendation for the refined LPA has an 83% rate of public support.

All jurisdictions along the corridor, City of Charlotte, City of Belmont, Town of Matthews, Town of Stallings, and Town of Indian Trail, have collaboratively participated in the study process and have received presentations on the recommendations. Each jurisdiction's elected board/council are evaluating this recommendation for compatibility with their individual plans and visions.

Staff will present a summary of the public input received and the staff recommendations for the LYNX Silver Line Refined Locally Preferred Alternative.

2.0 PROCUREMENT BACKGROUND: The LYNX Silver Line program, currently consists of three separate contracts. The following is the background of each

- LYNX Silver Line Design and Environmental Services
 - Contract executed on March 3, 2020
- LYNX Silver Line Transit Oriented Development (TOD) Planning
 - Contract executed on March 20, 2020
- LYNX Silver Line Rail Trail Study
 - Contract executed June 5, 2020

3.0 POLICY IMPACT: N/A

4.0 ECONOMIC IMPACT: N/A

5.0 ALTERNATIVES: N/A

6.0 RECOMMENDATION: This item is presented as information in preparation for action at the April 28, 2021 MTC meeting.

7.0 ATTACHMENT(S):

Attachment A: Refined Locally Preferred Alternative Map

Attachment B: Focus Area 1 Staff Recommendation

Attachment C: Focus Area 2 Staff Recommendation

Attachment D: Focus Area 3 Staff Recommendation

Attachment E: Focus Area 4 Staff Recommendation

Attachment F: Focus Area 5 Staff Recommendation

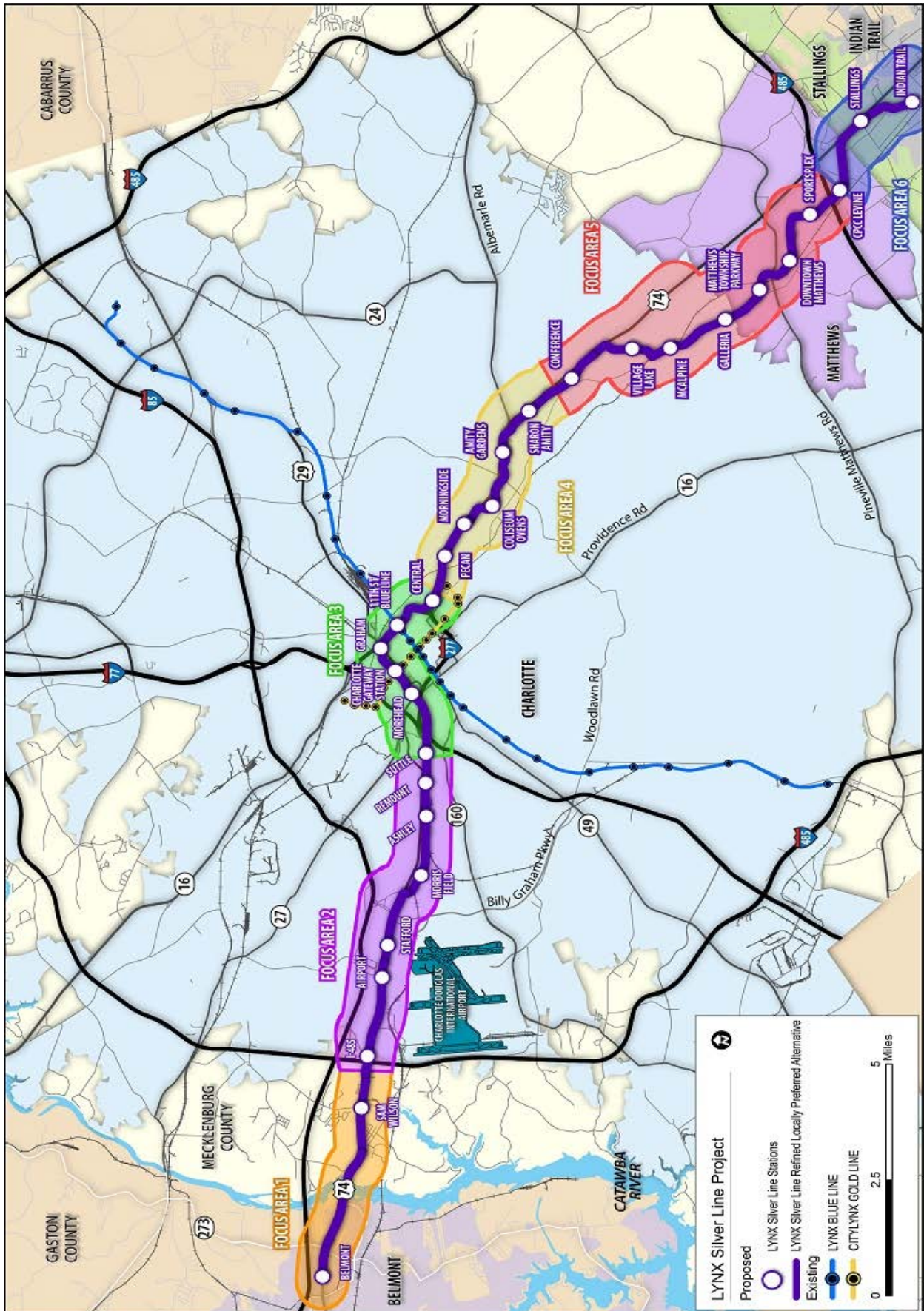
Attachment G: Focus Area 6 Staff Recommendation

SUBMITTED AND RECOMMENDED BY:



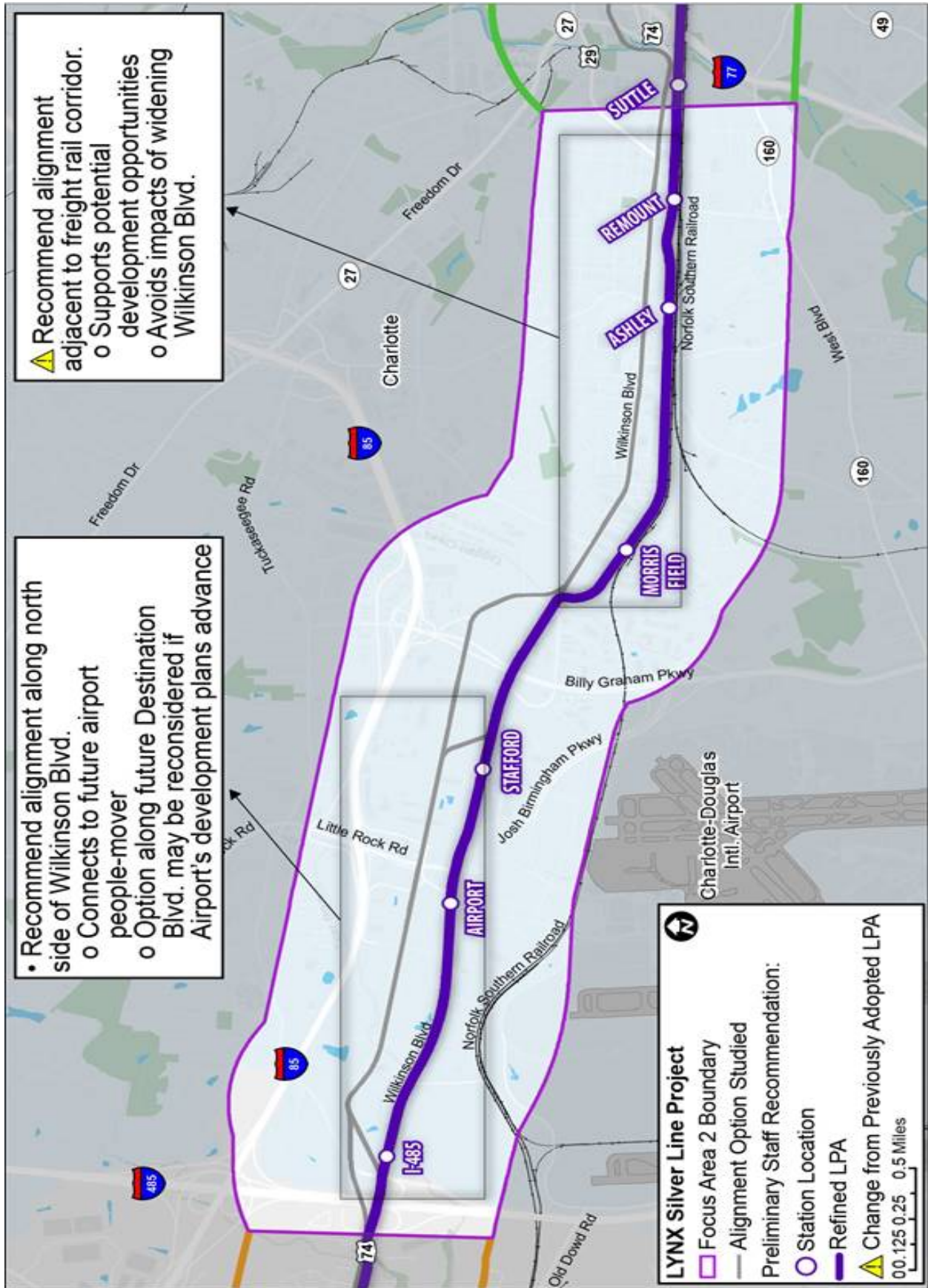
John M. Lewis, Jr.
Chief Executive Officer, Charlotte Area Transit System
Director of Public Transit, City of Charlotte

Attachment A
LYNX Silver Line Refined Locally Preferred Alternative – Staff Recommendation



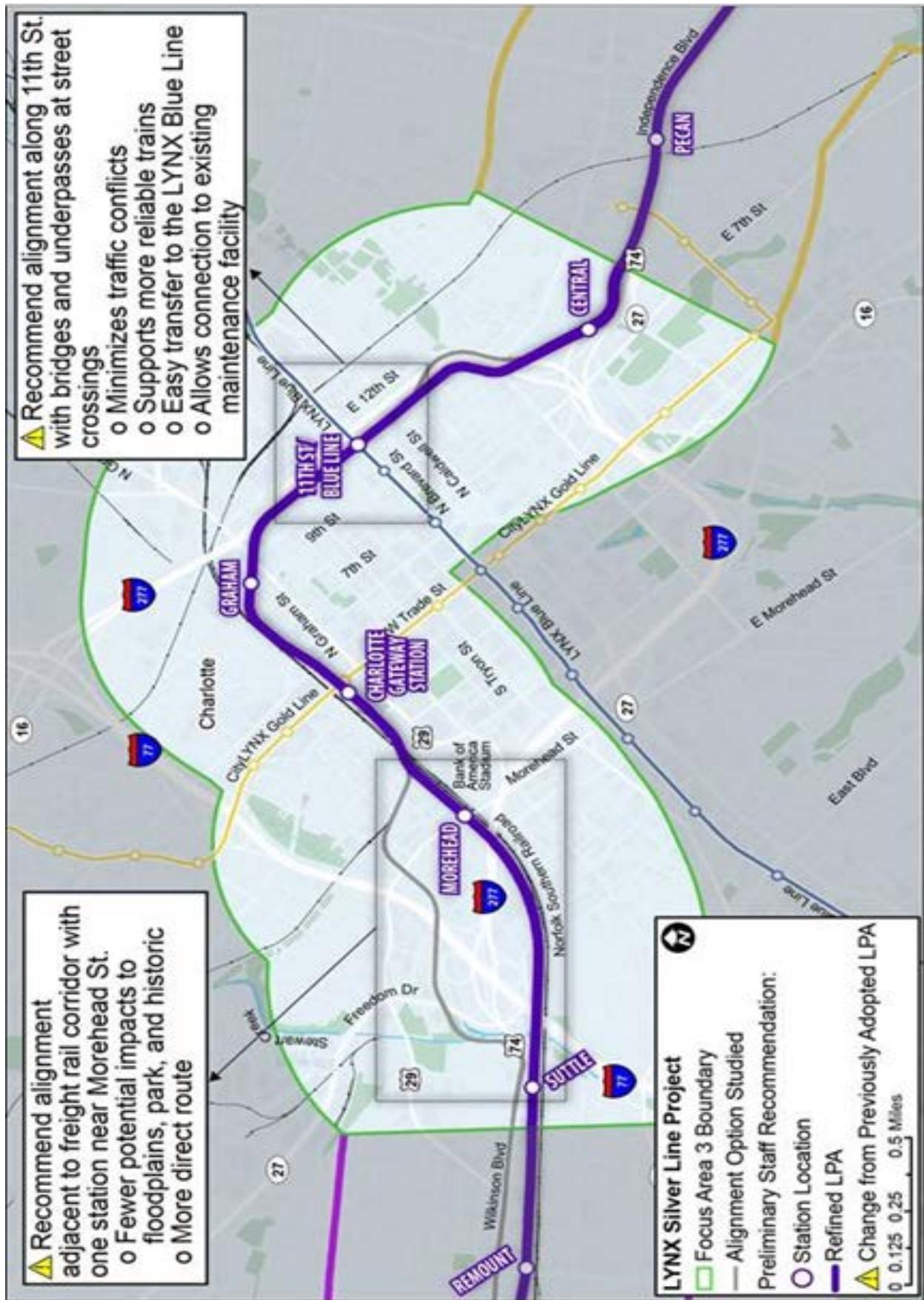
Attachment B

LYNX Silver Line Focused Area 2 – Staff Recommendation



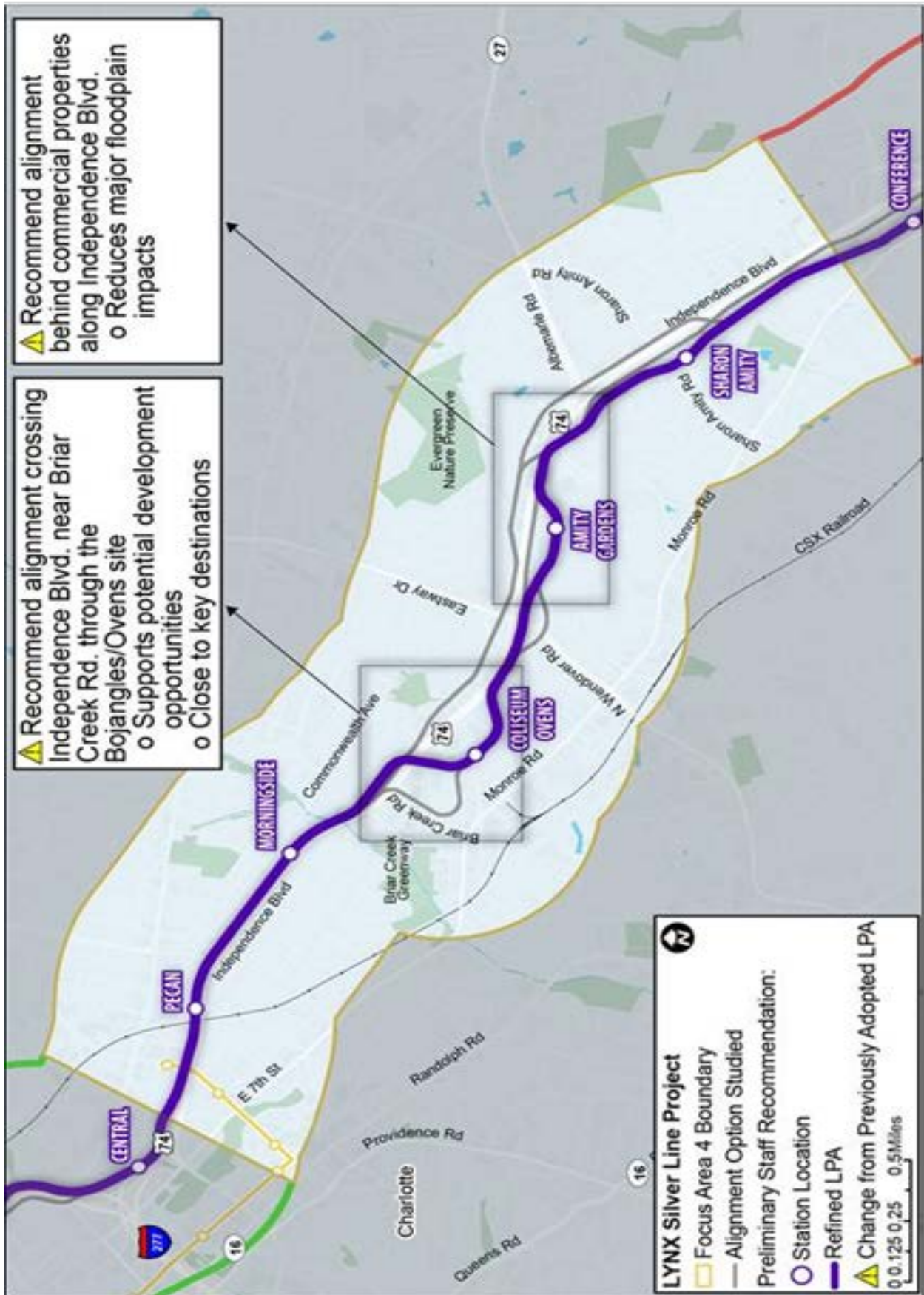
Attachment D

LYNX Silver Line Focused Area 3 – Staff Recommendation



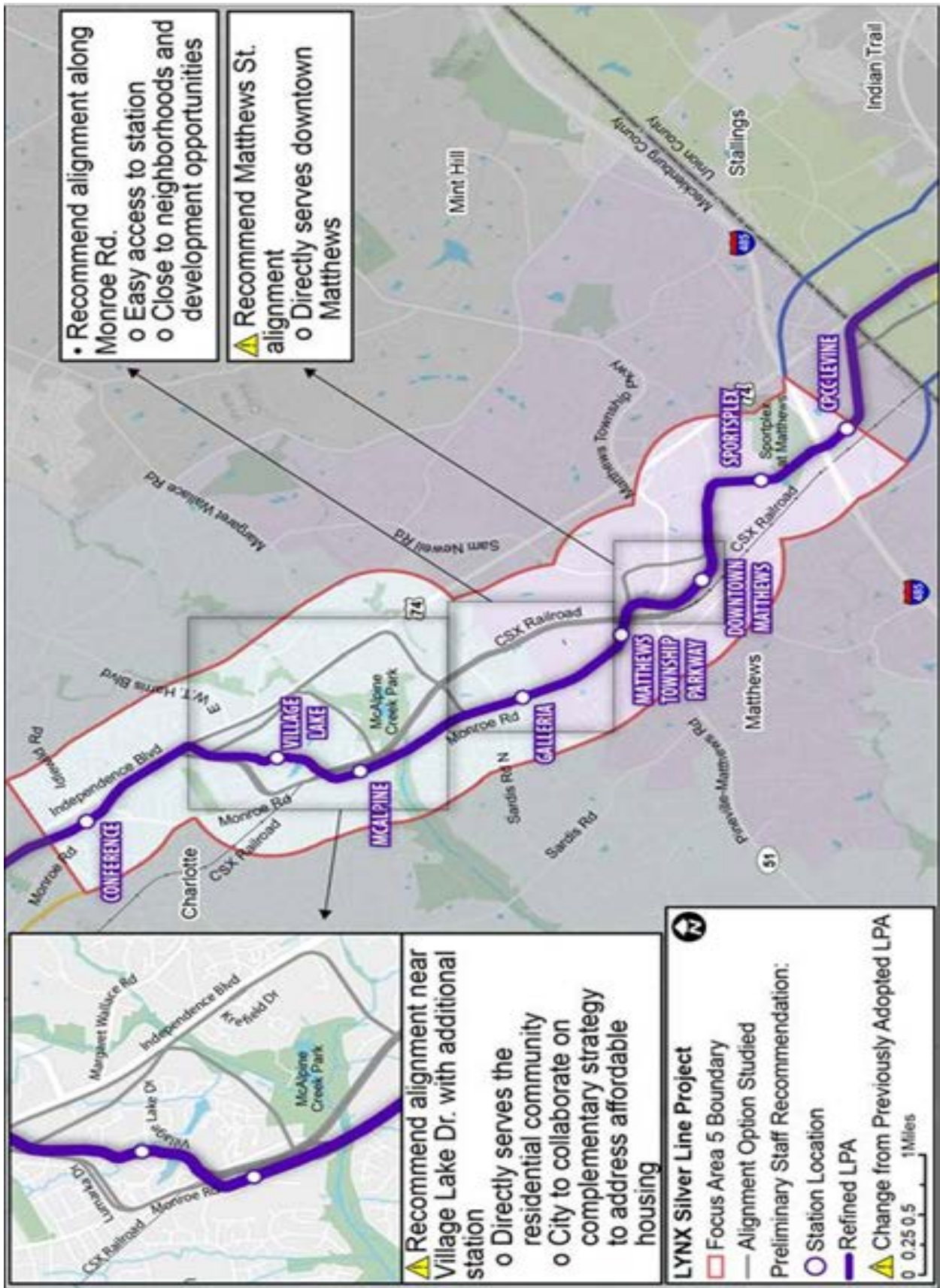
Attachment E

LYNX Silver Line Focused Area 4 – Staff Recommendation



Attachment F

LYNX Silver Line Focused Area 5 – Staff Recommendation





1

Agenda

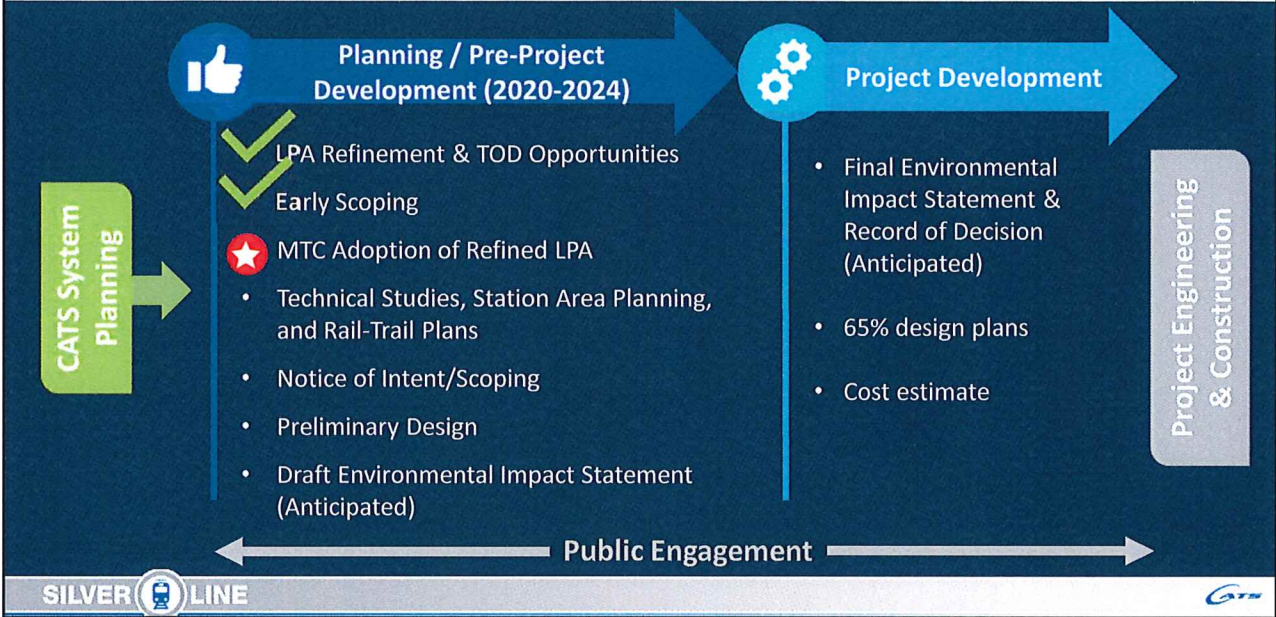
Update on Public Outreach and Engagement

Proposed Staff Recommendations

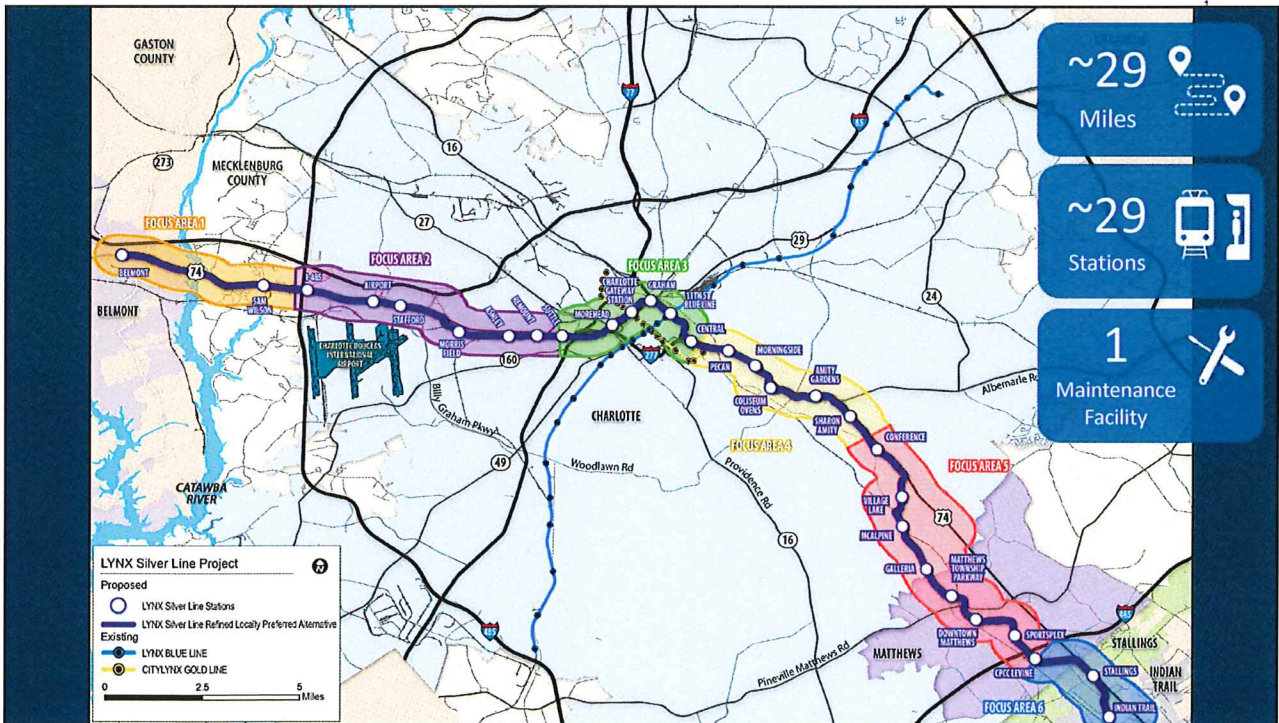
SILVER LINE

2

Where Are We?



3



4

Public Outreach & Engagement

Mailers (English / Spanish)	E-blasts	Yard Signs	Social Media Posts & Ads	Rider Alerts
Media	Newspaper Ads	AskCATS	Neighborhood Meetings	Printed Material Drops
PIO Pre- Meeting	Online Open House	Virtual Public Meetings	Recordings of Meetings	City Government Channel

5

Public Participation

- Comments Received October 15, 2020 – March 11, 2021
- Survey Period: February 2 – March 11, 2021



470+ Virtual Public Meeting Attendees



2,000 Survey Participants



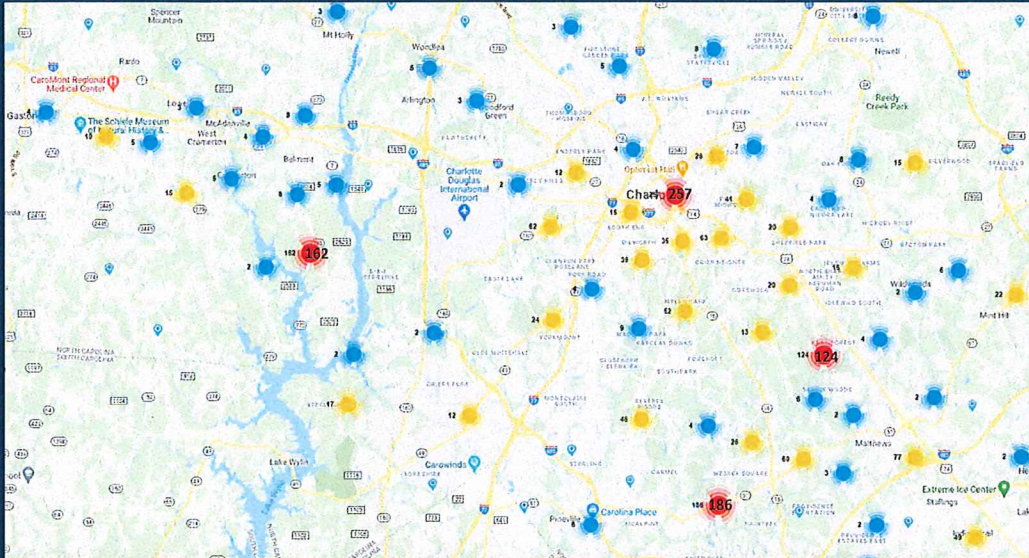
3,300+ Virtual Public Meeting Video Views



2,000+ Comments (Survey comments, email, phone calls)

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Public Participation



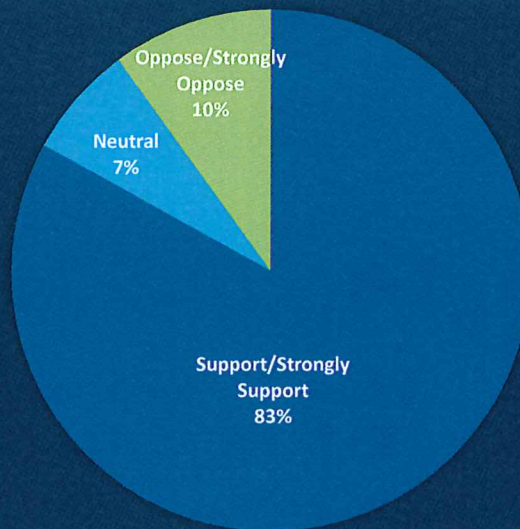
SILVER LINE



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Public Input

-  83% of survey participants support the staff recommendations
-  7% of survey participants are neutral of the staff recommendations
-  10% of survey participants oppose the staff recommendations



SILVER LINE



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Sample Comments from Silver Line Survey

We need the Silver Line to help development along Monroe Rd and into Matthews. We are ready to pay some taxes to get this done. Please! Let's do this!

Very excited there is now a recommendation for a direct connection into downtown Matthews. This is both a needed stop and will help with current congestion

Gaston County desperately needs another option for transit into Meck County. The Silver Line would be perfect for access to airport/uptown

Secure funding and build it as quickly as possible!

Very excited about the Ashley and Remount stations being between Wilkinson Blvd and West Blvd in focus area 2. I live there and think it would be great for the neighborhood / new development

Please start work now. We cannot wait.

Absolutely in favor of this initiative. This extension of public transportation will be an incredible boon to the entire corridor.

I live in Oakhurst - focus area 4. Let's start building this thing!

This line is LONG overdue. I'm a little concerned that by the time it is completed you'll already be behind neighboring development.

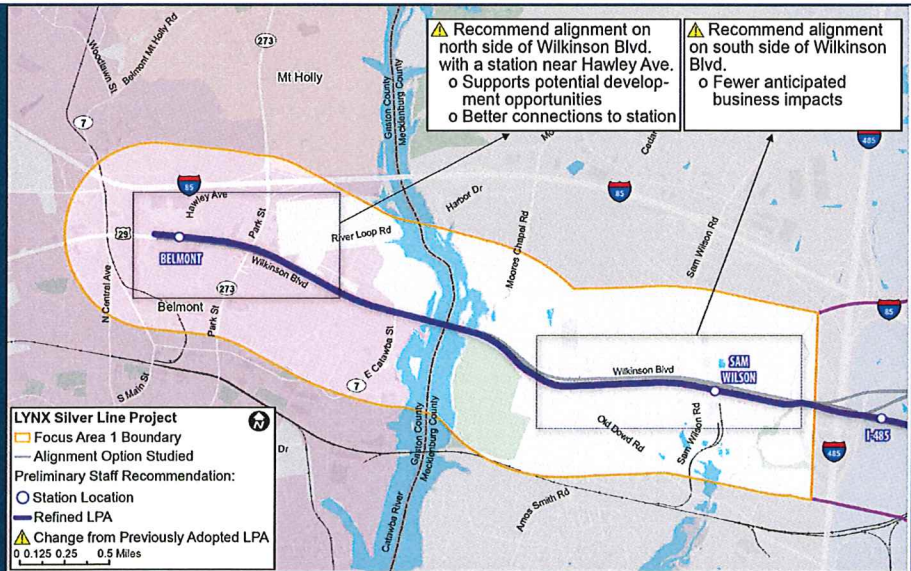
I can't wait for the Silver Line!! It's about time!

Top Concerns:

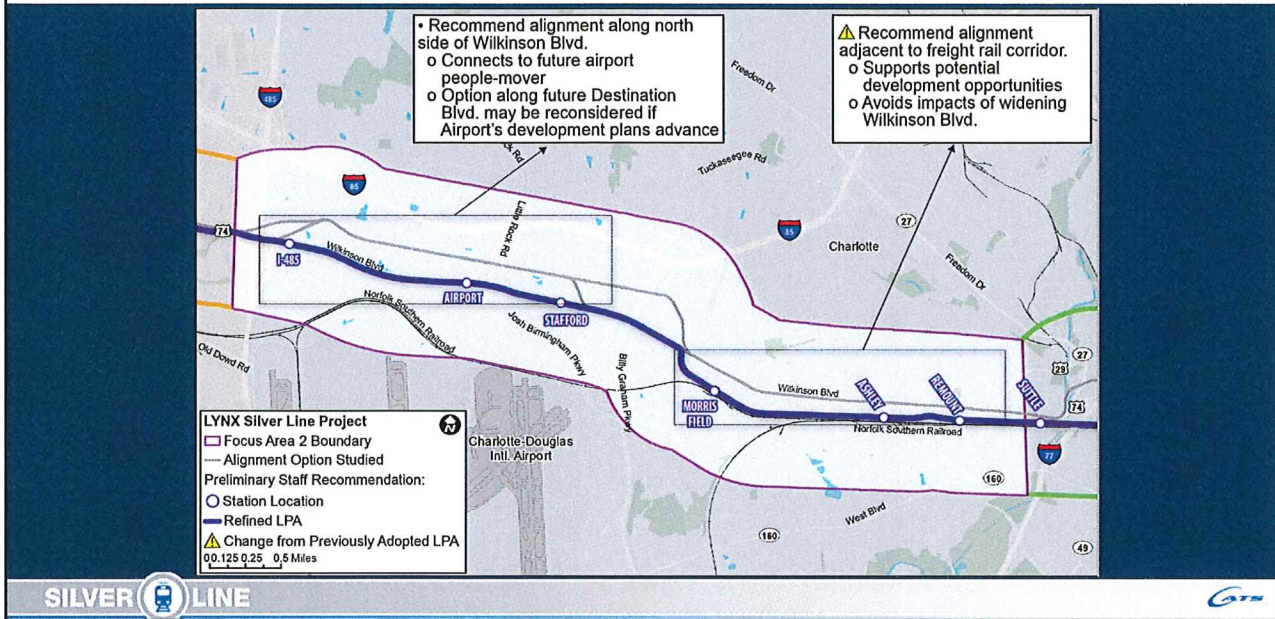
- Potential property impacts
- Changes in neighborhood character
- Desire for direct connection to existing airport terminal
- Business impacts during construction



Focus Area 1: Wilkinson Boulevard (City of Belmont to I-485)

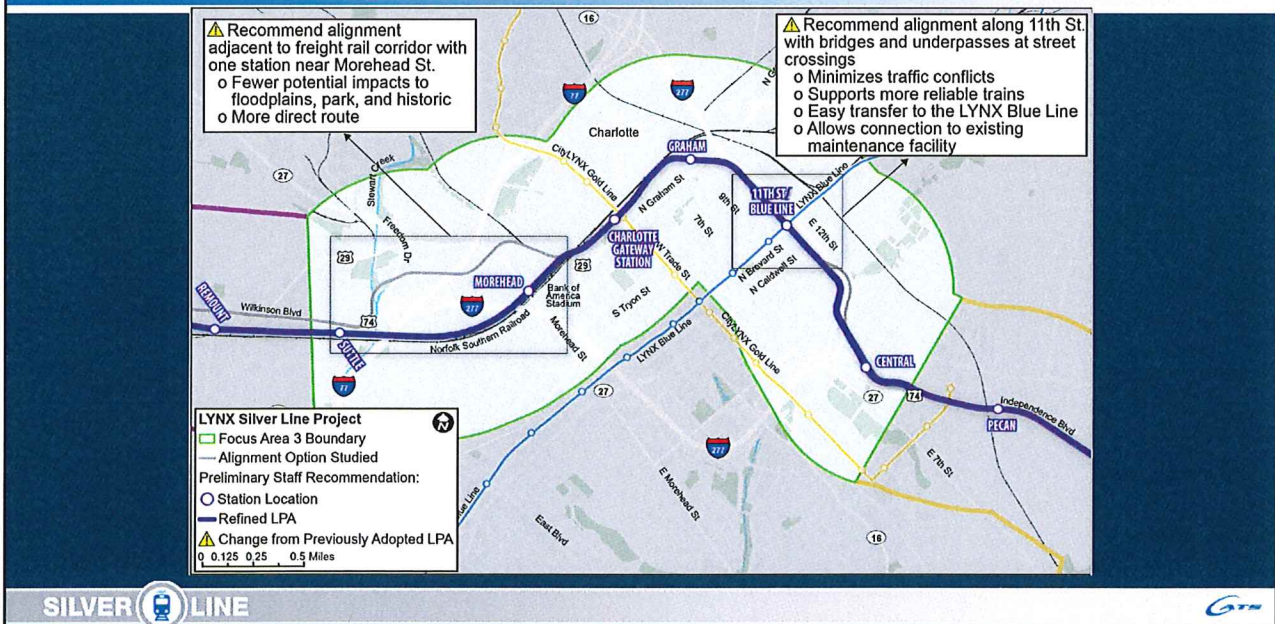


Focus Area 2: Wilkinson Boulevard (I-485 to West Morehead Street)



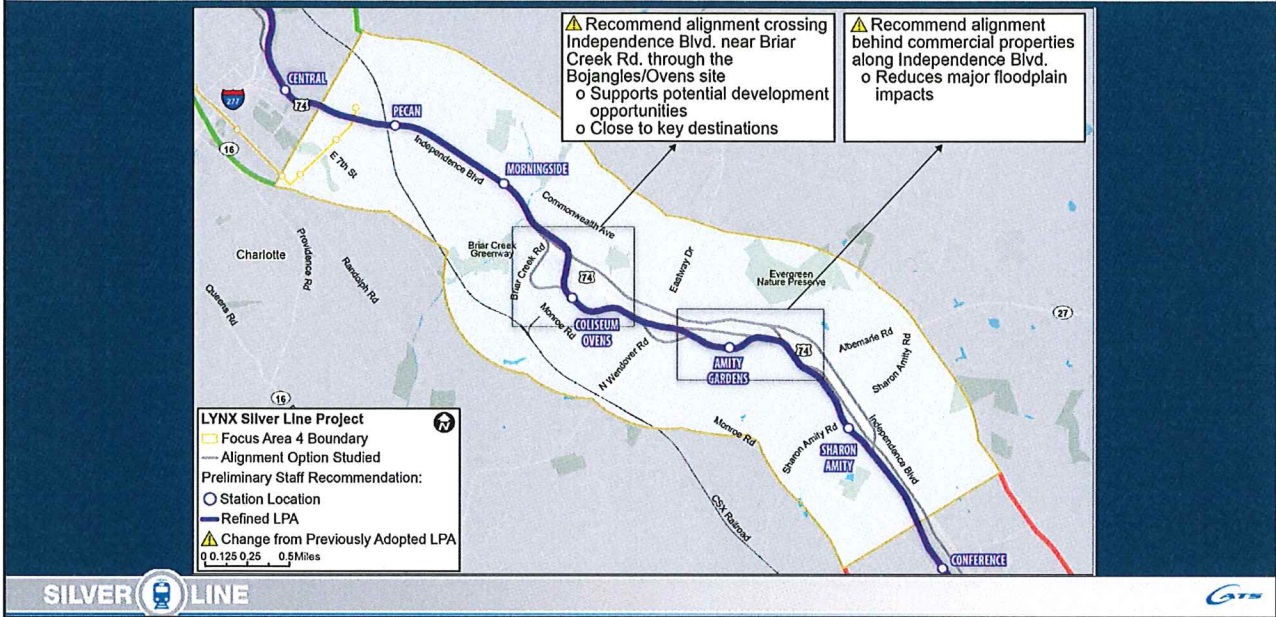
11

Focus Area 3: Center City (West Morehead Street to Charlottetowne Avenue)



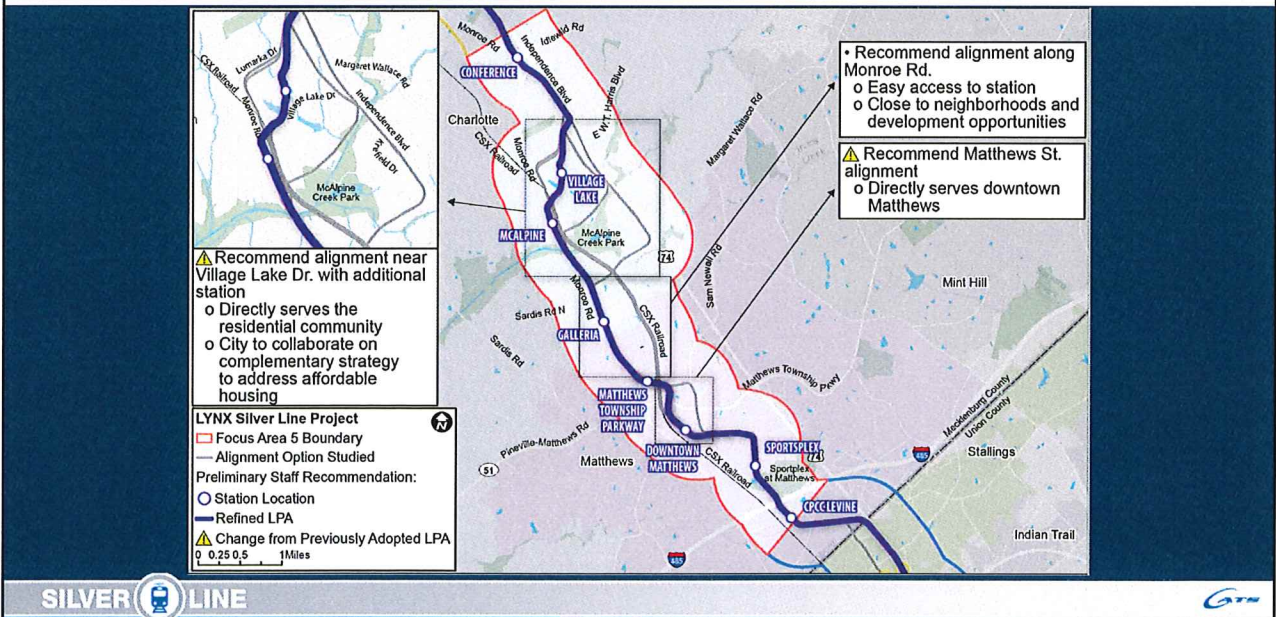
12

Focus Area 4: Independence Boulevard (Charlottetowne Avenue to Idlewild Road)



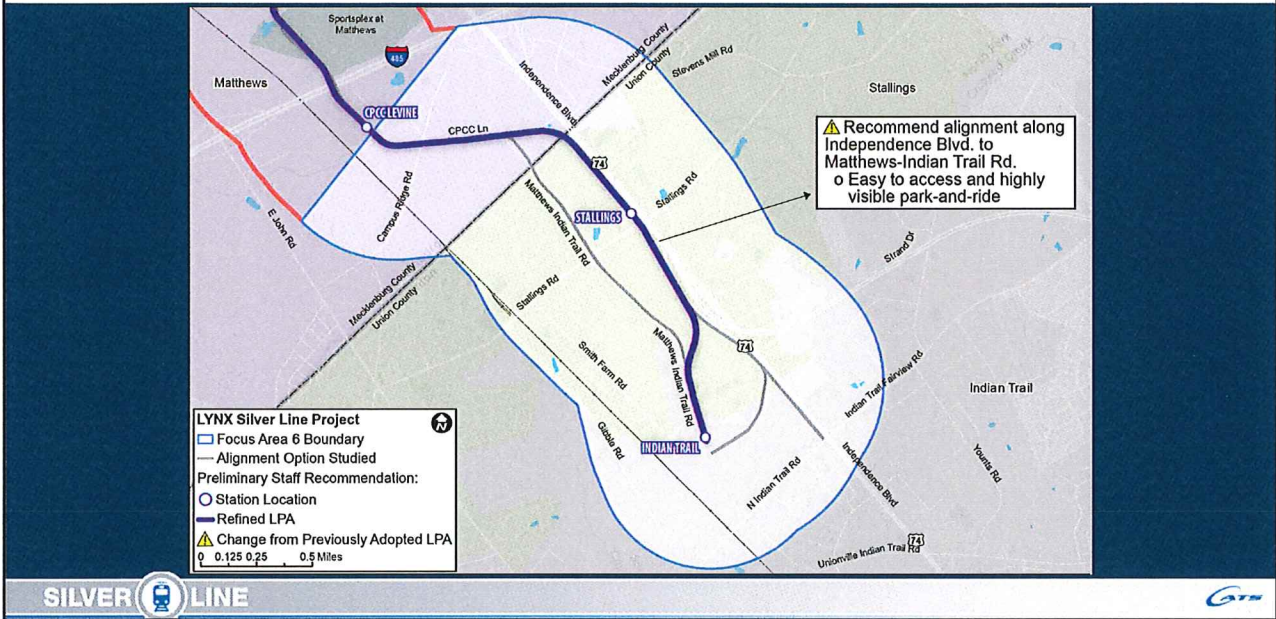
13

Focus Area 5: Independence Boulevard (Idlewild Road to just south of I-485 at CPCC Levine)



14

Focus Area 6: Union County Extension



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Next Steps

Complete: Public Engagement Round 3



- Present preliminary staff recommendations and seek public input

EARLY 2021: MTC Adoption of Recommendations



- March: Present staff recommendation to MTC for information
- April: MTC to adopt refined LPA

2021-2024: Environmental Review, Preliminary Design, Engagement*



- Advance light rail design
- Environmental surveying
- Station Area Planning
- Rail Trail alignment defined
- Affordable housing strategy developed

SILVER LINE

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Thank you!



**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
STAFF SUMMARY**


SUBJECT: CATS Customer Confidence Survey Results DATE: March 24, 2021

- 1.0 PURPOSE/SCOPE:** To inform the MTC of a customer confidence survey that CATS conducted.
- 2.0 BACKGROUND:** The COVID-19 pandemic has caused changes to nearly every aspect of life, including how transit agencies operate and customers ride services. Since the beginning of the pandemic, CATS has been diligent about implementing COVID-19 safety measures that help keep customers safe while getting them to work and essential destinations. With the increase in information about the virus and a vaccine being made readily available, CATS wanted to understand what its riders thought about CATS' efforts, returning to services and barriers to riding again. The survey occurred January 23 – February 3, 2021.

The information that CATS has gained from the survey will aid in developing a campaign that seeks to re-educate and increase awareness of the COVID-19 safety measures CATS has implemented. The campaign will demonstrate that CATS is prepared to help keep customers safe when they are ready to begin riding again.

- 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 RECOMMENDATIONS:** N/A
- 8.0 ATTACHMENT:** N/A


SUBMITTED AND RECOMMENDED BY:



John M. Lewis, Jr.
Chief Executive Officer, Charlotte Area Transit System
Director of Public Transit, City of Charlotte




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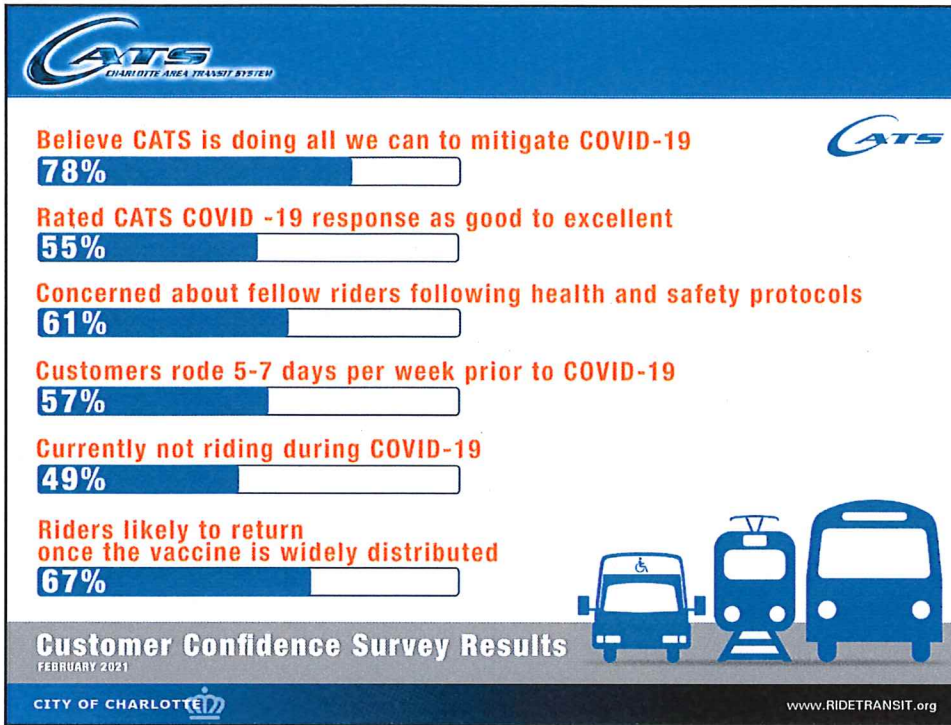


Methodology

- Survey available Jan 25 – Feb 3, 2021
- Distributed via customer rider alert subscriptions/email and social media for participation
- Reached a 95% confidence level with a +/- 7% margin of error

 www.RIDETRANSIT.org

2



3

CATS
CHARLOTTE AREA TRANSIT SYSTEM

Using the Information

Develop campaign to let customers know:

- CATS has been implementing COVID-19 safety measures since the beginning of the pandemic
- "We're ready when you're ready to return"

Tactics

- Advertising
- CATS social media channels
- Ridetransit.org
- ETC outreach
- Media stories

CITY OF CHARLOTTE

www.RIDETRANSIT.org

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Metropolitan Transit Commission
Charlotte Area Transit System Ridership Report
Feb-21

Mode / Service	Percent			YTD		Percent Increase/Decrease	Avg Daily Ridership per Month		
	Feb-21	Feb-20	Increase/Decrease	FY 2021	FY 2020		WeekDay	Saturday	Sunday
Local									
BOD Local	404,654	854,803	-52.7 %	3,707,696	7,447,787	-50.2 %	16,274	11,533	8,269
Subtotal	404,654	854,803	-52.7 %	3,707,696	7,447,787	-50.2 %	16,274	11,533	8,269
Local Express									
Arboretum Express	-	4,647	n/a	-	37,812	n/a	-	-	-
Harrisburg Road Express	282	2,003	-85.9 %	2,280	18,737	-87.8 %	14	-	-
Northcross Express	241	6,645	-96.4 %	2,018	69,736	-97.1 %	12	-	-
Idlewild Road Express	147	2,137	-93.1 %	2,460	16,020	-84.6 %	7	-	-
Independence Blvd Express	72	3,925	-98.2 %	952	33,222	-97.1 %	4	-	-
Lawyers Road Express	251	2,656	-90.5 %	2,339	21,008	-88.9 %	13	-	-
Matthews Express	-	3,924	n/a	-	30,276	n/a	-	-	-
Mountain Island Express	-	1,276	n/a	-	10,595	n/a	-	-	-
Northlake Express	181	6,031	-97.0 %	1,614	48,236	-96.7 %	9	-	-
North Mecklenburg Express	142	6,711	-97.9 %	1,728	93,618	-98.2 %	7	-	-
Huntersville Express	296	9,060	-96.7 %	2,719	9,060	-70.0 %	15	-	-
Rea Road Express	227	3,362	-93.2 %	2,245	26,250	-91.4 %	11	-	-
Steele Creek Express	-	1,128	n/a	-	10,840	n/a	-	-	-
Huntersville Greenhouse Express	97	312	-68.9 %	938	3,336	-71.9 %	5	-	-
Subtotal	1,936	53,817	-96.4 %	19,293	428,746	-95.5 %	97	-	-
Regional Express									
Gastonia Express	383	3,325	-88.5 %	4,179	29,917	-86.0 %	19	-	-
Rock Hill Express	301	2,868	-89.5 %	1,964	23,665	-91.7 %	15	-	-
Union County Express	180	2,511	-92.8 %	1,818	19,058	-90.5 %	9	-	-
Subtotal	864	8,704	-90.1 %	7,961	72,640	-89.0 %	43	-	-
Community Circulator									
Neighborhood Shuttles	12,965	27,225	-52.4 %	117,934	254,650	-53.7 %	518	411	237
Eastland Neighborhood Shuttle	6,798	14,521	-53.2 %	67,543	127,071	-46.8 %	264	223	158
Pineville-Matthews Road	1,182	2,872	-58.8 %	11,405	26,502	-57.0 %	54	27	-
Village Rider	3,236	6,460	-49.9 %	28,502	55,808	-48.9 %	131	83	68
Subtotal	24,181	51,078	-52.7 %	225,384	464,031	-51.4 %	967	744	463
Human Services Transportation									
Special Transportation Services	11,071	20,184	-45.1 %	89,495	168,567	-46.9 %	491	208	104
DSS	77	257	-70.0 %	537	2,201	-75.6 %	4	-	-
Subtotal	11,148	20,441	-45.5 %	90,032	170,768	-47.3 %	495	208	104
Rideshare Services									
Vanpool	2,559	7,778	-67.1 %	25,258	90,038	-71.9 %	135	-	-
Subtotal	2,559	7,778	-67.1 %	25,258	90,038	-71.9 %	135	-	-



Metropolitan Transit Commission
Charlotte Area Transit System Ridership Report

Feb-21

Mode / Service	Percent			YTD		Percent Increase/Decrease	Avg Daily Ridership per Month		
	Feb-21	Feb-20	Increase/Decrease	FY 2021	FY 2020		WeekDay	Saturday	Sunday
Rail									
LYNX Blue Line	172,301	740,304	-76.7 %	1,690,783	6,184,702	-72.7 %	6,482	5,688	4,976
Subtotal	172,301	740,304	-76.7 %	1,690,783	6,184,702	-72.7 %	6,482	5,688	4,976
Total	617,643	1,736,925	-64.4 %	5,766,407	14,858,712	-61.2 %	24,493	18,173	13,812



February | CATS Sales Tax Report FY2021

December Receipts

Sales Tax Collections and Distribution – December 2020

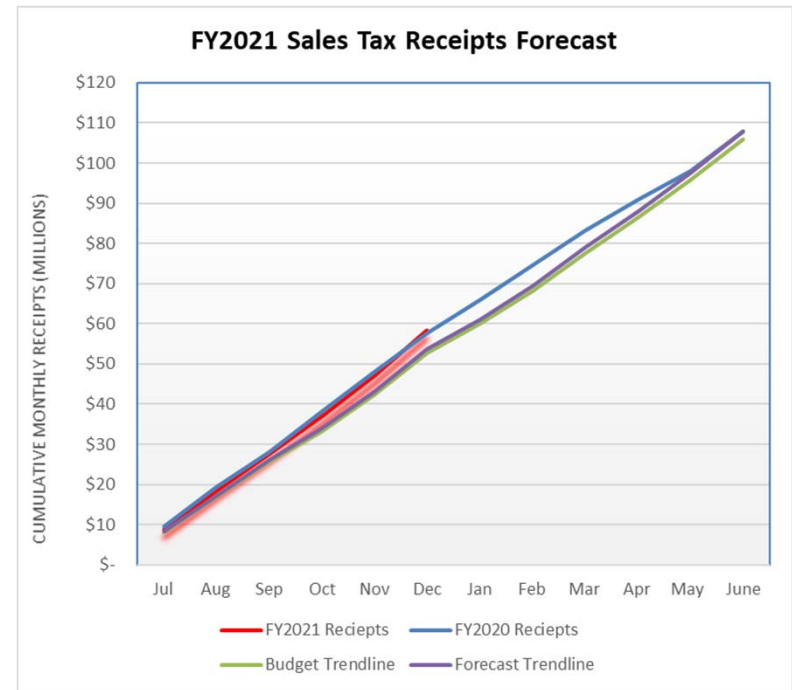
- The December 2020 receipts of \$11,402,907 were \$933,139 (8.91%) above budget target for the month
- The December 2020 receipts were \$739,479 (6.9%) above forecast for the month.
- The December 2020 receipts were \$1,602,791 (16.4%) above December of 2019

Sales Tax Budget Data

- FY2021 sales tax budget is \$105,980,101
- The FY2021 model forecasts year-end receipts of \$107,940,425 which is \$1,960,324 (1.85%) above the budget target of \$105,980,101
- FY2020 actual sales tax was \$107,778,982

Local Government Sales and Use Tax Distribution

- Source: North Carolina Department of Revenue Sales & Use Distribution Report for the month December 31st, 2020
- Published by NC Secretary of Revenue on 3/10/2020 with actual receipts through December 2020
- CATS sales tax report only includes Mecklenburg County Article 43 sales tax



FY2021 Budget Sales Tax Receipts (Actuals and Forecasts)

Jurisdiction	Population	% of Total	Jul 20 Actuals	Aug 20 Actuals	Sep 20 Actuals	Oct 20 Actuals	Nov 20 Actuals	Dec 20 Actuals	Jan 21 Forecasts	Feb 21 Forecasts	Mar 21 Forecasts	April 21 Forecasts	May 21 Forecasts	Jun 21 Forecasts	Total
Charlotte	40.59%	863,985	40.4%	\$ 3,620,850	\$ 3,842,234	\$ 3,752,179	\$ 3,781,678	\$ 4,023,036	\$ 4,603,584	\$ 2,987,349	\$ 3,329,196	-	-	-	\$ 29,940,105
Cornelius	1.46%	32,144	1.5%	130,199	138,159	134,921	135,982	149,674	171,273	111,142	123,861	-	-	-	1,095,212
Davidson	0.61%	13,261	0.6%	54,648	57,989	56,630	57,075	61,748	70,659	45,852	51,099	-	-	-	455,700
Huntersville	2.76%	62,528	2.9%	245,976	261,015	254,898	256,902	291,154	333,169	216,199	240,939	-	-	-	2,100,252
Matthew s	1.51%	31,071	1.5%	134,304	142,516	139,176	140,270	144,678	165,556	107,432	119,726	-	-	-	1,093,658
Mint Hill	1.29%	27,692	1.3%	115,516	122,579	119,706	120,647	128,944	147,552	95,749	106,706	-	-	-	957,399
Pineville	0.43%	9,533	0.4%	38,598	40,958	39,998	40,313	44,389	50,795	32,962	36,734	-	-	-	324,747
Meck. County	51.35%	1,099,845	51.4%	4,581,383	4,861,495	4,747,550	4,784,875	5,121,289	5,860,320	3,802,868	4,238,036	-	-	-	37,997,815
Total	100.00%	2,140,059	100.0%	\$ 8,921,474	\$ 9,466,946	\$ 9,245,058	\$ 9,317,741	\$ 9,964,913	\$ 11,402,907	\$ 7,399,553	\$ 8,246,296				\$ 73,964,888

FY2021 Budget Sales Tax Comparison Year over Year

Year-over-Year Comparison (FY21-FY20)	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
FY21 Budget Target	\$ 8,099,962	\$ 8,738,429	\$ 8,861,388	\$ 7,605,667	\$ 9,030,896	\$ 10,469,767	\$ 7,265,169	\$ 8,096,533	\$ 9,530,693	\$ 8,747,576	\$ 9,281,313	\$ 10,252,708	105,980,101
% of FY21 Budget Achieved	8.4%	17.4%	26.1%	34.9%	44.3%	55.0%	62.0%	69.8%					69.8%

YTD Budget Variance \$ 68,167,811
\$ 5,797,077

Prior Year Sales Tax Receipts: FY2017 – FY2020

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
FY2020	\$ 9,683,570	\$ 9,787,973	\$ 8,671,558	\$ 9,890,136	\$ 9,858,570	\$ 9,800,116	\$ 8,278,036	\$ 8,606,547	\$ 8,735,473	\$ 7,635,380	\$ 6,997,727	\$ 9,833,896	\$ 107,778,982
FY2019	\$ 7,708,503	\$ 9,621,386	\$ 9,103,726	\$ 8,067,019	\$ 9,425,129	\$ 8,906,774	\$ 8,195,787	\$ 7,918,012	\$ 10,155,891	\$ 9,880,419	\$ 9,435,500	\$ 9,117,052	\$ 107,535,197
FY2018	\$ 8,147,197	\$ 8,436,960	\$ 8,784,051	\$ 7,883,713	\$ 8,884,437	\$ 9,324,267	\$ 6,897,695	\$ 7,842,800	\$ 9,303,951	\$ 8,539,748	\$ 9,277,676	\$ 9,699,263	\$ 103,021,757
FY2017	\$ 6,706,169	\$ 8,123,310	\$ 8,099,598	\$ 6,984,259	\$ 8,275,157	\$ 9,927,120	\$ 5,142,666	\$ 7,510,515	\$ 9,105,261	\$ 7,459,176	\$ 6,747,425	\$ 8,520,759	\$ 92,601,412

