

Metropolitan Transit Commission



May 26, 2021

METROPOLITAN TRANSIT COMMISSION

Wednesday, May 26, 2021

5:30pm

Charlotte-Mecklenburg Government Center

WebEx

AGENDA

- I. Call to Order Mayor Vi Lyles
 - Attendance (Roll Call)
- II. Approval of the April 28, 2021 Summary (p.5-15) 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) No Meeting
- V. Public Comments
- VI. Informational Items
 - Silver Line TOD (p.17-29)..... John Howard
 - Connect Beyond Update (p.31-48) Jason Lawrence/Michelle Nance
- VII. Action Items
 - NCDOT Transportation Demand Management Grant (p.50-52) Blanche Sherman
- VIII. MTC Commissioners’ Business..... Mayor Vi Lyles
- IX. Chief Executive Officer’s Report (p.54-57)..... John Lewis, Jr
- X. Adjourn

METROPOLITAN TRANSIT COMMISSION
MEETING SUMMARY
April 28, 2021
(Approved on May 26, 2021)

Presiding: Mayor Vi Lyles, City of Charlotte

Present:

Commissioner Leigh Altman (MCBOCC)	Bill Thunberg (Town of Mooresville)
Marcus Jones (City Manager, Charlotte)	Mayor Walker Reid III (City of Gastonia)
Mayor Woody Washam (Town of Cornelius)	Michael Peoples (City Manager, Gastonia)
Mayor Rusty Knox (Town of Davidson)	Randi Gates (GCLMPO, City of Gastonia)
Mayor John Aneralla (Town of Huntersville)	Mayor Pro-Tem Marion Holloway (City of Monroe)
Anthony Roberts (Town Manager, Huntersville)	E. L. Faison (City Manager, Monroe)
Brian Welch (Town Manager, Mint Hill)	Mayor William Dusch (City of Concord)
Mayor Jack Edwards (Town of Pineville)	

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 Chairman Mayor Vi Lyles, City of Charlotte.

II. Review of Meeting Summary

The meeting summary of March 24, 2021 was approved.

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

Krissy Oechslin (Chairwoman) reported the following recap from the April 2021 meeting: In our April TSAC meeting, we approved the June service changes proposed by staff. Those changes include increasing service frequency on several local bus lines and making a couple of minor route changes in Uptown to accommodate the Gold Line.

We received a preliminary update on findings from the Central Avenue bus lane pilot project. We look forward to hearing more detail on those findings in our next meeting. There had been a lot of negative feedback from the non-transit riding public about these lanes, and unfortunately one of the things we discovered in reviewing the preliminary findings was that very few bus riders responded to the survey about the bus lanes. More than 700 car drivers responded to the survey versus only 34 bus riders. We hope one of the lessons learned from this experience is that we need to seek more input from transit riders since the bus lane directly benefits them, but their voices aren't heard as strongly in the public feedback process.

Another interesting finding, we saw was that there is a big gap between perception and reality. Car drivers reported that they experienced delays far greater than what they actually did. For example, someone may have thought the bus lanes added 10 minutes to their car commute, but it really only added 30 seconds. Ultimately, it will take a strong commitment from elected officials to speak out and emphasize the benefits of bus lanes and other methods of making transit a more attractive option for more riders.

Finally, there was discussion about the chicken and the egg issue of how to restore some of the bus service that was cut due to declining ridership during COVID. Several TSAC members who live outside of Charlotte and used to use the express buses are starting to come

back to work but cannot use the bus because it doesn't run often enough for them. On the other hand, Allen Smith from CATS stated that CATS provide service based on demand. The question here is how does CATS gauge demand, if people are simply not taking the bus because it doesn't run often enough? We suspect it's a case of if you build it, they will come, and we would like to hear more about how CATS determine demand, because it can't just be measured by how many people are on the bus. There may be a lot of former riders who won't even bother trying to take the bus until service levels return to pre-COVID levels.

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

Edward Tillman (Co-Chairman – City of Charlotte) reported the following recap from the April 2021 meeting: From the March meeting there was a presentation by Allen Smith III regarding eTransEnergy battery electric buses. The presentation focused on sustainability, carbon footprint, emissions, all of those items as we continue to move down the path of getting to eventually rolling over to an entire electric bus fleet. We are working with Duke Energy in a partnership with that, and this is just another continued part of the process in making sure we understand all aspects and costs as well as benefits with this.

We also had in that same meeting a conversation regarding the vaccine availability for CATS. The City at that time was working in a partnership with Atrium and Novant Health. We also discussed how CATS was in line for another round of aid from the CARES Act where we're going to utilize those dollars to provide provisions to our customers and make up any loss of revenue for ridership during the pandemic.

Other business that we have from that meeting was talking about somebody working with TSAC and monitoring the express bus routes that Krissy just mentioned. This was discussed and it's getting a lot of attention, the chicken or the egg conversation. It is not lost on anyone how important it is to get the bus service back and running and getting everyone accessibility as we get back to a little bit of a new normal.

As far as the April meeting. Primarily we had a good presentation from Mr. Mock regarding the LYNX Silver Line staff recommendations. We saw the six areas that are being utilized as focus. We had some great comments from the community, as we've been going out getting their feedback on this; some of the CTAG members expressing concerns about the impact of businesses along Wilkinson Boulevard that may or may not have immediate direct connection to that Silver Line as it goes through as it might be proposed, with some saying it appears the rail is not specifically on Wilkinson Boulevard and it could be a loss of development of opportunities. Since we're still very much in the planning stages and reviewing these things, there still is an opportunity to address all of those concerns, and as we talk about it for Wilkinson the expectation is we'll be addressing that for all of the focus areas as we go forward.

The final item that we did during that April meeting was recommending the approval of the 2021 operating and service budgets, the amended budgets and the 2022 operating and debt service budgets.

Discussion:

MAYOR KNOX (Town of Cornelius): I saw a story about introduction to electric buses in the system, and I would urge this group to make sure to promote as much press as possible to get more travel space out of this to make the public aware of the fact that these new buses are going to be folded into the system. The more support we can get early on, the better support we're going to have all the way around.

MAYOR LYLES (City of Charlotte): That is a great idea. I think that we could use some marketing around it. Mr. Lewis, can you talk a bit about the schedule for that?

CATS CEO LEWIS: We're very pleased that our battery electric bus pilot program was passed by City Council on Monday night which authorizes CATS to move forward with the acquisition of 18 battery electric buses along with the intended charging infrastructure that will allow us to evaluate the impact from an operational standpoint of this transition to a new technology. We will be evaluating multiple manufacturers during this 12 to 18-month pilot program to really home in on which model of battery electric bus gives us the best performance in our region.

To your point, Mayor Knox, as these vehicles are custom-made. They won't arrive until at least the end of this calendar year, during the intervening time our staff, our marketing communication staff led by Krystal Green, will be developing a specific branding for these vehicles and also a marketing plan to let the public know that CATS is moving into a more sustainable technology for our transit options. We'll certainly be back before the MTC as we continue to solidify that plan and get closer to implementation.

MAYOR LYLES (City of Charlotte): I'd really like to see one of those electric buses in every one of our cities and towns so that people have more of a place to experience it. I'm not a marketing person but I do know that it's important that we show that we are investing in this technology and what we're doing. It should be countywide so that people can have the ability to see it and touch it.

V. Public Comments - None

VI. Informational Item

Envision My Ride – Bus Priority Study

Bruce Jones

Bruce Jones – CATS Transportation Planner – made a presentation on the Envision My Ride – Bus Priority Study, based on pages 17-27 in the MTC Agenda packet for April 28th, 2021 meeting.

Discussion:

CATS CEO LEWIS: Bruce Jones, who is leading the effort under the Envision My Ride, our bus priority study. MTC board members will remember that in 2018 we started the Envision My Ride enhancements to our bus system by redesigning our entire bus system structure moving away from that hub and spoke model that required so many of our passengers to come into Uptown to the transit center, get off one bus, get onto another to then reach their destination. We successfully transformed the structure of our system away from that hub and spoke to more of a brakes system which doesn't require as many transfers. Since then we've been focusing and investing on adding more frequency to our bus lines, and as funding has become available, we have concentrated that effort on our highest ridership corridors.

The next phase of that three-pronged approach was addressing the reliability of our system. Getting the structure right and adding more vehicles is two important steps forward, but if those vehicles are operating on the right routes but stuck in the same congestion that everyone else is stuck in, we will have missed the mark. This study will be concentrating on how we can make reliability enhancements structurally throughout our entire system, not just in the urban corridor but throughout the entire county. And Bruce will give you an update on where we are with that and will be soliciting your input as we continue to move forward with this important study.

MAYOR LYLES (City of Charlotte): When you said the next steps are February, July, and October, I'm assuming that none of this is going to happen immediately. Also, will there be an implementation plan and what's the scope and timeline for that?

MR. JONES: Yes. A lot of the work is ongoing. It's important to note that this is a planning study. We'll be getting some of those initial concepts and identifying some corridor recommendations as early as June. Once we have that final timeline, we'll be sure to share that with you all and the public too, but this is just a high level overview of some of the ongoing activities that we have planned for the next couple months.

MAYOR LYLES (City of Charlotte): The ADA improvements that are being made in shelters; it's including anything that we are replacing but also the new. Are we incorporating ADA requirements in the new shelters that we are looking at?

MR. JONES: Yes. Any future bus stop that we begin to roll out will incorporate ADA improvements. Initially what this is doing is building upon our existing network and our existing bus stops, but then also any new services or any bus stops that we add will follow the guidelines that were established from this effort as well, to make sure that we have a successful system.

VII. Action Items

a) **FY2021 Transit Operating Budget Amendments**

Blanche Sherman

FY2021 Transit Capital Investment Plan (CIP) Budget Amendments

FY2021 Transit Debt Service Amendment

Blanche Sherman – CATS Chief Finance Officer – made a presentation on the FY2021 Transit Operating Budget; Capital Investment Plan (CIP) and Debt Service Amendments, based on pages 29-36 in the MTC Agenda packet for April 28th, 2021 meeting.

Discussion:

MAYOR HIGDON (Town of Matthews): What are the bus shields--the \$1.6 million; what is that?

MS. SHERMAN: What we did was install various bus shields in our buses so that we can have social distancing and protect our operators.

COMMISSIONER ALTMAN (Mecklenburg County): Is the increase in this budget funded by CARES money or is it coming from other sources?

MS. SHERMAN: The majority of the increase is CARES funded, except for when you're looking at the battery electric. That includes some new grants that we received that we brought before the Commission for approval as well as just some of our other federal and state funds.

Resolution: A motion to accept the FY2021 Transit Operating Budget, the FY2021 Transit Debt Service Budget, and the FY2021 Transit Capital Investment Plan (CIP) Amendments was made by **Commissioner Leigh Altman (Mecklenburg County)**; seconded by **Mayor Woody Washam (Town of Cornelius)**. Motion carried unanimously.

**b) FY2022 Transit Operating Budget
FY2022 Transit Debt Service Budget
FY2022-2026 Transit Capital Investment Plan (CIP)**

John Lewis, Jr / Blanche Sherman

John Lewis, Jr. – CATS Chief Executive Officer and Blanche Sherman – CATS Chief Finance Officer made a presentation on the FY2022 Transit Operating Budget, FY2022 Transit Debt Service Budget and FY2022-2026 Transit Capital Investment Plan (CIP), based on pages 38-90 in the MTC Agenda packet for April 28th, 2021 meeting.

Discussion:

CATS CEO LEWIS: This is the last segment installment of our budget process. We began that early in January with the preliminary budget presentation to the MTC. We presented to both TSAC and then CTAG for their approval and received the recommendation from CTAG earlier this evening and now tonight we will be asking for the MTC action on the FY22 operating and then '22 through '26 capital budget.

Of course, our highlights, as we are continuing to move through our capital program, we are excited that the City is concluding construction of the Gold Line Phase 2 in the coming months, and we will be looking forward to beginning our pre-revenue testing and then move into revenue service by no later than August of this year. Of course, we continue to move the planning and design efforts on the Silver Line. We will be looking for MTC action on the locally preferred alternative, the staff recommendation, this evening, and then I announced earlier the battery electric bus pilot.

Obviously over the last year, COVID has been first and foremost in all of our minds and the impact that it has had. Ms. Sherman outlined through the amendment some of the impact that it has had on CATS from both an operating and expense standpoint, but we've been fortunate to have the federal CARES funding that has allowed us to offset the shortfalls in revenue but also invest from a capital side in the safety and security of our drivers, our operators, and our passengers.

As mentioned, we received three installments of federal funding. The initial CARES Act funding which we received in early summer of last year was \$56.9M; received another installment last fall of \$51M, and the American Rescue Plan Act we're still working through the split throughout the region but that is an \$82.6M funding plan. And all of this funding is 100% federal funding, no local matches required, and throughout this budget we are working on how we will utilize that underneath the requirements outlined by the Federal Transit Administration.

CATS CEO LEWIS: Madam Chair, if you will give me one moment, I would like to address what I think is Mayor Aneralla's question about the Hambricht Park and Ride. Mayor Aneralla, would you like to restate that so I'm sure I'm on the right track?

MAYOR ANERALLA (Town of Huntersville): I just asked that for the delay, it was supposed to be budgeted for some this year and then obviously it's getting pushed into the next year.

CATS CEO LEWIS: The project is not delayed. I think there's some carryover funds that have been reallocated, but the project is on schedule and continues to move forward.

MS. SHERMAN: Right, they reduced the amount of funding that they needed in FY21 and pushed it to the outer loops. But the project is moving forward, it's still fully funded over

the time period as originally planned, it's just some of the funding that they did not need they just pushed it to some of the lateral years, that's all.

MAYOR ANERALLA (Town of Huntersville): I just have a quick question because this is going to impact the next agenda item. Obviously, we're moving down the road with the Silver Line. It's going into its third year of planning. It's budgeted for 20+ million next year. But as far as I know, we don't have any way of funding that in the future, and you can handle this in the CEO report as well but where are we with the county and the state legislators pertaining to a countywide sales tax to fund the Silver Line, because my fear is this gets so far down the road that when you do have a Silver Line dedicated and what you want in terms of land and so forth but you don't have a funding source, you're going to start impacting a lot of businesses. We can take it up in the CEO report or we can handle some of that now, but I'm not going to support this budget because I think that line item being in there with the uncertainty of the funding in the future, I just can't support it.

MAYOR LYLES (City of Charlotte): Well, thank you. It's your pleasure, do you want to have the discussion now or later? I think it's more important because you've stated that's the reason for your not supporting the resolution so let's go ahead and talk about it now. Do you have a question or was that just the statement?

MAYOR ANERALLA (Town of Huntersville): My question is where are we with the state and county in terms of 1% sales tax? Obviously, it's not going to be on this year as a referendum, I assume.

MAYOR LYLES (City of Charlotte): Well, I don't think so because my understanding of the latest information around the elections, the Charlotte City Council election is going to be delayed until the next year due to the late census reports coming out. I don't know, I've heard, and I guess the question will be are the towns going to have elections this year?

MAYOR ANERALLA (Town of Huntersville): Yes.

MAYOR LYLES (City of Charlotte): All six towns will be having elections. I don't think that that would be a sufficient way to get the votes. I do not believe that we can actually pass a sales tax increase if only the towns voted. I'm very much a realistic person around things like that. My thinking is that we do not have before the State a plan to pursue a referendum in this year. I think that the city manager was asked by the City Council to continue to work on a legislative strategy with the towns and the county and he has continued to do that, and a lot of our work has been working with your teams and our team to actually have conversations about what's necessary to get this work done or to get something done.

We have no anticipation of a proposed schedule during this year. I also do believe that we have to have some consideration about what the infrastructure plan might be that's coming out of Washington and we don't know that yet. I don't think we should make a decision that's not going to be appropriate without having an understanding of the infrastructure money, but more importantly, I was basically advised that we had to have unanimous support by the town mayors and we do not have that. Just being realistic there will not be a vote and may never be a vote that would allow that to happen, given the conditions that we have right now. I would hope that at some point it would change, but that's because I'm a hopeful person.

MAYOR ANERALLA (Town of Huntersville): The Gold Line is going into operation next year, and I think I read something about there's an additional expense of \$300K maybe for the operations but I might be wrong, but I'd really like to see in our budget, and maybe it's there and I just haven't seen it, the total expenses associated with the Gold Line in operation or future operation.

CATS CEO LEWIS: Mayor Aneralla, you are correct there are increased expenses associated with CATS operating that line for the City, but those expenses are paid for by the City, they just need to be included in our budget and we're working to get you the information on past expenses and future expenses.

MR. THUNBERG (Mooresville Representative): I do have a question. I noticed that it looked like the fares and service agreements were about 12% of the operating revenue and that we were looking at an additional revenue increase for fares about \$5.3M. Was that \$5.3M a recovery of some of the \$7M that we lost or was that \$7M plus \$5.3M?

MS. SHERMAN: It's more like recovery.

MR. THUNBERG (Mooresville Representative): And just an aside, are we prepared to look at no or low fares to get ridership back up as the restrictions are released as a part of this budget?

CATS CEO LEWIS: We have not. In the past we have gone to fare-free periods of time as not from a revenue standpoint but from a safety situation. We did not want people gathering in front of our vehicles to pay their fares. If your question is should we be going to lower or fare-free in order to entice ridership back, that is not a part of this budget recommendation, but if that is something that the board would like us to investigate we certainly can do so.

Resolution: A motion to adopt the FY2022 Transit Operating Budget, the FY2022 Transit Debt Service Budget, and the FY2022-2026 Transit Capital Investment Plan (CIP) was made by **Commissioner Leigh Altman (Mecklenburg County)**; seconded by **Mayor Jack Edwards (Town of Pineville)**. Motion carried by a vote of 6 **In Favor** – 2 **Against (Huntersville & Mint Hill)**.

**c) LYNX Silver Line Refined Locally Preferred Alternative (LPA)
Staff Recommendation**

Any Mock

Andy Mock – CATS Senior Transit Project Development Manager made a presentation on the LYNX Silver Line Refined Locally Preferred Alternative (LPA) Staff Recommendation, based on pages 92-112 in the MTC Agenda packet for April 28th, 2021 meeting.

Discussion:

CATS CEO LEWIS: The Silver Line team has worked vigorously over the last year to continue to move the planning and preliminary design forward. We've reached the point where we have a staff recommendation for the locally preferred alternative.

This is a key point in the plan in that with an established LPA we can really begin to home in on the transit-oriented development study that will allow us to look at a station by station review and how we can match land use to the engineering side.

Resolution: A motion to adopt the LYNX Silver Line Refined Locally Preferred Alternative (LPA) Staff Recommendation was made by **Commissioner Leigh Altman (Mecklenburg County)**; seconded by **Mayor John Higdon (Town of Matthews)**. Motion carried by a vote of **7 In Favor – 1 Against (Huntersville)**.

VIII. MTC Commissioners' Business

Discussion:

MAYOR EDWARDS (Town of Pineville): Regarding the Silver Line. We had a fairly in-depth conversation about the huge overruns on the two roadways going beside the train, and I'm just wondering, I'm assuming -- I guess I shouldn't assume in politics, but that this is not anything to do with the thing we just passed because that's still up in the air with the Department of Transportation funding that because of the major overruns in cost.

CATS CEO LEWIS: I'm not familiar with the roadway project you're talking about. I'll turn to Andy. Does that ring a bell with you?

MR. MOCK: I'm not familiar with the project you're talking about, Mr. Edwards. If you could clarify that maybe I could give a little better answer.

MAYOR EDWARDS (Town of Pineville): I'll get you some information if you could get me a contact and I will get it to you, because it was a fairly heated conversation, and the project had gone from 249 million to over 700 million, and the Department of Transportation was thinking about just canceling the whole thing because it was escalating beyond control.

MR. MOCK: I'm familiar with the project you're talking about, and we've been working closely with NCDOT as it relates to the way that NCDOT and all the partners are kind of redefining that project.

MAYOR LYLES (City of Charlotte): This is basically the Independence Boulevard project?

MAYOR EDWARDS (Town of Pineville): Correct.

MAYOR LYLES (City of Charlotte): I know that this has been discussed in CRTPO, and I think that both Mayor Edwards and Mayor Higdon have had some concerns with how this was being addressed.

MAYOR HIGDON (Town of Matthews): It's Project U2509, and in kind of a surprise announcement NCDOT gathered together some of the stakeholder staff from Charlotte and Matthews and other stakeholders and announced that the project would be halted. It had already had segments prioritized that we've been working for a long time on, and it's going to be quote/unquote value engineered. And I'm an engineer so when I hear those terms that usually means it's going to be cut or lessened in cost in some way.

We're still gathering information on it, but as far as I know, that's the only project in District 10 that's being, quote/unquote value engineered, although they have value engineered many other projects over the years. I have requested information from Brett Canipe at NCDOT and I haven't received all the answers to the questions I've asked. I don't know how long this value engineering is going to take or how long the project will be delayed or which portions of it may be cut.

But I also add that Independence Boulevard is a statewide mobility project, so a lot of the other buckets of funding that they have for, like, regional project, that money can't automatically be transferred. If they were to cut the cost of that project in some way those funds can't automatically be transferred somewhere else. There has to be statewide mobility project and there's not very many of those.

That's what I know. We're still waiting for some information from NCDOT.

MAYOR LYLES (City of Charlotte): I think all of us should pay attention to the changes that are taking place at the state level, particularly in working through and talking about our CRTPO representations and getting information out and about, because there is obviously going to be change and the question is do you delay or do you value engineer, and value engineer means you have to tear it up and do it again at some point, more quickly in my opinion, but I'm not an engineer so what do I know about that kind of stuff.

IX. Chief Executive Officer's Report

1) CATS/Duke Energy Partnership-Battery Electric Bus Pilot: The partnership that we have with Duke really gives us a long-term opportunity to help us deliver on the goal of converting our entire fleet to more sustainable technology by 2030. As we've had conversations over the last couple of years, our current capital program is not funded sufficiently to replace our entire fleet in that time frame. The vehicles that we are acquiring are generally somewhere between \$300K and \$400K more per vehicle than our hybrid buses that we were acquiring, but Duke has stepped forward as a good community partner and has offered a financing mechanism for CATS to consider as we move forward. That could significantly help us close that gap and meet that goal of transitioning by 2030. This hybrid is critically important to understanding the operating characteristics of these vehicles and choose the best model moving forward. That will help us to better understand the size of our fleet and what the capital needs are so that we can plan for it in our upcoming capital budget.

Duke is also contributing all of the off-property and enhancements, so bringing power to our operating divisions, Duke is doing that themselves. We have taken on to this point in this grant, CATS is utilizing the federal and state grants and some of our capital funding to move this pilot forward: 18 buses, acquired chargers, and then Duke is contributing the off-property infrastructure. When we evaluate that, based on we're keeping our eyes open for other funding opportunities, we continue to apply for additional funding sources, federal funding sources, and as Madam Chair mentioned, the new federal infrastructure program is likely to have a sustainable technology component to it.

This pilot program gives us time to evaluate the vehicles, the impact from an operational standpoint, and hopefully a little clarity will come out of Washington on federal opportunities moving forward. And then we'll certainly be back to the MTC with the results of that pilot program, the impact to our capital program, and making recommendations on how we should move forward.

2) Ridership Recovery: I'd like to highlight as we continue to look at our ridership numbers, we've somewhat flattened out in terms of our ridership recovery. We have about 40% of our pre-COVID ridership back. That means 60 percent of our riders are not, but that has flattened out for a while.

I think one of the items that has been brought to my attention, typically our weekday ridership Monday through Friday is about two-thirds the amount of our weekend ridership. If you look at our weekend bus ridership, our average daily weekday bus ridership is 16K

passengers and our weekend ridership is 13K. This points to the people that are utilizing our service are really those front-line essential workers. Whether they're working Monday through Friday or Tuesday through Saturday or seven days a week, they need this service and have continued to ride, and I think that is an item to bear notice as we move forward.

X. Other Business – Updates from our Regional Partners

MAYOR REID (City of Gastonia): Thank you very much, Mayor Lyles. I just want to let you know that we are in the process of discussing finances with our county officials as well as our city council. I wanted to make you aware of that.

MAYOR LYLES (City of Charlotte): That's really good because one of the questions has been if we get to the place that we get to the county line that we were very clear, we all made an assumption that people would recognize that anything that crossed over would require the financial participation of the adjoining project authorities, and so to hear that discussion going on early is very helpful. Thank you, Mayor, for that. Any other things going on in Gastonia or Gaston County that you think we should be aware of?

MAYOR REID (City of Gastonia): We had the study for our FUSE project, which is the Franklin Urban Sports and Entertainment venue last week, and it has gone quite well. I'm very excited about that, not only for the City of Gastonia but Gaston County for our region. There's a lot of great things happening around the FUSE project as well, which we will be updating you on in the near future.

MAYOR DUSCH (City of Concord): We are quite active right now.

MAYOR LYLES (City of Charlotte): I bet. You're getting ready for a race.

MAYOR DUSCH (City of Concord): We are. I'm just seeing the first parts of that, but today we were part of the Connect Beyond meeting, and we were quite impressed with what we saw dealing with the Uber-like approach that some towns are using, and we're going to be examining that going forward with trying some trials here in Concord. Also, with Concord right now, the grounds of Concord, that 2000 acres of industrial is starting to get back very hot again, a lot of interest, so we're working with that. Downtown, we've got 11 major projects going on, and that is just completely changing what goes on down there with apartments moving in, the Cabarrus entrepreneur center, the new courthouse, streetscape. We're completely tearing down our Main Street-Union Street in order to rebuild the infrastructure. You'll be hearing a lot about that and how it can relate to the whole region. Lots of things happening.

MAYOR LYLES (City of Charlotte): Thank you very much. I'm going to say this phrase and I think it's probably true for not just COVID, but we are all in this together when it comes to creating this region and its strength, but Mayor Reid, you have to talk to Mayor Washam about what you're putting in these entertainment and theater venues. You guys could probably do something, a booking program together of some sort, so Mayor Washam?

MAYOR WASHAM (Town of Cornelius): Absolutely. We're getting ready to break ground on our new arts center in about two weeks. It's happening up here (Cornelius) too.

XI. Adjourn

The meeting was adjourned at 7:09 p.m. by Mayor Vi Lyles – MTC Chairwoman (City of Charlotte).

NEXT MTC MEETING: WEDNESDAY, MAY 26TH, 2021, STARTS AT 5:30 P.M.

**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
INFORMATION SUMMARY**

SUBJECT: LYNX Silver Line TOD Study

DATE: May 26, 2021

1.0 PURPOSE/SCOPE: To present an update of the Transit Oriented Development Study efforts for the Silver Line and the upcoming Station Area Planning engagement activities.

2.0 BACKGROUND/JUSTIFICATION: On December 18, 2018, the Federal Transit Administration (FTA) announced the City of Charlotte will receive \$920,000 in grant funds from the Pilot Program for Transit Oriented Development (TOD) Planning to plan for transit-oriented development along the proposed LYNX Silver Line. The Pilot Program for TOD Planning helps support the FTA’s mission of improving public transportation for America’s communities by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

The goal of the LYNX Silver Line TOD Planning project is to proactively plan for growth in the Charlotte region – pairing the success of the Blue Line light rail line with a new east-west line to build a framework that supports future growth and enhances accessibility throughout the region. This work is critical in planning for and guiding the explosive growth being experienced in the Charlotte region. The benefits of light rail on quality of life, as well as economic development, have been recognized by communities across the region, and discussions of extending into neighboring towns, cities, and counties have commenced. Now is a critical point in preserving the Charlotte region’s east-west transit corridor and harnessing the development potential around future transit stations in a meaningful way. This is a unique opportunity to ensure that a contiguous alignment with thoughtful station locations and common goals is developed in partnership with key communities.

3.0 PROCUREMENT BACKGROUND: N/A

4.0 POLICY IMPACT: N/A

5.0 ECONOMIC IMPACT: N/A

6.0 ALTERNATIVES: N/A

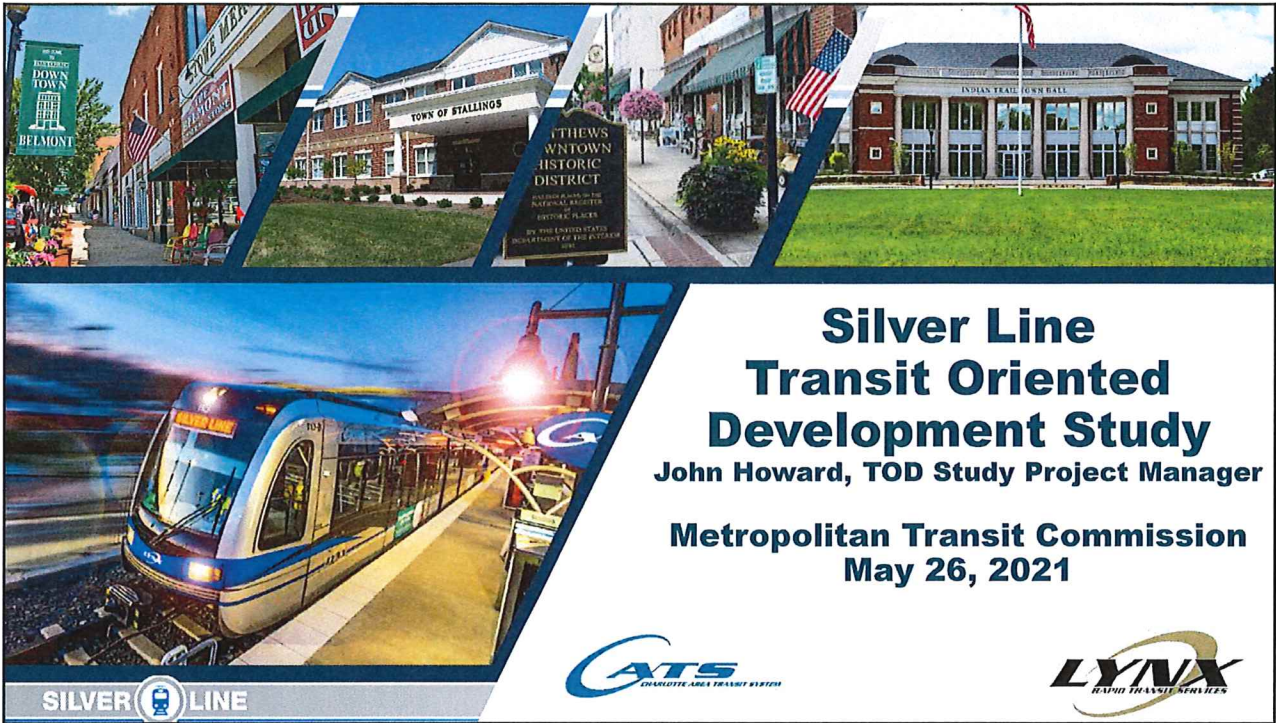
7.0 RECOMMENDATION: N/A

8.0 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

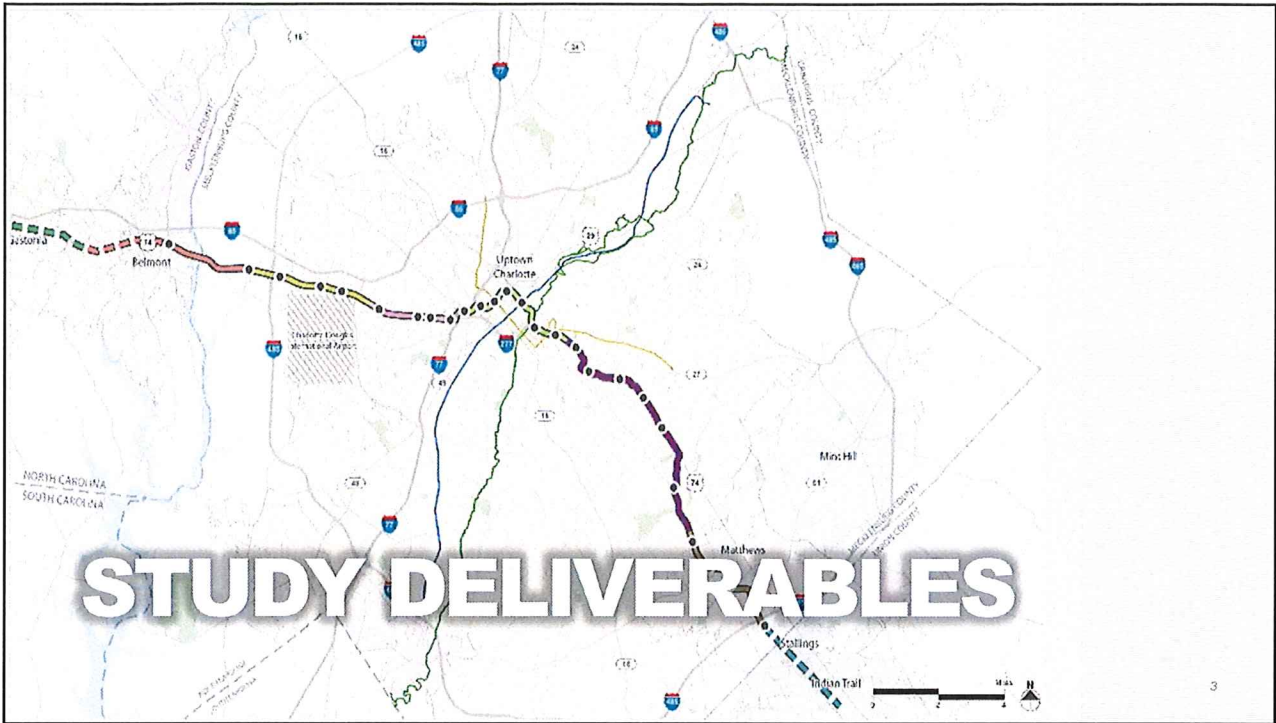


1

AGENDA

1. TOD Study Deliverables
2. Study Schedule
3. Public Engagement Approach
4. Key Next Steps

2



3

SCOPE

- Support & coordinate the **alignment and station alternatives evaluation and selection**
- Conduct **outreach and education** to key stakeholders and communities along the corridor
- Assess **TOD readiness** based on market, affordable housing, and infrastructure factors
- Identify potential **locations for TOD**
- Develop **affordable housing strategies** to integrate into key station areas
- Develop **guidance for Station Area Types** and support revisions to the **Urban Design Framework**
- Develop **Station Area Plans** for 7 demonstration station areas
- Outline **key infrastructure** for all station areas
- Develop **TOD implementation plan**

4

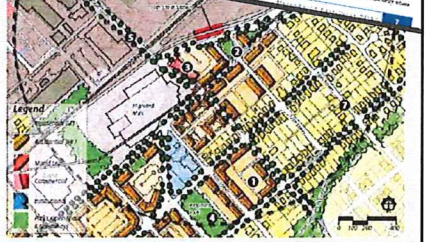
DELIVERABLE: STATION AREA PLANS

- Station Location/Alignment Alternatives Criteria
- Station Location Alternatives Screening
- Station Area Concepts for All Stations- what to enhance, preserve/protect, or change
- Station Area TOD Plans for 7 Demonstration Station Areas
- Station Area Typology Manual
- Regulatory Tools White Paper for Towns

Martin Luther King, Jr. and Central
Overview
The Martin Luther King, Jr. and Central Station is one of three transit-oriented development (TOD) areas in the City of Lake Mary. It is located on the East-West Corridor, between Palmetto and Palmetto West.

Potential Development Scenarios
The City of Lake Mary is planning several TOD areas in the City of Lake Mary. The City of Lake Mary is planning several TOD areas in the City of Lake Mary. The City of Lake Mary is planning several TOD areas in the City of Lake Mary.

Location on the East-West Corridor
The Martin Luther King, Jr. and Central Station is located on the East-West Corridor, between Palmetto and Palmetto West.



5

DELIVERABLE: OUTLINE INFRASTRUCTURE INVESTMENTS

- Multimodal infrastructure
- Parks and open spaces
- Preservation of affordable housing opportunities
- Potential joint-use developments

Proj. ID	Proj. Name	Location	Description	Lead Agency	Status / Next Steps
LM 9	Lake Mary Blvd/Palmetto St Signal	Lake Mary Blvd/Palmetto St Intersection	Install signal at Lake Mary Blvd/Palmetto St intersection and pedestrian crosswalks and signals.	City of Lake Mary	County agreed to approve signal. City is pursuing enhancement funding.
LM 10	Country Club Rd/Chickadee Ave Crosswalk	Country Club Rd/Chickadee Ave Intersection	Provide crosswalk treatment to cross Country Club Rd at Chickadee Ave. Install crosswalks, potential LED bollards.	City of Lake Mary	City will consider addressing as part of the Lakeside Pktd Pktd project.
LM 11	Crystal Lake Ave North Sidewalk Improvements	Crystal Lake Avenue - Country Club Road to Station House	Construct sidewalk on north side of Crystal Lake Ave.	City of Lake Mary	City of Lake Mary is pursuing an agreement funding to complete this side with its Country Club Rd.
LM 12	Crystal Lake Ave South Sidewalk Repair	Crystal Lake Ave - East of Spidrom Bldg	Replace deteriorated asphalt with sidewalk on south side.	City of Lake Mary	City will consider addressing during the North side sidewalk project.
LM 13	Crystal Lake Ave North Sidewalk Improvements	Crystal Lake Avenue - Station House Property to Palmetto Avenue	Construct sidewalk on north side of Crystal Lake Ave.	City of Lake Mary	Station House development will construct to its property's west edge.
LM 14	Crystal Lake Ave South Sidewalk Improvements	Crystal Lake Ave - Station House to Palmetto St	Construct sidewalk on south side of Crystal Lake Ave, add angled on-street parking.	City of Lake Mary	City is pursuing enhancement funding and coordinating with the Station House development.
LM 15	Palmetto/ Crystal Lake Intersection Improvements	Palmetto St/ Crystal Lake Ave Intersection	Intersection improvements, including stop signs to east/west movements, and raised crosswalks will be installed on Crystal Lake Ave.	City of Lake Mary	Station House development will construct.
LM 16	Dist Lake Mary Rd Sidewalk Improvements	Dist Lake Mary Rd - Palmetto St to Wilbur Ave	Construct sidewalk on north side of Dist Lake Mary Rd.	City of Lake Mary	Station House development will construct.

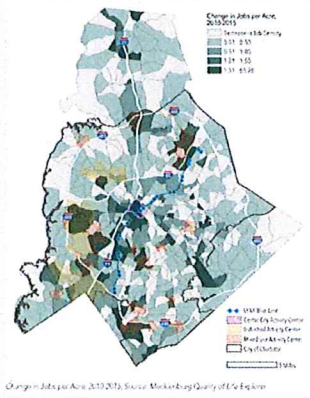
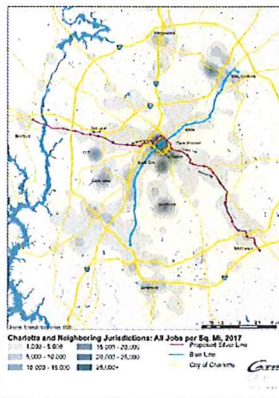
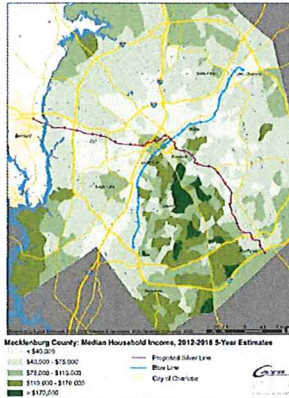
Legend

- Proposed Station Location
- Proposed Streetscape Improvements
- Transit Supportive Development
- Proposed Intersection Improvements
- Potential New Streets
- 1/2-Mile Station Buffer

6

DELIVERABLE: MARKET ASSESSMENT

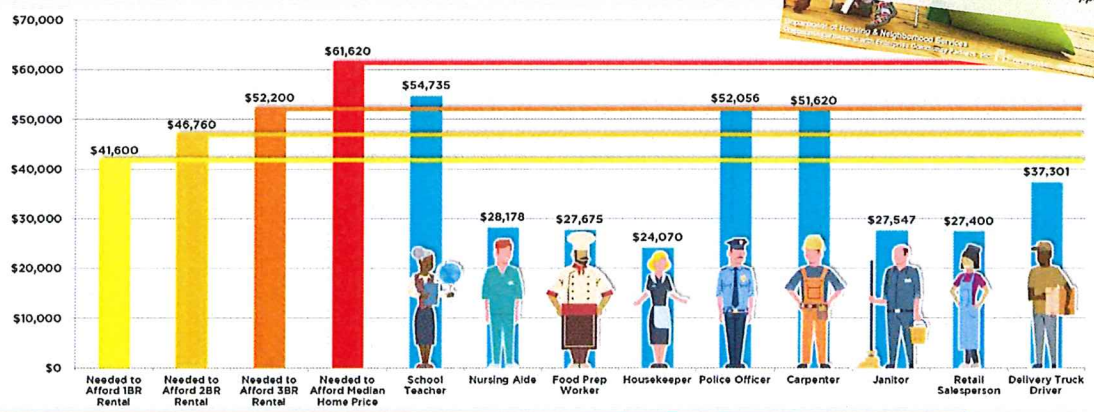
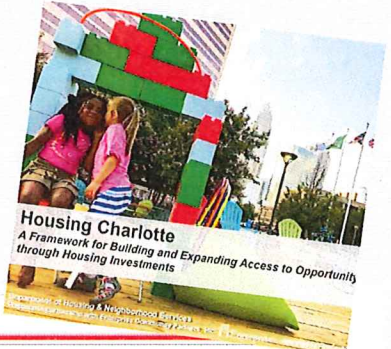
- Assess TOD Market Readiness
- Identify potential catalytic TOD sites/station areas
- Develop corridor preservation strategies



7

DELIVERABLE: AFFORDABLE HOUSING ASSESSMENT

- Corridor Screening for affordable housing opportunities
- Affordable housing and anti-displacement strategies for the corridor
- Detailed Affordable Housing assessment for demonstration station areas



8

RELATIONSHIP TO OTHER PLANS

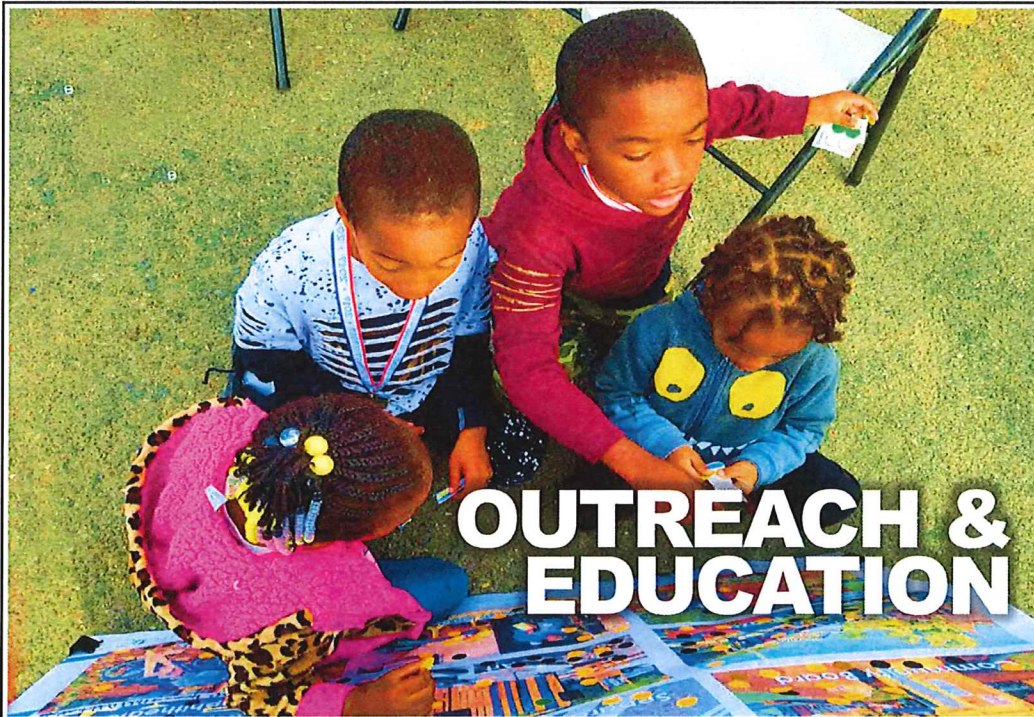
A Comprehensive Plan is overarching policy guidance and connects with other plans for more detailed information.

Goals for Coordination:

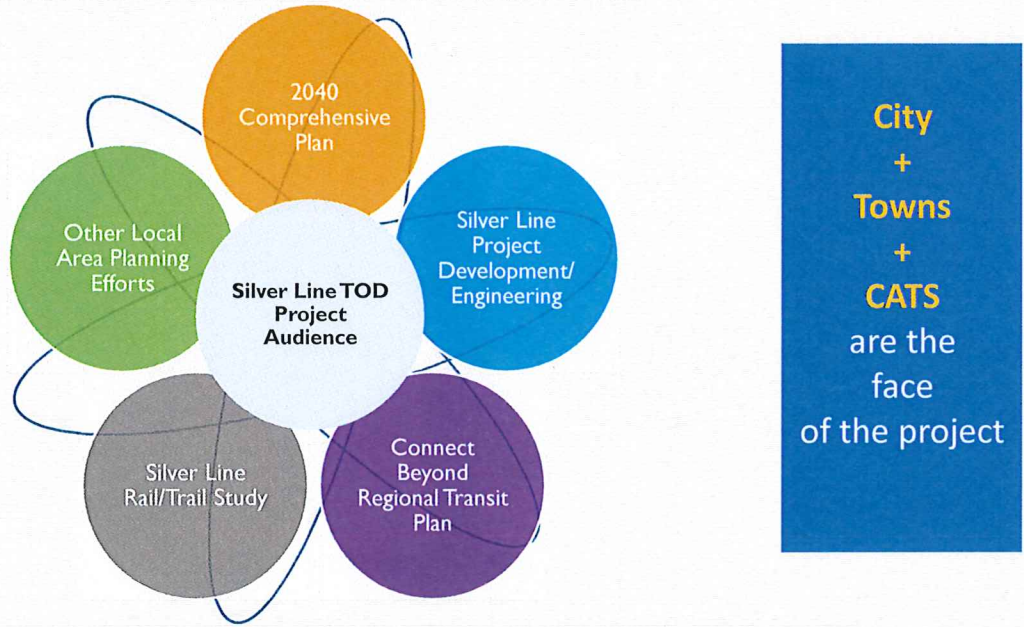
- Leverage community engagement
- Use similar terms
- Seek connections in policies
- Coordinate plan schedules

CURRENT, ONGOING AND PROPOSED PLANS

2030 Transit System Plan	Strategic Energy Action Plan	Water Supply Master Plan	Transportation Action Plan
Station Area Planning	Envision My Ride	Vision Zero Action Plan	Housing Framework
Charlotte Bikes	Unified Development Ordinance	CONNECT Beyond	BEYOND 77
ALL-IN Center City 2040 Vision Plan	University City Vision Plan	Meck Playbook	Tree Canopy Action Plan
Charlotte Moves (Strategic Mobility Plan)	Food Systems Study	Comp. Storm Water Plan	Citywide Jobs Plan

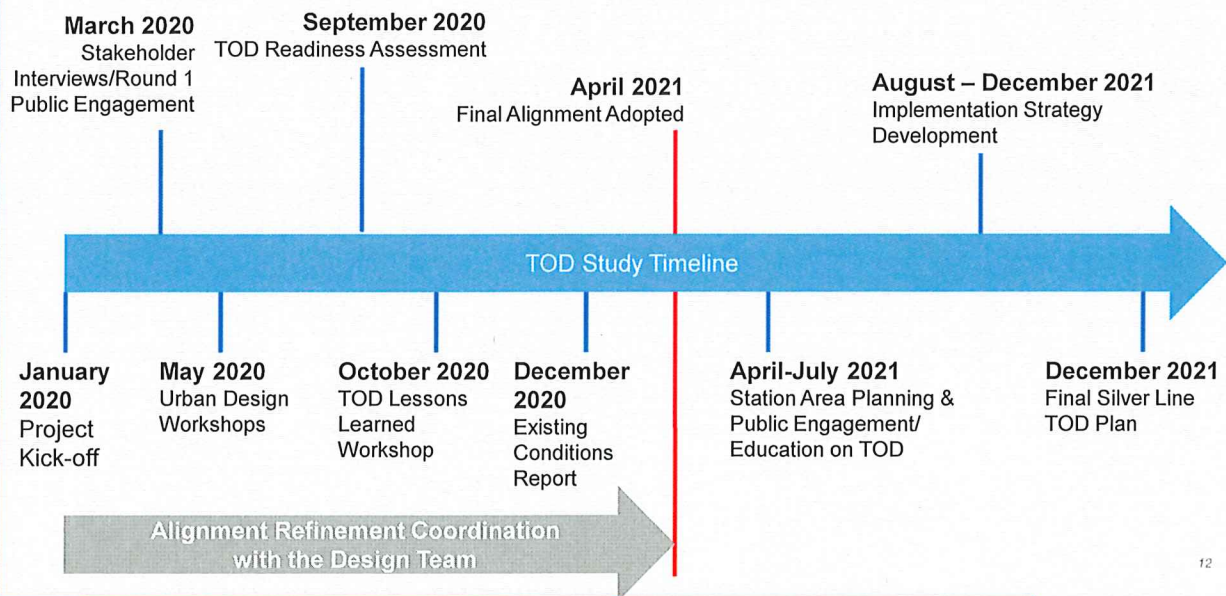


LEVERAGE EXISTING CHANNELS



11

SCHEDULE



12

12

APRIL TO AUGUST 2021



TOD EDUCATION WEBINARS

SETTING THE STAGE FOR TOD IN SMALL AND BIG CITIES

LEVERAGING TRANSIT TO BUILD COMMUNITIES
A Webinar Series on Transit-oriented Development

Learn from our peer communities on how we can take action now to plan and implement transit that supports thriving communities along the Silver Line Corridor.

Transit-oriented development (TOD) occurs in various forms and different contexts. This session will explore how regional partners and stakeholders can work together to leverage transit to meet community goals. Panels will share experiences on how transit can enhance vitality, and preserve the places it most serves. This session will cover TOD policy, regulatory, and planning best practices that can be used to proactively manage change arising from transit and TOD investments. The session will also touch on practical TOD strategies to consider in the post-pandemic realities.

Register to attend this Webinar

MAY 20, 2021, 1:00 TO 2:30 PM EDT

EQUITABLE TOD: BUILDING EQUITY AS PART OF TRANSIT & TOD

LEVERAGING TRANSIT TO BUILD COMMUNITIES
A Webinar Series on Transit-oriented Development

Learn from our peer communities on how we can take action now to plan and implement transit that supports thriving communities along the Silver Line Corridor.

Equitable Transit-oriented Development (ETOD) enables all people regardless of income, race, ethnicity, housing, public health, and strong local businesses can address historical impacts and gaps in also cover practical approaches to overcoming institutional barriers from transit investments. The panel will discuss building, and getting to early ETOD sites.

Register to attend this Webinar

MAY 27, 2021, 1:30 TO 3:00 PM EDT

CHERRY BRADY
TOD Director, Charlotte-Mecklenburg Transportation Planning Board

JAMES LANNING
Director of Planning, City of Atlanta

WYATT GIBSON
Manager, Planning, City of Atlanta

JOHN BROWN
Director of Planning, City of Atlanta

MARK SARGENT
Director of Planning, City of Atlanta

DEBBIE FRANK
Director of Planning, City of Atlanta

MARK ETHRIDGE
Partner, Accenture

MARIE ROBERTS
Executive Director, City of Atlanta

ALEXANDER
Senior Vice President of Development, City of Atlanta

STATION AREA PLANNING WORKSHOP

Day time: team work session @ Charlotte Urban Design Center



15

STATION AREA PLANNING WORKSHOP

Evening: In-person, outdoor, community event, following state health guidelines

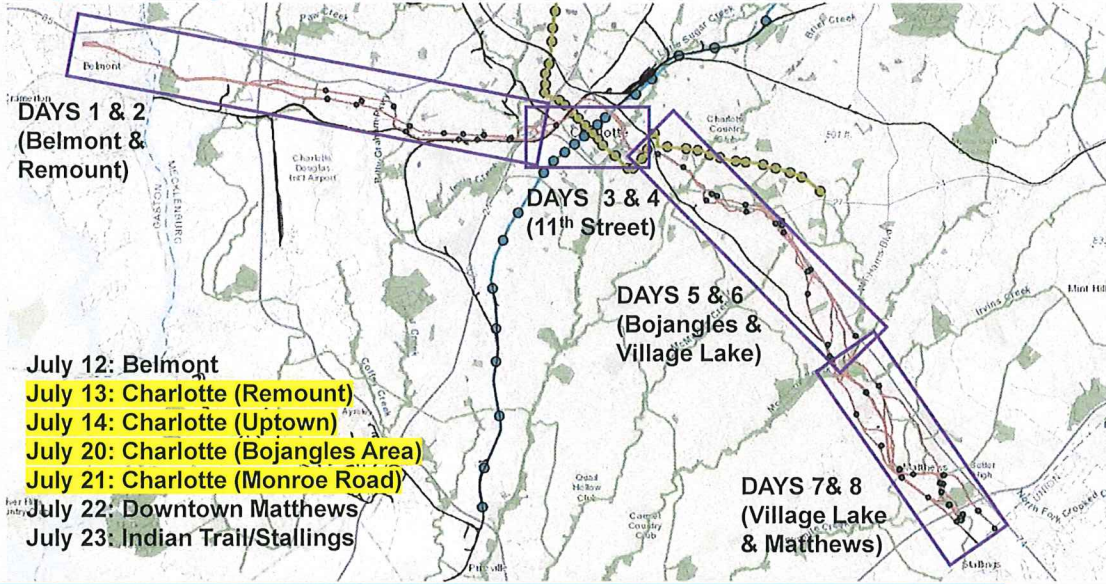


16

16

STATION AREA PLANNING WORKSHOPS

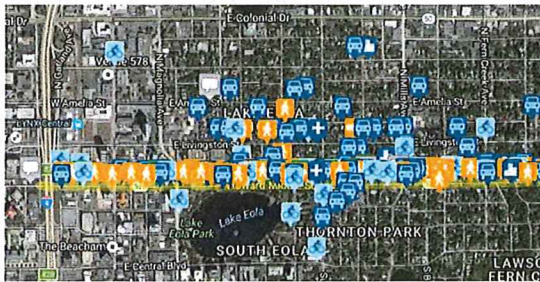
July 12 to July 22



17

TOD WEBSITE

- Utilize existing Silver Line platform
- Launch on June 22 via YouTube/Zoom event
- Online map-based survey



WWW.CLTSSILVERLINE.COM

Robinson Street Corridor Study Survey

CATS Recommendations Include:

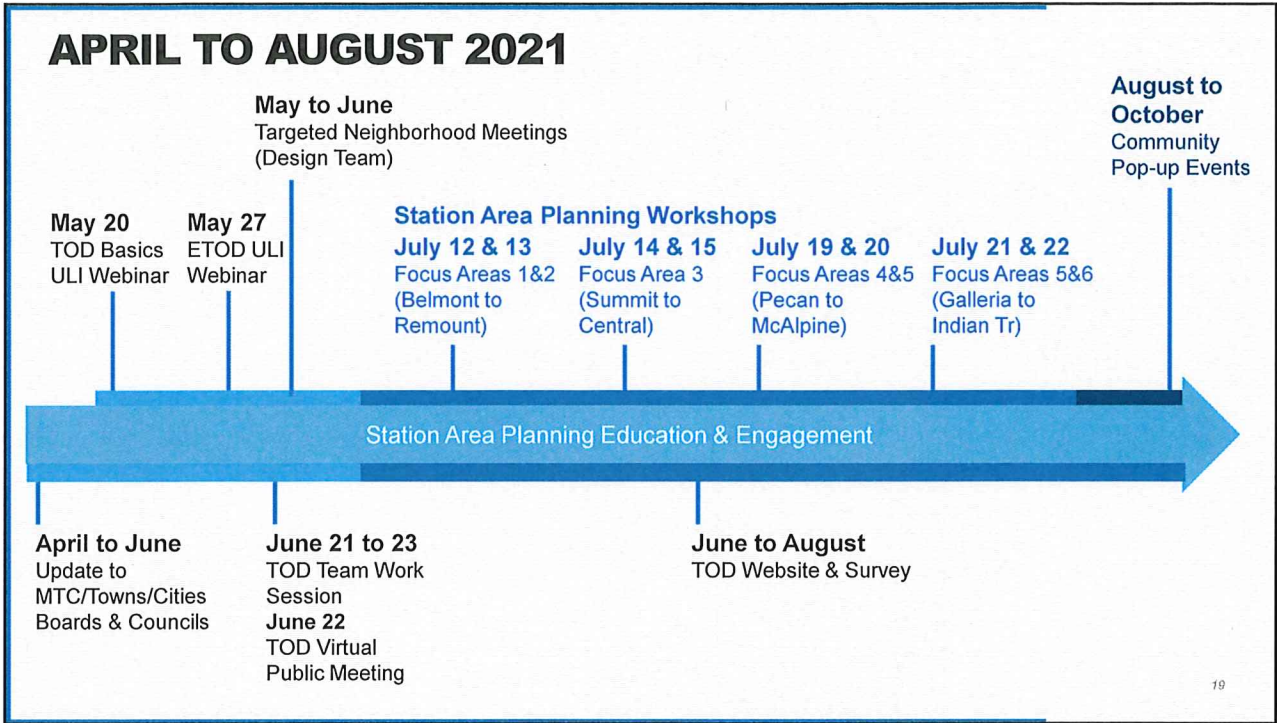
- Changes to the proposed light rail alignment
- Changes to proposed station locations
- Key decision factors

Refining the Alignment

Why do we need to refine the alignment?
 Portions of the LPA were reviewed and analyzed in 2015. The proposed corridor has experienced continued development and growth since then. CATS has updated the Silver Line Planning Work Product as well as taken time to conduct in-depth planning for the Silver Line.

How do we get from the adopted LPA to the refined LPA?
 In 2015, CATS began refining the LPA to reflect the needs and preferences of the community.

18



19



20

SETTING UP FOR IMPLEMENTATION

Products	Purpose	Champions	What it Influences
1. Station Area Plans (land use)			
<ul style="list-style-type: none"> Initial station area boundaries Areawide TOD plans 	<ul style="list-style-type: none"> Define station area boundaries for future regulatory changes Define areas of potential zoning and future land use change to encourage TOD. Call out areas of preservation to protect/preserve NOAH, and properties to target for new affordable housing opportunities. 	Municipal planning and housing departments	<ul style="list-style-type: none"> Future zoning and regulatory changes (for City of Charlotte- Place Type boundaries) Potential NOAH and affordable housing strategies
<ul style="list-style-type: none"> Detailed demonstration plans 	<ul style="list-style-type: none"> Illustrate and test land use scenarios at 7 demonstration station areas 		
2. Station Area Plans- (infrastructure)			
<ul style="list-style-type: none"> List of capital projects 	<ul style="list-style-type: none"> Define potential capital projects within each station area, including level of priority, potential agency lead, unknowns 	CDOT and other municipal public works/ transportation departments	<ul style="list-style-type: none"> Capital improvement programs for cities and NCDOT
<ul style="list-style-type: none"> Network plan 	<ul style="list-style-type: none"> Illustrate potential roadway infrastructure needs on all station areas 		
3. Affordable Housing Strategies*			
	<ul style="list-style-type: none"> Outline strategies for creating new, preserving and enhancing existing affordable housing. 	Charlotte HNS and other municipal planning and housing departments	<ul style="list-style-type: none"> Affordable housing programs including preservation, anti-displacement, and creation of new housing stock

21

SETTING UP FOR IMPLEMENTATION

Products	Purpose	Champions	What it Influences
4. TOD Readiness & Market Study			
	<ul style="list-style-type: none"> Assess station market conditions and timing for potential TOD. Outline potential strategies local governments could take to enhance TOD potential. 	Charlotte Economic Development and Planning departments and other municipal planning departments	Economic Development policies and programs
5. Regulatory White Paper			
	<ul style="list-style-type: none"> Outline industry best practices related to TOD policies and regulatory tools Assessment of conditions of policies for non-Charlotte municipalities 	Municipal planning departments	Municipal policies and regulatory changes
6. Station Typology Manual			
	<ul style="list-style-type: none"> Outline station typology and relationships to other existing policy framework and CATS guidance 	CATS, Charlotte Urban Design Center, and other municipal planning departments	Municipal policies and regulatory changes, CATS Design Criteria, City of Charlotte Urban Design Framework
7. Urban Design Framework			
	<ul style="list-style-type: none"> Outline treatments of elements in station areas and along LRT alignments based on character districts 	CATS, Charlotte Urban Design Center, and other municipal planning departments	Municipal policies and regulatory changes, CATS Design Criteria

22

22

**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
STAFF SUMMARY**

SUBJECT: CONNECT Beyond Status Update

DATE: May 26, 2021

- 1.0 PURPOSE/SCOPE:** CATS and Centralina have prepared information to update the MTC on the progress of the CONNECT Beyond regional transit study. Detail will be provided on the following key tasks; High Capacity Transit Corridors, Integrated Bus Service Strategies, Transportation Demand Management and Implementation Strategies.
- 2.0 BACKGROUND/JUSTIFICATION:** CONNECT Beyond is a two-state, 12 county regional mobility initiative conducted by the Centralina Regional Council and the Metropolitan Transportation Commission. With the collaboration of municipal and county governments, regional planning organizations, and various transit agencies, the aim is to create a long-term strategic regional transit plan that will include a transit vision along with implementation strategies that project partners can use to guide their individual planning efforts and capital investment projects.

Project Goals

- Define a single, coordinated transit vision for the project study area that includes multiple transit modes.
- Identify high capacity transit corridors that build upon and complement the Charlotte Area Transit System 2030 Plan and other regional and local transportation plans.
- Strategize on key topics and methods for regional coordination that cross modes of transit as well as organizational and geographic boundaries.
- Develop action-oriented implementation strategies that support:
 - Improved mobility and access.
 - Effective, regionally coordinated transit investments.
 - Coordinated and resilient transit operations to meet the needs of a growing and changing region.
 - Environmentally sustainable investments and policies.
 - Advancement of equitable and community-driven improvements

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: N/A

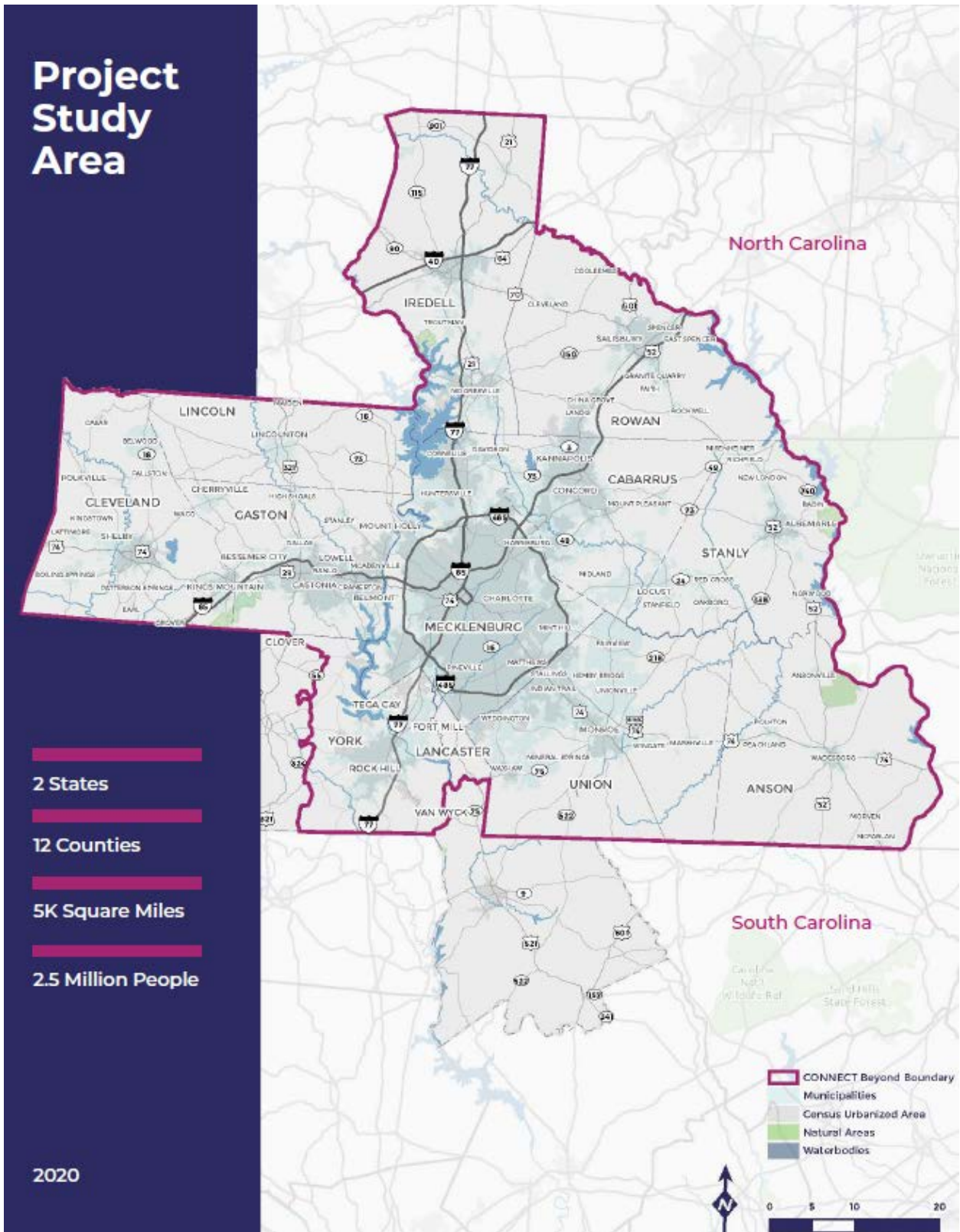
8.0 **ATTACHMENT(S):**
(A) CONNECT Beyond Study Area Map

SUBMITTED AND RECOMMENDED BY:



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

Attachment A CONNECT Beyond Study Area Map





**CONNECT
Beyond**
A Regional Mobility Initiative



May 26, 2021

Metropolitan Transit Commission Briefing

1

CONNECT Beyond Origin and Partnerships



Vibrant Communities – Robust Region



**CONNECT
Beyond**
A Regional Mobility Initiative



CENTRALINA
REGIONAL COUNCIL



SCDOT



CRTPO
Charlotte Regional Transportation Planning Organization

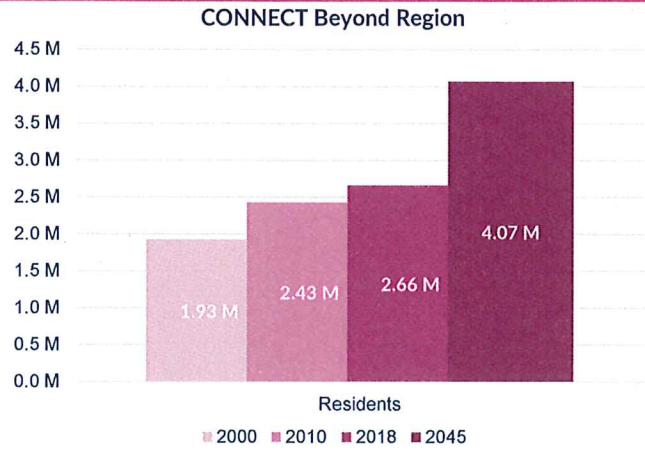
GASTON-CLEVELAND-LINCOLN
MPO
Metropolitan Planning Organization

REATS
Rock Hill-Fort Mill Area Transportation Study

2



Why Mobility Matters

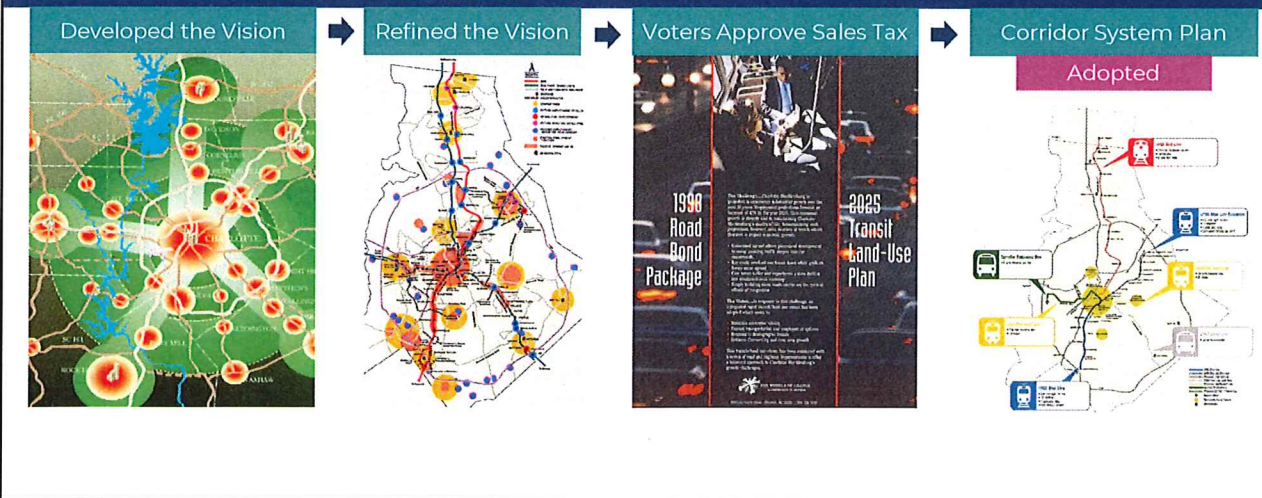


Source: Metrolina Regional Model (MRM2001, Working Version, Aug 8, 2020)
 Source: NC Statewide Travel Model (NCSTM, Version 3.0)

3

It Starts with a Vision

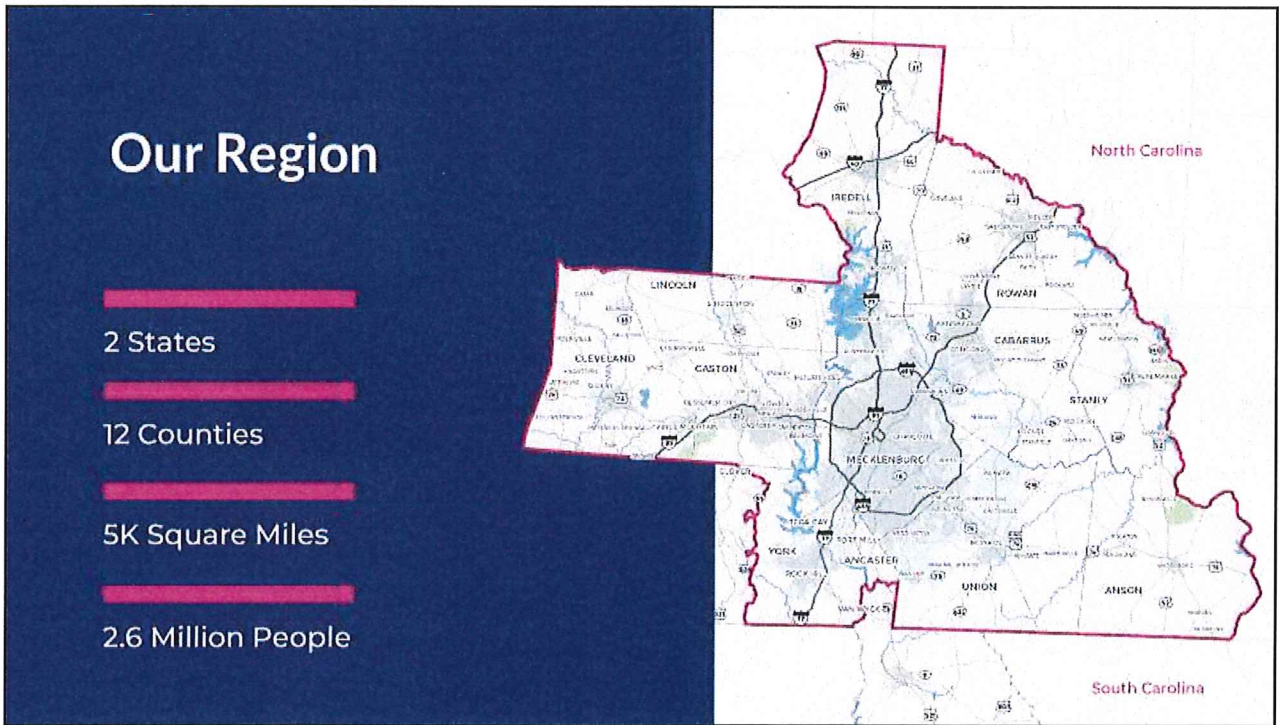
And we have seen locally what works and what doesn't...



4



5



6



7



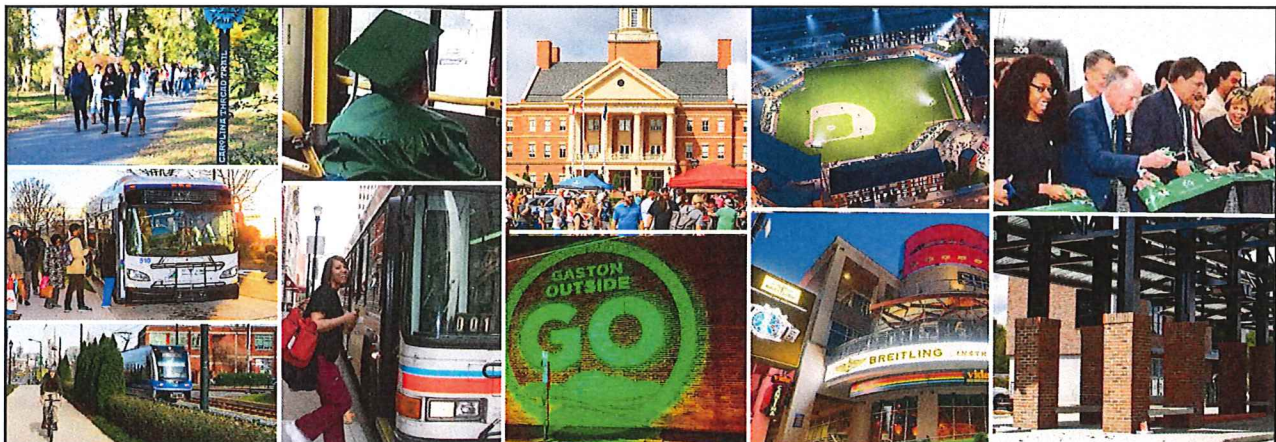
8

CONNECT Beyond will...

- **Define** a transit vision
- **Identify** corridors and complement plans and infrastructure
- **Strategize** coordination opportunities
- **Develop** implementation tools



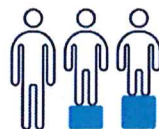
9



Creating
Mobility Choice



Preparing for
Future Growth



Advancing
Equity



Aligning Plans
and Local Visions



Planning for
Implementation

10

Time & Money

← Outbound Trip = 3 Hours, 59 Minutes

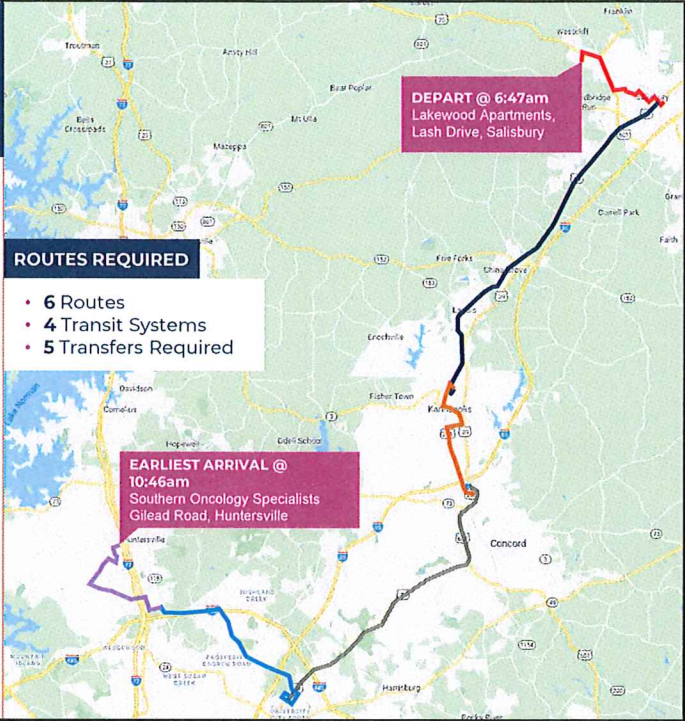
To get back, **depart no later than 1:57pm** from Southern Oncology (allows 3 hours, 11 minutes onsite)



CAR
40-60 Minutes each way



UBER
Est. \$74.14 Roundtrip



11

Time & Money

← Outbound Trip = 3 Hours, 59 Minutes

To get back, **depart no later than 1:57pm** from Southern Oncology (allows 3 hours, 11 minutes onsite)

→ Return Trip = 4 Hours, 20 Minutes



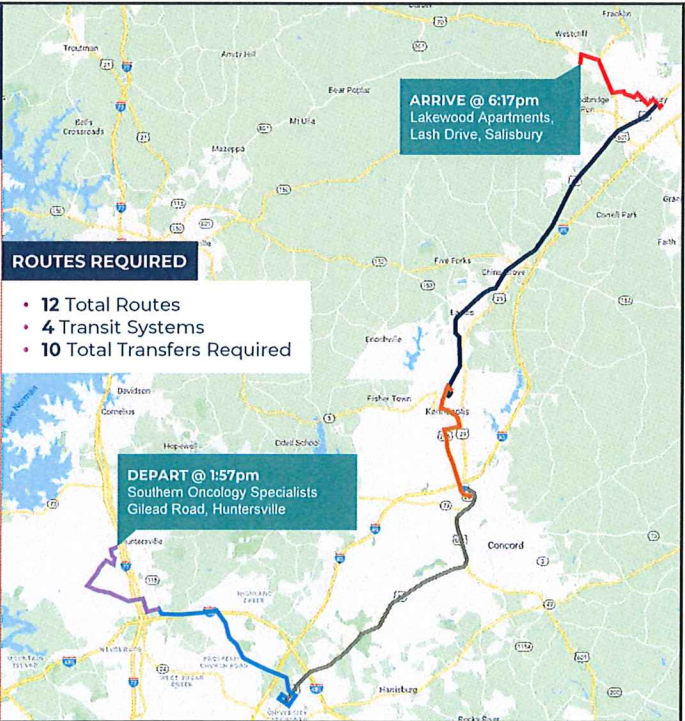
Round Trip Time
8H 19M



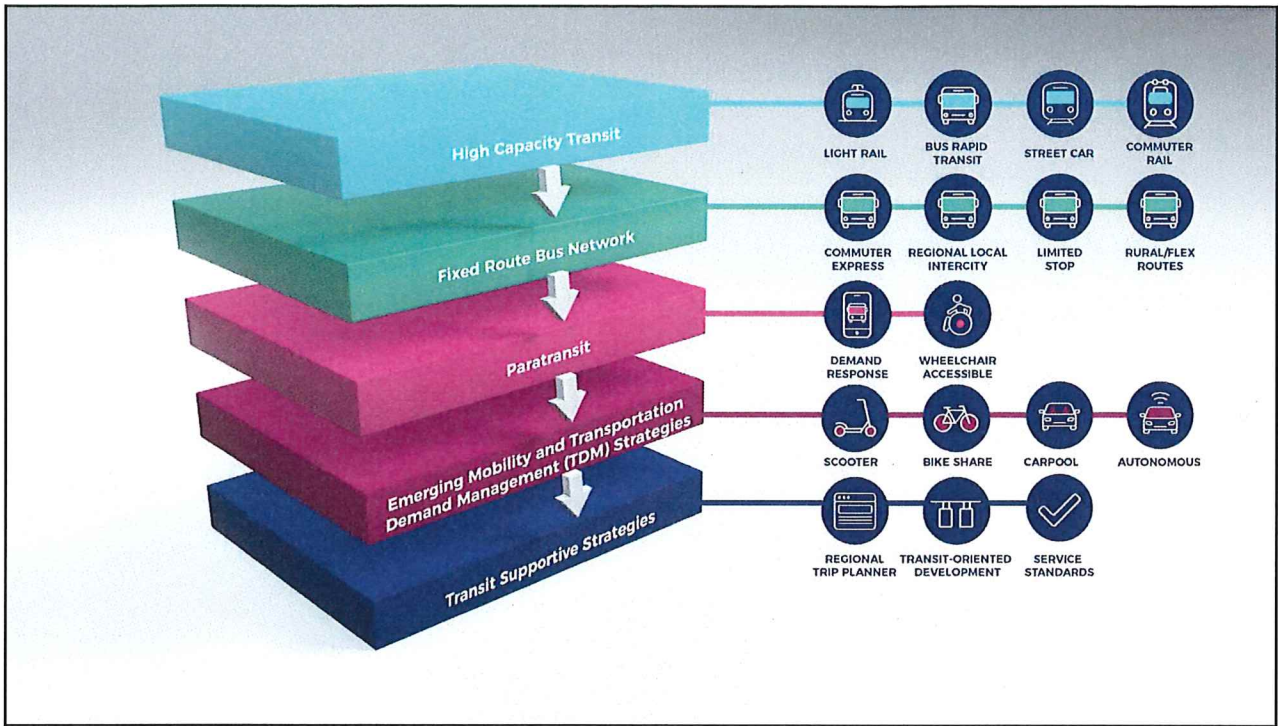
CAR
40-60 Minutes each way



UBER
Est. \$74.14 Roundtrip



12



13

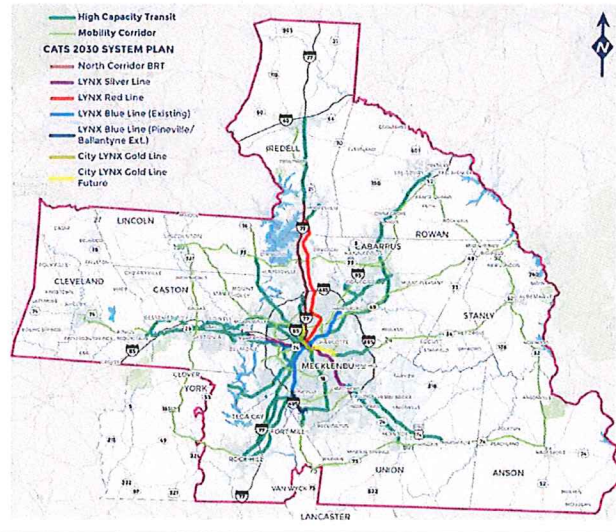
High-Capacity Transit & Emerging Mobility Corridors

14

High Capacity Transit & Mobility Corridors

I have a line on the map, now what?

- **Urban and Urbanizing Areas**
- **Vision = Opportunity**
 - Investment
 - Predictability
- **Cross Community Coordination**
 - Land use policy
 - Local mobility connections
 - Partnerships
 - Funding
- **Community Education and Technical Assistance**



15

Building a Better Bus Network

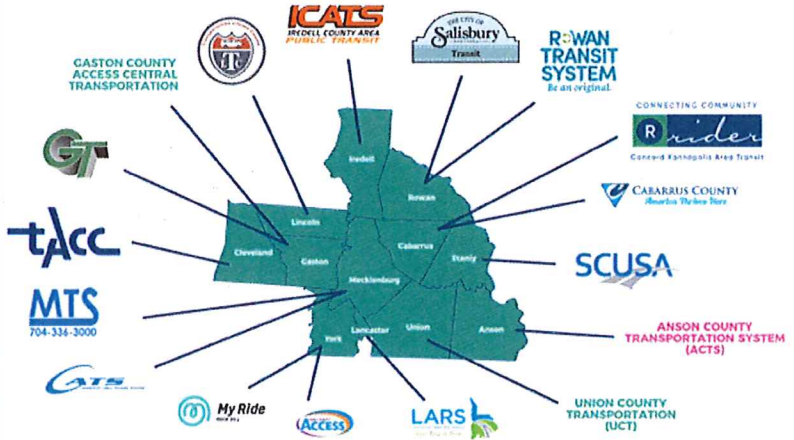
Integrated Bus Service Strategies

16

Transit Services in Our Region

- 2 States
- 12 Counties
- 6 Fixed-Route Providers
- 11 Community Transportation Providers
- 24.4M+ Total Transit Trips – All Agencies (2018)*
- \$200M+ in Total Operating Costs – All Agencies (2018)*

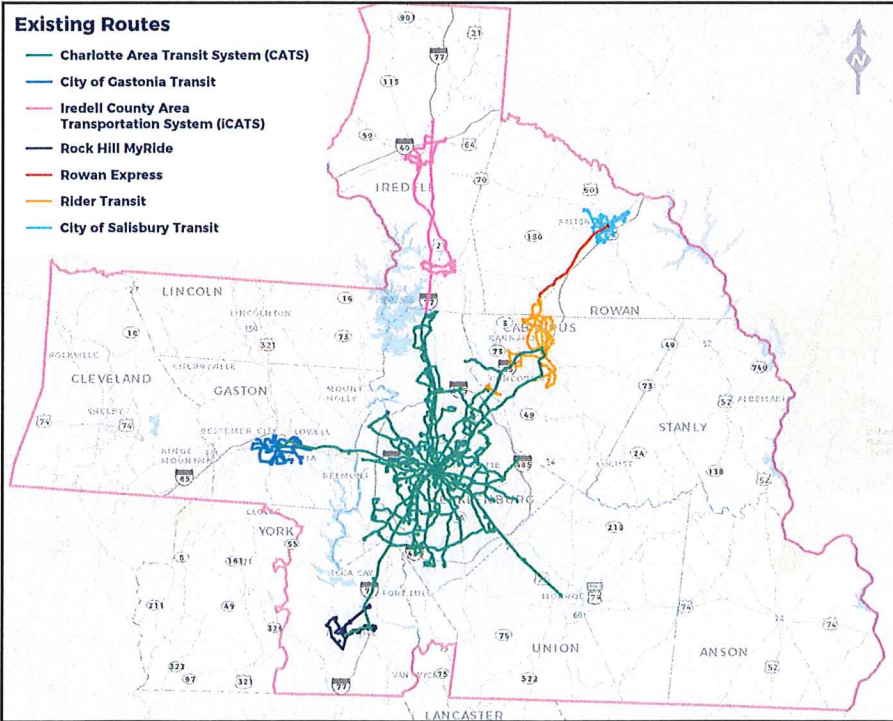
*Note: Does not include Rock Hill My Ride. In FY2020 My Ride had about 200k riders and \$1.76M operating budget



17

Existing Routes

- Charlotte Area Transit System (CATS)
- City of Gastonia Transit
- Iredell County Area Transportation System (ICATS)
- Rock Hill MyRide
- Rowan Express
- Rider Transit
- City of Salisbury Transit



Bus Routes in Our Region

18



Building a Better Bus Network



Policy



Technology



Operational



Financial



Interagency Coordination



Education & Outreach

19



2020-2021 Advisory Committee Meeting Calendar

Evaluate Existing System	Identify High Capacity Transit Corridors		Envision a Total Mobility Network			Develop Implementation Strategies		Final Plan
Purpose, Goals & Vision	Candidate High Capacity Transit Corridors	Recommended High Capacity Transit Corridors	Integrated Bus Service Strategies	Transportation Demand Management & Emerging Mobility Trends	Rural-Urban Connections & Mobility Hubs	Implementation, Partnerships & Transit Supportive Strategies	Draft Recommendations	Final Recommendations
MAY 2020	SEP 2020	JAN 13, 2021	MAR 24, 2021	APR 28, 2021	MAY 26, 2021	JUN 9, 2021	JUL 22, 2021	SEP 29, 2021
Based on your understanding of your community's unique character and needs, help us shape the necessary components of the purpose, goals and vision for CONNECT Beyond.	After careful review of data from across the region we've developed candidate high capacity transit corridors.	Based on all the feedback we received and an initial evaluation of the candidate corridors we have identified the recommended high capacity transit corridors.	Identifying potential service connections, new service in support of high capacity transit, and strategies to benefit the user experience.	Discussion of emerging mobility trends, connecting beyond a fixed route system and an Intro to mobility hubs.	Identifying gaps and bridges for the rural to urban mobility divide. Intro to transit supportive strategies.	Discussion of implementation strategies, funding opportunities and critical partnerships to support our transit vision throughout the region.	Review preliminary and consolidated results and present draft plan.	The final draft plan will outline the vision for the region. It will include action-oriented strategies.
Feedback on purpose, goals & vision	Feedback on candidate corridors	Acceptance of high capacity transit corridors	Feedback on strategic direction	Feedback on strategic direction	Feedback on strategic direction	Feedback on strategic direction	Feedback draft recommendations	Endorsement of final recommendations
Committee Action								www.connect-beyond.com Updated March 2021

20

Regional Funding Options

21



Current and Past Committees/Projects have identified transit funding options

- NC First (Ongoing)
- Beyond 77 (Ongoing)
- Charlotte Moves (2020)
- MTC Transit Funding Working Group (2013)
- Red Line economic studies (2011-14)

22



Funding Options – Some Key Considerations

- Most funding mechanisms, in place across peers have been considered by NC projects/analysis
- Need diversity of funding sources – reliable and sustainable
- Not just capital improvements, need to maintain system forever
- Debt mechanisms need to be secured by revenue

23

Most Funding Options Require Advocacy/Legislation

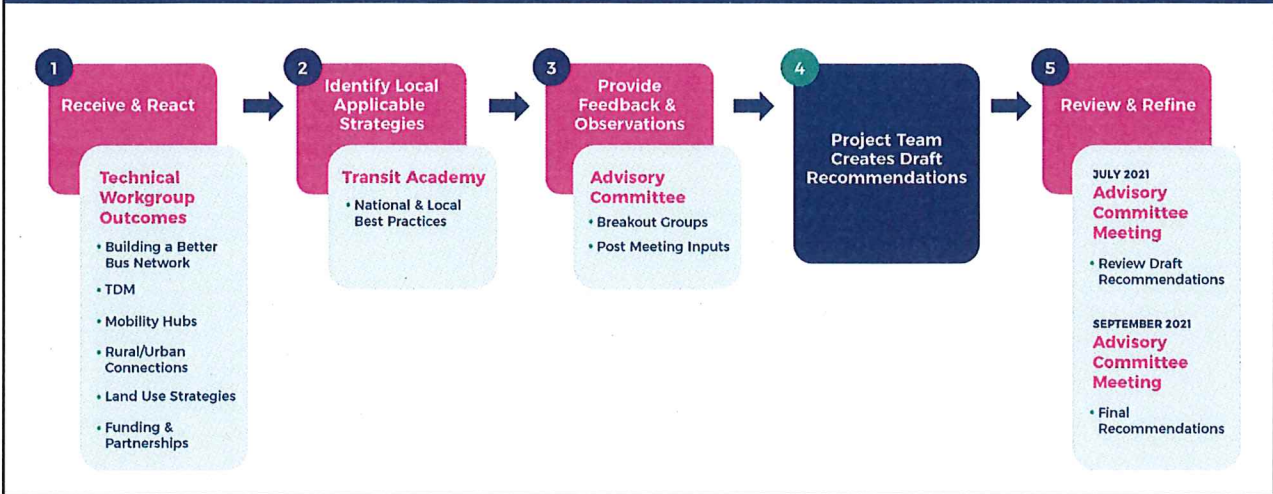
Increasing Need for New Authorization/Legislation

Current State	Public-Private Partnerships (P3)	Innovative Debt Financing	New fees and taxes
<ul style="list-style-type: none"> • Sales tax • Property tax • State funds NCDOT/SCDOT • Federal funds • Grants 	<ul style="list-style-type: none"> • P3 for design and build of infrastructure – still need revenue source • Ad revenue sharing model 	<ul style="list-style-type: none"> • Infrastructure banks or new transit financing districts • Debt needs revenue to secure 	<ul style="list-style-type: none"> • Regional transit sales tax • VMT tax • Vehicle registration fees (ex. on hybrid vehicles)



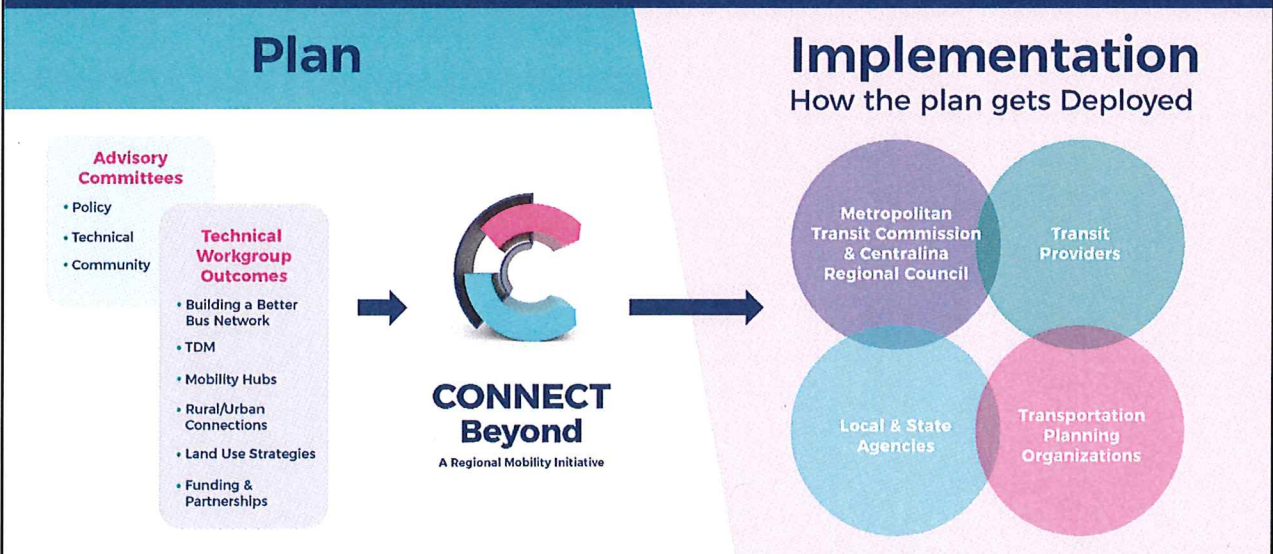
24

Path to Recommendations



25

Endorsement to Implementation



26



“Our city recognizes that regional collaboration is key to our success and that transportation has no borders. The citizens who live in Gastonia seek access to resources from different parts of our region. Therefore, we have to think beyond our jurisdictional lines from urban to rural and everything in between to make our region the best that it can be.”

– Mayor Walker Reid, III, City of Gastonia



“The growth between Concord, Kannapolis and Charlotte has been tremendous. Enhancing connections between the Rider Transit System, CATS, and the rest of the region is just something we have to do for our future economic success.”

– Mayor Bill Dusch, City of Concord

27

Be a CONNECT Beyond Champion

1. Share on Social Media
2. Add Us to Your Website
3. Include Us in Your Newsletter
4. Provide a CONNECT Beyond Update
5. Share Media & Public Speaking Opportunities
6. Identify Participants for a Targeted Listening Session



Share the Employer Transportation Choices Survey with your networks

<https://www.surveymonkey.com/r/JVWCGP2>



connect-beyond.com



contact@connect-beyond.com

28



Thank You

Michelle Nance, mnance@centralina.org

Jason Lawrence, Jason.Lawrence@charlottenc.gov

**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

SUBJECT: NCDOT State Funding: Public Transportation Program DATE: May 26, 2021

1.0 ACTION:

The Charlotte Area Transit System request permission to apply for Public Transportation Program funding, enter into agreements with the North Carolina Department of Transportation, provide the necessary assurances and the required local match.

MTC Action is included in the attached Resolution.

2.0 BACKGROUND:

NCDOT provides funding to support Sections 5311-Formula Grants for Rural Areas, 5310-Enhanced Mobility of Seniors & Individuals with Disabilities Grants, 5339-Bus & Bus Facilities Grants, 5307-Urbanized Area Formula Grants and applicable State funding, or combination thereof. The purpose of the funding is to provide grant monies for Administrative, Operating, Planning, or Capital funds and will have different percentages of federal, state, and local share funds.

The NCDOT - Integrated Mobility Division offers funding matches to Federal Fund sources 5307 and 5339 for Federal and Local funded NC Urban Transit Projects. CATS' eligible Urban Transit Projects include the purchase of replacement transit vehicles. The IMD also provides funding to support the outreach and management of Transportation Demand Management activities in Mecklenburg and surrounding counties.

3.0 POLICY IMPACT: N/A

4.0 ECONOMIC IMPACT:

This funding provides 10% of the Urban Match funding for transit vehicle purchases and 50% of the funding of Transportation Demand Management activities.

5.0 RECOMMENDATION:

Approve the resolution to give authorization to the Charlotte Area Transit System to be able to submit grant application(s) for federal and state funding in response to NCDOT's calls for projects, make the necessary assurances and certifications and be empowered to enter into agreements with the NCDOT to provide urban public transportation services.

6.0 ATTACHMENT(S): NCDOT TDM Resolution

SUBMITTED AND RECOMMENDED BY:



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

PUBLIC TRANSPORTATION PROGRAM RESOLUTION

FY 2022 RESOLUTION

Section 5311 (including ADTAP), 5310, 5339, 5307 and applicable State funding, or combination thereof.

Applicant seeking permission to apply for Public Transportation Program funding, enter into agreement with the North Carolina Department of Transportation, provide the necessary assurances and the required local match.

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

WHEREAS, Article 2B of Chapter 136 of the North Carolina General Statutes and the Governor of North Carolina have designated the North Carolina Department of Transportation (NCDOT) as the agency responsible for administering federal and state public transportation funds; and

WHEREAS, the North Carolina Department of Transportation will apply for a grant from the US Department of Transportation, Federal Transit Administration and receives funds from the North Carolina General Assembly to provide assistance for rural public transportation projects; and

WHEREAS, the purpose of these transportation funds is to provide grant monies to local agencies for the provision of rural, small urban, and urban public transportation services consistent with the policy requirements of each funding source for planning, community and agency involvement, service design, service alternatives, training and conference participation, reporting and other requirements (drug and alcohol testing policy and program, disadvantaged business enterprise program, and fully allocated costs analysis); and

WHEREAS, the funds applied for may be Administrative, Operating, Planning, or Capital funds and will have different percentages of federal, state, and local funds.

WHEREAS, non-Community Transportation applicants may apply for funding for "purchase-of-service" projects under the Capital budget Section 5310 program.

WHEREAS, Charlotte Area Transit System hereby assures and certifies that it will provide the required local matching funds; that its staff has the technical capacity to implement and manage the project(s), prepare required reports, obtain required training, attend meetings and conferences; and agrees to comply with the federal and state statutes, regulations, executive orders, Section 5333 (b) Warranty, and all administrative requirements related to the applications made to and grants received from the Federal Transit Administration, as well as the provisions of Section 1001 of Title 18, U. S. C.

WHEREAS, the applicant has or will provide all annual certifications and assurances to the State of North Carolina required for the project;

NOW, THEREFORE, be it resolved that the Chief Executive Officer of the Charlotte Area Transit System is hereby authorized to submit grant application (s) for federal and state funding in response to NCDOT's calls for projects, make the necessary assurances and certifications and be empowered to enter into an agreement with the NCDOT to provide rural, small urban, and urban public transportation services.

I, Mayor Vi Lyles (City of Charlotte), 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 the 26th day of May, 2021.

Vi Lyles
Signature of Certifying Official

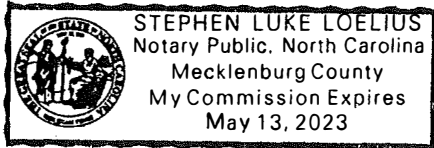
***Note that the authorized official, certifying official, and notary public should be three separate individuals.**

Seal Subscribed and sworn to me (date) 6/1/21
Stephan Loelius
Notary Public *

Stephan Loelius
Printed Name and Address

My commission expires (date) May 13, 2023

Affix Notary Seal Here



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

Mode / Service	Percent			YTD	YTD	Percent Increase/Decrease	Avg Daily Ridership per Month		
	Apr-21	Apr-20	Increase/Decrease	FY 2021	FY 2020		WeekDay	Saturday	Sunday
Local									
BOD Local	458,903	376,593	21.9 %	4,621,375	8,533,657	-45.8 %	17,966	11,542	7,099
Subtotal	458,903	376,593	21.9 %	4,621,375	8,533,657	-45.8 %	17,966	11,542	7,099
Local Express									
Arboretum Express	-	-	n/a	-	40,157	n/a	-	-	-
Harrisburg Road Express	315	260	21.2 %	2,898	20,274	-85.7 %	15	-	-
Northcross Express	177	64	176.6 %	2,481	73,349	-96.6 %	8	-	-
Idlewild Road Express	166	109	52.3 %	2,823	17,363	-83.7 %	8	-	-
Independence Blvd Express	162	72	125.0 %	1,243	35,703	-96.5 %	8	-	-
Lawyers Road Express	308	204	51.0 %	3,001	22,713	-86.8 %	15	-	-
Matthews Express	-	-	n/a	-	32,175	n/a	-	-	-
Mountain Island Express	-	-	n/a	-	11,376	n/a	-	-	-
Northlake Express	280	59	374.6 %	2,220	51,606	-95.7 %	13	-	-
North Mecklenburg Express	268	60	346.7 %	2,201	97,422	-97.7 %	13	-	-
Huntersville Express	460	123	274.0 %	3,600	13,981	-74.3 %	22	-	-
Rea Road Express	246	91	170.3 %	2,776	27,965	-90.1 %	12	-	-
Steele Creek Express	-	-	n/a	-	11,489	n/a	-	-	-
Huntersville Greenhouse Express	176	147	19.7 %	1,290	3,726	-65.4 %	8	-	-
Subtotal	2,558	1,189	115.1 %	24,533	459,299	-94.7 %	122	-	-
Regional Express									
Gastonia Express	417	305	36.7 %	5,058	32,561	-84.5 %	20	-	-
Rock Hill Express	263	55	378.2 %	2,478	25,320	-90.2 %	13	-	-
Union County Express	188	90	108.9 %	2,226	20,364	-89.1 %	9	-	-
Subtotal	868	450	92.9 %	9,762	78,245	-87.5 %	42	-	-
Community Circulator									
Neighborhood Shuttles	13,401	11,491	16.6 %	145,190	290,629	-50.0 %	528	375	162
Eastland Neighborhood Shuttle	7,884	6,708	17.5 %	83,163	145,840	-43.0 %	293	222	169
Pineville-Matthews Road	1,413	884	59.8 %	14,175	29,449	-51.9 %	60	37	-
Village Rider	3,418	2,722	25.6 %	35,475	63,918	-44.5 %	132	100	52
Subtotal	26,116	21,805	19.8 %	278,003	529,836	-47.5 %	1,013	734	383
Human Services Transportation									
Special Transportation Services	12,957	6,092	112.7 %	115,507	189,720	-39.1 %	524	221	135
DSS	77	-	n/a	691	2,451	-71.8 %	4	-	-
Subtotal	13,034	6,092	114.0 %	116,198	192,171	-39.5 %	528	221	135
Rideshare Services									
Vanpool	2,174	4,025	-46.0 %	30,315	102,623	-70.5 %	99	-	-
Subtotal	2,174	4,025	-46.0 %	30,315	102,623	-70.5 %	99	-	-



**Metropolitan Transit Commission
Charlotte Area Transit System Ridership Report**

Apr-21

Mode / Service	Percent			YTD		Percent Increase/Decrease	Avg Daily Ridership per Month		
	Apr-21	Apr-20	Increase/Decrease	FY 2021	FY 2020		WeekDay	Saturday	Sunday
Rail									
LYNX Blue Line	217,888	183,786	18.6 %	2,118,363	6,840,368	-69.0 %	7,432	7,469	6,127
Subtotal	217,888	183,786	18.6 %	2,118,363	6,840,368	-69.0 %	7,432	7,469	6,127
Total	721,541	593,940	21.5 %	7,198,549	16,736,199	-57.0 %	27,202	19,966	13,744



April | CATS Sales Tax Report FY2021

February Receipts

Sales Tax Collections and Distribution – February 2021

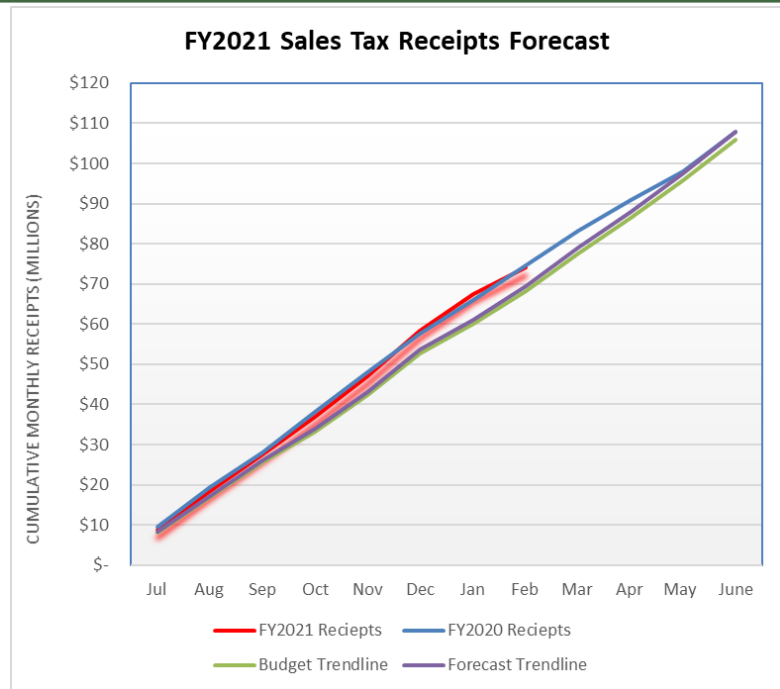
- The February 2021 receipts of \$6,785,996 were -\$1,310,537 (-16.19%) below budget target for the month
- The February 2021 receipts were -\$1,460,299 (-17.71%) below forecast for the month.
- The February 2021 receipts were -\$1,820,551 (-21.2%) below February of 2020

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
- FY2021 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 February 28th, 2021
- Published by NC Secretary of Revenue on 5/12/2021 with actual receipts through February 2021
- 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 Actuals	Feb 21 Actuals	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	\$ 3,687,892	\$ 2,739,644	\$ 3,918,905	\$ 3,596,897	\$ -	\$ 37,566,897
Cornelius	1.46%	32,144	1.5%	130,199	138,159	134,921	135,982	149,674	171,273	137,206	101,927	145,800	133,820	-	1,378,962
Davidson	0.61%	13,261	0.6%	54,648	57,989	56,630	57,075	61,748	70,659	56,604	42,050	60,150	55,207	-	572,761
Huntersville	2.76%	62,528	2.9%	245,976	261,015	254,898	256,902	291,154	333,169	266,899	198,272	283,618	260,313	-	2,652,215
Matthews	1.51%	31,071	1.5%	134,304	142,516	139,176	140,270	144,678	165,556	132,626	98,524	140,933	129,353	-	1,367,936
Mint Hill	1.29%	27,692	1.3%	115,516	122,579	119,706	120,647	128,944	147,552	118,202	87,810	125,607	115,286	-	1,201,849
Pineville	0.43%	9,533	0.4%	38,598	40,958	39,998	40,313	44,389	50,795	40,691	30,229	43,240	39,687	-	408,899
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	4,694,652	3,487,541	4,988,730	4,578,817	-	47,706,652
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	\$ 9,134,772	\$ 6,785,996	\$ 9,706,983	\$ 8,909,381		\$ 92,856,171

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%	63.6%	70.1%	79.2%	87.6%			87.6%

YTD Budget Variance \$ 86,446,080
\$ 6,410,091

Prior Year Sales Tax Receipts: FY2017 – FY2021

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

