



Metropolitan Transit Commission



September 22, 2021

METROPOLITAN TRANSIT COMMISSION

Wednesday, September 22, 2021

5:30pm

Charlotte-Mecklenburg Government Center

WebEx

AGENDA

- I. Call to Order Mayor Vi Lyles
 - Attendance (Roll Call)
- II. Approval of the August 11, 2021 Summary (p.5-6)..... 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
 - CityLYNX Gold Line Fare Equity (p.8-28)..... Arlanda Rouse
 - Huntersville Bus Stop Amenities (p.30-35)..... Jason Lawrence
 - Regional Express Services (p.37-44)..... Jason Lawrence
 - CONNECT Beyond Draft Recommendations (p.46-67) MNance/JLawrence
- VII. Action Items
 - LYNX Silver Line Corridor Property Acquisition (p.69-74)..... Kelly Goforth
- VIII. MTC Commissioners' Business Mayor Vi Lyles
- IX. Chief Executive Officer's Report (p.76-83) John Lewis, Jr
- X. Adjourn

**METROPOLITAN TRANSIT COMMISSION
MEETING SUMMARY
August 11, 2021
(Approved on September 22, 2021)**

Presiding: Mayor Vi Lyles, City of Charlotte

Present:

Taiwo Jaiyeoba (Assistant City Manager, Charlotte)	Brian Welch (Town Manager, Mint Hill)
Mayor Woody Washam (Town of Cornelius)	Mayor Jack Edwards (Town of Pineville)
Andrew Grant (Town Manager, Cornelius)	Randy Hemann (Town Manager, Mooresville)
Mayor Rusty Knox (Town of Davidson)	Mayor Walker Reid III (City of Gastonia)
Jamie Justice (Town Manager, Davidson)	Mayor Pro-Tem Marion Holloway (City of Monroe)
Mayor John Aneralla (Town of Huntersville)	Brian Borne (City Manager, Monroe)
Mayor John Higdon (Town of Matthews)	Mayor William Dusch (City of Concord)

CATS Chief Executive Officer: John Lewis, Jr

I. Call to Order

A Special 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 June 23, 2021 was approved.

III. Transit Services Advisory Committee (TSAC) Chairman's Report – No Report

IV. Citizens Transit Advisory Group (CTAG) Chairman's Report – No Report

V. Public Comments - None

VI. Informational Item - None

VII. Action Items

2021 MTC August Meeting Schedule

Mayor Vi Lyles

Mayor Vi Lyles – MTC Chairwoman – Presented the option to cancel the MTC August 25th, Meeting, based on page 12 in the MTC Agenda packet for August 11th, 2021 meeting.

Resolution: A motion to cancel August 25th, 2021 MTC meeting was made by **Town Manager Brian Welch (Town of Mint Hill)**; seconded by **Mayor Rusty Know (Town of Davidson)**. Motion carried unanimously.

VIII. MTC Commissioners' Business - None

IX. Chief Executive Officer's Report – No Report

X. Other Business – None

XI. Adjourn

The meeting was adjourned at 5:40 p.m. by Mayor Vi Lyles – MTC Chairwoman (City of Charlotte).

NEXT MTC MEETING: WEDNESDAY, SEPTEMBER 22ND, 2021, STARTS AT 5:30 P.M.

**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
STAFF SUMMARY**

SUBJECT: Fare Equity Analysis City LYNX Gold Line

DATE: September 22, 2021

1.0 PURPOSE/SCOPE: Presentation on the process, observations, comments and conclusions of the fare equity analysis for the CityLYNX Goldline. The MTC vote on the analysis is scheduled for the October 2021 MTC meeting.

2.0 BACKGROUND/JUSTIFICATION: As a recipient of federal funding CATS/City of Charlotte must conduct a fare equity analysis whenever a change in fares is due to occur. The CityLYNX Gold Line Connector previously operated within the streetcar corridor as a free service, and the current proposal is to begin a fare service in January 2022. The purpose of the analysis is to find and address any negative impacts that disproportionately affect minority and low-income residents and riders, as a result of the change to fares on the streetcar. This is a requirement of recipients of FTA funding and in support of Title VI of the Civil Rights Act of 1964, and with guidance of FTA Circular 4702.1B.

Public Outreach: The following notifications and outreach were performed.

- CATS website: Ridetransit.org (English and Spanish) July 14,2021
- Electronic Rider Alert (Notify Me): July 14, Sept 13, 16, & 21, 2021
- Charlotte Observer & Rock Hill Herald: July 16 & Aug 16, 2021
- Charlotte Post: July 15 & August 19, 2021
- LaNoticia: July 14 & 21, 2021
- Gaston Gazette July 15 & Aug 19, 2021

3.0 RECOMMENDATION: The analysis found that the economic burden of the fare increase on passengers along the corridor does not affect minorities or low-income passengers in a manner disproportionate to other populations. The MTC should approve the analysis as the project expands services and amenities largely operating to the benefit of all riders.

Impacts: The analysis found no disproportionate burden, and only a potential impact on colleges and university students along the corridor.

- The three colleges and universities along the corridor have minority populations ranging from 66% to 98%
- More passenger seating and standing space on vehicles
- Expanded hours during the day weekends

4.0 **ATTACHMENT**: CityLYNX Gold Line Title VI Fare Equity Analysis July 14, 2021

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

Charlotte Area Transit System



Fare Equity Analysis

July 14, 2021

Table of Contents

1.0	Introduction	3
2.0	Service Area/ Hours/ Frequency	3
	Map 1: Map of CityLYNX Gold Line Service Area	3
3.0	Definitions	4
4.0	Mecklenburg County Demographics.....	5
5.0	Charlotte Area Transit System Demographics	6
	Table 3: C.A.T.S. Service Area Demographics	6
	Table 4: Colleges and Universities Demographics CityLYNX Gold Line.....	6
6.0	C.A.T.S. Fare Structure	7
	Table 6: C.A.T.S. Transfer Fare	7
7.0	Public Involvement.....	7
8.0	Customer and Financial Analysis.....	8
	Table 7: Fare Usage by Racial Demographics.....	9
	Table 8: COVID-19 Ridership Changes Across Modes.....	9
	Table 9: Full Year of Gold Line Service at Local Fare of \$2.20:.....	9
	Table 10: Allocation of Fare Products	10
9.0	New Service.....	10
10.0	Modification Recommendation	10
11.0	Impact of No Service	11
12.0	C.A.T.S. Existing Assistance to Minority and Low-Income Patrons.....	11

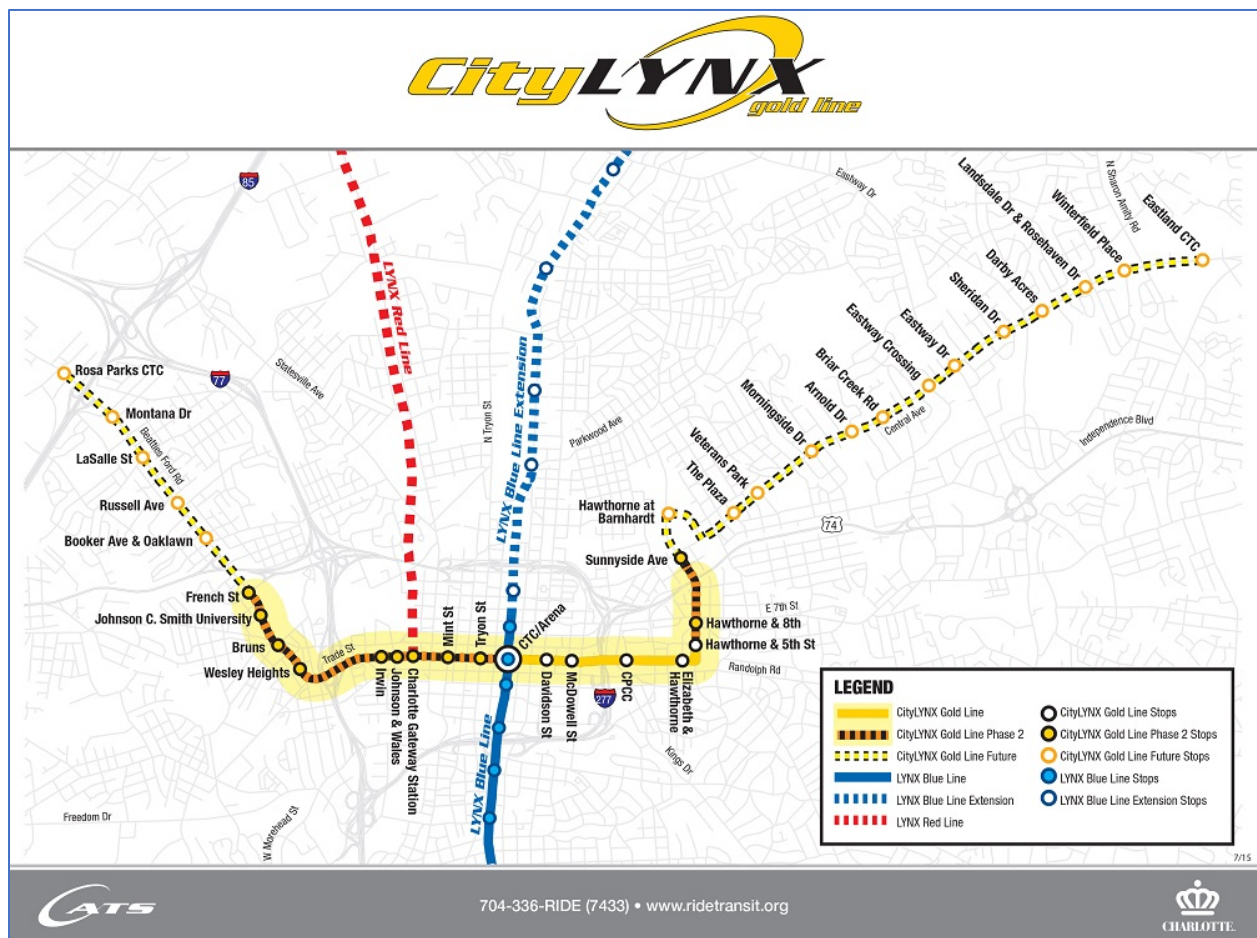
1.0 Introduction

The purpose of this document is to analyze the fare structure of the C.A.T.S. CityLYNX Gold Line Streetcar service. The CityLYNX Gold Line Connector, a supplemental bus service that previously operated within the completed Phase 1 of the streetcar corridor before the expansion, was a free service. The current proposal is to begin a regular fare service on the CityLYNX Gold Line after revenue service begins. The fare service is estimated to begin in the month of October 2021.

2.0 Service Area/ Hours/ Frequency

The CityLYNX Gold Line is a 4.0-mile streetcar system traveling through Center City Charlotte (see **Map 1** below), serving 17 stops that connect the Elizabeth area in east Charlotte to the Historic West End. The service will operate with a vehicle frequency of 20 minutes and connect students and employees from Central Piedmont Community College (CPCC), Novant Presbyterian Medical Center, Johnson C. Smith University, and Johnson & Wales University along its corridor. The hours of operation will be 5:00 a.m. to 2:00 a.m. Monday through Sunday.

Map 1: Map of CityLYNX Gold Line Service Area



3.0 Definitions

The following are the definitions used within the analysis to define groups and incomes. C.A.T.S. conducted a systemwide customer survey in 2016 which identified demographic groups using the system.

Poverty Level: Poverty rate by block group as defined by the U.S Census American Community Survey (ACS) 5-year estimates, as defined by the U.S. Department of Health and Human Services Poverty Guidelines.

Low-income: C.A.T.S. used household income of \$11,770 and below to represent low-income households. C.A.T.S. used the demographics percentage for household of \$11,770 or less obtained from C.A.T.S. Fall 2016 Customer Survey conducted across the entire C.A.T.S. system. Ridership amounts represented in the analysis is derived from this demographic percentage applied to C.A.T.S. unlinked passengers.

Minority: C.A.T.S. used all non-white categories as minorities. C.A.T.S. used the demographics percentage for race obtained from C.A.T.S. Fall 2016 On-Board Customer Survey conducted across the entire C.A.T.S. system. Ridership amounts represented in the analysis is derived from the demographic percentage applied to C.A.T.S. unlinked passengers.

System wide: C.A.T.S. used the statistics obtained from the C.A.T.S. Fall 2016 On-Board Customer Survey conducted across the entire C.A.T.S. system. Ridership amounts represented in the analysis is derived from the statistics applied to C.A.T.S. unlinked passenger trips.

Service Area: The areas along C.A.T.S. bus and rail routes including a ¼ mile buffer

C.A.T.S. Customer Satisfaction Survey: C.A.T.S. periodically conducts an annual on-board survey of customers obtaining their perceptions and attitudes toward public transit and management of the system along with ratings on 40 customer service elements. Also obtained, is demographic and usage information including fare media. The results from the most current survey were used in developing this analysis. The survey conducted in the Fall 2016 was representative of C.A.T.S. ridership across all service types, and day and week parts with information accurate at the 95% confidence interval with a sampling error of plus or minus 3.9%.

4.0 Mecklenburg County Demographics

Mecklenburg County has the largest population of any county in the State of North Carolina. **Table 1** below shows that Mecklenburg is home to over 1,110,000 residents. Non-white minorities make up over 54% of the residents in Mecklenburg County. This is a higher percentage of minority residents than in the State of North Carolina, in which non-white minorities make up approximately 37% of the population.

Table 1: US Census Mecklenburg County Demographics

	Mecklenburg County, NC	North Carolina
Population estimates, July 1, 2019, (V2019)	1,110,356	10,488,084
PEOPLE		
Race and Hispanic Origin		
White alone	57.30%	70.60%
Black or African American alone	33.00%	22.20%
American Indian and Alaska Native alone	0.80%	1.60%
Asian alone	6.30%	3.20%
Native Hawaiian and Other Pacific Islander alone	0.10%	0.10%
Two or More Races	2.50%	2.30%
Hispanic or Latino	13.80%	9.80%
White alone, not Hispanic or Latino	46.10%	62.60%

US Census 2019

The median income levels of Mecklenburg County are approximately \$12k per year higher than the median incomes within the State of North Carolina. As a result, the percentage of persons defined at or below the poverty level in Mecklenburg County is approximately 3% lower than the poverty level found within the State of North Carolina as shown in **Table 2** below.

Table 2: US Census Mecklenburg County Income

	Mecklenburg County, NC	North Carolina
PEOPLE		
Income & Poverty		
Median household income (in 2019 dollars), 2015-2019	\$66,641	\$54,602
Per capita income in past 12 months (in 2019 dollars), 2015-2019	\$38,819	\$30,783
Persons in poverty, percent	10.30%	13.60%

US Census 2019

5.0 Charlotte Area Transit System Demographics

The non-white minority resident population living within the C.A.T.S. service area is shown below in **Table 3**, and they comprise 49% of the population within the service area. However, when the CityLYNX Gold Line corridor was analyzed, it was discovered that 30.5% of the households along the corridor were minority households, which is 18.5% lower than the overall C.A.T.S. service area minority household representation.

The number of low-income households within the C.A.T.S. service area is 15.93%, which is a higher percentage than the number of households living in poverty in both the State of North Carolina and Mecklenburg County. The number of low-income households within the CityLYNX Gold Line Streetcar corridor is 12.1%, which is higher than the number of households living in poverty in Mecklenburg County. But, it is 3.83% lower than the low-income household percentage for the overall C.A.T.S. service area.

Table 3: C.A.T.S. Service Area Demographics

	Minority Population	Low-income Population
C.A.T.S. Service Area	49.02%	15.93%
CityLYNX Gold Line Streetcar	30.5%	12.1%

US Census 2019 Note: The service area minority and low-income population percentages were approved by the Federal Transit Administration (FTA) as part of C.A.T.S.' 2021-2023 Title VI program. Those percentage thresholds are set for all equity analyses until the 2024 program update.

The CityLYNX Gold Line Streetcar travels through Center City Charlotte and the corridor is largely a business district. However, the people who may be attracted to the service would come from businesses and schools adjacent to the corridor. There are three (3) colleges and universities along the streetcar corridor and the demographics of the student populations are shown below in **Table 4**. The majority of the student populations at all of the schools are minority students. The minority students' makeup is as high as 98%, as seen at Johnson C Smith, to 66% for CPCC Central campus.

Table 4: Colleges and Universities Demographics CityLYNX Gold Line

	Minority	Non-Minority
Johnson C. Smith	98.20%	1.80%
Johnson & Wales	68.73%	31.27%
CPCC (Central Campus)	66.20%	33.80%

6.0 C.A.T.S. Fare Structure

C.A.T.S. intends to implement regular passenger fares on the CityLYNX Gold Line beginning in October 2021. The fares below in **Table 5**, show that the regular Adult One-Way passenger fare is \$2.20, a Weekly Pass is \$30.80, and a Monthly Pass is \$88.00. Further, transfers between C.A.T.S. Local services, which are the majority of services offered by C.A.T.S., are FREE except when transferring between Local and Express services, which will require passengers to pay a transfer fare due to the higher cost of the service. The cost of transfers is shown below in **Table 6**.

Table 5: C.A.T.S. Regular Passenger Fare

	Adult	Senior/Medicare	ADA-Disabled	K-12
Local Bus & LYNX				
One-Way	\$2.20	\$1.10	\$1.10	\$1.10
Weekly Unlimited Rides	\$30.80	\$30.80	\$30.80	\$30.80
Monthly Unlimited Rides	\$88.00	\$44.00	\$44.00	
10-Ride	\$22.00	\$9.35	\$9.35	

Table 6: C.A.T.S. Transfer Fare

Service Transfer	Transfer Price
Local/LYNX to Express	\$0.80
Local/LYNX to Express Plus	\$2.20
Express to Express Plus	\$1.40
From Community Shuttle to Local/LYNX	\$1.30
From Community Shuttle to Express	\$2.15
From Community Shuttle to Express Plus	\$3.50
From Community Shuttle to Community Shuttle	FREE

7.0 Public Involvement

As prescribed by C.A.T.S.' fare policy **C.A.T.S. MC01** (see **Attachment 1**), the public is notified of a proposed fare increase and given the opportunity to provide input in several forms including a public hearing before C.A.T.S.' policy board, the Metropolitan Transit Commission (MTC). The public is required to receive notification at least 30 days prior to the public hearing of the proposed fare increase and at least 90 days before any proposed fare increases are to take effect. Excerpt from the policy:

Proposed fare increases will be published for public review and comment no less than 90 days before the proposed changes are to take place. A public hearing/meeting will be held to hear and consider comments no less than 30 days after the published notice. The public hearing for fare increases shall follow the MTC Rules of Procedures section 7(b) "Procedures for Public Hearings."

A summary of the comments and effects of changes in regard to energy conservation, economy, environmental and social impacts will be provided to the Transit Services Advisory Committee and the Metropolitan Transit Commission. Notice of the final changes will be posted on C.A.T.S. revenue operated vehicles, through other communication avenues, at the Charlotte Transportation Center, and at other C.A.T.S. transit centers and stations.

On July 14, 2021, C.A.T.S. initiated communications to riders and the public regarding the proposed fare increase scheduled to occur, along with the opportunity to speak at a public hearing before the MTC on August 25, 2021.

C.A.T.S. used several communications methods to inform the customers and public including:

1. Rider Alerts:
 - a. Display printed material on revenue vehicles in English and Spanish with options for other translations upon request
 - b. Electronic notification using Notify Me e-subscriptions on ridetransit.org with the option for on-line translation of information via Google Translate
2. Press Releases
3. Newspaper Ads
4. C.A.T.S. Website – ridetransit.org
5. Social Media

In addition to these communications, C.A.T.S. presented the proposed fare increase to TSAC at their regularly scheduled meeting on August 12, 2021. TSAC is scheduled to vote on the proposed fare increase at the September 9, 2021, meeting.

8.0 Customer and Financial Analysis

Households living along the CityLYNX Gold Line, were determined to be 12.3% low-income as shown in **Table 3**. Students attending colleges and universities along the corridor are assumed to be low-income as well, due to many attending the colleges and universities full-time. Minorities make up 30.5% of the households living along the corridor and make up the majority of students traveling along the corridor. As shown in **Table 7**, the passenger groups which pay for C.A.T.S. services using a full cash fare the highest percentage of time, are African American, Hispanic, Native American, and Multiracial passengers. The full cash customers do not receive the benefit of discounts offered through multiride passes such as Monthly passes.

Table 7: Fare Usage by Racial Demographics

	Full Cash	Monthly (All types)
African American	46%	14%
White	26%	21%
Hispanic/Latino	42%	4%
Asian	29%	14%
Native American	65%	24%
Multiracial	46%	12%
Other	31%	38%

Estimates of anticipated ridership for the first year of full revenue service have been difficult to estimate due to the COVID-19 pandemic. *The models used are based upon the last full calendar year of service in 2019 before COVID-19 under normal operating conditions.* Elasticity, which is a passenger’s sensitivity to change, is adjusted to -0.5 which is up from the range used in previous models -0.19 to -0.34, anticipating that riders will be more sensitive to price adjustments in the wake of COVID-19. To reflect ridership impacts of COVID-19, the model was recalibrated with the ridership and revenue reallocated across modes Community, Local Bus, Rail, Express, and Express Plus based on average ridership change between April 2020 and January 2021. Ridership for Rail services decreased 71.7%, as shown in **Table 8**.

Table 8: COVID-19 Ridership Changes Across Modes

Mode of Service	COVID-19 Ridership Change
Community Bus	-53.30%
Local Bus	-51.60%
Rail	-71.70%
Express	-95.90%
Regional Express	-90.10%

When attempting to determine the financial impact of the new service, anticipated revenue for the service is analyzed, along with the anticipated expenses. Ridership under normal operating conditions was expected to generate \$465,000 at a fare of \$2.20 for 1,291,500 passengers. If COVID-19 conditions continue, we can expect a continued 71% decrease in Rail ridership.

Table 9: Full Year of Gold Line Service at Local Fare of \$2.20

Annual Impacts	Normal Operating Conditions (Full Service & Ridership)	COVID-19 Conditions
Ridership Change	1,291,500 trips	365,495 trips
Revenue Change	\$465,000	\$131,995

The majority of passengers traveling by Rail, tend to travel using multi-ride fare products. Monthly passes and transfers are the most frequently used forms of payment for Rail travel. As shown in **Table 10**, these forms of payment make up 60% of the payment types for Rail travel.

Table 10: Allocation of Fare Products

Fare Product	% of Riders
Rail One-Ride	15.38%
Rail Reduced Fare One-Ride	3.64%
Rail Transfer	12.76%
Rail Reduced Fare Transfer	3.02%
Day Pass	3.02%
Weekly Pass	6.96%
Monthly Pass	45.14%
Monthly Pass Reduced Fare	9.52%

9.0 New Service

The CityLYNX Gold Line will expand the previous CityLYNX Connector service from 1.5 miles to 4.0 miles. The service will expand the number of stops, hours, frequency, vehicle capacity, and amenities, while connecting to over 70 C.A.T.S. routes. The CityLYNX Gold Line service will have an expense of \$4.4 million which is included in the C.A.T.S. budget of \$186 million.

10.0 Modification Recommendation

C.A.T.S. has analyzed the proposed fare change and determined that, when compared to the residents of the entire system, U.S Census data shows 49% minority representation C.A.T.S. systemwide, and 30.5% within the CityLYNX Gold Line corridor. Further analysis determined that low-income representation throughout the C.A.T.S. system of 15.9%, with the low-income population along the CityLYNX Gold Line corridor making up 12.1% of households, which is below the number of low-income percentage systemwide. Therefore, C.A.T.S. determined that the economic burden on passengers along the corridor when compared to passengers systemwide does not affect minorities or low-income in a manner disproportionate to other populations. Furthermore, 60% of rail passengers were shown utilizing a multi-ride form of payment, which reduced the economic burden of travel.

When reviewing businesses and schools along the proposed corridor, C.A.T.S. determined that there were three colleges and universities along the corridor. These schools have minority populations

ranging from 66% to 98%. C.A.T.S. bus service was provided to all of these schools previously, which would have allowed to students and employees to utilize all C.A.T.S. services with the payment of fare. Because the previous CityLYNX Connector traveled only to the Charlotte Transportation Center for transfers to other C.A.T.S. services, the assumption can be made that the same transfer process will occur while utilizing the CityLYNX Gold Line Streetcar which travels more frequently.

Possible recommendations would be to explore the use of student passes to reduce the burden on minority student populations at the colleges and universities along the corridor using the streetcar during their school day to travel – lunch, bill payments, government services, library, and shopping – Uptown and along the rest of the service area of the CityLYNX Gold Line Streetcar service.

11.0 Impact of No Service

An elimination of services along the CityLYNX Gold Line corridor would have a negative impact on all riders within the C.A.T.S. system. The CityLYNX Gold Line Streetcar service will connect all C.A.T.S. passengers with a service that connects to a major healthcare center and three colleges and universities. Minority students make up the largest population at these schools, and low-income customers, which many students would consider themselves, would experience a significant negative impact due to reduction in frequency, or the elimination of some service areas and/or connection to routes.

All CityLYNX Gold Line Streetcar vehicles will be level boarding, which provides significant advantages to mobility-challenged passengers with ADA mobility needs. Elimination of CityLYNX Gold Line Streetcar services would negatively impact these passengers, which would include a portion of minority and/or low-income patrons with disabilities, and require them to utilize other modes of transportation such Special Transportation Service.

Overall, the elimination of the CityLYNX service will negatively impact students, and the C.A.T.S. system as a whole, by eliminating a vital artery within transit network.

12.0 C.A.T.S. Existing Assistance to Minority and Low-Income Patrons

The analysis indicates at the media-type level – passes, cash fares, etc. – that the proposed fare change has been applied equitably across all fare types and services. But, from a global perspective, with 49.02% of C.A.T.S. systemwide residents being minority and 15.9% being low-income, there is an inherent burden with any fare increase on those patrons, though not disproportionately burdened. When surveyed, greater proportions of these groups ride on, and show transit-dependency, for C.A.T.S. services than reside* in the service area.

To mitigate the negative impacts at a global level, C.A.T.S. already provides several avenues to mitigate the effect with discounted fare media or through inherent features within the pass media to provide usage discounts. These include:

- Weekly, Monthly and One-Day passes have the unlimited ride feature allowing for lower price per ride based on customer usage

- One-Way Discount Pass rates
 - Seniors 50% (1/2 price) passes
 - K-12 50% (1/2 price) passes
 - ADA-fixed route 50% (1/2 price) passes
 - Children 5 or younger ride free
- Volume discounts
 - 10% off for businesses participating in the Employee Transportation Coordinator (ETC) program.
 - 25% for non-profits where 80% of their clients are at or below the poverty level

To further mitigate negative impacts on minority and/or low income patrons, C.A.T.S. will continue to track the usage of passes and will execute marketing campaigns to educate customers/organizations about the benefits of the Weekly and other unlimited-use passes and the ETC and Non-profit program participating organizations. These campaigns will target specific low-income and minority customer markets. Bi-lingual Ads – English and Spanish – will be placed in the following areas:

1. Hanging riders alert on all buses and trains
2. Interior ad cards inside all buses and trains (rider report)
3. Shelters in the transit center and uptown shelters where 80% of customers transfer
4. Exterior ads on the front of buses
5. C.A.T.S. webpage
6. Transportation fairs
7. Poster ads adjacent to C.A.T.S. main pass sales outlet at the transit center

*U.S Census



CATS 2021 Title VI Fare Change Equity Analysis City LYNX Gold Line

Presented to:
Metropolitan Transit Commission

Arlanda Rouse
CATS Civil Rights Officer

September 22, 2021

1



Title VI Statute

No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance



2

Disparate Impact / Disproportionate Burden

When minorities or low-income individuals are disproportionately represented within an area proposed for a major service or fare change

Low income

CATS used household income of \$11,770 and below to represent low-income households. CATS used the demographics percentage for household of \$11,770 or less obtained from CATS Fall 2016 Customer Survey conducted across the entire CATS system. Ridership amounts represented in the analysis is derived from this demographic percentage applied to CATS unlinked passengers

Minority

Non-White population by race census tract defined by US Census

3

The CityLYNX Gold Line will expand the previous CityLYNX Connector service from 1.5 miles to 4.0 miles. The service will expand the number of stops, hours, frequency, vehicle capacity, and amenities, while connecting to over 70 CATS routes



4



Service Area Demographics

	Minority Population	Low-income Population
CATS Service Area	49.02%	15.93%
City LYNX Gold Line	30.5%	12.1%
US Census 2019		



5



Fare Table

Regular Passenger Fares

	Adult	Senior/Medicare	ADA-Disabled	K-12
Local Bus & LYNX				
One-Way	\$2.20	\$1.10	\$1.10	\$1.10
Weekly Unlimited Rides	\$30.80	\$30.80	\$30.80	\$30.80
Monthly Unlimited Rides	\$88.00	\$44.00	\$44.00	
10-Ride	\$22.00	\$9.35	\$9.35	

Transfer Fares

Service Transfer	Transfer Price
Local/LYNX to Express	\$0.80
Local/LYNX to Express Plus	\$2.20
Express to Express Plus	\$1.40
From Community Shuttle to Local/LYNX	\$1.30
From Community Shuttle to Express	\$2.15
From Community Shuttle to Express Plus	\$3.50
From Community Shuttle to Community Shuttle	FREE

6

	Full Cash	Monthly (All types)
African American	46%	14%
White	26%	21%
Hispanic/Latino	42%	4%
Asian	29%	14%
Native American	65%	24%
Multiracial	46%	12%
Other	31%	38%



7

Fare Product	% of Riders
Rail One-Ride	15.38%
Rail Reduced Fare One-Ride	3.64%
Rail Transfer	12.76%
Rail Reduced Fare Transfer	3.02%
Day Pass	3.02%
Weekly Pass	6.96%
Monthly Pass	45.14%
Monthly Pass Reduced Fare	9.52%

8

- No disproportionate economic burden when compared to CATS systemwide totals
- 60% of rail passengers pay using multi ride form of payment
- CityLYNX corridor the number of low-income households was 12.1% compared to low-income systemwide at 15.9%

- No disparate impact was found when compared to CATS systemwide totals
- CityLYNX corridor minority population is 30.5% compared to 49% minorities systemwide



- ✓ Conduct an analysis
- ✓ Gather public input
- ✓ Present to governing body
- ✓ Propose mitigation efforts
 - Staff recommendation
 - Evaluate the effectiveness of the efforts

11

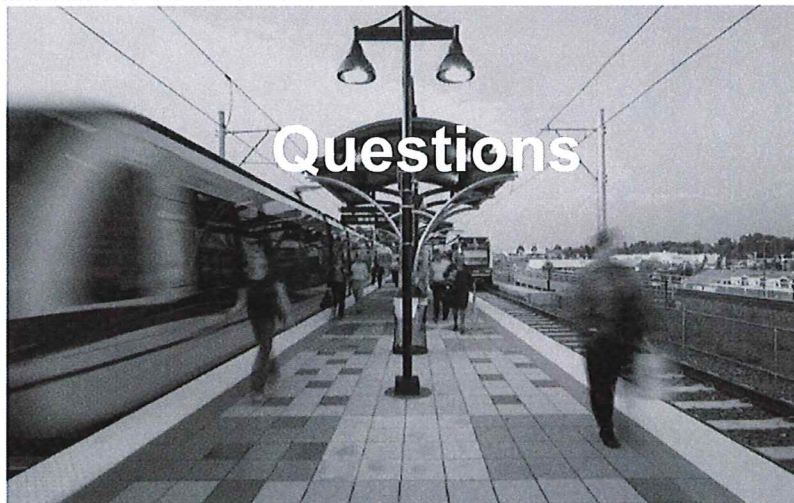
	Minority	Non-Minority
Johnson C. Smith	98.20%	1.80%
Johnson & Wales	68.73%	31.27%
CPCC (Central Campus)	66.20%	33.80%

- Three colleges and universities are located along the corridor have minority populations of between 66% to 98%
- Explore the use of student passes to reduce the burden on minority student populations which may travel during the school day

12

- Final version of the document updated based upon input from the MTC and the public hearing
- Updated version will be presented for final MTC approval during October 2021 meeting

13



14

**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
STAFF SUMMARY**

SUBJECT: Huntersville Bus Stop Amenities

DATE: September 22, 2021

- 1.0 **PURPOSE/SCOPE**: CATS staff has prepared an update and proposal on the implementation of bus stop amenities for the Town of Huntersville. CATS and Huntersville staff have collaborated on a partnership and approach that will require a new agreement to advance this initiative.

- 2.0 **BACKGROUND/JUSTIFICATION**: MTC directed CATS to engage with the staff from the Towns of Davidson, Cornelius, Huntersville, Matthews, Mint Hill, and Pineville to determine priority bus stop locations to install passenger amenities.

- 3.0 **POLICY IMPACT**: N/A

- 4.0 **ECONOMIC IMPACT**: N/A

- 5.0 **ALTERNATIVES**: N/A

- 6.0 **RECOMMENDATION**: N/A

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

SUBMITTED AND RECOMMENDED BY:



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




Metropolitan Transit Commission
 Huntersville Bus Stop Amenities Update
 September 22, 2021

1

CATS
 CHARLOTTE AREA TRANSIT SYSTEM

MTC directed CATS to engage with the staff from the Towns of Davidson, Cornelius, Huntersville, Matthews, Mint Hill, and Pineville to determine priority bus stop locations to install passenger amenities.

- Cornelius
 - Met in May 2020 to discuss proposed stops
 - Proposed two additional stops at meeting
- Huntersville
 - Evaluated six proposed stops
 - Recommended three to advance
- Davidson
 - Discussed 9 stops in May 2020
 - Davidson College coordination
 - Developer coordination
 - Some stops will need to be adjusted
 - Simme seat installed at Hwy 115/Eugenia
- Matthews
 - Met in April 2020
 - Developed new routing options for Route 17
 - Evaluating stop improvements in Downtown and Matthews-Mint Hill Rd
 - Working with town to take advantage of a sidewalk repair project
- Pineville
 - Evaluated six proposed stops
 - Two are good candidates for amenities
 - Park Rd & Carolina Place Parkway
 - Park Rd @ Black Lion
- Mint Hill
 - Meet with Town Manager to discuss services and amenity opportunities.

CITY OF CHARLOTTE  www.RIDETRANSIT.org

2



Huntersville Bus Stop Amenities

Request Stops

Route	Description	Need	Notes
59, 98	Bryton Town Center Dr @ Walmart (Southbound)	Add a bench or shelter	Bench should be possible with no construction.
99	Old Statesville Rd & Hambright Rd	Potential for bench after concrete installed	Need to work with CMS
99	Old Statesville Rd & Hambright Rd	Move stop farside of Hambright and add a shelter	Shelter pad
98	Gilead Rd & Reese Blvd	Add a Simme Seat	need to add concrete in front of sidewalk
59, 98, 99	Old Statesville & Alexandriana Rd	Add a shelter	Shelter or bench pad, depending on ROW.
99	Old Statesville Rd & Verhoeff Dr	Add a Simme Seat	Evaluating ridership

3



Huntersville Bus Stop Amenities

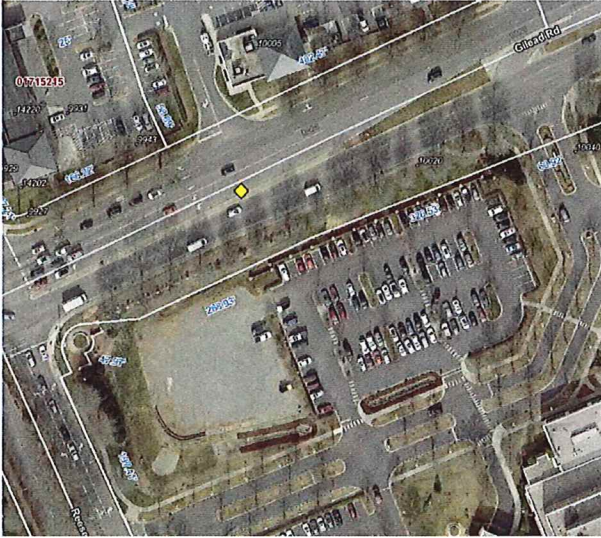
Stops that are advancing to implementation

Route	Description	Need
99	Old Statesville Rd. & Hambright Rd.	Move stop farside of Hambright, and add a shelter
98	Gilead Rd & Reese Blvd	Add a Simme Seat
59, 98, 99	Old Statesville & Alexandriana Rd	Add a shelter

4



Huntersville New Locations



Gilead Rd & Novant Health



CITY OF CHARLOTTE

www.RIDETRANSIT.org

5



Huntersville New Locations



Bryton Town Center



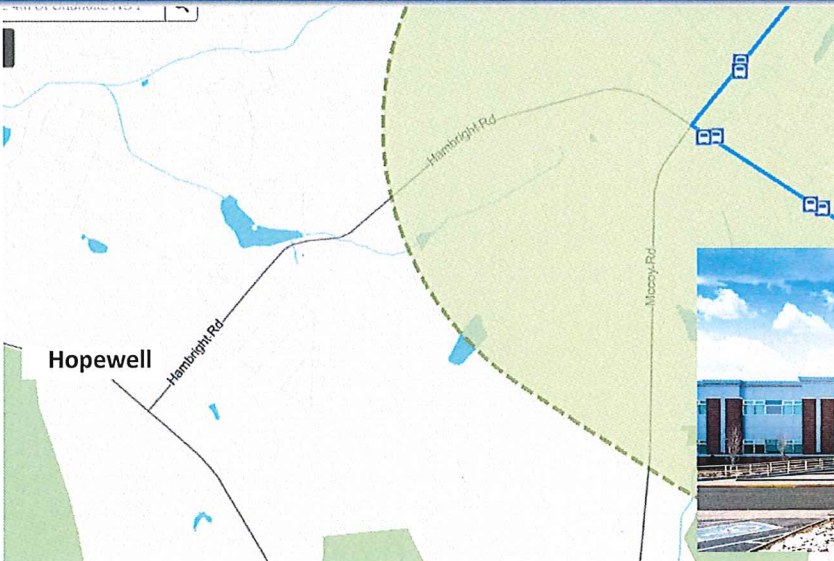
CITY OF CHARLOTTE

www.RIDETRANSIT.org


6

CATS
CHARLOTTE AREA TRANSIT SYSTEM

Service Request



- Currently outside of Village Rider Service Area
- Evaluating Options




CITY OF CHARLOTTE

www.RIDETRANSIT.org

7

CATS
CHARLOTTE AREA TRANSIT SYSTEM

Path Forward



- Huntersville staff can facilitate the NCDOT encroachment agreement process and implementation.
- An agreement must be developed between CATS and Huntersville to process reimbursements.
- CATS attorneys have begun that process.

CITY OF CHARLOTTE

www.RIDETRANSIT.org

8

Thank you!



**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
STAFF SUMMARY**

SUBJECT: Regional Express Services

DATE: September 22, 2021

- 1.0 **PURPOSE/SCOPE**: The purpose of this information item is to update the MTC on CATS regional express cost per hour approach.

- 2.0 **BACKGROUND/JUSTIFICATION**: Under the guidance of MTC travel market and financial policies, CATS, in partnership with neighborhood counties, has provided regional express services for the past 21 years. Through current vanpool services, the CONNECT Beyond regional plan initiative, and the 2030 Transit System Plan, CATS and its partners across the region continue to improve quality of life, and expand the benefits of safe, reliable, and convenient transit services.

- 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:



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











**Regional Express Services
Metropolitan Transit Commission
September 22, 2021**

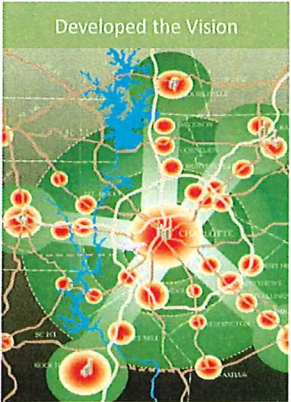
CITY OF CHARLOTTE www.RIDETRANSIT.org

1

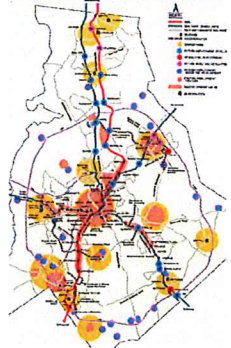


CATS developed from a regional dialogue

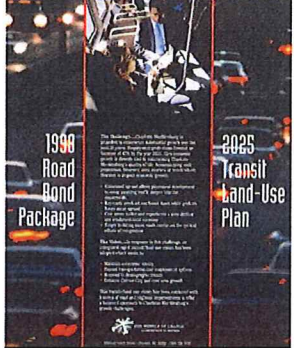
Developed the Vision



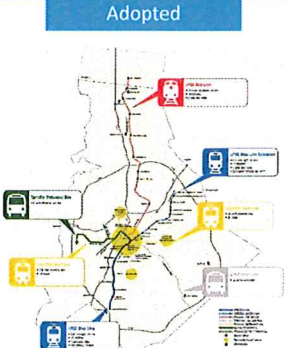
Refined the Vision



Voters Approve Sales Tax



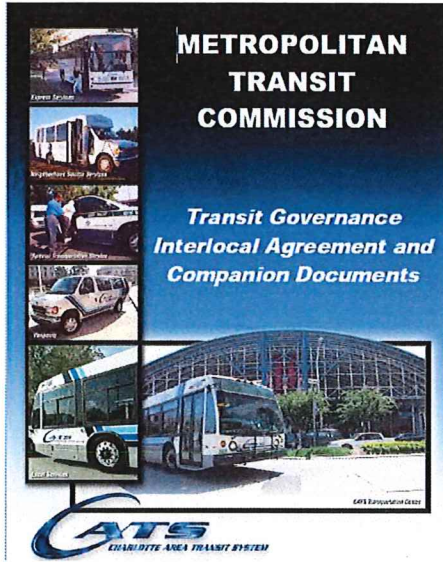
Corridor System Plan
Adopted



CITY OF CHARLOTTE www.RIDETRANSIT.org

2

Before MTC

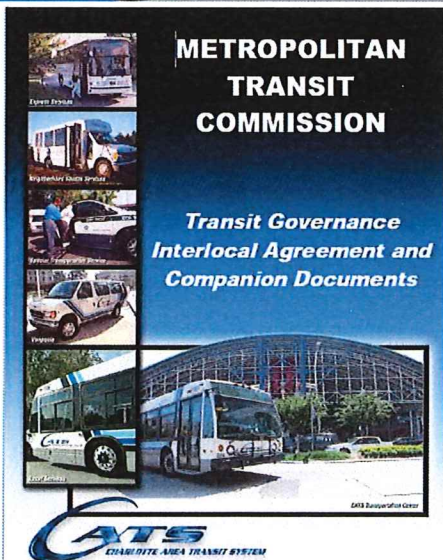


The 2025 Integrated Plan included a section on governance that called for the units of local government engaged in this regional effort to share responsibility and accountability for transit services under the following guiding principles:

- Provide for coordinated transit operations on a county-wide basis.
- Retain for the elected bodies the responsibility of approving long-range transit plans and the capital and operating programs that support these plans
- Ensure that public involvement is a component.
- Assure that Town interests are represented.
- Be flexible and expandable so jurisdictions outside Mecklenburg County could become part of the system.

3

MTC the Early Years



- MTC Governance Structure adopted in 1999, amended in 2005
- Defined voting and non-voting (Ex-Officio) members
- Travel Market and Financial policies adopted by MTC

4



PRIMARY MARKETS

These markets must be well served to achieve the goals of the Centers, Corridors and Wedges Growth Framework as adopted by the City of Charlotte, and the goals of the individual town growth plans. These markets must also be well served to achieve the goals of the 2025 Transit/Land Use Plan as amended and updated by the 2030 Transit Corridor System Plan for CATS to achieve its Mission and Vision. The primary markets for CATS listed in priority order are:

1. All trips/all purposes by those individuals who do not have access to or cannot utilize private transportation and require public transit for mobility.
2. Existing customers from existing service areas.
3. All trips/all purposes to, from and within one of the five original corridors and major employment and activity centers and the connections between them.
4. All trips/all purposes to/from Activity Centers and Transit Oriented Developments (TOD) in the “wedges” between the original five corridors.
5. Commuter trips in congested travel corridors outside the original five corridors within the “wedges.”
6. **Commuter trips to/from surrounding counties in one of the original five corridors.**

5



SECONDARY MARKETS

Lesser (or secondary) priority markets are those that will only be served when it is cost-effective to do so and when it will not detract from CATS' ability to serve its Primary Markets. Examples of Secondary Markets are:

- **Trips to/from non-TOD developments and areas regardless of location.**
- **Local trips totally outside Mecklenburg County.**
- **Inter-county trips outside of the original five corridors.**

The Primary Markets delineated above are the markets where CATS will strive to achieve an increasing share of the trips made each day. Therefore, these are the markets where transit will compete and thereby define what is meant by “transit competitive trips”.

6

6.2 Reimbursements for Delivery of Service

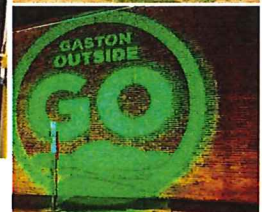
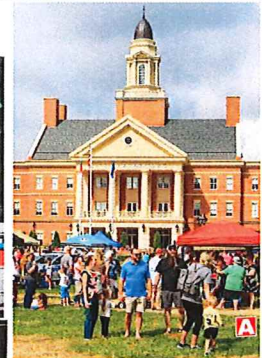
Outside Mecklenburg County

Governmental units outside of Mecklenburg County shall reimburse CATS for service delivery in those areas. Any such cost reimbursement will be determined on a case-by-case basis, considering the extent to which the service is designed to serve Mecklenburg County residents; the degree to which the service benefits a particular group or organization; and whether the service exceeds CATS service standards and/or fare policies. For services designed to serve residents outside Mecklenburg County, CATS will cover a portion of the incremental operating cost of the service up to a maximum of 50% in recognition of the reduction in vehicular traffic on Mecklenburg County roadways. The MTC shall approve any such service and its associated reimbursement requirement prior to CATS entering into any contractual agreement to provide the service.

7

Regional Transit Benefits

- Extends reach of CATS services
- Reverse commute opportunity for Mecklenburg County residents
- CATS is a reliable branded provider
- Increased service area population provides a federal funding benefit
- Provides policy framework for regional partnerships



8

Funding Arrangements

- 50/50 Funding Arrangement
- Direct Bus Operation Costs = Direct Cost
- Total Direct Cost – Fare Revenue = Net Cost
- CATS funds 50% of Net Cost
- Partner funds 50% of Net Cost



9

Funding Rates

FY2021 Hourly Rates:

Direct Bus Operation Costs:
\$86.44

Direct Bus & Maintenance Operations Costs:
\$109.67

Direct Bus & Maintenance Operation Costs,
with allocated Admin:
\$151.97

Fully Allocated Hourly Rate with all costs:
\$169.52



10

Going Forward

FY2022 Hourly Rates:


Direct Bus Operation Costs:
\$89.61

FY2023 Hourly Rates:

Direct Bus & Maintenance Operations Costs:
\$113.48

Going Forward

Propose to work through the CONNECT Beyond Service Planning Working Group to develop partnerships, costs, and delivery of regional services



CITY OF CHARLOTTE

www.RIDETRANSIT.org

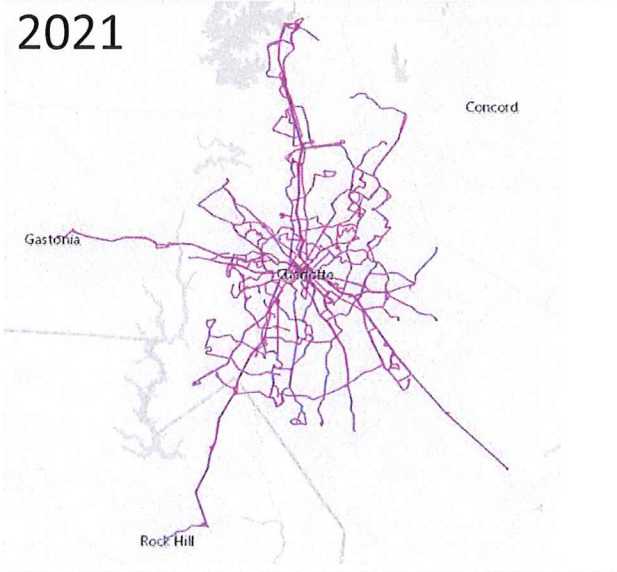
11

Regional Services

2021

Current Regional Express Routes

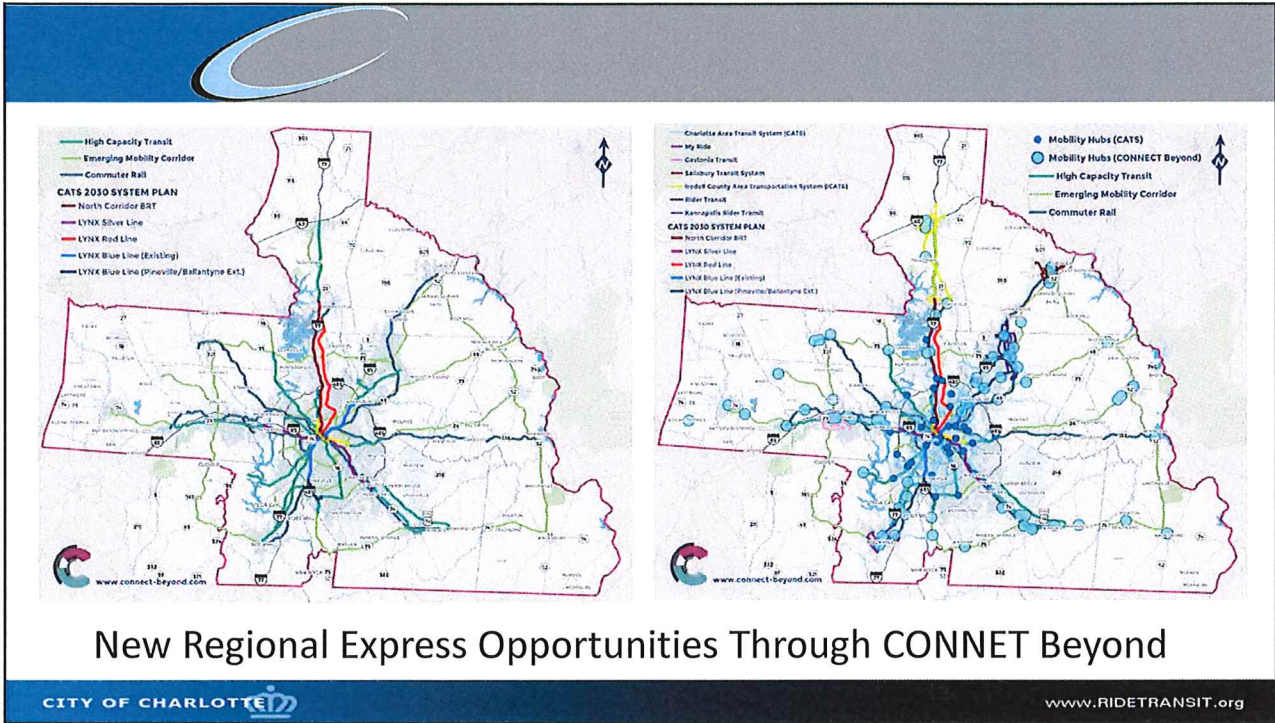
- 85X Gastonia
- 82x Rock Hill
- 74X Union County



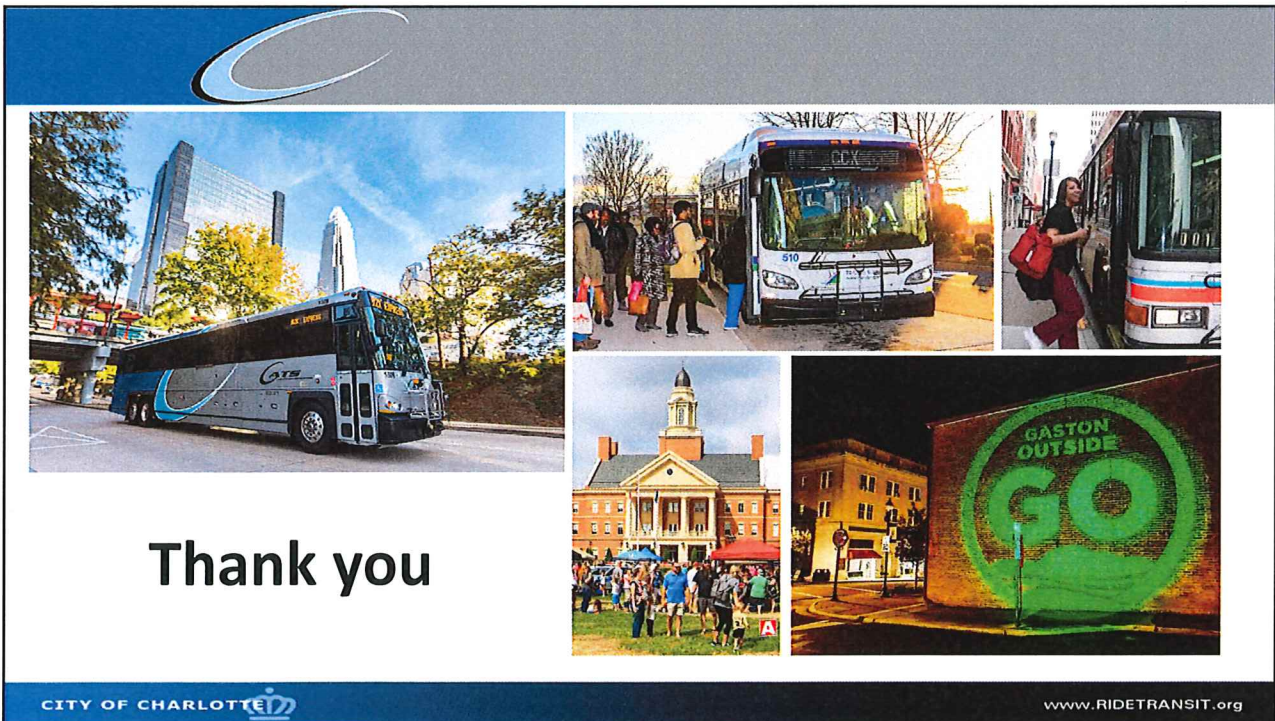
CITY OF CHARLOTTE

www.RIDETRANSIT.org

12



13



14

**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
STAFF SUMMARY**

SUBJECT: CONNECT Beyond Draft Recommendations

DATE: September 22, 2021

1.0 PURPOSE/SCOPE: CATS and Centralina will present to the MTC the CONNECT Beyond Regional Transit Study Draft Recommendations. Additionally, detail will be provided on the study background, public/stakeholder engagement, and opportunities to maintain the momentum of this regional mobility initiative.

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):

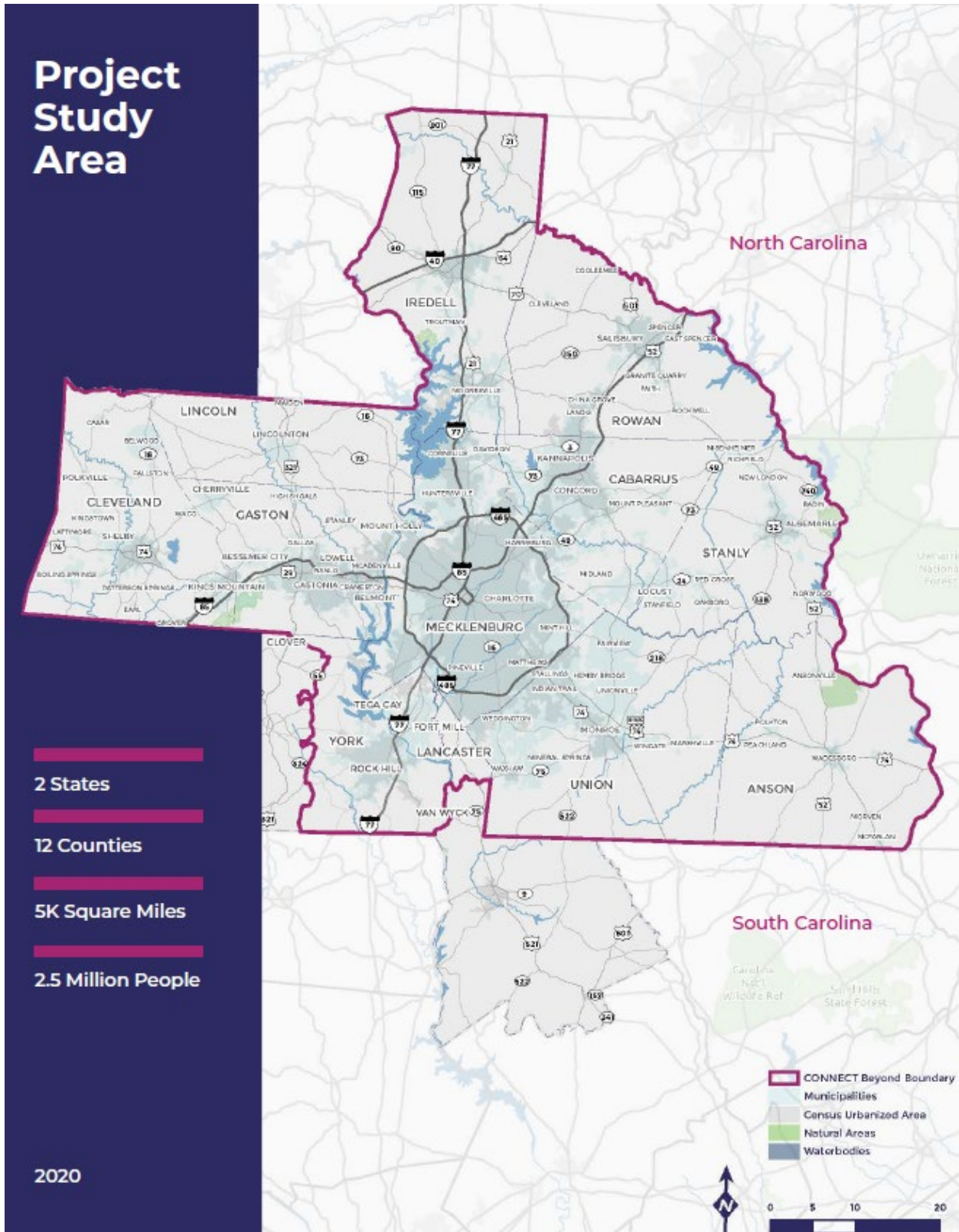
- (A) CONNECT Beyond Study Area Map
- (B) Proposed Mobility Hub Locations
- (C) Proposed High-Capacity Transit & Emerging Mobility Corridors

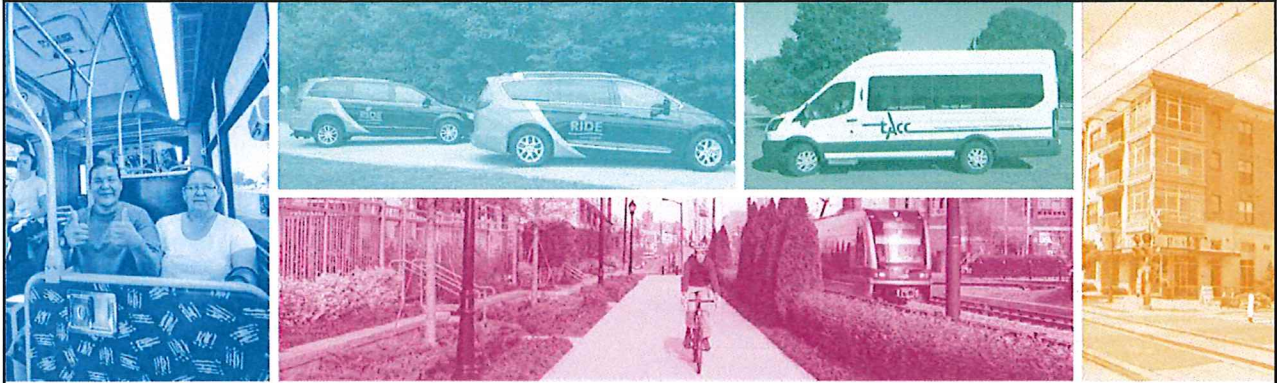
SUBMITTED AND RECOMMENDED BY:



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

September 22, 2021
Metropolitan Transit Commission

Draft Recommendations

1

What brought us to this moment?



**CONNECT
Beyond**
A Regional Mobility Initiative

2

Building a Plan Together



3

CONNECT Beyond Partnerships



**CONNECT
Beyond**
A Regional Mobility Initiative



4

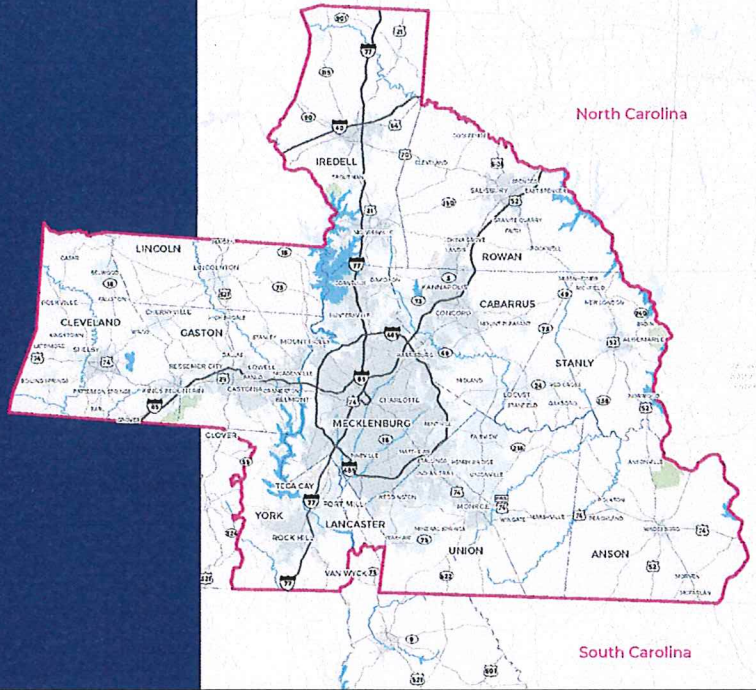
Our Region

2 States

12 Counties

5K Square Miles

2.6 Million People



5

Transit Providers in Our Region

2
States

12
Counties

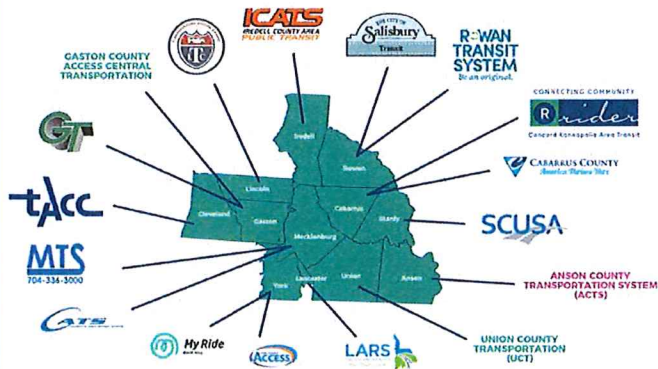
6
Fixed-Route
Providers

11
Community
Transportation
Providers

\$200M
in Total Operating
Costs – All Agencies

24.4M+ Total Transit Trips – All
Agencies (2018)*

*Note: Does not include Rock Hill My Ride in FY2020. My Ride had about 300k rides and \$1.75M operating budget.



6



Project Priorities



Increase
Economic
Competitiveness



Improve
Transportation
Choices



Enhance Public
Transit



Promote
Sustainable
Regional Growth



Advance Equity

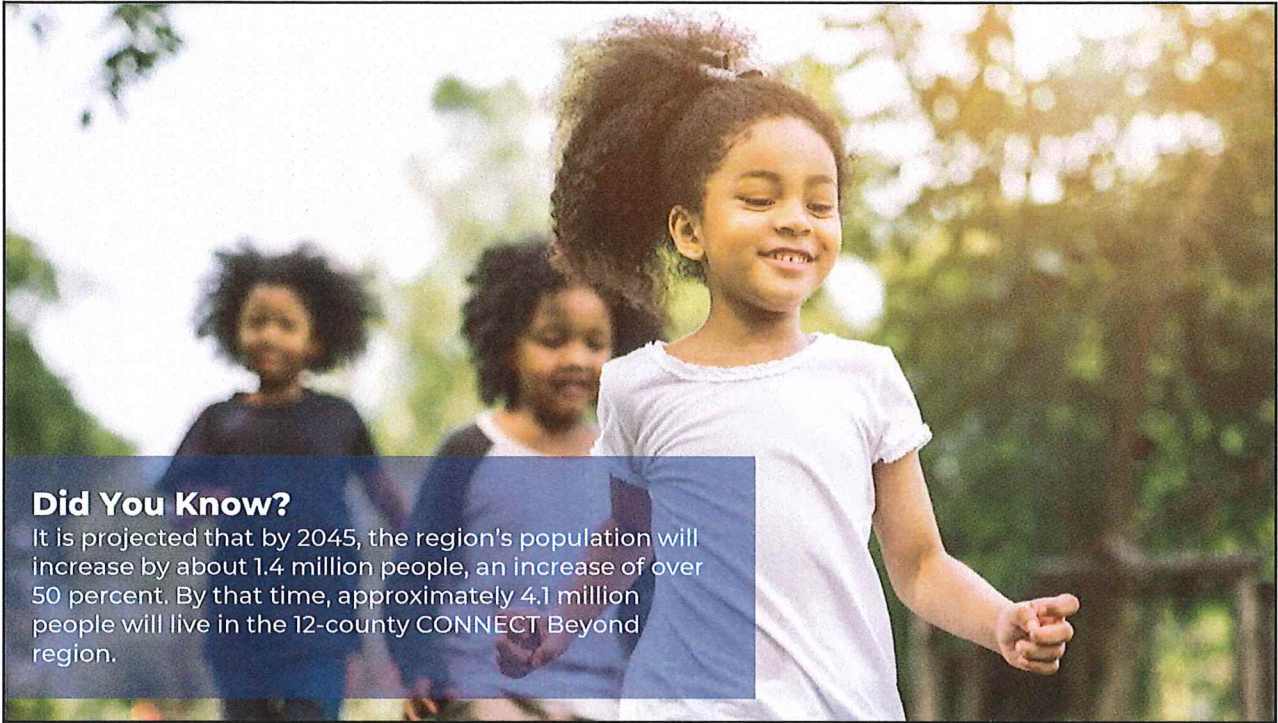


Encourage
Environmental
Stewardship

7

Why now?

8

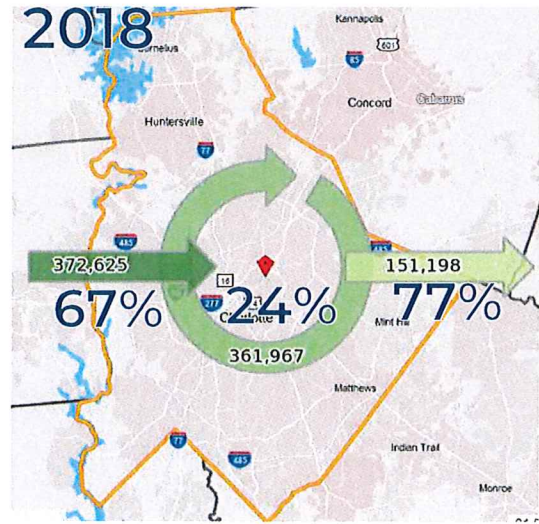
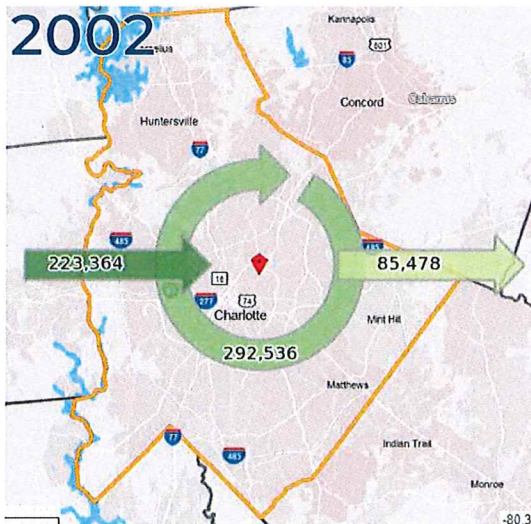


Did You Know?

It is projected that by 2045, the region's population will increase by about 1.4 million people, an increase of over 50 percent. By that time, approximately 4.1 million people will live in the 12-county CONNECT Beyond region.

9

Commute Patterns




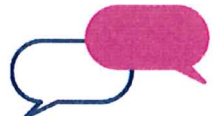


10



11

Stakeholder & Public Engagement

54	Technical Advisory Committee Members	Staff level technical resources. Land use, transportation, health, economic development, education, etc.	 <p>179 Total Survey Respondents</p>
35	Community Advisory Committee Members	Key regional influencers. Engagement via government, health & human services, economic development, employers, social services, and education.	
34	Policy Advisory Committee Members	Elected officials and policy experts from across the region (NC and SC)	
50+	Agencies Represented		 <p>287 Total Completed Surveys</p>
100+	Meetings		
	 <p>100+</p>	<p>Individual meetings since the project began</p>	 <p>50+ One-on-one Listening Sessions</p>

12

Joint Advisory Committees

March 24th Building Better Bus Network

- Sam Sargent - Deputy Chief of Staff of Capital Metro (Austin, TX)
- Saundra Freeman - Chief Financial Officer of GoTriangle (Raleigh-Durham, NC)
- Wulf Grote - Former Director, Capital and Service Development of Valley Metro (Phoenix, AZ)

April 28th Improving Transportation Choice

- Shelly Parker - Sustainable Travel Services Manager for GoTriangle (Raleigh-Durham, NC)
- Rodger Lentz - Chief Planning and Development Officer for the City of Wilson, NC
- Olivia Blahut - Partnerships Lead for Via Transportation

May 26th Strengthening Rural to Urban Connections

- Michael Audino - Senior Researcher at the Center for Urban Transportation Research
- Randy Cantor - Director at Carteret County Area Transportation System

June 9th Implementation, Partnerships & Transit Supportive Strategies

- Doug Hooker - Executive Director at the Atlanta Regional Commission
- Ron Achelpohl - Director of Transportation and Environment at the Mid-America Regional Council
- Doug Rex - Executive Director at the Denver Regional Council of Governments

13

Listening Sessions



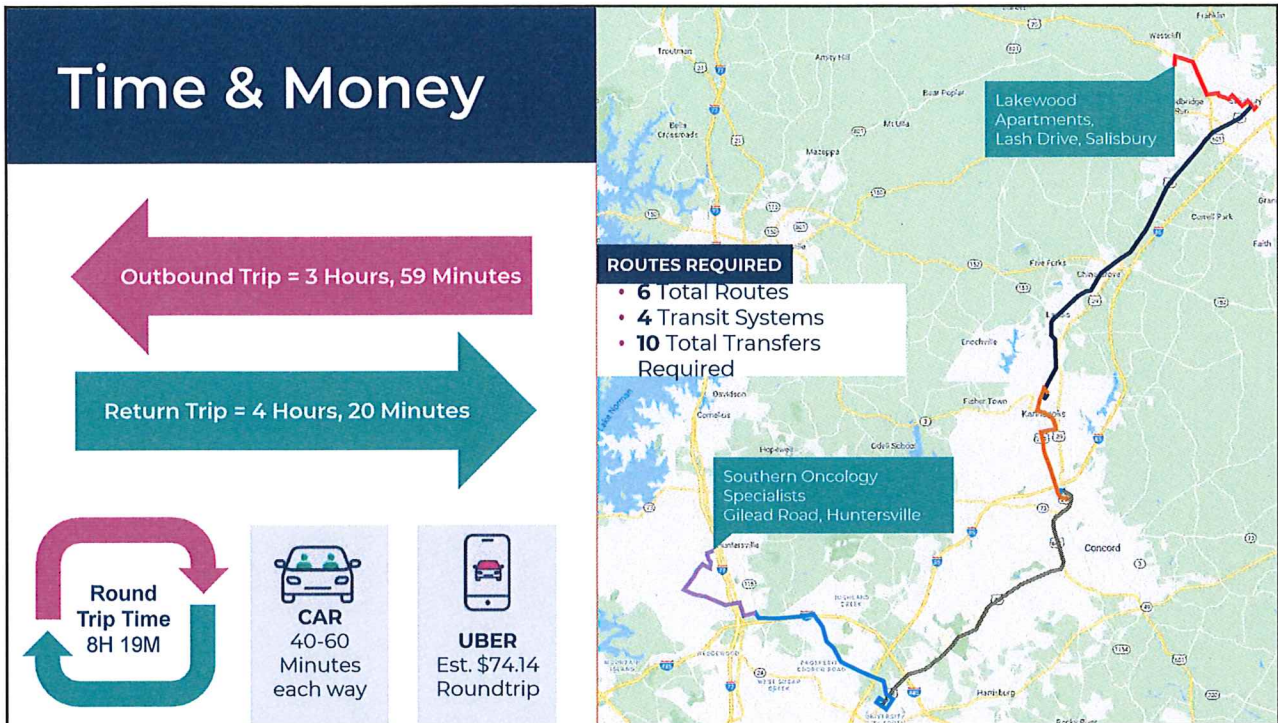
Within 5 miles of their home:

- Safety
- Distance
- Few transfers
- Cost
- Peak hours traffic
- Accessibility for disabled
- No shelters in bus stops
- Time to travel
- Bus frequency
- Pollution
- Bus schedule in late hours
- Reliability

Beyond 5 miles of their home:

- Know how to use systems
- Must travel through Charlotte
- Customized options like "easy rider"
- Cost to travel, including first last mile
- Bus schedule i.e. 3rd shift workers
- Mental health

14



15

The 2015 Harvard University report “The Impact of Neighborhoods on Intergenerational Mobility”, ranked our region last out of 50 major metropolitan areas in upward mobility.

While many factors made up that ranking, the report clearly identified access to reliable, convenient, and frequent transit as a major determinant of an individual's likelihood of achieving upward economic mobility.

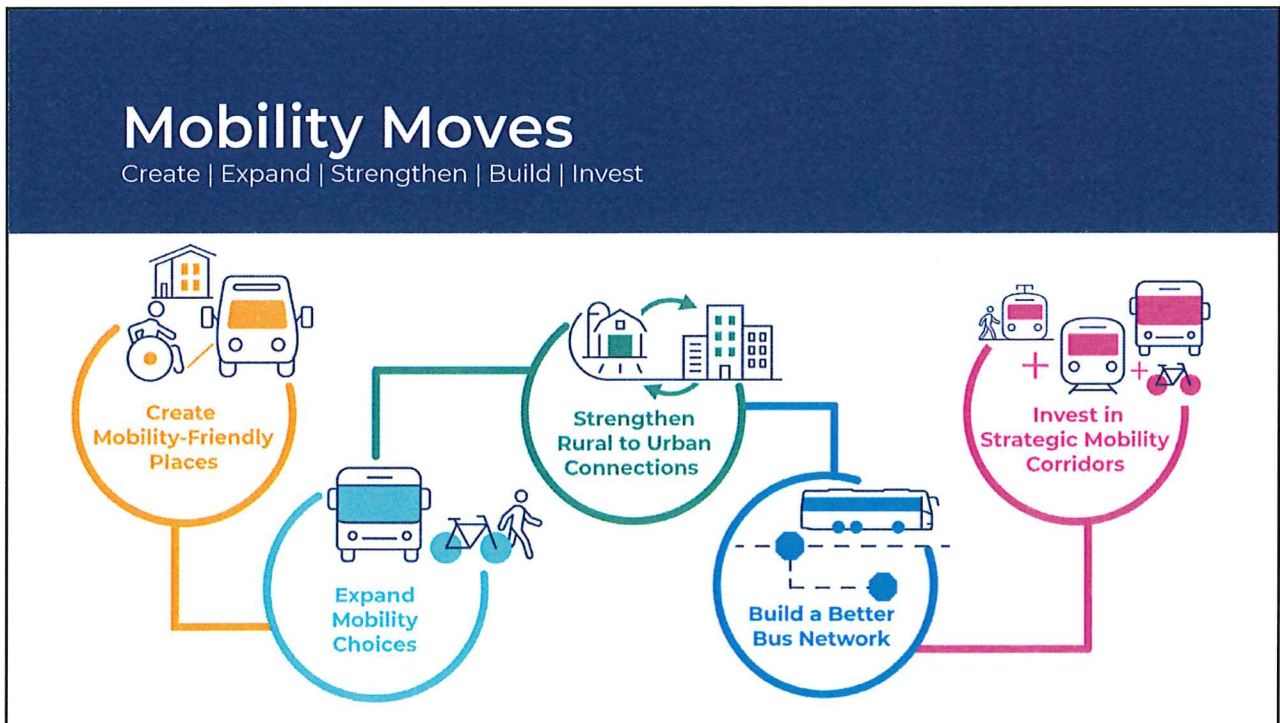
“Travel time is the single strongest factor in a household's odds of escaping poverty. The longer the travel time, the worse the chances of moving up the economic ladder.”

16



Visions Are Important

17



18



MOBILITY MOVE: Create Mobility- Friendly Places

Strategies to support vibrant, pedestrian-friendly communities that have convenient access to public transit services.



19



MOBILITY MOVE: Expand Mobility Choices

Strategies to support how, when and where residents and visitors travel, now and in the future.



20

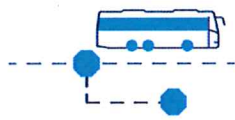


MOBILITY MOVE: Strengthen Rural to Urban Connections

Strategies to improve mobility and transportation choices for those who choose to live and work in rural communities.



21

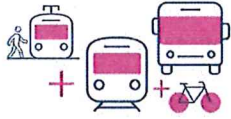


MOBILITY MOVE: Build a Better Bus Network

Strategies to integrate our existing bus systems and enhance coordination between transit service providers across our region to make it easier for riders to plan, pay for and complete their trips.

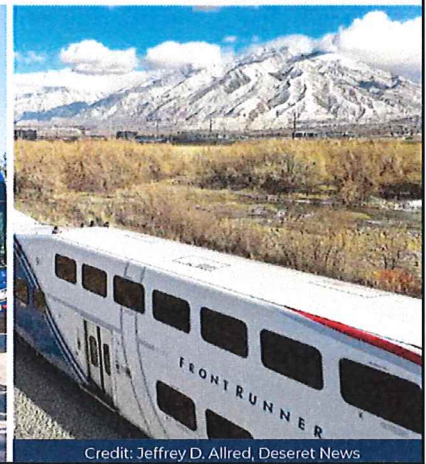


22



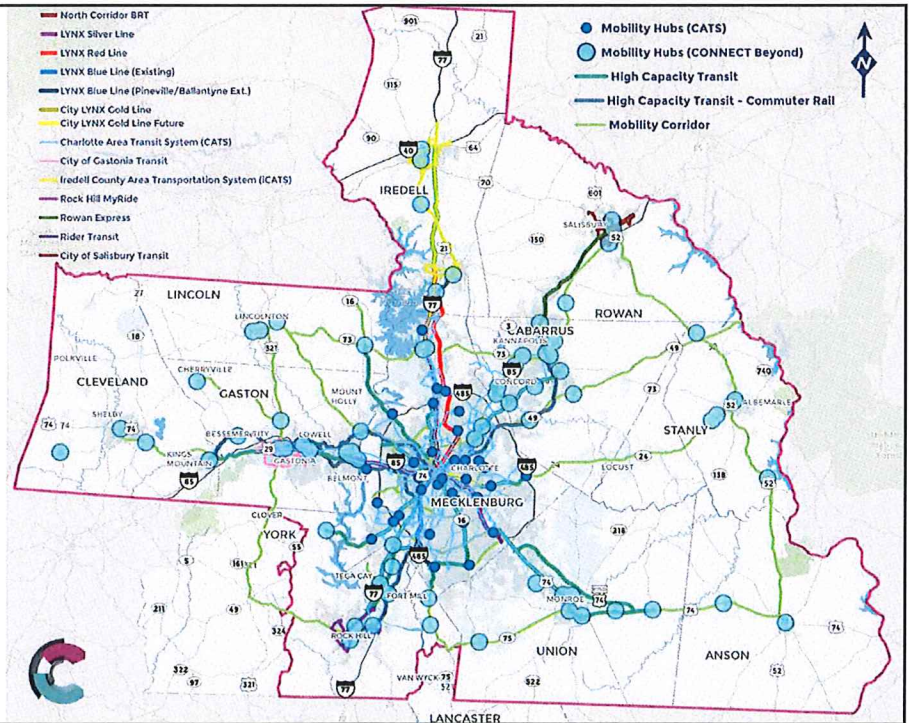
MOBILITY MOVE: Invest in Strategic Mobility Corridors

We've identified and analyzed candidate corridors throughout our region, where high capacity transit lines could possibly be extended or newly constructed.

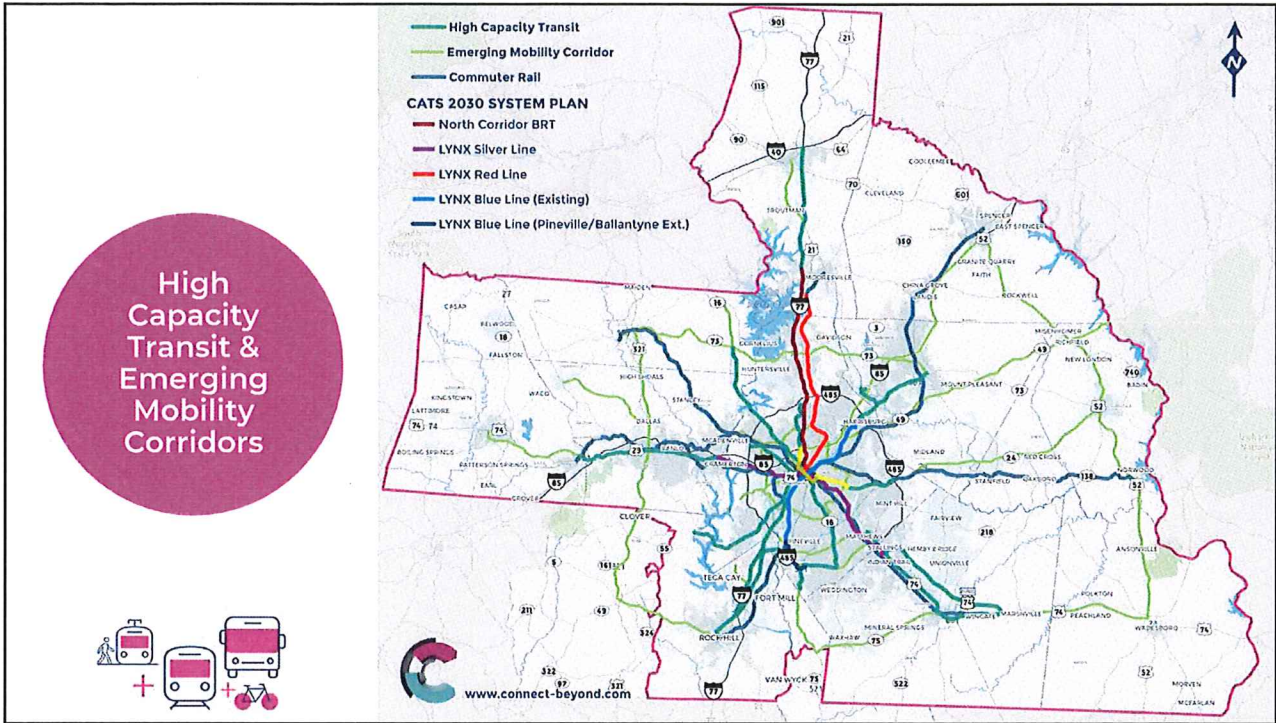


Credit: Jeffrey D. Allred, Deseret News

23



24



25

What could this all mean for MTC & CATS?

- Vanpool Expansion
- Procurement Opportunities
- Regional Fare Integration and Structure
- Funding Strategies
- Technology Integration
- Trip Planning
- TDM Planning
- Additional Partnerships Through Service Agreements
- Continued Centralina Partnership
- Knowledge Sharing
- High Capacity Transit Corridor Planning

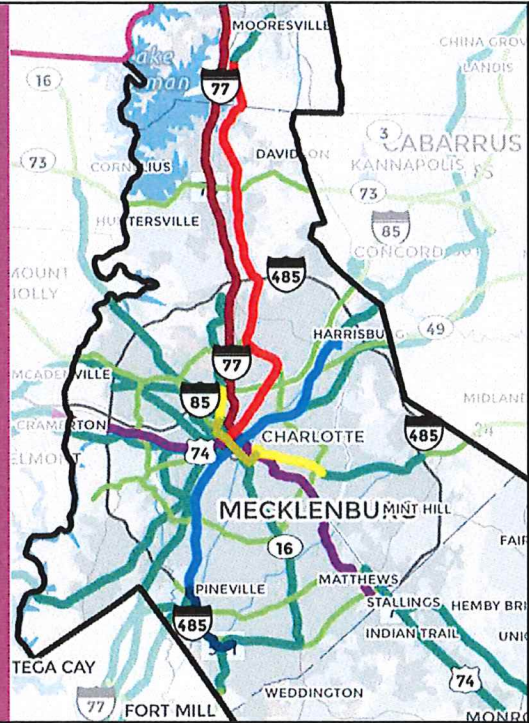
26

Relevant Corridors for MTC Consideration

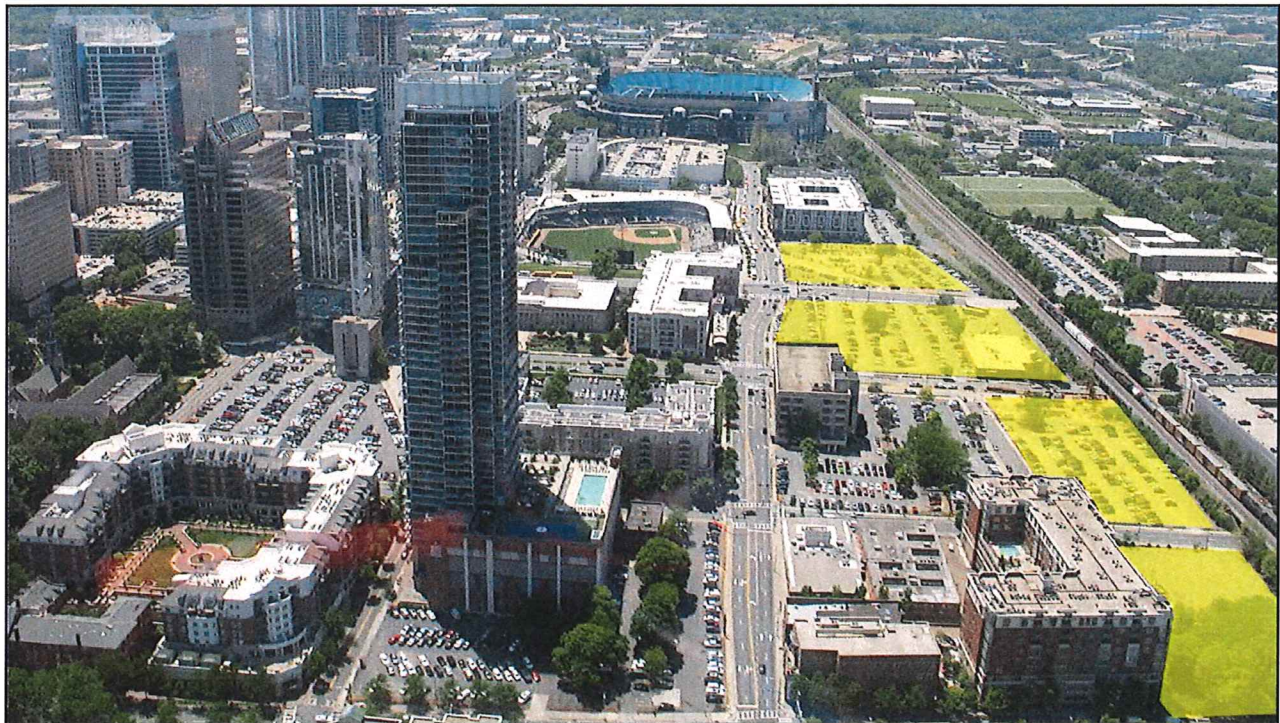
- Albemarle Rd
- Beatties Ford Rd
- Freedom Drive
- Hwy 16
- Hwy 49
- Hwy 29
- I-485
- I-77 South

Regional Passenger Rail Coordination

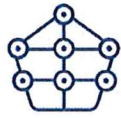
- CSX
- NS
- NCR
- AC&W
- P&N



27



28



Maintaining Our Momentum



29

Key Recommendations Partner for Regional Mobility

Build on existing positive collaboration while developing confidence and trust in shared responsibilities for a regional network.



Generate priorities for regional or cross-system projects to maximize impact, efficiency and implementation of the regional vision

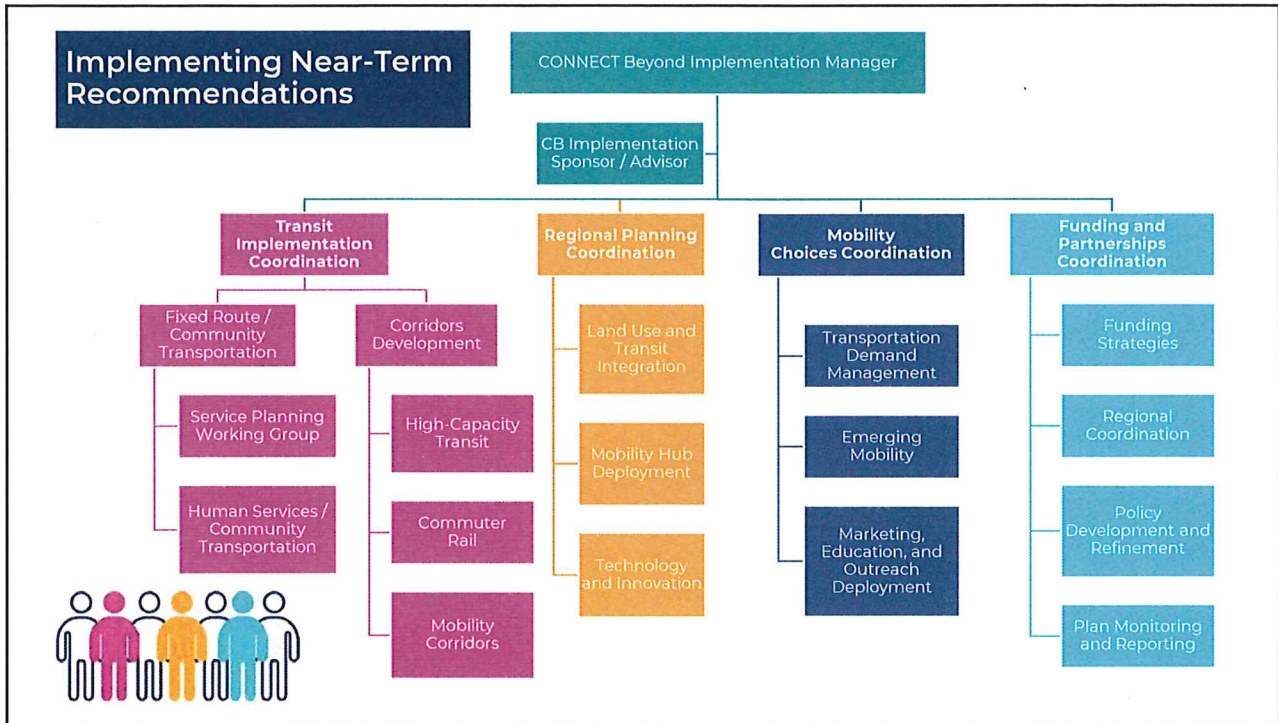


Support unified, generalized transit education, staffing to promote mobility benefits



Pursue a 2-pronged approach for regional collaboration: 1) pursue working agreements that maximize funding opportunities and increase system connectivity; 2) in parallel, pursue integrated regional partnership structure to fully implement region's vision

30




31


Grow Funding

Key Recommendations


Build on existing positive collaboration and commitment to implementing a shared regional mobility vision.




Formalize coordination among jurisdictions while enabling each jurisdiction to develop a funding approach most appropriate and feasible



Engage in sustained and coordinated funding efforts to seek additional funds to support a regional mobility network



Advocate with a unified voice to state legislators and federal partners



Develop clarity on funding sources, potential yield, and steps to implement new funding streams for shared projects (i.e. TDM, corridor technical assistance)

32

What's Next

Plan Endorsement

- **County Briefings** (September 2021)
- **Joint Advisory Committee | Final Draft Plan Released** (September 29, 2021)
- **Centralina Board of Delegates Endorsement** (October 13, 2021)
- **Metropolitan Transit Commission Action Item** (October 27, 2021)
- **Region's MPOs/RPO Acceptance** (November - December 2021)

Contact Us



contact@connect-beyond.com



33



**CONNECT
Beyond**
A Regional Mobility Initiative

Thank you

34

**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

SUBJECT: LYNX Silver Line Corridor Property Acquisition DATE: September 22, 2021

1.0 PURPOSE/SCOPE: To request approval of an early acquisition of property at 4700 E. Independence Blvd. for corridor preservation for the LYNX Silver Line project.

2.0 BACKGROUND/JUSTIFICATION: On December 19, 2019, CATS received FTA approval to initiate corridor preservation for the LYNX Silver Line under the *FTA Final Guidance on the Application of 49 U.S.C 5323 (q) to Corridor Preservation for a Transit Project*. Under this guidance, right-of-way for future transit projects can be acquired prior to the completion of the environmental review process for the project.

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

At the March 24, 2021 MTC meeting, CATS presented information on the potential acquisition of 4700 E. Independence Blvd. property along the Silver Line corridor, near Independence Blvd. and N. Sharon Amity Rd., that was proposed to be redeveloped as a Kia auto dealership, and included renovations and construction of a new building.

The appraised value of the existing property “as-is” with no new improvements is \$4.7 million, and the value of the property redeveloped as proposed by the property owner is \$10.0 million. To avoid the significantly higher cost of acquiring the property in the future, staff recommends proceeding with acquisition of this property.

3.0 PROCUREMENT BACKGROUND: N/A

4.0 POLICY IMPACT: N/A

5.0 ECONOMIC IMPACT: The total proposed budget for this action is \$6,728,000, which includes property acquisition, relocation of the existing business, professional services, closing costs, and contingency. The FY2022 approved capital budget included \$5,424,588 for land acquisition, and the remainder would be reallocated from other projects as a budget transfer and included in the City’s Budget Wind-up Process.

6.0 ALTERNATIVES:

- (1) Early acquisition and relocation of 4700 E. Independence Blvd
- (2) Do not acquire 4700 E. Independence Blvd at this time

6.0 RECOMMENDATION: Approve the early acquisition and relocation of 4700 E. Independence Blvd. for the future LYNX Silver Line project, following federal Uniform Acquisition and Relocation Act requirements.

7.0 ATTACHMENT(S): N/A

SUBMITTED AND RECOMMENDED BY:



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



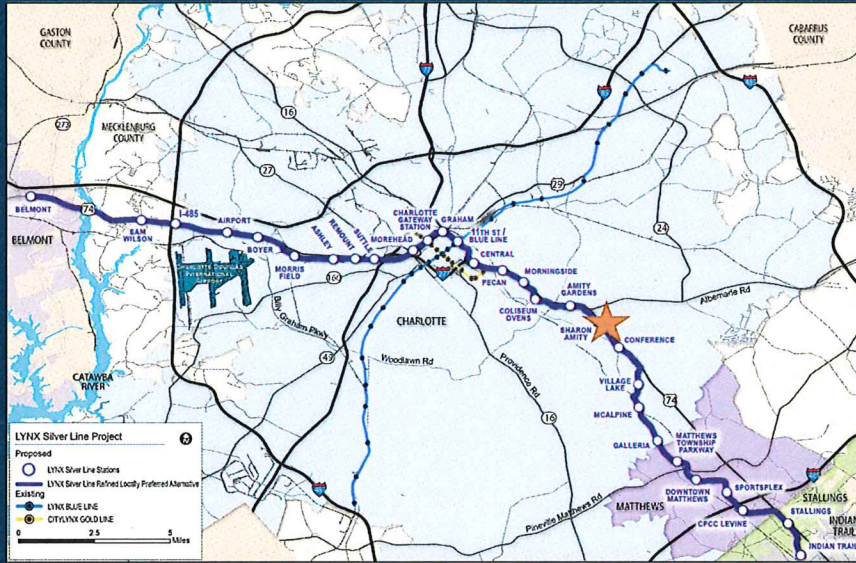
1

Corridor Preservation Guidance

- Property acquisition prior to the completion of the environmental review process for the entire project
- Preserves the viability of the preferred transit alignment
- Minimizes damages and reduces relocations of people and businesses
- Avoids higher costs of acquiring land that has been improved
- Can be used as in-kind match (local share) for the future project

2

LYNX Silver Line



SILVER LINE



3

4700 E. Independence Blvd.



SILVER LINE



4

Recommendation

- Proposed development plan is in conflict with the proposed Silver Line project
- Significant increase in future acquisition cost if allow redevelopment
- Recommend proceed with early acquisition
- Proposed budget \$6,728,000 includes:
 - Property acquisition
 - Relocation of existing business
 - Professional services
 - Closing costs
 - Contingency

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

Mode / Service	Percent		YTD	YTD	Percent	Avg Daily Ridership per Month			
	Jun-21	Jun-20				Increase/Decrease	FY 2021	FY 2020	Increase/Decrease
Local									
BOD Local	476,020	466,072	2.1 %	5,571,171	9,411,614	-40.8 %	17,713	13,120	8,485
Subtotal	476,020	466,072	2.1 %	5,571,171	9,411,614	-40.8 %	17,713	13,120	8,485
Local Express									
Arboretum Express	-	-	n/a	-	40,157	n/a	-	-	-
Harrisburg Road Express	362	305	18.7 %	3,568	20,881	-82.9 %	16	-	-
Northcross Express	207	192	7.8 %	2,907	73,654	-96.1 %	9	-	-
Idlewild Road Express	322	354	-9.0 %	3,342	17,865	-81.3 %	15	-	-
Independence Blvd Express	303	102	197.1 %	1,762	35,869	-95.1 %	14	-	-
Lawyers Road Express	350	379	-7.7 %	3,665	23,280	-84.3 %	16	-	-
Matthews Express	-	-	n/a	-	32,190	n/a	-	-	-
Mountain Island Express	-	-	n/a	-	11,376	n/a	-	-	-
Northlake Express	253	245	3.3 %	2,694	51,919	-94.8 %	12	-	-
North Mecklenburg Express	464	187	148.1 %	2,979	97,661	-96.9 %	21	-	-
Huntersville Express	466	305	52.8 %	4,546	14,407	-68.4 %	21	-	-
Rea Road Express	252	158	59.5 %	3,275	28,265	-88.4 %	11	-	-
Steele Creek Express	-	-	n/a	-	11,489	n/a	-	-	-
Huntersville Greenhouse Express	199	166	19.9 %	1,639	3,987	-58.9 %	9	-	-
Subtotal	3,178	2,393	32.8 %	30,377	463,000	-93.4 %	144	-	-
Regional Express									
Gastonia Express	561	467	20.1 %	6,045	33,281	-81.8 %	26	-	-
Rock Hill Express	299	208	43.8 %	2,971	25,634	-88.4 %	14	-	-
Union County Express	303	236	28.4 %	2,759	20,749	-86.7 %	14	-	-
Subtotal	1,163	911	27.7 %	11,775	79,664	-85.2 %	54	-	-
Community Circulator									
Neighborhood Shuttles	13,682	14,197	-3.6 %	172,472	318,212	-45.8 %	501	432	234
Eastland Neighborhood Shuttle	8,218	8,620	-4.7 %	99,716	162,214	-38.5 %	289	265	200
Pineville-Matthews Road	1,636	1,498	9.2 %	17,315	32,151	-46.1 %	64	57	-
Village Rider	3,481	3,553	-2.0 %	42,057	70,308	-40.2 %	133	79	61
Subtotal	27,017	27,868	-3.1 %	331,560	582,885	-43.1 %	987	833	495
Human Services Transportation									
Special Transportation Services	14,121	9,108	55.0 %	142,637	207,160	-31.1 %	642	225	140
DSS	77	77	0.0 %	845	2,608	-67.6 %	4	-	-
Subtotal	14,198	9,185	54.6 %	143,482	209,768	-31.6 %	646	225	140
Rideshare Services									
Vanpool	2,904	3,915	-25.8 %	35,812	109,881	-67.4 %	132	-	-
Subtotal	2,904	3,915	-25.8 %	35,812	109,881	-67.4 %	132	-	-



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

Jun-21

Mode / Service	Percent			YTD		Percent Increase/Decrease	Avg Daily Ridership per Month		
	Jun-21	Jun-20	Increase/Decrease	FY 2021	FY 2020		WeekDay	Saturday	Sunday
Rail									
LYNX Blue Line	236,513	224,537	5.3 %	2,599,631	7,261,944	-64.2 %	8,098	9,273	5,319
Subtotal	236,513	224,537	5.3 %	2,599,631	7,261,944	-64.2 %	8,098	9,273	5,319
Total	760,993	734,881	3.6 %	8,723,808	18,118,756	-51.9 %	27,774	23,451	14,439



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

Mode / Service	Percent			YTD		Percent Increase/Decrease	Avg Daily Ridership per Month		
	Jul-21	Jul-20	Increase/Decrease	FY 2022	FY 2021		WeekDay	Saturday	Sunday
Local									
BOD Local	479,095	483,789	-1.0 %	479,913	483,789	-0.8 %	17,433	13,188	9,418
Subtotal	479,095	483,789	-1.0 %	479,913	483,789	-0.8 %	17,433	13,188	9,418
Local Express									
Harrisburg Road Express	446	267	67.0 %	446	267	67.0 %	21	-	-
Northcross Express	198	234	-15.4 %	198	234	-15.4 %	9	-	-
Idlewild Road Express	292	334	-12.6 %	292	334	-12.6 %	14	-	-
Independence Blvd Express	347	142	144.4 %	347	142	144.4 %	17	-	-
Lawyers Road Express	334	387	-13.7 %	334	387	-13.7 %	16	-	-
Northlake Express	340	276	23.2 %	340	276	23.2 %	16	-	-
North Mecklenburg Express	579	193	200.0 %	579	193	200.0 %	28	-	-
Huntersville Express	482	326	47.9 %	482	326	47.9 %	23	-	-
Rea Road Express	286	281	1.8 %	286	281	1.8 %	14	-	-
Huntersville Greenhouse Express	96	160	-40.0 %	96	160	-40.0 %	5	-	-
Subtotal	3,400	2,600	30.8 %	3,400	2,600	30.8 %	163	-	-
Regional Express									
Gastonia Express	556	628	-11.5 %	556	628	-11.5 %	26	-	-
Rock Hill Express	350	253	38.3 %	350	253	38.3 %	17	-	-
Union County Express	231	288	-19.8 %	231	288	-19.8 %	11	-	-
Subtotal	1,137	1,169	-2.7 %	1,137	1,169	-2.7 %	54	-	-
Community Circulator									
Neighborhood Shuttles	13,692	15,457	-11.4 %	13,692	15,457	-11.4 %	485	454	247
Eastland Neighborhood Shuttle	7,788	9,051	-14.0 %	7,788	9,051	-14.0 %	262	244	214
Pineville-Matthews Road	1,481	1,572	-5.8 %	1,481	1,572	-5.8 %	59	50	-
Village Rider	3,575	3,611	-1.0 %	3,575	3,611	-1.0 %	119	141	74
Subtotal	26,536	29,691	-10.6 %	26,536	29,691	-10.6 %	925	889	535
Human Services Transportation									
Special Transportation Services	13,996	10,946	27.9 %	13,996	10,946	27.9 %	588	215	113
DSS	77	77	0.0 %	77	77	0.0 %	4	-	-
Subtotal	14,073	11,023	27.7 %	14,073	11,023	27.7 %	592	215	113
Rideshare Services									
Vanpool	3,114	3,745	-16.8 %	3,114	3,745	-16.8 %	148	-	-
Subtotal	3,114	3,745	-16.8 %	3,114	3,745	-16.8 %	148	-	-



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

Jul-21

Mode / Service	Percent			YTD		Percent Increase/Decrease	Avg Daily Ridership per Month		
	Jul-21	Jul-20	Increase/Decrease	FY 2022	FY 2021		WeekDay	Saturday	Sunday
Rail									
LYNX Blue Line	265,741	229,916	15.6 %	265,741	229,916	15.6 %	8,555	10,306	6,502
Subtotal	265,741	229,916	15.6 %	265,741	229,916	15.6 %	8,555	10,306	6,502
Total	793,096	761,933	4.1 %	793,914	761,933	4.2 %	27,870	24,598	16,568



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

Mode / Service	Percent			YTD		Percent Increase/Decrease	Avg Daily Ridership per Month		
	Aug-21	Aug-20	Increase/Decrease	FY 2022	FY 2021		WeekDay	Saturday	Sunday
Local									
BOD Local	488,592	488,012	0.1 %	968,505	971,801	-0.3 %	17,945	12,346	8,901
Subtotal	488,592	488,012	0.1 %	968,505	971,801	-0.3 %	17,945	12,346	8,901
Local Express									
Harrisburg Road Express	473	347	36.3 %	919	614	49.7 %	22	-	-
Northcross Express	345	257	34.2 %	543	491	10.6 %	16	-	-
Idlewild Road Express	388	380	2.1 %	680	714	-4.8 %	18	-	-
Independence Blvd Express	442	127	248.0 %	789	269	193.3 %	20	-	-
Lawyers Road Express	325	357	-9.0 %	659	744	-11.4 %	15	-	-
Northlake Express	372	224	66.1 %	712	500	42.4 %	17	-	-
North Mecklenburg Express	743	213	248.8 %	1,322	406	225.6 %	34	-	-
Huntersville Express	701	316	121.8 %	1,183	642	84.3 %	32	-	-
Rea Road Express	429	307	39.7 %	715	588	21.6 %	20	-	-
Huntersville Greenhouse Express	125	136	-8.1 %	221	296	-25.3 %	6	-	-
Subtotal	4,343	2,664	63.0 %	7,743	5,264	47.1 %	200	-	-
Regional Express									
Gastonia Express	616	576	6.9 %	1,172	1,204	-2.7 %	28	-	-
Rock Hill Express	246	220	11.8 %	596	473	26.0 %	11	-	-
Union County Express	288	245	17.6 %	519	533	-2.6 %	13	-	-
Subtotal	1,150	1,041	10.5 %	2,287	2,210	3.5 %	52	-	-
Community Circulator									
Neighborhood Shuttles	13,164	14,697	-10.4 %	26,856	30,154	-10.9 %	474	416	218
Eastland Neighborhood Shuttle	7,471	8,952	-16.5 %	15,259	18,003	-15.2 %	250	270	179
Pineville-Matthews Road	1,439	1,255	14.7 %	2,920	2,827	3.3 %	57	44	-
Village Rider	3,433	4,178	-17.8 %	7,008	7,789	-10.0 %	131	76	49
Subtotal	25,507	29,082	-12.3 %	52,043	58,773	-11.5 %	912	806	446
Human Services Transportation									
Special Transportation Services	14,286	11,079	28.9 %	28,282	22,025	28.4 %	577	222	140
DSS	77	77	0.0 %	154	154	0.0 %	4	-	-
Subtotal	14,363	11,156	28.7 %	28,436	22,179	28.2 %	581	222	140
Rideshare Services									
Vanpool	2,870	3,599	-20.3 %	5,984	7,344	-18.5 %	130	-	-
Subtotal	2,870	3,599	-20.3 %	5,984	7,344	-18.5 %	130	-	-
Rail									
LYNX Blue Line	277,985	205,176	35.5 %	543,726	435,092	25.0 %	9,299	9,903	6,760



Metropolitan Transit Commission
Charlotte Area Transit System Ridership Report

Aug-21

Mode / Service

Mode / Service	Percent			YTD		Avg Daily Ridership per Month			
	Aug-21	Aug-20	Increase/Decrease	FY 2022	FY 2021	Increase/Decrease	WeekDay	Saturday	Sunday
CityLynx Gold Line	2,566	-	n/a	2,566	-	n/a	1,283	-	-
Subtotal	280,551	205,176	36.7 %	546,292	435,092	25.6 %	10,582	9,903	6,760
Total	817,376	740,730	10.3 %	1,611,290	1,502,663	7.2 %	30,402	23,277	16,247



August | CATS Sales Tax Report FY2022

June Receipts

Sales Tax Collections and Distribution – June 2021

- The June 2021 receipts of \$11,945,450 were \$1,692,742 (16.5%) above budget target for the month
- The June 2021 receipts were \$1,503,097 (14.4%) above forecast for the month.
- The June 2021 receipts were \$2,111,553 (21.5%) above June of 2020

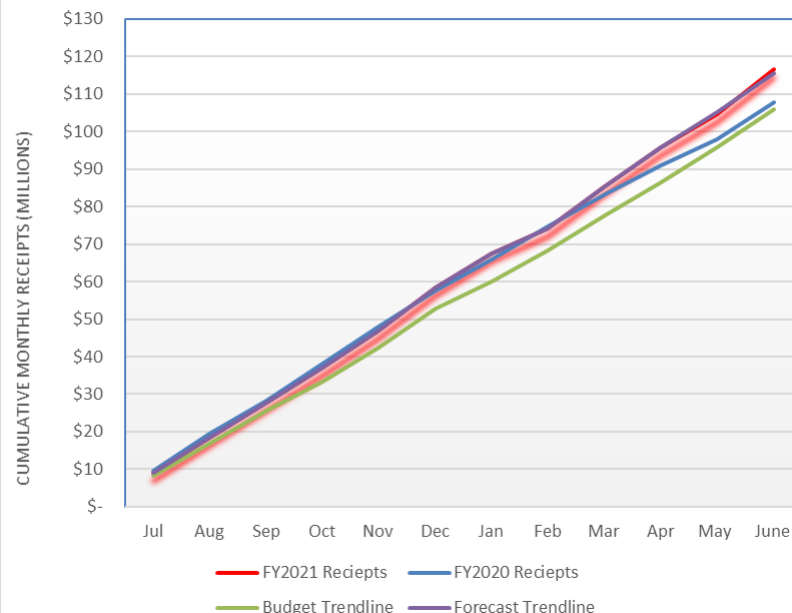
Sales Tax Budget Data

- FY2021 sales tax budget is \$105,980,101
- The updated FY2021 model forecasts year-end receipts of \$115,166,095 which is \$9,185,994 (8.67%) 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 June 30th, 2021
- Published by NC Secretary of Revenue on 9/10/2021 with actual receipts through June 2021
- CATS sales tax report only includes Mecklenburg County Article 43 sales tax

FY2021 Sales Tax Receipts Forecast



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 Actuals	April 21 Actuals	May 21 Actuals	Jun 21 Actuals	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	\$ 4,543,278	\$ 4,153,250	\$ 3,610,452	\$ 4,822,619	\$ 47,180,694
Cornelius	1.46%	32,144	1.5%	130,199	138,159	134,921	135,982	149,674	171,273	137,206	101,927	169,030	154,519	134,325	179,422	1,736,637
Davidson	0.61%	13,261	0.6%	54,648	57,989	56,630	57,075	61,748	70,659	56,604	42,050	69,733	63,747	55,416	74,021	720,320
Huntersville	2.76%	62,528	2.9%	245,976	261,015	254,898	256,902	291,154	333,169	266,899	198,272	328,804	300,577	261,294	349,021	3,347,981
Matthews	1.51%	31,071	1.5%	134,304	142,516	139,176	140,270	144,678	165,556	132,626	98,524	163,387	149,361	129,841	173,433	1,713,671
Mint Hill	1.29%	27,692	1.3%	115,516	122,579	119,706	120,647	128,944	147,552	118,202	87,810	145,619	133,118	115,720	154,572	1,509,985
Pineville	0.43%	9,533	0.4%	38,598	40,958	39,998	40,313	44,389	50,795	40,691	30,229	50,129	45,826	39,837	53,212	514,975
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	5,783,551	5,287,049	4,596,073	6,139,150	59,944,928
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	\$ 11,253,531	\$ 10,287,447	\$ 8,942,957	\$ 11,945,450	\$ 116,669,192

FY2021 Budget Sales Tax Comparison Year over Year

Year-over-Year Comparison (FY21-FY20)	-7.9%	-3.3%	6.6%	-5.8%	1.1%	16.4%	10.3%	-21.2%	28.8%	34.7%	27.8%	21.5%	8.5%
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%	80.7%	90.4%	98.8%	110.1%	110.1%
													\$ 10,689,091

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

