



Metropolitan Transit Commission



October 25, 2023

METROPOLITAN TRANSIT COMMISSION

Wednesday, October 25, 2023

5:30pm

Charlotte-Mecklenburg Government Center

Conference Room 267 - WebEx

AGENDA

- I. Call to Order Mayor Vi Lyles
 - Attendance (Introductions)
- II. Approval of the September 27, 2023 Summary (p.5-13) Mayor Vi Lyles
- III. Public Comments
- IV. Transit Work Group Update..... No Meeting
- V. Interim Chief Executive Officer’s Report (p.15-32) Brent Cagle
 - Communications to MTC Board Members (N/A)
 - Safety Reports (p.15-22)
 - Ridership Reports (p.24-30)
 - Sales Tax Report (p.32)
- VI. Informational Items
 - Transit Governance Interlocal Agreement Discussion (p.34-36) Mayor Lyles /
Patrick Baker
- VII. Action Items
 - MTC 2023 Remaining Meeting Schedule (p.38)..... Brent Cagle
- VIII. Report from the Chair of the Transit Service Advisory Committee (TSAC).....Jarrett Hurms
- IX. Report from the Chair of the Citizens Transit Advisory Group (CTAG).....Jeffery Parker
- X. Adjourn

**METROPOLITAN TRANSIT COMMISSION
MEETING SUMMARY
September 27, 2023
(Approved on October 25, 2023)**

Presiding: Mayor Vi Lyles, City of Charlotte

Present:

City Councilman Edmund Driggs (Charlotte)	Brian Welch (Town Manager, Mint Hill)
Mayor Woody Washam (Cornelius)	Mayor Jack Edwards (Town of Pineville)
Andrew Grant (Town Manager, Cornelius)	Ryan Spitzer (Town Manager, Pineville)
Mayor Rusty Knox (Town of Davidson)	Tony Lathrop, Esq. (NCDOT)
Mayor Melinda Bales (Town of Huntersville)	Bill Thunberg (Town of Mooresville)
Anthony Roberts (Town Manager, Huntersville)	Mayor Walker Reid III (City of Gastonia)
Commissioner Renee Garner (Town of Matthews)	Randi Gates (GCLMPO, Gastonia)
Mayor Brad Simmons (Town of Mint Hill)	Mayor Marion Holloway (City of Monroe)

Interim CATS Chief Executive Officer: Brent Cagle

I. Call to Order

The hybrid regular meeting of Metropolitan Transit Commission was called to order at 5:30pm by MTC Chairwoman Mayor Vi Lyles, City of Charlotte.

Mayor Lyles (MTC Chairwoman): I would like to acknowledge that I received the joint letter yesterday from the Mecklenburg Commissioner and the Mayors of each town. I would like to propose that we have a discussion of that in October following our budget adjustment meeting, to have the follow-up to begin to discuss that documents in October at our meeting, since we have an agenda for tonight that we've set. We'll plan on proceeding to do that at that time.

II. Review of Meeting Summary

The meeting summary of August 23, 2023 was approved.

III. Public Comments

Gerecka Tate: On September 8th, I did send an e-mail to the transit planning and development group. I was inquiring about route 1 not servicing Brookshire Boulevard, specifically the DMV area. I was trying to inquire as to why that route did not go specifically to that location, did not service that area I was trying to access DMV off of Brookshire Boulevard. I did get a response from Jason Lawrence, on the 12th, and he stated in so many words that it was a number of constraints, mainly the speed and the lack of pedestrian infrastructure.

I'm sure everyone is working on several different projects and trying to get things taken care of. I just wanted to know if that was something that you guys were looking into possibly, servicing one day, directly? If CATS would be able to service that, have the community have access to the DMV off of Brookshire Boulevard.

On September 9th, I did take the bus. I went to visit my mom. She actually lives at the Alpine Village Mobile Home Park Community. It's right -- kind of outside of Mint Hill. It's 55-plus older community and there was no route. It was a Saturday. When I put in the information

to try to see what bus I needed to take to get to her, there was no bus that serviced. I came across there was no transportation that was being provided to that area on the weekend.

When I looked it up through the maps, it gave me bus 40X, but when I went to the transit center customer service window, they said there was no such route-40X. I did find out that 52X was servicing that area. But is that over? Is that the minutes?

Discussion:

MAYOR LYLES (City of Charlotte): I think it would be helpful if you would just give us the questions.

GERECKA TATE: I wanted to see if we can get transit servicing that area, because I think it's important for our elderly community to be able to have transportation access to transportation, public transportation.

GERECKA TATE: I just want to make it a point to let you guys know, I did attempt to try to apply for a driver position, because I want to be of service. I want to help you guys in any capacity and that was the reason why I wanted to go to DMV, to see what I needed to do, and because it was said that we needed a permit in order for us to even be considered. Is there a program that you guys have that CATS has, to help people that may want to become a driver -- that has no experience in driving, but may want too? Is there a program?

MAYOR LYLES (City of Charlotte): I see heads nodding that there is.

GERECKA TATE: Do you have a program to help people through a CDL permit without us having to come out of pocket?

MAYOR LYLES (City of Charlotte): I know that the city has encouraged us to provide for CDL – CDL and the payments of those. Yes, instead of you having to come out of your pocket, the city does that in hopes that you will be success.

GERECKA TATE: Could I follow up?

MAYOR LYLES (City of Charlotte): I don't know the answers exactly, but it would be great for you to have a conversation and talk about that. I know that service on the bus routes are tough. I hope that we also think about -- when we talk about our elderly, that we're doing things to address that through our system as well. Let's get you some more information, but some contact about participation in our workforce. We would appreciate that.

IV. Transit Work Group Update

Discussion:

COUNCILMAN DRIGGS (Charlotte City Council): I wanted to highlight quickly, two things:

- 1) We are working on scheduling a site visit to the maintenance facilities and interviews with the staff that was part of the work plan that we agreed initially. The word will go out to members of the working group about when that can be scheduled.

2) Aside from the report that you'll get from Mr. Cagle, we have been discussing a risk assessment process. That we're now going to go pass the work that we have done on the issues that were identified, and make sure that there aren't going to be more issues. We do that by doing a comprehensive assessment of risk. Mr. Bokhari is actually a veteran of this space from his professional life and is spearheading that effort.

MAYOR LYLES (City of Charlotte): Thanks for continuing to do that good work. If you're doing the site visits, or can anyone participate?

COUNCILMAN DRIGGS (Charlotte City Council): Absolutely, we have the two members of the working group, but we can make sure that anybody who's interested is aware and can join us.

MAYOR LYLES (City of Charlotte): I think that's something that would be valued if you have the time. It certainly would add value for all of us to understand better.

COUNCILMAN DRIGGS (Charlotte City Council): Happy to include everyone on the invite and reschedule that.

V. Interim Chief Executive Officer's Report – Based on pages 17-37 in the MTC Agenda Packet for September 27th, 2023

Discussion:

INTERIM CATS CEO CAGLE: As Mayor Bales and Council Member Driggs stated, there was not a working group meeting this month. A few brief updates related to the progress report.

As I already stated, we have launched our process to do a formal risk analysis, we will be sharing with the work group and then the full MTC the calendar for that.

Elizabeth Presutti is leading that effort, and we are working with a consultant to conduct complete risk analysis of the entire department and identify those risks and then to identify strategies and tactics for addressing and mitigating those risks as we identify them. The other update to the progress report, I believe at our last meeting, we had reported that our most recent derailment had occurred, again, this was a yard derailment. It was an overrun of the track. Still a derailment.

The train was not in service, it was at low speed, there were no injuries. the final report goes to NCDOT this week. Based on the investigation, it has been determined that it was operator error. That the operator is no longer an employee of the City of Charlotte.

Bridge Inspections Update

The bridge inspections continue, again, we are working with the railroads and NCR to schedule what they call the flaggers. At any time, you're working in the right-of-way they need flaggers, and we are working to schedule those flaggers and we have also engaged NCDOT SSL to assist us with that and we continue to work through the process.

Basically, we're on the list. We're on the schedule for the flaggers, but we're not top of their list. They are working through that. Those flaggers must be provided by the railroads. I would also mention a couple of things in the packet, this month, pages 17 and 18 are the communications that we have previously over the last month sent to the MTC. We'll go through those. but if there are questions, happy to answer.

Transit Safety Update

We also have the safety report starting on page 20. You will note that those safety reports are a little bit different this month, in that there is extra information. Previously, what you would see, just using an example, pages 20 and 21 are both related to the bus operations division and what you had previously seen in the packet as standard was page 21.

What we have included and what will continue to include, I think is probably the more meaningful data. Page 21 shows the number of occurrences per month. Page 20 shows the number of occurrences in relation to what our metrics or goals are. You can see, this is a bit of a stoplight chart in that if it is green, it is at or below the stated metric. If it is in red, it is at or above or it is above the stated metric. You will note on bus operations for example, system reliability. That's the federal way of saying, system reliability refers to vehicles that break down while in service. Any time there's a breakdown in and the vehicle has to be physically removed from service, that would count against system reliability measure. You can see that both on the bus operations division, which is our fixed route service, and our special transportation services, or STS, we continue to miss our targets on system reliability. That is bad news, it is a direct result of the age of the fleet, which we have already identified as an issue. We are again as we've spoken over the last few months, aggressively working to replace all of our vehicle fleet.

We have an aggressive plan to replace our fixed route, our full-size buses, with an order of approximately 50, I believe, over the next year and additional vehicles to come. Our STS fleet, it is a fleet of approximately 85 vehicles. We are working through a plan to replace those over two or possibly three years.

One of the issues with the STS fleet is they're a heavy-duty chassis vehicle, Ford heavy duty chassis, and they have been difficult to find on the market. There are shortages. Ford isn't making as many as we would like, or others would like. We are looking to expedite that every way that we can. We just took and had approval from City Council to use a contract out of the state of Oklahoma to buy a pretty significant number of those vehicles. 55 vehicles off of the state of Oklahoma's contract. That we can, as quickly as possible, replace all of that rolling stock. That will significantly improve our performance on system reliability. Because clearly, age is a factor and breakdowns.

You'll also note Rail operations and there are two different reports for rail operations, blue line and gold line. Again, those reports are there. If there are questions, happy to answer them.

Ridership Report

Happy to report on ridership, two things, one, ridership continues to increase. Overall, it was about a 14% increase. Breaking that down on the bus side, it was about a 10% increase on the local and about a 23% increase on our express routes. Rail saw approximately a 20% increase in total. That is approximately a 23% increase on the Blue Line, however, about a 6% decrease on the Gold Line.

I think that is really reflective of the difficulties we were having with the Gold Line before we changed the schedule. There were system reliability issues with the Gold Line. We would not have enough operators daily. We would need to lengthen head ways on the Gold Line in an unreliable or day-to-day basis. We have resolved that by pushing the head ways to from 20 minutes to 30 minutes, with the expectation that as soon as we are able to fix our vacancy rate amongst our rail operators, we will go back to a 20-minute headway on the Gold Line. That is very important to us, because we know frequency is very, very important.

Sales Tax Report

You'll note a difference in this report. I acknowledge -- I've already provided you with additional detail.

As I started to really look at these reports, and critically think about them, I realized that for many years, the sales tax data report that you had been receiving, the total sales tax revenues received on the report were accurate. However, when you look at the report, and how it allocated the theoretical allocation to the towns or the jurisdictions, based on population, it was quite frankly, wrong. It was doubling the population.

A couple of things to note. I realized that what we chose to do on this report was provide you with the known data. What we receive from the Department of Revenue is really simply two things. They provide us with the monthly actuals of sales tax revenues for the county received. Department of Revenue does not allocate or track the sales tax revenue specifically Article 43, which is the transit portion of the sales taxes by jurisdiction. They simply report by county. The county for other sales taxes, does not use a population allocation. There are two allocations allowed under state law. One of them is population. The other is in effect the tax value of your home. The tax levy, the county opts for the levy, however, we had been attempting to show you if it were being allocated by population. What would that look like? However, we were not doing it well. We provided you with just the known. I have received questions on this, and I understand my error here. I understand why you would be very interested in this information.

I have provided you an additional spreadsheet that does correctly, if you were theoretically, going to allocate by jurisdiction, that's what this spreadsheet does. Now, it's fair. It's important to point out this is based on known data and sourced from Department of Revenue as well as North Carolina OSBM. However, the calculations or dollar amounts associated with each jurisdiction are simply CATS calculations, based on the percentage of total population. We will resume putting this information in the packet, if you would like or we can provide it as a separate, however you would like.

MAYOR LYLES (City of Charlotte): Thank you for that. I think we started this discussion about what do the numbers mean and how precise can they be? I know that what I hear and from the CEO is that we can be precise on the total, for the Mecklenburg County, but other than that, we have to decide whether or not we want to use population or tax levy. I don't think that we've calculated a history of that, and I don't think that we have that available to us without doing some additional work. I think that Brent has provided what we traditionally have done, but it is not exact.

I wonder if the Department of Revenue could help us in some way. I would expect that we would be an exception to the rule, because we're probably the only ones that really have, besides gold transit and the Raleigh area, probably the only ones that will be asking for that kind of information. I'm sure that that's not at the top of their list.

JEFFERY PARKER (CTAG Co-Chairman-Mecklenburg County): I just have one question about this. This is just proportional revenue based on the population itself. Would it be possible to get like an income adjusted or something like that? Reason being is because, people who make more tend to spend more. You have people in outlying towns that I would say especially up in the Lake area where they're probably disproportionately providing more than their 10 or 15% that's here. I just wanted to bring that up.

MAYOR LYLES (City of Charlotte): I think we probably have to do some work and study on how to do that and I'm not really sure? I used to be in budget but now I'm not. I'm not going to ever say that it's possible or feasible right now. I think that the difficulty is even no matter what we do, it's not going to be precise.

Because it's just not the way it is going to work. I think a large part, what we've realized is 40% of our sales tax comes from people that work outside of our county. We're already kind of not able to do it by income. If there's an economist in the room, there might be a distribution that might work? I think we would have to put some study, maybe even ask someone, how do you do this differently? That might mean going to the state revenue and see if they are. It's the total that is good, and we all understand that.

COUNCILMAN DRIGGS (Charlotte City Council): As an economist, the difficulty is parsing that data. You might get an average or an aggregate, but unless you actually have the perfect distribution and you can assign a marginal propensity to consume to each of those, I think it would be a difficult exercise. I understand the question. I think in practice, it would be hard.

JEFFERY PARKER (CTAG Co-Chairman-Mecklenburg County): Right. I understand. I just wondered if there was any way to? Because it is a consumption tax, it's going to be the case that people who make more consume more, typically. I was wondering if there was any way?

COUNCILMAN DRIGGS (Charlotte City Council): Absolutely understand, perfectly fair question, just saying as a practical matter, parsing that out of the data could be hard.

MAYOR LYLES (City of Charlotte): Right now, we have the best that we can do with the overall total amount. We have been using population and I think that's better than tax levy right now. We could look at that if you wanted to.

INTERIM CATS CEO CAGLE: Again, my intention was not to say that either method is right or wrong? My intention was just to clarify that I believe that the way we were presenting it was inaccurate, in the calculations. I think it was a little bit misleading in that it implied that that data had been received from the Department of Revenue. It has not. There are data points on this chart, the one that I prepared, that are received from the Department of Revenue.

The actual allocation by jurisdiction is not received, that is a calculation that I ran on a spreadsheet. It is not an official data point that is sourced from Department of Revenue, because they don't provide that information.

MAYOR KNOX (Town of Davidson): The numbers in bold, which on the left-hand column are relatively accurate, based on the census and what the Department of Revenue has, and the numbers at the bottom, are numbers that you have gleaned from the Department of Revenue. The percentages and the other numbers are basically subjective based on population.

INTERIM CATS CEO CAGLE: Yeah. They are calculated. They're not sourced. The population numbers in bold are taken directly from North Carolina OSBM State Demographer's Website. Now, the reason that county/other is not in bold is, I had to combine two categories because there are a few residents listed in the OSMB population of Mecklenburg County in towns such as Weddington, Stallings and one other. I don't remember which? It's a very, very few. In order to get to the total 112,482; which is sourced from the OSBM, I did have to

combine the county, which would be unincorporated areas of the county. People living in unincorporated areas, plus those few residents who according to the state are in other jurisdictions even though they're not traditionally viewed as part of Mecklenburg County.

Everything else in that column is directly sourced from OSBM and then everything along the bottom row is sourced from Department of Revenue. Other than the blue columns, which are not actuals yet? They will be sourced from Department of Revenue. Then it's just a simple allocation, percent of total, running the numbers out as a percent of total.

VI. Informational Items – None.

VII. Action Items

A. 2023 Title VI Program Update

Arlanda Rouse

Arlanda Rouse – CATS Civil Rights Officer – presented for action the 2023 Title VI Program; based on pages 39-128 in the MTC Agenda Packet for September 27th, 2023 meeting.

Resolution: A motion to approve the CATS 2023 Title VI Program Update was made by **Mayor John Edwards (Town of Pineville)**; seconded by **Mayor Woody Washam (Town of Cornelius)**. Motion carried unanimously.

B. Title VI Equity Analysis for 2022 Service Modifications

Arlanda Rouse

Arlanda Rouse – CATS Civil Rights Officer – presented for action the Title VI Equity Analysis for 2022 Service Modification; based on pages 130-152 in the MTC Agenda Packet for September 27th, 2023 meeting.

Resolution: A motion to approve the CATS Title VI Equity Analysis for 2022 Service Modifications was made by **Mayor Brad Simmons (Town of Mint Hill)**; seconded by **Mayor Melinda Bales (Town of Mint Huntersville)**. Motion carried unanimously.

VIII. Transit Services Advisory Committee (TSAC)'s Comments

Krissy Oechslin (Chairwoman) reported the following: We heard the Title VI updates that you just approved. We also heard an overview of some organizational changes at CATS that are aimed at improving the customer experience for transit riders.

I've been on TSAC since 2019 and the first time I've seen CATS make such a concerted effort to make the transit experience better for passengers. Things like way finding signs and maps and rethinking how you even name various lines and routes, adding more bus benches and shelters, doing more community outreach, and a lot of other improvements in the pipeline. I want to thank CATS for this renewed focus on transit riders. Now, if we can get the operator staffing levels up to increase frequency, we'll be headed in the right direction. I had a comment that is maybe more tailored to mayor Lyles. I know that something that's come up in a lot of TSAC meetings, is cars blocking public transportation, not just the Gold Line, though. Also, bus stops.

I know the City of Charlotte has a new quality of life team that's working on enforcing no parking, specifically in streetcar lanes, and bike lanes, and other things. I would ask that you consider extending that to enforcing it in bus stops also. It's a real problem when a bus can't pull over at the stop, especially for passengers who need accessible bus stops. I also read that the City is considering increasing that fine from \$25 to \$100. That's something that numerous TSAC members have expressed support for raising that fine over the years.

To put that in context. the ticket for fair evasion is \$50 and possibly in this demeanor, you could go to jail, if you don't pay that. While it's only \$25 to block a streetcar full of people. I would encourage the city, that if we're going to encourage people to use alternative modes of transportation, we need to ensure that the car drivers don't paralyze the proper functioning of our transit system.

The last thing I wanted to mention. I know that since you'll be talking about larger picture, CATS governance, at the next meeting. One idea I would like to put in your heads, is that to reconsider the role of transit rider advocates, such as CTAG and TSAC.

As you consider how to remake MTC, remake the governance of CATS. Having sat here for several years, splitting the budget function that CTAG does and the day-to-day feedback that TSAC provides is a disservice to both. Anything that you want done needs money to fund it. By splitting those functions we're at a disadvantage.

The Citizen Advisory Board should be one group, whether you put them together or keep them separate, we should have a vote on the MTC.

Discussion:

MAYOR LYLES (City of Charlotte): Thank you very much. I definitely on the blockages, that's the entire effort around this. While it wasn't explicit, we will make sure that it is communicated, and it will become explicit over as we talk about how we're doing this and a lot of this has to do. I know many of our towns have these truck issues and we were not increasing the penalties to make it actually the penalties were actually less costly than the consequences of making a real decision to park somewhere. We are going to be very active in that. It may take a little bit of time, because we want to make sure that the people are prepared for it. I think it's something that's really due. We'll do that for bus stations along the way as well with our signage as well.

EDWARD TILLMAN (CTAG Co-Chairman-City of Charlotte): I am in agreement with Krissy regarding the abilities to have a combined citizen's transit group that we're not splitting the conversations, splitting the efforts, and support for the community from that perspective.

How that's accomplished, certainly there's work to be done with that. I'm sure that there are reasons why they were split from the beginning. I think it is something that does deserve some consideration.

MAYOR LYLES (City of Charlotte): I would agree. I thank you for bringing that up. I think it's time for us to look at all of those and things and we certainly support the idea of working better and making it a better work environment for what we're trying to accomplish. Thank you for that.

IX. Citizens Transit Advisory Group (CTAG) Chairman's Comments – No Meeting

**X. Other Business
CATS/MTC Strategy Session Budget Workshop**

Discussion:

INTERIM CATS CEO CAGLE: I did want to remind everyone we are looking forward to October 25th with our strategy session budget workshop starting at Noon in the afternoon leading up into our regularly scheduled MTC meeting. Hopefully, everyone is able to attend. We think that it will be a very good day.

We did send out a survey to the members, delegates and your assistants. Providing your assistance and providing feedback is greatly appreciated.

XI. Adjourn

The meeting was adjourned at 6:10 p.m. by Mayor Vi Lyles, City of Charlotte – MTC Chairwoman.

NEXT MTC MEETING: WEDNESDAY, OCTOBER 25TH, 2023; STARTS AT 5:30 P.M.

Bus Operations Division Safety Performance Measures

Fatality Incidents

Goal: 0 per 100k mi

CY 2023	Incidents	Bus Revenue Miles	Rate
January	0	923,601	0.00
February	0	837,470	0.00
March	0	945,219	0.00
April	0	878,901	0.00
May	0	917,647	0.00
June	0	889,593	0.00
July	0	889,099	0.00
August	0	939,346	0.00
September	1	867,111	0.12
October			
November			
December			

Rate Formula

# of incidents	=	x.xx	*	100,000	=	Rate per
# of revenue miles						100,000 miles

Preventable Collisions w/ Damage ≥ \$500

Goal: 0.5 per 100k mi

CY 2023	Incidents	Bus Revenue Miles	Rate
January	4	923,601	0.43
February	9	837,470	1.07
March	2	945,219	0.21
April	1	878,901	0.11
May	2	917,647	0.22
June	3	889,593	0.34
July	4	889,099	0.45
August	1	939,346	0.11
September	4	867,111	0.46
October			
November			
December			

Rate Formula

# of incidents	=	x.xx	*	100,000	=	Rate per
# of revenue miles						100,000 miles

Total NTD Major Reportable Injuries (Employee & Customer)

Goal: < 1 per 100k mi

CY 2023	Employee Injuries	Customer Injuries	Bus Revenue Miles	Rate
January	1	0	923,601	0.11
February	0	1	837,470	0.12
March	2	4	945,219	0.63
April	1	18	878,901	2.16
May	0	1	917,647	0.11
June	0	4	889,593	0.45
July	2	13	889,099	1.69
August	0	0	939,346	0.00
September	1	0	867,111	0.12
October				
November				
December				

Rate Formula

# of incidents	=	x.xx	*	100,000	=	Rate per
# of revenue miles						100,000 miles

System Reliability

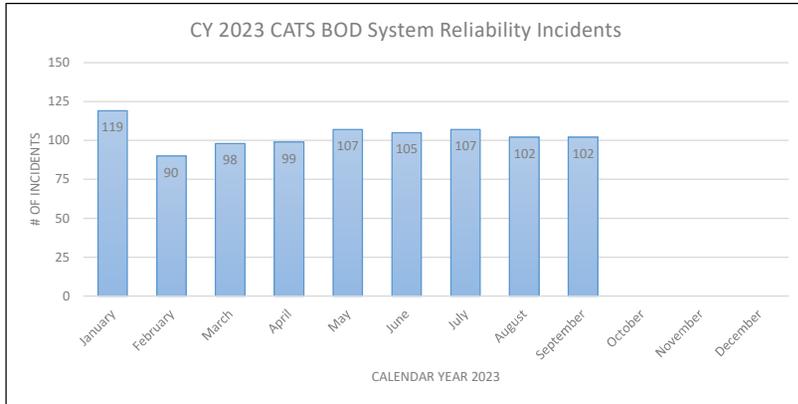
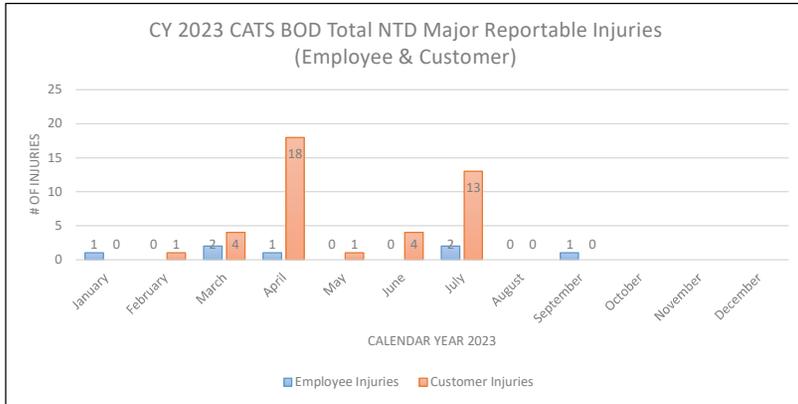
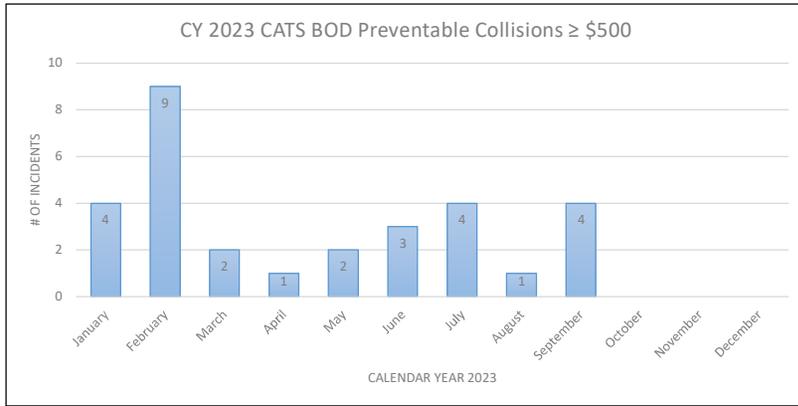
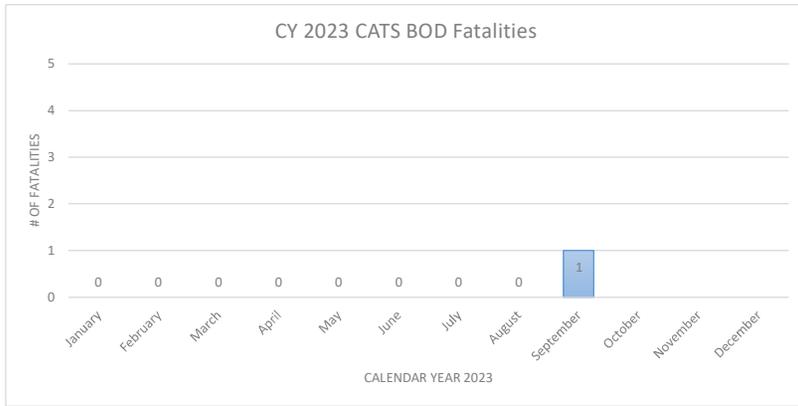
Goal: < 10 per 100k mi

CY 2023	Incidents	Bus Revenue Miles	Rate
January	119	923,601	12.88
February	90	837,470	10.75
March	98	945,219	10.37
April	99	878,901	11.26
May	107	917,647	11.66
June	105	889,593	11.80
July	107	889,099	12.03
August	102	939,346	10.86
September	102	867,111	11.76
October			
November			
December			

Rate Formula

# of incidents	=	x.xx	*	100,000	=	Rate per
# of revenue miles						100,000 miles

Bus Operations Division Safety Performance Measures



Special Transportation Service Safety Performance Measures

Fatality Incidents

Goal: 0 per 100k mi

CY 2023	Incidents	STS Revenue Miles	Rate
January	0	171,142	0.00
February	0	164,394	0.00
March	0	184,635	0.00
April	0	160,338	0.00
May	0	169,378	0.00
June	0	165,612	0.00
July	0	165,903	0.00
August	0	178,541	0.00
September	0	167,222	0.00
October			
November			
December			

Rate Formula

# of incidents	=	x.xx	*	100,000	=	Rate per 100,000 miles
# of revenue miles						

Preventable Collisions w/ Damage ≥ \$500

Goal: 0.3 per 100k mi

CY 2023	Incidents	STS Revenue Miles	Rate
January	0	171,142	0.00
February	0	164,394	0.00
March	1	184,635	0.54
April	0	160,338	0.00
May	0	169,378	0.00
June	0	165,612	0.00
July	0	165,903	0.00
August	1	178,541	0.56
September	1	167,222	0.60
October			
November			
December			

Rate Formula

# of incidents	=	x.xx	*	100,000	=	Rate per 100,000 miles
# of revenue miles						

Total NTD Major Reportable Injuries (Employee & Customer)

Goal: < 1 per 100k mi

CY 2023	Employee Injuries	Customer Injuries	STS Revenue Miles	Rate
January	0	0	171,142	0.00
February	0	0	164,394	0.00
March	0	0	184,635	0.00
April	0	0	160,338	0.00
May	0	0	169,378	0.00
June	0	0	165,612	0.00
July	0	0	165,903	0.00
August	0	0	178,541	0.00
September	0	0	167,222	0.00
October				
November				
December				

Rate Formula

# of incidents	=	x.xx	*	100,000	=	Rate per 100,000 miles
# of revenue miles						

System Reliability

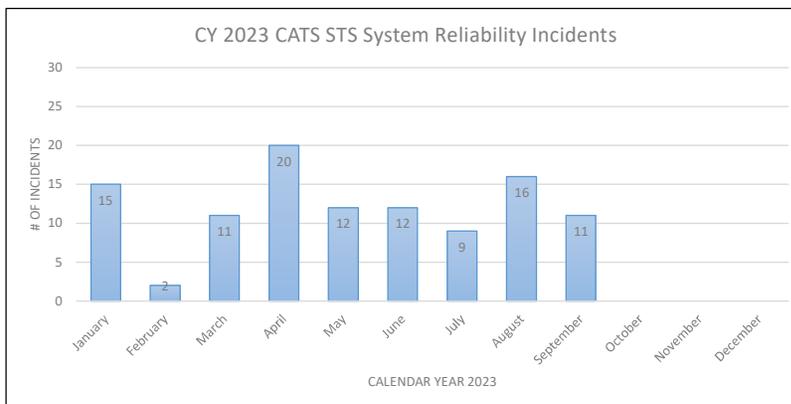
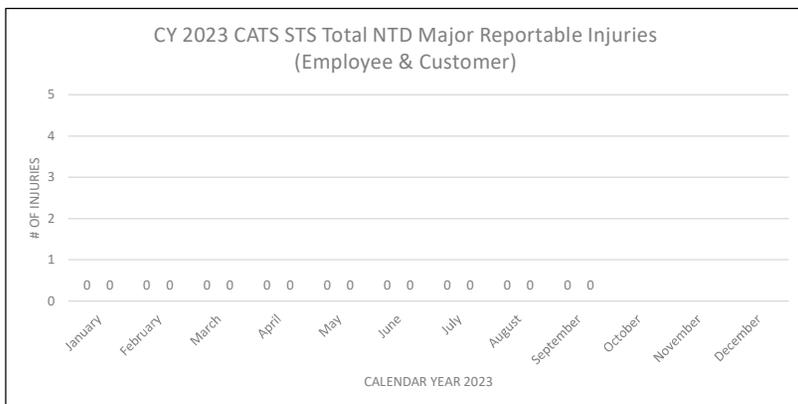
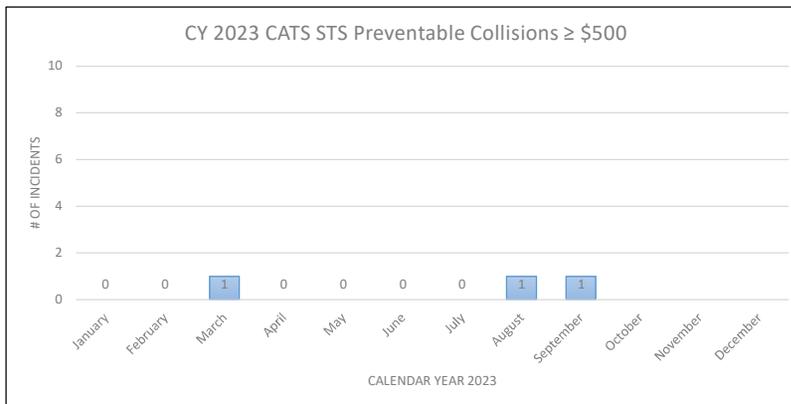
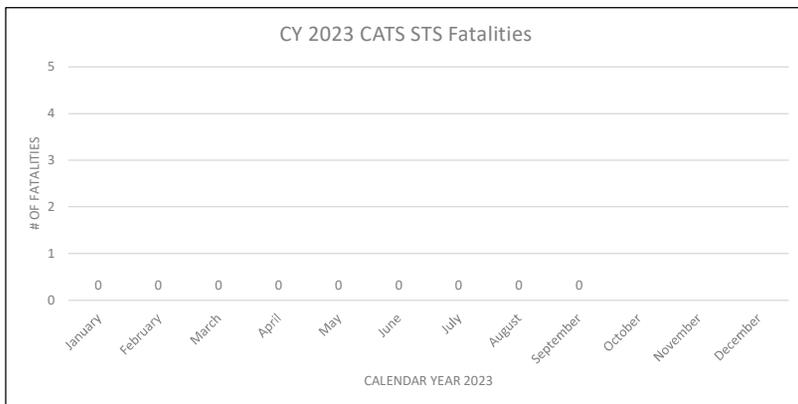
Goal: < 3 per 100k mi

CY 2023	Incidents	STS Revenue Miles	Rate
January	15	171,142	8.76
February	2	164,394	1.22
March	11	184,635	5.96
April	20	160,338	12.47
May	12	169,378	7.08
June	12	165,612	7.25
July	9	165,903	5.42
August	16	178,541	8.96
September	11	167,222	6.58
October			
November			
December			

Rate Formula

# of incidents	=	x.xx	*	100,000	=	Rate per 100,000 miles
# of revenue miles						

Special Transportation Service Safety Performance Measures



Rail Operations Blue Line Safety Performance Measures

Fatality Incidents

Goal: 0 per 100k Revenue Car mi

CY 2023	Incidents	Total Car Revenue Miles	Rate
January	0	130,949	0.00
February	0	123,072	0.00
March	0	138,277	0.00
April	0	132,083	0.00
May	0	137,129	0.00
June	0	132,069	0.00
July	0	126,973	0.00
August	0	139,812	0.00
September	0	132,711	0.00
October			
November			
December			

Rate Formula

# of incidents	=	x.xx	*	100,000	=	Rate per
# of revenue miles						100,000 miles

Preventable Safety Events (FTA Reportable)

Goal: 0.1 per Revenue Car 100k mi

CY 2023	Incidents	Total Car Revenue Miles	Rate
January	0	130,949	0.00
February	0	123,072	0.00
March	0	138,277	0.00
April	0	132,083	0.00
May	0	137,129	0.00
June	0	132,069	0.00
July	1	126,973	0.79
August	1	139,812	0.72
September	0	132,711	0.00
October			
November			
December			

Rate Formula

# of incidents	=	x.xx	*	100,000	=	Rate per
# of revenue miles						100,000 miles

Total NTD Major Reportable Injuries (Employee & Customer)

Goal: < 1 per 100k Revenue Car mi

CY 2023	Employee Injuries	Customer Injuries	Total Car Revenue Miles	Rate
January	0	0	130,949	0.00
February	0	0	123,072	0.00
March	0	0	138,277	0.00
April	0	0	132,083	0.00
May	0	0	137,129	0.00
June	0	0	132,069	0.00
July	0	0	126,973	0.00
August	0	0	139,812	0.00
September	0	0	132,711	0.00
October				
November				
December				

Rate Formula

# of incidents	=	x.xx	*	100,000	=	Rate per
# of revenue miles						100,000 miles

System Reliability (Major Mechanical Failures)

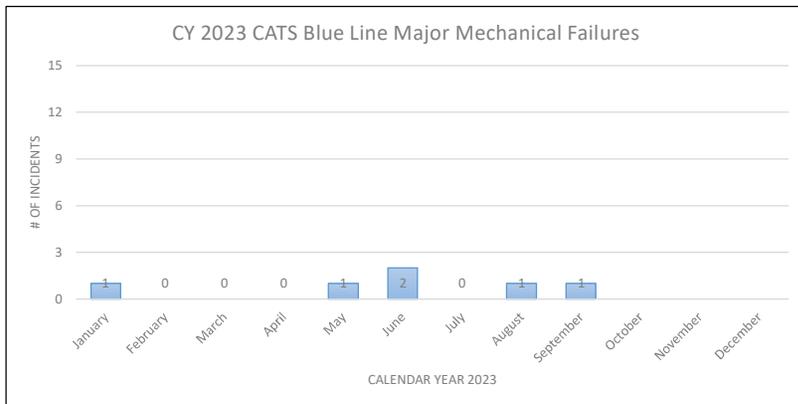
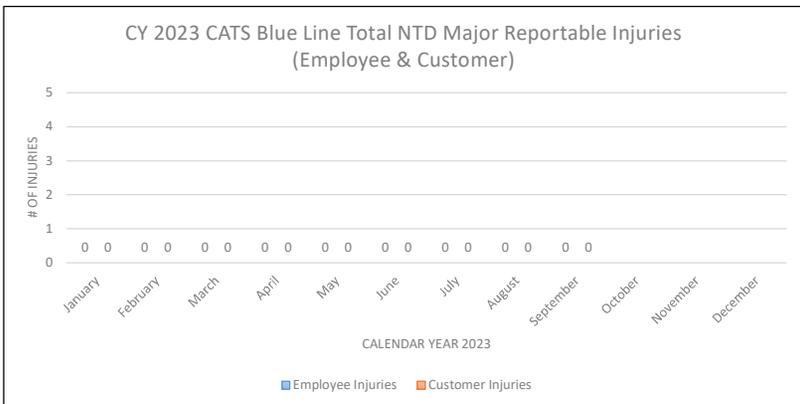
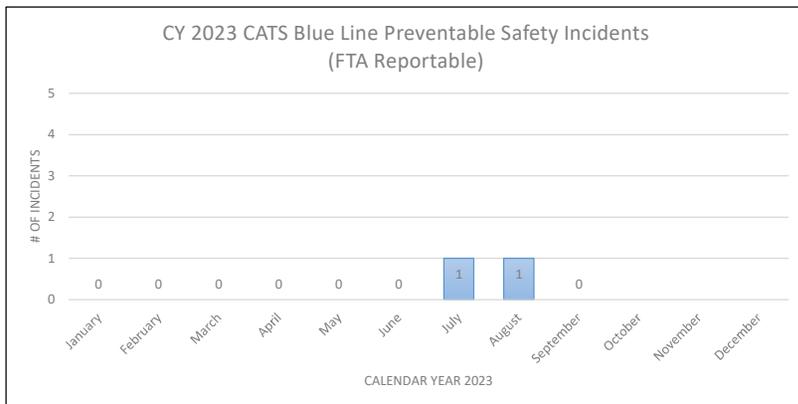
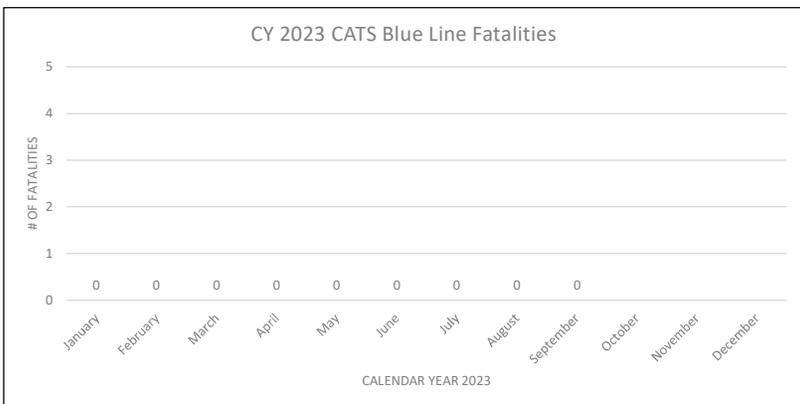
Goal: < 3 per 100k Revenue Car mi

CY 2023	Incidents	Total Car Revenue Miles	Rate
January	1	130,949	0.76
February	0	123,072	0.00
March	0	138,277	0.00
April	0	132,083	0.00
May	1	137,129	0.73
June	2	132,069	1.51
July	0	126,973	0.00
August	1	139,812	0.72
September	1	132,711	0.75
October			
November			
December			

Rate Formula

# of incidents	=	x.xx	*	100,000	=	Rate per
# of revenue miles						100,000 miles

Rail Operations Blue Line Safety Performance Measures



Rail Operations Gold Line Safety Performance Measures

Fatality Incidents

Goal: 0 per 100k Revenue Car mi

CY 2023	Incidents	Total Car Revenue Miles	Rate
January	0	11,696	0.00
February	0	10,695	0.00
March	0	11,793	0.00
April	0	10,574	0.00
May	0	11,766	0.00
June	0	10,506	0.00
July	0	8,950	0.00
August	0	9,781	0.00
September	0	7,369	0.00
October			
November			
December			

Rate Formula

# of incidents	=	x.xx	*	100,000	=	Rate per
# of revenue miles						100,000 miles

Preventable Safety Events (FTA Reportable)

Goal: 0.1 per Revenue Car 100k mi

CY 2023	Incidents	Total Car Revenue Miles	Rate
January	0	11,696	0.00
February	1	10,695	9.35
March	0	11,793	0.00
April	0	10,574	0.00
May	0	11,766	0.00
June	0	10,506	0.00
July	0	8,950	0.00
August	0	9,781	0.00
September	0	7,369	0.00
October			
November			
December			

Rate Formula

# of incidents	=	x.xx	*	100,000	=	Rate per
# of revenue miles						100,000 miles

Total NTD Major Reportable Injuries (Employee & Customer)

Goal: < 1 per 100k Revenue Car mi

CY 2023	Employee Injuries	Customer Injuries	Total Car Revenue Miles	Rate
January	0	0	11,696	0.00
February	0	0	10,695	0.00
March	0	0	11,793	0.00
April	0	0	10,574	0.00
May	0	0	11,766	0.00
June	0	0	10,506	0.00
July	0	0	8,950	0.00
August	0	0	9,781	0.00
September	0	0	7,369	0.00
October				
November				
December				

Rate Formula

# of incidents	=	x.xx	*	100,000	=	Rate per
# of revenue miles						100,000 miles

System Reliability (Major Mechanical Failures)

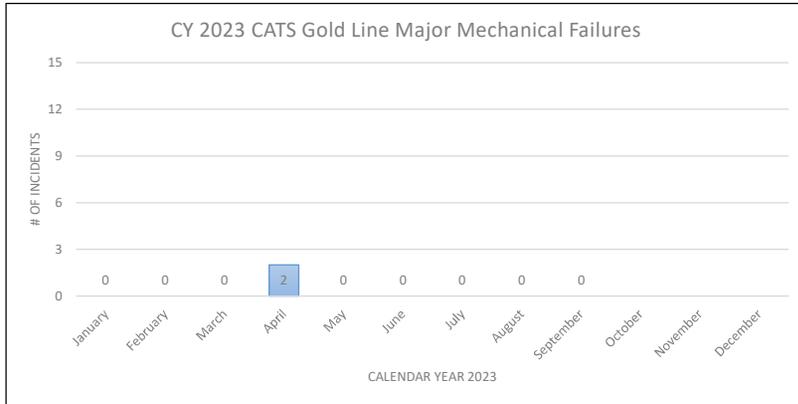
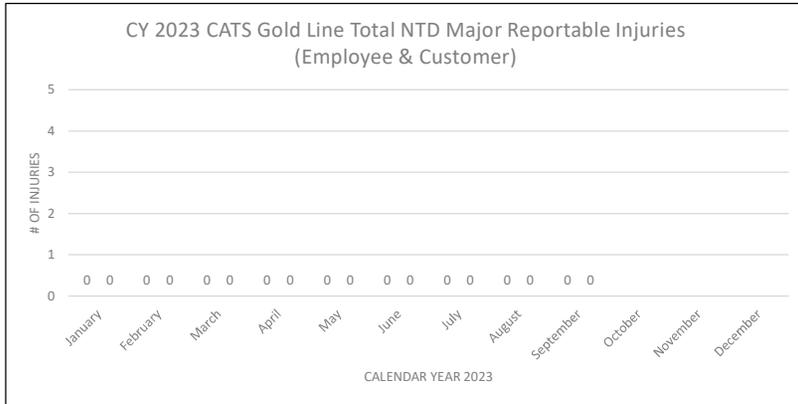
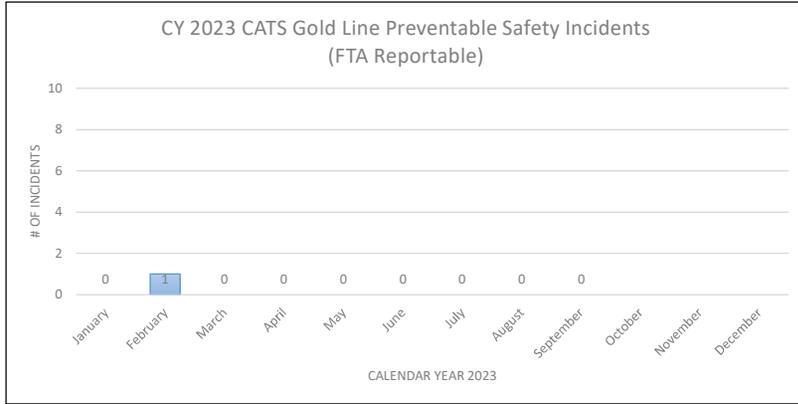
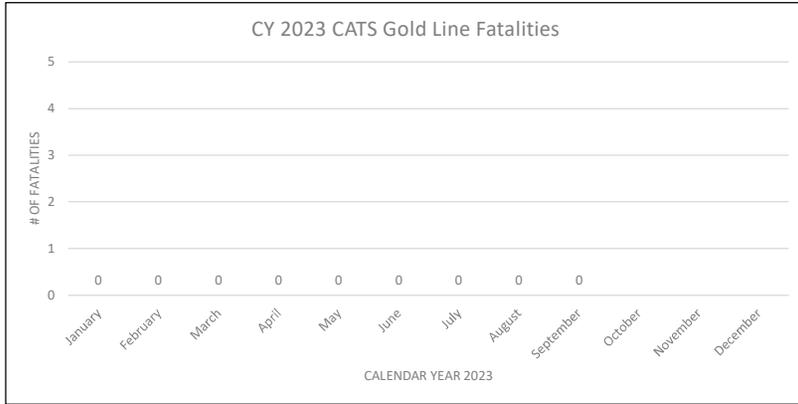
Goal: < 3 per 100k Revenue Car mi

CY 2023	Incidents	Total Car Revenue Miles	Rate
January	0	11,696	0.00
February	0	10,695	0.00
March	0	11,793	0.00
April	2	10,574	0.57
May	0	11,766	0.00
June	0	10,506	0.00
July	0	8,950	0.00
August	0	9,781	0.00
September	0	7,369	0.00
October			
November			
December			

Rate Formula

# of incidents	=	x.xx	*	100,000	=	Rate per
# of revenue miles						100,000 miles

Rail Operations Gold Line Safety Performance Measures



Metropolitan Transit Commission
Charlotte Area Transit System Ridership Report
Sep-23

Mode / Service	Percent			YTD		Percent Increase/Decrease	Avg Daily Ridership per Month		
	Sep-23	Sep-22	Increase/Decrease	FY 2024	FY 2023		WeekDay	Saturday	Sunday
Local									
BOD Local	578,467	465,756	24.2 %	1,725,183	1,267,723	36.1 %	22,261	15,266	11,382
Subtotal	578,467	465,756	24.2 %	1,725,183	1,267,723	36.1 %	22,261	15,266	11,382
Local Express									
Arboretum Express	1,041	-	n/a	3,299	-	n/a	52	-	-
Harrisburg Road Express	1,241	944	31.5 %	3,425	2,711	26.3 %	62	-	-
Northcross Express	2,793	2,188	27.7 %	7,979	6,800	17.3 %	140	-	-
Idlewild Road Express	760	747	1.7 %	2,404	2,019	19.1 %	38	-	-
Independence Blvd Express	1,754	1,637	7.1 %	5,398	4,456	21.1 %	88	-	-
Lawyers Road Express	1,326	774	71.3 %	3,862	2,407	60.4 %	66	-	-
Mountain Island Express	199	-	n/a	659	-	n/a	10	-	-
Northlake Express	1,922	1,420	35.4 %	6,362	4,385	45.1 %	96	-	-
North Mecklenburg Express	3,442	2,652	29.8 %	10,572	9,553	10.7 %	172	-	-
Huntersville Express	3,264	2,339	39.5 %	9,827	7,148	37.5 %	163	-	-
Rea Road Express	1,192	1,360	-12.4 %	4,066	3,751	8.4 %	60	-	-
Steele Creek Express	396	-	n/a	1,047	-	n/a	20	-	-
Huntersville Greenhouse Express	252	113	123.0 %	434	382	13.6 %	13	-	-
Subtotal	19,582	14,174	38.2 %	59,334	43,612	36.0 %	980	-	-
Regional Express									
Gastonia Express	882	654	34.9 %	2,871	2,136	34.4 %	44	-	-
Rock Hill Express	880	636	38.4 %	2,541	1,965	29.3 %	44	-	-
Union County Express	760	646	17.6 %	2,318	2,005	15.6 %	38	-	-
Subtotal	2,522	1,936	30.3 %	7,730	6,106	26.6 %	126	-	-
Community Circulator									
Neighborhood Shuttles	16,093	13,301	21.0 %	51,973	38,016	36.7 %	639	424	243
Eastland Neighborhood Shuttle	9,508	8,752	8.6 %	29,097	23,491	23.9 %	346	296	223
Pineville-Matthews Road	1,680	1,648	1.9 %	5,188	4,402	17.9 %	72	46	-
Village Rider	4,723	4,018	17.5 %	14,051	11,087	26.7 %	182	131	89
Subtotal	32,004	27,719	15.5 %	100,309	76,996	30.3 %	1,239	897	555
Human Services Transportation									
Special Transportation Services	14,901	15,357	-3.0 %	46,470	45,125	3.0 %	609	266	198
DSS	112	329	-66.0 %	5,316	420	1,165.7 %	6	-	-
Subtotal	15,013	15,686	-4.3 %	51,786	45,545	13.7 %	615	266	198
Rideshare Services									
Vanpool	3,571	3,795	-5.9 %	10,996	11,264	-2.4 %	151	40	51
Subtotal	3,571	3,795	-5.9 %	10,996	11,264	-2.4 %	151	40	51



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

Sep-23

Mode / Service	Percent			YTD		Percent Increase/Decrease	Avg Daily Ridership per Month		
	Sep-23	Sep-22	Increase/Decrease	FY 2024	FY 2023		WeekDay	Saturday	Sunday
Rail									
LYNX Blue Line	505,072	449,976	12.2 %	1,557,212	1,354,617	15.0 %	18,374	16,810	10,708
CityLynx Gold Line	48,571	53,190	-8.7 %	146,651	147,193	-0.4 %	1,858	1,360	921
Subtotal	553,643	503,166	10.0 %	1,703,863	1,501,810	13.5 %	20,232	18,170	11,629
Total	1,204,802	1,032,232	16.7 %	3,659,201	2,953,056	23.9 %	45,604	34,639	23,815



Metropolitan Transit Commission
Charlotte Area Transit System Ridership Report
Sep-23

Source:

Fixed Route Bus - Automatic Passenger Counts

Rail - Automatic Passenger Counts

Mode / Service	Average Daily Ridership			Weekday	Saturday	Sunday
	Sep-23	Sep-22	Percent Increase / Decrease			
Local						
BOD Local	700,759	678,184	3.3%	25,899	17,557	12,623
Subtotal	700,759	678,184	3.3%	25,899	17,557	12,623
Local Express						
Arboretum Express	1,321	-	-	57	-	-
Harrisburg Road Express	1,493	1,259	18.5%	65	-	-
Northcross Express	3,876	3,456	12.2%	169	-	-
Idlewild Express	1,056	1,141	-7.4%	46	-	-
Independence Blvd Express	2,731	2,703	1.1%	119	-	-
Lawyers Road Express	1,625	1,175	38.4%	71	-	-
Steele Creek Express	654	-	-	28	-	-
Northlake Express	2,774	2,591	7.1%	121	-	-
North Mecklenburg Express	5,664	5,214	8.6%	246	-	-
Huntersville Express	4,264	4,042	5.5%	185	-	-
Rea Road Express	1,422	1,680	-15.3%	62	-	-
Mountain Island Express	319	-	-	14	-	-
Huntersville Greenhouse	122	200	-38.9%	5	-	-
Subtotal	27,322	23,462	16.5%	1,188	-	-
Regional Express						
Gastonia Express	1,125	966	16.5%	49	-	-
Rock Hill Express	1,375	1,015	35.4%	60	-	-
Union County Express	1,085	920	17.9%	47	-	-

Subtotal	3,585	2,901	23.6%	156	-	-
Community Circulator						
Neighborhood Shuttles	21,538	19,360	11.3%	790	600	275
Eastland Neighborhood Shuttle	11,763	11,426	2.9%	402	379	272
Pineville-Matthews Road	2,582	2,514	2.7%	99	80	-
Village Rider	7,170	6,583	8.9%	248	223	160
Subtotal	43,053	39,883	7.9%	1,539	870	707
Human Services Transportation						
Special Transportation Services	14,901	15,803	-5.7%	609	266	198
DSS*	112	45	148.9%	6	0	0
Subtotal	15,013	15,848	-5.3%	615	266	198
Rideshare Services						
Vanpool	3,571	3,960	-9.8%	151	40	51
Subtotal	3,571	3,960	-9.8%	151	40	51
Rail						
LYNX Blue Line	505,072	449,976	12.2%	19,142	19,832	12,896
CityLynx Gold Line	48,571	53,190	-8.7%	1,616	1,492	1,088
Subtotal	553,643	503,166	10.0%	20,758	21,324	13,984
Total	1,346,946	1,267,403	6.3%	50,305	40,057	27,563

Reported trips through agreement between Mecklenburg County & CATS

September 2023 Missed Trips & Ridership Reports

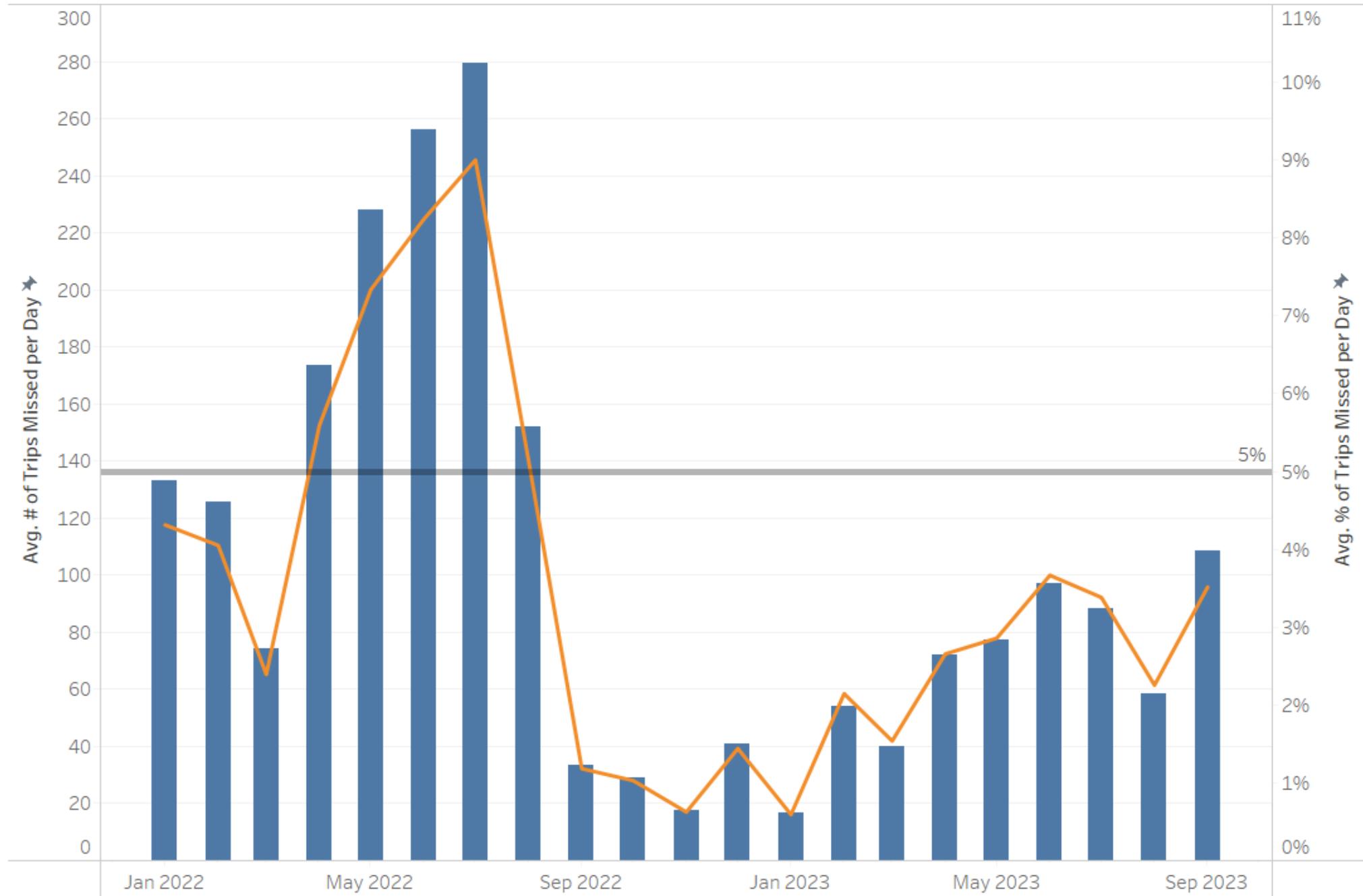
Bus Service Missed Trips Highlights

- Missed trips increased in September after two months of decline
- Average daily missed trips continue to be below 5%

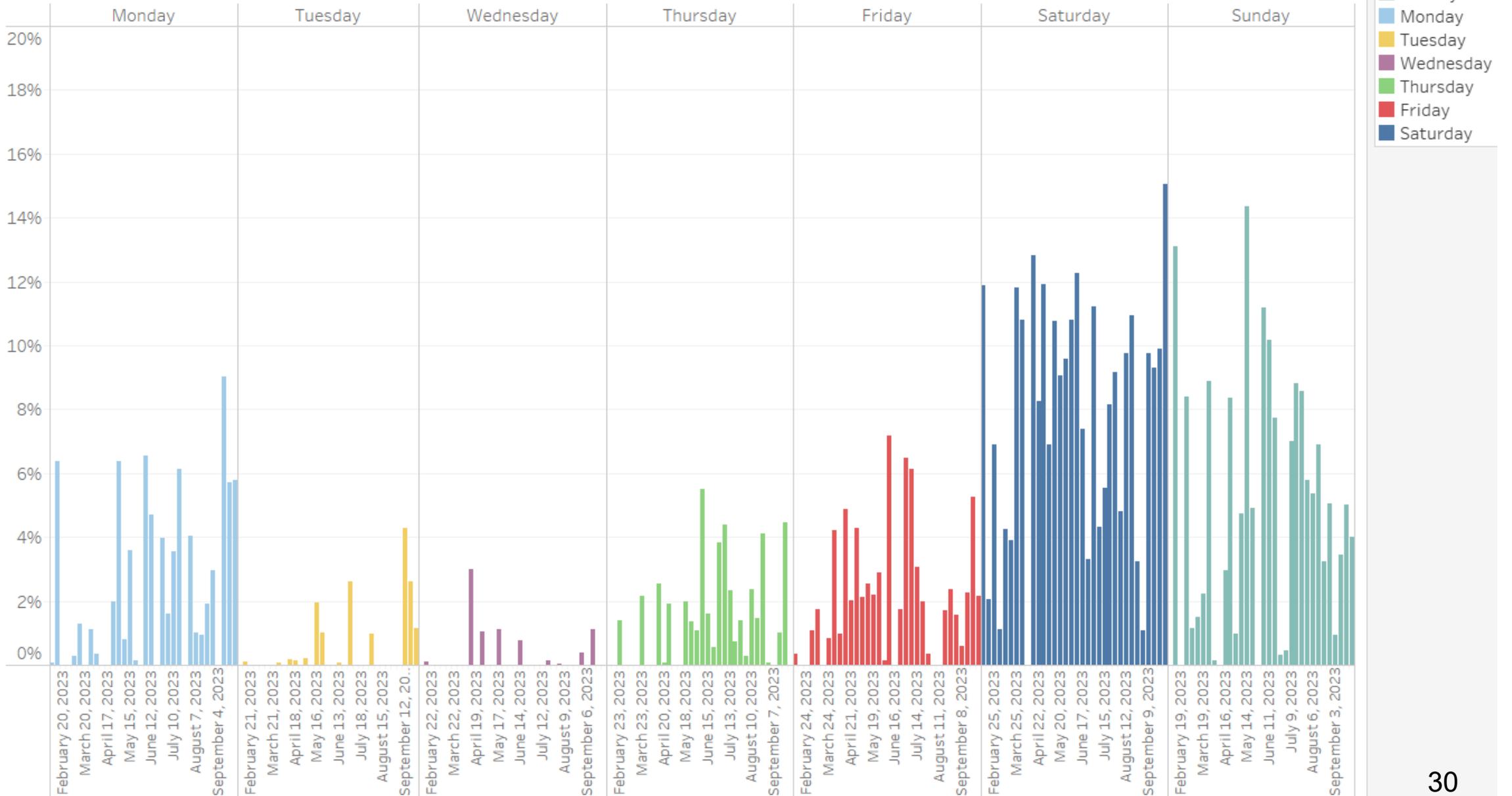
Ridership Highlights

- September 2023 Systemwide Automatic Passenger Counter ridership is up 10.7% compared to September 2022
 - Local Routes were up 3.3%
 - Express routes were up 16.5%
 - Overall Rail ridership increased 10.0%
 - Blue Line ridership increased 12.2%
 - Gold Line ridership decreased 8.7 %

Avg Missed Trips per Day



Missed Trips by Day of Week



OCTOBER | CATS Sales Tax Report FY2024

July Receipts

Sales Tax Collections and Distribution – July 2023

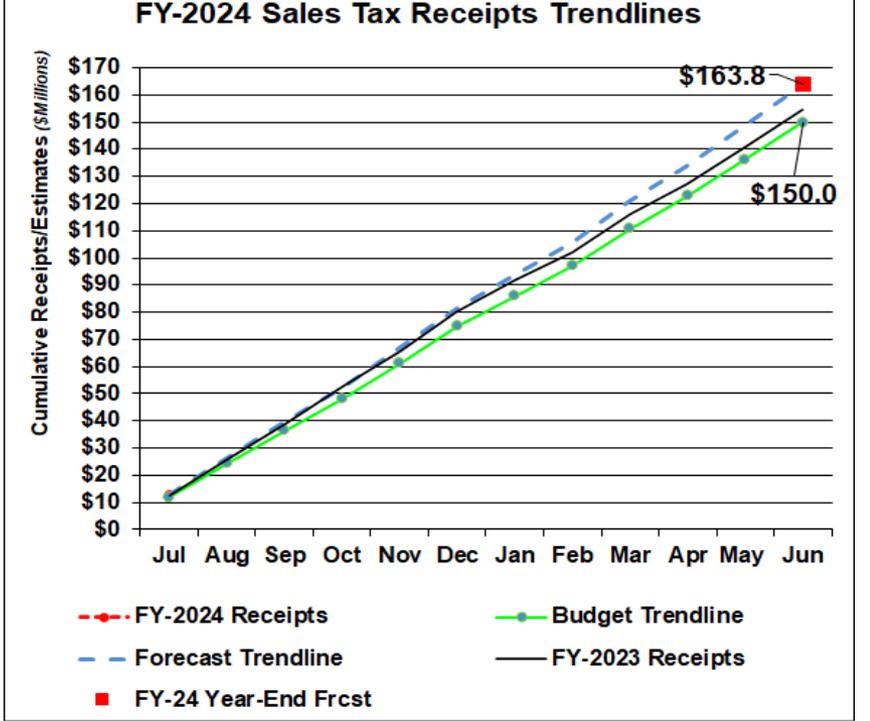
- The July 2023 receipts of \$13,045,415 were \$1,105,415 (9.3%) above budget target for the month
- The July 2023 receipts were \$10,915 (.1%) above forecast for the month
- The July 2023 receipts were \$358,300 (2.8%) above July of 2022

Sales Tax Budget Data

- FY2024 sales tax budget is \$150,000,000
- The FY24 model forecasts year-end receipts of \$163,760,915 which is \$13,760,915 (9.2%) above the FY2024 budget target of \$150,000,000
- FY2023 actual sales tax was \$154,638,512

Local Government Sales and Use Tax Distribution

- Source: North Carolina Department of Revenue Sales & Use Distribution Report for the month July 31, 2023
- Published by NC Secretary of Revenue on October 4, 2023 with actual receipts through July 31, 2023.
- CATS sales tax report only includes Mecklenburg County Article 43 sales tax



FY2023 Budget Sales Tax Receipts (Actuals and Forecasts)

Jurisdiction	Population	% of Total	Jul 23 Actuals	Aug 23 Forecasts	Sep 23 Forecasts	Oct 23 Forecasts	Nov 23 Forecasts	Dec 23 Forecasts	Jan 24 Forecasts	Feb 24 Forecasts	Mar 24 Forecasts	April 24 Forecasts	May 24 Forecasts	Jun 24 Forecasts	Total
Charlotte	878,778	40.4%	\$ 5,269,708	\$ 5,450,511	\$ 5,357,905	\$ 5,099,932	\$ 5,794,475	\$ 6,025,989	\$ 4,888,261	\$ 4,901,491	\$ 6,012,760	\$ 5,437,281	\$ 5,840,778	\$ 6,072,292	\$ 66,151,383
Cornelius	31,442	1.4%	\$ 188,546	195,015	191,702	182,472	207,322	215,605	174,898	175,372	215,132	194,542	208,979	217,262	2,366,846
Davidson	14,907	0.7%	\$ 89,392	92,459	90,888	86,512	98,294	102,221	82,921	83,146	101,996	92,234	99,079	103,006	1,122,148
Huntersville	61,840	2.8%	\$ 370,832	383,555	377,038	358,884	407,760	424,052	343,989	344,920	423,121	382,624	411,018	427,310	4,655,102
Matthews	29,502	1.4%	\$ 176,913	182,982	179,874	171,213	194,530	202,302	164,107	164,551	201,858	182,538	196,084	203,857	2,220,809
Mint Hill	26,465	1.2%	\$ 158,701	164,146	161,357	153,588	174,505	181,477	147,213	147,612	181,078	163,747	175,899	182,871	1,992,194
Pineville	10,651	0.5%	\$ 63,870	66,061	64,939	61,812	70,230	73,036	59,247	59,407	72,876	65,901	70,792	73,598	801,771
Stallings	385	0.0%	\$ 2,309	2,388	2,347	2,234	2,539	2,640	2,142	2,147	2,634	2,382	2,559	2,660	28,981
Weddington	5	0.0%	\$ 30	31	30	29	33	34	28	28	34	31	33	35	376
Meck. County	1,121,482	51.6%	\$ 6,725,115	6,955,852	6,837,670	6,508,449	7,394,813	7,690,268	6,238,319	6,255,202	7,673,385	6,938,969	7,453,904	7,749,359	84,421,305
Total	2,175,457	100.0%	\$13,045,415	\$13,493,000	\$13,263,750	\$ 12,625,125	\$14,344,500	\$14,917,625	\$12,101,125	\$12,133,875	\$14,884,875	\$13,460,250	\$14,459,125	\$ 15,032,250	\$163,760,915

*Table is consistent with North Carolina General Statute § 105-507.3. Distribution and Use of Taxes

YTD Budget \$ 150,000,000
Variance (YTD) \$ 13,760,915

FY-2023 Budget Sales Taxes Receipts Year-over-Year Comparison

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	YTD Total
Year-over-Year Comparison (FY2024 over FY2023)	2.8%	4.7%	19.8%	11.3%	18.4%	10.5%	18.4%	45.9%	11.5%	18.4%	11.8%	15.2%	17.6%
FY2024 Budget Target	\$11,940,000	\$12,360,000	\$12,150,000	\$ 11,565,000	\$13,140,000	\$13,665,000	\$11,085,000	\$11,115,000	\$13,635,000	\$12,330,000	\$13,245,000	\$ 13,770,000	\$ 150,000,000
% of FY2024 Budget Achieved	8.7%	17.7%	26.5%	35.0%	44.5%	54.5%	62.5%	70.6%	80.5%	89.5%	99.2%	109.2%	109.2%

FY2019 - FY2023 Sales Tax Receipts

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
FY2023	\$12,687,115	\$12,882,613	\$13,528,146	\$ 13,283,060	\$13,151,617	\$14,644,501	\$11,902,754	\$ 9,995,757	\$14,159,184	\$11,180,564	\$13,440,164	\$ 13,783,037	\$ 154,638,512
FY2022	\$11,298,388	\$10,659,682	\$11,073,183	\$ 11,342,634	\$12,115,265	\$13,501,568	\$10,221,788	\$ 8,315,108	\$13,351,825	\$11,369,039	\$12,932,254	\$ 13,044,834	\$ 139,225,568
FY2021	\$ 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
FY2020	\$ 9,683,570	\$ 9,787,973	\$ 8,671,558	\$ 9,890,136	\$ 9,858,570	\$ 9,800,116	\$ 8,278,036	\$ 8,276,547	\$ 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

September 26, 2023

The Honorable Vi Lyles
Mayor, City of Charlotte
600 E. Fourth Street
Charlotte, North Carolina 28202

Re: Metropolitan Transit Commission

Dear Mayor Lyles:

Twenty-five years ago, Mecklenburg County and the Towns of Cornelius, Davidson, Huntersville, Matthews, Mint Hill, and Pineville entered an interlocal agreement with the City of Charlotte to establish an integrated public transit system that serves all of their citizens. That agreement led to the formation of what is now known as the Charlotte Area Transit System (“CATS”) as well as the Metropolitan Transit Commission (“MTC”) to oversee it.

As part of the agreement, the voters approved a county-wide half-cent transit sales tax in 1998. The County and Towns then agreed to transfer the proceeds of that tax to the City of Charlotte, which would operate CATS on all of their behalf. The MTC was formed to ensure that the County and Towns would have a say in how that money was spent, as well as to ensure CATS was operated in a safe, efficient, and effective manner.

Over the past year, it has become increasingly clear that the parties’ original agreement did not provide the MTC sufficient authority to direct and oversee CATS’s operations or to ensure its accountability to the taxpayers. For example, this spring the MTC attempted to respond to problems at CATS by voting to appoint an independent, outside investigator to examine CATS’s management and operations. The City, however, declined to conduct such an investigation, in part, because it believes the MTC is only an “advisory body” and its votes only constitute recommendations.

We do not know when the City began to take this view, but it is not what was originally intended. The MTC was never meant to be just an “advisory body.” Instead, the MTC was meant to ensure that the citizens of the City, County, and Towns each had equal representation in the “planning, financing, and implementation of an effective, responsive, and integrated regional transit system.” This is only fair given the tens of millions in tax dollars the County and Towns contribute to CATS each year through the transit sales tax.

Outside consultants have also called on Charlotte to reform CATS’s governance model. In December 2022, Baker Tilly, an outside management consultant hired by the City, concluded that CATS’s current governance structure, which splits responsibilities between the Charlotte City Council and the MTC, creates confusion and a lack of transparency. Accordingly, the consultant recommended that CATS adopt a “reinvented” governance structure that is “accountable and transparent to the community it serves.”

We agree with the consultant’s recommendation, as well as its observation that now is “an opportune time” to revisit and reinvent the way CATS is governed. Although it is subject to extension, the MTC agreement was originally set to expire on June 30, 2024—a date that coincided with the conclusion of the 2025 Transit-Land-Use Plan. In the quarter century since that plan was issued and the agreement signed, our region has seen explosive growth with greatly expanded transportation needs. We are thus at an inflection point—one that requires us to transform CATS into a system that serves not just one city, county, or town, but an entire region. This has led to the important work of the Centralina Regional Council and the CONNECT Beyond study calling for the formation of what may ultimately be a regional transportation authority.

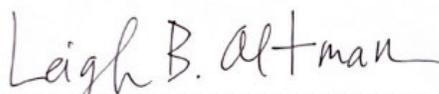
Revising the current interlocal agreement to provide independent governance for CATS is an important first step toward that goal. Accordingly, we have included a proposed set of amendments to the MTC agreement. These amendments would extend the current agreement for another ten years and provide clarity by placing much of the responsibility for directing and overseeing CATS in the MTC. Among other things, these amendments would:

- Clarify that governance of CATS rests with the MTC, as the body that represents the interests of all the local governments that contribute to the system;
- Ensure participation of the MTC and its members in the selection and evaluation of the CATS CEO;
- Revise the CATS budget process to ensure the MTC’s early involvement in the development of CATS’s operating and capital budgets each year before it is recommended to the City Council; and
- Provide mechanisms for resolving differences between the MTC and City Council regarding the recommended budget for CATS.

We believe that these are common-sense measures that will ensure greater transparency and accountability at CATS, as well as equal representation for the City, County, and Towns. We also hope that these measures will help bridge the gap as we consider the formation of an independent regional transit authority.

We look forward to discussing these further with you and others at the City.

Very truly yours,



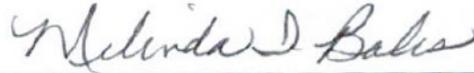
Leigh Altman, Commissioner At Large
Mecklenburg Board of County
Commissioners



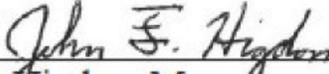
Woodrow Washam, Mayor
Town of Cornelius



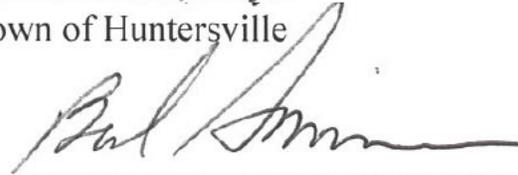
Rusty Knox, Mayor
Town of Davidson



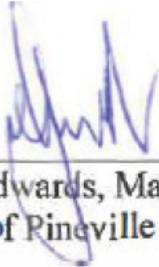
Melinda Bales, Mayor
Town of Huntersville



John Higdon, Mayor
Town of Matthews



Brad Simmons, Mayor
Town of Mint Hill



John Edwards, Mayor
Town of Pineville

Attachments (2)

cc: Metropolitan Transit Commission
Mr. Marcus D. Jones, City Manager, City of Charlotte
Mr. Matthew F. Tilley, *Esq.*

**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

SUBJECT: November & December Meeting Schedule DATE: October 25, 2023

1.0 PURPOSE/SCOPE: This action will establish the Metropolitan Transit Commission's November and December 2023; meeting schedule.

2.0 BACKGROUND: The MTC typically considers rescheduling the November meeting as it is historically scheduled the day before Thanksgiving. Also, as the MTC looks at the meeting adjustment, as it normally must take into consideration the time of the CRTPO meeting as well.

Also, the MTC typically considers rescheduling or canceling the December meeting to support family activities and vacations, during the Christmas Holiday season.

3.0 PROCUREMENT BACKGROUND: N/A

4.0 POLICY IMPACT: N/A

5.0 ECONOMIC IMPACT: N/A

6.0 ALTERNATIVES: N/A

7.0 RECOMMENDATIONS:

1) **November:** Reschedule the Wednesday, November 22, 2023 meeting to meet on Wednesday, November 15, 2023 from 5pm-6pm.

2) **December:**

a) Reschedule the Wednesday, December 27, 2023 meeting to meet on Wednesday, December 20, 2023 at 4:30pm-6pm; **OR**

b) Cancel the Wednesday, December 27, 2023 meeting

8.0 ATTACHMENT: N/A

SUBMITTED AND RECOMMENDED BY:



**Brent Cagle
Interim Chief Executive Officer, Charlotte Area Transit System
Assistant City Manager, City of Charlotte**

