



**CITIZENS TRANSIT ADVISORY GROUP (CTAG)
Agenda**

**April 20th, 2021
7:30 am to 9:00 am
Charlotte-Mecklenburg Government Center
WebEx Meeting**

-
- I. Call to Order** CTAG Co-Chairman
- II. Approval of March 16th, 2021 Meeting Summary (p.3-6)**
- III. LYNX Silver Line Staff Recommendations (p.8-16)** Andy Mock
- IV. FY2021 Amended Operating & Debt Service Budgets (p.18-26) FY2021 Amended Capital Investment Plan** Blanche Sherman
- V. FY2022 Operating & Debt Service Budgets (p.28-40) FY2022-26 Capital Investment Plan - Recommendations** John Lewis Jr/Blanch Sherman
- VI. CEO Comments** John Lewis, Jr.
- VII. Other Business**
- VIII. Adjourn**

CITIZENS TRANSIT ADVISORY GROUP (CTAG)
Meeting Summary
March 16th, 2021
DISCUSSION SUMMARY
(Approved on April 20, 2021)

Present: Adam Pasiak, Mecklenburg County, CTAG Co-Chairman
Michael Cataldo, Charlotte City Council
Jeffrey Parker, Mecklenburg County
Donald Rhodes, Town of Matthews
Jessi Healey, Town of Mint Hill

Staff: John Lewis Jr, Bradley Thomas, Allen Smith III, Blanche Sherman, David Moskowitz,
Krystal Green, Jason Lawrence, Jennifer Fehribach, Rachel Gragg, Deltrin Harris, Jill
Brim, Paulus Ford

Meeting time 7:30 a.m. – 9:00 a.m.

I. Call to Order

The regular meeting of CTAG was called to order at 7:33 a.m. by CTAG Co-Chair Adam Pasiak.

II. Approval of Meeting Summary from February 16th, 2021 – Approved

III. eTransEnergy (Battery Electric Bus) (presentation attached)

Allen Smith, III. CATS' Chief Operating Officer presented the eTransEnergy (Battery Electric Bus) Presentation. Sustainability, carbon footprint and emissions, were mention. Those particular issues will evolve as the process continues to move forward. As the information from the data becomes available, then a standard of procedures will be developed that will cover sustainability and emissions and protection for City/Mecklenburg County from any harmful issues that would arise in the testing stages.

As this program continues, it will give CATS an opportunity to level the Duke Energy partnership and evaluate the best path forward in eventually converting the entire bus fleet over to electric.

IV. CEO Comments

- 1) Vaccine Available for CATS – The City working in partnership with Atrium and Novant Health; has made vaccinations available for front-line workers and all of CATS employees. We are working through the challenges of staff availability, education and some mild side effects of the vaccine.
- 2) CATS is in line for another round of aid from the recently signed CARES Act. The priorities (as stated in the previous rounds of support)
 - a. Continue to cover service
 - b. Provision to our customers
 - c. Make up loss revenue for lower ridership during the pandemic
 - d. Providing protective equipment and technology for our employees and customers

V. Other Business

Express Route Increase – Working with the business in the uptown area, plus the Transit Service Advisory Committee (TSAC), to monitor and be in position to increase, not just express routes, but all routes, as the pandemic subsides and the new normal of business is established withing the area.

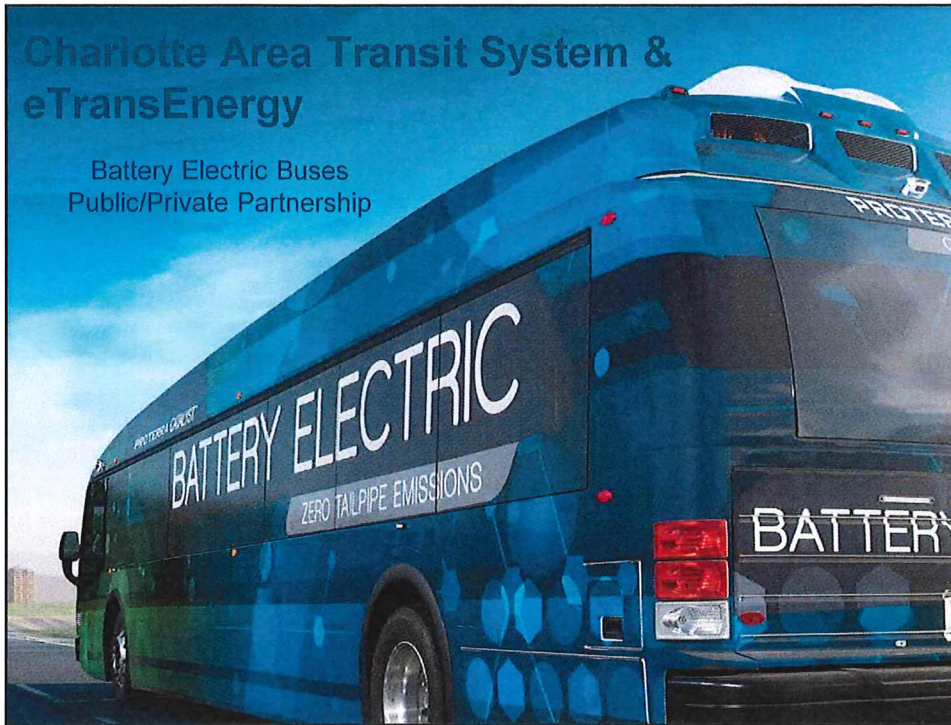
VI. Adjourn

The meeting was adjourned at 7:57am

NEXT CTAG MEETING: APRIL 20TH, 2021 AT 7:30 AM

Charlotte Area Transit System & eTransEnergy

Battery Electric Buses
Public/Private Partnership



Who is eTransEnergy?

A subsidiary of Duke Energy that delivers one comprehensive source of repeatable and scalable fleet electrification solutions for commercial fleet operators across North America in order to:

- improve earnings,
- reduce carbon emissions and
- enhance customer satisfaction

Working Together

- Low-No Grant pilot
- 12-18 months term
- Design, Engineering, & Procurement
- Construction
- Bus selection will be three Original Equipment Manufactures (OEM)
- eTransEnergy to work with CATS to procure buses
- eTransEnergy to install charging infrastructure at South Tryon & North Davidson bus facilities
- Follow FTA grant requirements



Future Phases & Goals

- Battery Electric Bus (BEB) purchases
- Entire bus fleet to BEBs
- Full-service electrification
- Infrastructure
- Analytics & software
- Electric service management





1

Agenda

Update on Public Outreach and Engagement

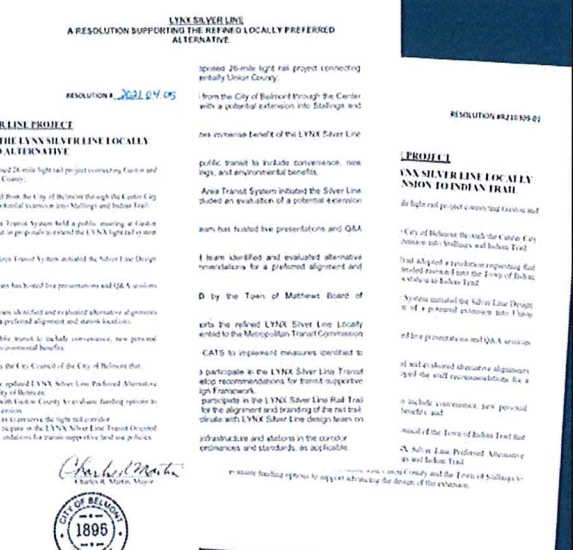
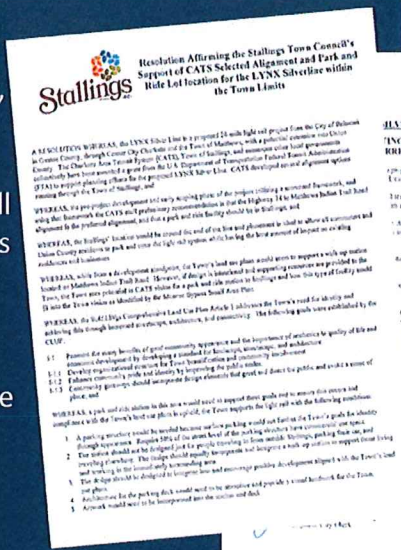
Proposed Staff Recommendations

SILVER
LINE

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Stakeholder Support of Staff Recommendation

Belmont, Matthews, Stallings and Indian Trail Board of Commissioners have all executed resolutions of support for the LYNX Silver Line Refined Locally Preferred Alternative

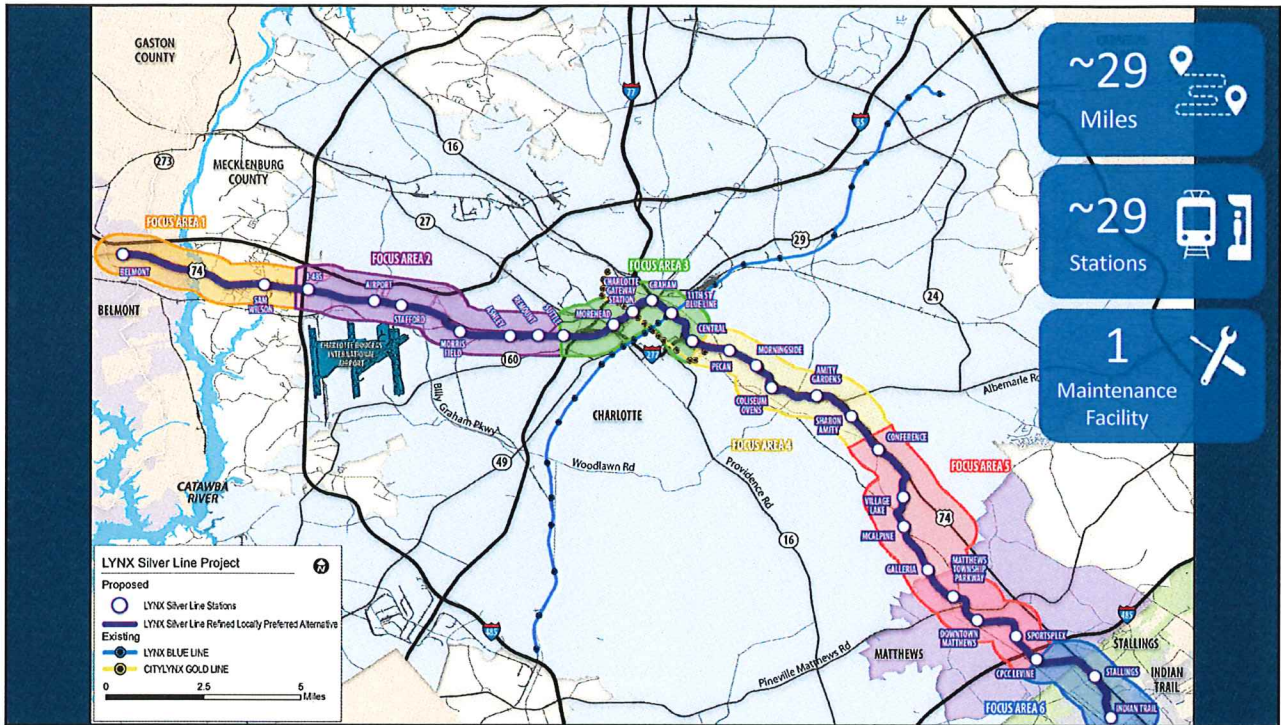


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Where Are We?



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Public Outreach & Engagement

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

6

Public Participation

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



470+ Virtual Public Meeting Attendees



2,000 Survey Participants

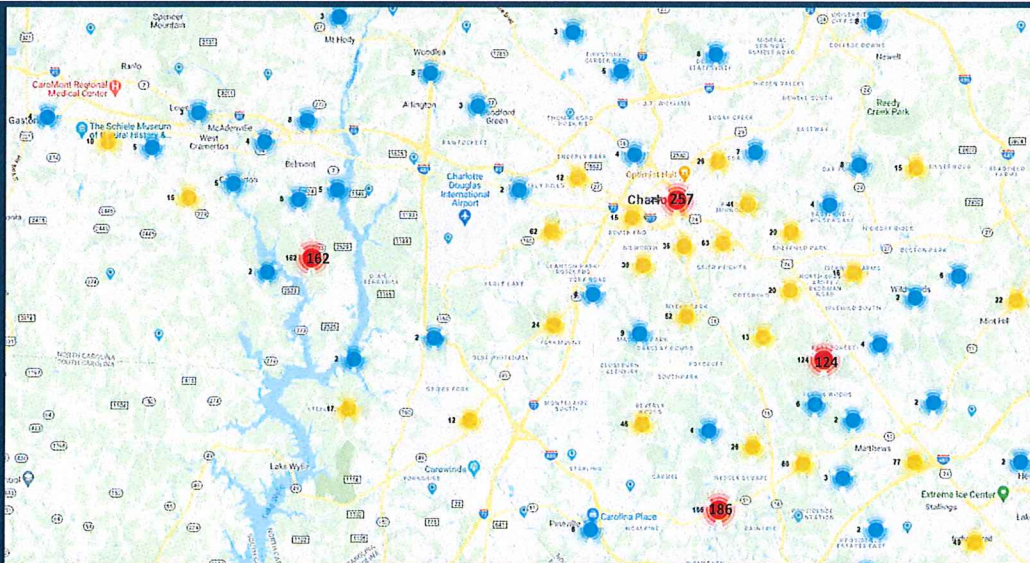


3,300+ Virtual Public Meeting Video Views



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

Public Participation



Public Input



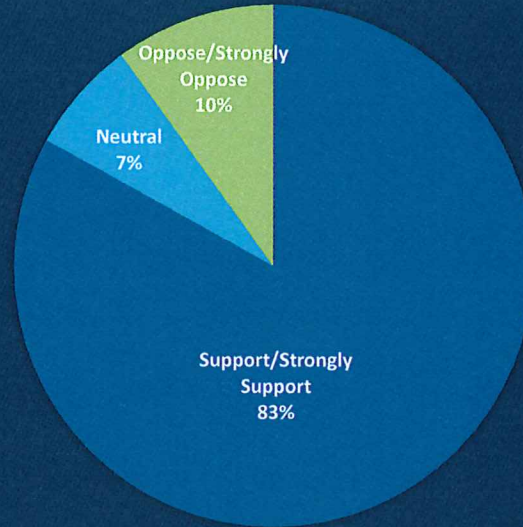
83% of survey participants support the staff recommendations



7% of survey participants are neutral of the staff recommendations



10% of survey participants oppose the staff recommendations



9

Sample Comments from Silver Line Survey

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

Secure funding and build it as quickly as possible!

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

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

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

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

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

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

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

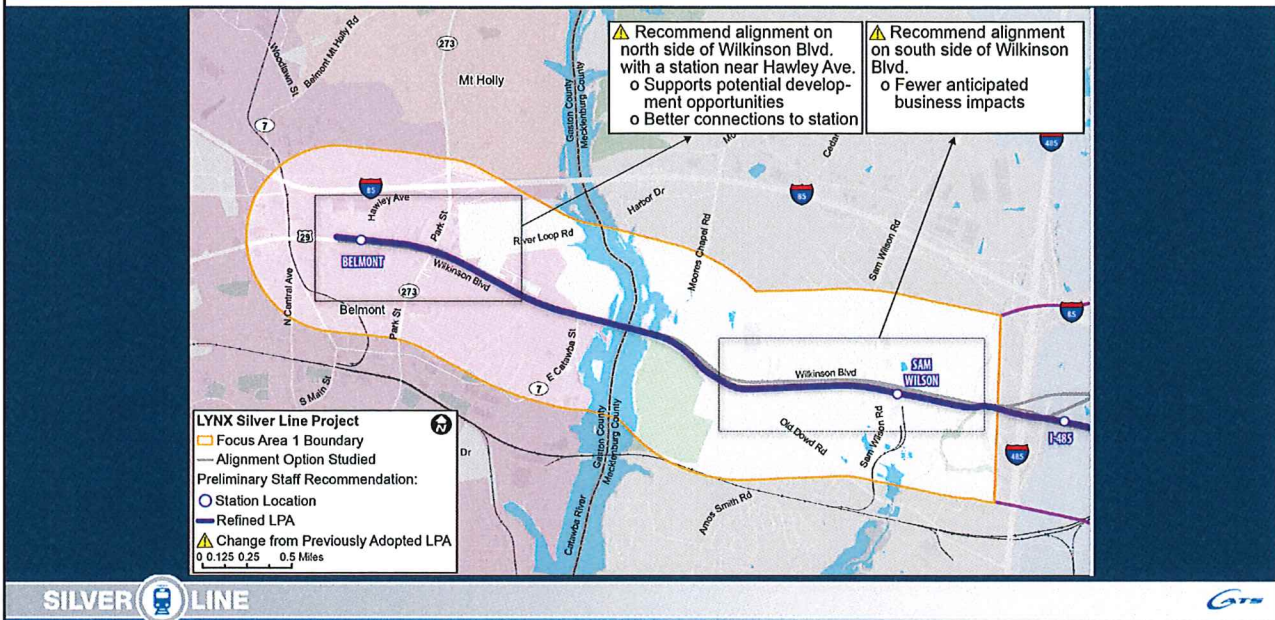
Please start work now. We cannot wait.

Top Concerns:

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

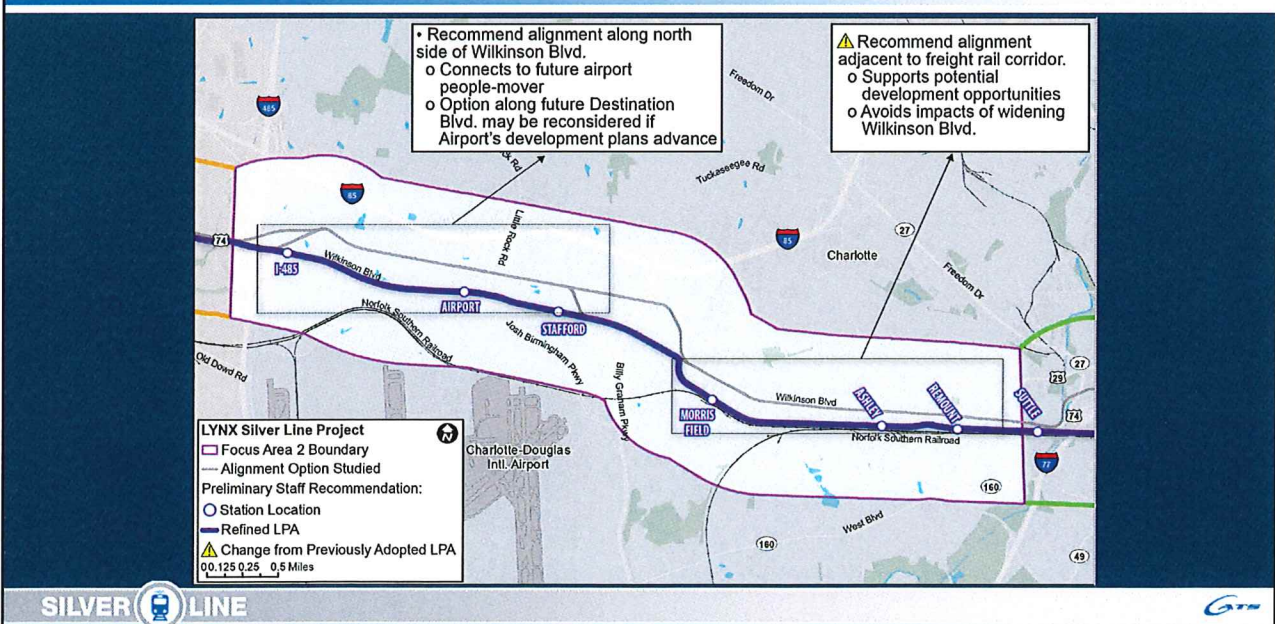
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Focus Area 1: Wilkinson Boulevard (City of Belmont to I-485)



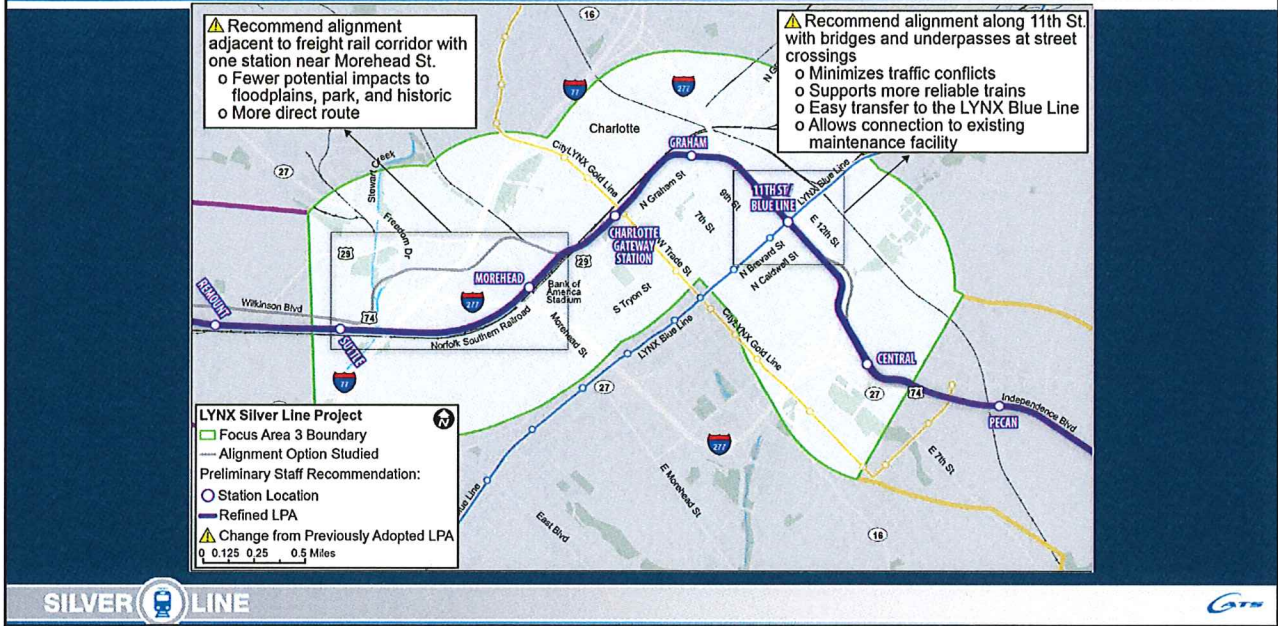
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Focus Area 2: Wilkinson Boulevard (I-485 to West Morehead Street)



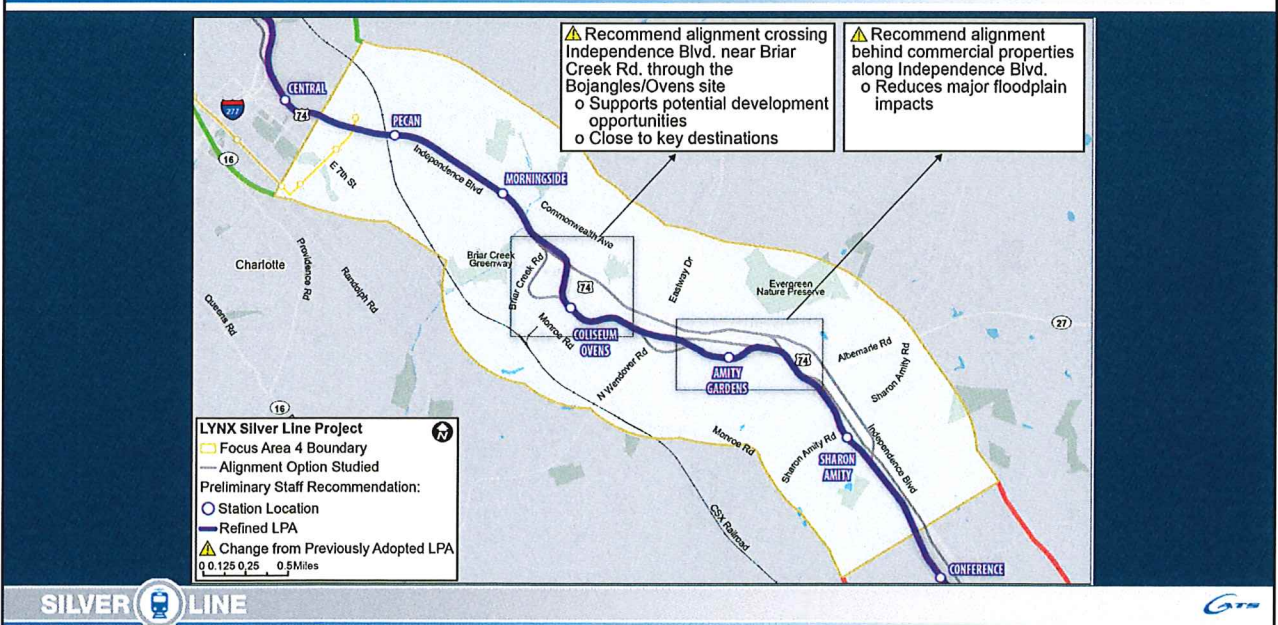
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Focus Area 3: Center City (West Morehead Street to Charlottetowne Avenue)



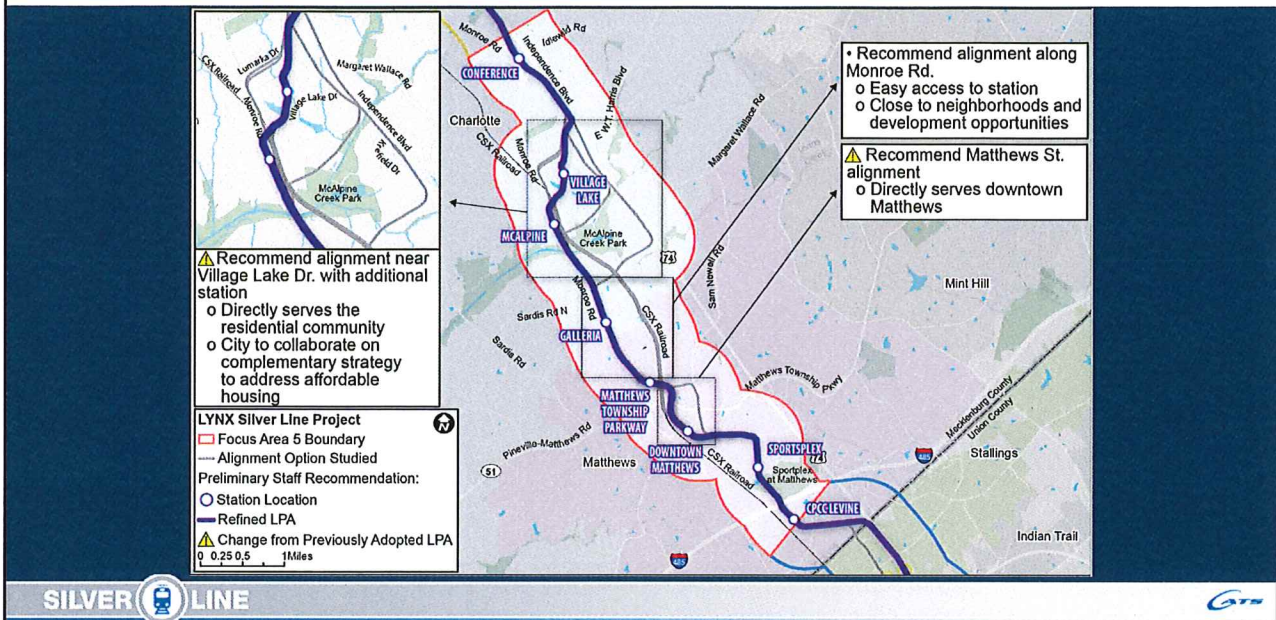
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Focus Area 4: Independence Boulevard (Charlottetowne Avenue to Idlewild Road)



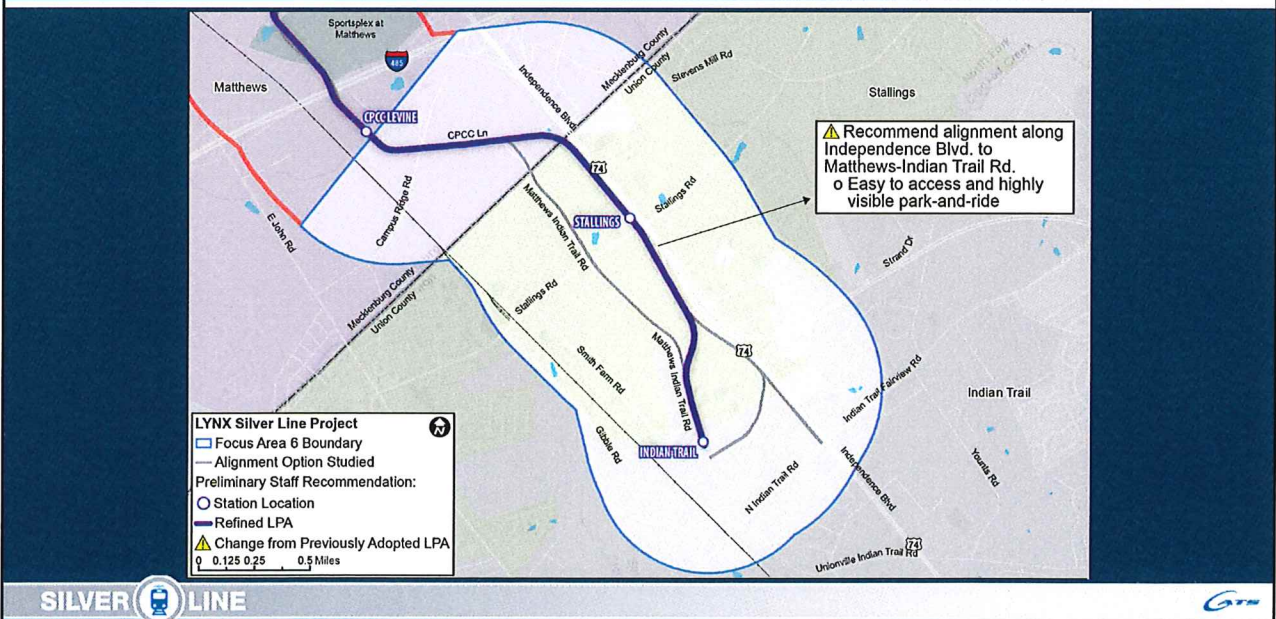
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Focus Area 5: Independence Boulevard (Idlewild Road to just south of I-485 at CPCC Levine)



15

Focus Area 6: Union County Extension



16

Next Steps

Complete: Public Engagement Round 3



- Present preliminary staff recommendations and seek public input

EARLY 2021: MTC Adoption of Recommendations



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

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



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

SILVER LINE



17

Thank you!



18

**CITIZENS TRANSIT ADVISORY GROUP
ACTION ITEM
STAFF SUMMARY**

SUBJECT: CTAG Recommendation **DATE: April 20, 2021**
FY2021 Transit Operating Budget Amendments
FY2021 Transit Capital Investment Plan (CIP) Budget Amendments
FY2021 Transit Debt Service Amendment

1.0 ACTION: In compliance with the Transit Governance Interlocal Agreement, the Citizens Transit Advisory Group is required to make a recommendation to the Metropolitan Transit Commission concerning the CATS' FY2021 operating and capital budget amendments based on the chief executive officer's recommendation.

2.0 BACKGROUND/JUSTIFICATION:
On April 22, 2020, the Metropolitan Transit Commission took action to approve the FY2021 Transit Operating Budget and the FY2021-2025 Transit Capital Investment Plan (CIP) budget. The CATS FY2021 Operating Budget and FY2021-2025 Capital Investment Plan (CIP) were presented in compliance with the Transit Governance Interlocal Agreement. The balanced budgets were developed in compliance with CATS Financial Policy guidelines and objectives.

On May 27, 2020, the Metropolitan Transit Commission took action to allow CATS's staff to amend the FY2021 Operating and Capital Budgets throughout the year up to the amount of available COVID-19 funding. The action requires a formal amendment of the budget to the MTC at the end of the fiscal year in conjunction with the City's budget wind-up process.

Based on the anticipated revenue losses and purchases related to COVID-19, CATS' staff is requesting the following budget amendments:

- ✓ Changes to the FY2021 Operating Budget are below
 - Estimated reduction in Fare and Service Reimbursement Revenue \$8,001,299
 - Fare Revenue \$7,686,163
 - Service Reimbursements \$315,136
 - Both reduced as result of demand
 - Elimination of SMAP Funding \$11,063,205
 - House Bill 77 eliminated State Maintenance Assistance Program (SMAP) Funding for FY2021
 - Increase in expenses of \$4,610,203
 - Direct COVID Expenses
 - Cleaning Services
 - PPE, Sanitizer, Mask, Cleaning Supplies, Storage Rentals
 - Partitions & Driver Shields on Fleet
 - Marketing, Message Boards, Printing
 - UV-C Germicidal Rails for Vanpool & Paratransit

- Increase in Operating Assistance from CARES Act \$23,674,707

- Federal Funding to cover expenses as a result of
 - Fare Revenue and Service Reimbursement Loss
 - Elimination of SMAP Funding
 - Increase in Direct COVID Expenses

Revenue		
FY2021 Adopted Budget	\$	175,599,024
Fare Revenue		(7,686,163)
SMAP		(11,063,205)
Service Reimbursements & Service Income		(315,136)
CARES Funding		23,674,707
FY2021 Amended Operating Revenue	\$	180,209,227
Expenses		
FY2021 Adopted Budget	\$	175,599,023
Decrease in Expenses due to COVID		4,610,203
FY2021 Amended Operating Expenses	\$	180,209,226

- ✓ Changes to the FY2021 CIP Budget are below
 - UV-C Germicidal Rails \$2,786,583
 - As a result of the COVID-19 pandemic new UV-C Germicidal rails are being installed on the Streetcar, Light Rail Vehicles and Bus Fleet. The product is designed to disinfect contact surfaces using UV-C LEDs, mitigating the spread of viruses.
 - Bus Shields \$1,640,194
 - As a result of the COVID-19 pandemic, bus protective barriers for CATS' fleet to assist with the safety of the bus operators.
 - Blue Line Extension Origin Destination Study \$68,213
 - After Study delayed due to COVID concerns, additional cost due to delay covered by CARES Funding.

In addition to the COVID-19 related changes, CATS' staff is requesting other changes to the FY2021 Capital Investment Plan to allow for the following transactions to start in FY2021 as needed to successfully complete the efforts in a timely manner:

- ✓ Additional Changes to the FY2021 CIP Budget are as follows:
 - Southend Station and Hambright Parking Ride project funding in the amount of \$700,000 and \$1,269,500 are being moved to FY2022 and outer years due to delays in the projects.
 - Battery Electric Bus (BEB) Pilot Program \$14,016,759
 - Through a partnership with Duke Energy and their newly announced eTransEnergy business, CATS will implement a BEB pilot program to purchase 18 buses and 20 chargers.
 - The following funding sources (\$9,047,424) were presented to MTC on November 18, 2020 and formally adopted through this action to support both the purchase of Electric Buses and Chargers
 - Low-No Grant Funds \$3,723,712
 - Volkswagen Settlement Grant Funds \$1,280,000
 - Local Funding to Match Grant Awards \$4,043,712

- Additional funding in the amount of \$4,969,335 is needed to complete the purchase and successfully implement the pilot program
 - Formula 5307 Funding for Electric Buses \$977,420
 - Formula 5307 Funding for Chargers \$2,693,442
 - Local Funding for Electric Buses \$625,113
 - Local Funding for Chargers \$673,360
- Battery Electric Bus purchase \$867,127
 - Through the Diesel Emissions Reduction Grant from the NC Department of Environmental Quality: Division of Air Quality, State funding will go towards the cost of purchasing one (1) bus.

FY2021 Capital Fund	Federal	State	Local	Total
UV-C Germicidal Rail	\$ 2,786,583	\$ -	\$ -	\$ 2,786,583
BLE Origin Destination Study	68,213	-	-	68,213
BEB Pilot Program (Buses)	-	-	380,758	380,758
BEB Pilot Program (Buses)	977,420	-	244,355	1,221,775
BEB Pilot Program (Chargers)	2,693,442	-	673,360	3,366,802
LowNo Electric Bus Award	3,723,712	-	3,723,712	7,447,424
Volkswagen Settlement Grant	-	1,280,000	320,000	1,600,000
Electric Bus-NC DERA Award	-	390,207	476,920	867,127
COVID Bus Shields	1,640,194	-	-	1,640,194
Hambright Park & Ride	(939,430)	(203,120)	(126,950)	(1,269,500)
Southend Station	-	-	(700,000)	(700,000)
Total	\$ 10,950,134	\$ 1,467,087	\$ 4,992,155	\$ 17,409,376

- ✓ Changes to the FY2021 Debt Service are below
 - Debt Service \$52,972,600
 - The Blue Line Extension Principal and Interest payments increased by \$52,972,600 in FY2021 allowing for lower interest payments in future years.

3.0 PROCUREMENT BACKGROUND: N/A

4.0 POLICY IMPACT: The recommended FY2021 Operating and Capital Investment Plan (CIP) Budget Amendment remain in compliance with the following MTC Policy directives, except where impacted by COVID-19 pandemic:

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

5.0 ECONOMIC IMPACT: N/A

6.0 ALTERNATIVES: N/A

7.0 RECOMMENDATION: CTAG recommends adoption of this amendment to the MTC.

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

SUBMITTED AND RECOMMENDED BY:

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

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



FY2021 Amended Operating & Debt Service Budgets FY2021 Amended Capital Investment Plan

Overview of Key Changes

Presented to

Citizen Transit Advisory Group

April 20, 2021

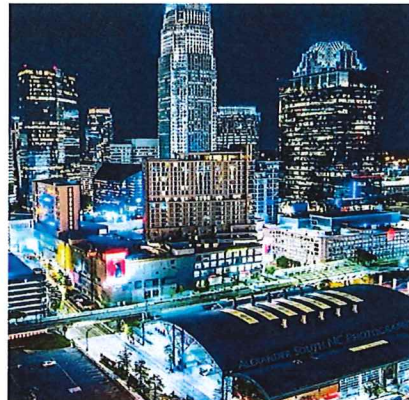
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Agenda

FY2021 Amended Budget

- I. Key Changes from Adopted Operating Budget
- II. Key Changes from Adopted Debt Service Budget
- III. Key Changes from Adopted Capital Budget
- IV. Next Steps



2



FY2021 Amended Budget Summary of Changes

BUDGET SUMMARY					
	FY2021		Variance (millions)	Variance (%)	
	Adopted Budget (millions)	Amended Budget (millions)			
Operating Revenues	\$ 175.6	\$ 180.2	\$ 4.6	2.6%	
Total Operating Revenue	\$ 175.6	\$ 180.2	\$ 4.6	2.6%	
Operating Expenditures	\$ 175.6	\$ 180.2	\$ 4.6	2.6%	
Total Operating Expenditures and Transfer	\$ 175.6	\$ 180.2	\$ 4.6	2.6%	
Debt Service Budget	\$ 50.9	\$ 103.8	\$ 52.9	103.9%	
Capital Budget*	\$ 258.1	\$ 275.5	\$ 17.4	6.7%	

*Includes Carryover Projects

3



Key Changes in Operating Budget

Operating Revenues

\$175.6 M FY2021 Adopted Budget

- \$7.7M Decrease in Fare Revenue
- \$0.3M Decrease in Service Reimbursements
- + \$23.7M Increase in Operating Assistance (CARES ACT)
- \$11.0M Decrease in Non-Operating Revenue (Elimination of SMAP)

\$180.2 M FY2021 Amended Budget

Operating Expenses

\$175.6 M FY2021 Adopted Budget

- \$ 2.6 M Cleaning Services
- \$ 0.5 M PPE, Awareness Materials
Storage Rentals, Cleaning Supplies
- \$ 1.2 M Partitions, Driver Shields and Equipment
- \$ 0.5 M Service Planning

\$180.2 M FY2021 Amended Budget

4



FY2021 Amended Debt Service Budget Changes

- Debt Service**

- Transit Sales Tax, Federal and State grant funds pay annual principal and interest expenses

Project	Source of Funding	FY2021 Adopted	FY2021 Amended
		Principal & Interest (millions)	Principal & Interest (millions)
Blue Line Extension	Federal	\$ 5.6	\$ 58.0
	State	25.4	25.6
	Local	9.6	9.9
Blue Line & Transit Facilities	Local	6.6	6.6
South Tryon Bus Garage	Federal	2.9	2.9
	Local	0.8	0.8
Total FY2021 Amended Debt Service		\$ 50.9	\$ 103.8

5



Key Changes in Capital Budget

\$258.1 M FY2021 Adopted Budget*

- \$ 14.0 Additional Funding for BEB Pilot Program
- \$ 2.8 UV Germicidal Rails
- \$ 0.1 BLE Origin Destination Study
- \$ 0.9 NC DERA Electric Bus Grant Award
- \$ 1.6 COVID Bus Shields
- \$ (0.7) Southend Station Shift to FY22 and outer years.
- \$ (1.3) Hambricht Park & Ride Shift to FY22 and outer years



\$275.5 M FY2021 Amended Budget*

*Includes Carryover Projects

6



CTAG Recommendation of MTC Approval of the FY2021 Budget
Amendment

7



Next Steps

April 28, 2021 MTC Approval of CEO's Recommended FY2021 Budget
Amendment

8



Thank You



CITY OF CHARLOTTE

www.RIDETRANSIT.org

**CITIZENS TRANSIT ADVISORY GROUP
ACTION ITEM
STAFF SUMMARY**

**SUBJECT: CTAG’s Recommendation to MTC
FY2022 Transit Operating Budget
FY2022 Transit Debt Service Budget
FY2022-2026 Transit Capital Investment Plan (CIP)**

DATE: April 20, 2021

1.0 ACTION:

In compliance with the Transit Governance Interlocal Agreement, the Citizens Transit Advisory Group is required to make a recommendation to the Metropolitan Transit Commission concerning the CATS budgets and CIP by April 30 of each year.

2.0 BACKGROUND:

On January 27, 2021, CATS presented the CEO recommended FY2022 Operating Budget, FY2022 Debt Service Budget and FY2022-2026 Capital Investment Plan (CIP) to the Metropolitan Transit Commission.

3.0 RECOMMENDATION:

CTAG recommends adoption of the CATS Chief Executive Officer following budgets:

- A.** FY2022 Proposed Operating Budget
- B.** FY2022 Proposed Debt Service Budget
- C.** FY2022-2026 Proposed Community Investment Plan

4.0 ATTACHMENT(S): FY2022 Proposed Operating & Debt Service Budgets and FY2022-FY2026 Proposed Community Investment Plan Overview of Key Changes PowerPoint & Resolution of Recommendation

SUBMITTED AND RECOMMENDED BY:



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

ACTION

CITIZENS TRANSIT ADVISORY GROUP

APRIL 20, 2021

The Transit Governance Interlocal Agreement identified that the Citizens Transit Advisory Group is responsible to review CATS Chief Executive Officer’s proposed operating budgets and programs and five-year capital programs and make recommendation to the Metropolitan Transit Commission.

The Citizens Transit Advisory Group (CTAG) received CATS Chief Executive Officer’s proposed budgets, programs and five-year capital plan in February 2021.

CTAG has studied and reviewed all documents and information presented by CATS staff from February thru April 2021, and offers the following recommendation to the Metropolitan Transit Commission:

1. Adopt the FY2022 Operating Budget and Programs (dated April 28, 2021)
2. Adopt the FY2022 Debt Service Budget (dated April 28, 2021)
3. Adopt the FY2022-2026 Capital Investment Plan (dated April 28, 2021)

CTAG’s recommendation was made by _____, seconded by _____ and duly approved by CTAG for presentation to the Metropolitan Transit Commission on April 28, 2021.

Co-Chair, City of Charlotte
(Edward Tillman)
Citizens Transit Advisory Group

Co-Chair, Mecklenburg County
(Adam Pasiak)
Citizens Transit Advisory Group

April 20, 2021

FY2022 Proposed Operating, Debt Service and FY2022 -2026 Capital Budgets

Presented to
 Citizen Transit Advisory Group
 (CTAG)
 April 20, 2021



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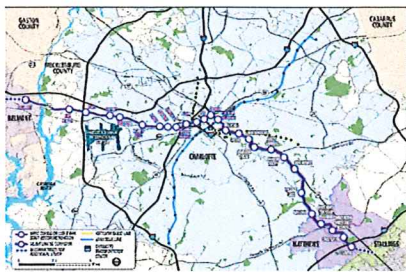
FY2022 Budget Development Summary of Events

- ✓ Presentation of Preliminary Budgets
 - MTC - January 27, 2021
- ✓ TSAC Budget Presentation
 - February 11, 2021
- ✓ CTAG Preliminary Budget Presentation
 - February 16, 2021
- ✓ CTAG Presentation of Proposed Operating, Capital and Debt Service Budgets
 - April 20, 2021
- ✓ MTC Presentation of Proposed Operating, Capital and Debt Service Budgets
 - April 28, 2021



2

- ✓ CityLYNX Goldline Phase II
- ✓ Silver Line
- ✓ Battery Electric Buses (BEB)



3

COVID-19 Impact

- Employee Safety
- Ridership
- Revenue Shortfalls (Fares & Sales Tax)
- Cleaning Services
- PPE, Sanitizer, Mask
- Partitions & Driver Shields
- Facility Updates

4



COVID-19 Impact

- CARES ACT Funding
 - CATS Share \$56,935,286
 - 100% Federal Funding no local Match Requirement

- CRRSAA (Coronavirus Response and Relief Supplemental Apportionments Act)
 - CATS Share \$51,090,454
 - 100% Federal Funding no local match requirement

- American Rescue Plan Act
 - Estimated CATS Share pending Spilt agreement \$82,696,619
 - 100% Federal Funding no local match requirement

5



FY2022 Proposed Budget

BUDGET SUMMARY	FY2021	FY2022	Variance	Variance
	Amended Budget (millions)	Proposed Budget (millions)	(millions)	(%)
Operating Revenues	\$ 180.2	\$ 185.8	\$ 5.6	3.1%
CATS Control Account	-	-	\$ -	0.0%
Total Operating Revenue	\$ 180.2	\$ 185.8	\$ 5.6	3.1%
Operating Expenditures	\$ 180.2	\$ 185.8	\$ 5.6	3.1%
Transfer to Capital	-	-	-	0.0%
Total Operating Expenditures and Transfers	\$ 180.2	\$ 185.8	\$ 5.6	3.1%
Debt Service Budget	\$ 103.8	\$ 62.1	\$ (41.7)	-40.2%
Capital Budget*	\$ 275.5	\$ 245.4	\$ (30.1)	-10.9%

* Note: FY2022 Proposed Budget includes Carryover projects

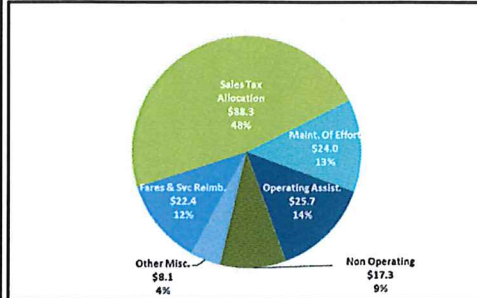
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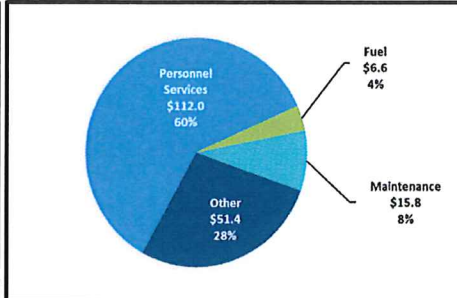
FY2022 Proposed Operating Budget

FY2022 Proposed Budget Summary

Operating Revenue
Total \$185.8 million



Operating Expenses
Total \$185.8 million



7



FY2022 Proposed Operating Budget

FY2022 Overview of Key Changes

Key Changes in FY2022 vs FY2021
(millions)

\$180.2	FY2021 Amended Budget
+ 5.3	Fares
+ 1.9	Service Income & Reimbursements
+ 0.7	Maintenance of Effort
- (3.1)	Operating Assistance
+ 0.8	Non-Operating Revenue
\$185.8	FY2022 Proposed Budget

Key Changes in FY2022 vs FY2021
(millions)

\$180.2	FY2021 Amended Budget
+ 1.6	Personal Services
- (0.2)	Fuel (Diesel for BOD & STS)
+ 2.3	Maintenance
+ 1.9	Other Operating Expenses
\$185.8	FY2022 Proposed Budget

8



FY2022 Proposed Operating Budget

FY2022 Proposed Staffing

- **City Positions**

579.75 Full Time Equivalent Regular City Positions

1.00 Temporary Position

NEW! 1.00 Service Level Change-Grant Funded GIS position (included in 579.75)

- **Contracted Positions**

- **845.00** Full Time Equivalent Transit Management Of Charlotte Positions
Bus Operations (Bus Operators, Maintenance & Administrative)

- **108.05** Full Time Equivalent Positions – Contracted Security Officers



FY2022 Proposed Operating Budget

Performance Objectives

Financial Performance Objectives

	FY2020	FY2021	FY2021	FY2022
	Audited Actuals	Amended Budget	Year End Projection	Proposed Budget
SYSTEM SUBSIDY				
≤ 80% of Total Operating Cost	83.1%	86.8%	87.0%	83.4%
OPERATING RATIO (W/O Capital Interest)	16.9%	13.2%	13.0%	16.6%
PASSENGERS PER HOUR				
(Bus ≥ 20 passengers per hour)	12.7	15.1	10.2	12.6
(Light Rail ≥ 90 passengers per hour)	97.4	103.9	53.0	72.7
ADMINISTRATIVE OVERHEAD	11.10%	14.62%	14.37%	15.37%
(≤ 15%)				
GROSS DEBT SERVICE COVERAGE	5.74	6.36	6.36	8.1
(> 3.0)				
NET DEBT SERVICE COVERAGE	1.49	1.15	1.04	1.43
(≥ 1.15)				



FY2022 Proposed Capital Budget

FY2022 Overview of Key Changes

SOURCES OF FUNDS	FY2022-2026 Preliminary	FY2022-2026 Proposed	Change from Preliminary
Federal Funding	\$ 60,824,118	\$ 76,796,526	\$ 15,972,408
State Funding	7,162,349	7,162,349	-
Local Funding	52,743,275	58,445,137	5,701,862
Carryover Funding	-	183,274,626	183,274,626
TOTALS	\$ 120,729,742	\$ 325,678,638	\$ 204,948,896

SOURCES OF FUNDS	FY2022-2026 Preliminary	FY2022-2026 Proposed	Change from Preliminary
State of Good Repair - Vehicle Replacement, Facilities & Others	\$ 67,910,501	\$ 83,784,771	\$ 15,874,270
Transit Safety & Security	3,357,776	3,357,776	-
Transit Long Range Capital Improvement	41,799,500	46,799,500	5,000,000
Transit Non-Revenue Vehicle	2,198,802	2,198,802	-
Transit New Equipment	5,463,163	6,263,163	800,000
Transit Other Programs	-	-	-
Carry Over Projects	-	183,274,626	183,274,626
TOTALS	\$ 120,729,742	\$ 325,678,638	\$ 204,948,896

11



FY2022-FY2026 Proposed Capital Budget

5-Year Capital Budget

\$120.7 M FY2022-FY2026 Preliminary Budget

- \$ 15.9 M SOGR Facilities & Others
- \$ 5.0 M Transit Long Range Capital Improvement
- \$ 0.8 M Transit Other Equipment
- \$ 183.3 M Carryover Projects

\$325.7 M FY2022-FY2026 Proposed Budget



12



FY2022-FY2026 Proposed Capital Budget

SOURCES OF FUNDS	FY2022	FY2023	FY2024	FY2025	FY2026	TOTALS
Grants - Federal	\$ 27,065,271	\$ 17,310,314	\$ 10,082,009	\$ 10,534,223	\$ 11,804,709	\$ 76,796,526
Grants - State	1,320,065	2,512,798	1,126,780	1,145,322	1,057,384	7,162,349
Local ½% Sales Tax	33,741,056	8,911,641	6,936,250	5,745,460	3,110,730	58,445,137
Carry Over Project Balance	183,274,626	-	-	-	-	183,274,626
TOTALS	\$ 245,401,018	\$ 28,734,753	\$ 18,145,039	\$ 17,425,005	\$ 15,972,823	\$ 325,678,638

USES OF FUNDS	FY2022	FY2023	FY2024	FY2025	FY2026	TOTALS
State of Good Repair - Vehicle Replacement, Facilities & Others	\$ 29,877,102	\$ 13,486,840	\$ 13,487,663	\$ 12,874,234	\$ 14,058,932	\$ 83,784,771
Transit Safety & Security	1,300,065	348,897	326,136	696,339	686,339	3,357,776
Transit Long Range Capital Improvement	28,667,446	12,977,054	3,230,000	1,675,000	250,000	46,799,500
Transit Non-Revenue Vehicle	704,320	390,530	320,740	370,000	413,212	2,198,802
Transit New Equipment	1,577,459	1,531,432	780,500	1,809,432	564,340	6,263,163
Transit Other Programs	-	-	-	-	-	-
Carry Over Projects	183,274,626	-	-	-	-	183,274,626
TOTALS	\$ 245,401,018	\$ 28,734,753	\$ 18,145,039	\$ 17,425,005	\$ 15,972,823	\$ 325,678,638

Notes:

1. Excludes Grant-Funded Operating Projects totaling \$45.5 million for FY2022 – FY2026



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13

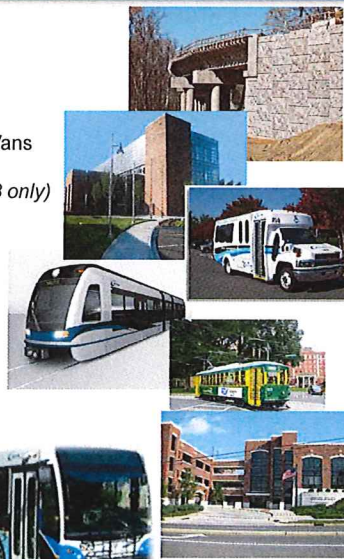


FY2022-FY2026 Proposed Capital Budget

\$325.7 million Funds 5-Year Capital Program

Key Capital Expenses:

- **State of Good Repair \$83.8 million**
 - Replace 62 buses; 55 STS Buses; 47 Vanpool Vans
 - Rail Car Expansion
 - Contingency for Facilities projects (FY22 – FY23 only)
 - Envision My Ride Bus Shelters
 - Fencing Replacements
 - Substation HVAC Replacement
 - Lighting Upgrades



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14



FY2022-FY2026 Proposed Capital Budget

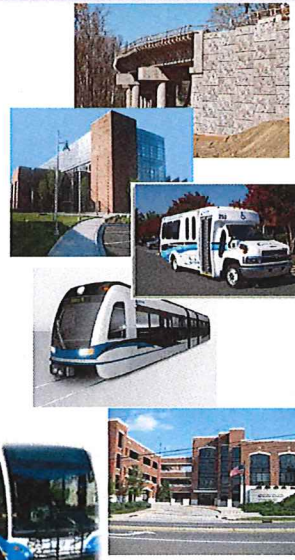
\$325.7 million Funds 5-Year Capital Program (continued)

Key Capital Expenses:

- **Transit Safety and Security \$3.4 million**
 - Camera & Access Control Replacements
 - Guard Shacks & Bollards
 - Mobile Video Replacement

- **SilverLine Light Rail Design \$19.8 million**
 - FY2020 \$9.0m
 - FY2021 \$21.2m
 - Total 3-year funding \$50m

- **Transit Long Range Capital Improvement \$27.0 million**
 - ADA Enhancements and Improvements
 - Southend Station
 - Hambright Park & Ride
 - North Yard Land Acquisition



15



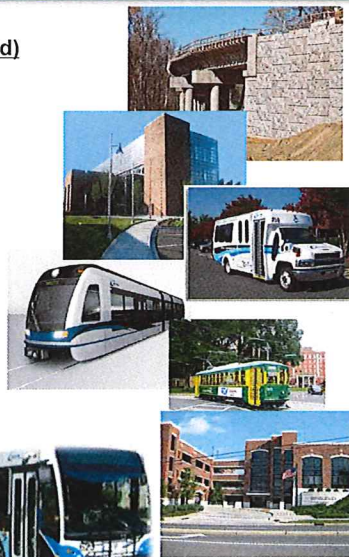
FY2022-FY2026 Proposed Capital Budget

\$325.7 million Funds 5-Year Capital Program (continued)

Key Capital Expenses:

- **Transit Non-Revenue Vehicles \$2.2 million**
 - 18 replacement vehicles in FY2022
 - 45 replacement vehicles over 5-year Program

Non-Revenue Vehicles	FY2022	FY2023-FY2026	Total Vehicles
Bus Operations & Maintenance	8	17	25
Special Transportation Services	2	4	6
Facilities	2	4	6
Marketing	3	-	3
Safety & Security	3	-	3
Technology	-	2	2
TOTALS	18	27	45



16



FY2022-FY2026 Proposed Capital Budget

\$325.7 million Funds 5-Year Capital Program (continued)

Key Capital Expenses:

- **Transit Equipment \$6.3 million**
 - Server Refresh
 - UPS Refresh
 - Network Infrastructure Refresh
 - ERP Initiatives
 - Steam Bay Lifts
 - Tug Replacement
 - Rail Shop Equipment
 - Friction Modifiers
 - Demand Response System Upgrade
 - SCADA Firewall Refresh
 - BOCC Workstations
 - Brake Rotor equipment
 - Contingency for IT Projects
 - Additions for new Bus Equipment
 - HASTUS Software



17



FY2022 Proposed Budget

BUDGET SUMMARY					
	FY2021 Amended Budget (millions)	FY2022 Proposed Budget (millions)	Variance (millions)	Variance (%)	
Operating Revenues	\$ 180.2	\$ 185.8	\$ 5.6	3.1%	
CATS Control Account	-	-	\$ -	0.0%	
Total Operating Revenue	\$ 180.2	\$ 185.8	\$ 5.6	3.1%	
Operating Expenditures	\$ 180.2	\$ 185.8	\$ 5.6	3.1%	
Transfer to Capital	-	-	-	0.0%	
Total Operating Expenditures and Transfers	\$ 180.2	\$ 185.8	\$ 5.6	3.1%	
Debt Service Budget	\$ 103.8	\$ 62.1	\$ (41.7)	-40.2%	
Capital Budget*	\$ 275.5	\$ 245.4	\$ (30.1)	-10.9%	

*FY2022 Proposed Budget Includes carryover projects

18



FY2022 Proposed Budget

Actions Required

- CTAG recommendation of MTC Approval FY2022 Proposed Operating, Debt Service, and Capital Investment Budgets

19



FY2022 Proposed Budget

Next Steps

- MTC Approval of FY2022 Proposed Budgets and Recommendation to City Council
- City Council Proposed Budget Presentation – May 2021
- City Council Budget Adoption – June 2021

20



THANK YOU

