



Metropolitan Transit Commission



January 31, 2023

METROPOLITAN TRANSIT COMMISSION

Special Meeting

Tuesday, January 31, 2023

5:30pm

Charlotte-Mecklenburg Government Center

Conference Room 267 - WebEx

AGENDA

- I. Call to OrderMayor Vi Lyles
 - Attendance (Roll Call)
- II. Action Item
 - Selection of MTC Vice ChairmanMTC
- III. Approval of the November 16, 2022 Summary (p.5-9)Mayor Vi Lyles
- IV. Interim Chief Executive Officer's Report (p.11-16) Brent Cagle
- V. Report from the Chair of the Transit Service Advisory Committee (TSAC)Krissy Oechslin
- VI. Report from the Chair of the Citizens Transit Advisory Group (CTAG)..... Edward Tillman
- VII. Public Comments
- VIII. Informational Items
 - Envision My Ride – MicroTransit Update (p.18-33).....Jason Lawrence
 - LYNX Silver Line Update (p.35-44) Andy Mock
 - Preliminary Budget Update (p.46-57)..... Chad Howell
- IX. Action Items
 - LYNX Silver Line – Bojangles Alignment (p.59-70)..... Andy Mock
 - CTC Redevelopment - LPA Recommendation (p.72-90).....Jason Lawrence
- X. MTC Commissioners' Business
 - CONNECT Beyond / Advancing the PlanGeraldine Gardner
 - Chief Executive Officer's Search Update Liz Babson
 - Adjustment to MTC February Meeting DateMayor Vi Lyles
- XI. Adjourn

METROPOLITAN TRANSIT COMMISSION
MEETING SUMMARY
November 16, 2022
(Approved on January 31, 2023)

Presiding: Commissioner Leigh Altman, Mecklenburg County Board of Commissioners

Present:

Mayor Vi Lyles (City of Charlotte)	Mayor Brad Simmons (Town of Mint Hill)
Mayor Woody Washam (Town of Cornelius)	Mayor Jack Edwards (Town of Pineville)
Andrew Grant (Town Manager, Cornelius)	Bill Thunberg (Town of Mooresville)
Mayor Rusty Knox (Town of Davidson)	Randi Gates (GCLMPO, Gastonia)
Mayor Melinda Bales (Town of Huntersville)	Mayor Marion Holloway (City of Monroe)
Anthony Roberts (Town Manager, Huntersville)	Brian Borne (City Manager, Monroe)
Mayor John Higdon (Town of Matthews)	Mayor William Dusch (City of Concord)
Mayor Pro-Tem Renee Garner (Town of Matthews)	Mayor Pro-Term David Scholl (Town of Stallings)

CATS Chief Executive Officer: John Lewis, Jr

I. Call to Order

The hybrid regular meeting of Metropolitan Transit Commission was called to order at 5:00pm by MTC Chairman Commissioner Leigh Altman, Mecklenburg County Board of Commissioners.

II. Review of Meeting Summary

The meeting summary of October 26, 2022 was approved.

III. Chief Executive Officer's Report – Based on pages 14-22 in the MTC Agenda Packet for November 16th, 2022 meeting.

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

Krissy Oechslein (Chairwoman) reported the following recap: In our last TSAC meeting we heard presentations on both the CTC redevelopment and the Silver Line alignment options through Uptown. We did not hold a straw vote on either of these topics, and I cannot tell you which option the majority of TSAC members prefer but based on the wide variety of questions that were asked during both presentations I don't think there is a consensus on which plan is best.

Regarding the Silver Line, the TSAC members had questions about the challenges posed by interlining with the Blue Line from an operational and safety perspective. There were questions about whether this is also an opportunity to extend all the Blue Line stations to three car lengths, which has also been brought up separately outside of Silver Line discussions. There were also questions about having to tear up all of the Gold Line stations if it were to interline with the Silver Line, and the feasibility of turning Trade Street into an entirely transit - and bike-only street with no private vehicles.

Regarding CTC redevelopment we heard about the feedback CATS has received from its outreach efforts, through surveys, in-person pop-ups, and online town halls. It was also my impression that there is no clear consensus from the public either on which option is best, since there's trade-offs with all of the options.

One thing we would like more information on is the cost differential between the three options, as well as between including CTC in a mixed-use development versus standalone, which is not an option currently being considered. I know that funding sources are extremely complicated, and the same money used to build/rebuild a CTC hypothetically isn't necessarily tradable with, say, hiring more bus drivers, but we have to always consider whether the additional cost of a certain option is worth the money, and frankly, the time and attention spent pursuing it. Hypothetically speaking, if it costs double to put CTC in a mixed-use development, does it provide double the benefit to transit riders, and if not, who should really be footing the bill. It also strikes me that some of the concerns riders have voiced about having a climate-controlled clean place to wait would be alleviated if we had more frequent bus service.

We also received an update on bus operator hiring and the upcoming service changes which restore service to three express bus routes that were discontinued at the beginning of COVID. As always, we hope to start seeing restoration of local bus service along the routes whose frequencies were reduced in August because of the labor shortage.

Finally, we will be doing something unique in our December meeting. After we elect a chair and co-chair for next year and discuss any other time-sensitive issues we will close our meeting early and hold a joint informal meeting with the bicycle advisory committee. There's a lot of potential to collaborate with the BAC because many transit riders always use a bike for transportation and vice versa, and by meeting together we can discuss areas where we can collaborate and amplify our voices. We also might look to doing joint meetings with CTAG next year. I think that would be a good collaboration.

Discussion:

COMMISSIONER ALTMAN (Mecklenburg County): Ms. Oechslin, I understand that there was no consensus on the CTC discussion, but I would be interested if there were some sort of general trains of thought that you might feel comfortable representing here.

MS. OECHSLIN: It's very hard to say. I think we had six people in our last meeting so I wouldn't want to, you know -- people didn't share what they think, which option they should go with. I mean I know which one I like, but I'm one person and we all have different opinions. There are definitely trade-offs.

COMMISSIONER ALTMAN (Mecklenburg County): I would still be interested to hear your opinion because you're very invested in looking at these matters so you should feel free to share it if you like, but you don't need if you don't want to today.

MS. OECHSLIN: I'll always give my opinion. Sorry, and I just settled a brain moment. We are talking about CTC, right? I talked about both Silver Line. Yes, with CTC, I mean, I think I lean a little bit more towards the terrace. I like the symbolism of having the bus up on the same level as the Blue Line. I also think if you want to integrate all the lines, if you put it underground, which I'm not opposed to an underground option, but you know, that's three levels of transit. I mean, you have an underground bus, you have a ground-level Gold Line, and then you have an elevated Blue Line, and that's a lot of transferring, but you know, I also realize as a bus rider at the terrace option there's two levels of buses, and the worst feeling in the world is when you pull in and you see your other bus that you need to transfer to pulling away. You wouldn't even see it necessarily in this option and then you'd have to go downstairs. It's not climate-controlled, like there's definitely trade-offs.

COMMISSIONER ALTMAN (Mecklenburg County): Thank you for the feedback, I appreciate it.

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

Todd Steiss (Town of Davidson Representative) reported the following recap: Our meeting yesterday, the only thing we had on our agenda was the adjustments to the Silver Line. One area was at the Bojangles Coliseum, which it's understandable why they want to make some adjustments there. It looks like a rather minor, maybe more costly but a minor change, to the alignment. The other area where they talked about making adjustments was in downtown Charlotte where they showed the three alternatives.

Our committee understood that it was just kind of a preliminary review at this time. We didn't really have a lot of discussion on which alternative we thought was better than the other, we just knew that we saw that there were trade-offs from one versus the other.

VI. Public Comments - None

VII. Informational Items

Charlotte Transit Center Redevelopment Public Engagement Update **Jason Lawrence**
Jason Lawrence - CATS Planning Director – shared a presentation on the Charlotte Transit Center Redevelopment Public Engagement efforts; based on pages 24-33 in the MTC Agenda Packet for November 16th, 2022 meeting.

Discussion:

TODD STEISS (CTAG Representative): Jason, in light of the possible alterations to the Silver Line going possibly through Charlotte or using the Blue Line, would that affect at all the design that you're looking at for the CTC?

MR. LAWRENCE: I think at this point there would have to be a conversation with the development team as to what that means as far as -- I think it's too early for us to know that, but I do think it's important to note if Silver Line were to comment on either of those options then the need for that facility would be increased potentially with how we would think about the routes that go to that. I think that's more of what we would start with, but I think that would be a conversation of the team. But we would want to make that decision first with the LPA before we address that.

COMMISSIONER ALTMAN (Mecklenburg County): Looking at the Financial Framework. I'm working to get some clarity around this. One thing that I think is helpful for me and for the public to sometimes hear from our CATS attorney. This is a City of Charlotte project that the City Council is deliberating closely on and having a lot of discussion around, but it also comes before the MTC. Can you just help give us a little bit of clarity about the lanes that these two bodies have, the MTC and the Charlotte City Council, in this decision making?

CATS CEO LEWIS: If I could just add a little context before Brad begins. This is a project that is a joint development between the CATS, the MTC, and the City, but the only thing I would change in that caveat is this is a transit project first in that it is on CATS' land. It is part of a disposing of a federally funded facility and using federal funds to build the new. The primary outcome in this must be the transit facility. The other goals of the project, the mixed-use

development and the others, would be secondary to that, but I'll then turn to Brad to give the relationship between the MTC as a decision-making body and the City Council on this.

BRADLEY THOMAS (CATS Legal Counsel): With respect to the MTC as established by the Interlocal Agreement, the MTC considers and approves long-range transportation plans, operating programs, capital programs, and budgets. The City of Charlotte in terms of this project would approve contracts. A contract with a developer or a construction firm, disposition of land, those would be approved by the City of Charlotte.

COMMISSIONER ALTMAN (Mecklenburg County): Okay, that's helpful, because it is a complex interlocking decision-making process that I think is not necessarily intuitive to the public, and my understanding is in all likelihood what would happen is that City of Charlotte would vote and then it would come to the MTC to follow up with a second vote to confirm whatever is ultimately decided. Is that the likely process, Mr. Lewis?

CATS CEO LEWIS: That is correct. I think in the fact that this is a mixed-use development meeting multiple goals, not just transit but also economic development and land use for the City. Our goal, my goal, is to bring a recommendation that has been fully vetted by the City Council and has their input for the MTC to consider after that.

COMMISSIONER ALTMAN (Mecklenburg County): I'm used to, on the County side in my Economic Development Committee, getting a REMI analysis that helps us to understand when we have economic development projects what the net gain will be to the taxpayer or to the public coffers. The question I have is the difference in cost between the two proposals is more than \$40M, but there's a lot more economic -- there will be more taxes generated that will go to public coffers under the more expensive analysis. Will we hear at some point what sort of the net-out to the community would be with all that development and all those businesses that would be paying taxes under the second scenario?

CATS CEO LEWIS: Sure. I think that's a great question and not one that I think we as transit staff are equipped to answer. I think maybe at the next MTC meeting we have the City Economic Development staff come in and address that for you.

MAYOR LYLES (City of Charlotte): May I add, I think that we would have to justify this project in a way that it does show the economic analysis. We usually have an economic analysis and some of that information would be included I think if the Council moves forward with the public-private partnership. But that's not decided yet? I don't think anyone is prepared right now, and it's probably going to be several months before we get to that place where we're talking about are we ready to do something like this at the City level.

BILL THUNBERG (Town of Mooresville Representative): If I could just ask one procedural question: Do we need to reflect anything in the upcoming budget related to this with regards to either planning or legal or anything else, or do we just wait for the City?

CATS CEO LEWIS: In our five-year capital program, we have set aside the \$12M that you have seen in the CATS funding portion of that. That along with the federal funds for the RAISE grant that we received. You will see that in next year being reflected as a part of this project in the ongoing five-year capital program.

VIII. Action Item - None

IX. MTC Commissioners' Business - None

X. Other Business

MAYOR KNOX (Town of Davidson): I would like to address Mr. Lewis since I believe this is the last meeting that he will be sitting in; in that we are not meeting in December. John, I just want to say thank you. I think for those of us that have been vested in transportation for a while. If you will look back on 2015 and remember where we were versus where we are today seven years later under your leadership. You need to be commended to bring this thing through a pandemic and still come out on top I thank you. There's a lot of work to do, but I can't thank you enough for the hard work that you've done, John. I don't know where you're going after this. I hope you land somewhere local where we can still interact and work together, because it has been my pleasure to work with you for these five years that I've been on this board. Thank you.

CATS CEO LEWIS: Thank You, Mayor.

COMMISSIONER ALTMAN (Mecklenburg County): Thank you, Mayor Knox. I believe we haven't made a definitive decision that we're not having a December meeting; we're going to wait to hear from staff, is that right?

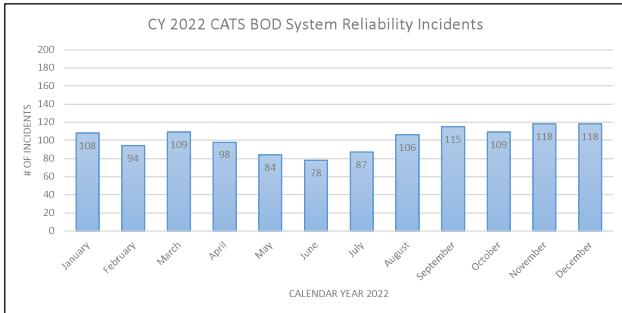
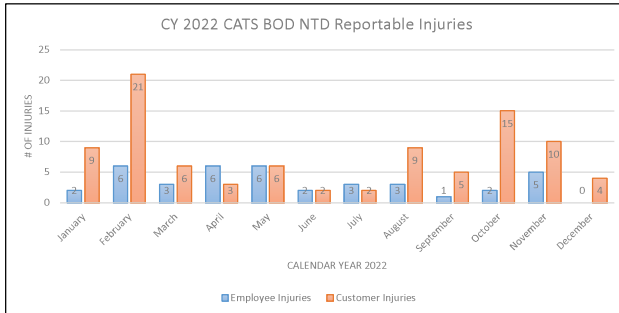
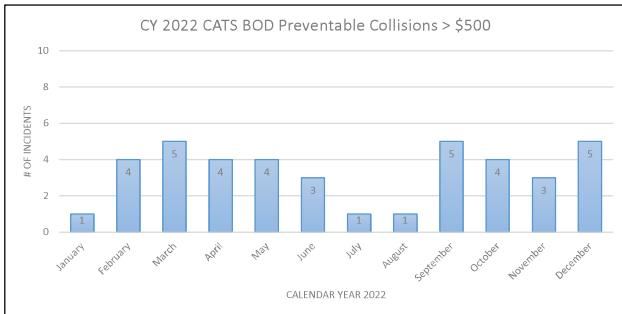
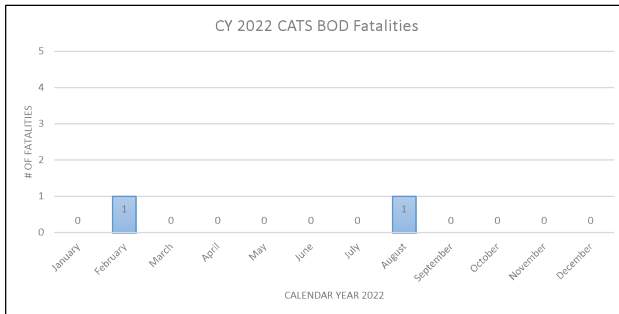
CATS CEO LEWIS: That is correct. Madam Chair, at the last meeting we actually took the action of moving both the November and the December meetings back one week, recognizing they coincided with Thanksgiving and the Christmas holiday. Typically, this board does not meet in December, but I think we wanted to leave the option open, considering the number of projects that we have on the table, that if needed we have that slot already available. I will say as of this moment, other than the Silver Line there really aren't any other pressing issues for December, but staff will certainly let you know in plenty of time what the actual disposition of that meeting will be.

XI. Adjourn

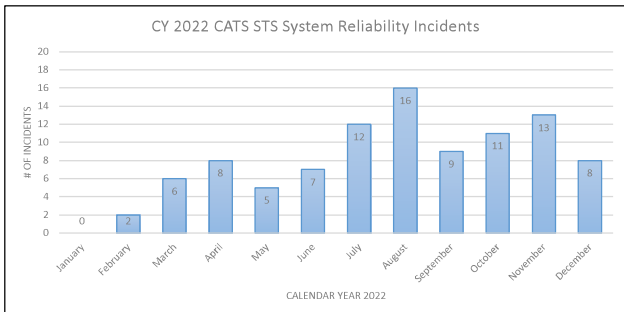
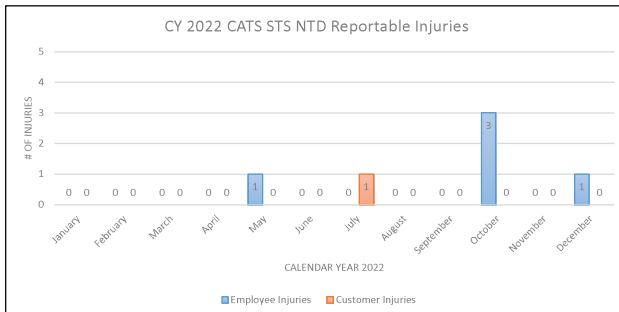
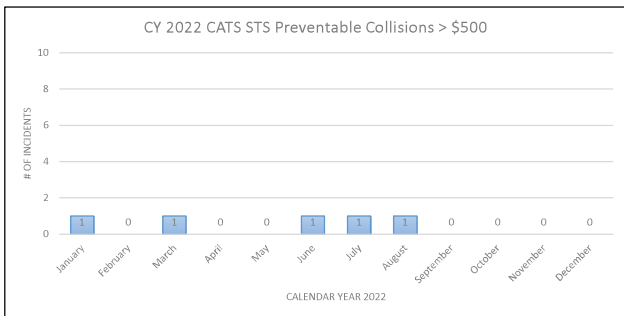
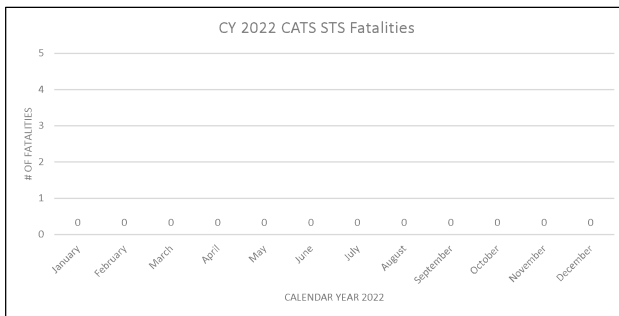
The meeting was adjourned at 5:36 p.m. by Commissioner Leigh Altman, Mecklenburg County Board of Commissioners – MTC Chairwoman.

NEXT MTC MEETING: TUESDAY, JANUARY 31ST, 2023; STARTS AT 5:30 P.M.

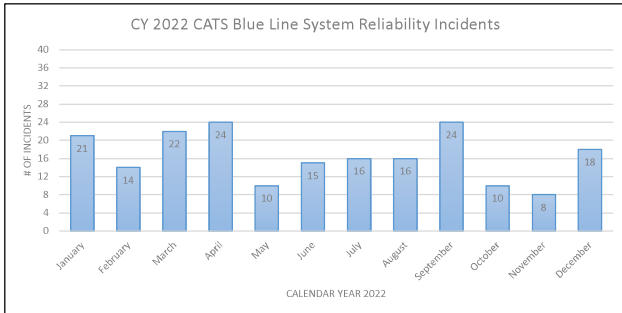
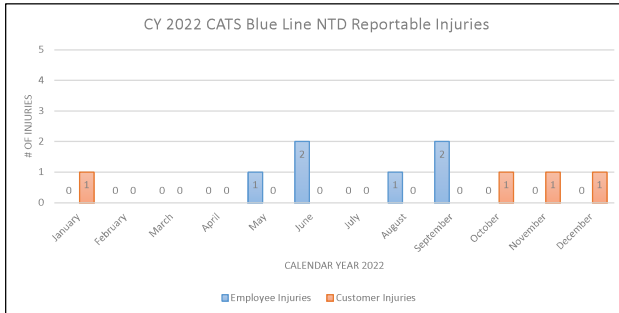
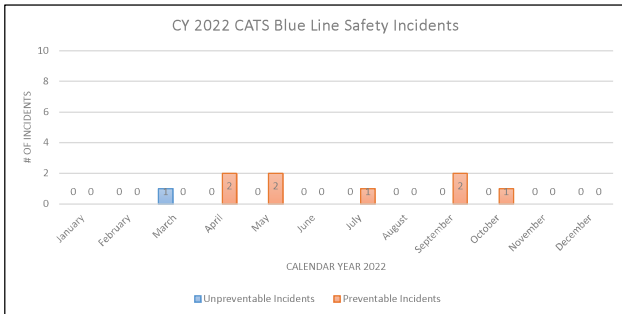
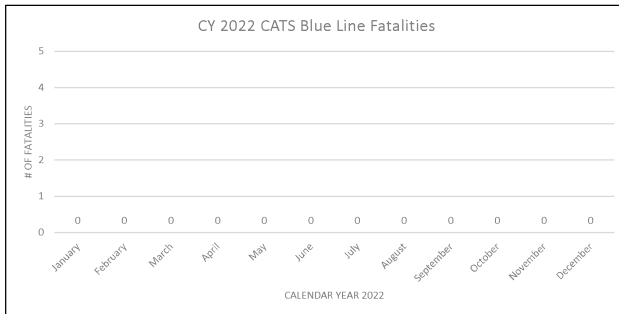
Bus Operations Division Safety Performance Measures



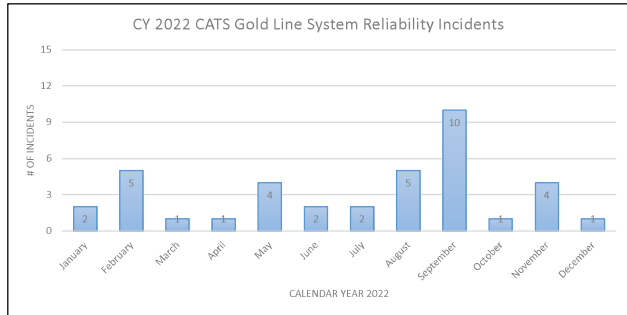
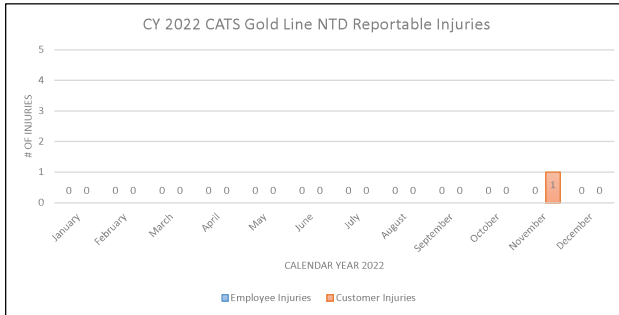
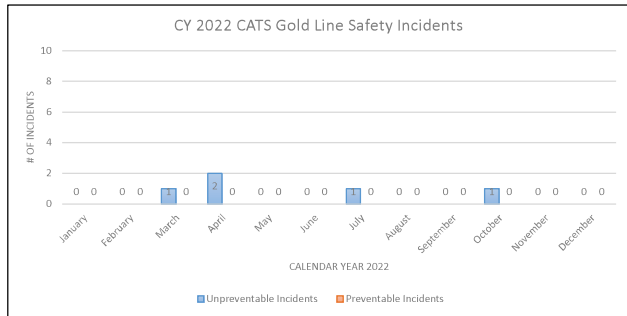
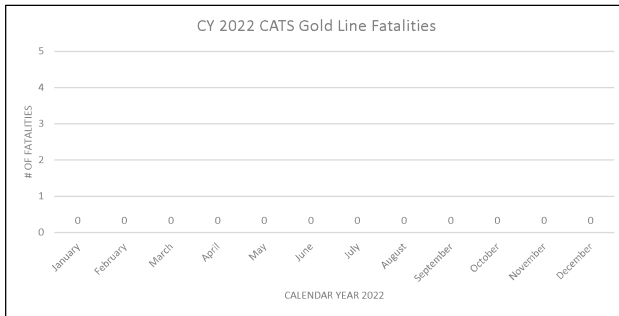
Special Transportation Service Safety Performance Measures



Rail Operations Blue Line Safety Performance Measures



Rail Operations Gold Line Safety Performance Measures



January | CATS Sales Tax Report FY2023

October Receipts

Sales Tax Collections and Distribution – October 2022

- The October 2022 receipts of \$13,283,060 were \$2,232,506 (20.2%) above budget target for the month
- The October 2022 receipts were \$2,081,195 (18.6%) above forecast for the month
- The October 2022 receipts were \$1,940,426 (17.1%) above October of 2021

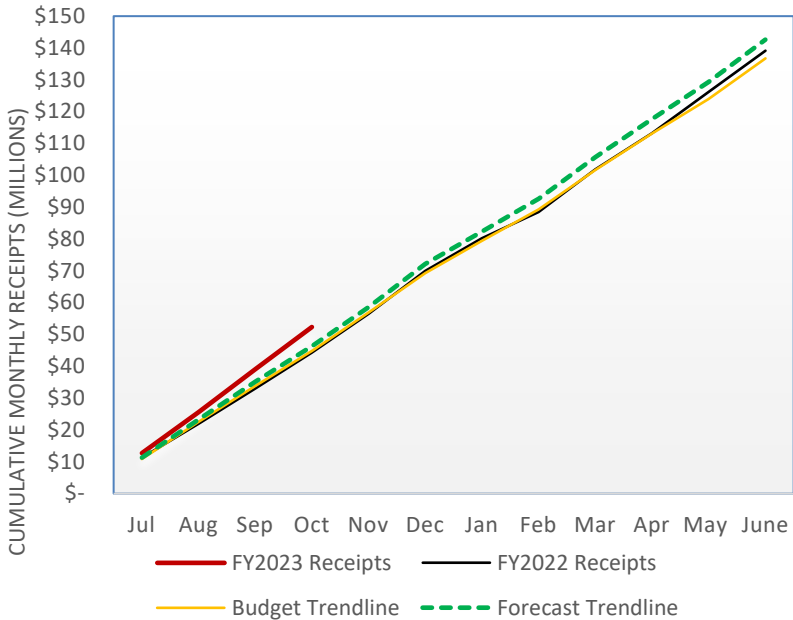
Sales Tax Budget Data

- FY2023 sales tax budget is \$136,807,021
- The FY23 model forecasts year-end receipts of \$148,744,263 which is \$11,937,242 (8.73%) above the FY23 budget target of \$136,807,021
- FY2022 actual sales tax was \$139,225,568

Local Government Sales and Use Tax Distribution

- Source: North Carolina Department of Revenue Sales & Use Distribution Report for the month November 30, 2022
- Published by NC Secretary of Revenue on 01/11/2023 with actual receipts through September 2022
- CATS sales tax report only includes Mecklenburg County Article 43 sales tax

FY2023 Sales Tax Receipts Forecast



FY2023 Budget Sales Tax Receipts (Actuals and Forecasts)

Jurisdiction	Population	% of Total	Jul 22 Actuals	Aug 22 Actuals	Sep 22 Actuals	Oct 22 Actuals	Nov 22 Forecasts	Dec 22 Forecasts	Jan 23 Forecasts	Feb 23 Forecasts	Mar 23 Forecasts	April 23 Forecasts	May 23 Forecasts	Jun 23 Forecasts	Total
Charlotte	878,778	40.4%	\$ 5,125,892	\$ 5,204,877	\$ 5,465,688	\$ 5,366,667	\$ 4,945,338	\$ 5,506,836	\$ 4,088,403	\$ 4,197,849	\$ 5,288,458	\$ 4,809,052	\$ 4,717,794	\$ 5,379,312	\$ 60,096,165
Cornelius	31,442	1.4%	\$ 183,400	\$ 186,227	\$ 195,558	\$ 192,015	\$ 176,940	\$ 197,030	\$ 146,280	\$ 150,196	\$ 189,217	\$ 172,064	\$ 168,799	\$ 192,468	\$ 2,150,195
Davidson	14,907	0.7%	\$ 86,952	\$ 88,292	\$ 92,716	\$ 91,037	\$ 83,889	\$ 93,414	\$ 69,353	\$ 71,209	\$ 89,710	\$ 81,578	\$ 80,029	\$ 91,251	\$ 1,019,431
Huntersville	61,840	2.8%	\$ 360,711	\$ 366,270	\$ 384,623	\$ 377,655	\$ 348,006	\$ 387,519	\$ 287,703	\$ 295,405	\$ 372,151	\$ 338,415	\$ 331,993	\$ 378,545	\$ 4,228,994
Matthews	29,502	1.4%	\$ 172,084	\$ 174,736	\$ 183,492	\$ 180,168	\$ 166,023	\$ 184,873	\$ 137,254	\$ 140,929	\$ 177,542	\$ 161,448	\$ 158,384	\$ 180,592	\$ 2,017,526
Mint Hill	26,465	1.2%	\$ 154,370	\$ 156,748	\$ 164,603	\$ 161,621	\$ 148,932	\$ 165,842	\$ 123,125	\$ 126,421	\$ 159,266	\$ 144,828	\$ 142,080	\$ 162,002	\$ 1,809,837
Pineville	10,651	0.5%	\$ 62,127	\$ 63,084	\$ 66,245	\$ 65,045	\$ 59,939	\$ 66,744	\$ 50,879	\$ 50,879	\$ 64,097	\$ 58,287	\$ 57,181	\$ 65,199	\$ 728,380
Meck. County	1,121,482	51.6%	\$ 6,541,578	\$ 6,642,379	\$ 6,975,221	\$ 6,848,852	\$ 6,311,158	\$ 7,027,733	\$ 5,217,553	\$ 5,357,226	\$ 6,749,042	\$ 6,137,232	\$ 6,020,771	\$ 6,864,990	\$ 76,693,736
Total	2,175,067	100.0%	\$ 12,687,115	\$ 12,882,613	\$ 13,528,146	\$ 13,283,060	\$ 12,240,225	\$ 13,629,992	\$ 10,119,224	\$ 10,390,113	\$ 13,089,483	\$ 11,902,903	\$ 11,677,031	\$ 13,314,358	\$ 148,744,263
YTD Budget															\$ 44,883,357
Variance (YTD)															\$ 7,497,577

FY2023 Budget Sales Tax Comparison Year over Year

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	YTD Total
Year-over-Year Comparison (FY23-FY22)	12.3%	20.9%	22.2%	17.1%	1.0%	1.0%	-1.0%	25.0%	-2.0%	4.7%	-9.7%	2.1%	6.8%
FY23 Budget Target	\$ 10,837,385	\$ 11,730,084	\$ 11,265,334	\$ 11,050,554	\$ 11,990,897	\$ 12,399,931	\$ 10,211,129	\$ 9,806,473	\$ 12,405,318	\$ 11,428,653	\$ 10,914,935	\$ 12,766,327	\$ 136,807,021
% of FY23 Budget Achieved	9.3%	18.7%	28.6%	38.3%	47.2%	57.2%	64.6%	72.2%	81.8%	90.5%	99.0%	108.7%	108.7%

FY2023 Budget Tax Receipts: FY2019 - FY2022

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
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	\$ 8,606,547	\$ 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

**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
STAFF SUMMARY**

SUBJECT: Envision My Ride – MicroTransit Update

DATE: January 31, 2023

1.0 PURPOSE/SCOPE: Staff will provide implementation next steps for Microtransit services as well as a 2023 look ahead on bus and rail service levels.

BACKGROUND/JUSTIFICATION: As a continuation of the Envision My Ride (EMR) effort, CATS began a Bus Priority study in 2021. The study developed speed and reliability recommendations for the proposed EMR high frequency network. Additional deliverables included proposed system wide bus stop amenity improvements, mobility hub locations, first / last mile solution and recommendations to improve the customer experience. At the May 2022 MTC meeting the board adopted the following staff recommendations:

- An Envision My Ride Network which includes a future high-frequency bus network, new bus route connections, mobility hub locations, and recommended microtransit zones (Attachment A)
- Six focus corridors to include a higher level of priority treatment investments including transit signal priority (TSP), queue jump locations, and bus stop adjustments (Attachment B)
- Bus stop improvement plan which includes ADA design improvements, recommended mobility hub locations, enhanced bus stop amenities, and a new amenity rollout strategy
- A microtransit strategy that includes on-demand services within recommended zones as well as first/last mile strategies to the LYNX Blue Line
- Strategies and amenity improvement recommendations identified in the Envision MY Ride effort to develop a formal bus capital program

2.0 PROCUREMENT BACKGROUND: N/A

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:



Brent Cagle
Interim Chief Executive Officer, Charlotte Area Transit System
Interim Director of Public Transit, City of Charlotte

Envision My Ride & Microtransit Update

Metropolitan Transit Commission
January 31, 2023



1

Presentation Highlights

- ▶ February 2023 Service Change
- ▶ Reliability Improvements & Ridership
- ▶ Microtransit Update



2

February 2023 Service Change



3

Service Change Summary

On time improvements

- ▶ 24 – Nations Ford Road
- ▶ 56 – Arrowood
- ▶ 40x – Lawyers Road Express
- ▶ 46x – Harrisburg Road Express
- ▶ 77x – North Mecklenburg Express
- ▶ 82x – Rock Hill Express

Frequency Improvements

- ▶ LYNX Blue Line: Weekday frequency increase to 15 min between 7-9 am & 4-6 pm

Route Adjustments

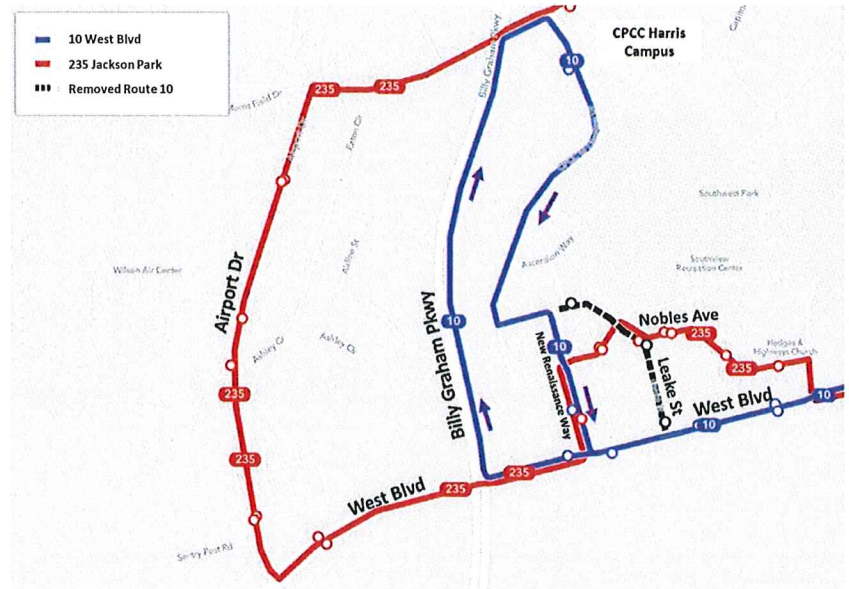
- ▶ 10-West Blvd: Extend to CPCC Harris Campus
- ▶ 290-Davidson Shuttle : Minor adjustment in Downtown Davidson



4

10 West Blvd

- ▶ Service will be modified to provide service to the Central Piedmont Community College – Harris Campus.
- ▶ Route 10 service along Leake Street and Nobles Ave will be removed. Route 235 and the modified Route 10 will continue to serve the Renaissance West community.



5

Reliability & Ridership



6

Strategies to Improve Reliability

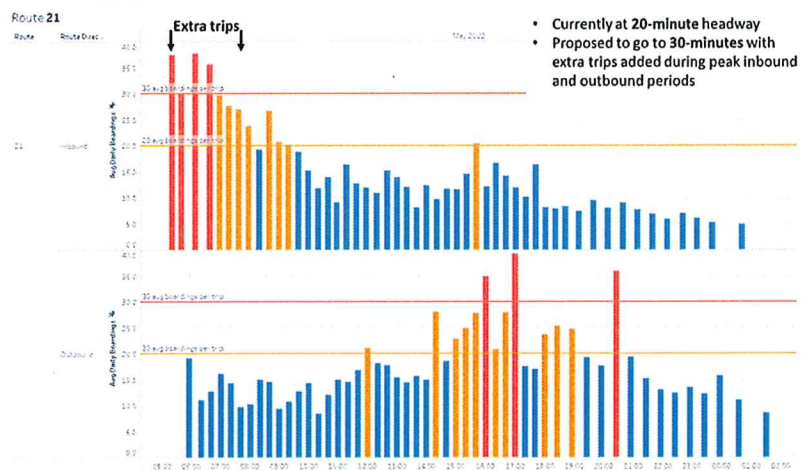
- ▶ CATS-Pass Real Time Tracking
- ▶ August 2022 Service Change
 - Modified schedules to reduce missed trips
 - Continue tracking of reliability
- ▶ Bus Service
 - On-going evaluation of trip level ridership
 - Identify select trips to better allocate spare operators in the future
- ▶ Rail Service
 - Evaluated ridership for service increase capacity
 - Increasing weekday peak frequency for February 2023 Service Change



7

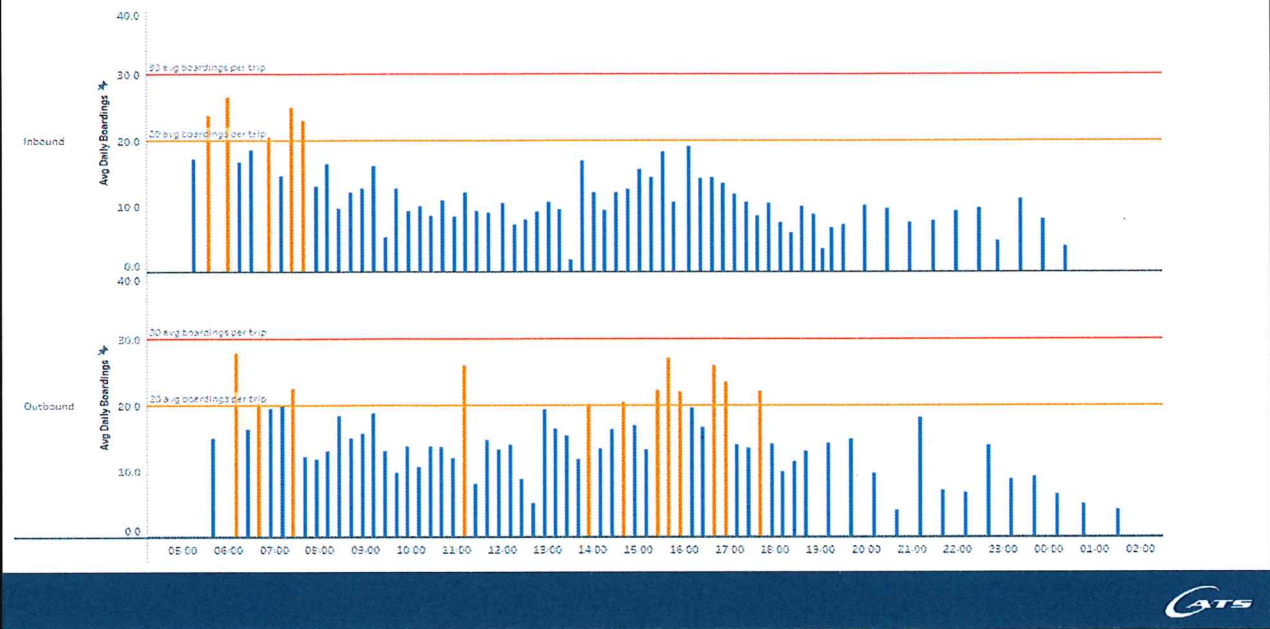
August 15, 2022 Changes: Service Analysis Approach

- ▶ Evaluated trip passenger load for all routes.
- ▶ Analyzed time of day and identified trips with 30 or more passengers.
- ▶ Prioritized routes that currently have higher frequency levels for reductions (i.e. shifting 15-minute routes to 20-minutes)



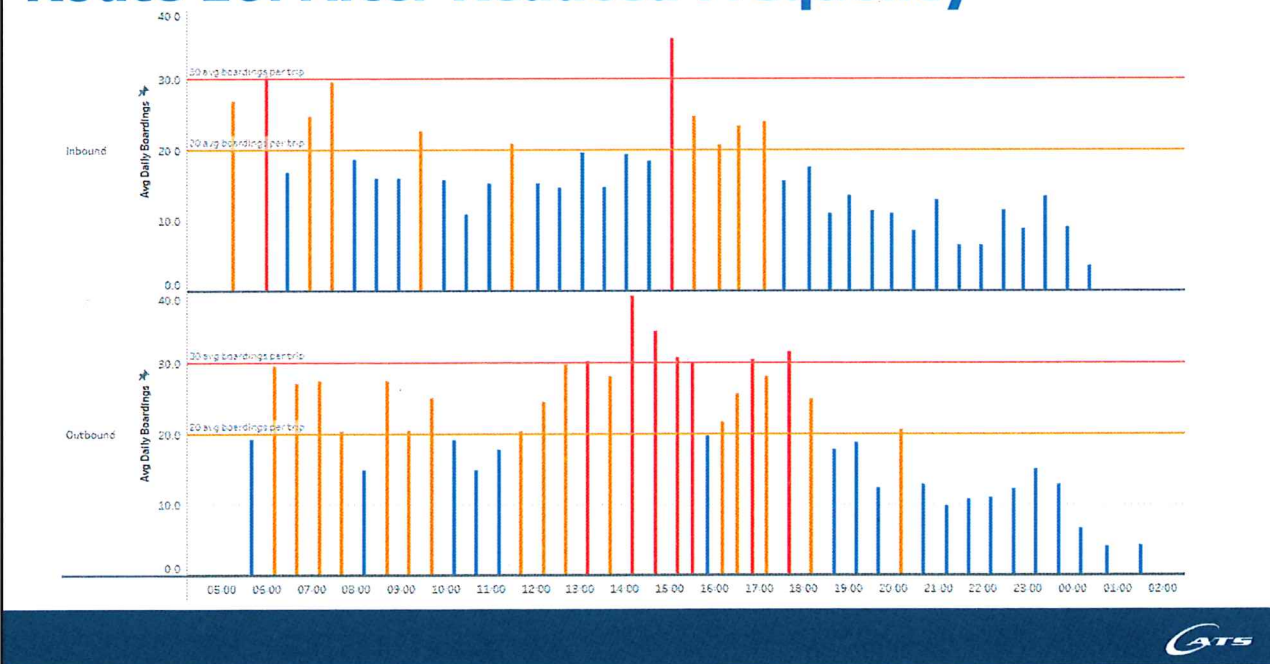
8

Route 16: Before Reduced Frequency



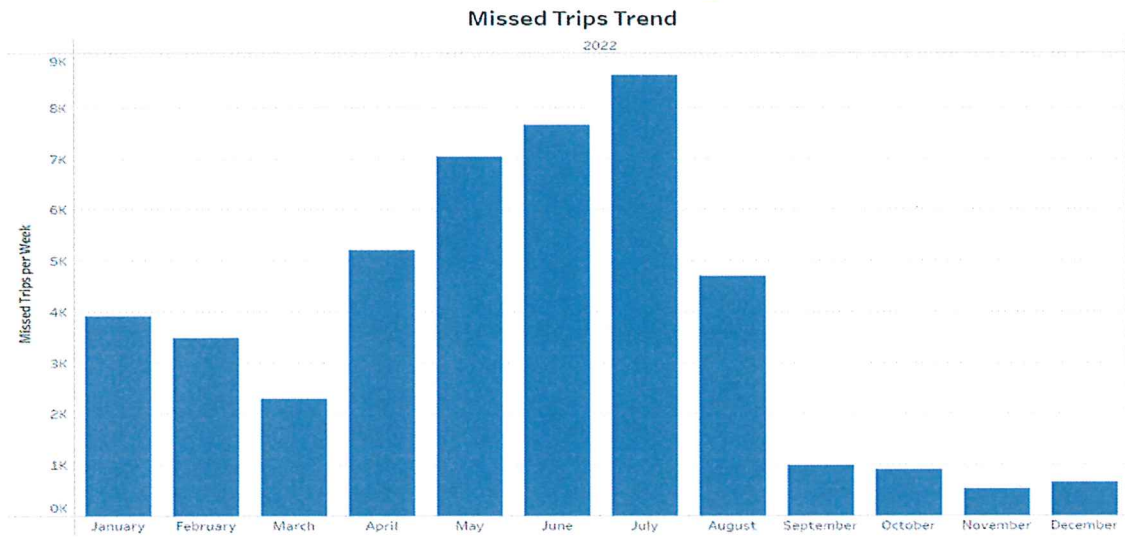
9

Route 16: After Reduced Frequency



10

Bus Service Reliability



11

Retained Service Modifications: Local Routes

	Frequency 6am-7pm		Retain Additional Trips	Notes
	Before 8/22	Current		
9-Central	10	15	5	10-minute service outbound from Uptown: 3:30pm-5:30pm; 1 early morning trip
Sprinter Airport	15	30	2	20-minute service from 1:30pm-3:00pm
7 - Beatties Ford	15	20	2	15 minute outbound from Uptown : 1:30pm-3:30pm
16 - S. Tryon	15	30	2	20-minute service outbound from Uptown: 3:30pm-5:30pm
27 - Monroe	15	30	3	20-minute service outbound from Uptown: 3:30pm-6:00pm
6 - Kings Dr	20	30		
8 - Tuckaseegee	20	30		
10 - West Blvd	20	30		
11 - North Tryon	20	30		
21 - Statesville Ave	20	30	2	20-minute service outbound from Uptown: 3:00pm-5:00pm
34 - Freedom Drive	20	30		



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Retained Service Modifications: Express Routes

- ▶ August 2022 Service Change reduced trips on 48X, 63X, and 77X
- ▶ November 2022 Service Change restored service on 41X, 61X, and 88X
- ▶ Continuing to monitor ridership levels and on time performance

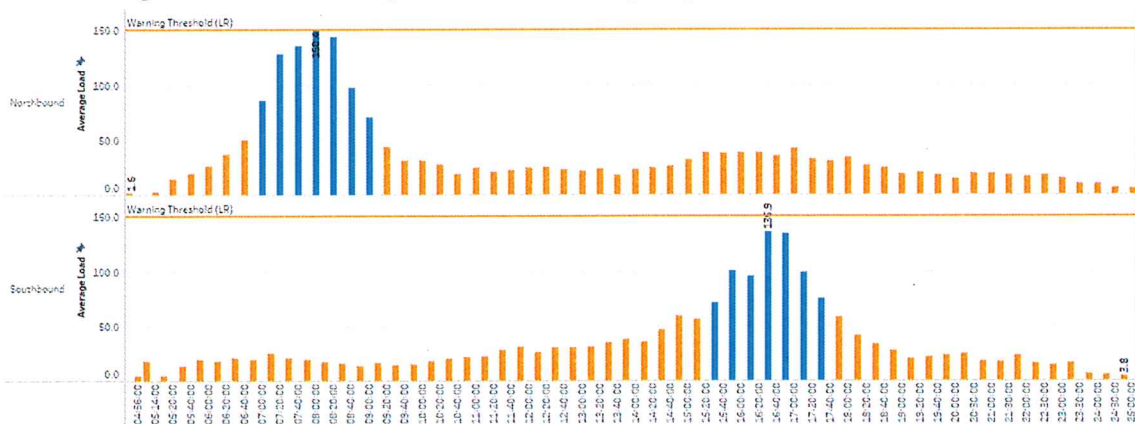
	Number of AM/PM Trips	
	Before 8/15	After 8/15
77x - North Mecklenburg Express	17	14
48x - Northcross Express	17	14
63x - Huntersville Express	17	14
53x - Northlake Express	8	8
85x - Gastonia Express	6	6
82x - Rock Hill Express	6	6
74x - Union County Express	6	6
64x - Independence Blvd Express	9	9
52x - Idlewild Road Express	6	6
46x - Harrisburg Road Express	6	6
40x - Lawyers Road Express	6	6
62x - Rea Road Express	6	6
47x - Huntersville Greenhouse Express	2	2
41x - Steele Creek Express	0	6
61x - Arboretum Express	0	6
88x - Mountain Island Express	0	6



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LYNX Blue Line Ridership

- ▶ Peak ridership has made a strong return
- ▶ Highest loads experienced at the Carson Station
- ▶ Passenger loads are nearing service threshold policy levels



14

Service Reliability Strategies

- ▶ Retain adjustment to 20% of local and express routes to ensure continued service reliability improvement.
- ▶ Increase LYNX Blue Line AM/PM weekday peak frequency from 20-minutes to 15-minutes
- ▶ Continue evaluating bus ridership to target added trips, as operator availability improves.
- ▶ Begin Microtransit implementation.



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Microtransit



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Envision My Ride

Adopted by MTC in May 2022

Improving time

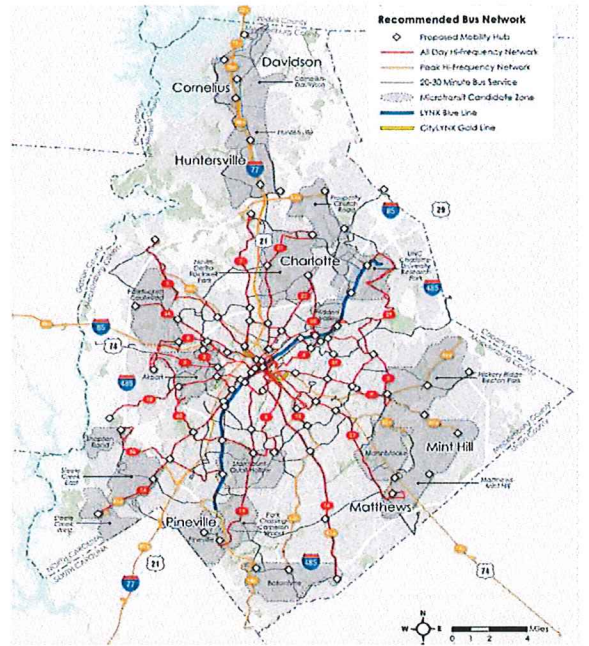
- More frequent service
- Consistent schedules
- Priority bus treatments

Enhancing experience

- Bus stop, amenity, and ADA improvements
- Mobility hubs

Increasing access

- New crosstown connections
- First / last mile & On-demand solutions



17



17

MICROTRANSIT

Purpose:

- First / Last Mile Connections
- Limited or evolving demand areas
- Curb-to-Curb / Curb-to-Hub

Concept:

- On-demand ridesharing option
- App-supported interface
- Smaller vehicles

Applications:

- Software apps
- Turnkey operators
- Dedicated fleet



18

Dallas, Texas

- ▶ Multiple zones operated by various operators: DART, RideCo, Lyft, Uber, & Taxis
- ▶ Branded as GoLink

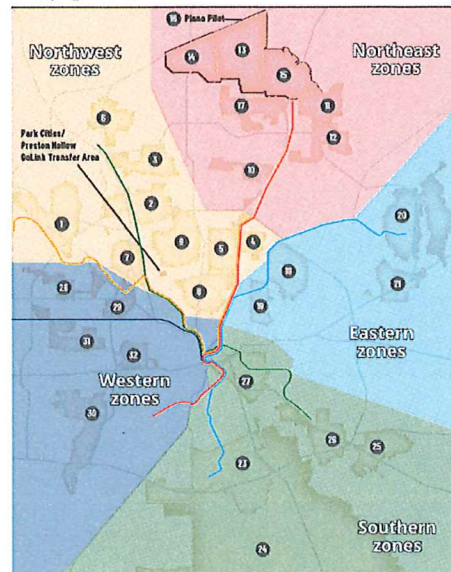
Get moving with
GoLink
¡Muévete con GoLink!

GoLink vehicles come in all shapes and sizes!

While DART offers GoLink vans like the one pictured, you may also ride in vehicles similar to the ones provided by other rideshare services. Here are a few examples:

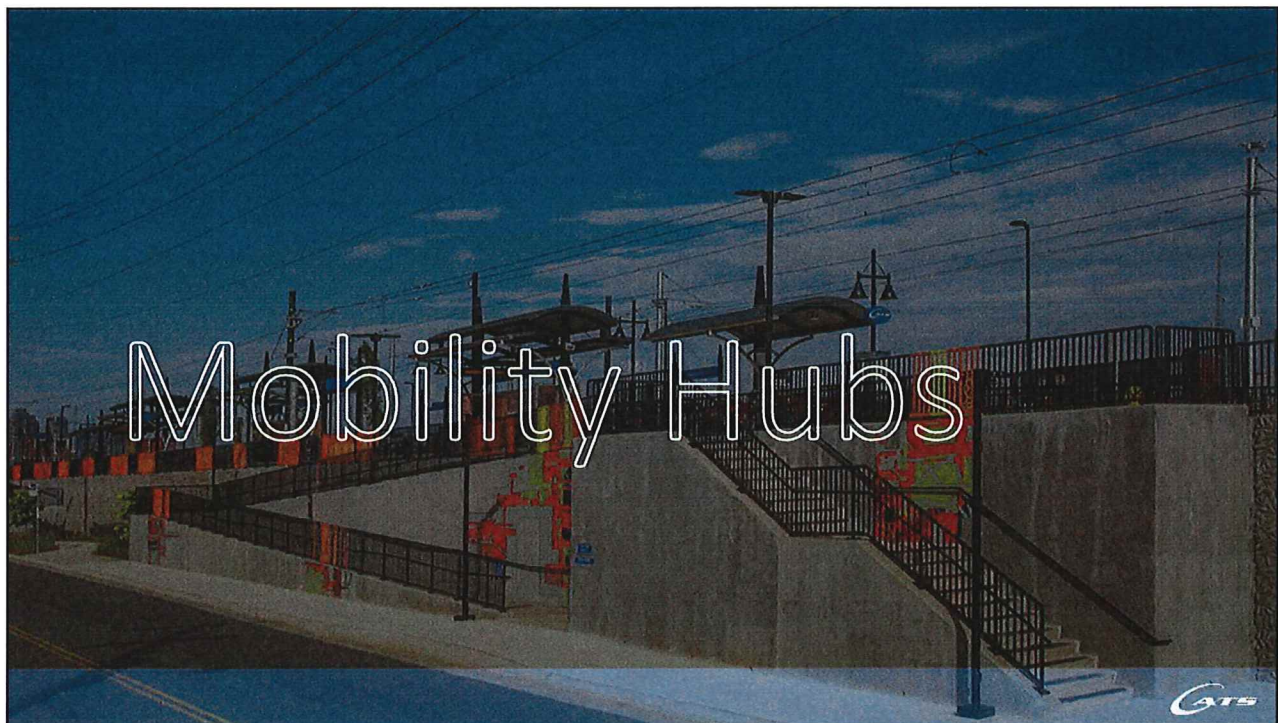


GoLink Overview Map
Mapa general de GoLink



CATS

21



CATS

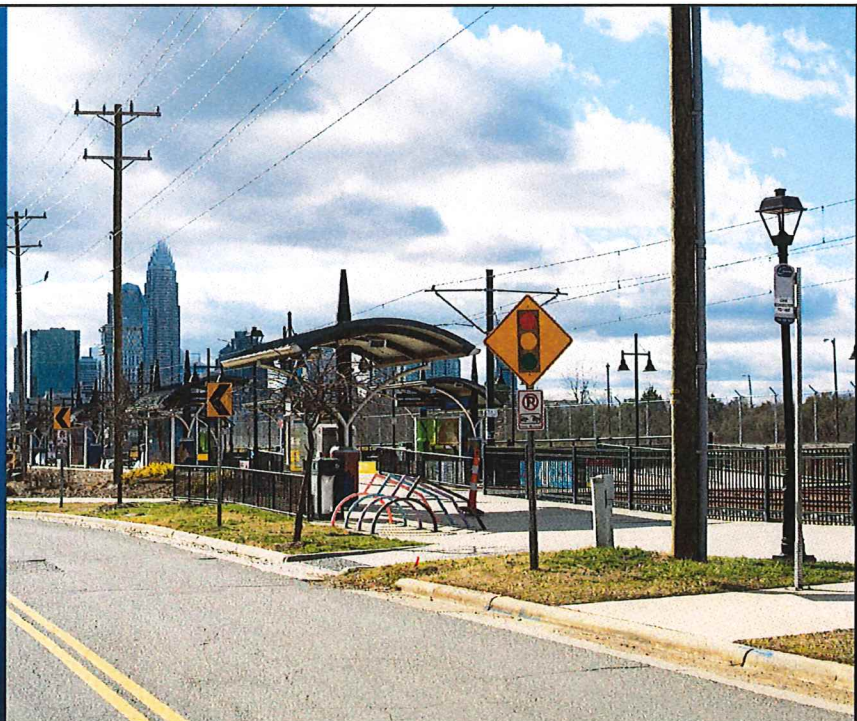
22

What's a Mobility Hub?

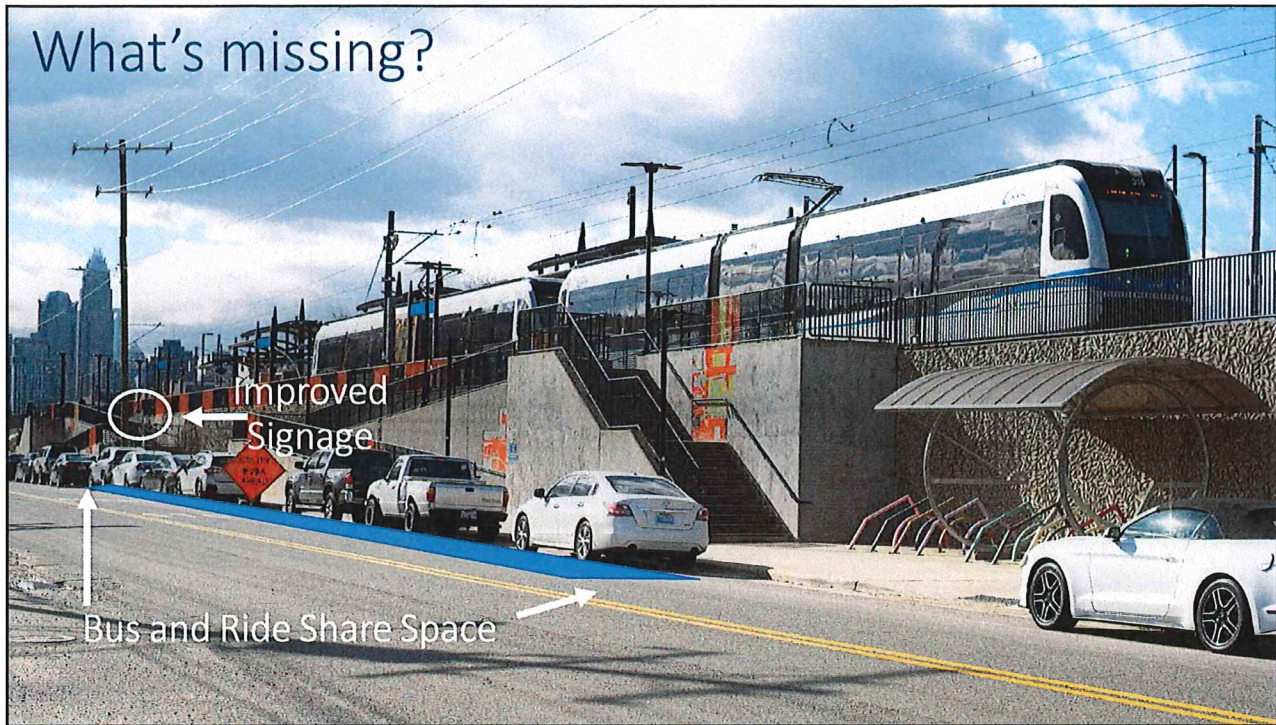


23

Mobility Hubs build upon CATS existing Stops, Stations, and Park and Rides by expanding access to all modes of mobility.



24



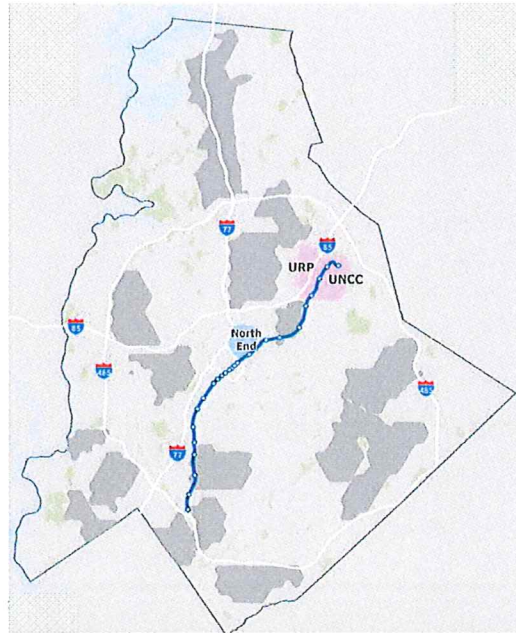
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26

Microtransit PHASE 1: Pilot

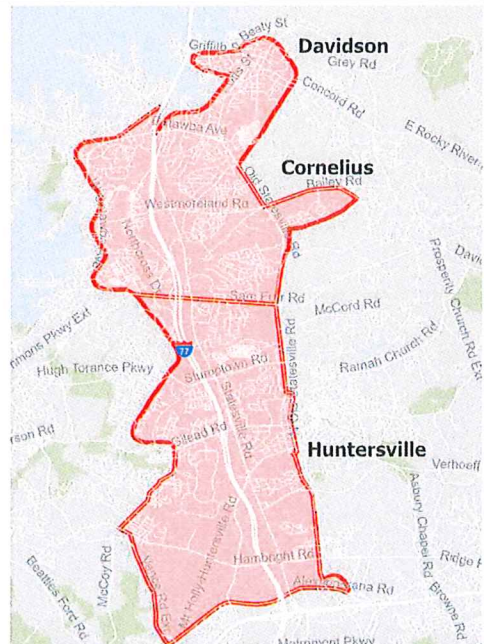
- ▶ App Expansion Pilot:
 - University (URP / UNC Charlotte)
 - North End
- ▶ Additional Details:
 - Incorporated within CATS-Pass app
 - First/Last Mile service provided by ride share/transportation network companies
 - Supplemental to existing services
 - Free fare to and from LYNX stations
 - Initial roll out point to point
 - Target start Spring/Summer 2023



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Microtransit Phase 2

- ▶ Confirm Zone and Hubs:
 - Village Riders (97, 98, & 99)
 - Route 290 Davidson
- ▶ Service Strategy
 - On-demand service will be an expansion
 - Service hours will be reinvested back into fixed route
- ▶ Next Steps
 - Town Staff Coordination
 - Public Outreach
 - Service & Fare Equity Analysis
 - Advertise Procurement
 - Implementation (Late 2023/Early 2024)



28

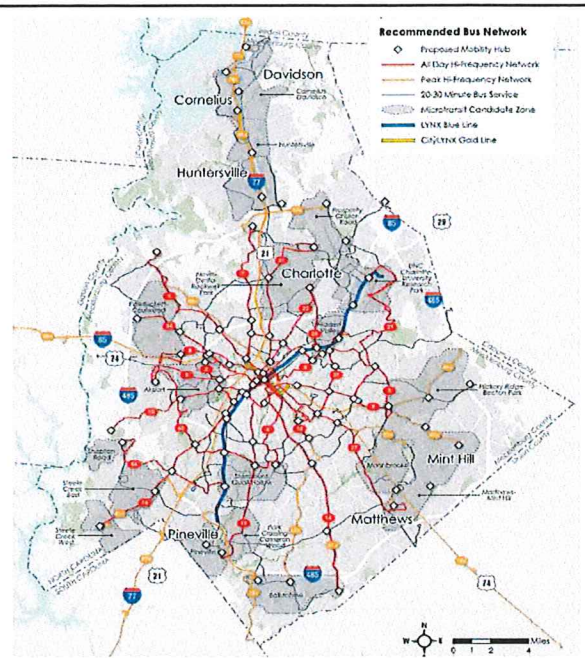
Microtransit Build Out

► Full Implementation:

- Prioritize low frequency routes that serve existing Mobility Hubs.
- Restructuring of low-frequency routes
- Seeking grant opportunities: SMART Grant applied November 2022

► Next Steps

- Route Restoration Planning Study
- Public Outreach & Education
- Service Equity Analysis



CATS

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Questions?



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**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
STAFF SUMMARY**

SUBJECT: LYNX Silver Line Center City Update

DATE: January 31, 2023

1.0 PURPOSE/SCOPE: To purpose of this information item is to provide a summary of the Silver Line Center City alignment evaluation.

2.0 BACKGROUND/JUSTIFICATION: The following is a summary of recent MTC adoptions of the LYNX Silver Line Locally Preferred Alternative:

- February 20, 2019- The MTC adopted the LYNX Silver Line as a continuous alignment with the West corridor and the Southeast Corridor between Belmont in Gaston County and CPCC Levine in the Town of Matthews and included the initial adoption of the 11th Street alignment. This was a planning level analysis intended to support the broader 2030 System Update.
- April 28, 2021- The MTC adopted the refined LPA for the Silver Line based on engineering analysis and public engagement completed during the alignment refinement process. This included more detailed alignment and station recommendations throughout the corridor, including the vertical change of the Center City alignment.
- January 26, 2022- The MTC adopted the LPA for the Silver Line based on further engineering refinements and public engagement. This included station adjustments throughout the corridor, an alignment shift near Monroe Road, and a Silver Line implementation strategy.

Staff previously presented information on the Center City evaluation at the June and October 2022 MTC meetings.

This evaluation was initiated as a result of the Urban Land Institute (ULI) Study that was conducted based on feedback from Charlotte elected leadership, t in February 2022. The outcome of the ULI process was a report which recommended that CATS evaluate “Interlining” (co-locating the Silver Line on the Blue Line or Gold Line tracks) as an approach to lower costs and improve ridership. Staff conducted engineering analysis and public engagement associated with this recommendation between March and December of 2022.

Center City public engagement began on November 1, 2022 and included 2 live virtual public meetings, a public survey, Charlotte City Council engagement, and several focused neighborhood/stakeholder meetings in the Center City area. The survey concluded on November 30, 2022 with over 1,100 responses. The following is a summary of the Center City survey results:

- LPA (39% supportive, 24% neutral, 37% opposed)
- Shared Blue Line (23% supportive, 34% neutral, 34% opposed)
- Shared Gold Line (43% supportive, 35% neutral, 22% opposed)

Staff had a robust engagement with the Charlotte City Council's Transportation, Planning and Development committee related to the Center City alternatives. This included presentations on November 7, 2022 and December 5, 2022, and led to a unanimous vote in favor of recommending no change to the current LPA alignment on January 3, 2023. This recommendation was subsequently endorsed by full Council. Based on Charlotte City Council endorsement, staff does not recommend a change to the LPA.

The Silver Line team also evaluated a change of the Phase A terminus in Center City from Charlotte Gateway Station (CGS) to the Morehead station based on stakeholder feedback. At this time, staff is not recommending a change to the terminus and will continue to evaluate this in the future.

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:** No change to currently adopted Locally Preferred Alternative alignment in Center City.

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

SUBMITTED AND RECOMMENDED BY:



Brent Cagle
Interim Chief Executive Officer, Charlotte Area Transit System
Interim Director of Public Transit, City of Charlotte

LYNX SILVER LINE LIGHT RAIL Update Metropolitan Transit Commission

January 31, 2023



1

Today's Discussion

- What's brought us here
- Public & stakeholder feedback
- Center City Alternatives Information Item
 - Charlotte City Council endorsement
- Recommendation to MTC

SILVER LINE



2

What's brought us here

- **2018 – LYNX System Update**
 - Primary goals to serve Charlotte Gateway Station, economic development opportunities and East-West connectivity
 - Assumed at-grade street connections and stations along 11th Street
 - Locally Preferred Alternative (LPA) adopted along 11th Street
- **2020 – SLP Design and Environmental Study**
 - More detailed engineering and implementation analysis
 - Led to use of elevated guideway and stations
 - Increasing costs and technical challenges
 - Refined LPA adopted in April 2021 and Jan 2022
 - Ongoing Center City alignment concerns from stakeholders and elected leadership
- **2022 - ULI Study**
 - Notes multi-modal transfer challenges with aerial guideway
 - Opportunities to lower costs and increase ridership by evaluating interlining

SILVER LINE



3

Center City Alternatives

1

11th Street Alternative (LPA)
Previously-adopted concept along 11th Street

2

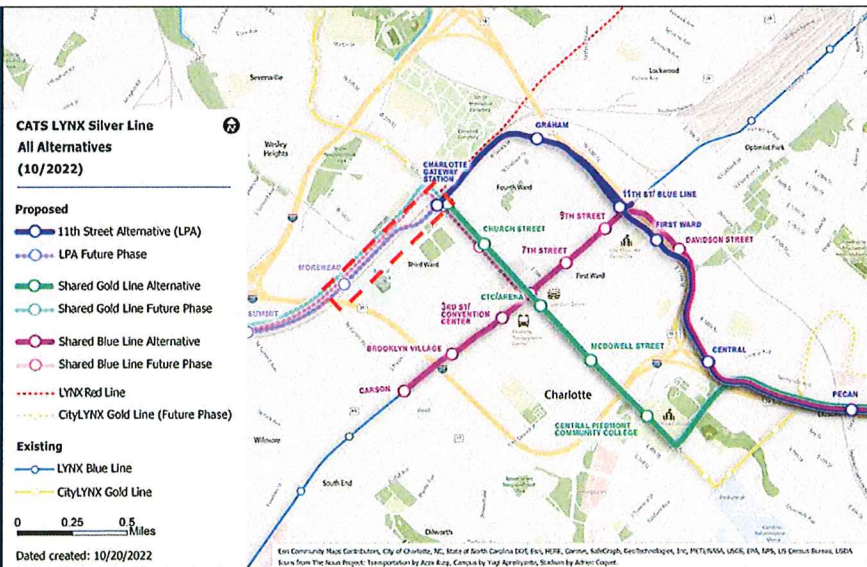
Shared Blue Line Alternative
Silver Line trains share tracks with Blue Line in Center City

3

Shared Gold Line Alternative
Silver Line trains share tracks with Gold Line on Trade Street in Center City



Potential Morehead Extension



SILVER LINE



4

Public Outreach & Engagement (Fall 2022)



**33,000+ Mailers & 600
Hanging Rider Alerts**



1100+ Survey Participants
(public comment period 11/1/22-11/30/22)



Social Media & Rider E-blasts



**100+ Virtual Public
Meeting Attendees**



**Newspaper Ads, Media
Releases & Interviews**



Yard Signs



**Online Open House
November 2022**



**Community/ Stakeholder Meetings,
Pop-Ups, and PIO Outreach**

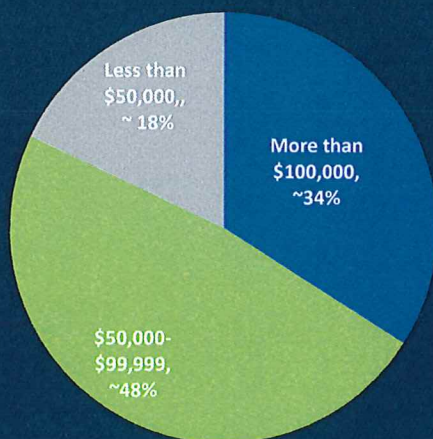
SILVER LINE



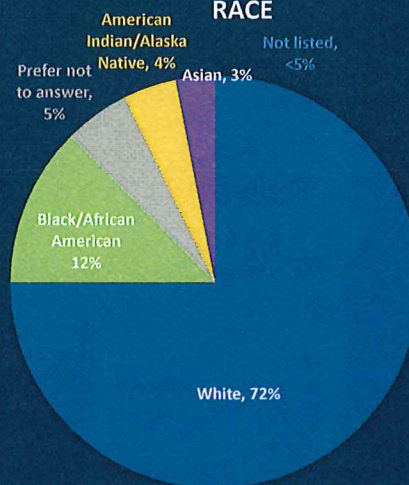
5

Public Survey Demographic Information (900+ responses)

TOTAL FAMILY INCOME



RACE



**HISPANIC/
LATINO**



SILVER LINE



6

Public Engagement Activities

- Live Virtual Public Meetings - Nov. 1 and Nov. 2
 - With public survey open between November 1 and November 30
 - Also conducted pop-up events at CTC, CPCC, and Trade / Tryon
- Transit Services Advisory Committee (TSAC)- Nov. 13
- Charlotte Planning Commission- Nov. 14
- Citizen Transit Advisory Group (CTAG)- Nov. 15
- Historic West End- Nov. 17
- Friends of Fourth Ward- Nov. 21
- Uptown Stakeholder Listening Sessions- Nov. 29 and Nov 30



7

Survey Responses for Center City Alternatives

LPA

- 150 comments
- 39% supportive
- 24% neutral
- 37% opposed
- **Likes** include access to new areas of Center City
- **Dislikes** include alignment that doesn't go through core of Center City and higher cost

Shared Gold Line

- 165 comments
- 43% supportive
- 35% neutral
- 22% opposed
- **Likes** include alignment through core of Center City and more desirable destinations
- **Dislikes** include potential for traffic disruption and roadway reconstruction

Shared Blue Line

- 125 comments
- 23% supportive
- 34% neutral
- 43% opposed
- **Likes** include alignment through core of Center City and lower cost
- **Dislikes** include potential for traffic disruption and need for transfer to CGS and West

8

Stakeholder Engagement Activities- What we've heard.

Concerns about changes to the adopted LPA

- Schedule delays to Charlotte Gateway Station project/ Amtrak Station
- Impacts to current and future development opportunities
- Vehicle and pedestrian access at Central Piedmont Community College
- Change of Trade Street character
- Comments focused on Ridership as an important variable in this evaluation



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LPA Considerations

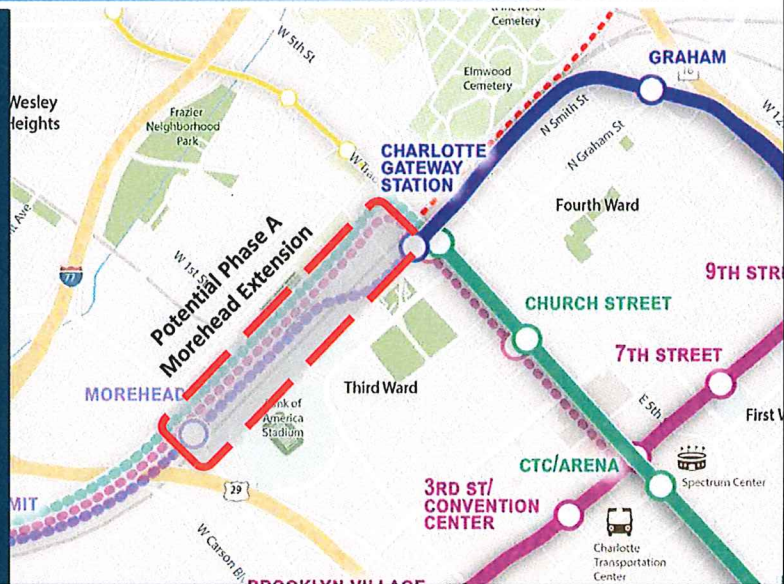
- Most reliable transit operations
- Higher cost alternative
- Integrated station at CGS with Amtrak
- Accesses more development opportunities on north & west sides of Center City and provides high frequency transit in currently underserved areas
- Center City stakeholder buy-in
- Future year project ridership is not distinguishing between the options based on projected growth



10

Center City Phase A Terminus- Morehead Extension

- Support for Morehead Station noted in Public Survey and Stakeholder engagement
- More direct service to development opportunities and stadium
- Added cost of \$400M-\$500M to Phase A



SILVER LINE

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Council and MTC Engagement

October 26	Metropolitan Transit Commission (MTC) information
November 7	Charlotte City Council Transportation, Planning and Development Committee
November 10	Transit Services Advisory Committee (TSAC)
November 15	Citizens Transit Advisory Group (CTAG)
December 5	Charlotte City Council Transportation, Planning and Development Committee
January 3	Charlotte City Council Transportation, Planning and Development Committee
January 9	Town of Matthews Board of Commissioners
January 31	MTC information

SILVER LINE

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City Council Endorsement

Center City Alignment Evaluation

- On January 3, 2023, the Charlotte City Council Transportation, Planning and Development Committee voted unanimously to recommend full council endorsement of the Locally Preferred Alternative (LPA) following 11th Street
- Endorsed by full Charlotte City Council on 1/3/2023

January 31, 2023 – MTC Information Item

1. Center City Alignment Evaluation

- No change to the LPA

2. Center City Terminus

- Staff will continue to evaluate

Thank you!



**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
STAFF SUMMARY**

SUBJECT: CEO Recommended

DATE: January 31, 2023

**FY2024 Preliminary Operating and Debt Service Budget
FY2024-2028 Preliminary Capital Investment Plan**

- 1.0 PURPOSE/SCOPE:** This item advises that the Chief Executive Officer will present CATS' FY2024 Preliminary Operating and Debt Service Budgets, and the FY2024-2028 Preliminary Capital Investment Plan (CIP) to the Metropolitan Transit Commission on January 31, 2023.
- 2.0 BACKGROUND/JUSTIFICATION:** The CATS FY2024 Preliminary Operating and Debt Service Budgets and the FY2024-2028 Preliminary Capital Investment Plan (CIP) will be presented in compliance with the Transit Governance Interlocal Agreement. The balanced budgets were developed in compliance with CATS' Financial Policy guidelines and objectives.
- The FY 2024 Preliminary Operating and Debt Service Budgets and the FY 2024-2028 Capital Investment Plan maintains and enhances current services and commitments, with a focus on safety and security, valuing employees, and maintenance and asset preservation.
- 3.0 PROCUREMENT BACKGROUND:** N/A
- 4.0 POLICY IMPACT:** The recommended FY2024 Preliminary Operating and Debt Service Budget and FY2024-2028 Preliminary Capital Investment Plan (CIP) were developed in compliance with the following MTC Policy directives:
- 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:** N/A

8.0 ATTACHMENT(S):

- A.** FY2024 Preliminary Operating and Debt Service Budget
- B.** FY2024-FY2028 Preliminary Capital Investment Plan

SUBMITTED AND RECOMMENDED BY:



Brent Cagle
Interim Chief Executive Officer, Charlotte Area Transit System
Interim Director of Public Transit, City of Charlotte

FY 2024 Preliminary Operating Budget & FY 2024 – FY 2028 Capital Improvement Plan

Presentation to Metropolitan Transit Commission
January 31, 2023



1

Discussion

- ▶ CEO Focus Areas
- ▶ Operating Revenue
- ▶ Operating Expenditures
- ▶ Debt Service
- ▶ Capital Investment Program
- ▶ Pending Items & Budget Schedule



2



2

CEO Focus Areas

- ▶ Balanced budget
- ▶ Safety and Security
- ▶ Valuing Employees
- ▶ Maintenance & Asset Preservation



3



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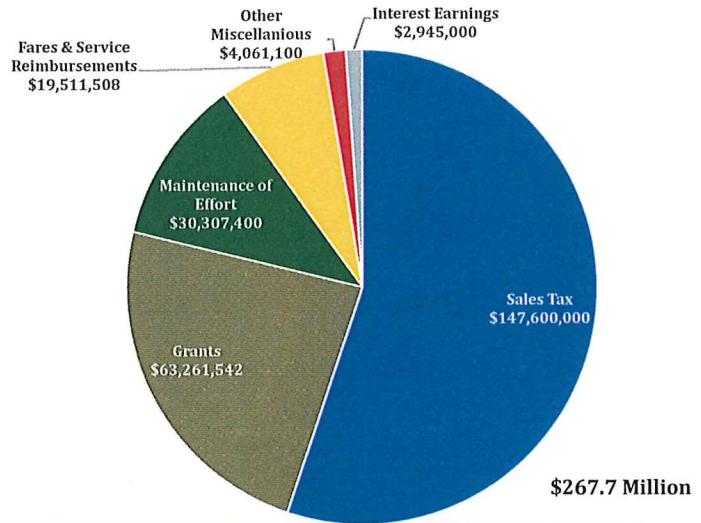
Preliminary Revenue Projections



4

Operating Revenues

Key Changes FY 2024 vs FY 2023	
FY 2023 Adopted Budget	\$243,181,016
Article 43 Sales Tax	\$10,792,979
Federal Grants	\$8,308,994
Interlocal Agreements	\$0
State Grants	-\$3
Advertising	\$168,001
Other Charges	-\$1,420,009
Passenger Fares	\$3,017,202
Interest Earnings	\$2,004,000
Miscellaneous Revenue	\$757,100
Sale of Assets	\$0
Transit Pay-Go Transfer	\$877,270
Total Revenues	\$267,686,550

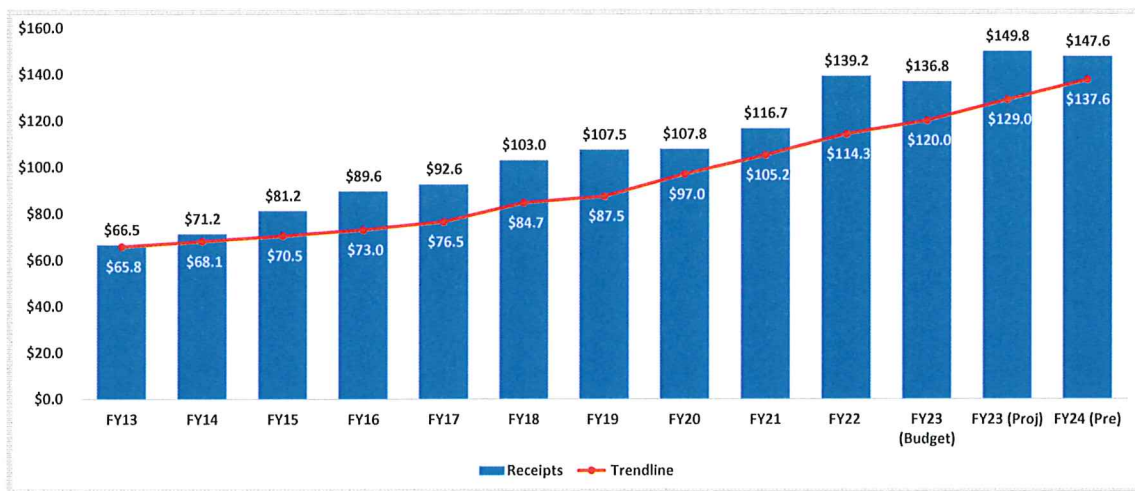


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1/2% Sales Tax FY 2013 – FY 2024

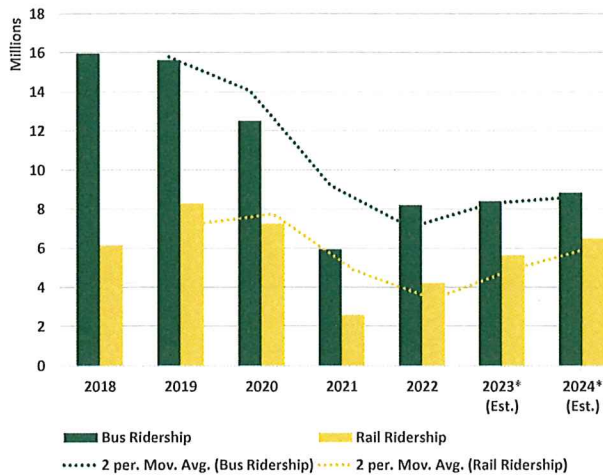


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6

Ridership Trends



Based on current trends:

- ▶ In FY 2024, Bus ridership is estimated to recover to 57% of pre-pandemic levels
- ▶ In FY 2024, Rail ridership is estimated to recover to 78% of pre-pandemic levels

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Preliminary Operating & Debt Service Expenditures

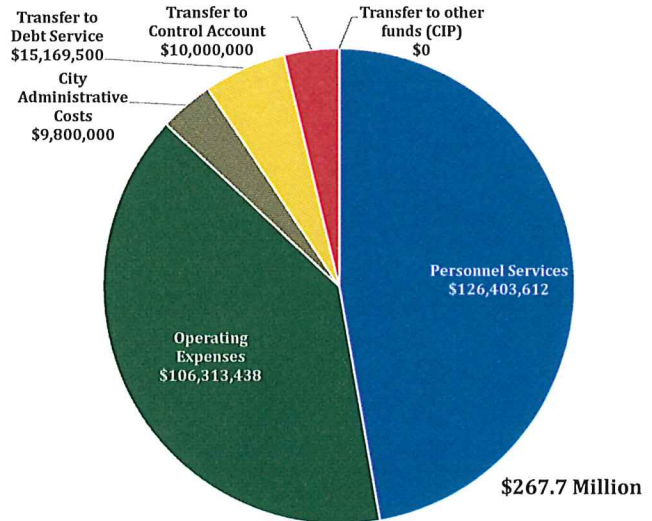


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Operating Expenditures

Key Changes FY 2024 vs FY 2023	
FY 2023 Adopted Budget	\$243,181,016
Personnel Services	\$4,298,907
Operating Expenses	\$25,914,477
City Administrative Costs	\$1,198,077
Transfer to other funds	-\$100,000
Subtotal Operating	\$31,311,461
Transfer to Debt Service	\$619
Transfer to Control Account	-\$6,806,546
Transfer to CIP (PAYGO)	\$0
Total Expenditures	\$267,686,550

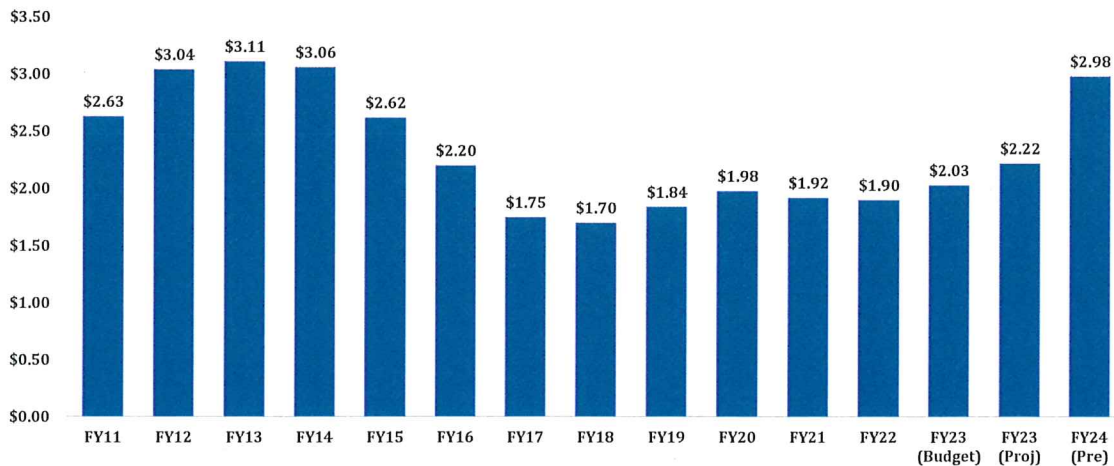


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Diesel Fuel Average Price Per Gallon



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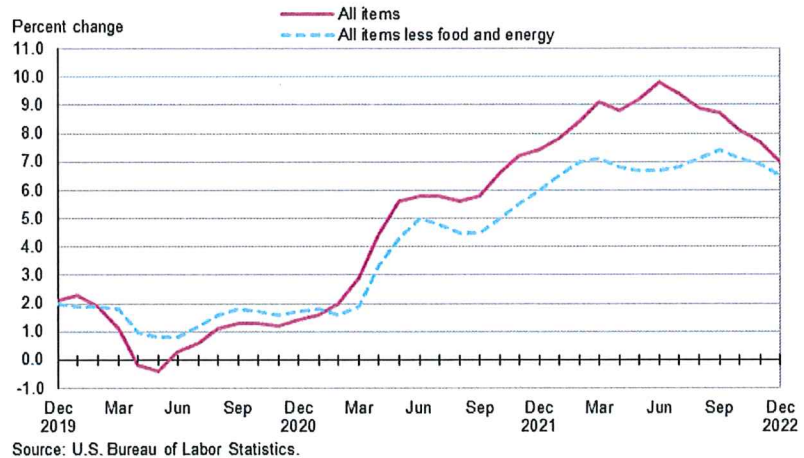
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CPI, South Region — December 2022

- ▶ CPI for the South increased 7.0% for the year ending December 2022

▶ Business Impacts

- Rising costs of commodities and services
- Decreased buying power for businesses



Source: U.S. Bureau of Labor Statistics

11



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FY 2024 Debt Service

- ▶ FY2024 Debt Service Budget \$18.1 million
Transit Sales Tax, Federal and State grant funds pay annual principal and interest expenses

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Adopted	FY 2024 Preliminary
Revenues					
Transfers from CATS Operating	\$17,410,943	\$17,368,654	\$16,939,110	\$15,168,881	\$15,169,500
Transfers from CATS Capital	\$15,000,000	\$81,810,000	-	-	-
Federal Grants	\$4,888,713	\$4,646,121	\$3,549,340	\$2,929,475	\$2,927,800
State Grants	\$1,006,825	\$863,031	\$41,637,850	-	-
Interest on Investments	\$163,985	\$35,502	-	-	-
Total Revenues	\$38,470,466	\$104,723,308	\$62,126,300	\$18,098,356	\$18,097,300
Expenditures					
Principal Payments	\$24,148,288	\$91,346,094	\$51,214,000	\$8,920,000	\$9,365,000
Interest Payments	\$14,292,699	\$13,329,951	\$10,798,300	\$9,064,356	\$8,618,300
Other Fees	\$29,479	\$47,263	\$114,000	\$114,000	\$114,000
Total Expenditures	\$38,470,466	\$104,723,308	\$62,126,300	\$18,098,356	\$18,097,300

- ▶ No new debt issuance is programed for FY 2024

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Preliminary Capital Investment Plan



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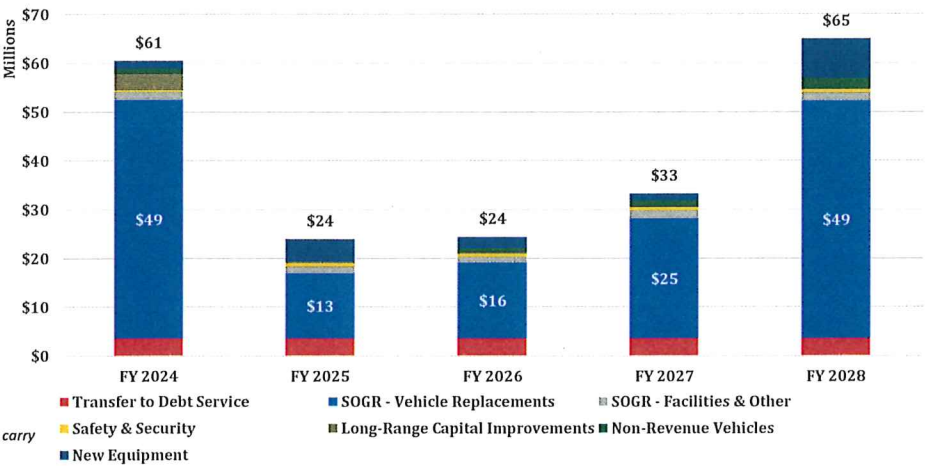
FY 2024 – FY 2028 CIP Expenditures

FY 2024 Highlights

- ▶ 37 Replacement Buses
- ▶ 19 Replacement STS Vehicles
- ▶ Replacement Tow Truck
- ▶ Silverline
- ▶ ADA Improvements
- ▶ Security Improvements
- ▶ Continues prior-year initiatives

Notes:

1. FY2024 Preliminary Capital Budget excludes carry over amounts
2. Excludes Grant-Funded Operating Projects



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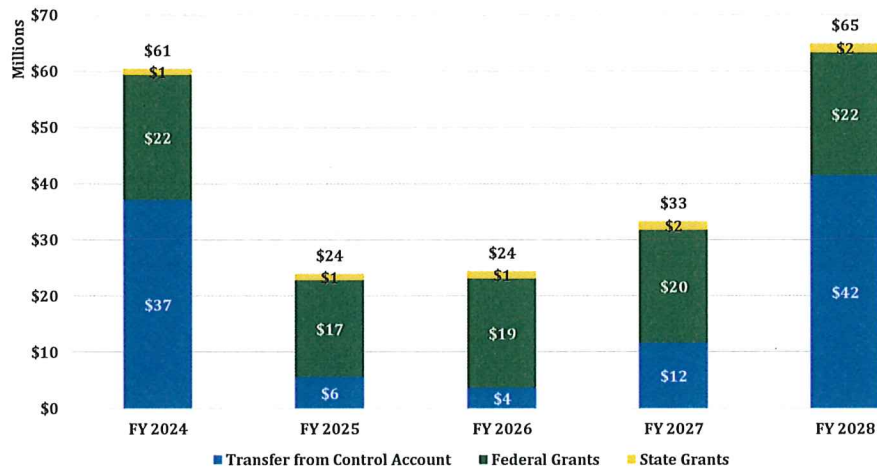


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FY 2024 – FY 2028 CIP Sources of Funds

FY 2024 Highlights

- ▶ Utilizes ~\$27 million in reserve funds to increase bus purchases
- ▶ Working with City Finance to develop a long-term funding strategy for future revenue vehicle purchases



15



15

Pending Items & Budget Schedule



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Pending Items

- ▶ General
 - Financial Performance Objectives
 - Realign projects between operating & capital budgets
- ▶ Revenue
 - Continue to refine projected sales tax growth & trendline
 - Finalize federal & state funding
 - Finalize ridership projections & passenger fares
- ▶ Operating
 - Finalize & prioritize enhancements
 - Refine City cost allocation plan (CAP)
 - Refine internal service providers (ISP)
- ▶ Debt Service
 - Final payment schedule from City Finance
- ▶ Capital Program
 - Refine FY 2024 requests
 - Develop long-range funding / financing plan for revenue vehicle purchases



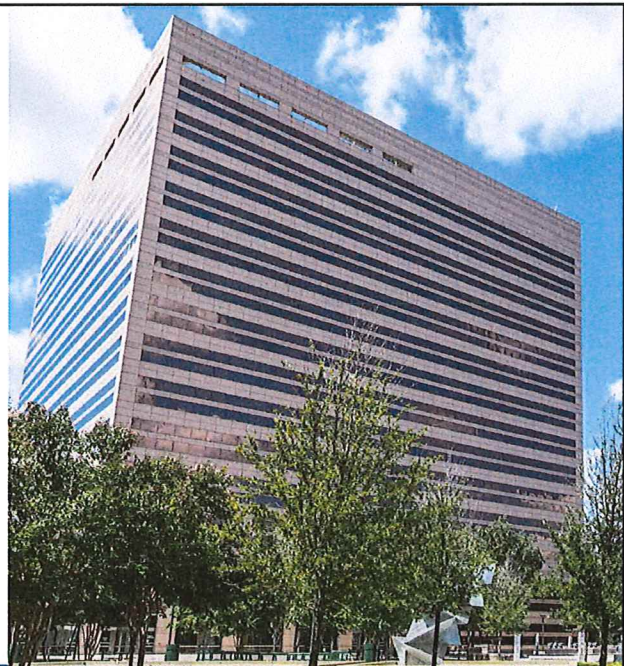
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17

Proposed Budget Schedule

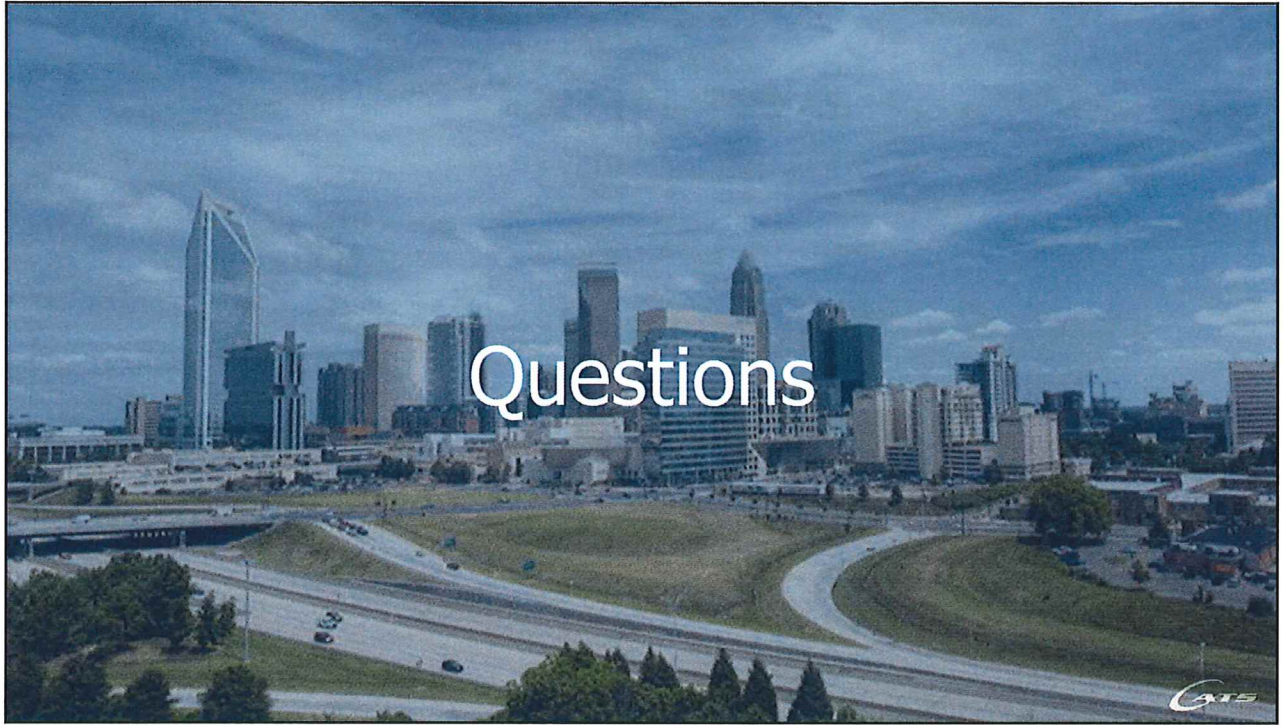
- ▶ Jan 31 – Metropolitan Transit Commission
- ▶ Feb 2 – Presentation To City Manager
- ▶ Feb 21 – Citizen Transit Advisory Group
- ▶ Feb 22 – Metropolitan Transit Commission
- ▶ Mar 22 – Metropolitan Transit Commission
- ▶ Apr 3 – Budget Committee
- ▶ Apr 6 – Budget Workshop
- ▶ Apr 18 – Citizen Transit Advisory Group Recommendation
- ▶ Apr 26 – Metropolitan Transit Commission Approval
- ▶ Jun 12 – City Council Budget Adoption



18



18



19

**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

**SUBJECT: LYNX Silver Line Refined
Locally Preferred Alternative (LPA) – Bojangles Alignment**

DATE: January 31, 2023

1.0 PURPOSE/SCOPE: To purpose of this action item is to adopt an update to the LYNX Silver Line Locally Preferred Alternative (LPA) for the alignment and station in the Bojangles Arena area based on staff recommendations.

2.0 BACKGROUND/JUSTIFICATION: The following is a summary of recent MTC adoptions of the LYNX Silver Line Locally Preferred Alternative:

- February 20, 2019- The MTC adopted the LYNX Silver Line as a continuous alignment with the West corridor and the Southeast Corridor between Belmont in Gaston County and CPCC Levine in the Town of Matthews. This was a planning level analysis intended to support the broader 2030 System Update
- April 28, 2021- The MTC adopted the refined LPA for the Silver Line based on engineering analysis and public engagement completed during the alignment refinement process. This included more detailed alignment and station recommendations throughout the corridor.
- January 26, 2022- The MTC adopted the LPA for the Silver Line based on further engineering refinements and public engagement. This included station adjustments throughout the corridor, an alignment shift near Monroe Road, and a Silver Line implementation strategy.

Over the 3 past years, the LYNX Silver Line team was able to successfully engage with the public with five rounds of large scale live virtual public meetings, and a variety of other approaches including a virtual online map, public survey, project videos available on the CATS website and YouTube, neighborhood outreach, newspaper ads, social media posts, e-mail blasts, rider alerts on all CATS vehicles, handouts in libraries, and online surveys. Information was made available in both English and Spanish.

The last round of public engagement began on November 1, 2022 and included 2 live virtual public meetings, a public survey, Charlotte City Council engagement, and several focused neighborhood meetings in the Bojangles area. The survey concluded on November 30, 2022 with over 1,100 responses. The results of the survey relating to the proposed Bojangles alignment were 73% in support, 22% neutral and 5% in opposition

The preliminary staff recommendation for the Bojangles alignment was presented at the November October 26, 2022, MTC meeting for Information.

3.0 PROCUREMENT BACKGROUND: N/A

4.0 POLICY IMPACT: By taking this action the MTC will adopt the refined LYNX Silver Line Locally Preferred Alternative (LPA) as shown on Attachments A.

5.0 **ECONOMIC IMPACT:** N/A

6.0 **ALTERNATIVES:** N/A

7.0 **RECOMMENDATION:** Staff recommends the following:

- A. Adopt the LYNX Silver Line Refined Locally Preferred Alternative alignment and stations as shown on Attachment B, which refines the alignment and station location in the Bojangles area.

8.0 **ATTACHMENT(S):**

Attachment A: LYNX Silver Line Refined Locally Preferred Alternative

Attachment B: LYNX Silver Line Locally Preferred Alternative Refinement

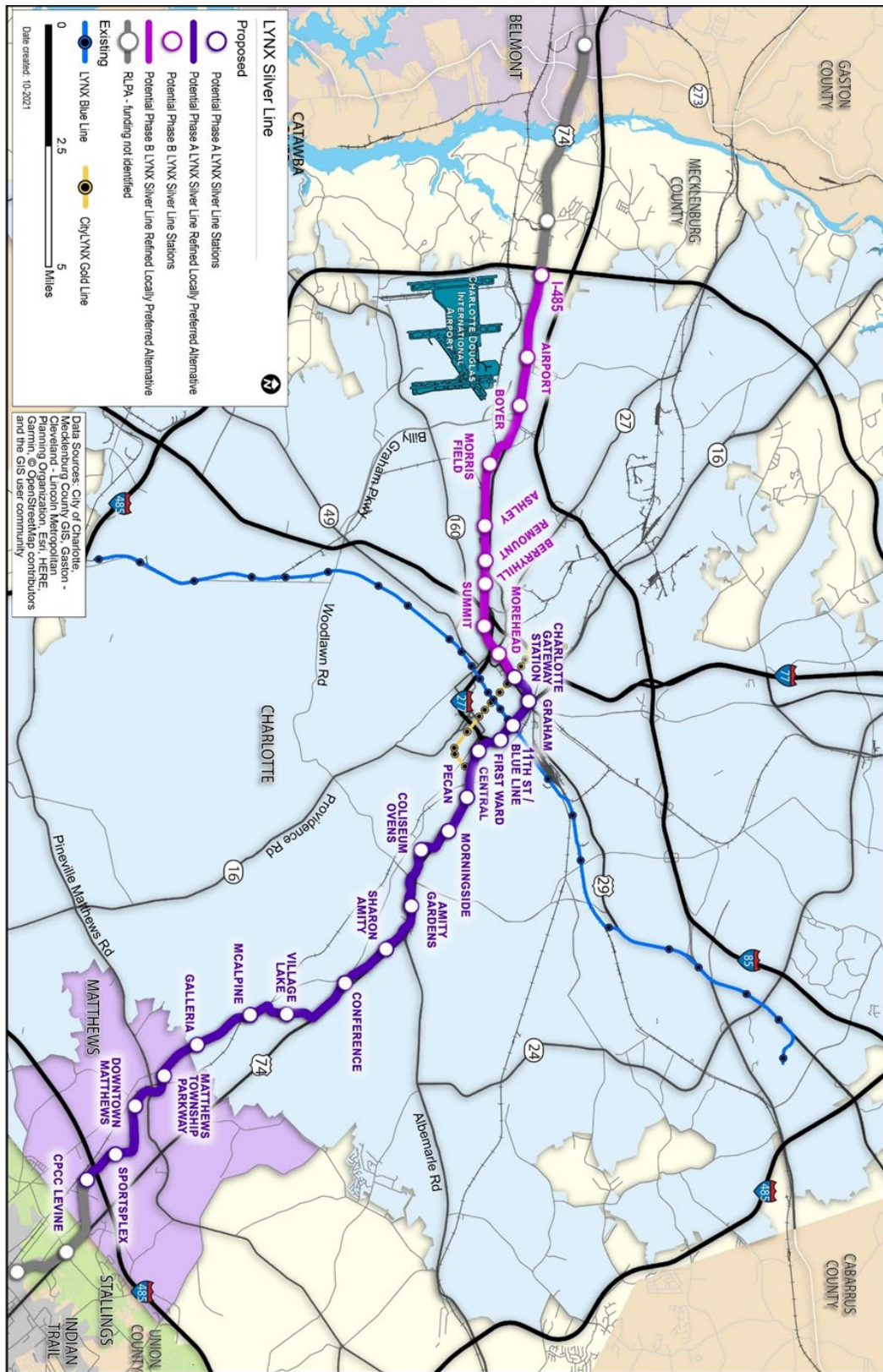
SUBMITTED AND RECOMMENDED BY:



Brent Cagle

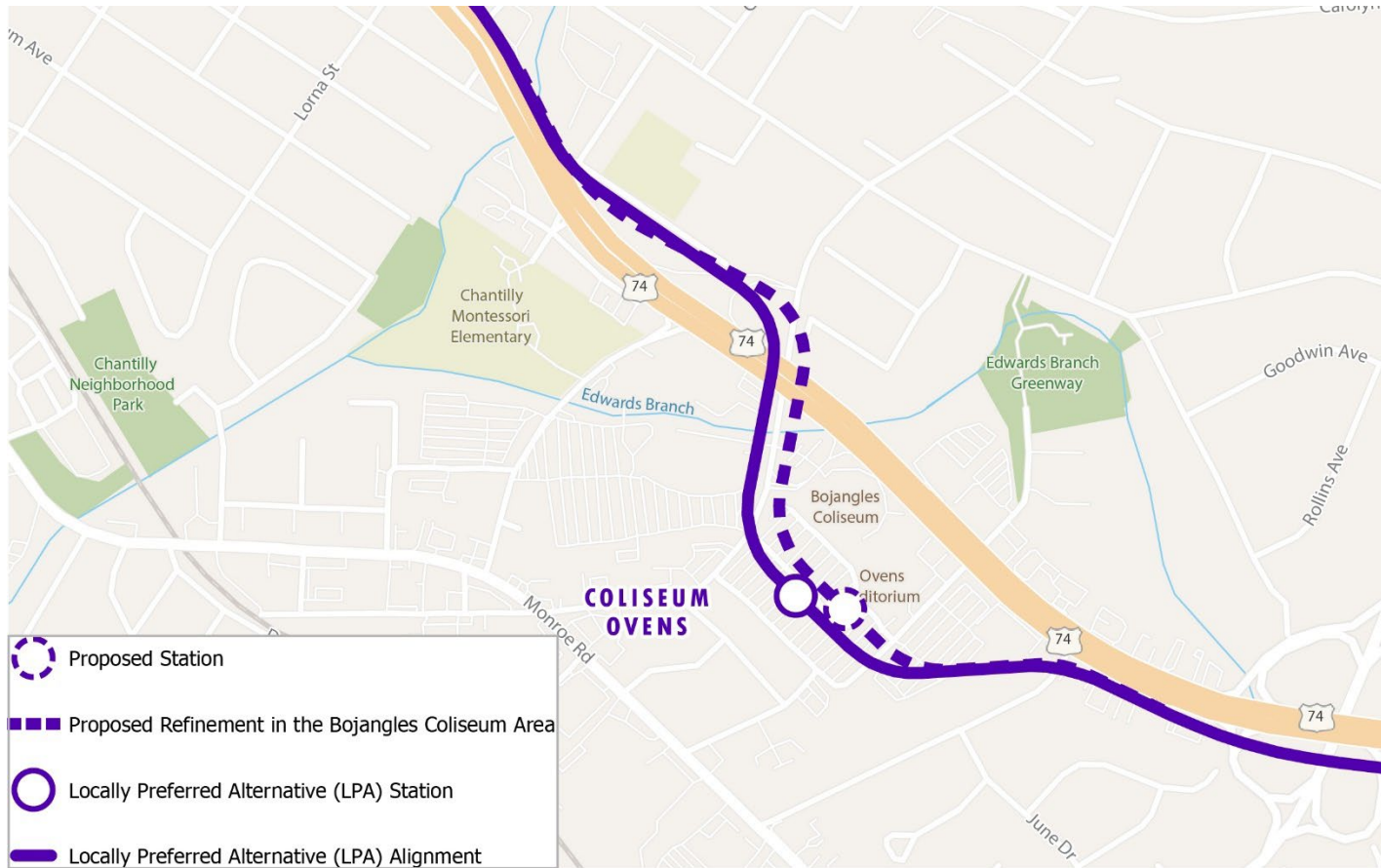
**Interim Chief Executive Officer, Charlotte Area Transit System
Interim Director of Public Transit, City of Charlotte**

LYNX Silver Line Refined Locally Preferred Alternative



Attachment B

LYNX Silver Line Locally Preferred Alternative Refinement Alignment and Station Shift near Bojangles Arena



**RESOLUTION
No. 2023-01**

ADOPTION OF LYNX SILVER LINE STAFF RECOMENDATIONS

A motion was made by **Mayor Brad Simmons (Town of Mint Hill)** and seconded by **Mayor Rusty Knox (Town of Davidson)** for the adoption of the following resolution and upon being put to a vote was duly adopted.

WHEREAS the Metropolitan Transit Commission was formed by Mecklenburg County and its municipalities located herein to review and recommend long-range public transportation plans as well as to guide the planning, financing and implementation of an accountable regional transit system, and

WHEREAS the Metropolitan Transit Commission adopted its 2030 Transit Corridor System Plan in 2002, which was amended in 2006, 2016, 2019, 2021 and 2022 to develop primary transportation corridors, linking our area's key centers of economic activity, and

WHEREAS the 2019 adoption of the LYNX Silver Line Locally Preferred Alternative defined the Silver Line as one continuous light rail corridor from the Town of Matthews to Center City Charlotte and continuing west to the Charlotte Douglas International Airport and beyond to a western terminus in the City of Belmont in Gaston County, and

WHEREAS on January 26, 2022, the MTC adopted a refined Locally Preferred Alternative based on engineering and environmental analysis in coordination with local stakeholders and jurisdictions.

WHEREAS the Silver Line team continued coordination and engineering activities to include one additional refinements in the area near Bojangles Arena, which was presented for public input in November of 2022.


WHEREAS CATS staff presented the LYNX Silver Line staff for information at the October 26, 2022 Metropolitan Transit Commission meeting,

NOW, THEREFORE, be it resolved by the Metropolitan Transit Commission that:

1. The LYNX Silver Line Locally Preferred Alternative as adopted by the MTC in 2022 is hereby amended to constitute a 29-mile light rail alignment with 31 stations.
2. This resolution shall take effect immediately upon its adoption.

Attachment A - LYNX Silver Line Refined Locally Preferred Alternative

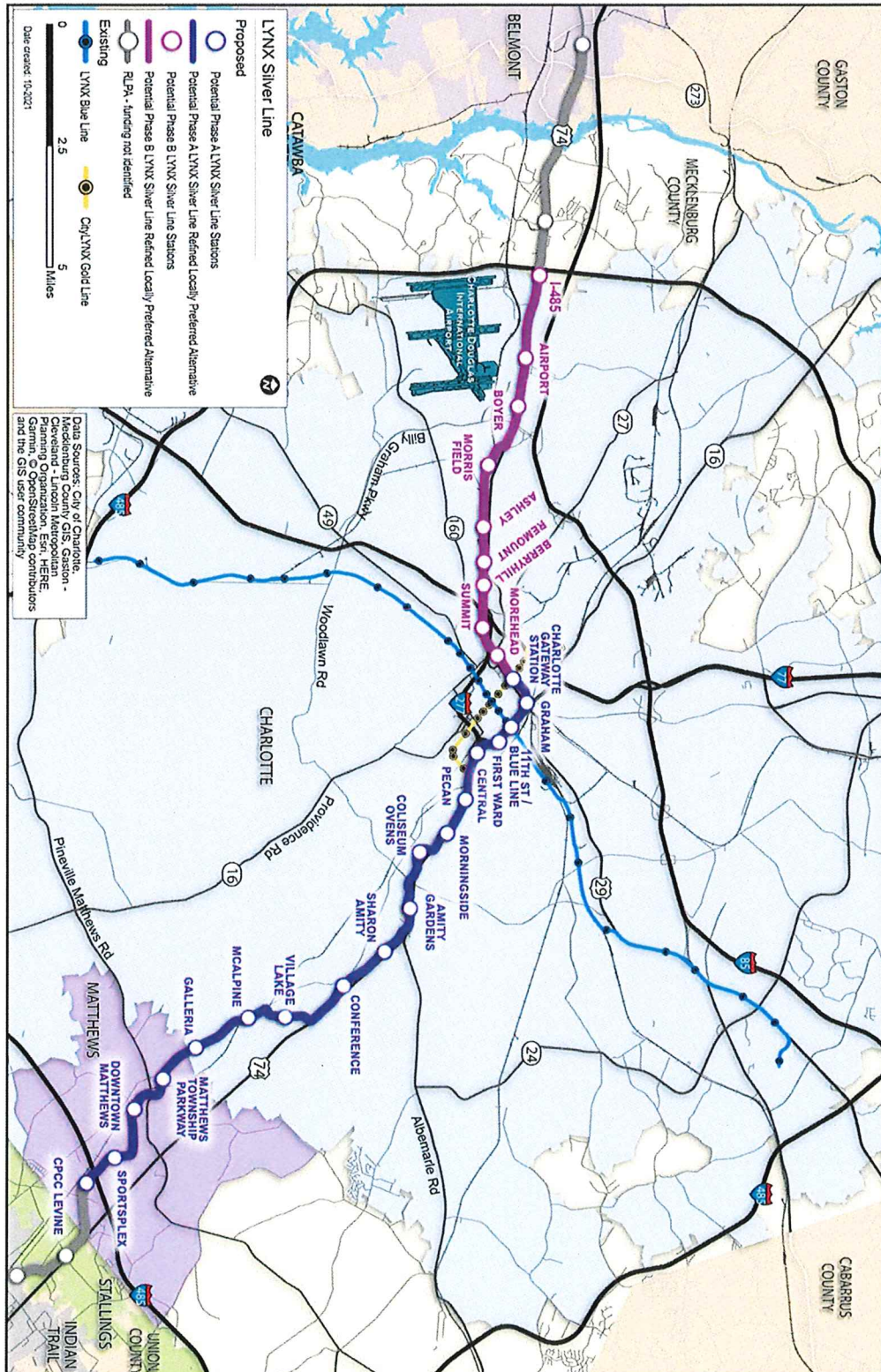
I, **Mayor Vi Lyles**, Chairwoman of the Metropolitan Transit Commission, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Metropolitan Transit Commission, duly held on January 31, 2023.

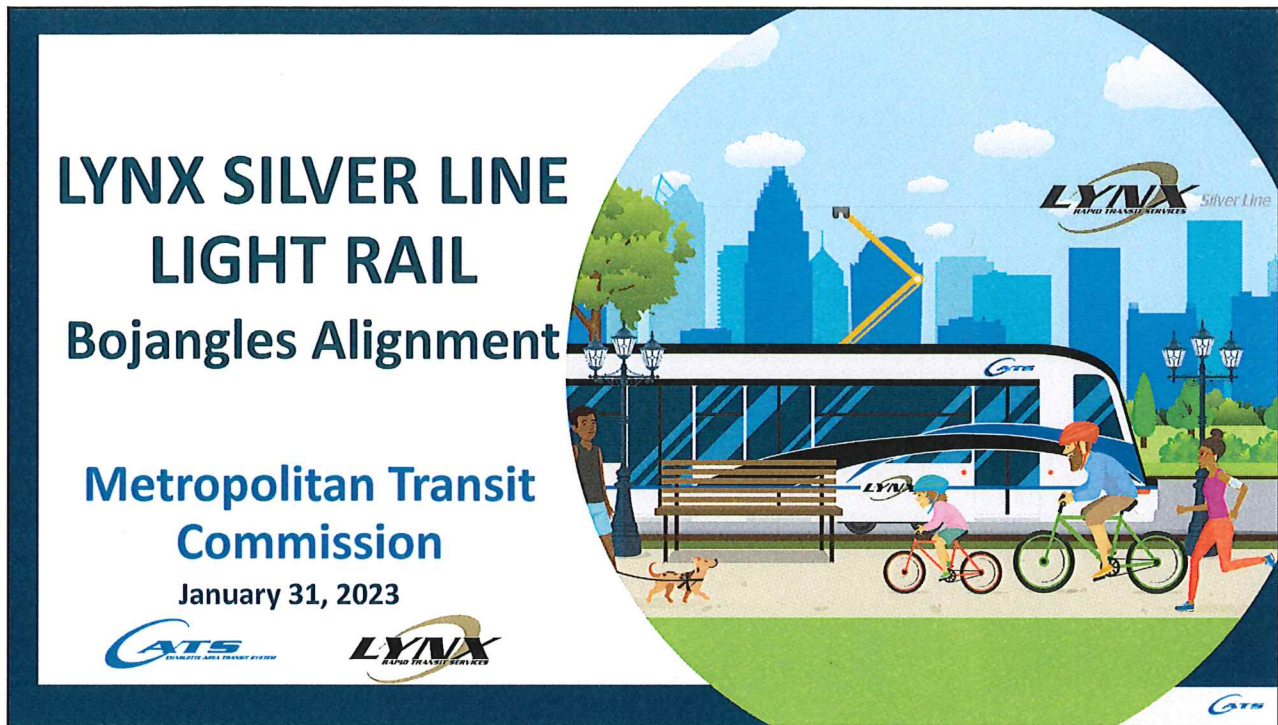


Signature of MTC Chairwoman

Attachment A

LYNX Silver Line Refined Locally Preferred Alternative





1

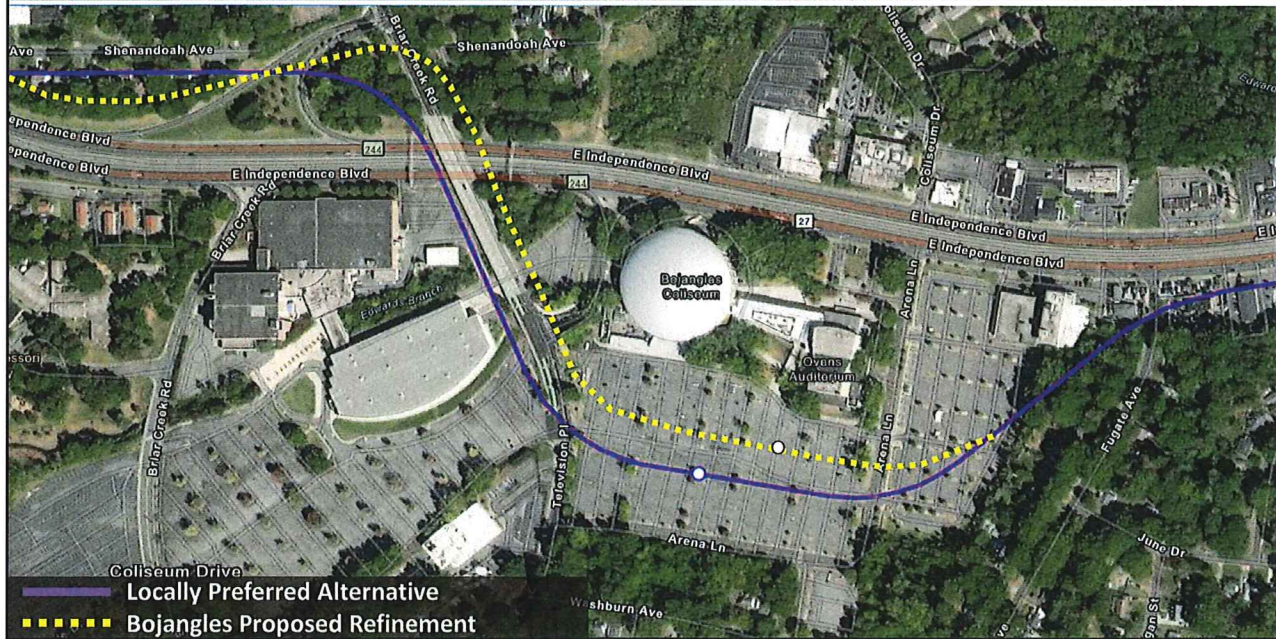
Today's Discussion

- Bojangles Alignment Refinements
- Public Engagement Overview
- Scorecard
- Bojangles Action Item

SILVER LINE

2

Bojangles Alignment Refinement



3

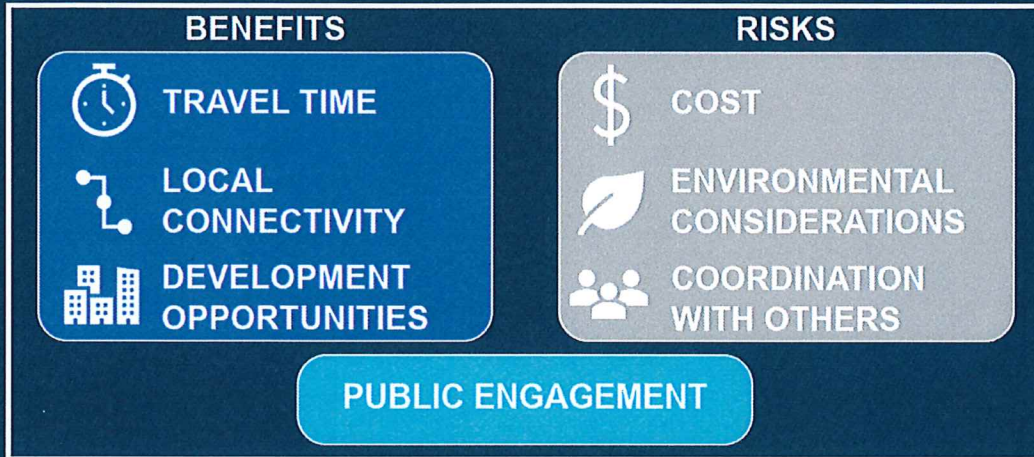
Street View of Paul Buck Boulevard and Proposed Station Area



4

Benefits and Risks

Benefits and Risks Framework linked to overall Purpose and Need and provides consistent basis for project decision-making



SILVER LINE



5

Bojangles Coliseum Area: Comparison of Options

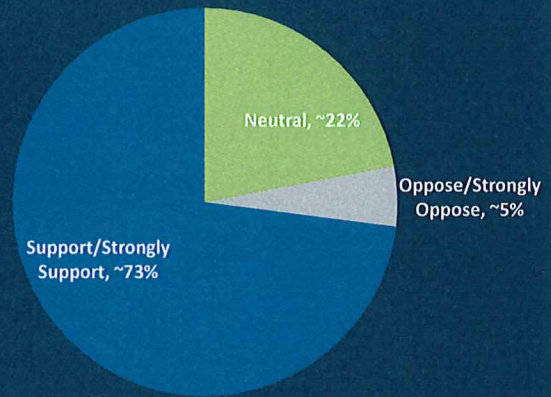
	① LPA	② Proposed Refinement
Local Connectivity	<ul style="list-style-type: none"> Pedestrian street crossing required from station to Bojangles 	<ul style="list-style-type: none"> Better pedestrian access to Bojangles Coliseum & Ovens Better bus and special event circulation
Development Opportunities	<ul style="list-style-type: none"> Reconfigured street network creates difficult access to some parcels 	<ul style="list-style-type: none"> Better access to Park Expo
Environmental Considerations	<ul style="list-style-type: none"> Lower bridge over Independence Boulevard Potential neighborhood traffic impacts 	<ul style="list-style-type: none"> Higher bridge over Independence Boulevard Potential visual and noise concerns
Coordination with Others	<ul style="list-style-type: none"> Requires major change to street network potentially impacting NCDOT roads 	<ul style="list-style-type: none"> Less change to existing street network

6

Bojangles Refinement Public Engagement

Proposed alignment and station shift
in the Bojangles Coliseum area
(1,100 survey responses)

- Focused Community and Stakeholder Meetings
 - Charlotte East
 - Echo Hills Neighborhood
 - Commonwealth Park
 - Charlotte Regional Visitors Alliance (CRVA)



January 31, 2023 – MTC Action Item

1. Bojangles Alignment- Action

- Refine the LPA alignment to shift to east side of Briar Creek Rd / Television Place bridge

Thank you!



**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

SUBJECT: CTC Redevelopment Design Concept Staff Recommendation

DATE: January 31, 2023

1.0 PURPOSE/SCOPE: CATS staff will present a staff recommendation of a preferred design concepts for the proposed Charlotte Transportation Center (CTC) redevelopment. The recommendation is presented as an Action Item to be approved as the Locally Preferred Alternative for the CTC proposed redevelopment project.

2.0 BACKGROUND/JUSTIFICATION: The CTC opened for service in 1995 through a public/partnership with Nations Bank (now Bank of America) and has for nearly 30 years served CATS bus transportation needs. While much has changed around the facility, the CTC has largely remained the same

Following an unsolicited proposal to redevelop the CTC as part of an integrated mixed use development, CATS issued a request for proposals in June 2019. Through that competitive process, the joint venture partnership of Charlotte-based White Point Partners and Dart Interests, a Dallas real estate investment firm, was selected out of three groups that submitted proposals

Throughout 2020 and 2021 CATS, City of Charlotte Economic Development, and the Development Team developed conceptual transit center designs. In November 2021, CATS was awarded a \$15 million RAISE grant towards the construction of the new facility to be integrated within a mixed-use development.

Throughout October 2022 CATS engaged the public and key stakeholders for comment on two design options.

CATS presented the findings and the public outreach to the MTC and the Charlotte City Council Transportation, Planning, and Development (TPD) committee in November 2022.

On January 3rd, 2023 CATS staff presented an initial staff CTC design option recommendation to Charlotte City Council and the TPD Committee.

CATS Staff also presented to CTC recommendation to the TSAC and CTAG committees in January 2023.

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: Staff recommends the MTC adopt the concourse design concept as the Locally Preferred Alternative for the proposed redevelopment of the Charlotte Transportation Center.

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

SUBMITTED AND RECOMMENDED BY:

A handwritten signature in dark ink, appearing to read "Brent Cagle". The signature is written in a cursive, flowing style.

Brent Cagle
Interim Chief Executive Officer, Charlotte Area Transit System
Interim Director of Public Transit, City of Charlotte

**RESOLUTION
No. 2023-02**

**ADOPTION OF THE CONCOURSE DESIGN CONCEPT AS THE
LOCALLY PREFERRED ALTERNATIVE FOR THE REDEVELOPMENT OF THE
CHARLOTTE TRANSPORTATION CENTER**

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

WHEREAS the Metropolitan Transit Commission was formed by Mecklenburg County and its municipalities located herein to review and recommend long-range public transportation plans as well as to guide the planning, financing and implementation of an accountable regional transit system, and

WHEREAS the Metropolitan Transit Commission adopted its 2030 Transit Corridor System Plan in 2002, which was amended in 2006, 2016, 2019, and 2021 to develop primary transportation corridors, linking our area's key centers of economic activity, and

WHEREAS the Metropolitan Transit Commission adopted an Envision My Ride Bus Priority Plan in 2022 as an operating and capital strategy to develop high frequency bus routes, mobility hubs, and microtransit services, and

WHEREAS in October 2022 CATS engaged the public and stakeholders on two design concepts for a proposed future redevelopment of the Charlotte Transportation Center to be included in a mixed-use development, and

WHEREAS CATS staff presented public feedback and CATS staff evaluation of the proposed Charlotte Transportation Center redevelopment design concepts at the November 16, 2022, Metropolitan Transit Commission meeting and,

WHEREAS on January 3, 2023 the Charlotte City Council voted to endorse the staff recommendation for a preferred design concept for the proposed Charlotte Transportation Center redevelopment and,

WHEREAS CATS staff presented a recommended preferred design concept for the proposed Charlotte Transportation Center redevelopment at the January 31, 2023, Metropolitan Transit Commission and,

NOW, THEREFORE, be it resolved by the Metropolitan Transit Commission that:

The concourse design concept be adopted as the Locally Preferred Alternative for the proposed redevelopment of the Charlotte Transportation Center.

I, **Mayor Vi Lyles**, MTC Chairwoman do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Metropolitan Transit Commission, duly held on January 31, 2023.



Signature of MTC Chairwoman



1

Today's Discussion

- ▶ What's brought us to this moment
- ▶ Charlotte Transportation Center Design Process
- ▶ Public & Stakeholder Feedback
- ▶ Staff Recommendation
- ▶ Next Steps

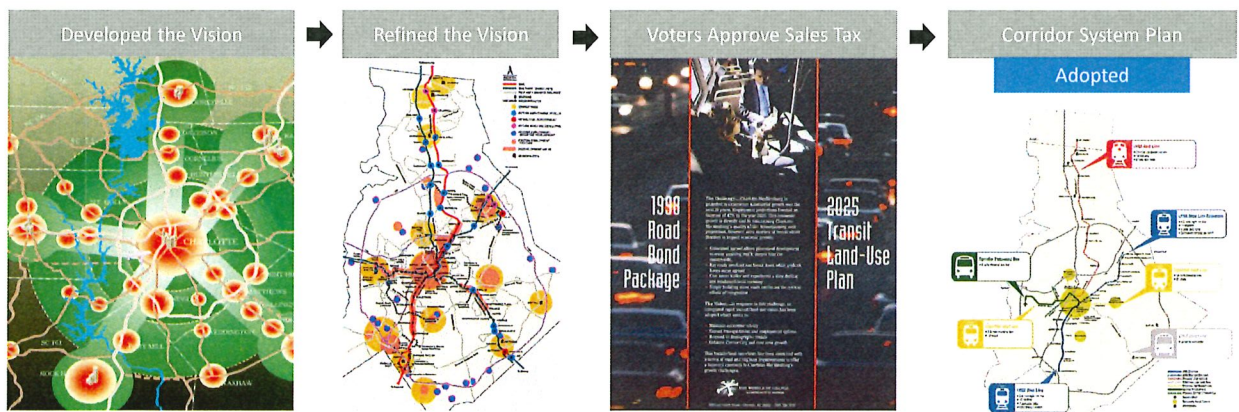


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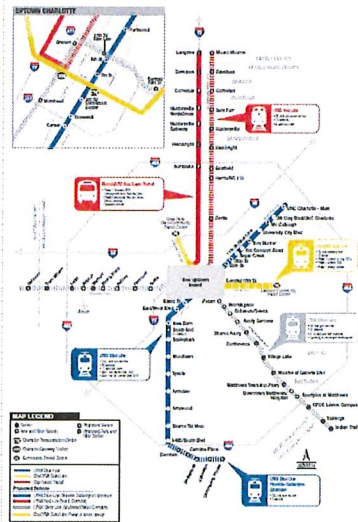


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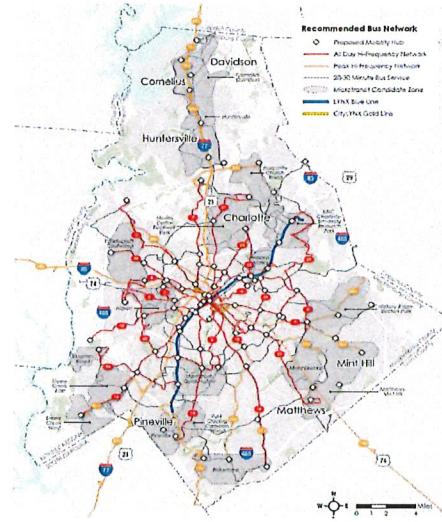
It Started with a Vision



4



2030 Transit System Plan



Envision My Ride



5



Yesterday's transit solution

Prior to 1995:

- Bus transfers occurred at Trade & Tryon
- Bus staging and stopping occurred on street
- All passenger activity on sidewalk



Problems to solve:

- Create a more comfortable transit experience.
- Locate a site to centralize bus transfer in line with future transit corridors
- Minimize pedestrian (non-transit) and automobile conflicts

Solution:

- Move uptown transit activity to a single covered facility



6



The problems to solve today

7



Passenger conflicts



Rail & Trail Integration



Street Activation

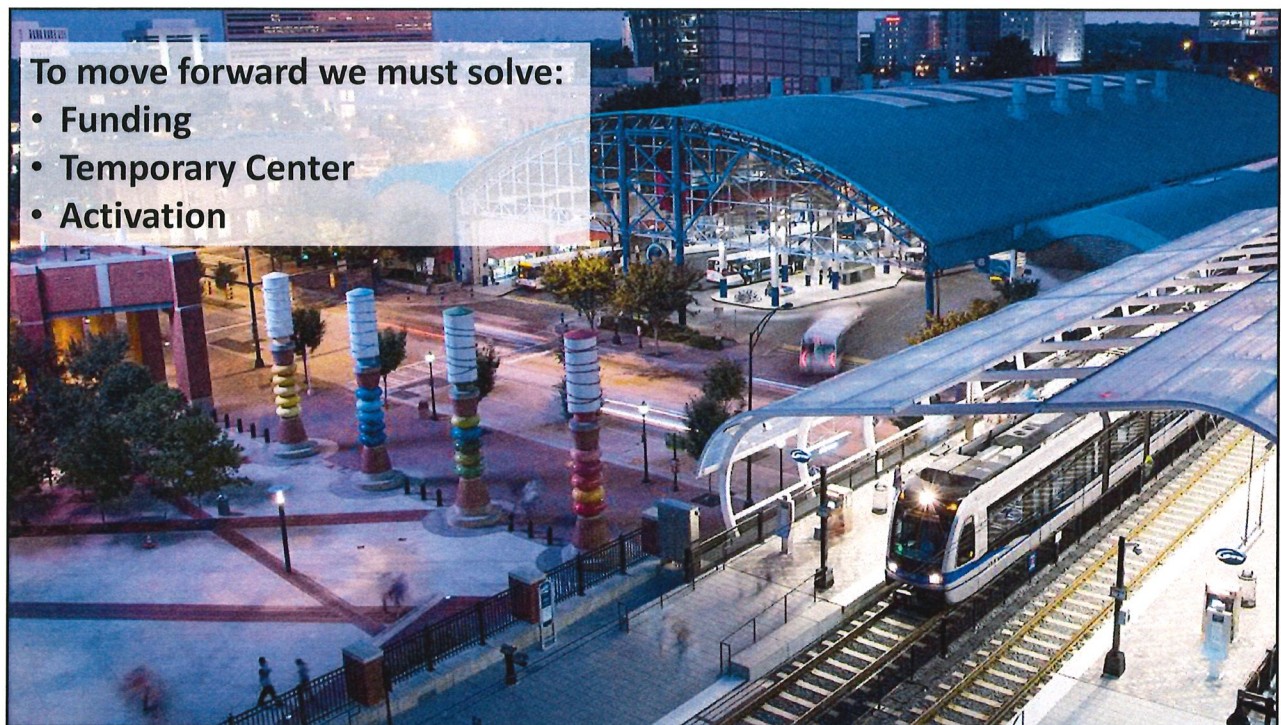


Catalyze surrounding land use vision

8



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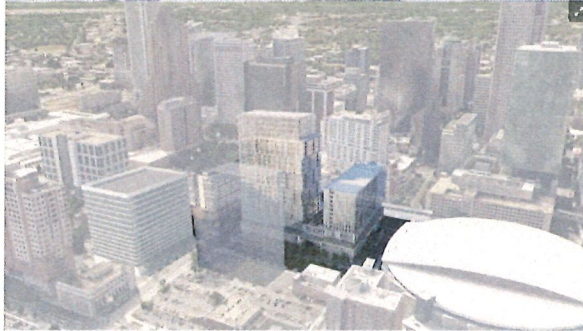
10

A Unique Opportunity

Commercial Real Estate

CATS selects JV for negotiations on redeveloping uptown bus terminal into major mixed-use center

Email f Share in Share t Tweet p Print O Order Reprints

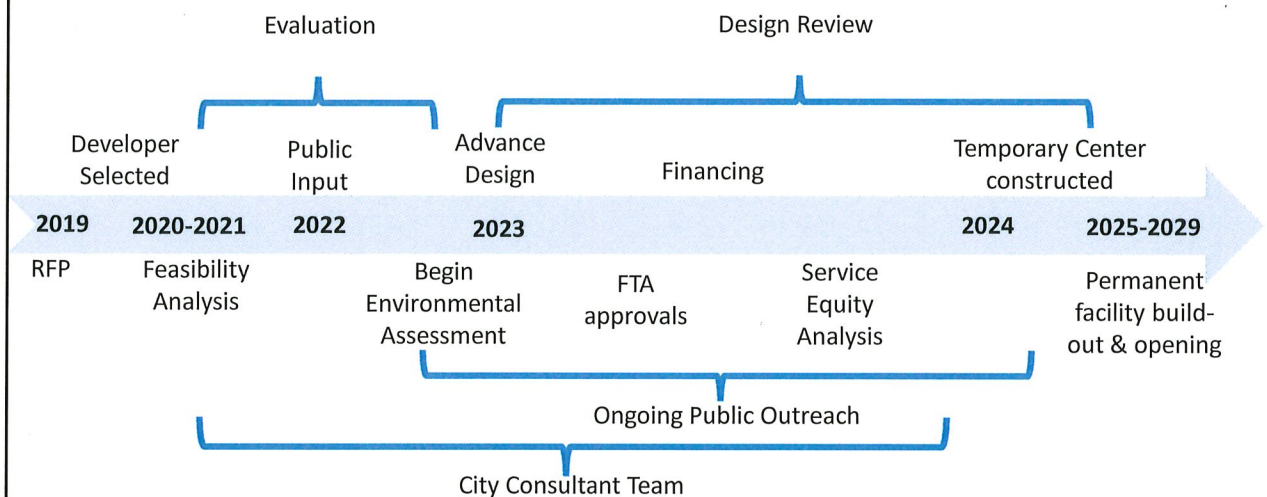


- City received an unsolicited proposal to redevelop the Charlotte Transportation Center from a Greensboro developer
- CATS issued a formal request for proposals in June 2019
- Three groups submitted proposals and the joint venture partnership of Charlotte-based White Point Partners and Dart Interests, a Dallas real estate investment firm, was selected



11

Project Timeline



12

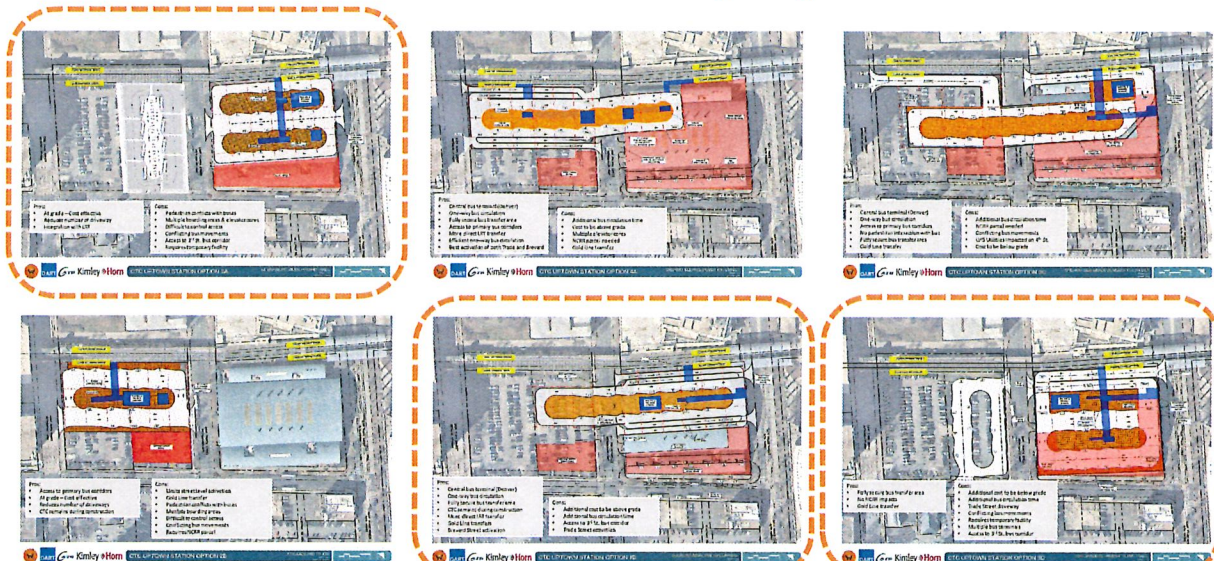
Transit and Mobility Goals

- **Continuity in Service via a Temporary Facility**
- **Elevate the Transit Rider Experience**
 - ✓ Comfortable, Climate Controlled Space
- **Safety and Security is Top Priority**
 - ✓ Controlled access to transit space
 - ✓ Minimize Pedestrian and Vehicle Conflicts
- **Easy and Convenient Transit Connections**
 - ✓ Central Mobility Hub for Bus, Light Rail, Streetcar
- **Sustainable Design**
 - ✓ LEED Certified and/or Envision Certification
 - ✓ Battery Electric Bus Hub
- **Integrated with Mixed Use Development**
 - ✓ Create an Active, Vibrant Place



13



















Many options studied






14

Initial Evaluation

- Focused on which option best improves the Passenger Experience
- Prior engagement with TSAC and passengers placed high value on safety, security, lighting, and climate-controlled space
- Terrace option makes temporary transit center difficult.
- At grade option does not meet passenger expectations

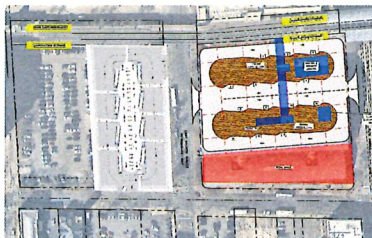
	AT GRADE	TERRACE	CONCOURSE
Bus to Bus Transfer			
Bus to Rail Transfer			
Safety			
Security			
Climate Controlled			
Natural Lighting			

 No improvement
  Some improvement
  Most improvement

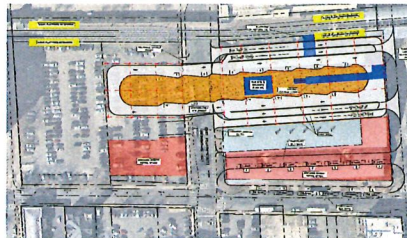


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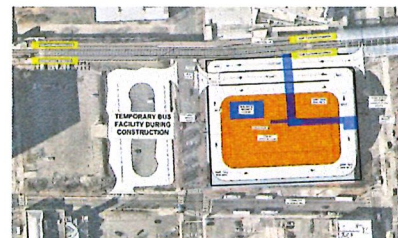
Initial Evaluation Results



Street Level
Eliminate



Terrace
Refine



Concourse
Advance




16

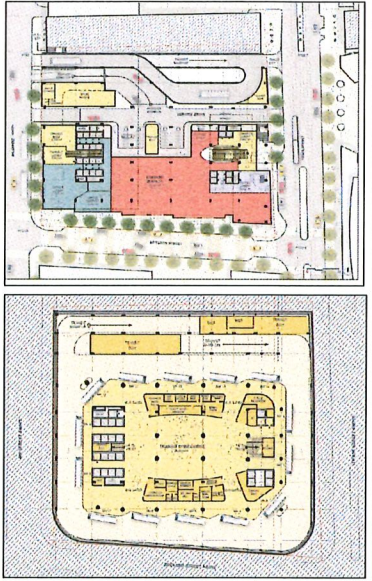
Key Differences

- Natural Light
- Bus operational flexibility
- Secured climate controlled space
- Passenger experience

Two Level Terrace

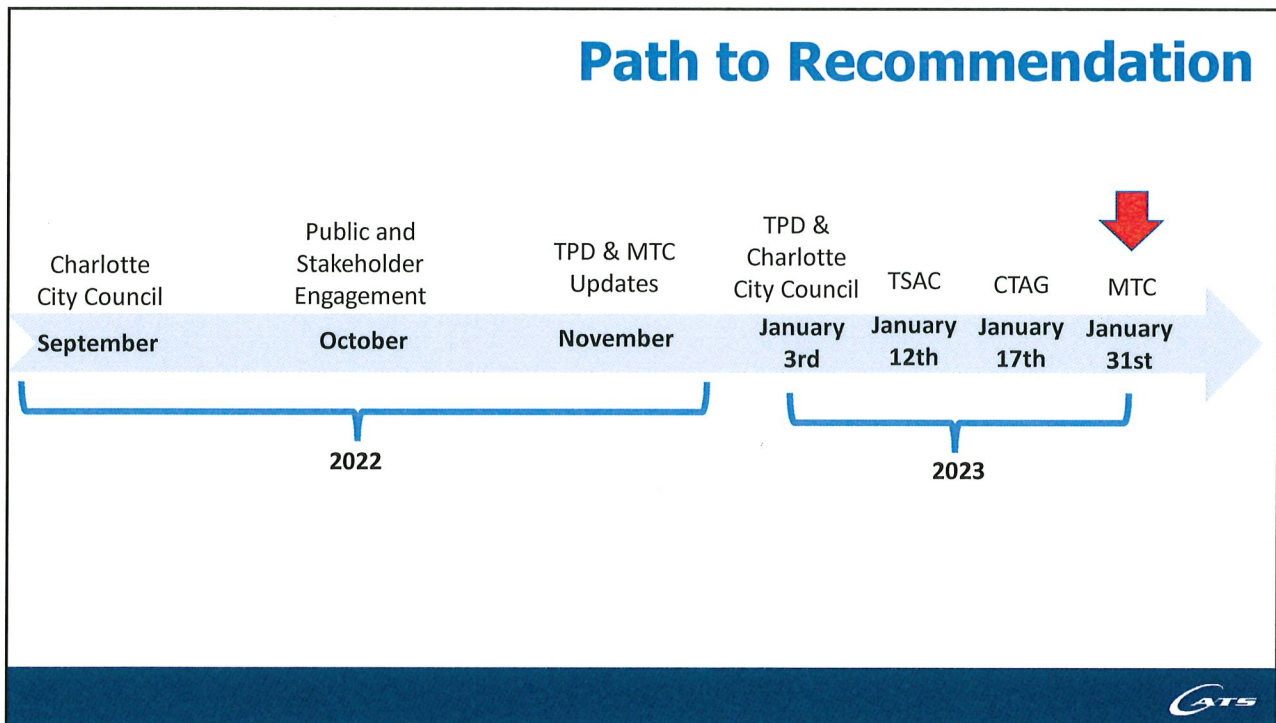


Concourse



17

Path to Recommendation

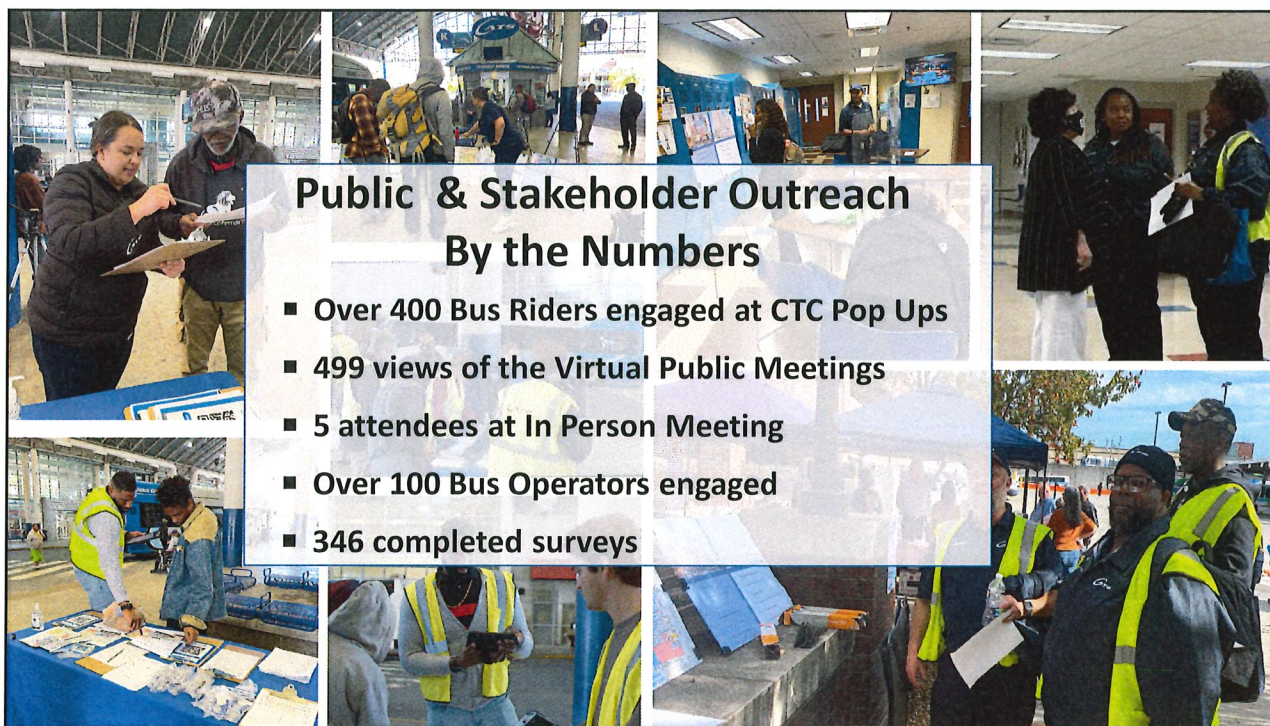


Event	Date	Year
Charlotte City Council	September	2022
Public and Stakeholder Engagement	October	2022
TPD & MTC Updates	November	2022
TPD & Charlotte City Council	January 3rd	2023
TSAC	January 12th	2023
CTAG	January 17th	2023
MTC	January 31st	2023

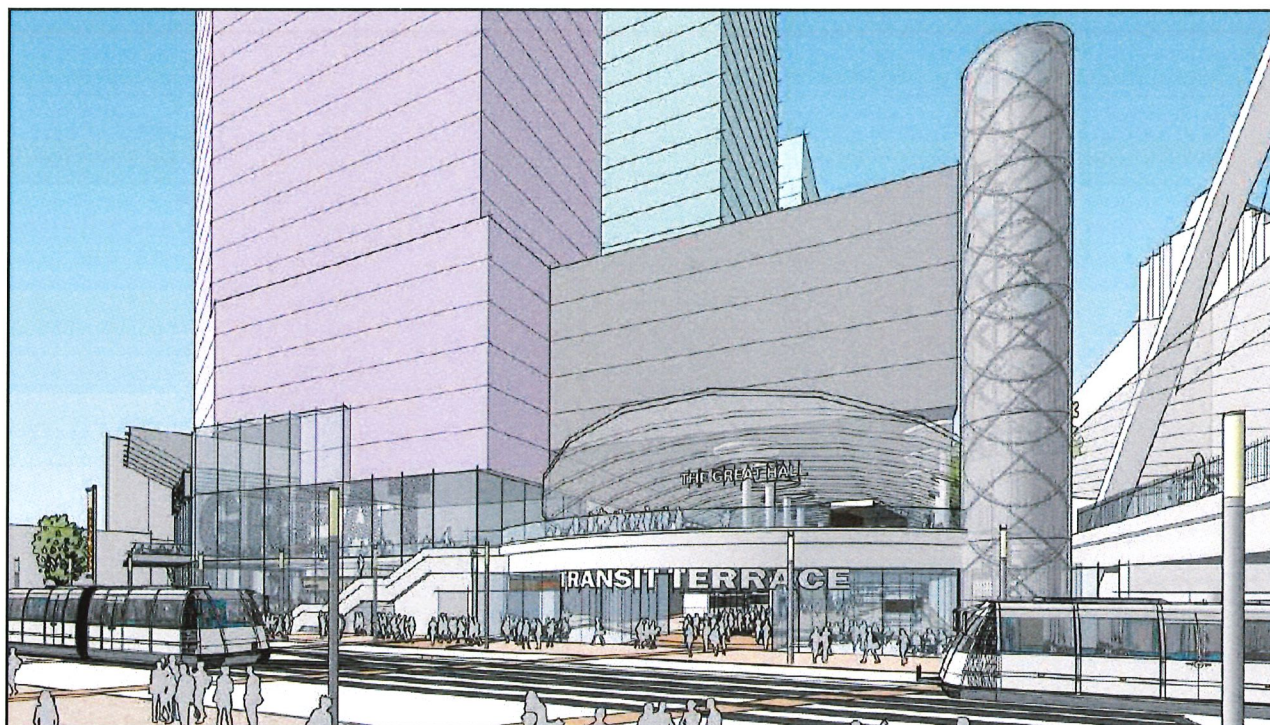
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84

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19



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Two Level Terrace

- Service/Operations:
 - Transfer between bus routes is challenging
- Safety/Security:
 - Higher amount of natural lighting
 - Less climate controlled space
- Efficiency
 - Complicated bus routing
- Economic Development:
 - Integration with mixed use development is less efficient
- Environmental Considerations:
 - Based on a high-level screening, there is a low potential for negative human or natural resource impacts.

21








22

Concourse













- Service/Operations:
 - Simple transfer between bus routes
 - Consolidated climate controlled space
- Safety/Security:
 - Single platform is more secure and reduces pedestrian conflicts.
- Efficiency:
 - More efficient bus routing
- Economic Development:
 - Maximizes integration with mixed use development
- Environmental Considerations:
 - Based on a high-level screening, there is a low potential for negative human or natural resource impacts.
 - Through the design process careful attention to air quality will be addressed but will be mitigated by CATS bus fleet electrification.


23



 No improvement
  Some improvement
 Most improvement
  Public Feedback

Public Feedback & Evaluation

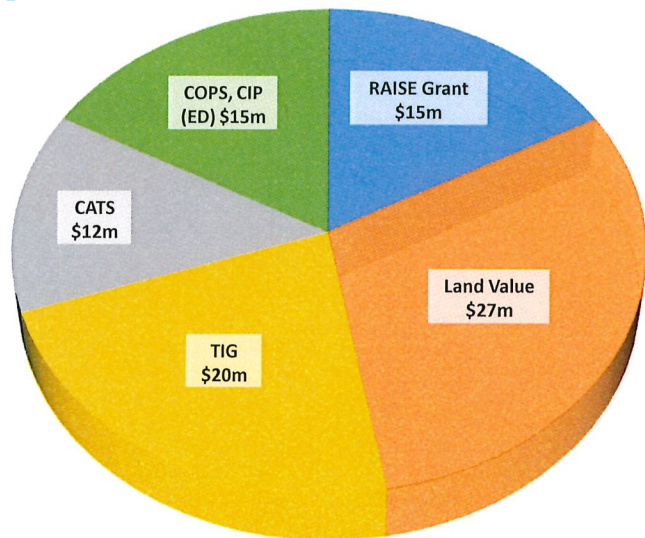
	TWO LEVEL TERRACE	CONCOURSE
Bus to Bus Transfer		 ✓
Bus to Rail Transfer	 ✓	
Safety		 ✓
Security		 ✓
Climate Controlled		 ✓
Natural Lighting	 ✓	



24

Financial Framework

- ▶ New Charlotte Transportation Center at same site would range \$45m-\$55m
 - Not integrated with development
 - Unlikely to receive RAISE Grant
 - Land Value not a funding source
- ▶ Integrated Transit Center (Concourse/Two Level Terrace) estimated at \$89m
 - Ability to leverage \$62m that could not be captured otherwise.
 - \$27m land value, \$15m RAISE, & \$20m TIG



25



26

Recommendation Engagement

- ▶ January 3rd – **Staff Recommendation Endorsed**
 - Transportation Planning & Development Committee
 - Charlotte City Council
- ▶ January 12th
 - Transit Services Advisory Committee
- ▶ January 17th
 - Citizens Transit Advisory Group
- ▶ January 31st
 - Metropolitan Transit Commission Action



27

Staff Recommendation

Staff recommends the MTC adopt the concourse design concept as the Locally Preferred Alternative for the proposed redevelopment of the Charlotte Transportation Center

- More climate-controlled space
- More efficient secured space
- Seamless transfer between bus routes
- Provides maximum integration with development
- Creates more placemaking opportunities
- Best supports the goals of surrounding development opportunities



28



29



30

