



Metropolitan Transit Commission



October 26, 2022

METROPOLITAN TRANSIT COMMISSION

Wednesday, October 26, 2022

5:30pm

Charlotte-Mecklenburg Government Center

2nd Floor, Conference Room 267

AGENDA

- I. Call to OrderCommissioner Leigh Altman
 - Attendance (Roll Call)
- II. Approval of the September 28, 2022 Summary (**p.5-15**)Commissioner Leigh Altman
- III. Chief Executive Officer’s Report (**p.17-25**) John Lewis, Jr.
- IV. Report from the Chair of the Transit Service Advisory Committee (TSAC)Jack Zovistoski
- V. Report from the Chair of the Citizens Transit Advisory Group (CTAG)..... Edward Tillman
- VI. Public Comments
- VII. Informational Items
 - Charlotte Transit Center Design Update (**p.27-53**)Jason Lawrence
 - LYNX Silver Line Fall Public Engagement (**p.55-75**) Andy Mock
Center City Alignment Study & Bojangles Alignment Recommendation
- VIII. Action Item
 - CATS Agency Safety Plan (**p.77**)..... John Lewis, Jr.
 - CONNECT Beyond Committee Appointment (**p.79-80**)Geraldine Gardner
 - MTC 2022 Remaining Meeting Schedule (**p.82**) John Lewis, Jr.
- IX. MTC Commissioners’ Business
- X. Adjourn

METROPOLITAN TRANSIT COMMISSION
MEETING SUMMARY
September 28, 2022
(Approved on October 26, 2022)

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)	Mayor Walker Reid III (City of Gastonia)
Mayor Melinda Bales (Town of Huntersville)	Randi Gates (GCLMPO, Gastonia)
Anthony Roberts (Town Manager, Huntersville)	Brian Borne (City Manager, Monroe)
Mayor Pro-Tem Renee Garner (Town of Matthews)	Mayor William Dusch (City of Concord)

CATS Chief Executive Officer: John Lewis, Jr

I. Call to Order

The hybrid regular meeting of Metropolitan Transit Commission was called to order at 5:30pm by MTC Chairman Commissioner Leigh Altman, Mecklenburg County Board of Commissioners.

II. Review of Meeting Summary

The meeting summary of August 24, 2022 was approved.

III. Chief Executive Officer's Report

John Lewis, Jr. – CATS Chief Executive Officer – presented the CEO's report; based on pages 16-24 in the MTC Agenda Packet for September 28th, 2022 meeting.

Discussion:

CATS CEO LEWIS: Just a couple items to update board members this evening from an operational standpoint before I ask Mark Aesch and the TransPro Team to provide our 4th quarter CATS TRAX performance metrics report along with the results of our customer satisfaction survey. As board members are aware, CATS suffered over the last six months from a service reliability standpoint, particularly in our bus service, due to a combination of open bus operator positions and excessive absenteeism.

RATP Dev, our third-party contractor, has been in negotiations with the bus operator union for the last several months. As you know, last week RATP Dev reached a tentative agreement with the union on a new contract. Unfortunately, that agreement was overwhelmingly defeated by the full membership of the union. RATP Dev is currently working with the union negotiations team to understand the reasons for the negative vote and determine if there's still an opportunity to reach a viable agreement through collective bargaining. Both sides are scheduled to meet with the mediator in the coming weeks.

As a result of the labor-management standoff I recommended to the MTC that we consider reducing our service levels on bus and rail to a level that's more in line with available daily manpower. The MTC authorized those reductions at our July meeting and the

recommendations were implemented in August. Since those reductions were made, CATS has been able to significantly increase service reliability with few daily missed trips.

Second, I'm also pleased to announce that the CATS Pass mobile payment and service finding app is fully functional with real-time tracking of our bus and rail service. Last week we also announced our fare capping functionality. This aspect of our app allows CATS to level the playing field from an equity standpoint between those higher income riders who benefit from our monthly pass savings and those who are unable to make that investment at the beginning of each month. Fare capping through our app allows us to track individual payments of all of our daily riders and capping their outlays once they reach the \$88 threshold for the monthly pass. All subsequent rides after that threshold will be fare-free until the beginning of the new month when the capping process will begin again.

Next, I want to make sure board members are aware that we will be engaging in an aggressive public outreach campaign on our plan to build a new mobility hub on the site of the current transit center. As you know, CATS has been engaged with a private developer to create a public private partnership to deliver a mixed-use development that will also include a new uptown mobility hub. Hearing from our customers about their priorities for this new project will be key to the overall success of the project. During the month of the October Jason Lawrence and his team will be hosting multiple pop-up events at the CTC, here at the Government Center, and virtually in order to receive as much rider input as possible.

Finally, as we bring the TransPro Team to the podium, I want to remind MTC members of our CATS TRAX performance measurement program. This has been a multi-year effort to transform our performance metrics from not just measuring activities to driving outcomes for our riders. Transit systems manage a lot of data and are required to report on many data points to the federal government, but few of those data metrics actually matter to an individual waiting for a bus or a train at a CATS' station right now. Twice annually we survey our customers to ensure that our actions and our investments are in line with their expectations of our system from a ridership standpoint. This is our customer satisfaction index. Our goal in this effort is to create a relevant performance measurement system that is transparent to our customers and drives favorable outcomes for our riders. With that I'll turn the microphone over to Mark Aesch and the TransPro Team.

Mark Aesch, CEO of TransPro Consulting - presented the CATS TRAX Q4 FY22 Results; based on pages 26-40 in the MTC Agenda Packet for September 28th, 2022 meeting.

Discussion:

MAYOR KNOX (Town of Davidson): I've got a couple questions. On page 32 the decline in STS performance, I didn't understand because those are our people. I understand the decline in performance for the fixed route buses because that's a union issue where drivers haven't shown up, but the STS drivers are our employees, the City's employees, and is that change that you see from page 32 where there was a deficiency in the time to all of a sudden, the 4th quarter jump to where we're flying, is that –

CATS CEO LEWIS: Great question, Mayor Knox. The decline in on-time performance in this instance was not an employee availability function. Our STS service is dynamically scheduled, so we have to reschedule that service every single day based upon the demand of our customers, and we had an outdated scheduling system that was causing us all kinds of problems. The jump that we had is directly because we got a new scheduling system, we

started getting back to a reliable schedule, and our on-time performance raised significantly. It has nothing to do with our employees. It was all on us.

MAYOR KNOX (Town of Davidson): The last thing, on page 34 it showed a decline. Ridership is 49% of pre-pandemic levels versus the national numbers. Is that reflective of our job market in Charlotte, that so many jobs are financially based? I mean I have tons of friends that are in the banking industry and they're not going back to work. They're working from home.

CATS CEO LEWIS: I think that's a large factor in that. I'm not sure that's the only thing but it certainly is a driver in that.

MR. THUNBERG (Town of Mooresville's Representative): I don't have a question, I just wanted to point out that the MTC didn't require this goal and KPI and measurements and things. This is something that the CEO brought to us, Mr. Lewis brought to us, that he could measure himself in performance of his folks. I think Mr. Lewis deserves a pat on the back. Mark has come to talk to us several times in person, but it's all on Mr. Lewis, and I can guarantee you that based on my conversations with him that he takes these numbers seriously. This has been beneficial to the organization as a whole and to the level of customer service. I just wanted to thank him and Mark for getting that data out there to us and really showing us what works and what doesn't.

MAYOR BALES (Town of Huntersville): Is there anyone who can talk a little bit to the satisfaction with the call center interactions, because especially with the fixed route and the decline in that satisfaction number, coming from a call center background I'm very familiar with this. Are there steps being taken to address it and increase?

CATS CEO LEWIS: Sure. I think we have a theory. We will have to play that out over time, and we'll be back to you with the results. I think because it was focused on the bus, I think it was related to the bus operator availability. Many of our customers were calling in, "Where's my bus? It's supposed to be here. Where is it," and they weren't getting a satisfactory answer. And because if it was the employees themselves and how they interact, we would have seen the same thing on rail and STS. But it was only on bus. My belief is and our theory is that it's related to the reliability issue. As that has started to come back, we're going to pay specific attention to that. If it is not, then I've got to dig deeper into that.

COMMISSIONER ALTMAN (Mecklenburg County): An organization this size should engage in this kind of self-examination audit. We owe it as stewards of the public dollars and providing such a critical service, and I appreciate and thank the CEO for doing so. The audit must be objective. It needs to proceed from data not from anecdote so that it has validity. I do have a question. Mr. Aesch, are you employed by CATS or are you with an independent organization that does this kind of study?

MARK AESCH: No, we're a private company.

COMMISSIONER ALTMAN (Mecklenburg County): Because throughout your presentation your verbiage kind of came across as we have been able to be above such-and-thus metric, or we would be able to be below such-and-thus metric, and so when I hear things like

we've literally outperformed this need, we are on the level of Ritz-Carlton, it starts to make me wonder, yet I want us to be accurate and I want us to give positive feedback where it's due, but it's almost so relentlessly positive that it started to raise some flags for me because we have to first and foremost be candid and be completely straightforward. And you know, anecdotally there certainly have been some bumps in the road in recent periods, which you know, there are many factors for that, but I was a little concerned with some of the presentation, that it didn't seem to reflect that.

Now, that may be because you aren't driven by anecdotes as I am, you're driven by data. And I do acknowledge that, but I always want to ensure that those who audit our work do maintain distance and objectivity because relationships can be formed. I always want that sort of arm's-length distance to exist with those who audit us so that the public can truly get as objective an analysis as possible and not one that is necessarily glass half full. I think it needs to just be as objective as possible because it inspires confidence even if it's not always great information that we went to hear. I just wanted to offer that feedback.

MARK AESCH: A couple things. First, the reason we share facts is because we can't be successful on anecdotes here. We have to make sure we separate the noise and are able to see the truth. I totally agree. I think we demonstrated a number of different areas that require focus and didn't shy from them for a minute the importance of demonstrating that there is underperformance in a number of different areas. Important to note that the areas that were underperforming are typically not prioritized by the customer, they are of lesser importance, so it's important to note the areas of underperformance but also note that the customer doesn't necessarily prioritize that. And then to the language of we use that with all of our clients, we're proud to be performance partners with them. We show up with a voice. We don't always show up with good news, but we think it's critical to be the we, rather than yours, because we're going to work together on improving the quality. The we language is something that we commit to using that language, that we're partners with our clients.

COMMISSIONER ALTMAN (Mecklenburg County): Thank you, sir. When you are assessing customer satisfaction how many customers were a part of the survey, or how many participated?

MARK AESCH: Yeah, I don't know the number exactly, but it's just statistically an odd sample. It's plus or minus 5% of quality; 95% statistical validity.

COMMISSIONER ALTMAN (Mecklenburg County): You have no idea how many customers were surveyed to get to your results?

MARK AESCH: I don't know the number exactly. I'm happy to get it to you, but it would be somewhere in the 550 range in order to get us to a statistical validity of 95% confidence.

CATS CEO LEWIS: Madam Chair, if I may, you used the term audit and I just want to make sure, we have used this as a management tool. There is a relationship between CATS and TransPro; this is not an independent audit of our service. This is a management tool, because I think audit has a different level of expectation. I want to be clear with the board that this is a management tool. I want to know what my customers are saying, I want to know what's important to them, and if I'm falling short give me an opportunity to address that. I do see this

as a management tool and there is a relationship there, very different than an independent third-party auditor.

MAYOR BALES (Town of Huntersville): I do have one last question and it is for Mr. Lewis. Being new on MTC, are you concerned about the taxpayer subsidy percentages continuing to be above our policy?

CATS CEO LEWIS: Yes, I was going to give a clarification on that. The policy is that the subsidy rate of our business does not go above 80%. We want to keep that below 80%. We want more of our fares and our advertising and other sources of revenue to pay for the cost of our service. This is pandemic related. For a number of months, we offered fare-free service. Our ridership levels are not back to what they were pre-pandemic. Our income has been affected. We have decided to try until August to continue to provide high levels of service. I think if we were a private business, we would have cut service from day one, as many private entities did, but as a public entity we try to maintain that higher level of service. Our performance metrics from a subsidy standpoint is higher than it has ever been. We are watching. We made sure that we keep our administrative overhead low so that we're not too fat on the other end, but this is a metric that we are keeping very close tabs on, and I believe as ridership comes back, we will get back to a level of what the MTC expects.

MAYOR BALES (Town of Huntersville): Thank you for sharing that because I don't see the data from before, right, so I'm only looking at what's on the screen, so I truly do appreciate the effort here in making sure that folks are still able to utilize the service and get to where they need to go during the pandemic.

MAYOR LYLES (City of Charlotte): I just want to add, I think Mr. Lewis is being very reserved in this. We had moved essential workers to the hospital during that pandemic. We had to get people to places, where, when -- I remember this very closely, because when the malls began to get the cleaning supplies and the things that would allow them to reopen, they still had to get people back to work to be able to do those things. Without those kinds of jobs and the people that are in those jobs in the pandemic, we had free surface. I think that that was essential to our ability to have a stronger recovery than many other locations.

I think sometimes we forget the pandemic. Someone told me it was over, but I just had my booster shot today for my birthday. I want you to know that. I'm not counting on it being over. It's a gift that we have to be able to say that we are able to work through this pandemic, and I want to say how much I appreciate the entire team for doing that.

MAYOR KNOX (Town of Davidson): If I can just add one thing. For the point of clarity on this being a management tool, I would have to say kudos to you and your team, because to come out of where we were in the pandemic, these scores were invaluable for us to have in front of us. And those metrics and see where we scored on this management tool, I mean, you always strive to do the best you can, but looking at where this came out, I think that shows the quality of leadership that you bring, and the rest of your team does to the product that we have. Thank you.

MAYOR WASHAM (Town of Cornelius): I'll give my thanks too; because this has been nothing like any of us have ever experienced going through this pandemic. To be brave enough to step out and request a survey of this magnitude, it was the right thing to do but I'm very

grateful to you for doing that. I hope this won't be the last one of this type we see, because I believe the results are going to be even better as we move forward. Thanks.

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

Krissy Oechslin (Chairwoman) reported the following recap: First I wanted to thank CATS for introducing fare capping. As you've heard me mention several times before, TSAC has been advocating for fare capping for years, and it's a wonderful thing for transit riders in Charlotte so thank you to everyone at CATS who made that happen.

In this month's TSAC meeting we received an update on the CTC redevelopment proposal. We also plan to hear about it in our next TSAC meeting since there's been significant updates since we last heard about it which were shared before Charlotte City Council this past Monday. TSAC members have shared concerns, suggestions, questions, thoughts about the redevelopment, including the importance of accessibility for people with visual and physical impairments, wayfinding across three different modes of transportation, crime and safety, passenger amenities such as restrooms, climate control, and how construction of the new building could impact the temporary facility that would be in place across the street. We're sure to have a lot more discussion in our next meeting.

We also received an update on the service changes that had gone into effect in August. Most of our discussion this month revolved around the microtransit program that CATS is developing. This will continue to be on our monthly agendas since the microtransit program is being refined and fleshed out every day. We do hope to see an increase in the bus and train operator labor pool soon. We've heard feedback that there's crowding on the Blue Line during morning and afternoon peak times especially, and of course we need to restore bus service as soon as there's people to drive them. One idea I've asked for a presentation on is how we can pursue or advocate for pursuing extending the platforms at the 11 original Blue Line stations that can only accommodate two-car trains. Obviously, that's not an overnight fix, but that would be one means to relieve the train operator shortage, if you can run three car trains instead of two car trains. It was my understanding that the original Blue Line was supposed to have three-car platforms throughout, but the FDA didn't think that many people would ride it, so we'd love to hear more about that.

Our last item this month was we received an overview on CATS customer service operations from Jessica Lanier. We learned about the time frame CATS assigns to resolve customer complaints and inquiries, the various tracking and reporting that she and her team do. I think we'd love to bring her back to a future meeting to talk more about the most common customer feedback that CATS gets and eventually see how some of the recent changes have impacted that, like now that the real-time app does tracking for not just buses but also the Gold and Blue Lines maybe that'll reduce frustration. Love to hear about how fare capping plays out once it's out there for a while.

You know, everyone on TSAC, we have our own experience on transit; our friends and neighbors and colleagues give us their feedback. It's still somewhat anecdotal. We're a pretty small group of people compared to the whole ridership of CATS. Hearing some data about what CATS gets from customer inquiries helps us see other trends that we might not hear directly.

Discussion:

MAYOR LYLES (City of Charlotte): I don't have any questions, but Ms. Oechslin really was helpful at the Charlotte City Council receiving an update from Jason on our transit center. If you see where we are, I just wanted to point out that one of the focus areas of this is because the center opened in 1985. It's really not up to the standards that we would expect for that

customer service experience. As you know, as they say, if it's 95 degrees outside it's 105 degrees inside the transit center; if it's 30 degrees outside and cold, it's probably 25 degrees inside the transit center. And there have been a number of issues around that kind of place that we need to have. I think that what's important.

Jason would have said this to us, it really came close when we were about to have the Republican National Convention and there was no place that we could have the security required for those kinds of major conventions. In case we go after another one, not in 2024 for sure, but at some point, some people may be sitting around here in 2028 and be thinking about whether or not we should host that convention, and we have to do some things around security and at a location that works for those kinds of major conventions. We do have some ideas about what we want to see there, but I want to make sure that you know that this is primarily a project for transit, but it also includes the opportunity to utilize air rights for other uses, office uses. And there will likely be a tower associated with it, but the focus right now is on getting the team around what are we going to do for the kind of service.

The team is going out talking to customers right now about what they would need. I think some of the questions that we addressed in the Council, you know, how do we project or how are we going to understand the predictions for workforce and where is the workforce going to be. Those kind of things are important. How many hubs do we have to have to get the more direct Envision My Ride plan going? I think that's more that we dealt with in this group as we come out of making a decision on design and some of the work that we're doing. But feel free, you can watch these kinds of things online if you're really bored at night and watch the meetings that we have, but I think it's something that we'll come back and update on a regular basis.

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

Edward Tillman (Co-Chairman-City of Charlotte) reported the following recap: I would like to start my report, we've got several vacancies on the CTAG committee and so we're really in need of some assistance. We are short a co-chair that would be appointed by Mecklenburg County; two Mecklenburg County additional appointees; as well as a CMS appointee. If we could work toward getting some of those spots filled, that would be extremely beneficial to our group.

We did have an update from Jason regarding the microtransit implementation. We've discussed that here already. We also discussed the temporary service modifications where about 20% of the local and expressive routes have been affected. Of course, that's going to be only temporary. Once we get more operators, we'll be able to address that. It was stated that we are currently down 70 operators.

And with that being the case, another update that we did receive during that meeting, we talked about the rescaling and upscaling of the workforce sort of goes hand-in-hand in many ways with maintaining a consistent flow of new employees who can then go to another job and feel as though they have a career path. So that was a really good update to hear about that program where we're having co-ops and apprentices and summer interns to really support us in that measure.

A couple other items that was discussed: the fare capping, of course, we did talk about that; also discussing making sure that that message got out to everyone in some manner, shape, or form, as well as the ability to get a free phone. If you do not have the ability financially to have one, we do have that option available through Project Lifeline. That was discussed. Also, we had the discussion regarding security and that we are working toward making sure that we are giving our people within CATS the ability to de-escalate situations and realizing that the

\$2.25 fare is not worth the risk to the operators. They are not to be the fare police of sorts. They need to do their jobs and allow others to do theirs.

There is an activity going on with Allied Universal to have more security officers but not trying to over-police our service options and not having a security officer on every bus, being very strategic with where those security officers are by targeting specific buses and routes in parts of the city. But I think also one other aspect that was addressed but needs to be, I will say, widely distributed, 1.1 million trips typically we do on an annual basis. The number of significant issues is less than 10, so although it seems based upon the media and I would say hyperbole it's a bad situation, overall, it's not nearly what you might assume, but that level of messaging has to be more proactive versus reactive because in newspapers typically it leads to leaks, and so we will always have a bad representation if there is a negative activity going on.

Discussion:

COMMISSIONER ALTMAN (Mecklenburg County): Mr. Tillman, could you, just for those who are listening and may not be familiar, say what the qualifications are for folks who you'd like to have apply to CTAG and just say what the whole name stands for and give another opportunity for the advertisement?

EDWARD TILLMAN: Sure. I will have to get the qualifications. I don't want to go off the cuff with that. I would rather have assistance in providing the information.

COMMISSIONER ALTMAN (Mecklenburg County): And what's the free phone opportunity that you referenced?

EDWARD TILLMAN: That was Project Lifeline. With Project Lifeline, if the person does not qualify financially and fall within a certain level, they can work through Project Lifeline to acquire that. I think Mr. Lewis has a little more information on that as well.

CATS CEO LEWIS: One of the things that we wanted to make sure, that our fare capping initiative was widely accessible to as many of our passengers and users as possible. One of the things that's obviously an impediment, you can't use our mobile app if you don't have a cell phone. Even if you have a cell phone, if you don't have a data plan that can also be an impediment. We're taking it step-by-step. We were partnered with Project Lifeline. If you meet a certain income level, you are eligible for a free phone. That's a federal program.

But we've also worked very hard. Rachel Gragg and her team and the operations team over the last six months, to make all of our buses and trains hotspots. We have Wi-Fi, free Wi-Fi, on board all of our vehicles. It's not 100%, but anytime we see a challenge or a limit to our programs we want to address those, and Project Lifeline was a big step forward on the fare capping stand.

VI. Public Comments - None

VII. Informational Items

A. Review CATS Agency Safety Plan (ASP)

David Moskowitz

David Moskowitz - CATS Transit Safety & Security Manager – shared a presentation on the CATS Agency Safety Plan Version 2; based on pages 42-51 in the MTC Agenda Packet for September 28th, 2022 meeting.

VIII. Action Item

A. Title VI Service Equity Analysis COVID

Arlanda Rouse

Arlanda Rouse - CATS Civil Rights Officer – present the Title VI Service Equity Analysis COVID for action; based on pages 53-81 in the MTC Agenda Packet for September 28th, 2022 meeting.

Discussion:

CATS CEO LEWIS: To make sure that board members are clear, as a result of the pandemic and the reductions in service we found that there were some disparate impacts -- well, impacts, to minority and low-income communities.

ARLANDA ROUSE: Yes. If you just modify the routes on the entire system, yes. I will say it's impossible not to have a disparate impact on minority communities because we are affecting the entire system so yes, the word disparate impacts. If we did not show disparate impacts, we would be the most popular system in the U.S. I would say, because it's almost impossible not to have that when you actually change the entire system.

CATS CEO LEWIS: And our mitigation efforts met the requirements to mitigate the impacts that we have to those communities?

ARLANDA ROUSE: Yes. Our mitigation efforts where we had to show meaningful impacts, and we did that by showing redundant service and additional service, and we monitored those impacts by showing the seven pandemic service changes to route.

Resolution: A motion to approve the **Title VI Service Equity Analysis COVID** was made by **Mayor Vi Lyles (City of Charlotte)**; seconded by **Mayor Woody Washam (Town of Cornelius)**. Motion carried unanimously.

B. Advanced Property Acquisition

Kelly Goforth

Kelly Goforth - CATS Transit Development Manager – present the Advanced Property Acquisition for action; based on pages 83-84 in the MTC Agenda Packet for September 28th, 2022 meeting.

Resolution: A motion to approve **Advanced Property Acquisition** was made by **Mayor Vi Lyles (City of Charlotte)**; seconded by **Mayor Rusty Knox (Town of Davidson)**. Motion carried unanimously.

C. Developer Coordination at Sugar Creek Station

Kelly Goforth

Kelly Goforth - CATS Transit Development Manager – present the Developer Coordination at Sugar Creek Station for action; based on pages 86-87 in the MTC Agenda Packet for September 28th, 2022 meeting.

Resolution: A motion to amend the **FY2023 Capital Investment Plan to include \$250K in funding for the design, construction and testing of the proposed improvements at Sugar Creek Station** was made by **Mayor Woody Washam (Town of Cornelius)**; seconded by **Mayor Rusty Knox (Town of Davidson)**. Motion carried unanimously.

D. Advancing the 2030 System Plan

Jason Lawrence

Jason Lawrence - CATS Planning Director – present Advancing the 2030 System Plan for action; based on pages 90-96 in the MTC Agenda Packet for September 28th, 2022 meeting.

Discussion:

MAYOR BALES (Town of Huntersville): I do have a couple of questions. The first one, will this study stay within the right-of-way of the existing line or are you going to be looking to potentially go outside of that?

MR. LAWRENCE: In the 2019 study we did evaluate a number of alternatives, you know, along US-115, along US-21, along I-77, and at the time the strategy was to maintain that corridor as the corridor to advance rapid transit to the corridor. If we were to look at additional analyses, that's really an alternative analysis, and if that is the wish, we can bring back scopes of work for that, but the process I laid out was to really define that project within the corridor that currently exists today.

MAYOR BALES (Town of Huntersville): That's actually what I wanted to hear so thank you for that. A couple of other questions. Are you going to be in the scope of the study looking at 1 track, 2 track, or 3 track?

MR. LAWRENCE: Yes. That bullet that talked about the defined stations and service levels, the service levels is really a function of the amount of track that you have and then the ability to accommodate freight along that corridor because it is a freight corridor as well. The more service you have, the more track you're going to need to accommodate that and the more sightings of potential double tracking so that's that piece right there. If the decision is to have more frequency, then that would require more track and potential double tracking.

MAYOR BALES (Town of Huntersville): Double tracking but not three? Because I don't know that you can get three tracks within the right-of-way.

MR. LAWRENCE: Right, but the point of looking at that is that there is currently a single track for freight and if you want additional passenger track, we would need to look at another track parallel to that. A third track, are you talking about more express type of service into town?

MAYOR BALES (Town of Huntersville): Let me ask it this way. Would the expectation be that freight would utilize the same track at off-peak hours?

MR. LAWRENCE: It's currently a freight corridor. That a coordination and consultation with Norfolk Southern would have to occur to any update of design.

CATS CEO LEWIS: Mayor Bales, I think the quick answer to that is the more frequency -- we would have to look at double tracking or perhaps having some temporal separation in that, but there isn't a scenario where we could go three tracks in that.

MAYOR BALES (Town of Huntersville): That's also what I was looking for here.

MR. LAWRENCE: The more frequency, then you have to do that kind of typical separation with the freight.

MAYOR BALES (Town of Huntersville): Then I guess as you're looking at the frequency you would also be looking at, within the station, you would also be looking at the speed in which that train could travel?

MR. LAWRENCE: Right. Then the more stations you have the slower the train operates, the fewer stations you're going to be able to operate more frequently or faster.

MAYOR KNOX (Town of Davidson): I just want to thank Jason for listening. We've been driving this thing hard for a while, Mr. Lewis, as you know. Looking at this model that started as a diesel train that was going to run AM/PM to the potential of having something that runs a couple times during peak hours and once an hour in off-peak hours, you know, I made a couple campaign promises when I ran five years ago. One was to get rid of a cable system that was bleeding us for \$1M a year, and the other one was to get on a train and ride to Futo Buta and eat noodles for lunch! This is the next step to getting on that train. I thank you for the work.

John, I thank you for your patience, and this is the next step. I think there is times when stars align, and this trillion-dollar infrastructure package just happened to fall at the right time when I think those stars have aligned for this thing to move forward. I support it 100%! I will defer to anyone else that has a comment and then we can vote.

MAYOR WASHAM (Town of Cornelius): I'll kick in here as well because it's taken a lot of my time over the past couple of weeks to come to grips with spending \$5M on yet another study, but I'm convinced it's the right thing to do at this point. It is a unique opportunity in time. The federal funds are hanging out there. It will never be any better than it is now to go after those funds. I am also more than aware -- we work with the federal government enough in my little town to know that if you don't have proper studies to back up what you're asking for it won't happen. I have been on a journey but I'm going to end up supporting this.

COMMISSIONER ALTMAN (Mecklenburg County): I'm so heartened and appreciate the comments of those who have spoken, the mayors we've heard from tonight. I completely agree with everything they have said. I have tremendous gratitude to Mr. Lewis and Mr. Lawrence and the entire CATS team for shepherding this board. I deeply agree in the importance of us seizing this moment. This is a prerequisite on that road.

Resolution: A motion to amend the **FY2023 Capital Investment Plan to include \$5M in funding to advance the LYNX Red Line Study – Advancing the 2030 System Plan** was made by **Mayor Rusty Knox (Town of Davidson)**; seconded by **Mayor Brad Simmons (Town of Mint Hill)**. Motion carried unanimously.

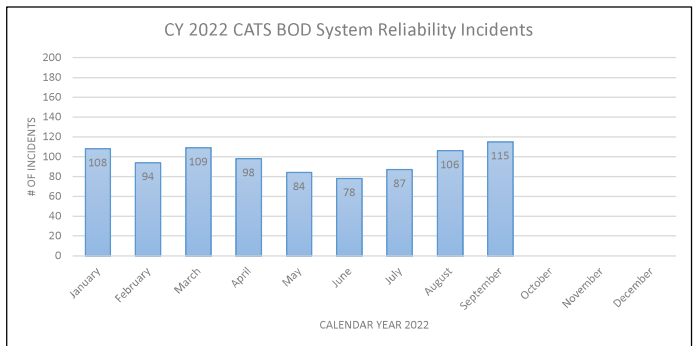
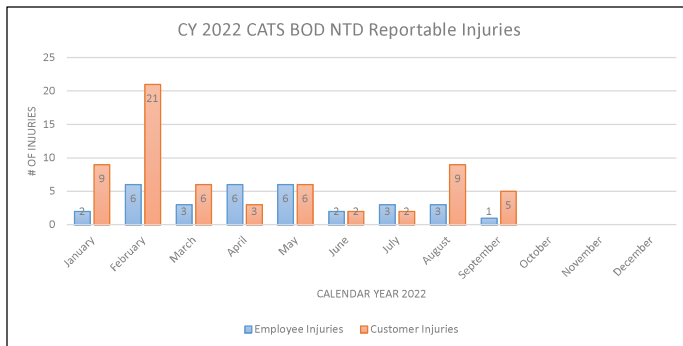
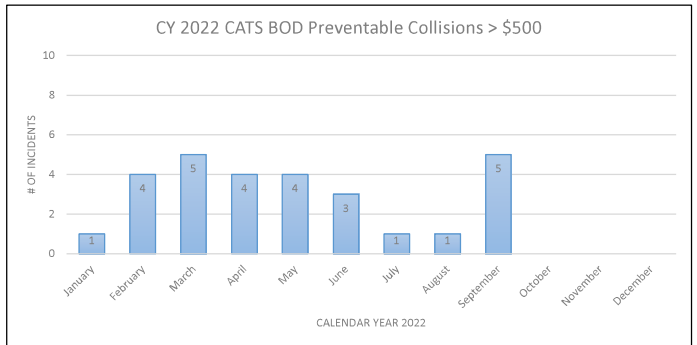
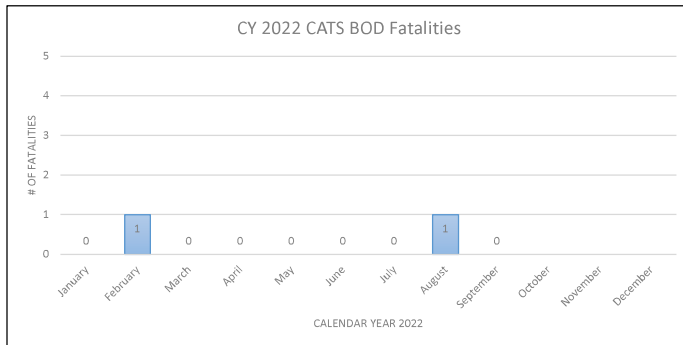
IX. MTC Commissioners' Business - None

X. Adjourn

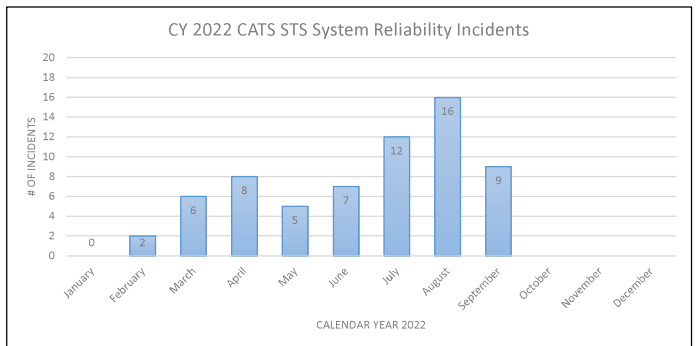
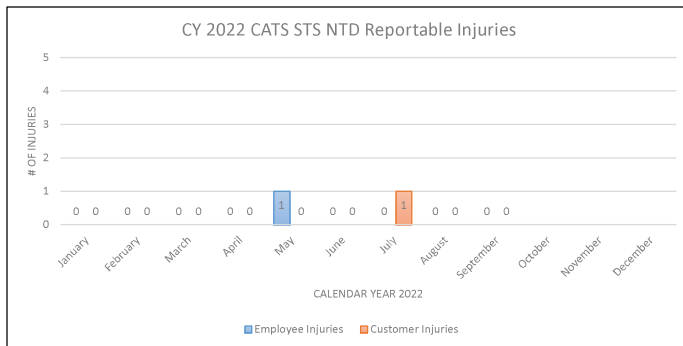
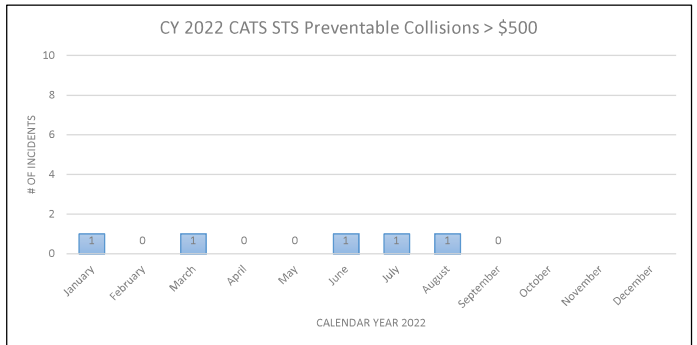
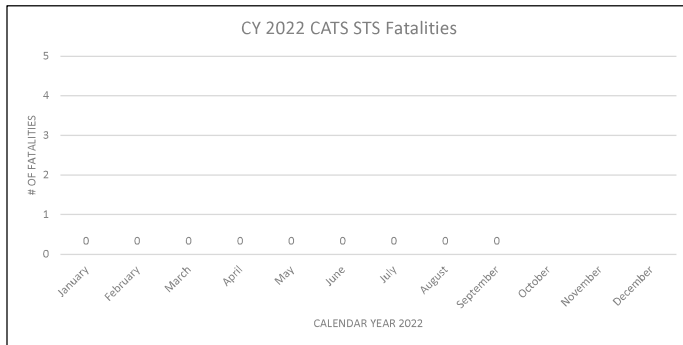
The meeting was adjourned at 7:15 p.m. by Commissioner Leigh Altman, Mecklenburg County Board of Commissioners – MTC Chairwoman.

NEXT MTC MEETING: WEDNESDAY, OCTOBER 26TH, 2022; STARTS AT 5:30 P.M.

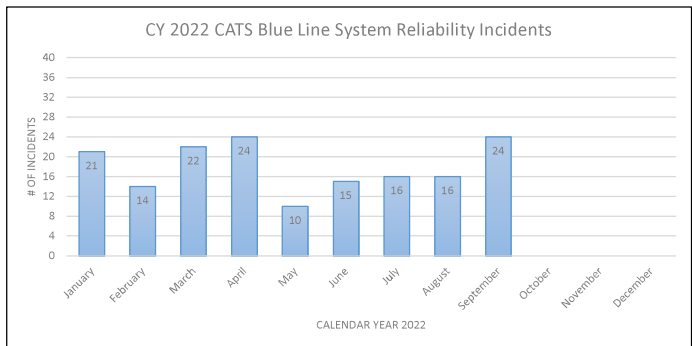
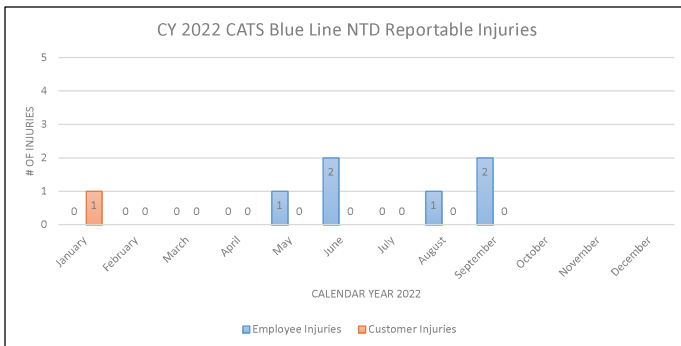
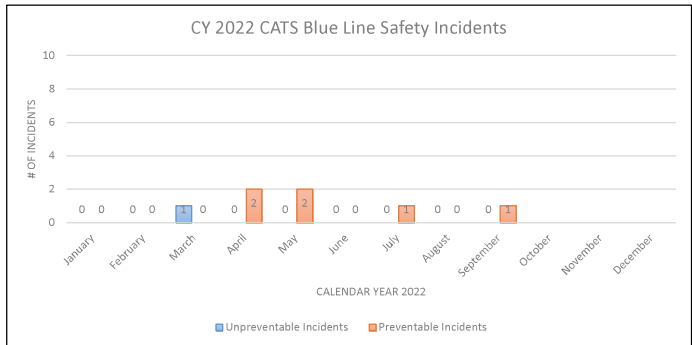
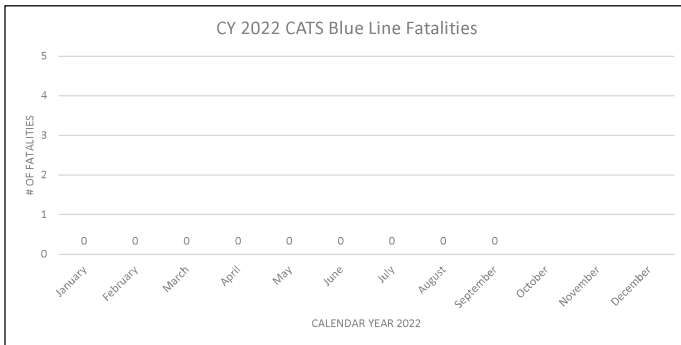
Bus Operations Division Safety Performance Measures



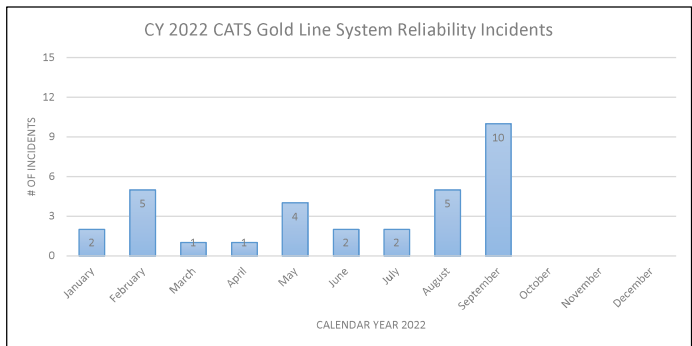
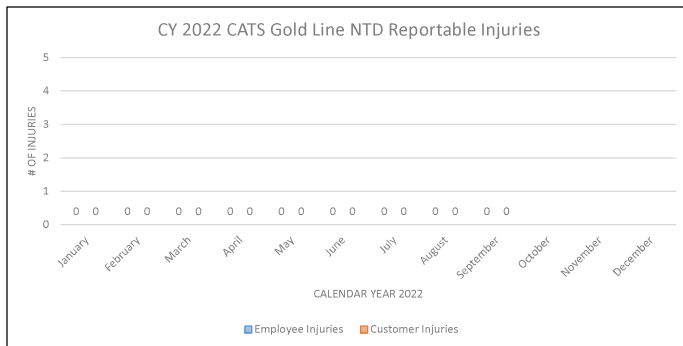
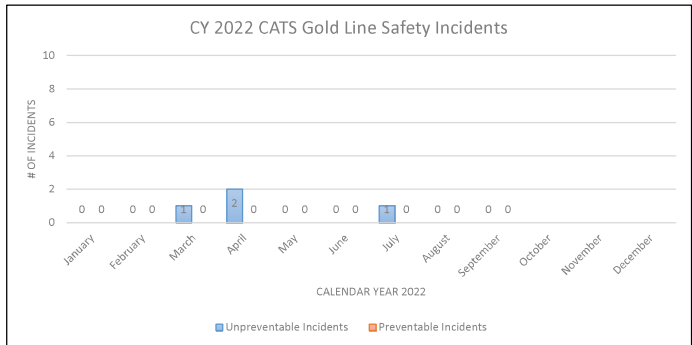
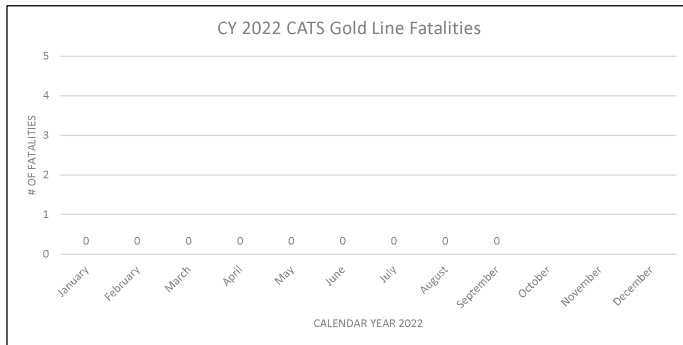
Special Transportation Service Safety Performance Measures



Rail Operations Blue Line Safety Performance Measures



Rail Operations Gold Line Safety Performance Measures



Metropolitan Transit Commission
Charlotte Area Transit System Ridership Report
Sep-22

Mode / Service	Sep-22	Sep-21	Percent Increase/Decrease	YTD FY 2023	YTD FY 2022	Percent Increase/Decrease	Avg Daily Ridership per Month		
							WeekDay	Saturday	Sunday
Local									
BOD Local	465,756	456,958	1.9 %	1,267,723	1,425,981	-11.1 %	17,658	12,439	9,033
Subtotal	465,756	456,958	1.9 %	1,267,723	1,425,981	-11.1 %	17,658	12,439	9,033
Local Express									
Harrisburg Road Express	944	702	34.5 %	2,711	1,622	67.1 %	45	-	-
Northcross Express	2,188	528	314.4 %	6,800	1,073	533.7 %	104	-	-
Idlewild Road Express	747	536	39.4 %	2,019	1,217	65.9 %	36	-	-
Independence Blvd Express	1,637	714	129.3 %	4,456	1,510	195.1 %	78	-	-
Lawyers Road Express	774	428	80.8 %	2,407	1,088	121.2 %	37	-	-
Northlake Express	1,420	471	201.5 %	4,385	1,183	270.7 %	68	-	-
North Mecklenburg Express	2,652	1,117	137.4 %	9,553	2,441	291.4 %	126	-	-
Huntersville Express	2,339	1,192	96.2 %	7,148	2,376	200.8 %	111	-	-
Rea Road Express	1,360	707	92.4 %	3,751	1,423	163.6 %	65	-	-
Huntersville Greenhouse Express	113	104	8.7 %	382	325	17.5 %	5	-	-
Subtotal	14,174	6,499	118.1 %	43,612	14,258	205.9 %	675	-	
Regional Express									
Gastonia Express	654	670	-2.4 %	2,136	1,844	15.8 %	31	-	-
Rock Hill Express	636	406	56.7 %	1,965	1,002	96.1 %	30	-	-
Union County Express	646	435	48.5 %	2,005	956	109.7 %	31	-	-
Subtotal	1,936	1,511	28.1 %	6,106	3,802	60.6 %	92	-	
Community Circulator									
Neighborhood Shuttles	13,301	10,933	21.7 %	38,016	37,821	0.5 %	507	412	201
Eastland Neighborhood Shuttle	8,752	7,248	20.8 %	23,491	22,526	4.3 %	323	259	187
Pineville-Matthews Road	1,648	1,008	63.5 %	4,402	3,932	12.0 %	69	49	-
Village Rider	4,018	3,119	28.8 %	11,087	10,136	9.4 %	160	98	53
Subtotal	27,719	22,308	24.3 %	76,996	74,415	3.5 %	1,059	818	441
Human Services Transportation									
Special Transportation Services	15,357	14,418	6.5 %	45,125	42,700	5.7 %	538	217	149
DSS	329	3,143	-89.5 %	420	10,007	-95.8 %	16	-	-
Subtotal	15,686	17,561	-10.7 %	45,545	52,707	-13.6 %	554	217	149
Rideshare Services									
Vanpool	3,795	3,128	21.3 %	11,264	9,112	23.6 %	160	33	37
Subtotal	3,795	3,128	21.3 %	11,264	9,112	23.6 %	160	33	37
Rail									
LYNX Blue Line	449,976	316,374	42.2 %	1,354,617	860,100	57.5 %	14,972	14,888	15,260



Metropolitan Transit Commission
Charlotte Area Transit System Ridership Report

Sep-22

Mode / Service

	Sep-22	Sep-21	Percent Increase/Decrease	YTD FY 2023	YTD FY 2022	Percent Increase/Decrease	Avg Daily Ridership per Month		
							WeekDay	Saturday	Sunday
CityLynx Gold Line	53,190	36,564	45.5 %	147,193	39,130	276.2 %	1,895	1,560	1,316
Subtotal	503,166	352,938	42.6 %	1,501,810	899,230	67.0 %	16,867	16,448	16,576
Total	1,032,232	860,903	19.9 %	2,953,056	2,479,505	19.1 %	37,065	29,955	26,236



October | CATS Sales Tax Report FY2023

July Receipts

Sales Tax Collections and Distribution – July 2022

- The July 2022 receipts of \$12,687,115 were \$1,849,730 (17.1%) above budget target for the month
- The July 2022 receipts were \$1,375,322 (12.2%) above forecast for the month
- The July 2022 receipts were \$1,388,727 (12.3%) above July of 2021

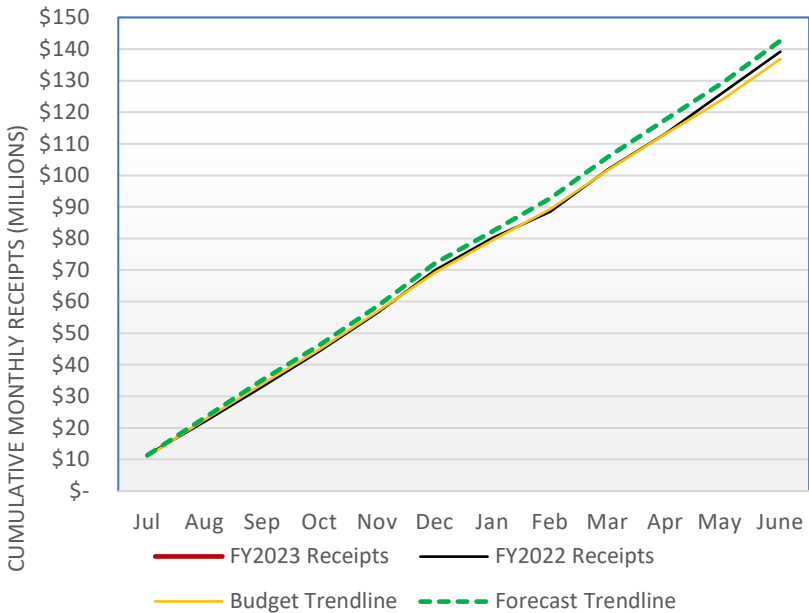
Sales Tax Budget Data

- FY2023 sales tax budget is \$136,807,021
- The FY23 model forecasts year-end receipts of \$144,041,270 which is \$7,234,249 (5.29%) 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 August 31, 2022
- Published by NC Secretary of Revenue on 10/12/2022 with actual receipts through July 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 Forecasts	Sep 22 Forecasts	Oct 22 Forecasts	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	876,694	40.4%	\$ 5,127,344	\$ 4,824,472	\$ 4,789,549	\$ 4,527,099	\$ 4,946,739	\$ 5,508,397	\$ 4,089,562	\$ 4,199,039	\$ 5,289,957	\$ 4,810,415	\$ 4,719,131	\$ 5,380,837	\$ 58,212,541
Cornelius	31,489	1.5%	\$ 184,163	\$ 173,285	\$ 172,031	\$ 162,604	177,676	197,850	146,888	150,821	\$ 190,004	172,780	169,501	193,268	2,090,872
Davidson	14,760	0.7%	\$ 86,324	\$ 81,225	\$ 80,637	\$ 76,218	83,283	92,739	68,852	70,695	\$ 89,062	80,988	79,451	90,592	980,065
Huntersville	61,526	2.8%	\$ 359,835	\$ 338,579	\$ 336,128	\$ 317,710	347,160	386,577	287,004	294,687	\$ 371,247	337,593	331,187	377,625	4,085,331
Matthews	29,506	1.4%	\$ 172,566	\$ 162,372	\$ 161,197	\$ 152,364	166,487	185,391	137,638	141,323	\$ 178,039	161,899	158,827	181,097	1,959,200
Mint Hill	26,509	1.2%	\$ 155,038	\$ 145,880	\$ 144,824	\$ 136,888	149,577	166,560	123,658	126,968	\$ 159,955	145,455	142,695	162,703	1,760,199
Pineville	10,628	0.5%	\$ 62,158	\$ 58,486	\$ 58,063	\$ 54,881	59,968	66,777	49,577	50,904	\$ 64,129	58,316	57,209	65,231	705,700
Meck. County	1,118,182	51.5%	\$ 6,539,687	\$ 6,153,388	\$ 6,108,845	\$ 5,774,102	6,309,333	7,025,701	5,216,045	5,355,677	\$ 6,747,091	6,135,458	6,019,030	6,863,005	74,247,361
Total	2,169,294	100.0%	\$ 12,687,115	\$ 11,937,687	\$ 11,851,273	\$ 11,201,865	\$ 12,240,225	\$ 13,629,992	\$ 10,119,224	\$ 10,390,113	\$ 13,089,483	\$ 11,902,903	\$ 11,677,031	\$ 13,314,358	\$ 144,041,269

FY2023 Budget Sales Tax Comparison Year over Year

YTD Budget

\$ 10,837,385

Variance (YTD)

\$ 1,849,730

Year-over-Year Comparison (FY23-FY22)	12.3%	12.0%	7.0%	-1.2%	1.0%	1.0%	-1.0%	25.0%	-2.0%	4.7%	-9.7%	2.1%	3.5%
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%	18.0%	26.7%	34.9%	43.8%	53.8%	61.2%	68.8%	78.3%	87.0%	95.6%	105.3%	105.3%

Prior Year Sales 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: CTC Redevelopment Update

DATE: October 26, 2022

- 1.0 PURPOSE/SCOPE:** CATS staff will present an update on CATS independent evaluation of the Charlotte Transportation Center (CTC) redevelopment design options as well as results on the ongoing public engagement on the proposed 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 the October 2022 CATS has engaged the public and key stakeholders for comment on two design options currently being evaluated.

- 3.0 PROCUREMENT BACKGROUND:** N/A
- 4.0 POLICY IMPACT:** N/A
- 5.0 ECONOMIC IMPACT:** N/A
- 6.0 ALTERNATIVES:** N/A
- 7.0 RECOMMENDATION:** N/A
- 8.0 ATTACHMENT(S):** N/A

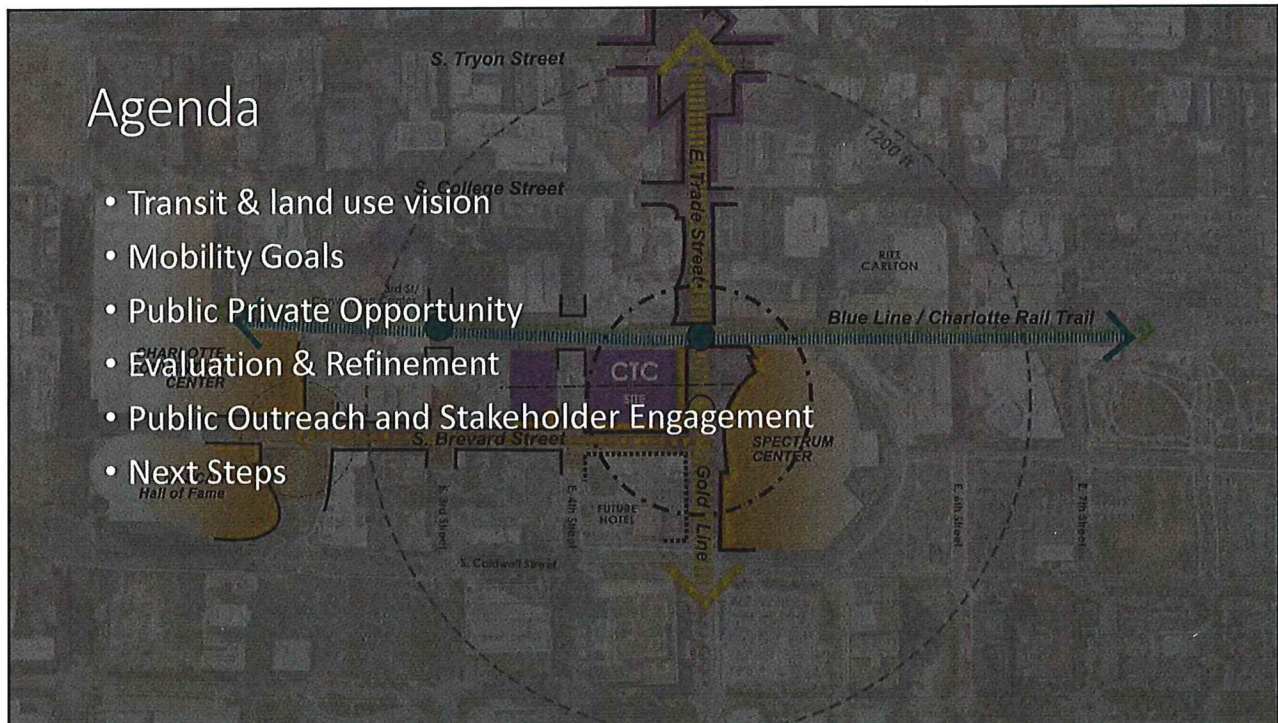
SUBMITTED AND RECOMMENDED BY:



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

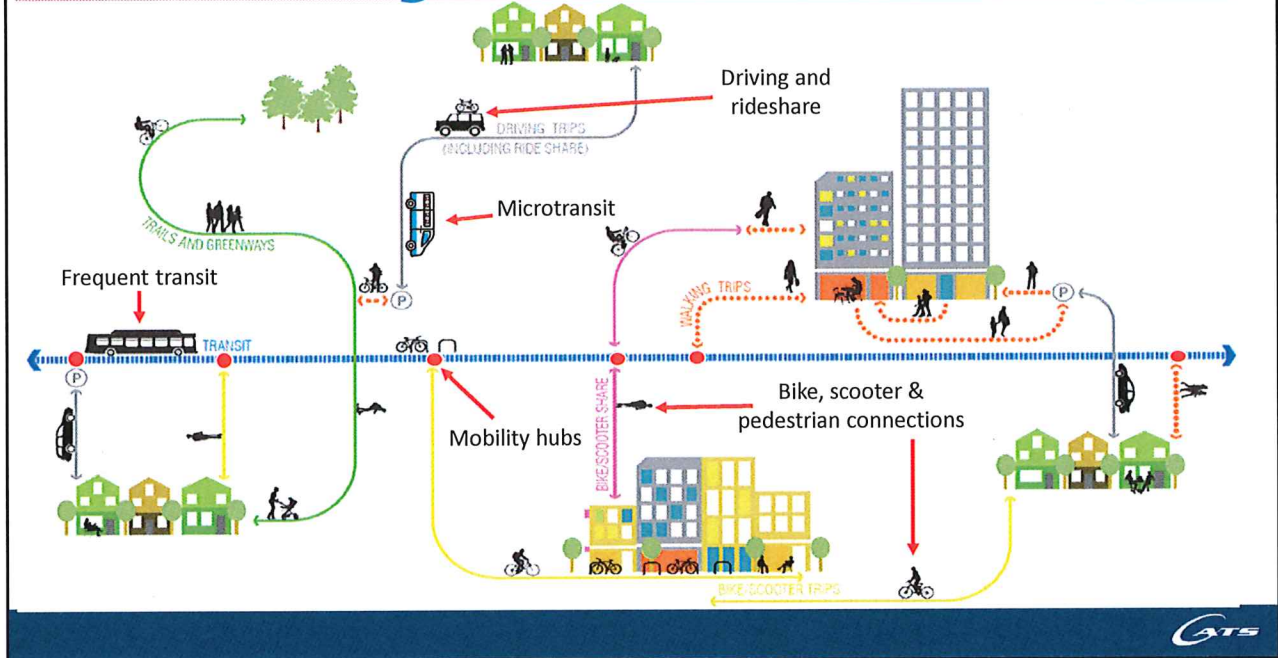


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2

Building a Connected Network



7



8



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:

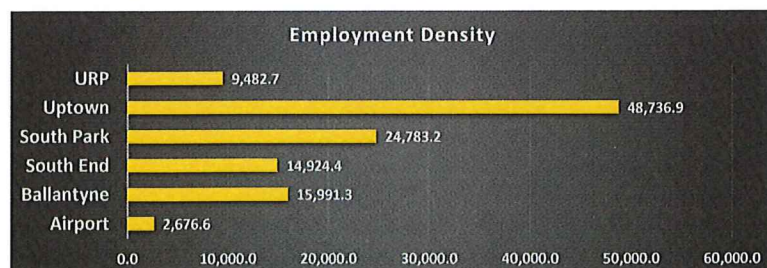
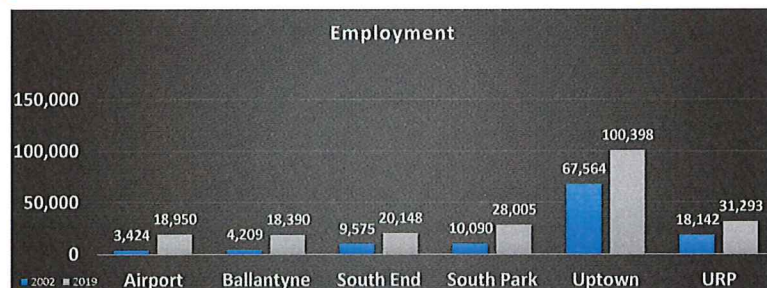
- Move uptown transit activity to a single covered facility



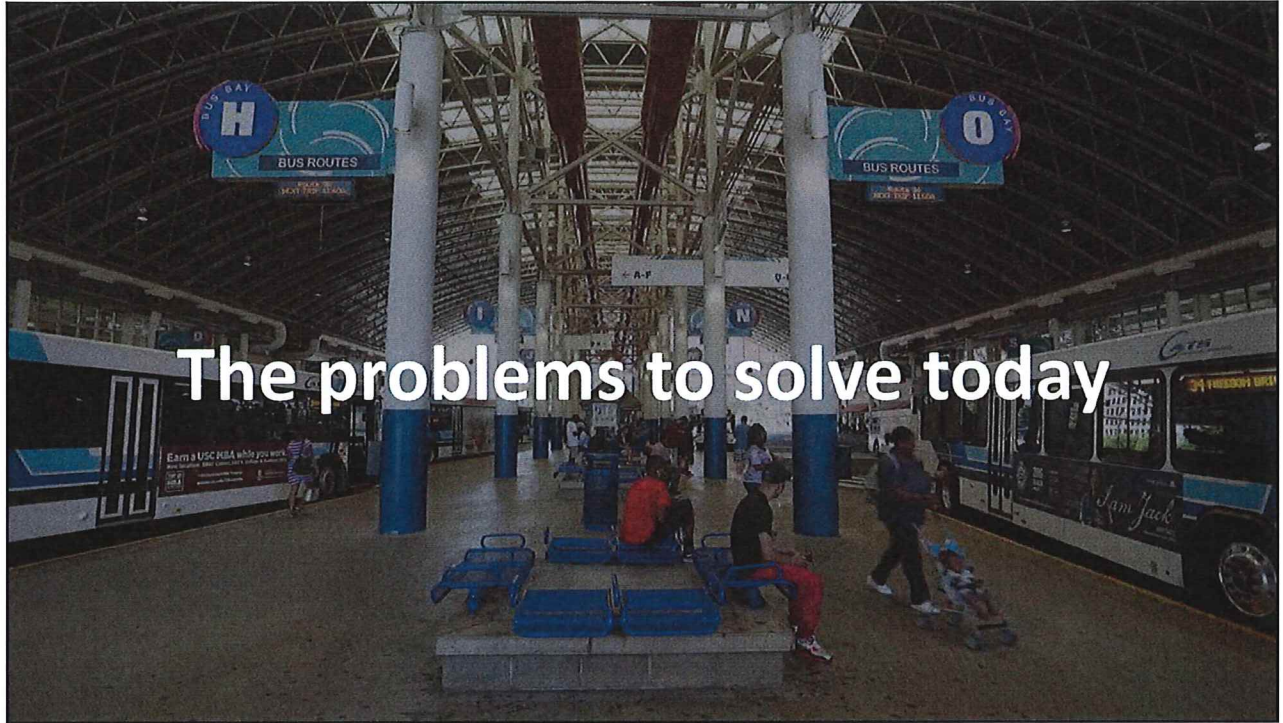
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Uptown Charlotte Mobility Need

- Uptown Charlotte and large employment centers should all be served by transit
- Uptown Charlotte is largest/most dense employment center in region
- A robust mobility hub in Uptown will provide options to future congestion

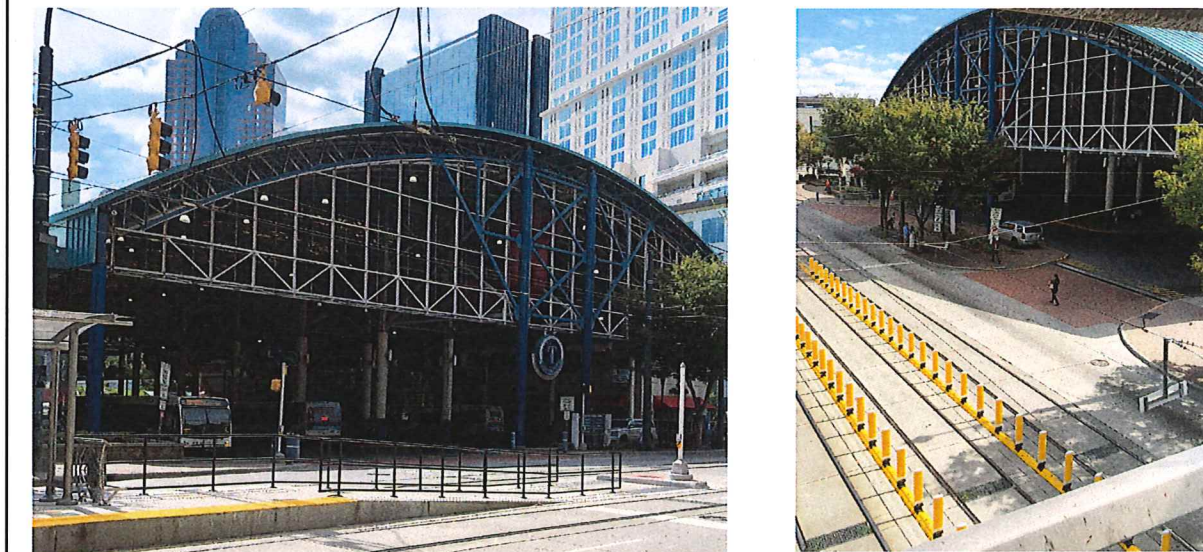


10



11

Pedestrian conflicts and too many curb cuts



12

ATS

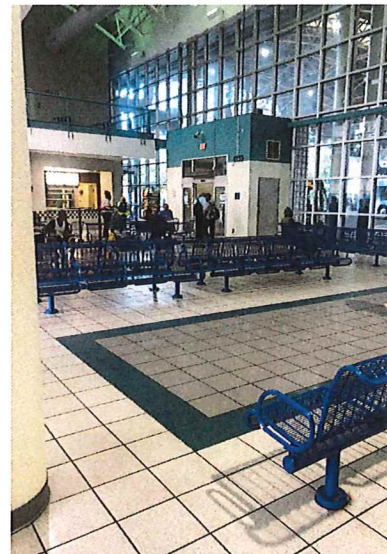
Crossing bus lanes to platform



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13

Small, unconditioned passenger spaces



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14

Poor connections to Blue Line and Gold Line



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15

No Active Street Frontages

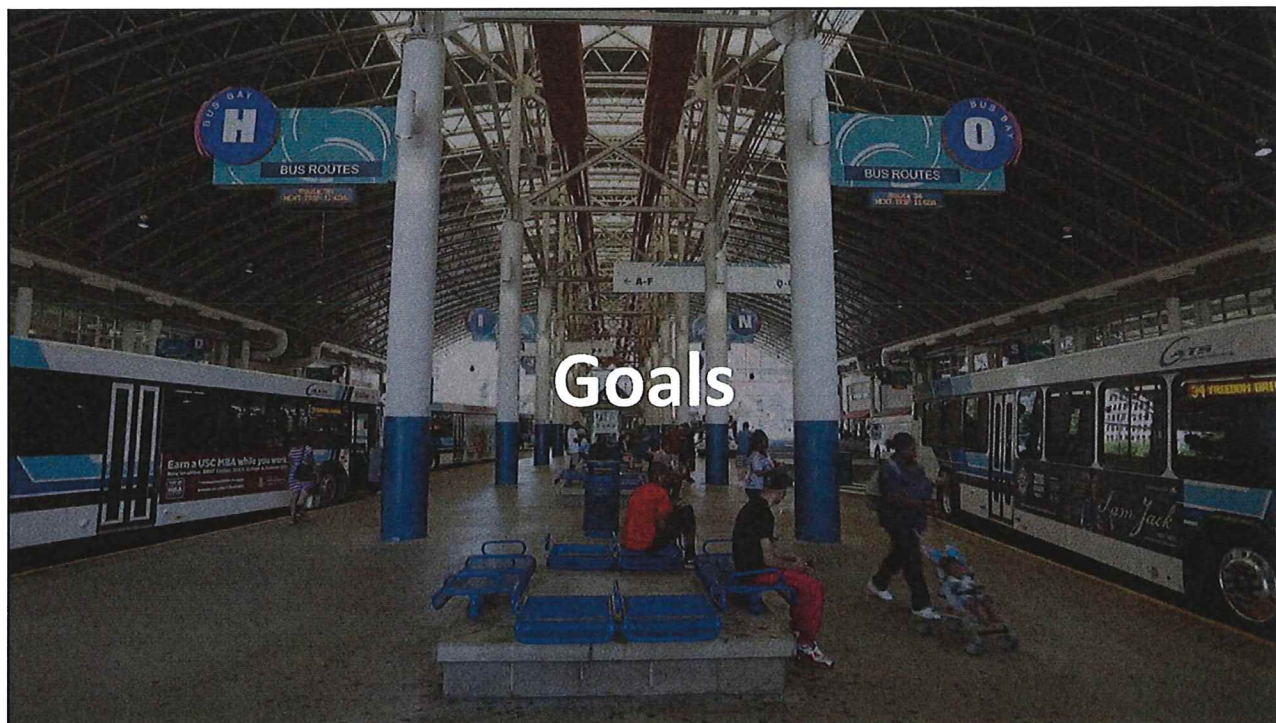


ATS

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17



18

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



19

A Unique Opportunity

Commercial Real Estate

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

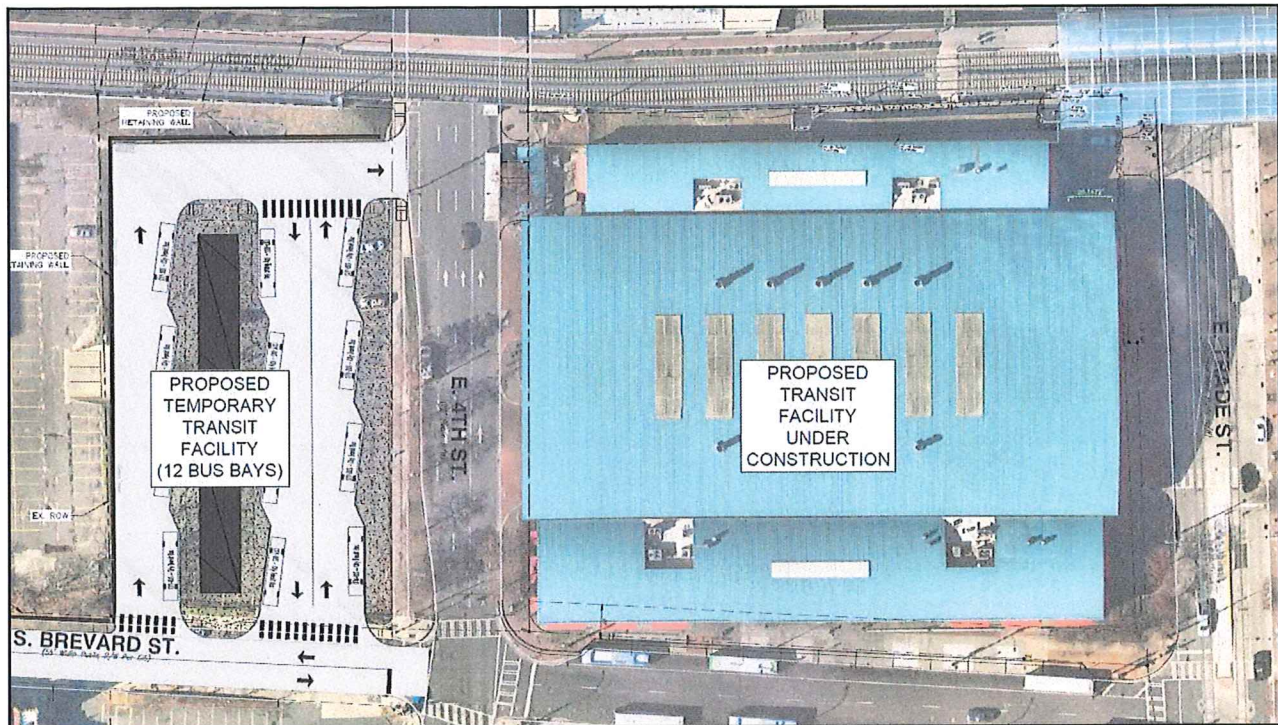
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- City received an unsolicited proposal to redevelop the Charlotte Transportation Center from a Greensboro developer
- CATS issued a formal request for proposals in June 2019
- Three groups submitted proposals and the joint venture partnership of Charlotte-based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



20



21

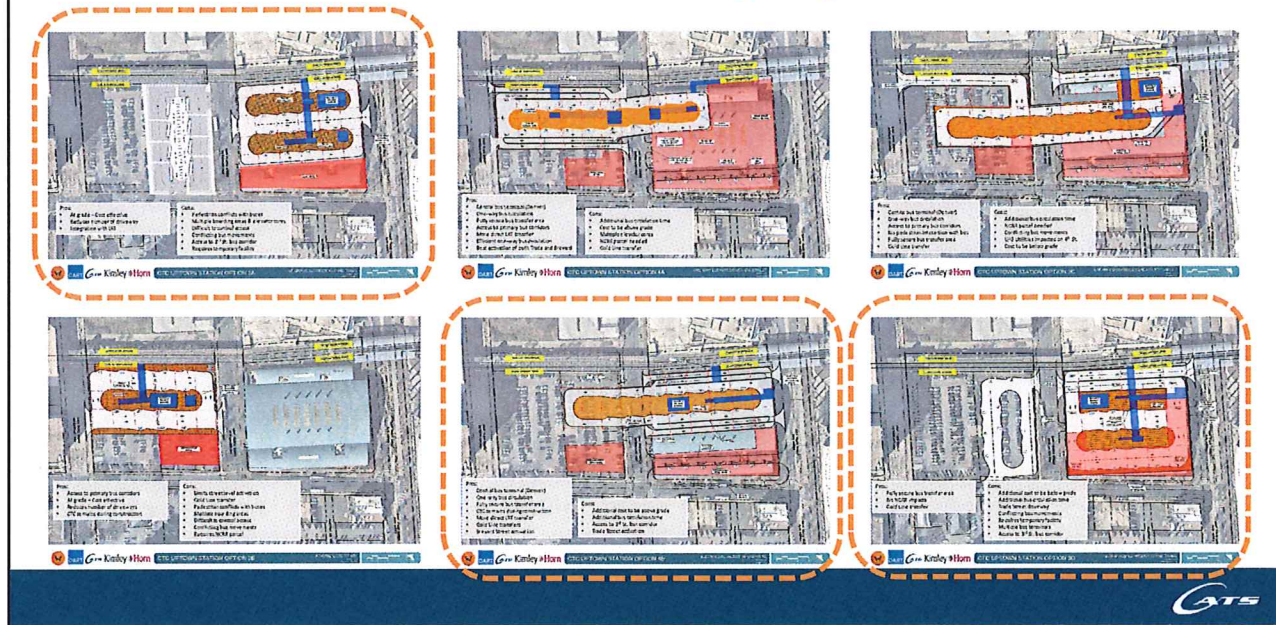
Feasibility Analysis of Initial Options

- Optimizing and Reinforcing the Existing Transit Network
- Focusing on Efficient and Cost-Effective Solutions
- Integrating and Enhancing Existing Development
- Effective Use of Available Real Estate
- Building From Existing CATS Transit Objectives



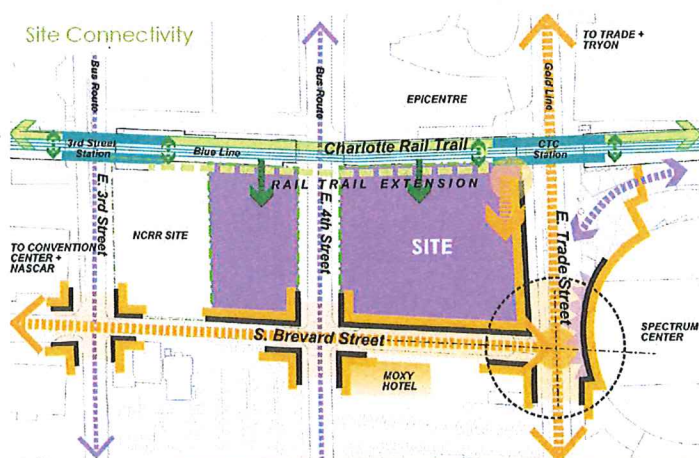
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Many options studied

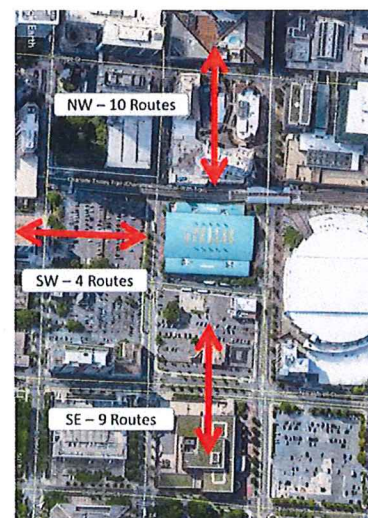


23

Connectivity

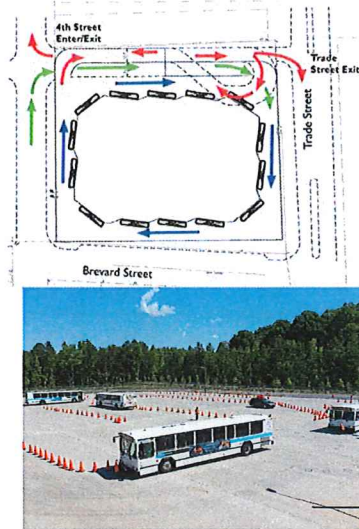


- Multimodal Transfers

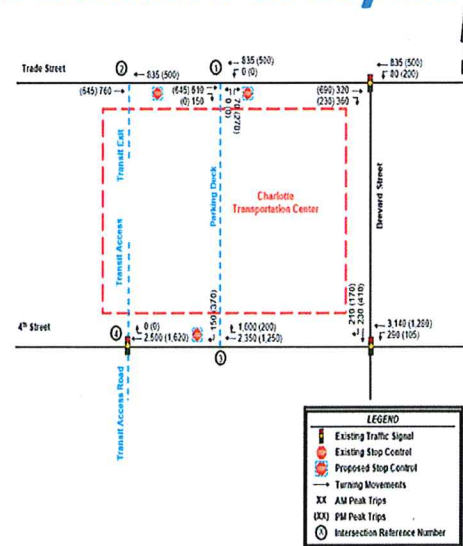
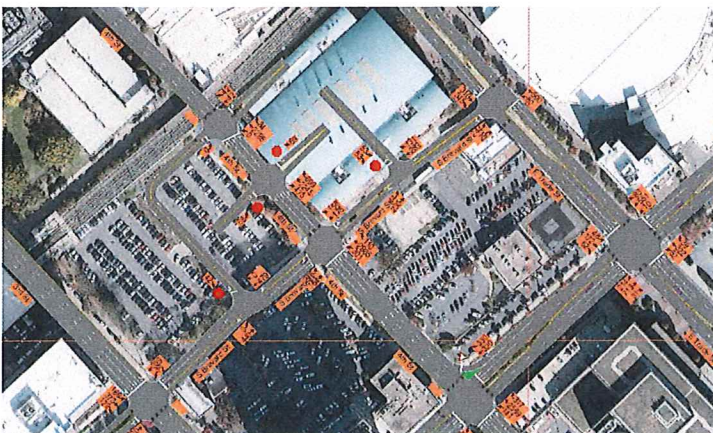


24

- Bus Routing Options
- Route Ingress/Egress
- Route Consolidation
- Parking and Layover Scenarios
- Operator Break Times
- Bus Boarding Locations,
- Travel Time Efficiency
- Interactions Between Modes
- Multimodal Transfer and Connections

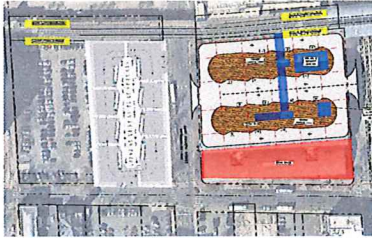


Traffic Operational Analysis

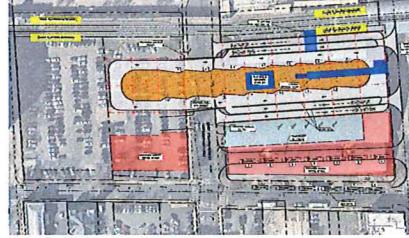


- **Multimodal Traffic Model**

Studied at three levels



Street Level



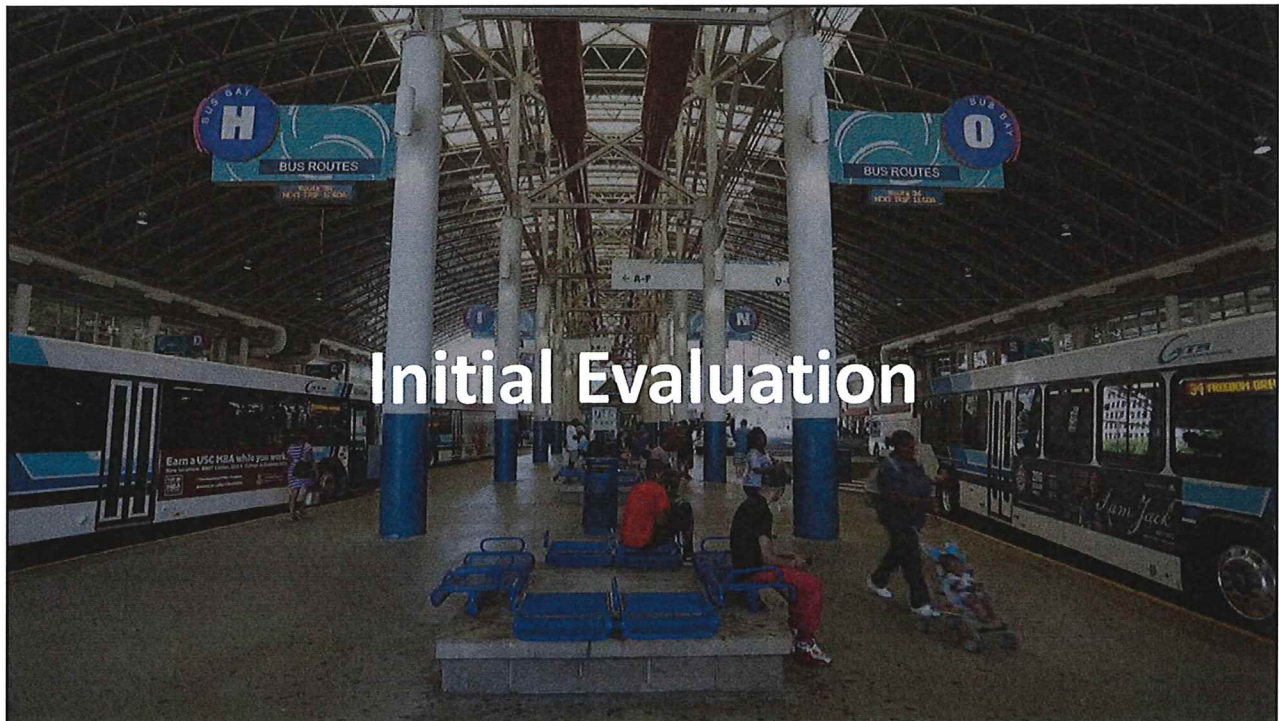
Terrace



Concourse



27



28

Site Connectivity

HOW WERE THE OPTIONS FURTHER EVALUATED?

- Best meets the goals as set forth
- Passenger first design approach that is safe, secure & climate controlled
- Reduce bus route circulation on surrounding streets
- Incorporate Public/Stakeholder input
- Maximize development potential

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STREET LEVEL

Pros:

- Easily accessible from street level
- Reduces number of driveways from existing design
- Simple access to Light Rail

Cons:

- Pedestrian conflicts with buses
- Difficult to control access
- Multiple boarding platforms (no centralized boarding area)
- Driveway conflict on Trade Street
- Conflicting bus movements

Recommendation

- Eliminate as an option due to lack of secure access, pedestrian conflicts, and lack of climate-controlled area
- Bus movements would conflict with Brevard St and Trade St land use and placemaking goals

30

TERRACE

Pros:

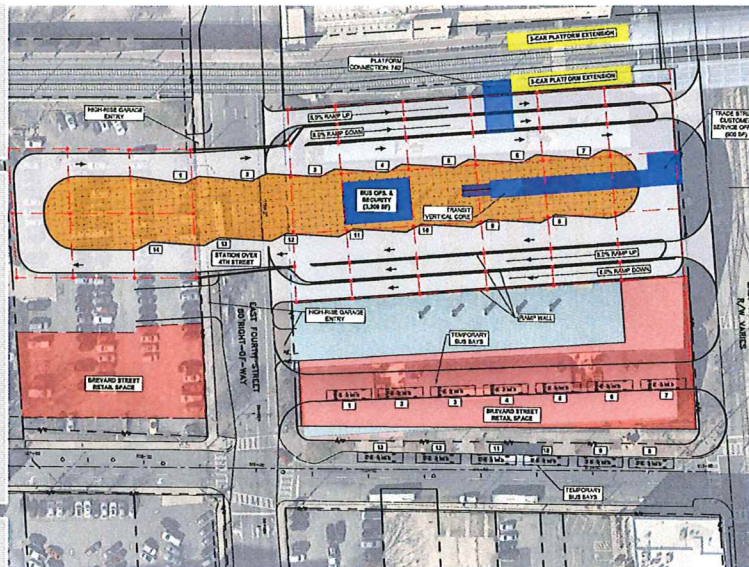
- Central bus terminal
- One-way bus circulation
- Fully secure bus transfer area
- Direct LRT transfer

Cons:

- Additional above grade cost across 4th St
- Additional bus circulation time
- Trade Street activation impact
- Temporary Transit Center would be constructed along Brevard Street
- Spanning 4th St requires additional property
- Bus movements conflict with Brevard St and Trade St land use and placemaking goals
- Difficult to climate control the entire bus platform

Recommendation:

- Refine option to fit on the CTC block and reduce conflicts with Trade St and Brevard St



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CONCOURSE LEVEL

Pros:

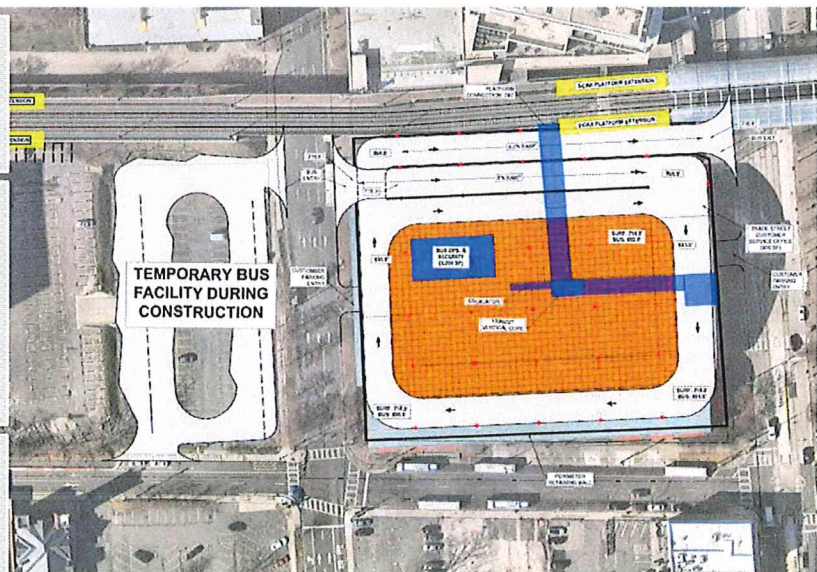
- Fully secured bus transfer area
- Eliminates conflicts between pedestrians and buses
- Limited conflicting bus movements

Cons:

- Additional bus circulation time
- Driveway conflict on Trade Street
- Additional design will be required to provide more natural lighting
- Bus movements would conflict with Brevard St and Trade St land use and placemaking goals

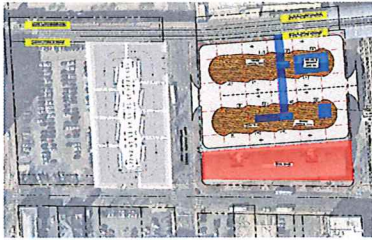
Recommendation

- Refine option to maximize bus bay potential, reduce bus movement conflicts, and limit driveway conflict on Trade St

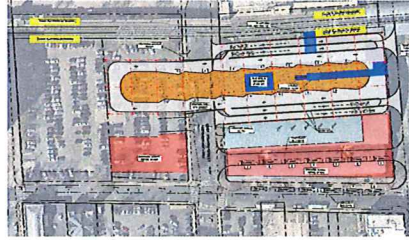


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Initial evaluation



Street Level
Eliminate



Terrace
Refine



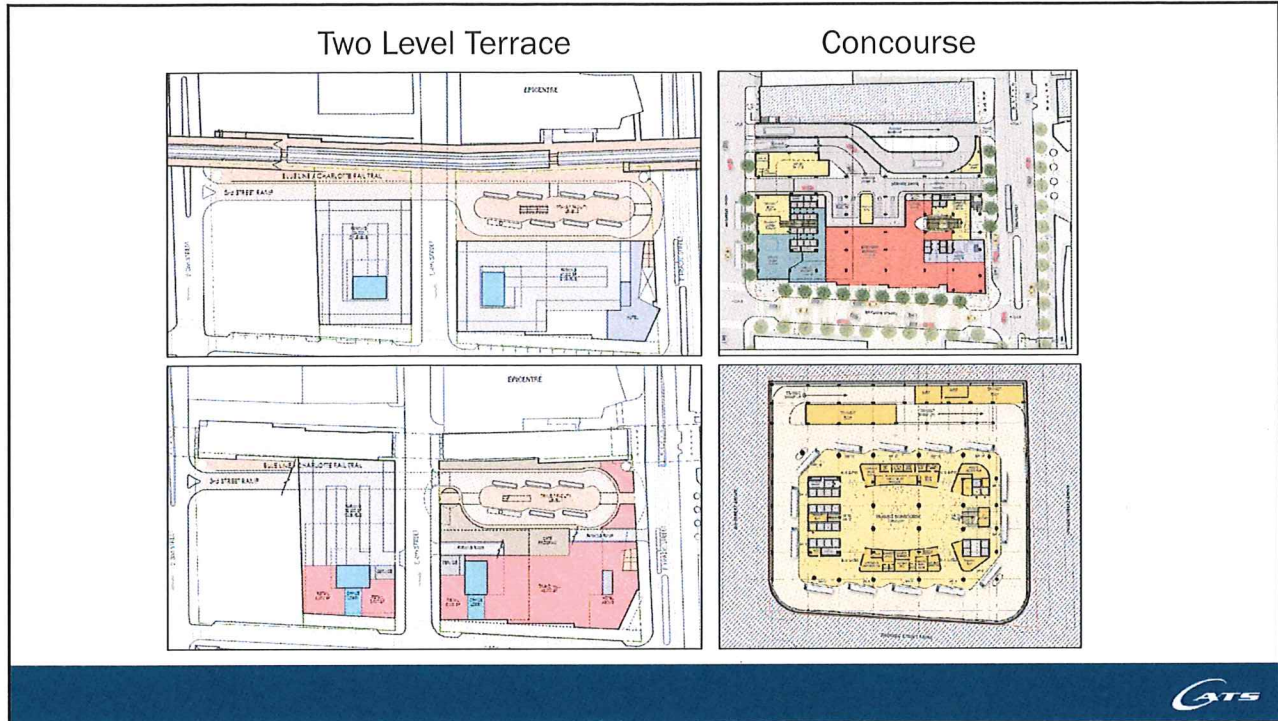
Concourse
Advance



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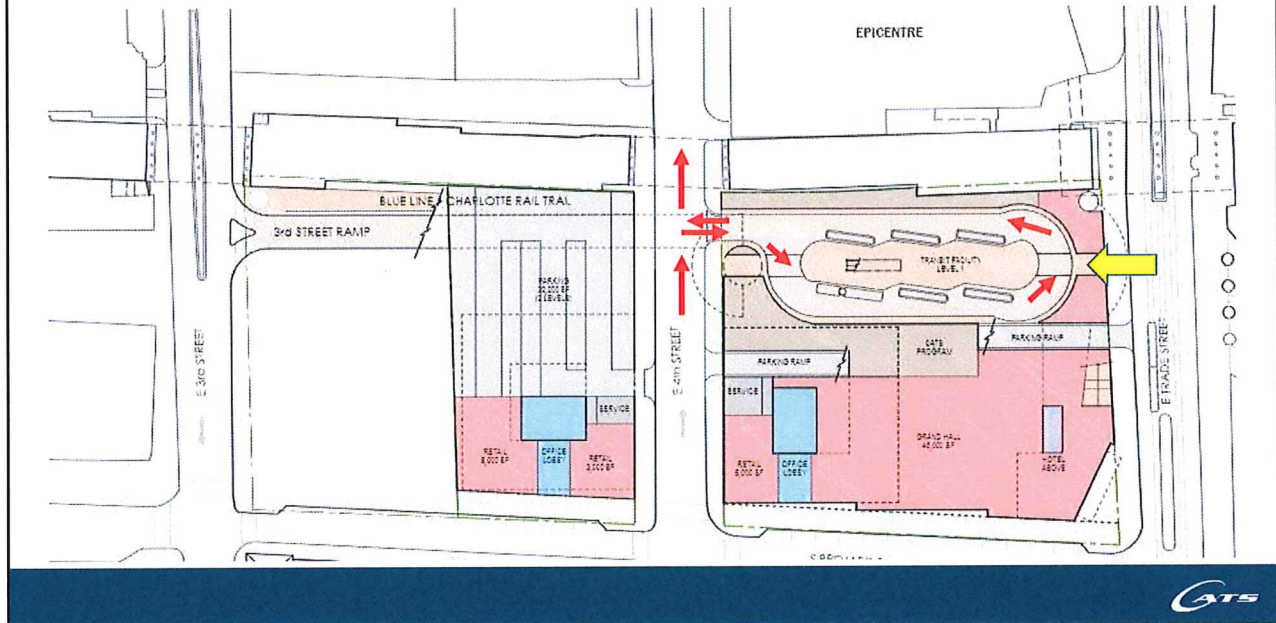
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INDEPENDENT REVIEW

- High-level evaluation based on available information
 - Service/Operations
 - Best meet the goals set forth by Charlotte Area Transit Service
 - Safety/Security
 - Utilize a “passenger first” design approach which maximizes safety, security, and comfort for its users.
 - Efficiency/Congestion
 - Maximizes space and efficiency and reduces route circulation on surrounding streets (congestion).
 - Economic Development
 - Maximizes economic development potential.
 - Environmental Considerations
 - Minimizes the impacts to the natural and human environment.
- Evaluation will inform the recommendation of a Locally Preferred Alternative for the purposes of the upcoming, detailed NEPA study.

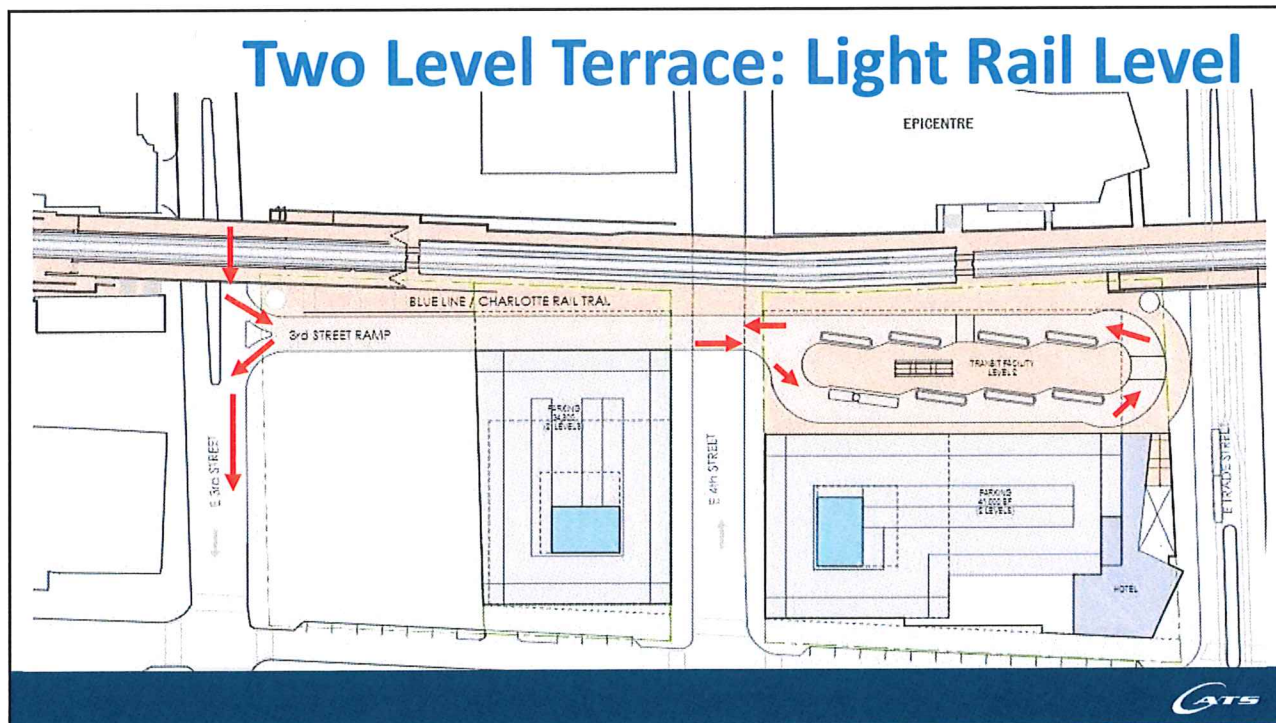
36

Two Level Terrace: Street Level

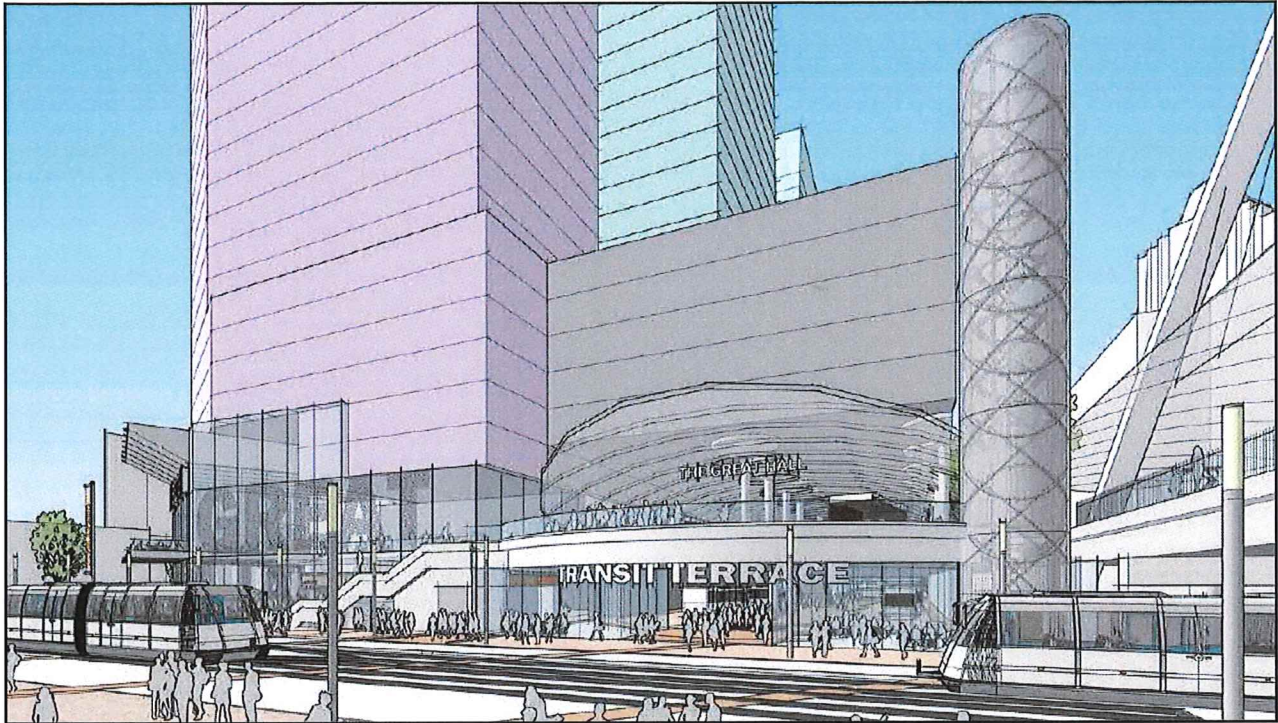


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Two Level Terrace: Light Rail Level



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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 environmental screening, there is a low potential for negative human or natural resource impacts.

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Concourse

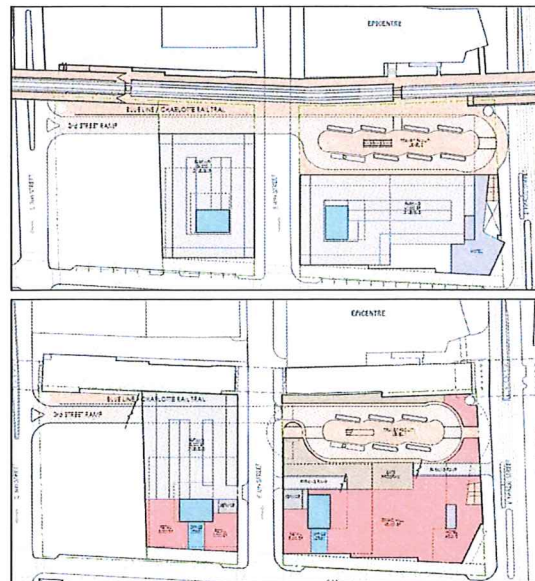
- Service/Operations:
 - Simple transfer between bus routes
 - Consolidated climate controlled space
- Safety/Security:
 - Single platform is more secure and reduces pedestrian conflicts.
- Efficiency:
 - More efficient bus routing
- Economic Development:
 - Maximizes integration with mixed use development
- Environmental Considerations:
 - Based on a high-level environmental 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.

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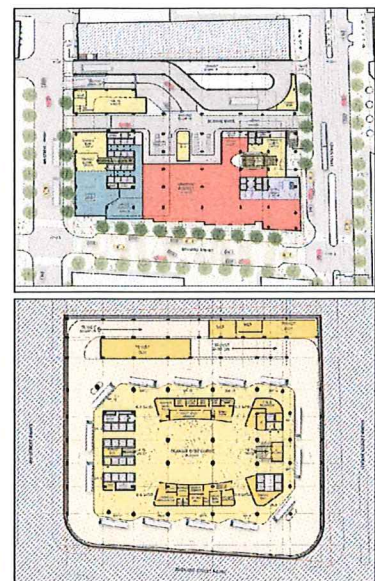
Key Differences

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

Two Level Terrace



Concourse



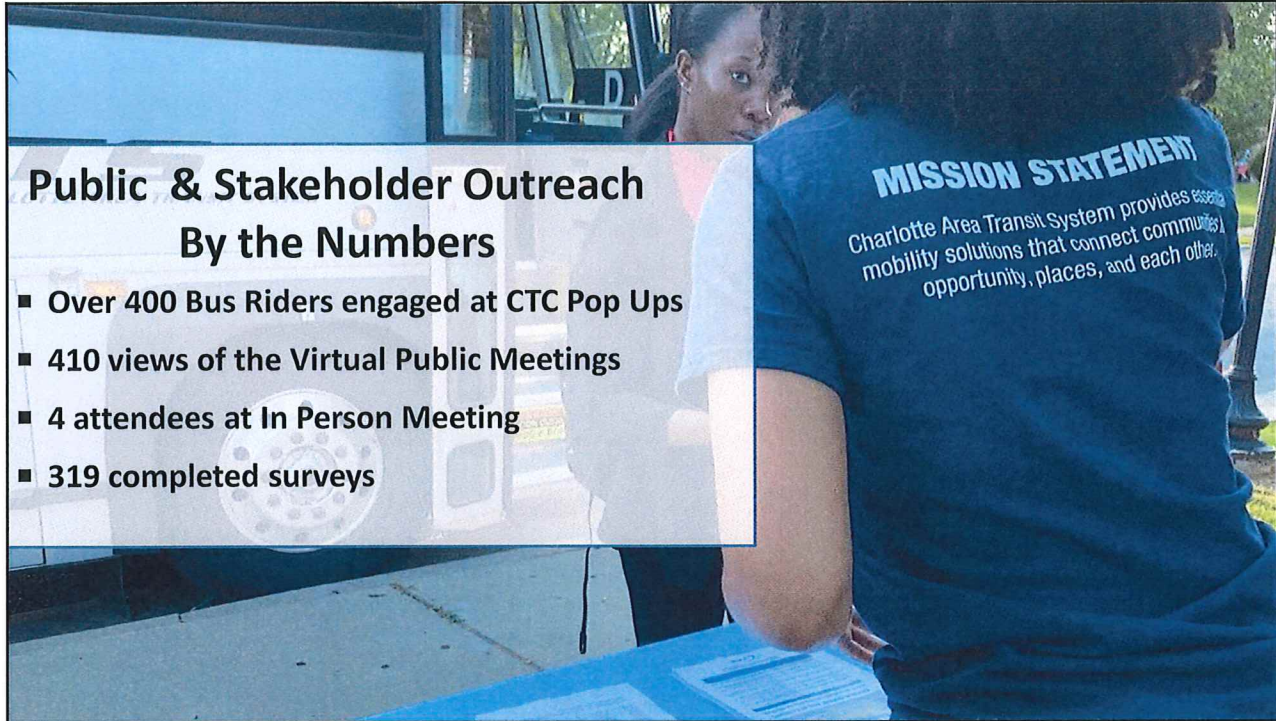
45

Public & Stakeholder Outreach

- October 4 & 6: CTC Pop Ups
- October 11 & 19: Virtual Public Meetings
- October 13: Transit Services Advisory Committee
- October 13: CMGC Public Meeting
- October 18 & 20: CTC Pop Ups
- October 18: Citizens Transit Advisory Group
- October 25 & 27: Bus Operator Pop Ups
- October 25: Sustain Charlotte CRTC
- October 26: Metropolitan Transit Commission
- October 27: Belmont Regional Center



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Passenger Experience Survey

1. What mobility options do you currently use?
2. Please rank the amenities that could improve your experience at the CTC?
 - Shelter from inclement weather
 - More seating
 - Better signage
 - Digital schedules
 - Easier transfer between bus and rail
 - Air conditioning/heat (climate-controlled)
 - Other
3. How important is it to have an air-conditioned/heated (climate-controlled) transit center?



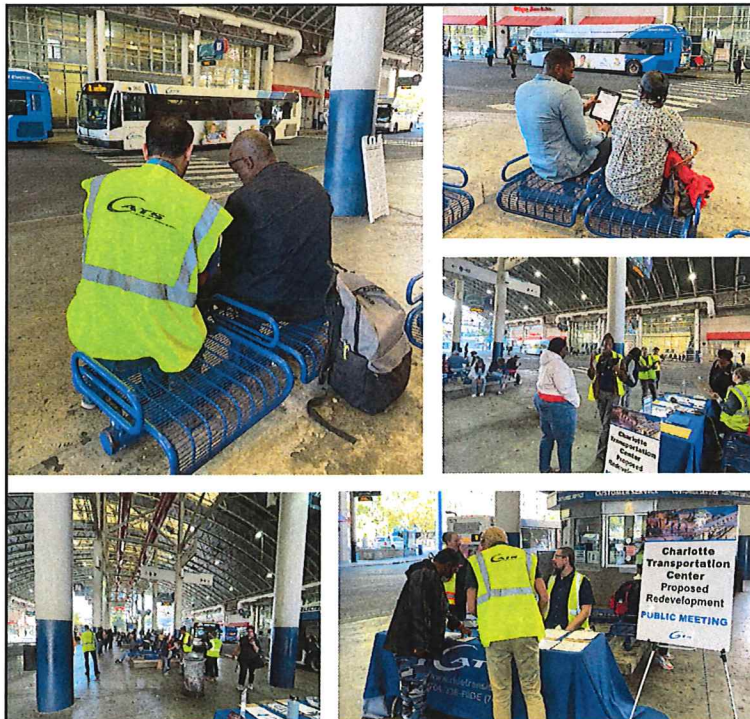
48

Passenger Experience Survey

4. Please rank the safety amenities that may improve your sense of security?
 - More visible security presence
 - Ticket controlled access
 - Improved lighting
 - Other
5. How important is it to have easy transfers?
6. Currently, how convenient is it to transfer from bus to bus and bus to rail?
7. Would it be easier for you to complete your trip if your transfer occurred outside of Uptown? If yes, where?
8. When you are walking through the CTC, how safe do you feel crossing bus travel lanes?



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Initial Results

- Nearly a third use rideshare, bike, or scooters
- Shelter from inclement weather, climate control, digital schedules, and easier transfers are top priorities
- Majority of participants indicated a preference for transferring in Uptown but 30% detailed other locations.
- Less than a third indicated transfers as “extremely convenient”
- Over a third felt unsafe crossing bus travel lanes
- Visible security presences and improve lighting ranked high

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Design Option Engagement

Which option:

- ▶ Provides greater ease of transfer between bus to bus and bus to rail?
- ▶ Creates more air-conditioned/heated space?
- ▶ Reduces pedestrian conflicts better?
- ▶ Creates a more secure passenger waiting area better?
- ▶ Overall provides the best passenger experience?



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Design Option Questions

- ▶ The two-level terrace option offers more natural lighting, versus the concourse option.
 - How important is natural lighting?
- ▶ The concourse offers easier bus-to-bus transfer over the two-level option.
 - How important is ease of bus-to-bus transfer?
- ▶ The concourse option has more climate-controlled space than the two-level terrace option.
 - How important is more climate-controlled area?
- ▶ Based upon what you've learned today, which option do you prefer?
 - Two Level Terrace
 - Concourse

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Next Steps

- ▶ Engage Bus Operators
- ▶ October 27th In Person Meeting
 - Belmont Regional Center
700 Parkwood Ave
6:30pm-8pm
- ▶ November 7th Charlotte City Council: Transportation, Planning and Development Committee
- ▶ November 14th Report Back to City Council on Further Evaluation of Options
- ▶ November 16th MTC Update



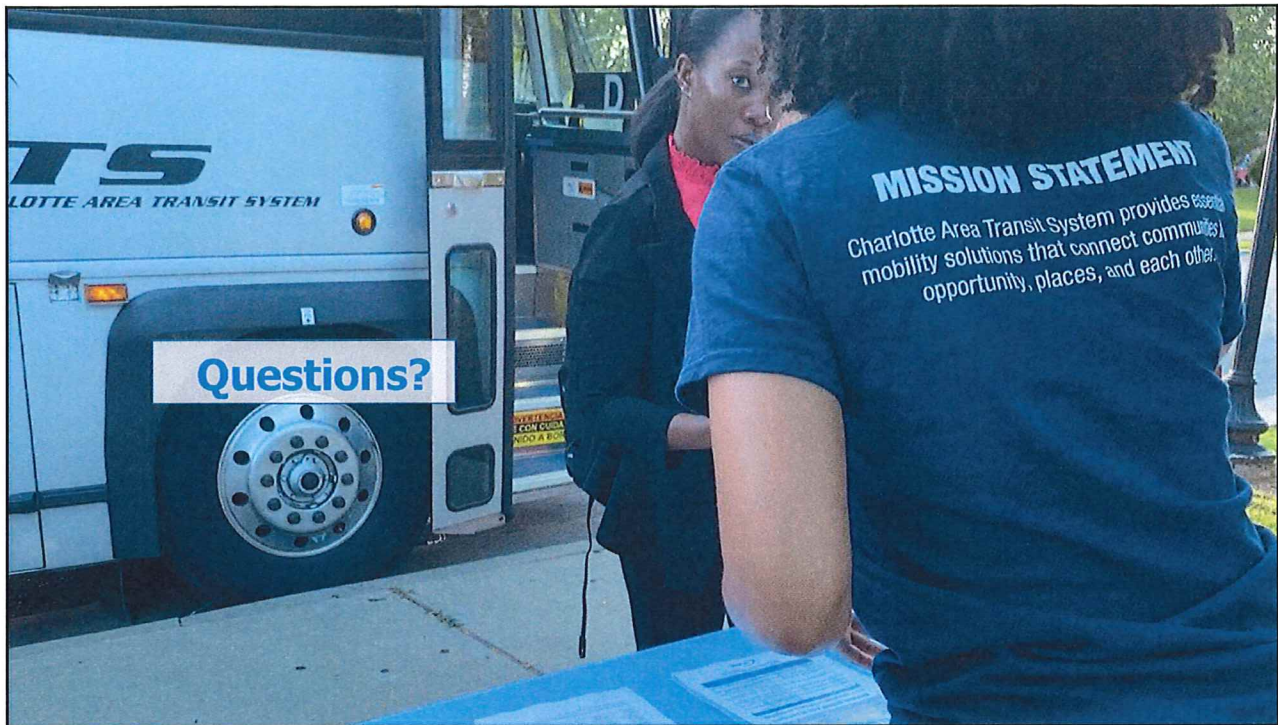
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Questions and Feedback

- ▶ [Story Map](#)
- ▶ [Survey](#)
- ▶ [Virtual Meeting Recording](#)
- ▶ CTCRedevelopment@publicinput.com
- ▶ 704-336-RIDE (7433)



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**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
STAFF SUMMARY**

**SUBJECT: LYNX Silver Line - Fall Public Engagement
Center City Alignment Study & Bojangles Alignment Recommendation**

DATE: October 26, 2022

1.0 PURPOSE/SCOPE: To present a preview of the upcoming public engagement materials including an overview of the current Silver Line Center City alignment study and information about a proposed alignment and station refinement at the Bojangles Coliseum area.

2.0 BACKGROUND/JUSTIFICATION:

The first phase of the Silver Line Design and Environmental services contract, which began on March 3, 2020, was to evaluate the Silver Line LPA (Locally Preferred Alternative), adopted in 2019, in coordination with local stakeholders and inclusive of a robust public engagement campaign. This included identifying the risks and uncertainties of the adopted alignment and developing strategies to mitigate against them, as well as to progress the definition of the project before advancing more detailed design and environmental review. Based on this initial planning level review the LPA was adopted on April 26, 2021, by the Metropolitan Transit Commission (MTC).

As staff continued to refine the Silver Line project definition five individual refinements were brought to the MTC for adoption on January 28, 2022. These refinements include minor station and alignment adjustments throughout the project, adding stations in First Ward and the Gold District, and a more significant alignment adjustment along Monroe Road.

Subsequently, staff has completed the first engineering milestone submittal (15%). Staff led a comprehensive comment and review of the engineering plans with stakeholders and City leadership. Based on that review, two additional areas were identified for additional analysis and public review.

- a) **Center City Alignment-** Based on stakeholder feedback, CATS and the City of Charlotte commissioned the Urban Land Institute (ULI) to evaluate the 11th Street Corridor.

The ULI conducted broad stakeholder interviews and provided a public presentation with several recommendations. A final report has subsequently been issued for review and comment of these recommendations. One of the recommendations was to evaluate “Interlining” (operating the Silver Line on the same tracks as another transit mode) to increase ridership and lower costs. CATS staff has spent the past 7 months evaluating this recommendation and has developed two alternative Center City alignments which “interline” on the Blue and Gold Line tracks that will be reviewed for public input on November 1 & 2, 2022.

Staff does not have a recommendation at this point and will use ongoing stakeholder input and public engagement to develop the future recommendation.

- b) **Bojangles Alignment** - Based on stakeholder comments on the 15% Silver Line engineering plans in the vicinity of Bojangles Arena, staff began a detailed re-evaluation of the station, alignment and accompanying street network. The product of this re-evaluation is a refinement to the LPA alignment and station which addresses comments received through the engineering review process.

It is anticipated that the Silver Line team will present the initial recommendations and public engagement summaries as part of an information item at the December MTC meeting with a potential Action item at the January 2023 MTC meeting

3.0 PROCUREMENT BACKGROUND: N/A

4.0 POLICY IMPACT: N/A

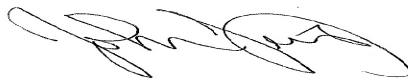
5.0 ECONOMIC IMPACT: N/A

6.0 ALTERNATIVES: N/A

7.0 RECOMMENDATION: N/A

8.0 ATTACHMENT(S): N/A

SUBMITTED AND RECOMMENDED BY:

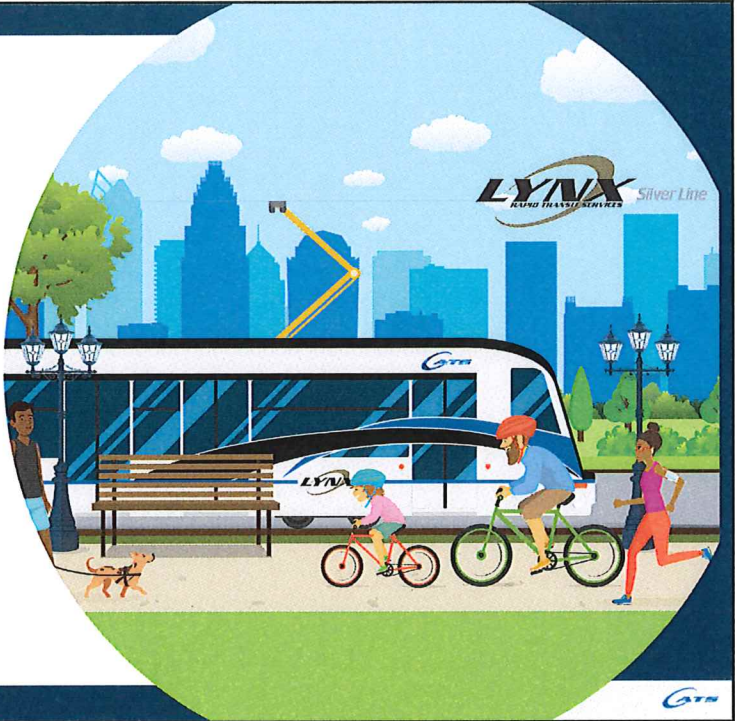


John M. Lewis, Jr.
Chief Executive Officer, Charlotte Area Transit System
Director of Public Transit, City of Charlotte

CATS Silver Line Update

Metropolitan Transit
Commission

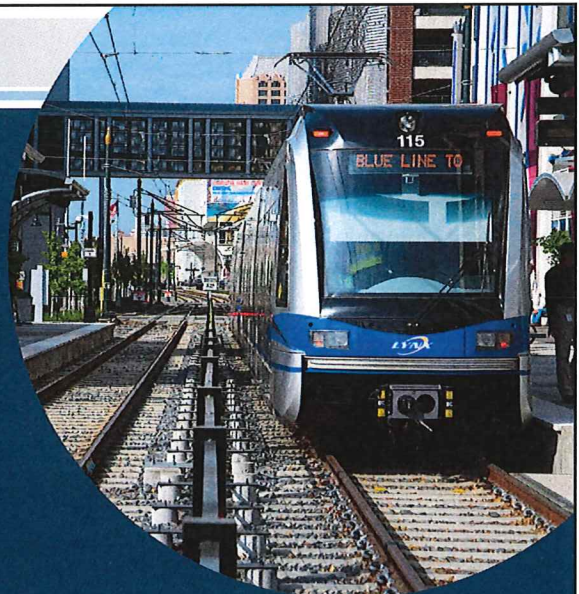
October 26, 2022



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Agenda

1. Center City Alignment Update
2. Potential Morehead Extension
3. Bojangles / Ovens Update
4. Path Forward



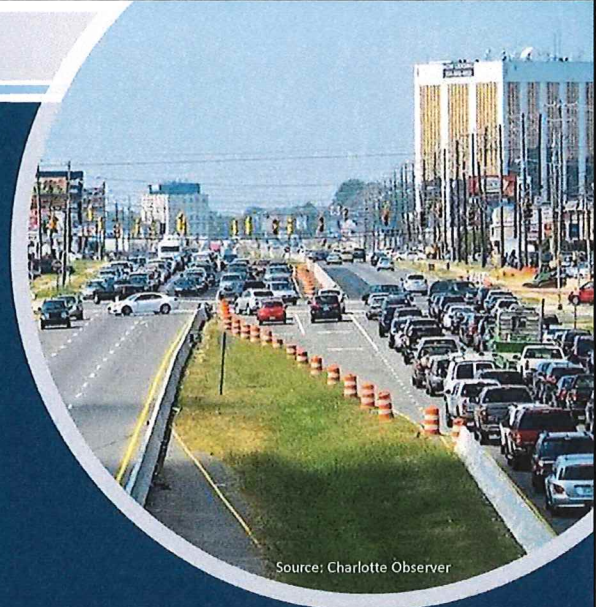
SILVER  LINE



2

Preliminary Needs

- Continued population and employment growth
- Congested roadway network reduces transit reliability
- Equity concerns
- Inadequate connectivity and access to opportunities



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Preliminary Purpose

- Provides a competitive and reliable transit alternative
- Improves local connectivity and access to housing, employment, and community services in the corridor;
- Preserve and create equitable transit-oriented development opportunities;
- Provides a transit system that is financially sustainable to build, operate, and maintain; and
- Preserves and protects the natural and built environment

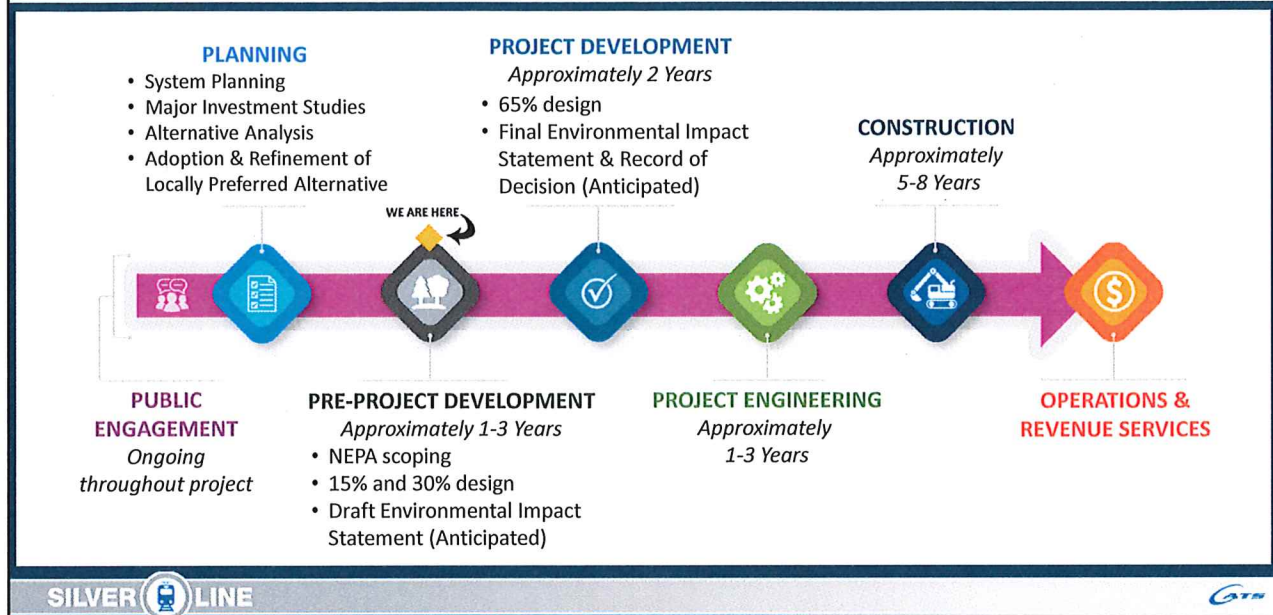


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Project Timeline



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Background on LPA Decision

- **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
- **2022 - ULI Study**
 - Notes multi-modal transfer challenges with aerial guideway
 - Opportunities to lower costs and increase ridership by evaluating interlining

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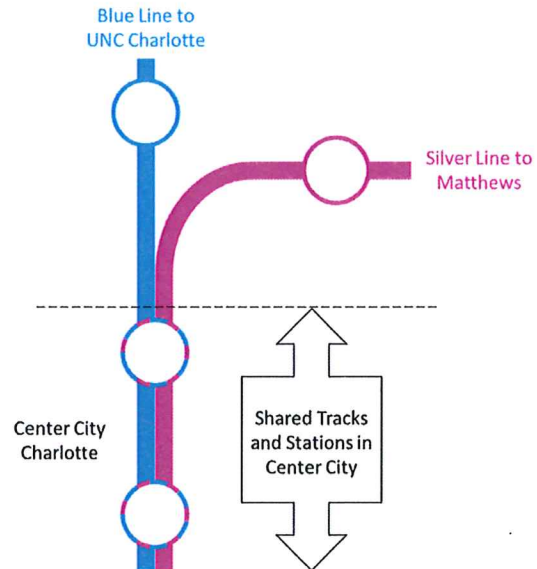


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What is Interlining?

- Multiple rail lines share the same track and stations for part of the corridor
- Alternating trains from each line travel through the shared corridor
- Common in downtown areas to maximize use of available infrastructure and provide higher frequency service

Highway example: I-40 & I-85 share the same roadway between Greensboro and Hillsborough near Durham

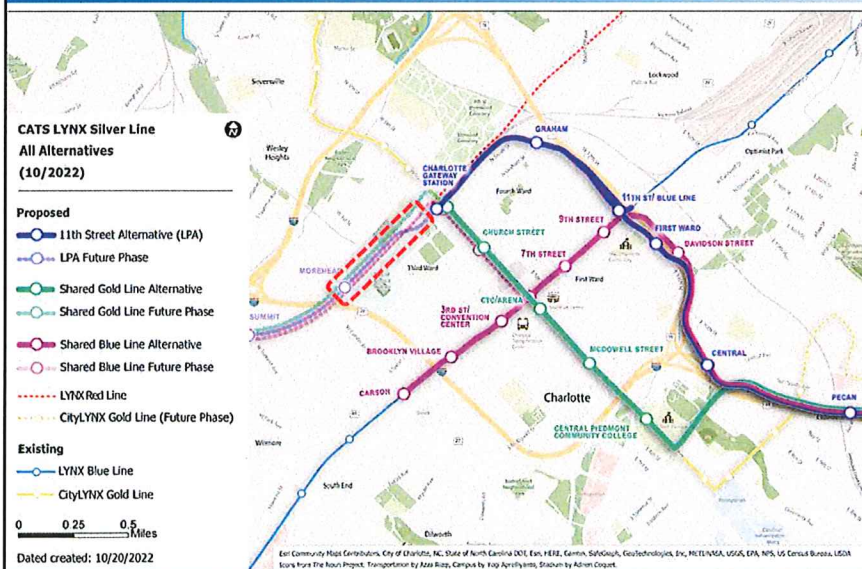


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Center City Alternatives



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

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1 11th Street Alternative (LPA)



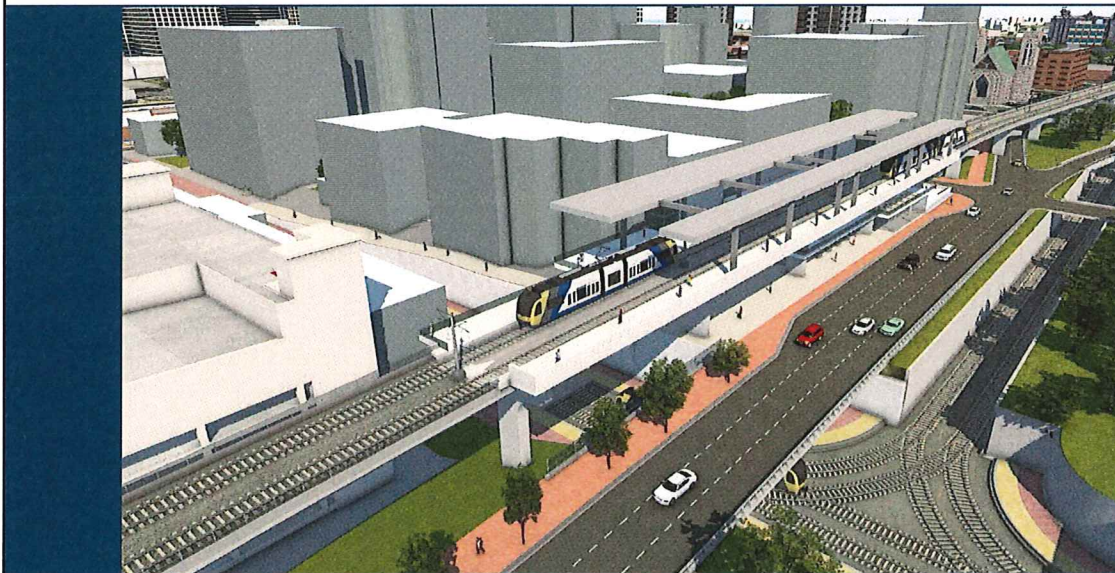
- From the Southeast, Silver Line would travel along the 11th St. corridor and the northern edge of Center City, then along the Norfolk Southern corridor to the future CGS.
- Alignment would be elevated around Center City with elevated stations to reduce interaction with auto traffic
- Silver Line would cross over Blue Line, with passenger access to Blue Line 9th St. station.
- Phase A would terminate at CGS. Phase B would continue to the west from CGS with a bridge over the Norfolk Southern corridor.
- Potential for more complex extension to Morehead in Phase A.

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1 11th Street Alternative (LPA)



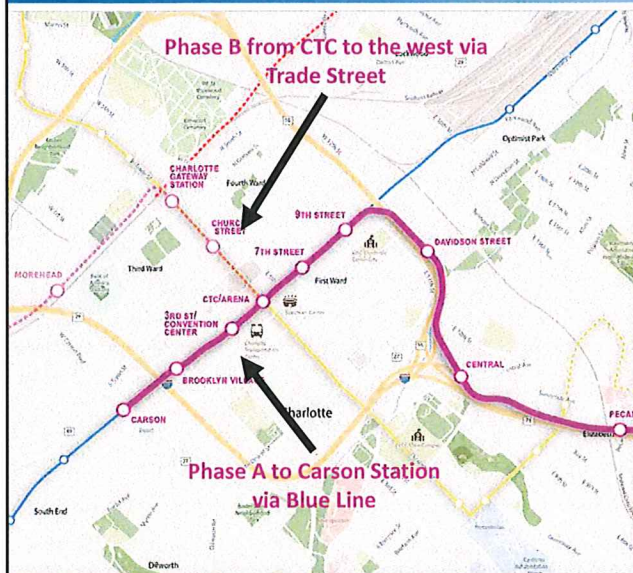
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2

Shared Blue Line Alternative



- From the Southeast, Silver Line would enter the Blue Line corridor near 12th St. and share tracks with the Blue Line.
- Silver Line would offer premium transfers at all Blue Line stations between 9th and Carson.
- Phase A would terminate at Carson. A separate project would be needed from Center City to the west; a continuous alignment is not viable.
- For Phase B, Silver Line would share tracks with Gold Line along a reconfigured Trade St. to CGS and beyond.
- Streets to be reconfigured to provide dedicated transit guideway while retaining critical auto access.
- No opportunity for Morehead extension in Phase A.

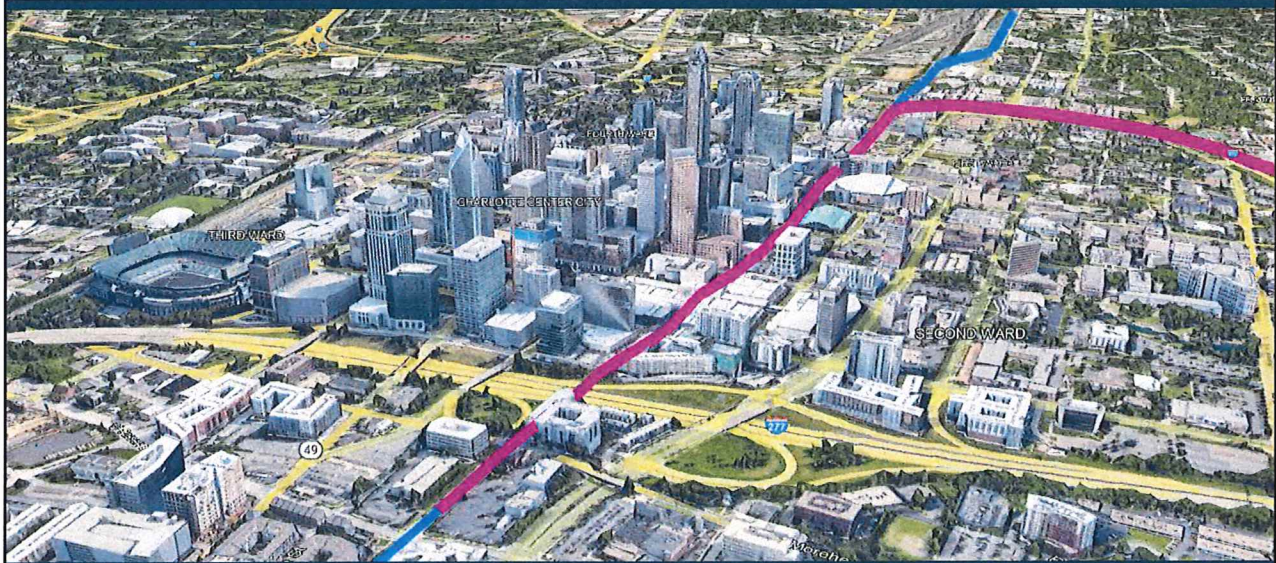
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Shared Blue Line Alternative



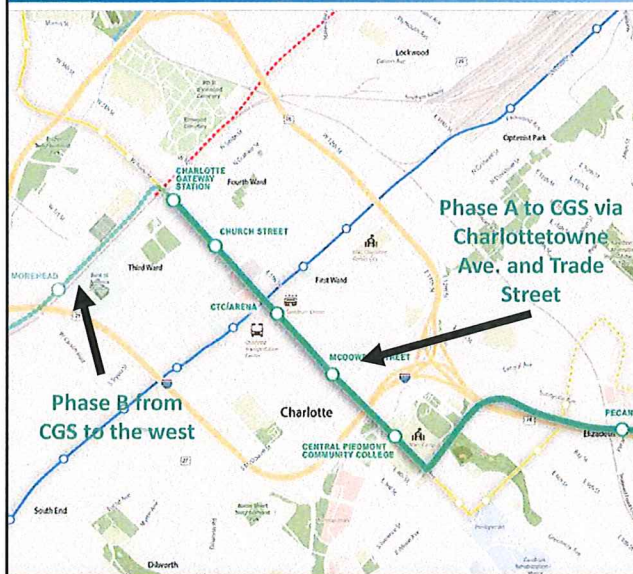
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Shared Gold Line Alternative on Trade Street



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- From the Southeast, Silver Line would diverge from the LPA at the Charlotte Ave. ramp and travel along a reconfigured Charlotte Ave.
- Silver Line would share tracks with Gold Line along a reconfigured Trade Street / Elizabeth Ave.
- Streets to be reconfigured to provide dedicated transit guideway while retaining critical auto access.
- Phase A would terminate at CGS; Phase B would continue to the west from CGS.
- Challenging VMF access to North Yard; VMF would be needed on Southeast.
- Simpler potential extension to Morehead as part of Phase A than LPA.

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Shared Gold Line Alternative on Trade Street



Minneapolis



Salt Lake City

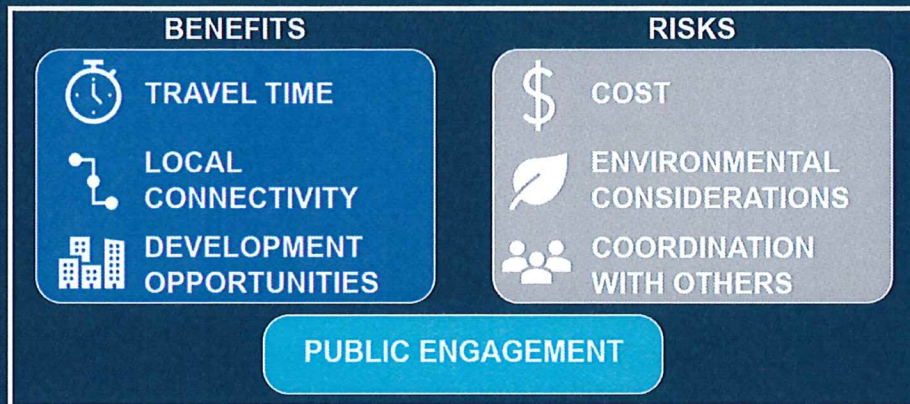


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Analysis Using Benefits and Risks Framework



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

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Transit Travel Times – Conference Drive to CTC

TRAVEL TIME	1 11 th Street Alternative (LPA) <i>Previously-adopted concept along 11th Street</i>	2 Shared Blue Line Alternative <i>Silver Line trains share tracks with Blue Line in Center City</i>	3 Shared Gold Line Alternative <i>Silver Line trains share tracks with Gold Line on Trade Street in Center City</i>
Trip from Conference Drive station to CTC	<ul style="list-style-type: none"> 22 min. • Ride Silver Line train to 11th Street / Blue Line station 8 min. • Walk to 9th Street station and wait for Blue Line train 4 min. • Ride Blue Line train to CTC station <p>Total Trip = 34 minutes</p>	<ul style="list-style-type: none"> 27 min. • Ride Silver Line train to CTC station <p>Total Trip = 27 minutes</p>	<ul style="list-style-type: none"> 25 min. • Ride Silver Line train to CTC station <p>Total Trip = 25 minutes</p>



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Transit Travel Times – Conference Drive to CGS			
TRAVEL TIME	1	2	3
	11th Street Alternative (LPA) <i>Previously-adopted concept along 11th Street</i>	Shared Blue Line Alternative <i>Silver Line trains share tracks with Blue Line in Center City</i>	Shared Gold Line Alternative <i>Silver Line trains share tracks with Gold Line on Trade Street in Center City</i>
Trip from Conference Drive station to CGS	 <ul style="list-style-type: none"> Ride Silver Line train to CGS station <p>27 min.</p> <p>Total Trip = 27 minutes</p>	 <ul style="list-style-type: none"> Ride Silver Line train to CTC station <p>27 min.</p>  <ul style="list-style-type: none"> Walk to Trade St. level and wait for Gold Line train <p>9 min.</p>  <ul style="list-style-type: none"> Ride Gold Line train to CGS station <p>6 min.</p> <p>Total Trip = 42 minutes</p>	 <ul style="list-style-type: none"> Ride Silver Line train to CGS station <p>30 min.</p> <p>Total Trip = 30 minutes</p>
 			

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Local Connectivity			
	1	2	3
	11th Street Alternative (LPA) <i>Previously-adopted concept along 11th Street</i>	Shared Blue Line Alternative <i>Silver Line trains share tracks with Blue Line in Center City</i>	Shared Gold Line Alternative <i>Silver Line trains share tracks with Gold Line on Trade Street in Center City</i>
LOCAL CONNECTIVITY	<p>✓ Pros Integrated access to Charlotte Gateway Station (CGS)</p> <p>✗ Cons Misses key Center City destinations, like Charlotte Transportation Center (CTC), and major employment center at Trade & Tryon</p>	<p>✓ Pros Premium connection to Blue Line Stations and Center City including access to South End</p> <p>✗ Cons Requires transfer to West and misses CGS</p>	<p>✓ Pros Connects key Center City destinations, like CGS, CTC, and Trade & Tryon, without transfer</p> <p>✗ Cons Misses neighborhood (First Ward and Fourth Ward) access along 11th Street</p>
 			

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Equitable Development Opportunities			
	1	2	3
	11 th Street Alternative (LPA) <i>Previously-adopted concept along 11th Street</i>	Shared Blue Line Alternative <i>Silver Line trains share tracks with Blue Line in Center City</i>	Shared Gold Line Alternative <i>Silver Line trains share tracks with Gold Line on Trade Street in Center City</i>
DEVELOPMENT OPPORTUNITIES	<p>✓ Pros Station directly integrated into CGS development and serves potential 11th Street development areas in Phase A</p> <p>✗ Cons Misses education opportunities and government services</p>	<p>✓ Pros Serves potential 11th Street development areas in Phase A</p> <p>✗ Cons Misses CGS development opportunities in Phase A</p>	<p>✓ Pros Supports upward mobility with better access to jobs, direct transit access at CTC and CGS, and excellent access to education at CPCC</p> <p>✗ Cons Misses potential 11th Street development potential areas in Phase A</p>
SILVER LINE			

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Capital Cost			
	1	2	3
	11 th Street Alternative (LPA) <i>Previously-adopted concept along 11th Street</i>	Shared Blue Line Alternative <i>Silver Line trains share tracks with Blue Line in Center City</i>	Shared Gold Line Alternative <i>Silver Line trains share tracks with Gold Line on Trade Street in Center City</i>
\$ COST	<p>✓ Pros None</p> <p>✗ Cons Long bridge adds substantial costs</p>	<p>✓ Pros Substantially lower cost alternative than LPA</p> <p>✗ Cons None</p>	<p>✓ Pros Substantially lower cost alternative than LPA</p> <p>✗ Cons None</p>
SILVER LINE			


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Environmental Considerations			
ENVIRONMENTAL CONSIDERATIONS	1	2	3
	11th Street Alternative (LPA) <i>Previously-adopted concept along 11th Street</i>	Shared Blue Line Alternative <i>Silver Line trains share tracks with Blue Line in Center City</i>	Shared Gold Line Alternative <i>Silver Line trains share tracks with Gold Line on Trade Street in Center City</i>
	<p>✓ Pros Aerial alignment has less traffic concerns than other alternatives</p> <p>✗ Cons Bridge creates visual concerns in a historic district</p>	<p>✓ Pros Lower environmental concerns because existing Blue Line tracks would be used</p> <p>✗ Cons Usage of Blue Line creates traffic concerns at cross-streets</p>	<p>✓ Pros Lower environmental concerns than LPA because existing corridor used</p> <p>✗ Cons Requires reconstruction of Trade Street and potential business impacts</p>

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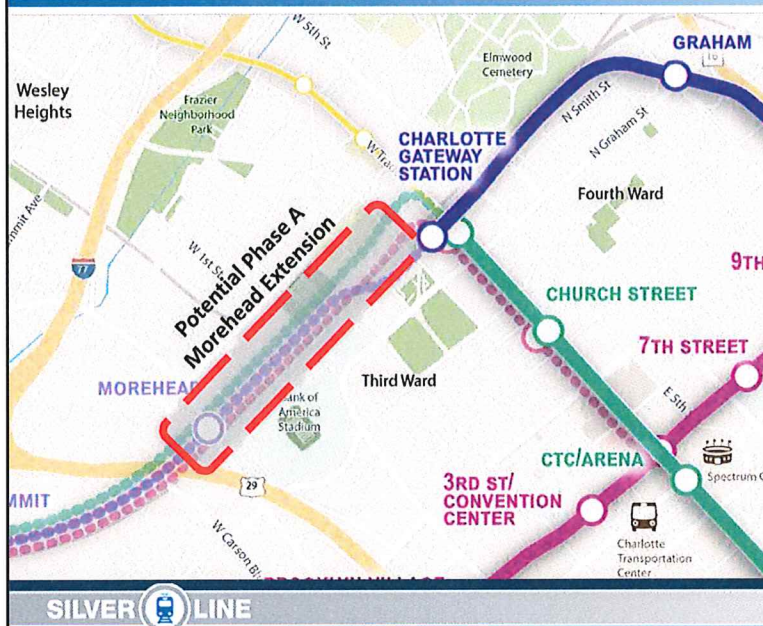
Agenda

- Center City Alignment Update
- Potential Morehead Extension
- Bojangles / Ovens Update
- Path Forward



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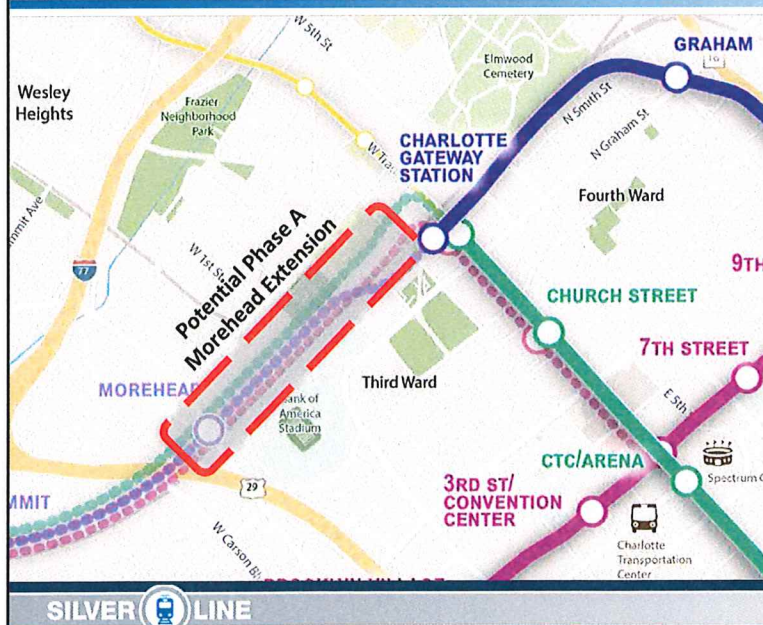
Potential Morehead Extension in Phase A



- Stakeholder feedback to consider extending Phase A alignment to Morehead
 - Intent to more closely serve special events at Bank of America Stadium and emerging development opportunities
- ~0.5-mile extension beyond current Phase A terminus at CGS
- Would require MTC action to change Phase A terminus

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Potential Morehead Extension in Phase A

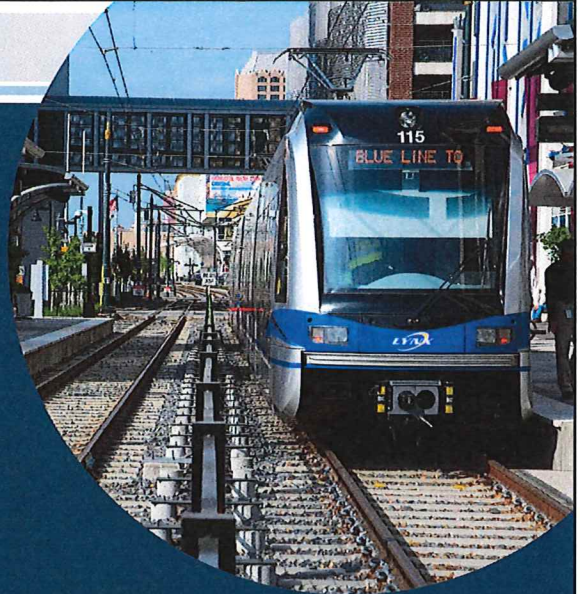


- Morehead extension in Phase A possible for LPA and for **Shared Gold Line**
 - **Shared Blue Line** does not serve this area in Phase A
- LPA extension would require bridge construction over Norfolk Southern; extensive coordination required
- **Shared Gold Line** extension would require continuation of alignment along west side of Norfolk Southern corridor

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Agenda

1. Center City Alignment Update
2. Potential Morehead Extension
3. Bojangles / Ovens Update
4. Path Forward

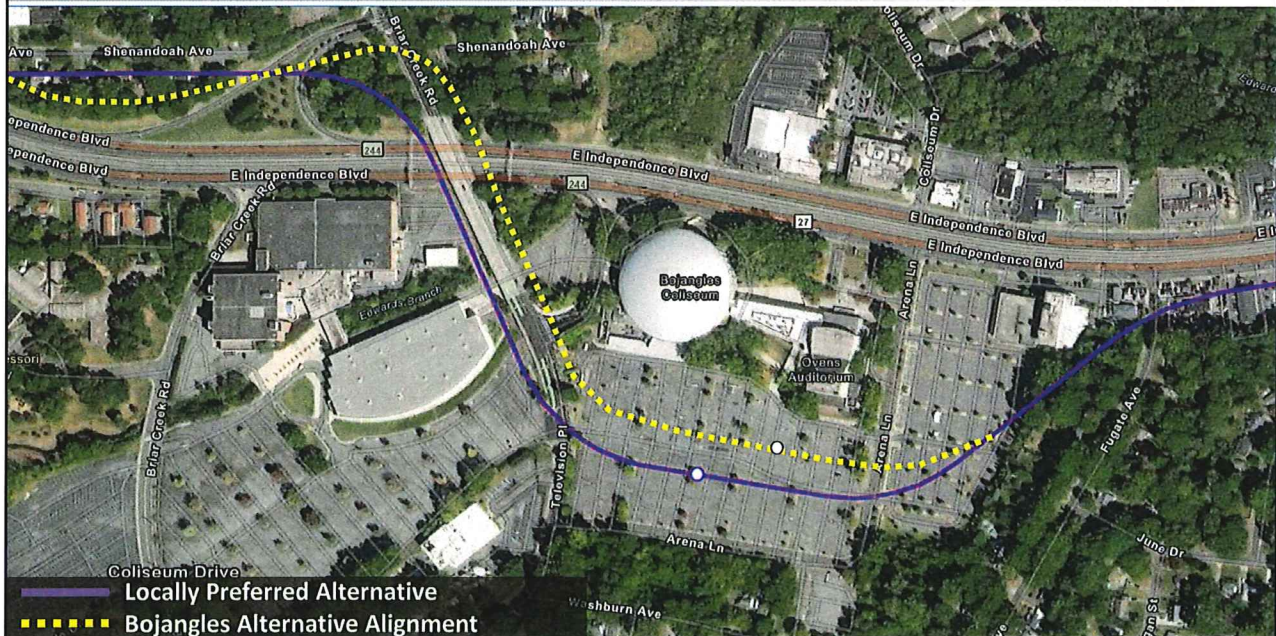


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Bojangles Alignment Options



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Bojangles Alternative Alignment



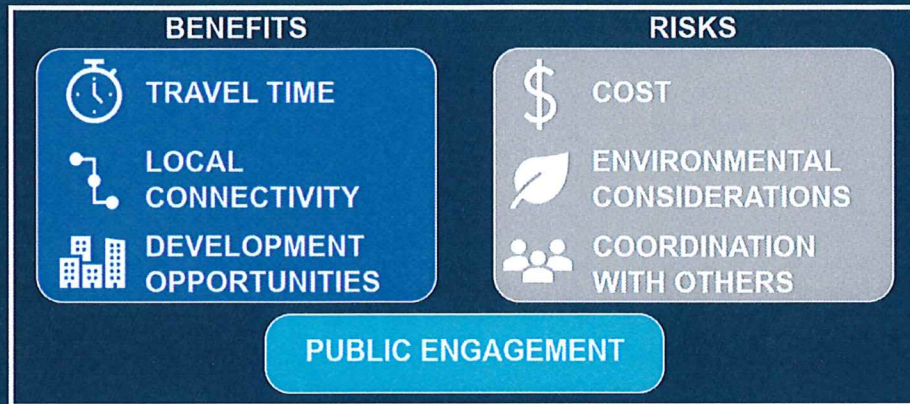
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Bojangles Alternative Alignment



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Analysis Using Benefits and Risks Framework



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

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Comparison of Benefits and Risks

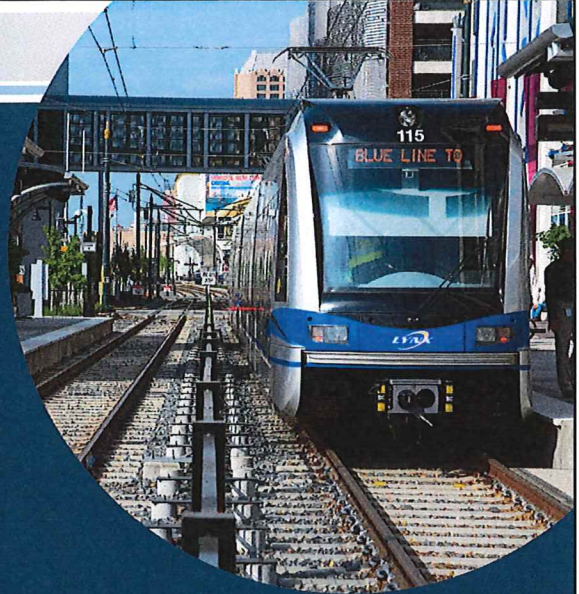
	1	2
= Most Benefit / Least Risk	Relocated Television Place Alignment (LPA) <i>Previously-adopted concept requiring reconfiguration of street network</i>	Bojangles Alternative Alignment <i>Silver Line crosses Independence Blvd. on same side as Coliseum and retains existing street network</i>
LOCAL CONNECTIVITY	Requires changes to street network that reduces connectivity	Maintains street connections Better pedestrian access to Bojangles / Ovens Better bus and special event circulation
DEVELOPMENT OPPORTUNITIES	Reduces access to some parcels potentially reducing TOD opportunities	Better street network to support TOD opportunities; better access to Park Expo
ENVIRONMENTAL CONSIDERATIONS	Lower bridge may have less visual concern but potential neighborhood traffic impacts	Bridge may have visual and noise concerns but fewer neighborhood traffic concerns
COORDINATION WITH OTHERS	Multi-stage construction required to replace special event parking Changes to streets have potential impacts to NCDOT facilities	Multi-stage construction required to replace special event parking Fewer changes to existing streets

Preliminary Staff Recommendation for Public Input: Bojangles Alternative Alignment

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Agenda

1. Center City Alignment Update
2. Potential Morehead Extension
3. Bojangles / Ovens Update
4. Path Forward



SILVER  LINE



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Upcoming Public Engagement

1. Live Virtual Public Meetings in Early November

- Tuesday, Nov. 1 (5:30 PM)
- Wednesday, Nov. 2 (Noon)
- Streamed via CATS YouTube; recordings available for later viewing

2. Online Open House

- Available Nov. 1 – Nov. 17 on CATS website (Ridetransit.org/LYNXSilverLine)
- Includes new information and survey for feedback

SILVER  LINE



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Outreach Plan for Public Engagement

- Yard signs in 55-60 locations along alignments *
- Mailer to more than 33,000 addresses (within ½-mile of alignments) *
- Rider's Alert on transit vehicles *
- Survey in hard copy (distributed to key locations) and online *
- E-blast to distribution list
- Social Media posts (NextDoor, Facebook, Twitter, Instagram)
- Media Release to CATS' media list

* Items also translated to Spanish



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Ongoing Stakeholder Engagement

- NC Department of Transportation (NCDOT)
- Charlotte Center City Partners
- Charlotte Gateway Station Development Team
- Central Piedmont Community College
- Johnson & Wales University
- Mecklenburg County Park and Recreation Dept.
- First Ward community
- Fourth Ward community
- Commonwealth Park Neighborhood
- Charlotte East community organization
- Historic West End
- Charlotte Regional Transportation Coalition
- Knight Foundation



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Upcoming Meetings

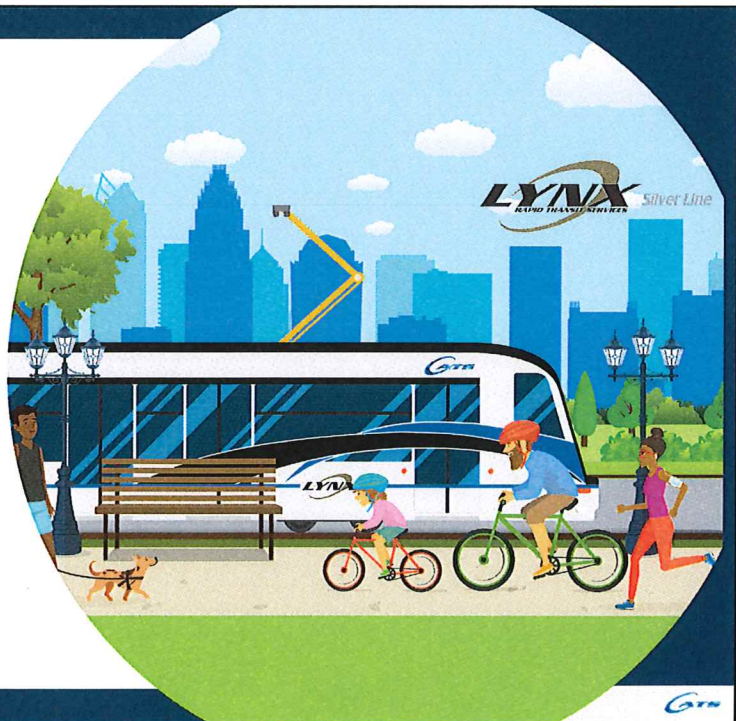
October 26	MTC (preview of public meeting materials)
November 1-2	Live virtual public meetings (Center City, Bojangles updates)
November 7	Charlotte City Council Transportation & Planning Committee
November 10	Transit Services Advisory Committee
December 12-16	MTC information (Center City, Bojangles updates)
January 9	Charlotte City Council Transportation & Planning Committee
January 25	MTC action (Center City, Bojangles updates)

SILVER LINE



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Thank you!



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**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

SUBJECT: Approve CATS Agency Safety Plan (ASP) DATE: October 26, 2022

1.0 PURPOSE/SCOPE: Approve Final Draft of the CATS Agency Safety Plan Version 2

2.0 BACKGROUND:

- On July 19, 2018, FTA published 49 CFR Part 673, entitled Public Transportation Agency Safety Plan (PTASP)
 - Under the Public Transportation Safety Program, 49 U.S.C. 5329(d)(1)(A), Congress required each transit agency's Board of Directors, or an Equivalent Authority, to approve the agency's safety plan.
 - MTC is considered CATS' Equivalent Authority and has authority to review and approve an agency's safety plan.
- On September 14, 2022, NCDOT State Safety Oversight (SSO) Agency provided conditional approval of the Final Draft of the CATS ASP
- Section 4.2 of the ASP requires MTC review and approval of all significant revisions. Revisions are in red text for ease of review

3.0 PROCUREMENT BACKGROUND: N/A

4.0 POLICY IMPACT: CATS policies to be updated to meet agency SMS/ASP requirements.

5.0 ECONOMIC IMPACT: N/A

6.0 ALTERNATIVES: N/A

7.0 RECOMMENDATIONS: MTC reviewed and approved the Final Draft of CATS ASP Revision 2.

8.0 ATTACHMENT: Revision 2 of the Final Draft of the CATS Agency Safety Plan (sent via email under separate cover)

SUBMITTED AND RECOMMENDED BY:



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

**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

SUBJECT: CONNECT Beyond Committee Appointment

DATE: October 26, 2022

- 1.0 PURPOSE/SCOPE:** On October 27, 2021 the MTC adopted the CONNECT Beyond staff recommendations. One of the recommendations requested the MTC appoint a representative to participate in a multi-jurisdictional steering committee to advance the CONNECT Beyond plan.
- 2.0 BACKGROUND/JUSTIFICATION:** CONNECT Beyond is a two-state, 12 county regional mobility initiative conducted by the Centralina Regional Council and the Metropolitan Transportation Commission. With the collaboration of municipal and county governments, regional planning organizations, and various transit agencies, the aim is to create a long-term strategic regional transit plan that will include a transit vision along with implementation strategies that project partners can use to guide their individual planning efforts and capital investment projects.

Project Goals

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

The study concluded in 2021 and the following recommendations were adopted by the MTC at the October 27, 2021 meeting:

- (A) Endorse the recommendations of the Connect Beyond Regional Transit Plan to develop an integrated regional mobility system that allows residents and visitors to travel seamlessly throughout the region using high-quality public transportation services.
- (B) Appoint a MTC representative to participate in the Connect Beyond Funding and Partnership Working Group to explore potential regional partnership structures and coordinate a cross-county funding strategy.
- (C) Direct staff to support the regional work plan through the following activities:
 1. Provide technical support to neighboring counties and municipalities in the development of high-capacity transit corridors that will connect or serve CATS existing and future facilities, services, and assets.
 2. Participate in a Regional Fare Study and Regional TDM Study
 3. Partner with North Carolina Department of Transportation as well as neighboring counties and municipalities in the development of future passenger rail to the Charlotte Gateway Station.

4. Continue the partnership with the Centralina Regional Council to advance the CONNECT Beyond Study Recommendations of the Five Mobility Moves.

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 appoint two (2) representatives to the CONNECT Beyond Committee that will advance the CONNECT Beyond recommendations.

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

SUBMITTED AND RECOMMENDED BY:



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

**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

SUBJECT: November & December Meeting Schedule DATE: October 26, 2022

1.0 PURPOSE/SCOPE: This action will establish the Metropolitan Transit Commission's November and December 2022; meeting schedule.

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

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

3.0 PROCUREMENT BACKGROUND: N/A

4.0 POLICY IMPACT: N/A

5.0 ECONOMIC IMPACT: N/A

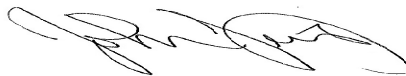
6.0 ALTERNATIVES: N/A

7.0 RECOMMENDATIONS:

- 1) Reschedule the Wednesday, November 23, 2022 meeting to meet on Wednesday, November 16, 2021 from 5pm-6pm.
- 2) Reschedule the Wednesday, December 28, 2022 meeting to meet on Wednesday, December 21, 2022.

8.0 ATTACHMENT: N/A

SUBMITTED AND RECOMMENDED BY:



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

