



Metropolitan Transit Commission



June 22, 2022

METROPOLITAN TRANSIT COMMISSION

Wednesday, June 22, 2022

5:30pm

Charlotte-Mecklenburg Government Center

WebEx

AGENDA

- I. Call to Order Mayor John Higdon
 - Attendance (Roll Call)
- II. Approval of the May 25, 2022 Summary (p.5-13) Mayor John Higdon
- III. Report from the Chair of the Transit Service Advisory Committee (TSAC)Krissy Oechslein
- IV. Report from the Chair of the Citizens Transit Advisory Group (CTAG)..... No Meeting
- V. Public Comments
- VI. Informational Item
 - South End Station (p.15-22)..... Kelly Goforth
 - LYNX Silver Line Urban Land Institute (ULI) Recommendation Andy Mock
Interlining Feasibility Evaluation (p.24-35)
 - Title VI Equity Analysis COVID Changes and Service Plan (p.37-48) ...Arlanda Rouse
- VII. Action Items
 - MTC Summer Meeting Schedule (p.50) John Lewis, Jr
- VIII. MTC Commissioners' Business
 - None
- IX. Chief Executive Officer's Report (p.52-59) John Lewis, Jr
- X. Adjourn

**METROPOLITAN TRANSIT COMMISSION
MEETING SUMMARY
May 25, 2022
(Approved on June 22, 2022)**

Presiding: Mayor John Higdon, Town of Matthews

Present:

Mayor Vi Lyles (City of Charlotte)	Brian Welch (Town Manager, Mint Hill)
Andrew Grant (Town Manager, Cornelius)	Mayor Jack Edwards (Town of Pineville)
Mayor Rusty Knox (Town of Davidson)	Bill Thunberg (Town of Mooresville)
Mayor Melinda Bales (Town of Huntersville)	Mayor Walker Reid III (City of Gastonia)
Anthony Roberts (Town Manager, Huntersville)	Mayor Marion Holloway (City of Monroe)
Mayor ProTem Renee Garner (Town of Matthews)	Mayor William Dusch (City of Concord)

CATS Chief Executive Officer: John Lewis, Jr

I. Call to Order

The regular meeting of Metropolitan Transit Commission was called to order via WebEx conferencing at 5:31pm by MTC Vice Chairman Mayor John Higdon, Town of Matthews.

II. Review of Meeting Summary

The meeting summary of April 27, 2022 was approved.

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

Krissy Oechslein (Chairwoman) reported the following recap: In our May TSAC meeting earlier this month we received an update about Blue Line service after major events. There have been many complaints on social media about people having to wait a very long time for trains after sports events and concerts. We learned that when CATS has additional operator capacity it does in fact run additional service, which is great, but that was news to me and I think to everyone else on TSAC. We hear so much about delays on the Blue and Gold Lines, but we never hear about the good things, like running extra service when it's needed. We encourage CATS to publicize that it provides added service after events. This might restore public confidence in CATS and encourage more people to use public transit.

We also received a report out on the Regional Coordinated Human Services Plan, as well as a brief update on CATS' organizational structure and an update on the latest CATS TRAX measurement scorecard. During our monthly discussion of service issues, we again discussed the problem of ghost buses, which are missed buses, buses that simply aren't in service. Like many other transit agencies, as well as businesses of all sorts, CATS has struggled to maintain a full staff of bus operators, and when there aren't enough, some buses must be pulled out of service. We understand that this is a hard reality and that CATS is working to fill open bus operator roles.

WBTV ran a story on this issue just yesterday using data provided by CATS that shows there were an average of 98 missed buses per day over the last quarter. It seems there is a simple solution, and that is the real-time app that TSAC was so thrilled to see launch last year. Unfortunately, the real-time app does not account for missing buses. In other words, those buses still appear in the app like they exist when they don't; they're never going to show up. CATS should simply remove those ghost buses from the app. At least customers will not wait on

a bus that is never going to come. We hope CATS can implement this suggestion as soon as possible.

Discussion:

CATS CEO LEWIS: That issue is something that we are working with our CATS real-time app provider to see if we can have a workaround. The fallback, generally when a vehicle is not in service it's to go to the scheduled service, that when the next vehicle is scheduled to show up rather than real-time, and we're trying to develop a workaround on that. We understand that that is a challenge for our customers and exactly as TSAC Chair outlined, and we hope to have a solution soon.

Actually, you'll hear more in the CEO's report about the update to our labor issue. The ultimate answer to this is to have a full complement of bus operators to provide the service, but in the meantime, we'll find a workaround for our app, that our customers don't believe that they're getting erroneous information from the application.

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

Adam Pasiak-Mecklenburg County (Co-Chairman) reported the following recap: First I'd like to apologize for my absence last month. CTAG had quite a meeting last month and I unexpectedly was not able to make the meeting. My remarks will be a little bit long, but I'll try to make them quick this evening. In my report, I'll provide both notes from the CTAG April meeting as well as the CTAG May meeting.

The April 2022 meeting of the Citizens Transit Advisory Group met at the Government Center for the first time in a long time, which was nice, where CATS leadership shared updates on a number of topics including the QR code bus stops signage pilot program, which will hopefully allow CATS to more rapidly and efficiently and effectively communicate scheduling changes to riders out in the field through the use of QR codes and updated signage that can be found at stops.

CATS also shared a video with CTAG members outlining a fare capping initiative that would allow cash paying riders to essentially cap out after they hit the equivalent of a monthly pass, which CTAG membership was very intrigued by, and we're looking forward to updates on how that is initially rolled out.

Also, in April CATS CFO Blanche Sherman presented the FY 2022 amended transit operating and debt services budget, as well as the FY 2022 amended capital investment plan recommendations. These reports were both well-received from CTAG membership with very little feedback or criticism, and voting was approved by CTAG members unanimously as both items were presented.

Lastly in April, CTAG received a report from both CATS CFO Blanche Sherman and CEO John Lewis regarding the FY 2023 proposed operating and debt service budget and the FY 2023 proposed capital improvement plan. These presentations as well were also well-received by CTAG membership and unanimously voted to be approved as presented.

On May 17th CTAG decided to have a meeting to hear updates from CATS director of planning Jason Lawrence on the plans for redevelopment of the Charlotte Transit Center located in Uptown. The presentation shared a high-level overview and a rendering of what the new transportation center may look like and how it may engage riders across our multimodal CATS system.

The initial reception of the rendering and bus transit concourse were well-received by CTAG. Some feedback from the membership hinged around the connectivity from Bus to Light Rail to Streetcar, as well as the ease of access to our bus riders who may be riding in via bicycles

since the new proposed transit concourse would be below street level. Those remarks were well-received by CATS leadership and notes were taken on how we may be able to improve those through the use of elevators and bicycle parking areas.

No other new business was discussed during that meeting, and as we traditionally do, CTAG will take a summer recess and reconvene in the fall for further meetings.

V. Public Comments

Tarik Kiley (Sustain Charlotte): Good evening, distinguished members of the MTC. My name is Tarik Kiley, and I work at Sustain Charlotte as the Charlotte Regional Transportation Coalition coordinator. I'm here to express Sustain Charlotte's support for Envision My Ride. The RTC Sustain Charlotte supports development of an efficient, frequent, reliable, and fast bus system for Charlotte and the region. Given the backdrop of Covid, the bus driver shortage, and the safety concerns of bus operators, now is the time to focus on improving the bus system to keep up with the Greater Charlotte area's growth.

We understand that Envision My Ride was implemented in 2018 to remedy the structural flaws present in the bus system, the old, inefficient hub and spoke system. We also believe that the Charlotte Area Transit System should continue to work on refining the structure of bus routes to meet the needs of riders as population and ridership patterns change over time. We also believe that CATS buses should run more frequently to reduce wait times to 15 and 30 minutes. We understand that a serious investment increasing the number of buses on the road up to 100 more vehicles will have to occur.

Additionally, the CATS bus system will need to be more reliable. Bus riders need not to have to deal with late buses, and investments in a bus network should be made that will provide the same level of reliability present in the LYNX Blue Line Light Rail. The relatively new CATS app is a start in the right direction to give riders a sense of the timing and arrival of buses, but it still could be improved and make it easier for riders to use.

Also, we hope that the Envision My Ride bus priority study will work to make buses faster. Q-jumpers, signal prioritization, and bus-only lanes are important because they prioritize the travel time of buses. Now that Charlotte's draft strategic mobility plan includes a mode share goal of reducing single occupancy vehicle trips to 50 percent by 2040, implementing Envision My Ride is even more critical to help reach that goal.

As I close up my comments, another note to add about the bus priority study is moving towards better amenities for riders in the CATS bus system. The LYNX Blue Line Light Rail provides its riders with amenities to support an efficient and comfortable experience, such as on-demand ticket kiosks and weather-protected seating. The mobility hubs and centers proposed in the Envision My Ride bus priority study we believe will work to create better amenities for bus riders, as our current situation for bus stop amenities is often just a pole in the ground with a small sign attached to the pole.

Lastly, we need to work on building a world-class bus system in the Charlotte area region worthy of a world-class metropolis. Thank you for your time.

VI. Informational Item

CityLYNX Gold Line Phase 3

David McDonald

David McDonald – CATS Transportation Planner – made a presentation providing an update on CityLYNX Gold Line Phase 3, based on pages 12-23 in the MTC Agenda packet for May 25th, 2022 meeting.

Discussion:

CATS CEO LEWIS: In 2018 when we laid out the Envision My Ride, we also brought to the MTC the update to the CATS 2030 rail system plan, and at that time we stated to the MTC it was our goal to get as many of these corridors ready for federal investment, anticipating a new federal infrastructure bill after the election of 2020. Our efforts from the Silver Line design investment to the Gold Line, to Envision My Ride has been about getting our system ready for federal investment.

Now, we still need to answer the local funding question, but what we have challenged staff with the MTC's authorization is to get us ready for competition. We're moving forward with over a \$50M investment in engineering and design of the Silver Line. We opened the Phase 2 of the Gold Line last year, and we are ready. The City's investment in Phase 3 to update that 30% design study that was developed I believe in 2007.

Now, we have one more project out there that has an older 30% design study, and that's the Red Line. While tonight's effort is about the Gold Line, again funded by the City, still it is our goal to try and move as many of these projects forward. When our region answers the funding question, we will be ready to compete for available federal funds.

MAYOR KNOX (Town of Davidson): In that the Red Line is mentioned but not folded into this directly, is that going to be a hindrance moving forward with the Red Line study because it's not folded into this? I just want to make sure that we don't jeopardize losing any funding, even though we don't have any type of commitment or anything else, but I don't want to potentially facilitate a delay that could hinder us.

CATS CEO LEWIS: The Gold Line is a completely separate project, and this has historically been City funded. The City is funding this update. I will say that over the last several months with all of the discussions around both the Silver Line, the Gold Line activity, and other projects, CATS has added funds into its FY23 budget to update the Red Line project, which also has a 30% design. That design was done I believe back in 2005 or 2007 and needs to have updating just very similar to what David outlined for the Gold Line project. That would need MTC authorization for us to move forward, and I'd be happy to come back to the MTC in June or another date with that proposal and to gain the MTC's authorization for it.

MAYOR KNOX (Town of Davidson): Thanks for the clarity, John, I appreciate it.

MS. OECHSLIN (TSAC Chairwoman): I know that in the slides, and I think Mr. Lewis has maybe spoken to me recently -- or somebody did, I'm sorry, I forget who -- about the necessity for having a dedicated right-of-way, and I know that was mentioned in the slides about an exclusive or some exclusive guideway. I was wondering if you could just talk a little bit about, I don't know if it's a chicken and the egg question, could this project move forward without dedicated space for the vehicles? Because that seems to be a big problem right now with the existing length of the route, that there's always car accidents, people parking in the way, and it really keeps it from being a useful way to get around because there's always delays, so I'm just wondering could this go forward without having a dedicated right-of-way, which I think would be bad but I'm just curious.

CATS CEO LEWIS: You brought up the exact challenges that have, and I'm going to give you a broad overview and then let David get into the details of the issues that the study will be looking into. Typically, an urban streetcar around the country is somewhere in around that 2-to-4-mile range. Really, the competition for an urban streetcar, really pedestrians, bicycles,

scooters, etc., it operates -- and generally streetcar projects around the country of that nature operate -- in the urban core of cities around the country.

We have a very different project. When you have a streetcar that could be as long as I believe this project, all of Phase 3 data will add an extra six miles, so we will have a 10-mile project. We're looking more like the Blue Line at that point, and at that point we are competing with people in their vehicles. Whether single occupant vehicles or high occupancy vehicles, it's still we're competing with the car rather than the pedestrian, and speed is the ultimate determination of success. And so if we're going to have a 10-mile project that's going to operate like an urban circulator, it's going to take hours to get from one end to the other, and so we've got to find ways to pick up speed in Phase 3, and those are the areas that David had mentioned in his presentation, and I'll let him talk specifically about the technology upgrades that they will be looking at.

MR. McDONALD: Just specifically some of the key things that we'll look at, it'll be a key part of the study is looking at how to improve that travel time and reliability. We'll look at a list of things that will go from the extreme of having an exclusive guideway. It gives us a lot greater travel time reliability like you have on the Blue Line to other technology improvements, you know, adding stop buttons so that we can request stops and don't stop at every platform, so it'll operate somewhere in between Light Rail and bus that we're not making unnecessary stops.

We have significantly more stops per mile than Light Rail does in the urban core. Being able to eliminate unneeded stops will be a significant time-saver. Looking at reducing layover time, looking at signal priority, other things that can improve our operation when we are operating in mixed traffic, and then looking at alternatives where we can take advantage of exclusive guideway. All of that will be looked at, rated against the cost and the reliability to come up with a prioritized list that we can bring forward in order to advance the project.

MAYOR LYLES (City of Charlotte): Thank you. I look at this and I see the number of bridges that are involved in it, and my understanding from what I've heard of the infrastructure plan is that bridges may receive funding before some of the transits receive funding, and I'm wondering is there a strategy that we've begun to think about? If we're talking about redoing bridges, are these bridges on the bridge list and are there changes that we could make using bridge funding to help us keep the cost down from the transit funding.

This isn't something you have to answer now, but bridges are I think likely to have more federal funding by the fall than we would get out of the transit applications that are coming up so just keep that in mind and what you think about it as we go forward. Thank you.

MR. McDONALD: It is certainly our intent to keep our coordination ongoing with NCDOT. Looking at those bridges, some of them are older and are due for replacement if we have additional funding and are able to advance that project. By getting this design worked on as soon as possible it gives us the ability to incorporate that work within their inter-replacement so that we're paying for a fraction of the cost rather than the majority.

VII. Action Item

A. Regional Coordinated Human Services Plan

Arlanda Rouse

Arlanda Rouse -CATS Civil Rights Officer – presented the Regional Coordinated Human Services Plan for action; based on pages 25-82 in the MTC Agenda Packet for May 25th, 2022 meeting.

Resolution: A motion to accept the Regional Coordinated Human Services Plan was made by **Mayor Vi Lyles (City of Charlotte)**; seconded by **Mayor Rusty Knox (Town of Davidson)**. Motion carried unanimously.

B. Envision MY Ride

Bruce Jones

Bruce Jones – CATS Transit Planner – presented the Envision My Ride Study for action; based on pages 84-98 in the MTC Agenda Packet for May 25th, 2022 meeting.

Discussion:

MAYOR HIGDON (Town of Matthews): I'd like to say as noted during your presentation, Bruce came by and spoke to the Matthews Town Board, and I was pretty impressed because he fielded quite a few questions from our commissioners, and I think our overall feeling about the plan is we're just very impressed with this continuous effort to improve.

MAYOR LYLES (City of Charlotte): Thank you, Mayor. I have a couple of questions that I just would love to have some ideas around. A lot this is about how do we have a really good workforce that has the option not to have a car to get to work. I was just wondering in terms of as you look at this plan do you have metrics and data or opportunities to look at where the third shift jobs happen, for example, hospitals or hospitality spaces in our county, that people can get to work and still get home after a third shift. Is this something that would address that, or how would it address it?

MR. JONES: I think with the longer service band recommendations, including frequency improvements, primarily weekend improvements as well, we're looking to address that gap. In addition to that, we always look at origin destination data, we look at other metrics to help us determine service span, including surveys as well. I think it's going to be an ongoing opportunity for us to help improve service. It's going to be something that we'll have to consistently look at. But I think the main goal is looking at how we can further improve service bands and then also frequency, mainly on the weekends so that we can help support individuals who don't operate or work during the traditional shift.

MAYOR LYLES (City of Charlotte): Thank you for that. And then the other question that I think Mayor Higdon said, there were lots of questions in Matthews. Overall, did you see any themes as you have presented to the various boards and commissions that you had to reflect on to make any changes as you introduced the plan?

MR. JONES: Yes. There's been a lot of microtransit. Looking at how we can continue to improve first-last mile connections, specifically in the towns. There's been a lot of questions around that. We have added additional mobility hub locations based on that input and then also refined some of the boundaries. I think moving forward once we start to go into the operational strategy, we'll continue to make those refinements. It's going to be an ongoing conversation with that, but there seems to be a lot of support and good feedback towards the microtransit strategy.

MAYOR LYLES (City of Charlotte): I think that's a great strategy, considering how we can use the various ride service companies to get people where two or three are instead of a

whole bus for 40. I think that's great. I'm glad that that's an exciting part of it. Operationally, if you had this plan how long would it take for implementation?

MR. JONES: It depends on funding. At the moment, we're looking 5 to 10 years for the plan itself, it just depends on funding sources. We can do small improvements related to the bus stop within our current budget. I think we'll have to explore additional funding opportunities to make some of those larger investments, including the mobility hubs and priority treatment recommendations. But pending funding we're looking at roughly about 5 to 10 years, just to give an estimate for the implementation.

MAYOR LYLES (City of Charlotte): I think you're being very reasonable, if not maybe even a little bit aggressive on that, because as we continue to grow and the county is growing so fast and we get other opportunities for businesses, it would be great that we would be able to have the support to make these changes now while we are coming out of a pandemic. I hope that our citizens advisory groups would really key in on this, because this is what will change the nature of our workforce, and I think it speaks to what Mr. Kiley spoke to about how we get people moving and do it in a more efficient way. I'm excited about Envision My Ride. I think it's probably the North Star for us that we need to have to have our adequate transportation system for all of our communities, even those that might go to Gastonia or Cabarrus County.

MAYOR HIGDON (Town of Matthews): Most of the questions from the Matthews elected officials centered as Mr. Jones said, around microtransit and also improving the actual bus stops, which in Matthews many are very crowded where you have 20 people waiting at a bus stop that's intended to hold six people, and also safety concerns, particularly along Independence Boulevard, 74. Having bus stops along there is kind of a dangerous business I think.

Resolution: A motion to adopt the Envision My Ride: Bus Priority Study was made by **Mayor Vi Lyles (City of Charlotte)**; seconded by **Mayor Rusty Knox (Town of Davidson)**. Motion carried unanimously.

C. MetroRapid North Corridor Bus Rapid Transit Staff Recommendations **Brian Nadolny**
Brian Nadolny – CATS Transit Corridor Assistant Project Manager – presented the MetroRapid North Corridor Bus Rapid Transit Staff Recommendations for action; based on pages 100-109 in the MTC Agenda Packet for May 25th, 2022 meeting.

Resolution: A motion to adopt the MetroRapid North Corridor Bus Rapid Transit Staff Recommendations was made by **Mayor Rusty Knox (Town of Davidson)**; seconded by **Mayor Vi Lyles (City of Charlotte)**. Motion carried unanimously.

VIII. MTC Commissioners' Business

At the request of **Mayor Rusty Knox (Town of Davidson)**; the board observed a moment of silence for:

- 1) Robb Elementary School Shooting – Mayor Don McLaughlin and the entire Uvalde, TX Community.
- 2) The Passing of **Former Mayor Jill Swain (Town of Huntersville)**.

IX. Chief Executive Officer's Report

CATS CEO LEWIS' report: I just wanted to acknowledge and give you an update on where we are from an operations standpoint. You've heard over the last couple of months we have had a number of conversations with the Transit Service Advisory Group (TSAC), the Citizens Transit Advisory Group (CTAG), and I've had a number of stories and interactions with the media. It is no surprise as to what's mentioned earlier that as a result of the pandemic and the great resignation, or whatever we want to call it, that there is a labor shortage nationwide, and that issue and challenge is not immune to the transit industry. As a matter of fact, it's if anything more exacerbated because we provide such an inordinate front-line critical service.

I will say our bus operators, mechanics, and rail operators, employees, and our special transportation service employees have done a yeoman's job of stepping up to the plate despite the challenges brought about by the pandemic. But I think two years of that service there is a bit of fatigue, and we have seen unfortunately a higher turnover rate than we've ever seen in our industry before.

Recruitment is a challenge. When you combine the high turnover rates with an inability to meet those rates and overcome those rates from a recruitment standpoint, we find ourselves in a perfect storm. As of today, we have close to 100 open positions, and this is focusing on bus. During these comments we continue to have challenges in rail and special transportation, but we've been able to work around that with existing resources and existing staff. We have increased frequencies on the Blue Line, and we are increase adding additional trains to our big events. Despite the fact that we're understaffed, we're still meeting needs from a rail standpoint.

Bus is really the focus of these comments. I have worked with our bus contractor RATP Dev. They have brought on new leadership. As you know, at the MTC we contract out our bus service as a result of their ability to negotiate with their bargaining unit, their employees who are represented by union representation.

The RATP Dev general manager submitted a plan to me on May 16th, and that is focused entirely on new hires, his plan to hire 100 new employees in 100 days, and as of today they've made 43 new offers. Now, those employees have to go through our training program, but I think they are well on their way to meet that goal. Overall, what we're doing from a CATS standpoint to address this issue, we have included retention bonuses for our CATS employees and the city manager's budget, which will be hopefully adopted by City Council soon as a significant investment in increased salaries, certainly at a higher rate than I have seen in seven years I've been at the helm of CATS.

I'm going to say this with broad generalities because our bus contractor, RATP Dev, is in the midst of contract negotiations with their union, and while we have given them parameters, financial parameters to operate within, I don't want to impact those delicate negotiations. But I will say that across the board this budget will provide I believe the tools, not only to reward our current employees and retain them, but also add significant new resources that recruitment of operators and mechanics to the transit industry I think will be addressed.

The second issue, there have been a good deal of media coverage over the last couple of months in regard to the safety of our bus operations. I will say in my 20 years of transit over four different properties, I've not seen this level of issues at all during my career. Unfortunately, I think this is a combination of frayed nerves or emotions as a result of the pandemic, but it seems that the slightest provocation results in violence. That may be a societal issue, but that is something we are not going to tolerate at CATS.

In my media interviews I have outlined our new zero-tolerance policy. Anyone who breaks a CATS rule, or resorts as a result to violence, we will pursue them with the highest intent

of prosecuting them to the fullest extent of the law. But at the same time, I think we've just got to understand the requirements of common courtesy and decency that we ought to show one another and that disagreements should not result in violence.

At the same time, we're also investing in additional training for our staff from a de-escalation standpoint. All of our bus operators will have gone through this training by the end of June, and we think that is another tool in their toolbox to address these issues. We also are increasing, from an investment standpoint, adding additional security patrols in our FY23 budget and we're making new technology investments. We are piloting right now a new video system on our vehicles. When each and every patron steps onboard a vehicle they will see themselves on camera, just as a subtle reminder that we see everything that goes on in and around our vehicles. With that, I hope that that will try to turn what I'm not going to say a trend but help to provide a level of increased comfort and security, both from our passengers and our employees' standpoint.

X. **Other Business** - None

XI. **Adjourn**

The meeting was adjourned at 6:57 p.m. by Town of Matthews Mayor John Higdon, – MTC Vice Chairman.

NEXT MTC MEETING: WEDNESDAY, JUNE 22ND, 2022; STARTS AT 5:30 P.M.

**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
STAFF SUMMARY**

SUBJECT: South End Station

DATE: June 22, 2022

1.0 PURPOSE/SCOPE: CATS will present an overview of the South End Station, a light rail station proposed between New Bern and East/West Boulevard Stations on the LYNX Blue Line.

2.0 BACKGROUND/JUSTIFICATION: Since CATS opened the LYNX Blue Line in 2007, increasingly denser residential and commercial redevelopment has reshaped the South End area. In 2017, the City of Charlotte undertook a study to plan and design a new pedestrian/bicycle connection across the LYNX Blue Line tracks to improve connectivity within South End. Following the completion of that study in 2019, CATS determined that a new light rail station would best serve the area's needs.

CATS began working with the design team led by Kimley-Horn to plan and design the new light rail station in February 2022. The team developed Site Selection Criteria to evaluate two station sites proposed by the earlier study. These criteria guided the team as they gathered and studied information on the surrounding properties and met with project stakeholders, both internal and external. Recently, CATS added a third hybrid option utilizing offset station platforms to the evaluation.

Using the Site Selection Criteria framework, CATS will identify one of the three station site options as the staff recommendation. Following stakeholder and public meetings, CATS proposes to present the staff recommendation at a future MTC meeting for adoption as the Locally Preferred Alternative.

3.0 PROCUREMENT BACKGROUND: On January 8, 2021, the City issued a Request for Qualifications (RFQ) for the planning and design of the South End Station; three responses were received. Kimley-Horn & Associates, Inc. was selected as the best qualified firm. The initial contract amount is \$1.9 million and notice to proceed was issued in February 2022.

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

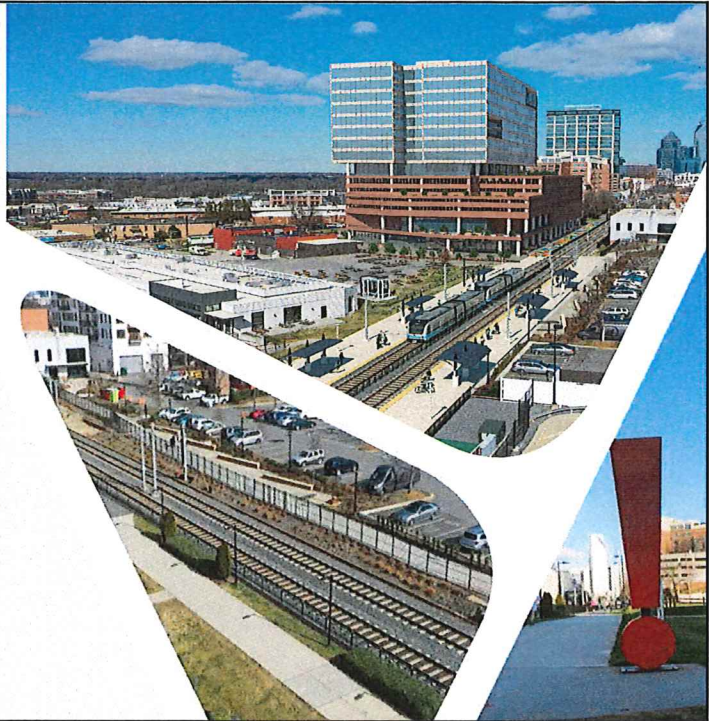
SUBMITTED AND RECOMMENDED BY:



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

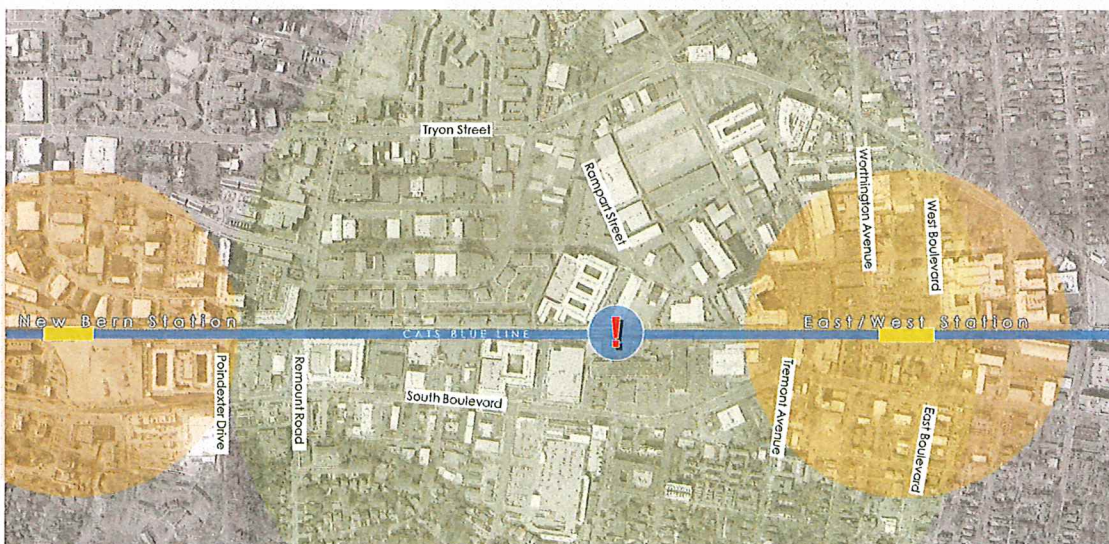
SOUTH END STATION Metropolitan Transit Commission

June 22, 2022



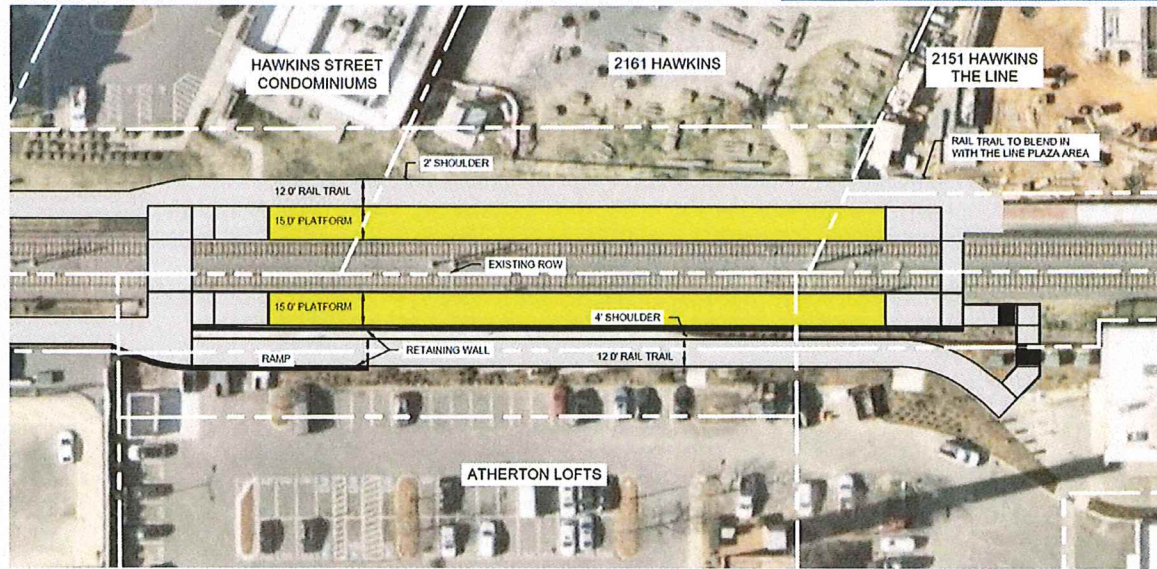
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South End Station Overview



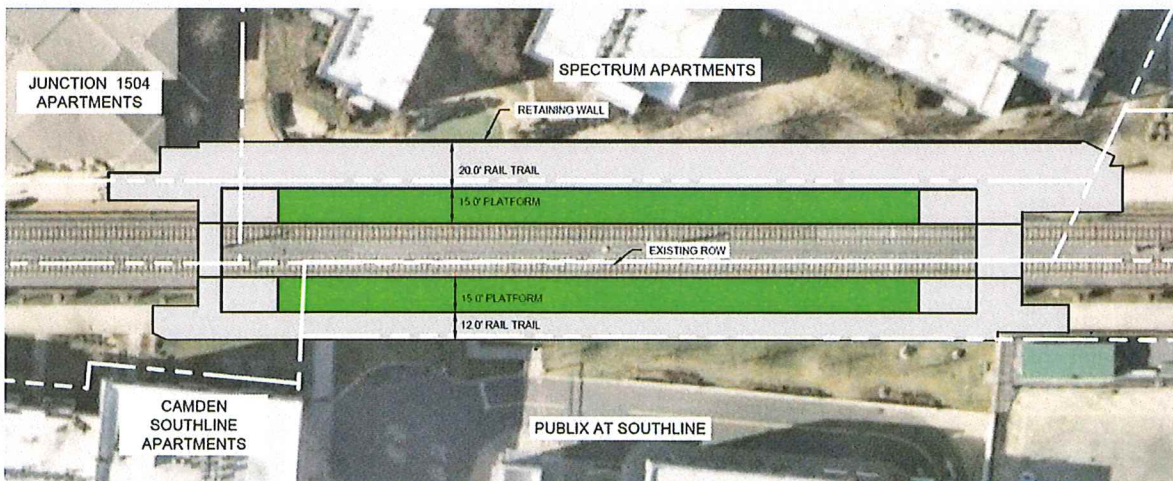
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STATION LOCATION North Option



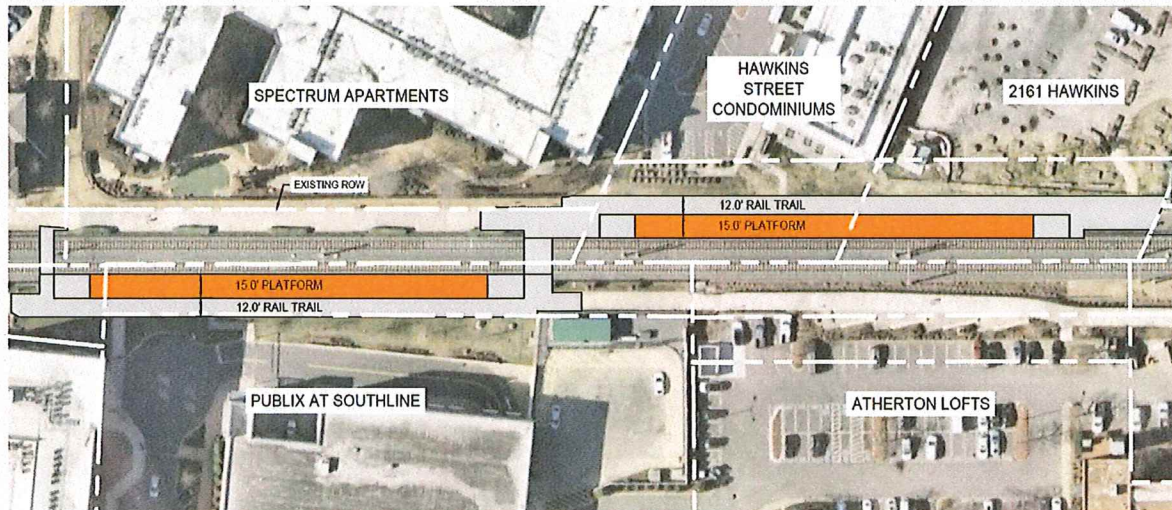
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STATION LOCATION South Option



4

STATION LOCATION Offset Option



5

Planning and NEPA

- Alternatives Analysis
- Locally Preferred Alternative (LPA)



6



Evaluation Criteria

- **Safety Considerations**

- Bicycle/pedestrian safety
- Emergency response
- Sight distance
- Trail access during construction

- **Improve East-West Pedestrian and Bicycle Connectivity**

- ADA accessibility
- Bicycle/pedestrian accessibility
- Equity

7



Evaluation Criteria

- **Limit Operational Disruption to Light Rail**

- Operational disruptions for construction of infrastructure
- Power systems modifications
- Train signaling
- Travel time

- **Minimize Adverse Effects to the Community**

- Construction access and staging opportunities
- Hazardous materials
- Light
- Noise
- Maintenance of ped/bike traffic
- Real estate acquisitions

8

Evaluation Criteria

- **Minimize Potential Infrastructure Conflicts**

- Infrastructure
- Utility

- **Develop Feasible and Creative Designs to Address Community Needs**

- Adjacent land use
- Neighborhood characteristics & stakeholder support
- Urban design conditions
- Economic development

- **Provide Cost Effective Amenities**

- Capital costs
- Operations & maintenance costs

9

Infrastructure Conflicts & Operational Disruptions



10

Community Effects, Address Community Needs & Cost Effective Amenities

11

Meetings

- Stakeholder Meeting – May 26
- TSAC Presentation – June 9
- MTC Presentation – June 22
- Staff Recommendation – By July 1
- TAP Committee (City Council) Presentation – July 11
- Public Meeting – Late July or early August
- Stakeholder meeting #2 – Early August
- MTC Adoption of LPA – August 24

Meetings

- Stakeholder Meeting – May 26
- TSAC Presentation – June 9
- MTC Presentation – June 22
- Staff Recommendation – By July 1
- TAP Committee (City Council) Presentation – July 11
- Public Meeting – Late July or early August
- Stakeholder meeting #2 – Early August
- MTC Adoption of LPA – August 24

- 12

Schedule

- Planning (Summer 2022)
- Environmental/NEPA (Autumn 2022)
- Project Delivery Evaluation
- Design (~1.5 years)
- Construction

13

Questions



14

**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
STAFF SUMMARY**

**SUBJECT: LYNX Silver Line – Urban Land Institute (ULI)
Recommendation Interlining Feasibility Evaluation**

DATE: June 22, 2022

1.0 PURPOSE/SCOPE: To present an overview of the ULI recommendation to evaluate interlining the Silver Line with the Blue Line, as part of an approach to lower costs and increase ridership

2.0 BACKGROUND/JUSTIFICATION:

As part of the 2019 System Update planning study, CATS adopted the 11th Street Corridor as the preferred alignment to traverse across Center City Charlotte and serve Charlotte Gateway Station (CGS) providing a one-seat ride between the Southeast and the West portions of the Silver Line program. The alignment was thought to be at a similar elevation as the current street network which would make for lower costs and better pedestrian access

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, 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. This more detailed evaluation of the 11th Street corridor determined that the alignment would need to be an aerial guideway, increasing costs and complexities.

Based on stakeholder feedback, CATS and the City of Charlotte commissioned the Urban Land Institute to evaluate the 11th Street Corridor focused on four questions:

1. What are the opportunities for station area development along the 11th St. alignment?
2. Would another alignment (7th Street, Trade St) provide better economic development or transportation/mobility equity opportunities?
3. How can the connection between the Blue Line and Silver Line be optimized?
4. Does an additional station in First Ward along the 11th St alignment provide significant enhancements to station area development opportunities?

The ULI conducted broad stakeholder interviews and provided a public presentation with several recommendations. A draft 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 the Blue Line) to increase ridership and lower costs. CATS staff has spent the past 3 months reviewing this recommendation

CATS staff believes that there are potential benefits that could be achieved as part of pursuing Interlining and recommends continued design and planning study further understand these alternatives in advance of conducting public engagement in October 2022. It is anticipated that the Silver Line team will provide and update to the MTC in the October and November timeframe with a potential Action item in January of 2023

3.0 PROCUREMENT BACKGROUND: The LYNX Silver Line program, currently consists of six separate contracts. The following is the background of each

- LYNX Silver Line Design and Environmental Services
 - Contract executed on March 3, 2020
- LYNX Silver Line Transit Oriented Development (TOD) Planning
 - Contract executed on March 20, 2020
- LYNX Silver Line Rail Trail Study
 - Contract executed June 5, 2020
- LYNX Silver Line Safety and Security Consultant Contract
 - Contract executed October 15, 2021
- Urban Land Institute Advisory Service Panel
 - Contract executed January 12, 2022
- APTA Peer Review
 - Contract executed May 18, 2022

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 Interlining Analysis

Metropolitan Transit
Commission (MTC)
June 22, 2022



1

Background on LPA Decision

- **2018 – LYNX System Update**
 - Serving CGS with a one seat ride between Matthews (SE) - Gaston County (W) terminus was driving goal
 - Assumed at-grade street connections and stations along 11th Street
 - Only continuous east-west alignment options were evaluated
 - Resulted in LPA through the CGS district and along 11th Street
- **2020 – SLP Design project evaluated refinement opportunities of 2018 LPA based on more detailed engineering and implementation analysis**
 - Pursued minor variations (mostly vertical) of 11th Street alignment
 - Analysis led to use of elevated guideway and stations
 - Increasing costs and technical challenges
 - Evaluated phased implementation strategy
- **2022 - ULI Study notes multi-modal transfer challenges with aerial guideway and opportunities to lower costs and increase ridership by evaluating interlining**

SILVER LINE



2

Urban Land Institute- 11th Street Analysis

- Suggested by Charlotte leadership to address stakeholder concerns with Locally Preferred Alternative (LPA) along 11th Street corridor, as adopted in 2018

Panel Assignment

The questions posed to the Advisory Services Panel are:

1. What are the opportunities for station area development along the 11th St. alignment?
2. Would another alignment (7th Street, Trade St) provide better economic development or transportation/mobility equity opportunities?
3. How can the connection between the Blue Line and Silver Line be optimized?
4. Does an additional station in First Ward along the 11th St alignment provide significant enhancements to station area development opportunities?

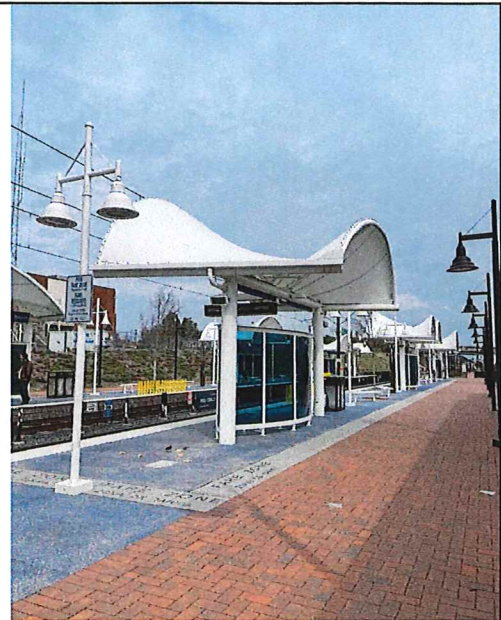


Image Credit: Guillermo Aguilar

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3

Specific Silver Line Recommendations from ULI presentation

Silver Line

ULI Recommendations:

- Consider alternative at-grade alignments to develop a more seamless transfer from the Silver Line to the Blue Line
- Combine the function of the three stations, 9th Street, 11th Street, First Ward, and redesign into a single multimodal hub
- Consider direct airport terminal connection
- Evaluate the potential to interline Silver Line trains with the Blue Line to improve cost effectiveness

SILVER LINE



4

Specific Silver Line Recommendations from ULI presentation

Silver Line

ULI Recommendations:

- Consider alternative at-grade alignments to develop a more seamless transfer from the Silver Line to the Blue Line
- Combine the function of the three stations, 9th Street, 11th Street, First Ward, and redesign into a single multimodal hub
- Consider direct airport terminal connection
- Evaluate the potential to interline Silver Line trains with the Blue Line to improve cost effectiveness

Initial Interlining Feasibility Evaluation

March 2022

Does it fit?

- Review ULI documentation
- Determine the options
- Evaluate entrance and exit points
- Connection to west
- Identify any fatal flaws

April- May 2022

Does it make sense?

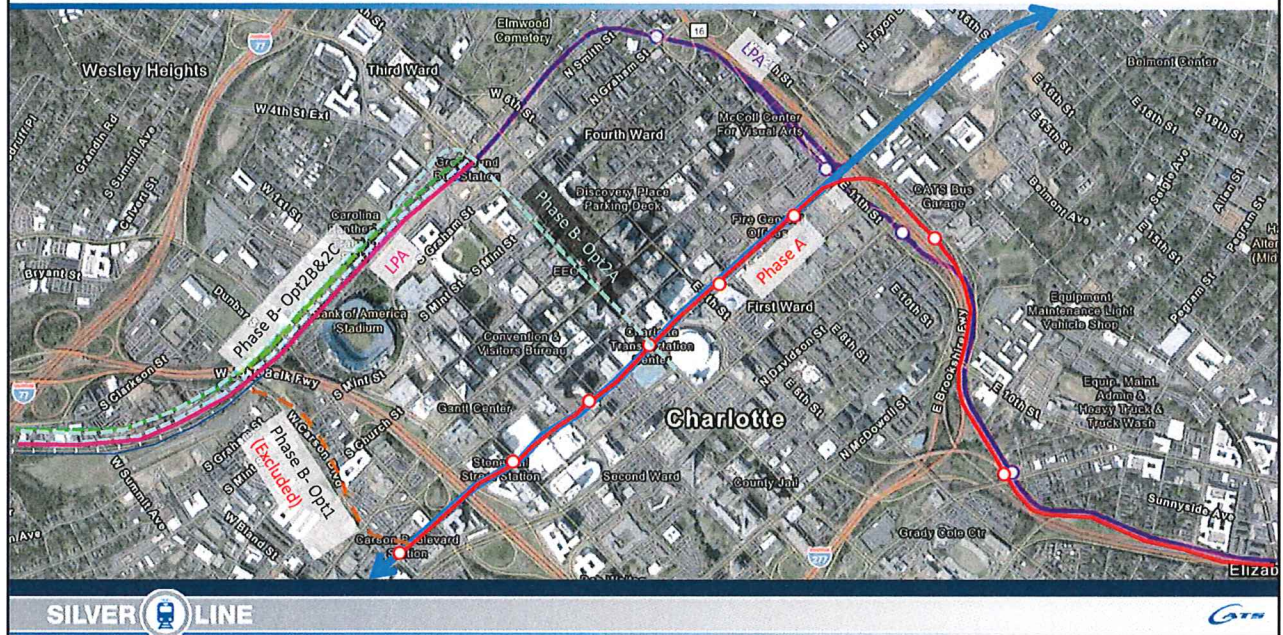
- Evaluate potential benefits (Cost and Ridership)
- High level traffic screening
- How might the transit operate?
- Stakeholder engagement

June 2022

What's next?

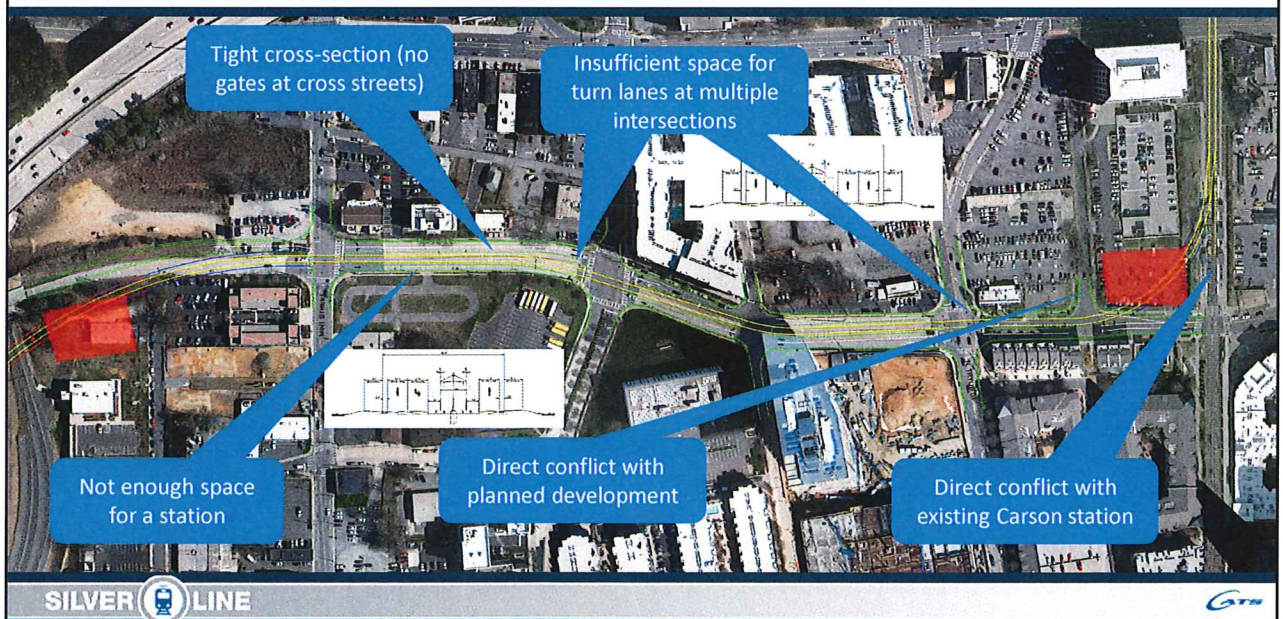
- Present initial interlining screening findings
 - TAP- 6/13/22
 - MTC – 6/22/22
- Develop study approach

Current Interlining Options



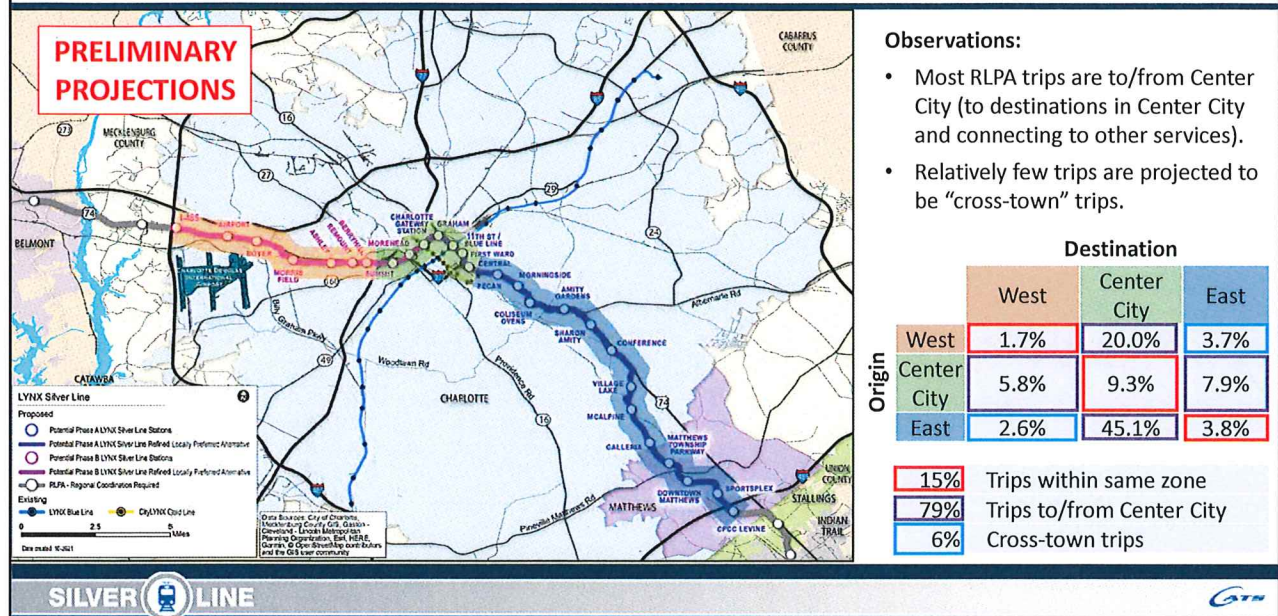
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Phase B Option 1- West Exit at Carson



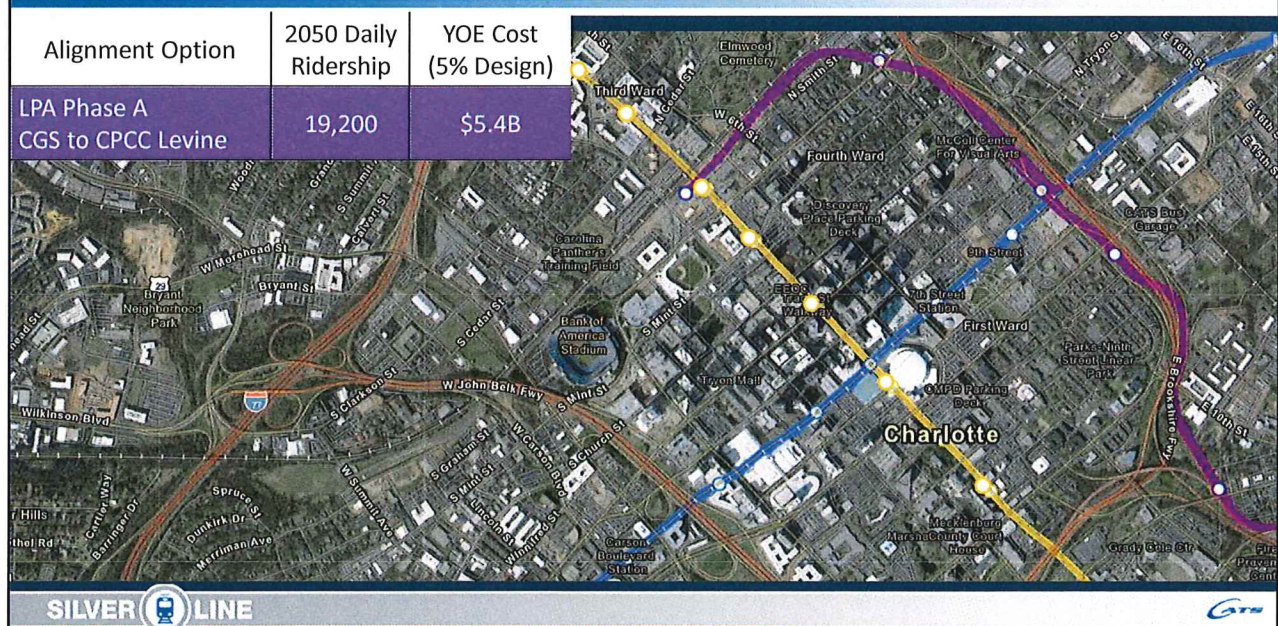
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Initial Findings Summary – Ridership (2050 projections)



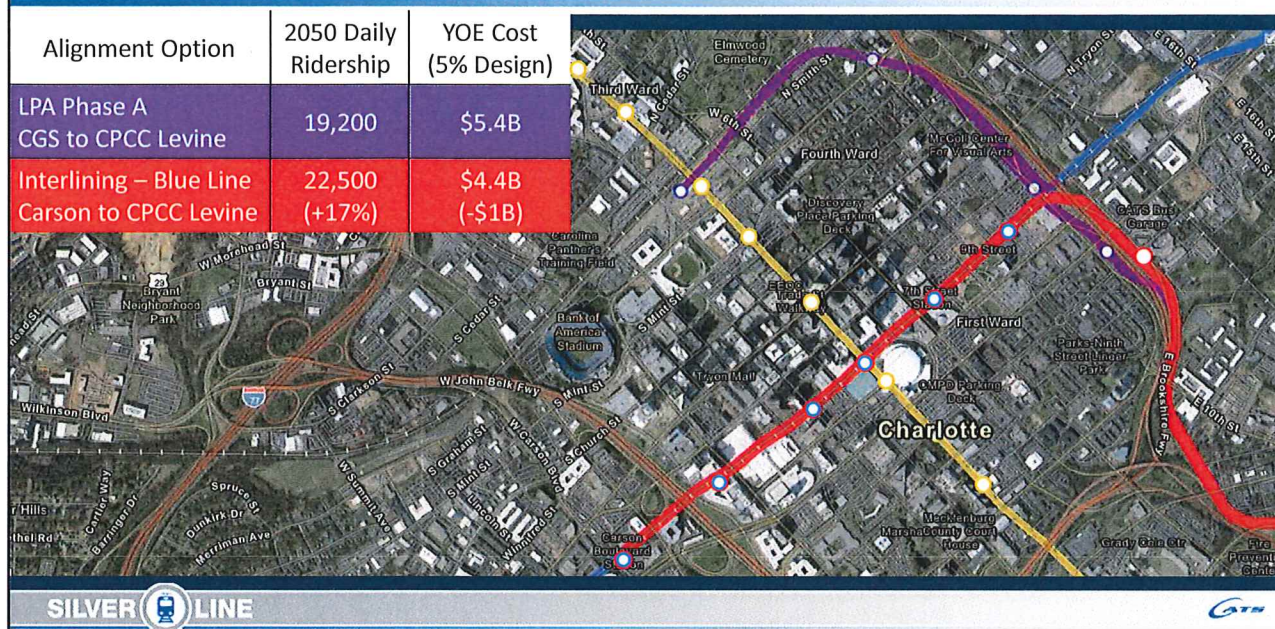
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Center City Alignment Options – Phase A



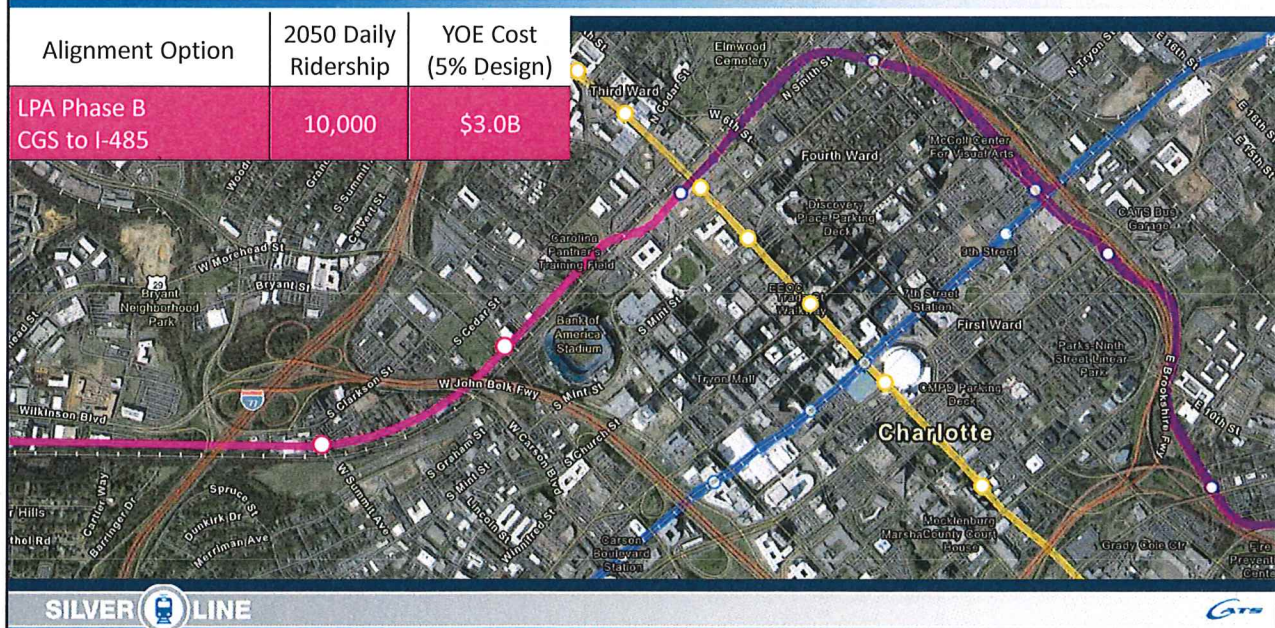
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Center City Alignment Options – Phase A



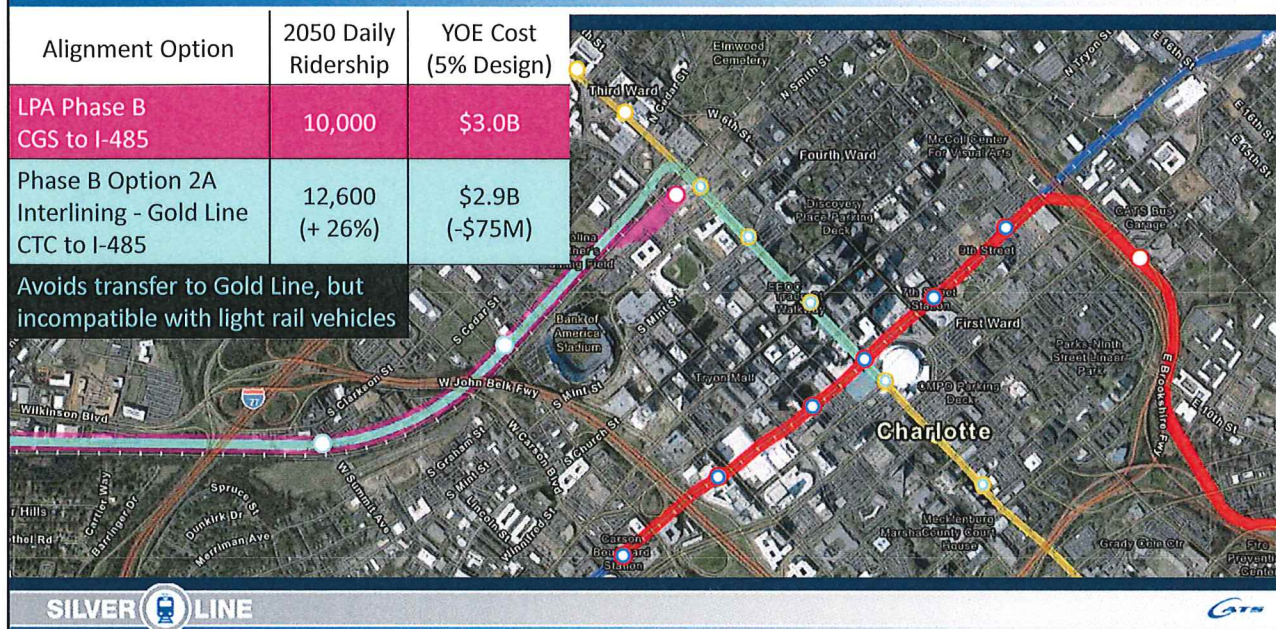
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Center City Alignment Options – Phase B



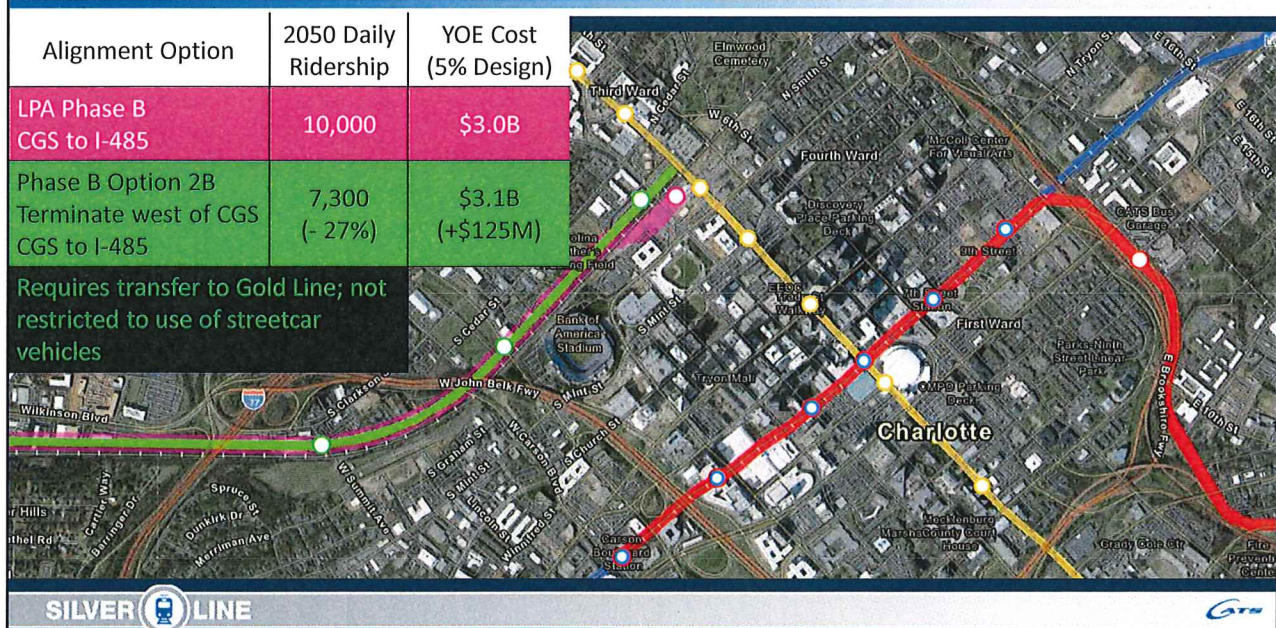
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Center City Alignment Options – Phase B



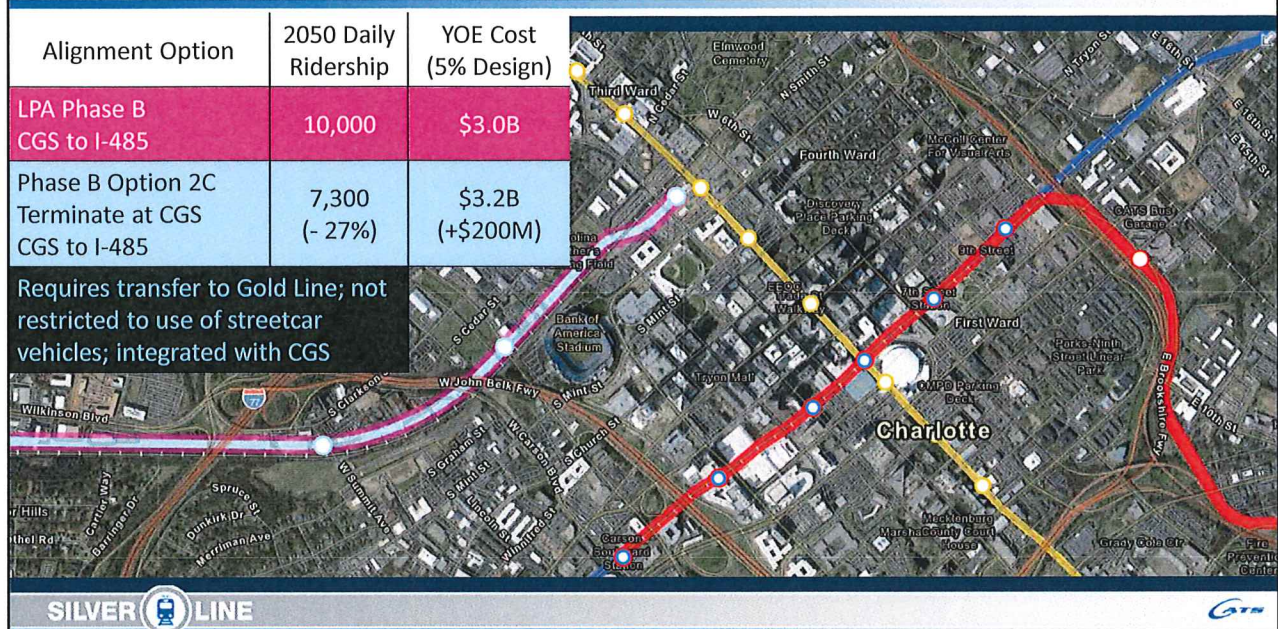
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Center City Alignment Options – Phase B



14

Center City Alignment Options – Phase B



15

Initial Findings Summary

Alignment	<ul style="list-style-type: none"> ✓ Some challenges are apparent, but physical connections appear viable for Phases A and B. ✓ Greatly improves passenger connection between Silver Line and Blue Line for Phase A.
Ridership	<ul style="list-style-type: none"> ✓ Potential 15-20% Phase A ridership increase compared to RLPA. ✓ Phase B ridership may increase or decrease compared to RLPA depending on the chosen option.
Cost Savings	<ul style="list-style-type: none"> ✓ Up to \$1B savings projected for Phase A compared to RLPA. ✓ Subsequent Phase B cost likely to be similar to RLPA Phase B.
Operations	<ul style="list-style-type: none"> ✗ Any incident occurring on the shared section would affect both rail services. ✗ Phase B would be physically disconnected from the rest of the rail system unless Phase B is interlined with Gold Line.
Systems	<ul style="list-style-type: none"> ✓ Current train control system can serve combined operations. Power upgrades needed.
Traffic	<ul style="list-style-type: none"> ✓ Provides alternative access to Center City; focused traffic issues to be resolved.
Environmental	<ul style="list-style-type: none"> ✓ Use of existing rail infrastructure minimizes new adverse environmental impacts. ✓ Avoids traversing residential historic district (Fourth Ward) with elevated guideway and station.
Land Use / Economic Development	<ul style="list-style-type: none"> ✗ Interlining removes Graham station. ✓ More developable space along 11th St. and Smith St.; potential for station on the north side of I-277 to reduce barrier effect. • CGS is served by Silver Line in Phase B rather than Phase A.

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Draft Staff Recommendations

Phase A (Southeast) Observations

- No apparent fatal flaws, but more analysis needed to resolve challenges.
- Potential cost savings, ridership gains, and avoidance of environmental risks are compelling, especially to anticipated funding partners and reviewers.

Phase B (West) Observations

- Multiple alignment options via CGS have design challenges, but no apparent fatal flaws.
- More detailed evaluation of Phase B options, including Trade Street configuration required.

Recommendations:

- 1) *Initiate conceptual design work for Phase A;*
- 2) *Initiate planning analysis for Phase B;*
- 3) *Solicit public input*

Interlining Study Timeline

June 2022

- Present initial interlining screening findings
 - TAP- June 13
 - MTC – June 22
- Develop study approach
- Initiate stakeholder engagement (ongoing throughout)

July- September 2022

- Case study research
- Technical evaluation
 - Project definition development
 - Phase A design work
 - Phase B planning analysis
 - CDOT traffic analysis
 - Transit operations
- Stakeholder workshops
- APTA Peer Review

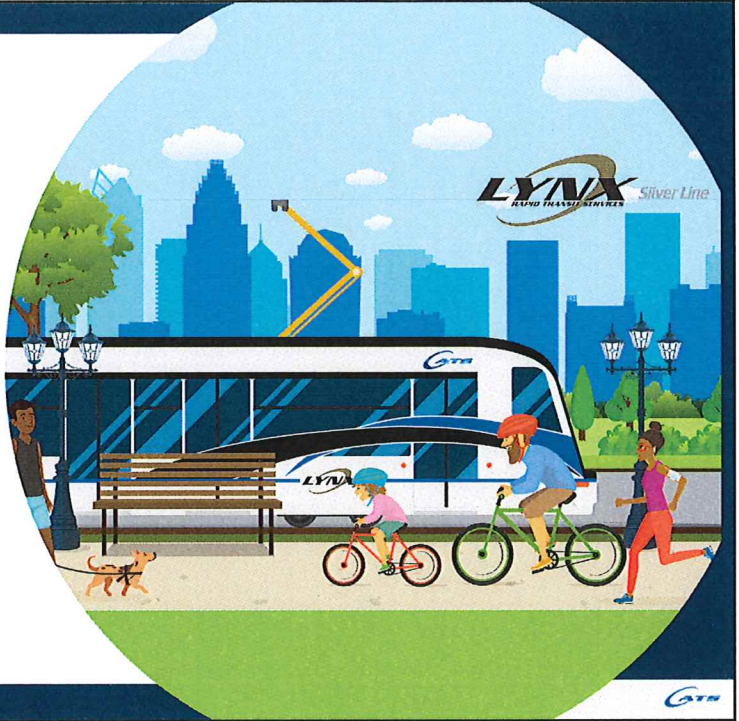
October 2022

- Public engagement
- Focused outreach
- Potential early MTC Information Item

November 2022- January 2023

- Council outreach
- MTC Information Item
 - November 2022
- MTC Action Item
 - January 2023

Thank you!



**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
STAFF SUMMARY**

SUBJECT: Title VI Service Equity Analysis COVID Changes and Service Plan 2022

DATE: June 22, 2022

- 1.0 PURPOSE/SCOPE:** Presentation on the process, observations, comments and conclusions of the Title VI Service Equity Analysis for the CATS COVID and 2022 Service Plan. The MTC to vote on the analysis is scheduled for the August 2022 MTC meeting.
- 2.0 BACKGROUND/JUSTIFICATION:** As a recipient of federal funding CATS/City of Charlotte must conduct a service equity analysis whenever a change in service occurs which lasts longer than 12 months or affects 25% or more of the route miles. The COVID service changes lasted longer than 12 months, and the routes from the 2022 Service Plan will affect 25% or more of the route miles on those routes. The purpose of the analysis is to find and address any negative impacts that disproportionately affect minority and low-income residents and riders, as a result of the service changes. This is a requirement of recipients of FTA funding and in support of Title VI of the Civil Rights Act of 1964, and with guidance of FTA Circular 4702.1B.
- 3.0 POLICY IMPACT:** N/A
- 4.0 ECONOMIC IMPACT:** N/A
- 5.0 ALTERNATIVES:** N/A
- 6.0 Public Outreach**
- In Person**
- May 24 from 11:30 a.m. – 1 p.m. Charlotte Transportation Center (CTC)
 - May 24 from 4 – 6 p.m. Rosa Parks Transit Center
 - May 25 from 5:30 – 7 p.m. at Matthews Town Hall
 - May 31 from 1 – 3 p.m. South Park Transit Center
 - June 14 from 6 a.m. – noon at Huntersville Gateway Park & Ride
 - June 15 from 6 – 9 a.m. at Northcross Park & Ride*
 - June 16 from 6 – 9 a.m. at Davidson Gateway Station*
 - June 16 from 6 – 9 a.m. at Cornelius Park & Ride*
- Live virtual public meetings (CATS YouTube)**
- May 25 from 11:30 a.m. – 1 p.m.
 - May 26 from 5 – 7 p.m.
 - May 31 from 5 – 7 p.m.
 - June 16 from noon – 1 p.m.*
- 7.0 RECOMMENDATION:** N/A

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


SUBMITTED AND RECOMMENDED BY:

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

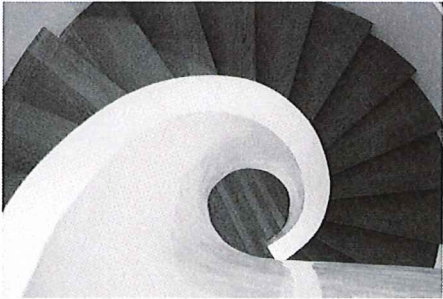
John M. Lewis, Jr.
Chief Executive Officer, Charlotte Area Transit System
Director of Public Transit, City of Charlotte




1

Overview

- COVID-19
- Title VI Service Equity Analysis
 - Technical Analysis
 - Mitigation
 - Public Outreach
- Next steps



www.RIDETRANSIT.org

2

- **Title VI requirement:**
Requires that FTA assisted benefits and related services are made available and equitably distributed to all beneficiaries without regard to race/ethnicity or household income.
- **Title VI requirement:**
If a temporary service addition or change lasts longer than twelve months, then FTA considers the service addition or change permanent, and the transit provider must conduct a service equity analysis if the service otherwise qualifies as a major service change...



COVID-19 Service Changes



Pandemic Service Changes

March 25, 2020 Service Change

- The LYNX Blue Line implemented a Sunday schedule Sunday – Saturday.
- Local bus service implemented a Saturday schedule on Monday – Saturday and regular Sunday service on Sundays.
- Limited Express/Regional Express service.
- Express Routes 41X, 61X, 65X, 88X were suspended as there was an underlined local service.
- Route 290 Davidson Shuttle suspended

June 8, 2020 Service Change

- Monday-Saturday implemented a Saturday schedule with a modification: 15-minute service between 6:00 a.m. - 7:00 p.m. and the printed rail Saturday schedule after 7:00 p.m.
- Monday – Friday CATS implemented increased frequency on the following high ridership routes: 5, 7, 8, 9, 10, 11, 16, 21, 27 and 34.

Pandemic Service Changes

October 5, 2020 Service Change

- Additional morning trips added to routes 9 and 27.

February 1, 2021

- CATS implemented additional frequency on the following bus routes: Sprinter, 6, 16, and 27.

June 7, 2021 Service Change

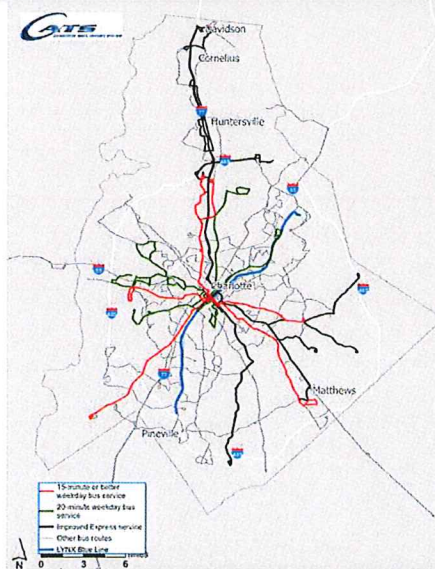
- CATS implemented additional morning trips and improved Weekday frequency to 20-min throughout the day for routes: 8, 10, 11, 21, and 34.

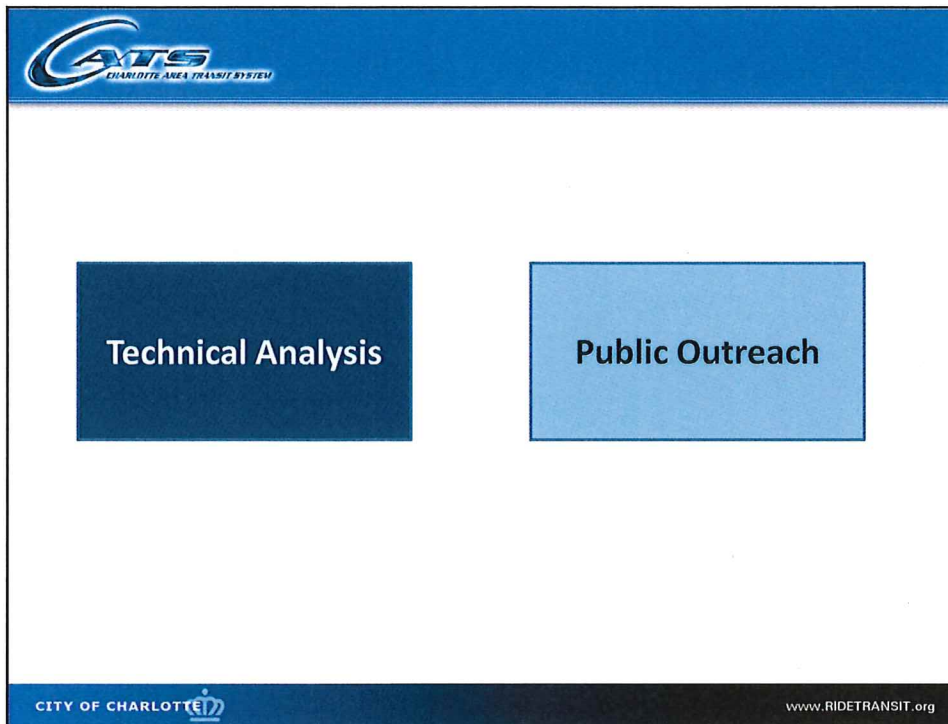
July 11, 2021 Service Change

- CATS implemented additional morning/evening trips, improve service span and/or frequency on routes: 40X, 46X, 48X, 52X, 53X, 62X, 63X, 64X, and 77X.

November 1, 2021

- CATS extended 64X Independence Express into downtown Matthews.





7

This slide is titled "Evaluation" and is part of the CATS presentation. It contains a bulleted list of three items: "Review Service Change", "Conduct Analysis", and "Evaluate the results". Each item has a sub-bullet describing the specific steps or goals. The slide includes the same blue header and black footer as slide 7.

- **Review Service Change**
 - Determine if changes met the threshold for "Major Service Change"
- **Conduct Analysis**
 - Analyze demographics; race/ethnicity and household income, to determine measure of impact of change.
- **Evaluate the results**
 - Evaluate whether changes result in a disparate impact or disproportionate burden

8

CATS Policy CivR01: Major Service Changes and Fare Reviews

Systemwide

- Any system-wide change that affects 25% or more daily revenue miles or 25% or more passengers system-wide

Route Level

- Any change to an existing bus or light rail route that affects 25% or more of the route's daily revenue miles or 25% or more of the route's ridership
- Elimination of an existing transit route without replacement
- New service routes

CATS Policy CivR01: Major Service Changes and Fare Reviews

- **Low income**
 - Median income is at or below ACS poverty levels
- **Minority**
 - Non-White population by race census tract defined by US Census



Disparate Impact: Title VI protect populations based upon race/ethnicity are more impacted by the changes than non-protect groups


Disproportionate Burden: Title VI protected populations based upon household income are more burdened by the changes than non protected groups.

System-wide Low Income and Minority Area		
	Service Area	Mecklenburg County
Minority	49.5%	49.0%
Low-Income	11.8%	10.2%


CATS policy is that a disparate impact or disproportionate burden is found if the population differences exceed Service Area demographics.

- CATS operates a total 70 bus routes
- 25 bus routes had changes in which 25% or more of the daily revenue miles were reduced for 12 months
- All 25 routes traveled through US Census corridors which were considered either low-income or minority



 Evaluation of COVID Changes		
Route #	Route Name	Percent Change
15	Randolph Road	-30.21%
18	Paw Creek/Rosa Parks Xtown	-29.55%
19	Park Road	-26.95%
20	Sharon Road	-30.31%
35	Wilkinson-Amazon	-31.12%
40X	Lawyers Road Express	-35.66%
42	Carowinds	-33.46%
43	Ballantyne	-37.98%
46X	Harrisburg Road Express	-34.00%
48X	Northcross Express	-53.64%
50	URP/CIC	-71.34%
52X	Idlewild Road Express	-39.96%
53X	Northlake Express	-41.37%
57	Archdale/South Park	-36.35%
61X	Arboretum Express	-100.00%
62X	Rea Road Express	-27.01%
63X	Hunterville Express	-69.79%
64X	Independence Blvd Express	-44.11%
65X	Matthews Express	-100.00%
77X	North Mecklenburg Express	-58.54%
82X	Rock Hill Express	-45.00%
85X	Gastonia Express	-54.56%
88X	Mt Island Express	-100.00%
235	Goodwill/Amay James	-51.50%
290	Davidson Shuttle	-57.22%

13

 Evaluation of October 2022 Changes	
<ul style="list-style-type: none"> • Seven routes are being proposed for adjustments for October 2022 • One proposed route change exceeded 25% of the daily revenue miles resulting in “Major Service Change” • Route 235 was determined to travel through both low income and minority corridors 	
Route	Change
235	-46.8%

14

- Website
- Public meetings
- Face to Face
 - Tuesday, May 24 from 11:30 a.m. – 1 p.m. Charlotte Transportation Center
 - Tuesday, May 24 from 4 – 6 p.m. Rosa Parks Transit Center
 - Wednesday, May 25 from 5:30 – 7 p.m. at Matthews Town Hall
 - Tuesday, May 31 from 1 – 3 p.m. South Park Transit Center
 - Tuesday, June 14 from 6 a.m. – noon at Huntersville Gateway Park & Ride
 - Wednesday, June 15 from 6 – 9 a.m. at Northcross Park & Ride*
 - Thursday, June 16 from 6 – 9 a.m. at Davidson Gateway Station*
 - Thursday, June 16 from 6 – 9 a.m. at Cornelius Park & Ride*

- Virtual (via YouTube)
 - Wednesday, May 25 from 11:30 a.m. – 1 p.m.
 - Thursday, May 26 from 5 – 7 p.m.
 - Tuesday, May 31 from 5 – 7 p.m.
 - Thursday, June 16 from noon – 1 p.m.*

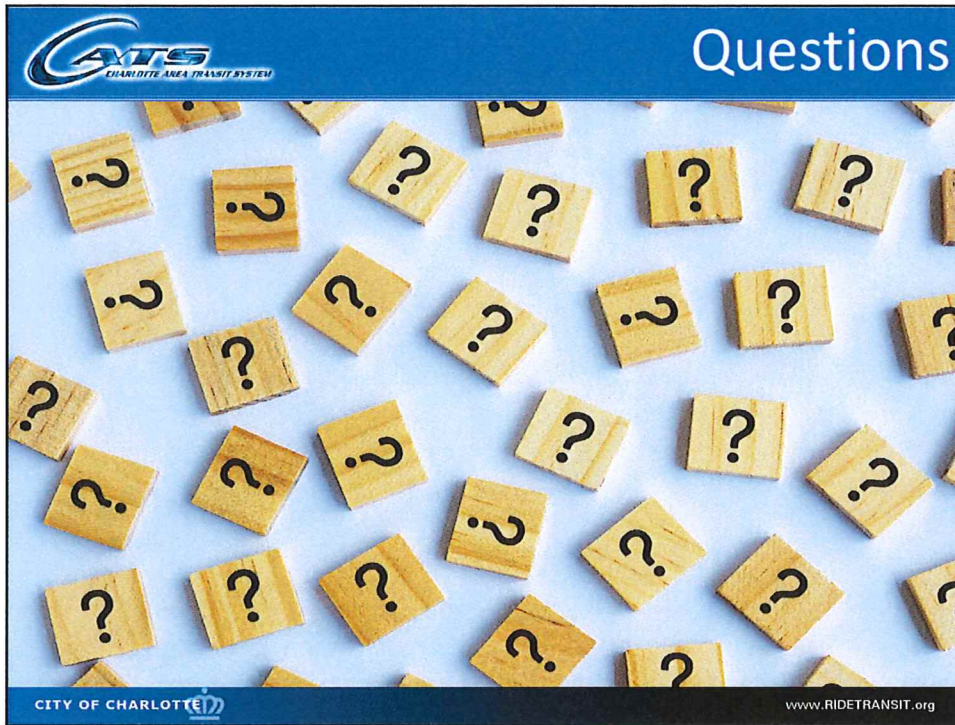


"The mitigation efforts should produce meaningful outcomes for low income and minority populations."

- **Express Routes:** Bus service is returning for all express routes suspended during COVID with exception of 65X
- **Route 65X:** Route 27 will service corridor and 64X adjusted to provide service to park and ride lot
- **Route 235:** Route 8 will service discontinued area. Provides more frequent service than previous bus route

- ✓ Conducted an analysis
- ☐ Gather and compile public input
- ☐ Present Service Equity Analysis to MTC for vote and approval during August 2022 meeting





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**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

SUBJECT: 2022 Summer Meeting Schedule

DATE: June 22, 2022

- 1.0 PURPOSE/SCOPE:** This action will establish the Metropolitan Transit Commission's July - August 2021; meeting schedule.
- 2.0 BACKGROUND:** The MTC typically considers canceling summer meetings to support family activities, vacations, etc.
- 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:** MTC has the following options:
- Option 1: Cancel July and/or August MTC meetings
 - Option 2: Hold all schedule meetings
- 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

Chief Executive Officer's Report

Metropolitan Transit Commission
June 22, 2022



1

Current Operational Challenges:

► Lack of available bus operators to meet daily service levels:

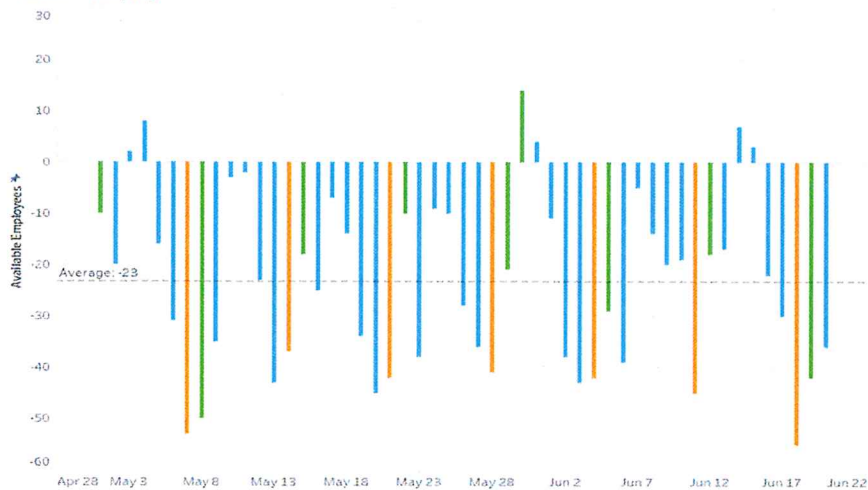
- Total bus operator funded positions – 571
- Open positions – 74
- Operators needed for weekday service – 292/Scheduled Day Off – 89
- Saturday Service – 227/Scheduled Day Off – 159
- Sunday Service – 151/Scheduled Day Off – 230
- Vacation – 35
- Unexcused Absences – 107



2

Current Operational Challenges:

Available Employees



► We have been short 23 employees on average per day since May 1, with daily deficit regularly approaching 40-50 operators



3

Short Term Efforts:

Scenario	Description	Operators Required	Daily Assignments		
			Weekday	Saturday	Sunday
A	Current Service	382	292	227	151
B	Saturday + Express	343 (-39)	253	227	151



4

Mid-Term Solutions:

- ▶ RATPDEV negotiations with SMART Union
- ▶ Significant investment by CATS in employee salary and benefits enhancements
- ▶ More flexible bus route scheduling
- ▶ Closing attendance policy loopholes



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

Mode / Service	May-22	May-21	Percent Increase/Decrease	YTD FY 2022	YTD FY 2021	Percent Increase/Decrease	Avg Daily Ridership per Month		
							WeekDay	Saturday	Sunday
Local									
BOD Local	403,524	473,809	-14.8 %	4,990,649	5,118,224	-2.5 %	15,198	10,208	7,265
Subtotal	403,524	473,809	-14.8 %	4,990,649	5,118,224	-2.5 %	15,198	10,208	7,265
Local Express									
Harrisburg Road Express	773	309	150.2 %	6,631	3,218	106.1 %	37	-	-
Northcross Express	2,052	219	837.0 %	9,808	2,707	262.3 %	98	-	-
Idlewild Road Express	585	197	197.0 %	6,208	3,042	104.1 %	28	-	-
Independence Blvd Express	1,976	216	814.8 %	9,901	1,462	577.2 %	94	-	-
Lawyers Road Express	1,027	315	226.0 %	5,963	3,331	79.0 %	49	-	-
Northlake Express	1,482	221	570.6 %	7,638	2,448	212.0 %	71	-	-
North Mecklenburg Express	3,546	315	1,025.7 %	17,819	2,534	603.2 %	169	-	-
Huntersville Express	2,805	481	483.2 %	15,239	4,097	272.0 %	134	-	-
Rea Road Express	1,174	248	373.4 %	7,683	3,047	152.1 %	56	-	-
Huntersville Greenhouse Express	158	150	5.3 %	1,516	1,443	5.1 %	8	-	-
Subtotal	15,578	2,671	483.2 %	88,406	27,329	223.5 %	744	-	
Regional Express									
Gastonia Express	1,046	426	145.5 %	8,075	5,502	46.8 %	50	-	-
Rock Hill Express	917	194	372.7 %	5,806	2,682	116.5 %	44	-	-
Union County Express	711	230	209.1 %	4,539	2,466	84.1 %	34	-	-
Subtotal	2,674	850	214.6 %	18,420	10,650	73.0 %	128	-	
Community Circulator									
Neighborhood Shuttles	13,190	13,622	-3.2 %	137,345	160,259	-14.3 %	498	375	205
Eastland Neighborhood Shuttle	6,992	8,348	-16.2 %	79,908	92,296	-13.4 %	236	241	181
Pineville-Matthews Road	1,109	1,506	-26.4 %	13,807	15,798	-12.6 %	41	60	-
Village Rider	5,469	3,107	76.0 %	37,862	38,918	-2.7 %	120	92	432
Subtotal	26,760	26,583	0.7 %	268,922	307,271	-12.5 %	895	768	818
Human Services Transportation									
Special Transportation Services	13,992	13,009	7.6 %	147,411	128,516	14.7 %	562	216	154
DSS	434	471	-7.9 %	20,097	15,608	28.8 %	20	-	-
Subtotal	14,426	13,480	7.0 %	167,508	144,124	16.2 %	582	216	154
Rideshare Services									
Vanpool	3,753	2,593	44.7 %	35,467	32,908	7.8 %	158	30	32
Subtotal	3,753	2,593	44.7 %	35,467	32,908	7.8 %	158	30	32
Rail									
LYNX Blue Line	384,156	244,755	57.0 %	3,485,666	2,363,118	47.5 %	13,216	12,002	9,768



Metropolitan Transit Commission
Charlotte Area Transit System Ridership Report

May-22

Mode / Service	Percent			YTD		Percent		Avg Daily Ridership per Month		
	May-22	May-21	Increase/Decrease	FY 2022	FY 2021	Increase/Decrease		WeekDay	Saturday	Sunday
CityLynx Gold Line	38,018	-	n/a	302,063	-	n/a		1,317	1,176	866
Subtotal	422,174	244,755	72.5 %	3,787,729	2,363,118	60.3 %		14,533	13,178	10,634
Total	888,889	764,741	16.2 %	9,357,101	8,003,624	16.9 %		32,238	24,400	18,903



May | CATS Sales Tax Report FY2022

March Receipts

Sales Tax Collections and Distribution – March 2022

- The March 2022 receipts of \$13,351,825 were \$3,755,625 (39.1%) above budget target for the month
- The March 2022 receipts were \$2,665,071 (24.9%) above forecast for the month
- The March 2022 receipts were \$2,098,294 (18.6%) above March of 2021

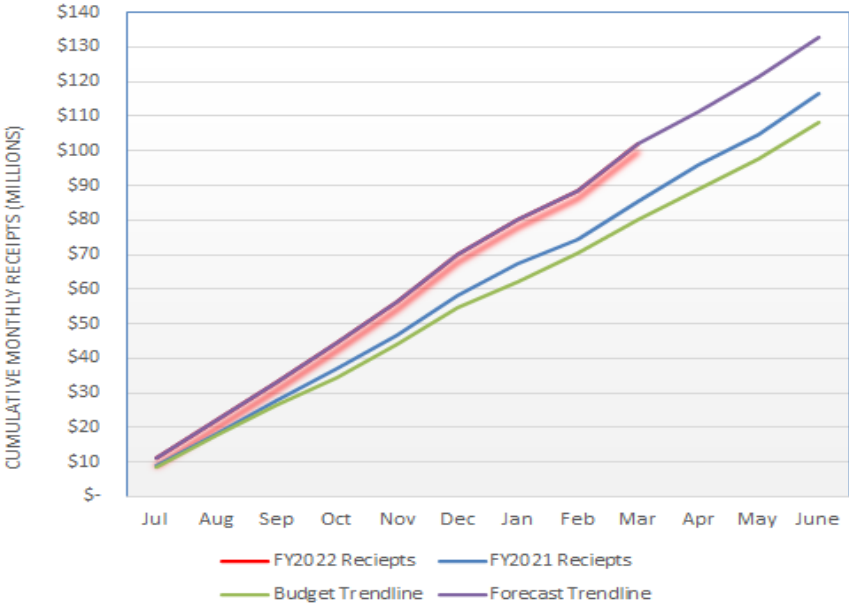
Sales Tax Budget Data

- FY2022 sales tax budget is \$108,235,200
- The FY22 model forecasts year-end receipts of \$132,797,591 which is \$24,562,391 (22.69%) above the FY22 budget target of \$108,235,200
- FY2021 actual sales tax was \$116,669,192

Local Government Sales and Use Tax Distribution

- Source: North Carolina Department of Revenue Sales & Use Distribution Report for the month April 30, 2022
- Published by NC Secretary of Revenue on 6/10/2022 with actual receipts through March 2022
- CATS sales tax report only includes Mecklenburg County Article 43 sales tax

FY2022 Sales Tax Receipts Forecast



FY2022 Budget Sales Tax Receipts (Actuals and Forecasts)

Jurisdiction	Population	% of Total	Jul 21 Actuals	Aug 21 Actuals	Sep 21 Actuals	Oct 21 Actuals	Nov 21 Actuals	Dec 21 Actuals	Jan 22 Actuals	Feb 22 Actuals	Mar 22 Actuals	April 22 Forecasts	May 22 Forecasts	Jun 22 Forecasts	Total
Charlotte	863,985	40.4%	\$ 4,561,387	\$ 4,303,529	\$ 4,470,467	\$ 4,579,250	\$ 4,891,177	\$ 5,450,855	\$ 4,126,742	\$3,356,977	\$ 5,390,401	\$ 3,865,091	\$ 4,031,012	\$ -	\$ 49,026,889
Cornelius	32,144	1.5%	\$ 169,703	\$ 160,110	\$ 166,321	\$ 170,368	\$ 181,973	\$ 202,796	\$ 153,533	\$ 124,894	\$ 200,546	\$ 143,798	\$ 149,971	\$ -	\$ 1,824,014
Davidson	13,261	0.6%	\$ 70,011	\$ 66,053	\$ 68,616	\$ 70,285	\$ 75,073	\$ 83,663	\$ 63,340	\$ 51,525	\$ 82,735	\$ 59,324	\$ 61,871	\$ -	\$ 752,496
Huntersville	62,528	2.9%	\$ 330,115	\$ 311,453	\$ 323,535	\$ 331,408	\$ 353,982	\$ 394,487	\$ 298,659	\$ 242,950	\$ 390,112	\$ 279,723	\$ 291,731	\$ -	\$ 3,548,156
Matthews	31,071	1.5%	\$ 164,039	\$ 154,765	\$ 160,769	\$ 164,681	\$ 175,899	\$ 196,026	\$ 148,408	\$ 120,725	\$ 193,852	\$ 138,998	\$ 144,965	\$ -	\$ 1,763,126
Mint Hill	27,692	1.3%	\$ 146,199	\$ 137,934	\$ 143,285	\$ 146,772	\$ 156,769	\$ 174,708	\$ 132,268	\$ 107,596	\$ 172,770	\$ 123,882	\$ 129,200	\$ -	\$ 1,571,384
Pineville	9,533	0.4%	\$ 50,329	\$ 47,484	\$ 49,326	\$ 50,526	\$ 53,968	\$ 60,143	\$ 45,533	\$ 37,040	\$ 59,476	\$ 42,646	\$ 44,477	\$ -	\$ 540,951
Meck. County	1,099,845	51.4%	\$ 5,806,604	\$ 5,478,353	\$ 5,690,864	\$ 5,829,344	\$ 6,226,423	\$ 6,938,889	\$ 5,253,305	\$ 4,273,401	\$ 6,861,931	\$ 4,920,226	\$ 5,131,442	\$ -	\$ 62,410,782
Total	2,140,059	100.0%	\$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	\$ 9,573,688	\$ 9,984,669		\$ 121,437,798

FY2022 Budget Sales Tax Comparison Year over Year														YTD Budget Variance	\$ 97,849,380
Year-over-Year Comparison (FY22-FY21)			26.6%	12.6%	19.8%	21.7%	21.6%	18.4%	11.9%	22.5%	18.6%	-6.9%	11.6%		4.1%
FY22 Budget Target			\$ 8,479,780	\$ 9,053,661	\$ 9,001,133	\$ 8,076,718	\$ 9,319,809	\$10,570,984	\$ 7,547,377	\$8,322,267	\$ 9,596,200	\$ 8,752,853	\$ 9,128,597	\$ 10,385,820	\$ 108,235,200
% of FY22 Budget Achieved			10.4%	20.3%	30.5%	41.0%	52.2%	64.7%	74.1%	81.8%	94.1%	103.0%	112.2%		112.2%

Prior Year Sales Tax Receipts: FY2018 – FY2021

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
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
FY2018	\$ 8,147,197	\$ 8,436,960	\$ 8,784,051	\$ 7,883,713	\$ 8,884,437	\$ 9,324,267	\$ 6,897,695	\$7,842,800	\$ 9,303,951	\$ 8,539,748	\$ 9,277,676	\$ 9,699,263	\$ 103,021,757

