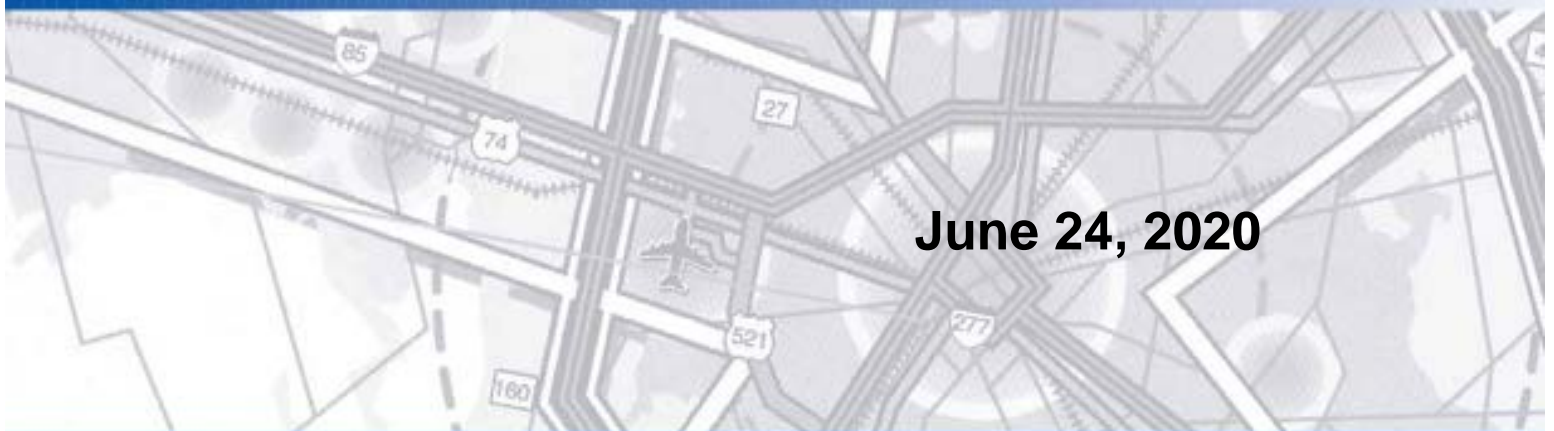


# Metropolitan Transit Commission



**June 24, 2020**



# METROPOLITAN TRANSIT COMMISSION

Wednesday, June 24, 2020

5:30pm

Charlotte Mecklenburg Government Center

WebEx

## AGENDA

- I. Call to Order .....Commissioner Susan Harden
  - Invocation
  - Pledge of Alliance
  - Attendance (Roll Call)
- II. Approval of the May 27, 2020 Summary (**p.5-12**) .....Commissioner Susan Harden
- III. Report from the Chair of the Transit Service Advisory Committee (TSAC) ....Krissy Oechslin
- IV. Report from the Chair of the Citizens Transit Advisory Group (CTAG)..... No Meeting
- V. Public Comments
- VI. Action Items
  - 2020 Summer Meeting Schedule (**p.14**)..... John Lewis, Jr
  - Proposed New LYNX Blue Line Station (**p.16-17**) .....Jason Lawrence
- VII. Informational Items
  - CONNECT Beyond Status Update (**p.19-32**) .....Jason Lawrence
  - LYNX Silver Line Program Update (**p.34-45**) ..... Andy Mock
- VIII. MTC Commissioners' Business .....Commissioner Susan Harden
  - Charlotte Moves Update (**p.47-51**) ..... Taiwo Jaiyeoba
- IX. Chief Executive Officer's Report (**p.53-56**) ..... John Lewis, Jr
  - COVID 19 Operational Update
- X. Adjourn





**METROPOLITAN TRANSIT COMMISSION**  
**MEETING SUMMARY**  
**May 27, 2020**  
**(Approved on June 24, 2020)**

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**Presiding:** Commissioner Susan Harden, BOCC Mecklenburg County

**Present:**

Mayor Vi Lyles (City of Charlotte)	Mayor Brad Simmons (Town of Mint Hill)
Taiwo Jaiyeoba (Assistant Manager, Charlotte)	Mayor Jack Edwards (Town of Pineville)
Mayor Woody Washam (Town of Cornelius)	Bill Thunberg, (Town of Mooresville)
Andrew Grant (Town Manager, Cornelius)	Mayor Walker Reid III (City of Gastonia)
Mayor Rusty Knox (Town of Davidson)	Randi Gates, (GCCMPO, City of Gastonia)
Mayor John Aneralla (Town of Huntersville)	E. L. Faison (City Manager, Monroe)
Mayor John Higdon (Town of Matthews)	Councilman Marion Holloway (Monroe)
Mayor Pro Tem Renee Garner (Matthews)	Mayor William Dusch (City of Concord)

**CATS Chief Executive Officer:** John Lewis, Jr

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**I. Call to Order**

The regular meeting of the Metropolitan Transit Commission was called to order via WebEx conferencing at 5.30p.m. by MTC Chairwoman Commissioner Susan Harden.

- Invocation was delivered by MTC Chairwoman Commissioner Susan Harden
- All gave attention and recited the Pledge of Alliance

**II. Review of Meeting Summary**

The meeting summary of April 22, 2020 was approved.

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

**Krissy Oechslin (Chairwoman)** reported the following: The TSAC meeting covered much of the same material as the MTC meeting. We received an update on what CATS is doing to keep staff and riders safe during the pandemic including vehicle cleaning schedules, vehicle operator work scheduled, service changes, plans to reinstate fares, et cetera.

Of particular interest to many of TSAC's members is how CATS is monitoring ridership and how to adjust when, for example, a bus line sees increased ridership that prevents riders from maintaining social distancing onboard or even keep passengers from boarding because they're already too full, how quickly CATS can add buses into service immediately, and then how does CATS look ahead as ridership overall increases as more businesses reopen and more people go back to work.

We will continue to ask for updates on how CATS make those decisions since they directly impact passengers' likelihood of returning to transit and their feeling of safety and reliability in doing so. One suggestion that came up again in our meeting which has been discussed several times in TSAC meetings in the past is contactless fare payment. Several TSAC members asked for an update on the opportunity for CATS to prioritize federal funds to implement contactless fare payments and to use the existing technology on the vehicles that are already equipped with it, but it's not currently operational.

We plan to focus on this in our next TSAC meeting to look at how contactless fare payment works or how it's supposed to work. We'd like to learn a little bit more about the contactless fare payment technology that exists but is not operational and look at this in our next meeting to see how it works or is supposed to work and what it would take to get it to be operational.

We feel this could be a perfect time to implement contactless payments because it would reduce cash handling. It would also reduce time at the fare box, and it would speed boarding which would enhance operator safety. In addition, while no formal recommendation was made at our meeting, TSAC members again exhibited frustration with the lack of deployment of a real time system app. This is a multiyear process that continues to be delayed but would offer a great opportunity for riders to manage safe and convenient travel before, during, and after this pandemic.

**CATS CEO LEWIS:** We had a conversation in the room about the issues discussed by the TSAC Committee. I wasn't able to attend last month's TSAC, but I've read the summary from the meeting and talked with staff. I will be attending the next meeting and we will address that more fully.

**IV. Citizens Transit Advisory Group (CTAG) Chairman's Report – No report**

**V. Public Comments – Meg Fencil (Sustain Charlotte) shared the following:**

We know that these are really challenging times. I wanted to come with a message of gratitude and support for not only the work that you're doing to ensure the success of the transit system but, also, to meet the needs of riders and staff. Please continue that work.

The reason I'm speaking with you tonight is I want to voice our enthusiastic support on behalf of Sustain Charlotte for the recent bus and bike lane pilot on 4th Street between McDowell and the Charlotte Transportation Center. And we know that all people in the Greater Charlotte area who live and work here and need fast, frequent, reliable access to transit. And as our population continues to grow, it's going to be important to add frequency to our buses, but we also need to make sure that those buses aren't getting stuck in traffic. It's hard to think about heavy traffic now that the volume is so much lighter, and many people are working from home. But we know that those traffic volumes are going to pick up again. As the economy recovers, we need that recovery, really, to be as equitable as possible. Many people have lost income. They've lost jobs. And as they reenter the workforce, they may need to find jobs in other parts of town or clear across the county. Some people may no longer be able to afford a car. Public transit can really be a lifeline for opportunity because bus prioritization is an important part of the work that CATS is doing on the Envision My Ride initiative.

Please continue to support innovations like the bus and bike only lanes and transit signal prioritization. These will all help to improve the frequency, reliability, and speed of our buses.

**VI. Informational Items**

**a. Hambright Road Park and Ride**

**John Muth**

**John Muth – Deputy Director, Charlotte Area Transit System** – made a presentation on Hambright Road Park and Ride, based on pages 25-157 in the MTC Agenda packet for May 27<sup>th</sup>, 2020 meeting.

**Discussion:**

**MAYOR ANERALLA (Town of Huntersville):** My first comment is whoever negotiated this deal at NCDOT needs to negotiate with Norfolk Southern for some property rights. This is very exciting. I think it's going to be strategically located and, I think the vision of creating a mobility

hub will work extremely well in that area. It's going to be a nice gateway to North Mecklenburg. I look forward to the groundbreaking.

**MAYOR WASHAM (Town of Cornelius):** I think that's wonderful to add as many park and rides as we can in this area. That helps alleviate our traffic issues somewhat.

**MAYOR KNOX (Town of Davidson):** This is a good path for us at the North end. My concerns for it are funding as far as DOT. I know these are STIP funded, but I don't know where the money is currently to do these things. I hope this thing can actually be pulled off.

**CATS CEO LEWIS:** Mayor Knox, I think that is a fair concern. With the impact of the health pandemic, NCDOT is certainly having some funding challenges and they're having some CATS flow issues. We have been in discussions with NCDOT about the ability to meet their promises, for lack of a better word, and those discussions continue. If we get to a point where we believe it will start to impact projects, then I will certainly have MTC informed and there may be a level of lobbying or communication from the MTC as a body on those issues.

**b. LYNX Blue Line Station**

**Jason Lawrence**

**Jason Lawrence – CATS Senior Transit Planner** made a presentation on proposed LYNX Blue Line Station, based on pages 17-18 in the MTC Agenda packet for May 27<sup>th</sup>, 2020.

**Discussion:**

**CATS CEO LEWIS:** I want to highlight for MTC members that the issue that this began for us as a safety concern. I don't want to minimize the importance of solving that issue in that location because of all of the development that is going on. We were having daily incursions across the right-of-way of people trying to get shortcuts to the retail opportunities from the apartments. It was our intention to address with a pedestrian crossing there and we had funded that in our budget.

Having conversations with the developing community, they were interested in moving forward with a full-blown station. Our intention is we have put aside funding for the pedestrian safety issue. Anything above that would come from the private sector. We will continue to work through discussions with Center City Partners, the developing community that's adjacent to that about that public private partnership. We will certainly be bringing that information back to you as those conversations continue.

**MAYOR LYLES (City of Charlotte):** We've got so much development down there, that has been fairly difficult to deal with the pedestrian use of it. It's like people find a path and they will create it. That has been very problematic for us. This is not just a station for convenience. It is actually a station that will make the area safer for pedestrians as well as transit riders. Thank you for the work from the team to get this done and a great appreciation to the development community for their participation.

**VII. Action Items**

**a. Resolution of Appreciation**

**John Lewis, Jr**

**John Lewis, Jr – CATS CEO** made a presentation for Resolution of Appreciation for Deputy Director John Muth, based on pages 20-22 in the MTC Agenda packet for May 27<sup>th</sup>, 2020.

**Resolution:** A motion to adopt the Resolution in Appreciation for Outstanding Public Service by John Muth, P.E. was made by **Mayor Vi Lyles (City of Charlotte)**; seconded by **Mayor John Higdon (Town of Matthews)**. Motion carried unanimously.

**Remarks:**

**John Muth (CATS Deputy Director):** Thank you for that wonderful resolution. I've been blessed to have a wonderful rewarding 31½ years career in a great organization. When I say organization, I mean the City of Charlotte, the Charlotte Department of Transportation, and the Charlotte Area Transit System.

From 1988 to late 1999 I worked in the Charlotte DOT. While at CDOT I got to work on many transportation projects that benefitted our community: Roadway and intersection projects, long-range and transportation planning, bridge and section repair program and sidewalk program.

I got to work on the development of the first bicycle suitability map. Actually, our TSAC Co-chair Terry Lansdell, played a major role in that project as well. I also got to lead the development of the Bank of America stadium and traffic management plan for the Panthers, and then, also, the 2025 transit and land use plan in 1997 and '98, and the 2025 plan informed the citizens positive vote in 1998 on the ½ cent transit sales tax referendum. In November 1999, Ron Tober was hired to lead the development of the new transit department. I was very fortunate to be hired by Ron immediately into a leadership role with CATS and to be involved in the growth of CATS for the past 20 years. I'm very proud of my contributions to that growth. I have been fortunate to work for four excellent transit CEOs and serve on several strong leadership teams during my career. Each of those CEOs has led CATS well and taken on a variety of challenges.

Ron Tober was CEO from 1999 to 2007. Ron oversaw the startup of the new transit department. He established a strong foundation for CATS and he willed the LYNX and Blue Line through FTA approval, construction, and opening.

Keith Parker was our CEO from 2008 and 2009. Keith served at the beginning of the recession and he made some of the tough budget and service level decisions that were needed at that time.

Carolyn Flowers was our CEO from 2010 through 2014. Carolyn came during the recession and she helped CATS establish a strong financial position and kept the Blue Line Extension moving forward.

And then, of course, John Lewis, Jr has led CATS from 2015 to the present. John led us to the opening of the LYNX Blue Line Extension, the funding for the Silver Line design, and is leading us through the current pandemic that has greatly impacted our operations. I also had the honor of leading CATS during two separate interim stints totaling 14 months. During each of my interim tenure, CATS employees responded well and kept the organization moving forward.

I want to say a few things about CATS planning and development division staff. This team is a wonderful group of talented, hard working professionals dedicated to public service. Many of them have been with CATS 15-20+ years because they believe very much in what we are doing for our community. We've had many successes together. Several of those are listed in the resolutions.

The past two months is not how I envisioned the end of my career. I thrive on working face to face with people. I like to manage by walking around. I like to drop in on people and do business. And, frankly, I was expecting to be treated to lunch several times and taken out for some after-hours beverages. So, it's been hard. I look forward to the day when we can feel safe

getting together in larger groups to solve problems together and celebrate successes together. I will say the staff has done a wonderful job working effectively from home. We are able to hold effective meetings with CATS staff, other agencies and partners and our consultants.

I'm grateful for the opportunity to serve the citizens of our community. When I came to Charlotte in 1988, it was because I wanted to work in local government and have a daily impact on the quality of life in my community. I feel I have accomplished that.

In closing, I want to thank the Metropolitan Transit Commission for your service to your communities. You have a challenging charge leading your jurisdictions and also making regional transit decisions that impact the greater region. I've always strived to provide the MTC with sound information to make those challenging decisions. I hope we have met that challenge to your satisfaction. Thank you.

**BILL THUNBERG (Mooresville Representative):** I've been fortunate to work with John for a long part of his tenure at CATS. And he's been the glue that's kind of bonded us all together regionally because you know how it is from jurisdiction to jurisdiction. Each jurisdiction is the best, of course. I'm sure that, you know, when John wakes up in the morning, he'll probably decide to move to Mooresville because of that. But John has really been a great partner regionally and has been the glue that kind of bound us all together as we've moved through some cost cutting and strategic plans and things of that nature. It's been a great pleasure for me to work with him and I'm sure we'll be seeing more of him in the future. Congratulations, John, and thanks so much.

**b. FY2020/21 Transit Operating Budgets Amendments & John Lewis, Jr/Blanche Sherman  
FY2020/21 Transit Community and Capital Investment Plans**

**John Lewis, Jr – CATS CEO and Blanche Sherman – CATS Chief Finance Officer** made a presentation on the FY2020/21 Transit Operating Budgets Amendments and FY2020/21 Transit Community and Capital Improvement Plan Amendments, based on pages 24-27 in the MTC Agenda packet for May 27<sup>th</sup>, 2020.

**Discussion:**

**MAYOR LYLES (City of Charlotte):** The City Council has reviewed the CARES funding and I concur completely with staff recommendations.

**BILL THUNBERG (Mooresville Representative):** I asked this question at the last meeting. I'll like the way this is being handled so that it gives the professional staff the option to act quickly and then it provides the limitations of the CARES Act, the cap on that. I think it's a good idea for the board to support this, to be able to give the management the opportunity to do what they need to do.

And as a personal note, if in their discretion they decide to leave the fare as free for a longer period of time and utilize some of that CARES funding to offset the free fares, I would be in support of that as well as a management decision.

**Resolution:** A motion to adopt the FY2020/21 Transit Operating Budgets Amendments and the FY2020/21 Transit Community and Capital Investment Plan Amendments was made by **Mayor John Aneralla (Town of Huntersville)**; seconded by **Mayor Vi Lyles (City of Charlotte)**. Motion carried unanimously.

## **VIII. MTC Commissioners' Business**

**MAYOR ANERALLA (Town of Huntersville):** In light of the current pandemic and the fact that such a high amount of cases occurred where there's public transportation, I know nobody has a crystal ball when things will be back to normal or what normal actually looks like, but I think we have to recognize that there's going to be a significant change in behavior, whether it's people going to park or going out and so forth. I know Taiwo is going to have a conference call on that tomorrow. But it's something that, we have to really seriously take a look at in terms of invest our dollars going forward.

Also, In the future when are we going to be meeting in person?

**CATS CEO LEWIS:** Typically, in the past we have continued the MTC meetings into June and then take July and August off. That has been the practice of the MTC. It is up to the board to establish the schedule. We have typically taken July and August because operationally things begin to slow down during the summer. Then we don't start, really, back up until the fall with budget preparation for FY22.

Generally, we bring the MTC calendar to the June meeting and then that sets the rest of the summer schedule, but that is completely up to board members to determine the schedule moving forward. I think with the budget amendment that was just passed, it certainly gives staff flexibility to address things in real time and come back to the MTC with information. I don't know that there are any pressing issues that are on our horizon for the summer. I think the schedule of meetings is up to that.

**MAYOR LYLES (City of Charlotte):** I just want to make sure all of you are aware that we have created a task force called Charlotte Moves Task Force. It's chaired by Harvey Gantt, former City of Charlotte Mayor. It has 25 community leaders. I asked for this task force that we could be really seriously about our move strategic mobility plan. That means mobility in terms of vehicles, pedestrians, bicycle, transit, and most important, the rail that we watch too. Mr. Gantt has committed to work with us once a month up until December. We had a very slow start because of the pandemic. Tai is our staff resources effort. What we are hoping to do is comprise a plan over the next 10 to 15 years for our community that talks about what we should do and propose the best way to finance it. This is going to be really important. You can see the information on the charge and the membership at [CharlotteMoves@CharlotteNC.gov](mailto:CharlotteMoves@CharlotteNC.gov). They're meeting virtually now, but the meetings are open to the public and there is a public forum time for each meeting of the group. They won't meet in July either, but we do still have the meeting coming up for June and will begin again in August or September depending on how much work is being done.

I just wanted to make everyone aware that we are seriously looking at how do we commit to a mobility plan versus, you know, we have plans for highways and roads and intersections and then we have the bike plan and then we have a pedestrian walkway plan and all these things, a great need. We need to put them all together and determine what the community is willing to do to finance and over what period of time.

**MR. JAIYEOBA (City of Charlotte):** The next meeting is June 23rd. We will be having a couple of presentations. One of them will be by Jason Lawrence. He will be presenting CATS current projects including LYNX system plan to the group. Then we'll be adding a presentation of Charlotte Walks Charlotte Bikes so they have an idea of all the work that would be needed. If you have any questions, just reach out to me directly. I'll be working with John Lewis to update the MTC.

**MAYOR KNOX (Town of Davidson):** Not as it pertains to public transportation, but I will let you know that starting Thursday night at the intersection of Davidson Concord Road and Highway 73 we have had a bottleneck for years, which cars back up as much as a mile leaving town heading towards Concord or heading on Highway 73 towards the interstate. We couldn't wait on NCDOT. We have funded a turn lane ourselves and we are starting that construction Thursday night. It will take about ten working days to have it done. So that was one of those we just couldn't wait on NCDOT any longer. They were more than happy to do it in 2023. We couldn't wait that long. We have an election every two years. That's going to start Thursday night and it will be done in about two weeks.

**MAYOR EDWARDS (Town of Pineville):** Department of Transportation ran out of all our money. We had the big intersection change at the hospital plus the bypass on Johnston Road, it's all been put off until we just don't know when. We have absolutely no idea.

**BILL THUNBERG (Mooresville Representative):** Mooresville is in the process of updating the MTP and the STIP for some projects that are federally funded, the east-west connector, which was a bill grant, and another federal great separation that leads into one of our industrial parks that's been funded by the federal government as well. So that's about the only thing going on.

**IX. Chief Executive Officer's Report**

John Lewis, Jr. shared the following:

**\* COVID 19 Operational Update** - We have significantly reduced service and instituted our fare-free service in order to support social distancing onboard our vehicles.

We've gone to a Saturday service schedule for buses and our rail has just gone to a Sunday service level all week of 20-minute intervals between trains. With the June 8th service change, we will begin to transition back to a higher level of service. From a bus standpoint, our ten core highest ridership routes, our goal is to institute -- begin to move towards interval management rather than specific scheduled times.

And our goal and what we want to convey to our customers, and this is something very new from us and from a standpoint -- we would like to begin to introduce a train level of scheduling and service expectations into our bus service. Typically, when someone goes to get on a Blue Line, they don't pull their phone or pull out a schedule to know when the next train comes. Generally, our riders know that in the mornings it was, you know, 9-minute intervals, the train is going to come every 10 minutes, the afternoon every 15, and then again, every 10 minutes. We'd like to get to that point with buses where we're going to try it with this new schedule change with our ten highest ridership routes which we will endeavor to maintain a 15-minute headway interval between buses. All of our other routes will remain on the Saturday schedule. With that change, we will also begin instituting fare charges again. That has been something that we instituted not from a financial standpoint, but in order to promote social distances from our operators. As we begin to transition to more of a normal day-to-day operation, we want our bus service to reflect that reality.

There has been some question, particularly from TSAC members, about our ability to manage the service so that we can manage the crowds within our vehicles. And with going to that interval management, that allows us to be very flexible during the day to insert on-schedule service when one bus may be a little too crowded, we can ensure that we insert another vehicle, pull that out of service, and it would be trying to maintain that 15-minute interval. If you have dedicated service with schedules, it makes it a little more difficult to just add service in the midst of that. Very new for us, but something that we believe, as I believe Mayor Aneralla was



alluding to, we're all going into a new normal and we're going to have to sort of grope our way through this and find the sweet spot on how we provide the best level of mobility options to our customers.

As a part of that, we'll also be encouraging all of our customers to wear facial covering. That has been an area of wide debate nationwide. I think in our line of business when you have large numbers of people in very confined areas, such as buses and trains, we have to take the highest precautions that we can. Some transit agencies have gone as far as requiring that. It is not my recommendation that we do that. I don't want my operators having to make that decision to either stop, not offer service, or get into an interaction with a customer who may not be wearing a mask. We're going to do everything we can to encourage people to do the right thing.

In that regard I want to announce a new partnership that CATS has embarked upon with Novant Health System. Novant, as a part of their community service, has been providing face masks, personal protective equipment to our special transportation riders. Those are the elderly and disabled, and they have been doing that at no cost for the last several weeks, and that has been very well received within our special transportation service community.

We have always wanted to be able to provide that level of protection to our wider transit ridership but understanding that today we'll move about 25,000 people. That means we had to have a stable and very high quantity of supply of masks. Being able to plug in to Novant supply chain, I think we have reached that point. CATS is purchasing masks from Novant supplier. They will have Novant logo on it. But within the next week or two at the most we will then begin offering masks to all of our customers, both on bus and rail, that if they don't have a mask for themselves, they would be more than welcome to use one of ours. Before we get to an area of considering whether we will require it, I would like to utilize the voluntary method of providing masks to our customers and believing that they will do the right thing in that regard.

**X. Adjourn**

The meeting was adjourned at 6:40 p.m. by Commissioner Susan Harden – MTC Chairwoman (Board of County Commissioners - Mecklenburg County).

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NEXT MTC MEETING: WEDNESDAY, JUNE 24TH, 2020, STARTS AT 5:30 P.M.



**METROPOLITAN TRANSIT COMMISSION  
ACTION ITEM  
STAFF SUMMARY**

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**SUBJECT: 2020 Summer Meeting Schedule**

**DATE: June 24, 2020**

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- 1.0 PURPOSE/SCOPE:** This action will establish the Metropolitan Transit Commission's July - August 2020; meeting schedule.
- 2.0 BACKGROUND:** The MTC typically considers canceling summer meetings to support family activities, vacations, etc.
- 3.0 PROCUREMENT BACKGROUND:** Not applicable
- 4.0 POLICY IMPACT:** Not Applicable
- 5.0 ECONOMIC IMPACT:** Not Applicable
- 6.0 ALTERNATIVES:** Not Applicable
- 7.0 RECOMMENDATIONS:** MTC has the following options:
- Option 1: Cancel July MTC meeting
  - Option 2: Cancel August MTC meeting
  - Option 3: Cancel July & August MTC meetings
  - Option 4: Hold all schedule meetings
- 8.0 ATTACHMENT:** Not Applicable

**SUBMITTED AND RECOMMENDED BY:**



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**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**

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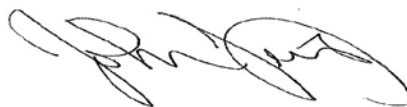
**SUBJECT: Proposed New LYNX Blue Line Station**

**DATE: June 24, 2020**

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- 1.0 PURPOSE/SCOPE:** CATS in coordination with the City of Charlotte Department of Economic Development, Charlotte Center City Partners, and the South End Development Community have proposed a new LYNX Blue Line Station between the New Bern and East/West Stations. In order to fully realize the development potential of the station as detailed in the City of Charlotte's Transit Oriented Development ordinance, CATS staff recommends adding the station to the 2030 Transit System Plan. This item was presented as information at the May 27 MTC meeting.
- 2.0 BACKGROUND/JUSTIFICATION:** The rapid development in the South End area along the LYNX Blue Line resulted in an increase of pedestrian encroachments in the rail right of way. To mitigate that safety concern, CATS explored a LYNX Blue Line pedestrian crossing. In March 2018, Charlotte Center City Partners expressed interest in pursuing a new station in South End between the LYNX Blue Line New Bern and East/West stations. In August 2018, CATS staff briefed City of Charlotte Department Directors on the potential schedule, cost, benefits, and impacts of implementing a new station as well as the timing and potential impacts to the South End Pedestrian/Bicycle Connector Project. The decision was made to stop design on the Pedestrian/Bicycle Connector Project and to move the remaining funding to the new station. CATS has included funding for design in its FY20 and FY21 budgets. Design will not begin until private funding commitments have been obtained
- 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:** CATS Staff recommends the MTC adopt the proposed new LYNX Blue Line station into the 2030 Transit System Plan as identified in Attachments A and B.
- 8.0 ATTACHMENT(S):**  
    (A) Project Area Map  
    (B) Proposed Platform Location Options

**SUBMITTED AND RECOMMENDED BY:**



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

**Attachment A  
Project Area Map**



**Attachment B  
Proposed Platform Location Options**







**METROPOLITAN TRANSIT COMMISSION  
INFORMATION ITEM  
STAFF SUMMARY**

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**SUBJECT: CONNECT Beyond Status Update**

**DATE: June 24, 2020**

**1.0 PURPOSE/SCOPE:** The CONNECT Beyond team held a kick off meeting on February 24, 2020 to launch the effort. Since then, the team has been focused on determining stakeholder committees, developing goals and values, and analyzing initial travel market data. CATS and CCOG have prepared information to update the MTC.

**2.0 BACKGROUND/JUSTIFICATION:** CONNECT Beyond is a two-state, 12 county regional mobility initiative conducted by the Centralina Council of Governments 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
  - Regionally coordinated transit investments
  - Coordinated transit operations to meet the needs of a growing and changing region and population

**3.0 PROCUREMENT BACKGROUND:** N/A

**4.0 POLICY IMPACT:** N/A

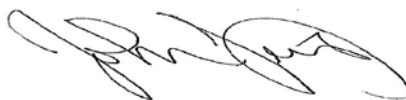
**5.0 ECONOMIC IMPACT:** N/A

**6.0 ALTERNATIVES:** N/A

**7.0 RECOMMENDATION:** N/A

**8.0 ATTACHMENT(S):**  
(A) CONNECT Beyond Study Area Map

**SUBMITTED AND RECOMMENDED BY:**



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





**CONNECT  
Beyond**

A Regional Mobility Initiative

June 24, 2020

# Metropolitan Transit Commission

Quarterly  
meetings were  
held with transit  
service providers  
across the  
region to inform  
the plan.

**2017**

The MTC and CCOG partnered to kick off a **Regional Transit Engagement Series**.

**Eighteen forums** were conducted in eight counties in North Carolina and South Carolina to assess transit needs and opportunities.

**2018**

A **Regional Transit Summit** was held, which resulted in a call to action for a shared regional vision for transit: A Regional Transit Plan.

**24 meetings** were conducted to define a scope of work for the plan and broaden the stakeholder base.

**2019**

Meetings were held with transit representatives in Anson, Cleveland, Rowan and Stanly counties to assess rural mobility needs and key elements for a transit plan scope.

Developed plan funding strategy and secured funds.

**TODAY**







## How will a Regional Transit Plan Help Your Community?

"Makes us eligible for more/different funding..."

**Cabarrus County**

"Help us market our community and region for jobs."

**Gaston County**

"Regional vision and ability to attract businesses and employees."

**Lincoln County**

"Land use policy coordination with future transit and economic mobility."

**Mecklenburg County**

## How will a Regional Transit Plan Help Your Community?

"Daily routes are handwritten; coordinated software would make us more efficient..."

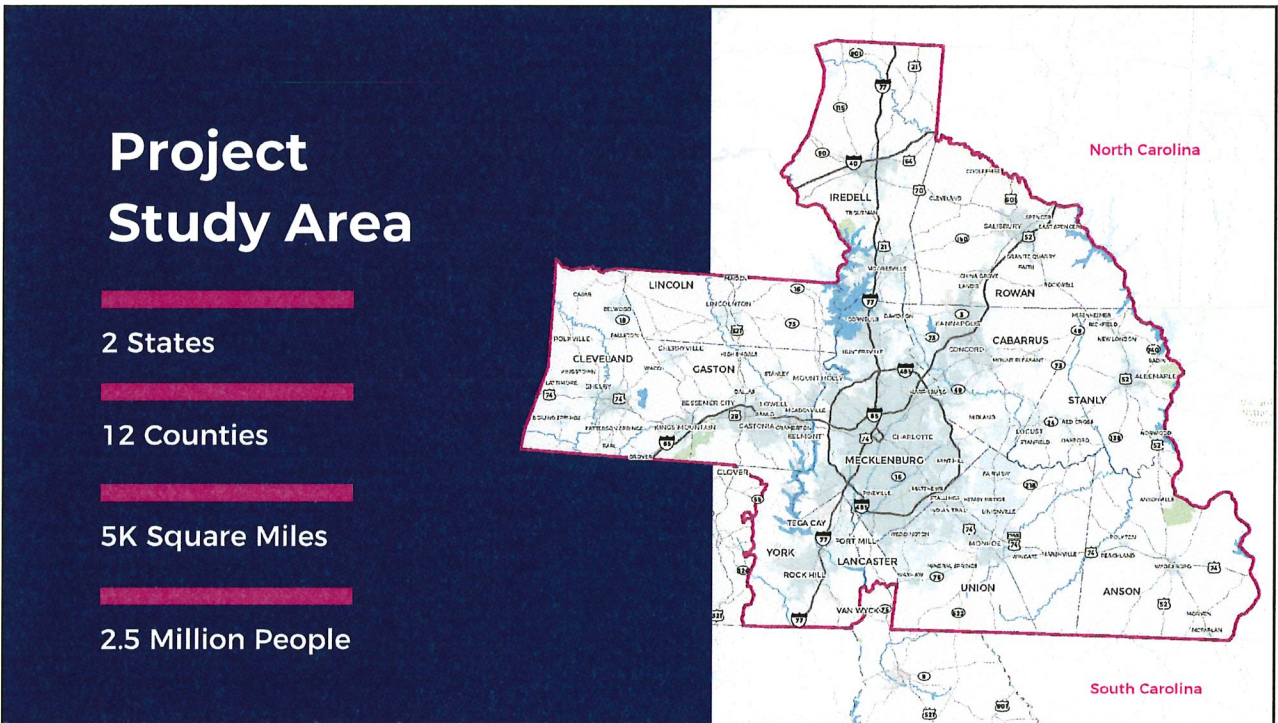
**Stanly County**

"No babies are delivered in medical facilities in Anson County. Coordinating cross-county medical trips is critical."

**Anson County**

"Opportunity to coordinate fare media, number of transfers, gaps in time for connections between Charlotte and Salisbury VA hospital."

**Rowan County**





## Project Funding Partners



## CONNECT Beyond will...

- **Define** a transit vision
- **Identify** corridors and complement plans and infrastructure
- **Strategize** coordination opportunities
- **Develop** implementation tools





# Logo Explained

Coverage  
made  
through  
CONNECT  
Beyond



Destination

Origin

## Brand

### Logo



**CONNECT  
Beyond**  
A Regional Mobility Initiative



### Typography

**Aa**

MONTERRAT BOLD

**Aa**

Lato Regular

### Icons













# Upcoming Project Tasks

## Task 4 – System Evaluation

- Evaluate Available Service Data
- Prepare Inventory of Transit Services
- Analyze System Level Performance
- Transit Market Analysis
- Service Standards



## **Task 5 – Identification of Preferred Rapid Transit Corridors**

- Corridor Alternatives Identification
- Corridor Feasibility Evaluation
- Preferred Corridors Refinement and Next Steps



## **Task 6 – Identify and Assess Commuter Rail Opportunities**

- Identify regional candidate corridors for potential commuter rail operation



# Project Communications



Website



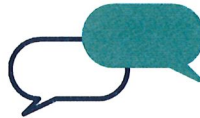
Speaker's Bureau



Toolkit



Online Meetings



Community Survey



Focus Groups

## Questions





**METROPOLITAN TRANSIT COMMISSION  
INFORMATION ITEM  
STAFF SUMMARY**

---

**SUBJECT: LYNX Silver Line Program Update**

**DATE: June 24, 2020**

---

- 1.0 PURPOSE/SCOPE:** To update the MTC on the status of the LYNX Silver Line Program as it is moving through the alignment refinement process.

**BACKGROUND/JUSTIFICATION:** Since the adoption of the LYNX Silver Line Locally Preferred Alternative (LPA) at the February 2019 MTC meeting, CATS has initiated an alignment refinement process to study the locally preferred alternative (LPA).

The purpose of this study is to understand the risks or uncertainties of the LPA and develop strategies to mitigate against them, as well as progress the definition of the project before entering the engineering and environmental phase. The nature of the refinement is inclusive of land use planning, engineering evaluation, environmental screening, and stakeholder engagement to further define the project. This alignment process also includes an evaluation of a new alignment to Stallings and/or Indian Trail, which is anticipated to be included in the refined LPA.

Public engagement is also a critical part of this process, which has been challenged by the COVID-19 crisis, however the LYNX Silver Line team was able to conduct two in-person public meetings in March, as well as several virtual community presentations, recorded presentations, and conducted on line surveys. The next round of public meetings will be held in mid-September.

Upon completion of the alignment refinement process, CATS will present a refined LPA to the MTC for adoption, which will include any adjustments to the alignment and stations. The current schedule for the MTC to act on a refined LPA is March 2021.

- 2.0 PROCUREMENT BACKGROUND:** The LYNX Silver Line program, currently, consists of three 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 under procurement review

- 3.0 POLICY IMPACT:** N/A

- 4.0 ECONOMIC IMPACT:** N/A

- 5.0 ALTERNATIVES:** N/A

- 6.0 RECOMMENDATION:** N/A

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

**SUBMITTED AND RECOMMENDED BY:**

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

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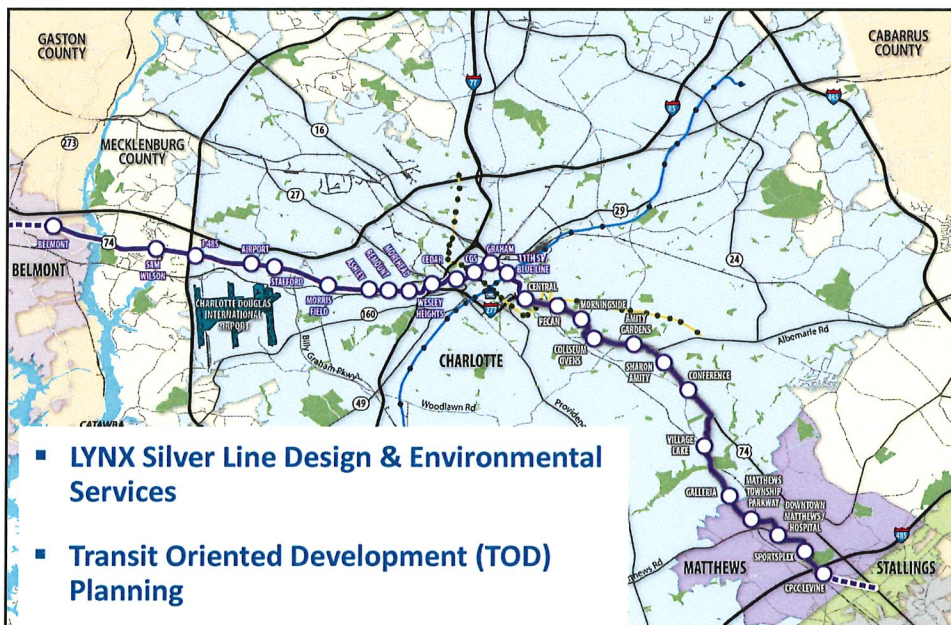
**John M. Lewis, Jr.  
Chief Executive Officer, Charlotte Area Transit  
Director of Public Transit, City of Charlotte**



## LYNX Silver Line Program

Metropolitan Transit Commission

June 24, 2020



- LYNX Silver Line Design & Environmental Services
- Transit Oriented Development (TOD) Planning
- Rail Trail Study



## Phase 1 (2020) Priorities

*Silver Line*



- Stakeholder Engagement
- Public Involvement
- Alignment Refinement



## Stakeholder Engagement

*Silver Line*

- Conducted stakeholder interviews in January through May
- Met with the following Stakeholders:
 

<ul style="list-style-type: none"> <li>✓ City of Belmont</li> <li>✓ Town of Matthews</li> <li>✓ Stallings and Indian Trail</li> <li>✓ Belmont Abbey</li> <li>✓ Cedar Yards Developers</li> <li>✓ Office and Retail Developers</li> <li>✓ Charlotte Airport</li> <li>✓ CSX</li> <li>✓ Norfolk-Southern</li> <li>✓ Novant Hospital</li> </ul>	<ul style="list-style-type: none"> <li>✓ CRVA</li> <li>✓ Charlotte Center City Partners</li> <li>✓ City Planning &amp; Economic Development</li> <li>✓ Affordable Housing Developers and experts in the City</li> <li>✓ CPCC</li> <li>✓ Private Developers</li> </ul>
---	---
- Interviews provided an opportunity for stakeholders to share thoughts on the LPA and share current planning efforts going on in their community/area





## Public Involvement

### Silver Line



100+ attendees at in-person events

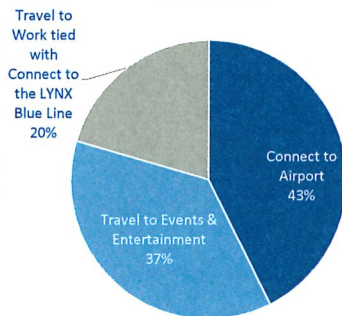


450+ presentation & AskCATS views;



190+ surveys

#### Top 3 reasons to use LYNX Silver Line



#### Priorities ranked from most important to least important

- Improve connections to major destinations
- Competitive travel time
- Enhance opportunities to preserve existing neighborhoods and develop affordable housing opportunities
- Enhance access to economic development opportunities tied with local community connectivity

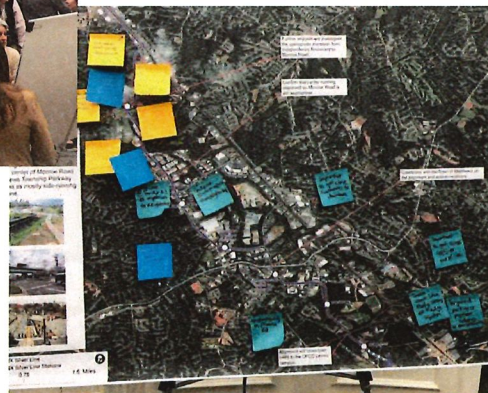


## Public Involvement

### Silver Line



#### Matthews Public Meeting



\*To comply with COVID19 Stay-at-Home orders, we changed our public engagement approach and hosted multiple virtual meetings with neighborhood & community organizations



## Refining the Alignment

### Silver Line

### Why do we need to refine the Silver Line alignment?

Engineering evaluation

Environmental consideration

Changes in the corridor

Lessons Learned from Blue Line

Additional coordination with land use and other projects



## Alignment Refinement: What have we been doing?

### Silver Line

JANUARY

Silver Line Program Kickoff

Kickoff program with all stakeholders



FEBRUARY

Alignment Refinement Workshop 1

Determine options to the LPA



- Mid Jan – Early March: Review Locally Preferred Alternative (LPA) for Benefits, Risks and Opportunities
- Stakeholder Interview process
- Continued Stakeholder Engagement
- Review Stakeholder documentation
- Review Decision Making process with stakeholders
- Coordination with TOD Team



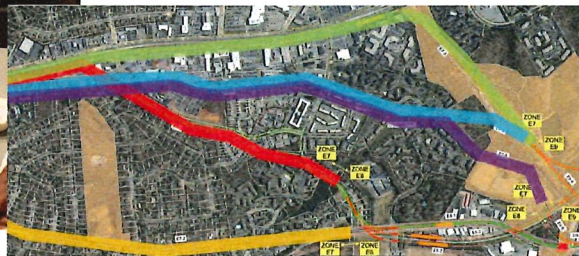


## Early Coordination

### Silver Line



- **LYNX Silver Line Kickoff** brought stakeholders together to learn about each others communities and how the Silver Line can complement it
- **Alignment Workshop #1** identified any potential risks or missed opportunities with the LPA and identified options/adjustments for consideration



## Alignment Refinement: What have we been doing?

### Silver Line

MARCH

**Public Meetings  
Round 1**

**Public Education for Silver Line  
awareness and public feedback on  
priorities**

✓ *Design Consultant Contract Officially  
Executed March 3<sup>rd</sup>, 2020*

APRIL-  
MAY



- April: Present alignment options to Steering Team
- April- May: Evaluate opportunities for Virtual Public engagement

MID MAY

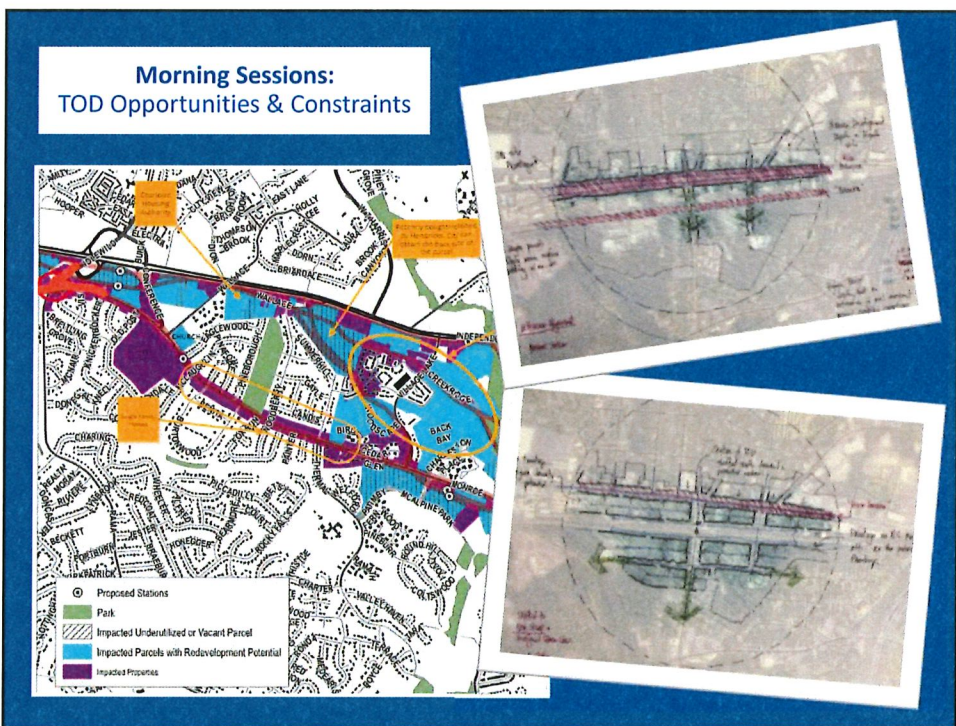
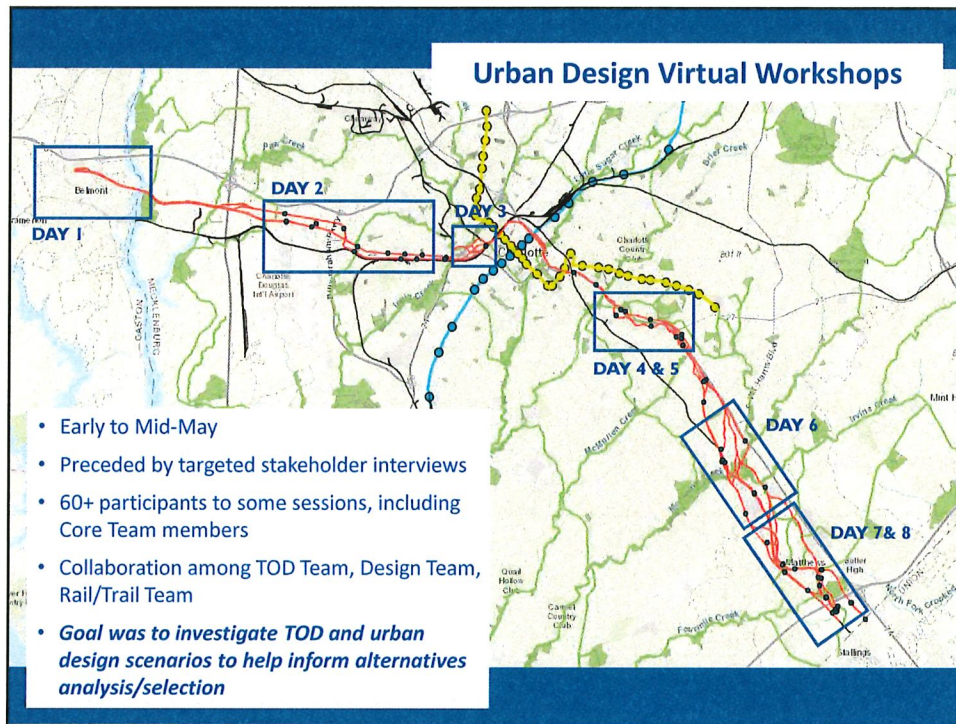
**Urban Design  
Workshops**

**Input for TOD-related metrics**

LATE  
MAY

- Late May: Focused follow-up conversations on Urban Design workshop concepts and TOD Metrics







**Midday Sessions:**  
Break-out groups develop TOD scenarios/site-specific discussions based on morning's input

**Afternoon Sessions:**  
"Pin Up" Session to share TOD scenarios and preliminary performance measures



## TOD Study Schedule

### Silver Line

#### Summer/Fall 2020:

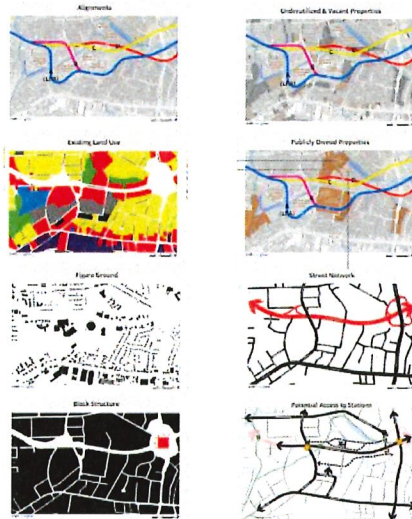
- Refine TOD, Market and affordable housing readiness screening for entire corridor
- Support alignment refinement
- Support public engagement

#### Winter 2020/2021:

- Preferred alignment and station location selection
- Identify 7 demonstration station areas

#### Spring/Summer 2021:

- Workshops for 7 demonstration areas



## Alignment Refinement: Where are we now?

### Silver Line

JUNE

**We are here**

#### Preliminary Evaluation of Decision Making "Scorecard"

- Initial evaluation of refinement options by Core Team over 3 weeks
- Stakeholder Check-ins of preliminary scorecard
- Oversight Team review of scorecard recommendations



LATE JUNE /  
EARLY JULY

**Alignment Refinement  
Workshop 2**

#### Determine "short list" of options (identify options for public review)

- July 10: Steering Team validation of short list
- Mid July: Outreach to local officials
- August 14: Steering Team preview of public meeting content



**WHAT'S NEXT?**





## Project Decisions: How to Make Them?

### Silver Line

Consideration of  
**benefits** and risks  
to address project  
implementation

Benefits

Risks

Competitive and  
reliable travel time

Dependencies on  
other projects &  
third parties

Promote Equitable  
Transit Oriented  
Development

Capital and  
operating costs

Improved access to  
destinations and local  
connectivity  
enhancements

Environmental  
screening



## Telling the Story of the Data At Each Decision Point

### Silver Line

Option that Best Achieves the Desired  
Benefit / Minimizes Risk

Benefit / Risk	LPA	Design Option A	Design Option B	Basis
Competitive and reliable travel time	✓			
Promote Equitable Transit Oriented Development		✓		
Improved access to destinations and local connectivity enhancements	✓			
Dependencies on other projects & third parties		✓		
Capital and operating costs	✓			
Environmental screening			✓	

Metrics not numerically weighted, but benefit / risk related to "key driving variable" can be easily highlighted; some consideration of prioritization of benefits / risks is needed for each decision point



## Alignment Refinement: *What's next?*

### *Silver Line*

SEPTEMBER

Virtual Public  
Meetings Round 2

Early Scoping, Gather public input on Purpose and Need and "short-listed" options

- September - November: Additional detailing of "short-listed" options



NOVEMBER/  
DECEMBER

Public Meetings  
Round 3

Identify proposed recommendations

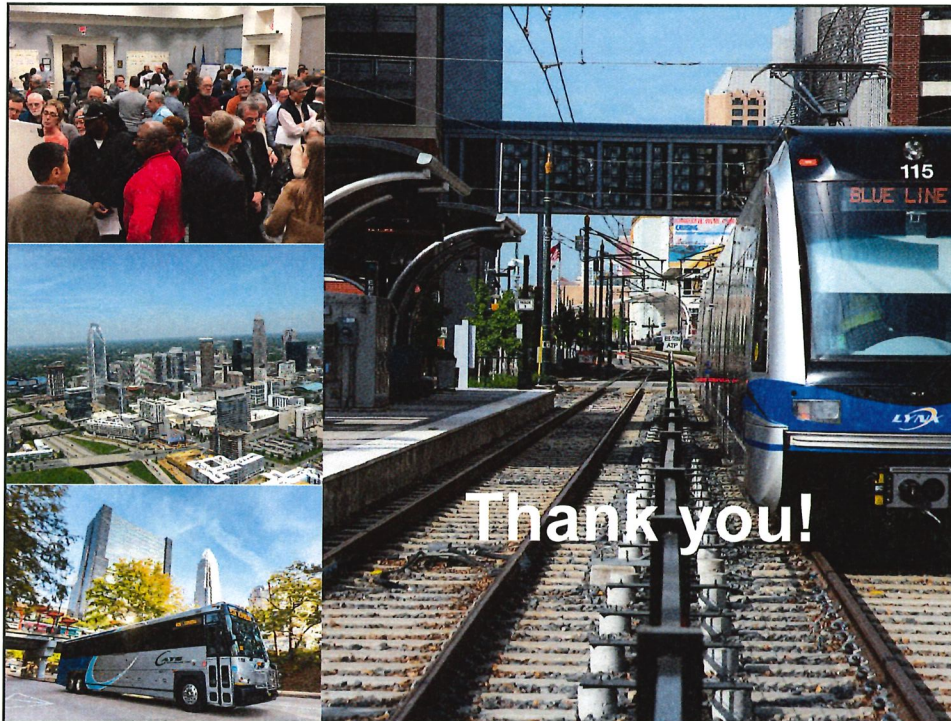
- November - February: Stakeholder review and finalization of proposed recommendations



FEBRUARY/  
MARCH 2021

MTC Adoption of  
Recommendations

Adoption of design options for detailed environmental review







# CHARLOTTE MOVES TASK FORCE UPDATE

Metropolitan Transit Commission  
June 24, 2020



## Background



**December 2019** - Mayor Lyles announced that a committee would be formed to address issues around mobility and transportation in Charlotte



**January 2020** - City Council formalized the idea at Annual Strategic Meeting, discuss the importance of reliable and efficient public transportation, pedestrian and bicycle paths, and traffic signalization



**February 2020** - Task Force was appointed comprised of 25 key community representatives with a cross section of backgrounds and experiences, with Mayor Harvey Gantt chairing the group



**May 2020 through December 2020** - Task Force will meet monthly to shape the Strategic Mobility Plan's vision, and recommend a transformative network of projects and a funding strategy to Mayor



# Committee Charge

► Primary Goals



**CIVIC  
ENGAGEMENT**



**REVIEW  
EXISTING PLANS**



**ASSESS  
MOBILITY  
NEEDS**

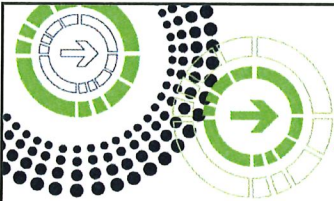


**DETERMINE  
FUNDING  
NEEDS**




**RECOMMEND  
MOBILITY  
NETWORK TO CITY  
COUNCIL**


 CITY of CHARLOTTE




## Comprehensive Mobility Plan




**PROVIDE HIGH-QUALITY OPTIONS:** People spend less time in traffic & more quality time with their families and in their communities.



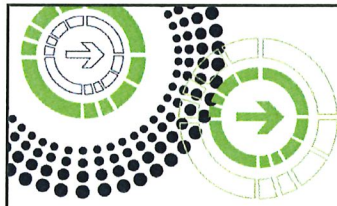
**DELIVER EXCEPTIONAL TRAVEL EXPERIENCES:** All users of the system (transit, walk, bike and micro-mobility) have an integrated mobility network that goes where they want to go.



**FULFILL COMMUNITY GOALS:** Connect Charlotteans to housing and jobs, meeting community's goals of affordable housing, upward mobility and workforce development.

 CITY of CHARLOTTE

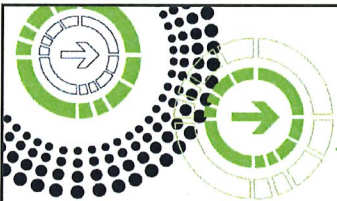




## Summary of Past Meetings

### ► Presentations

- Discussion of Task Force Charge: Taiwo Jaiyeoba/Mayor Gantt
- Charlotte Future 2040 Comprehensive Plan: Alysia Osborne
- Overview of City's Strategic Mobility Plan: Ed McKinney
- Strategic Energy Action Plan: Sarah Hazel
- 2030 Transit System Plan: John Lewis & Jason Lawrence
- Charlotte Bikes & Charlotte Walk: Scott Curry
- Transformative Mobility Network: Stephen Stansbery & Ed McKinney



## Summary of Presentations

CHARLOTTE  
FUTURE

2040  
COMPREHENSIVE  
PLAN

Charlotte  
**WALKS**  
Pedestrian Plan




Strategic Mobility Plan





## Website and Public Input

- ▶ Meeting available on City of Charlotte Youtube and Facebook
- ▶ Received comments live on Youtube and ongoing at [charlottemoves@charlottenc.gov](mailto:charlottemoves@charlottenc.gov)
- ▶ Presentations and agendas available at [https://charlottenc.gov/Mayor/Charlotte Moves Task Force](https://charlottenc.gov/Mayor/Charlotte_Moves_Task_Force)

 CITY of CHARLOTTE



## A Look Ahead...

May: Introduction & Kick Off, Charlotte Future 2040, Strategic Energy Action Plan, Strategic Mobility Plan

June: Transformative Mobility Network, Guiding Principles & Key Mobility Plans (2030 Transit Vision, Charlotte Bikes, Charlotte Walks)

### Future Meetings

**Best Practices:** *Learning From Other Places, Projects & Funding Strategies*


**Recommendation Development:** Part 1 - Modal Plans, Needs & Funding

**Recommendation Development:** Part 2 - Transformative Projects & Selection Criteria

**Draft Recommendation:** Part 1 - Public Review & Task Force Discussion

**Draft Recommendation:** Part 2 - Funding Strategies

**Final Recommendation:** Ratify and Transmit to Mayor Vi Lyles

 CITY of CHARLOTTE



## Questions







Metropolitan Transit Commission  
Charlotte Area Transit System Ridership Report  
May-20

Mode / Service	May-20	May-19	Percent Increase/Decrease	YTD FY 2020	YTD FY 2019	Percent Increase/Decrease	Avg Daily Ridership per Month		
							WeekDay	Saturday	Sunday
<b>Local</b>									
BOD Local	411,885	965,040	-57.3 %	8,945,542	10,527,824	-15.0 %	14,473	15,215	7,721
<b>Subtotal</b>	<b>411,885</b>	<b>965,040</b>	<b>-57.3 %</b>	<b>8,945,542</b>	<b>10,527,824</b>	<b>-15.0 %</b>	<b>14,473</b>	<b>15,215</b>	<b>7,721</b>
<b>Local Express</b>									
Arboretum Express	-	4,472	n/a	40,157	44,514	-9.8 %	-	-	-
Carmel Road Express	-	-	n/a	-	3,654	n/a	-	-	-
Harrisburg Road Express	302	2,768	-89.1 %	20,576	27,676	-25.7 %	15	-	-
Northcross Express	113	9,098	-98.8 %	73,462	95,847	-23.4 %	6	-	-
Idlewild Road Express	148	2,344	-93.7 %	17,511	24,074	-27.3 %	7	-	-
Independence Blvd Express	64	5,358	-98.8 %	35,767	50,373	-29.0 %	3	-	-
Lawyers Road Express	188	2,691	-93.0 %	22,901	29,710	-22.9 %	9	-	-
Matthews Express	-	3,929	n/a	32,190	40,957	-21.4 %	-	-	-
Mountain Island Express	-	1,225	n/a	11,376	13,470	-15.5 %	-	-	-
Northlake Express	68	6,599	-99.0 %	51,674	70,753	-27.0 %	3	-	-
North Mecklenburg Express	52	13,067	-99.6 %	97,474	145,711	-33.1 %	3	-	-
Huntersville Express	121	-	n/a	14,102	-	n/a	6	-	-
Rea Road Express	142	3,068	-95.4 %	28,107	32,009	-12.2 %	7	-	-
Steele Creek Express	-	1,497	n/a	11,489	17,455	-34.2 %	-	-	-
Huntersville Greenhouse Express	95	743	-87.2 %	3,821	3,962	-3.6 %	5	-	-
Airport Connector - Northlake	-	-	n/a	-	14,282	n/a	-	-	-
North Meck Connector Special	-	545	n/a	-	545	n/a	-	-	-
<b>Subtotal</b>	<b>1,293</b>	<b>57,404</b>	<b>-97.7 %</b>	<b>460,607</b>	<b>614,992</b>	<b>-25.1 %</b>	<b>64</b>	<b>-</b>	
<b>Regional Express</b>									
Gastonia Express	253	3,754	-93.3 %	32,814	37,654	-12.9 %	13	-	-
Rock Hill Express	106	3,138	-96.6 %	25,426	30,698	-17.2 %	5	-	-
Union County Express	149	2,480	-94.0 %	20,513	25,658	-20.1 %	7	-	-
<b>Subtotal</b>	<b>508</b>	<b>9,372</b>	<b>-94.6 %</b>	<b>78,753</b>	<b>94,010</b>	<b>-16.2 %</b>	<b>25</b>	<b>-</b>	
<b>Community Circulator</b>									
Neighborhood Shuttles	13,386	33,387	-59.9 %	304,015	354,770	-14.3 %	484	492	209
Eastland Neighborhood Shuttle	7,754	17,011	-54.4 %	153,594	186,643	-17.7 %	267	318	137
Pineville-Matthews Road	1,204	3,379	-64.4 %	30,653	36,012	-14.9 %	52	34	-
Village Rider	2,837	8,321	-65.9 %	66,755	75,888	-12.0 %	105	99	39
<b>Subtotal</b>	<b>25,181</b>	<b>62,098</b>	<b>-59.4 %</b>	<b>555,017</b>	<b>653,313</b>	<b>-15.0 %</b>	<b>908</b>	<b>943</b>	<b>385</b>
<b>Human Services Transportation</b>									
Special Transportation Services	7,000	21,960	-68.1 %	196,720	236,007	-16.6 %	350	70	12
DSS	80	309	-74.1 %	2,531	3,773	-32.9 %	4	-	-
<b>Subtotal</b>	<b>7,080</b>	<b>22,269</b>	<b>-68.2 %</b>	<b>199,251</b>	<b>239,780</b>	<b>-16.9 %</b>	<b>354</b>	<b>70</b>	<b>12</b>



Metropolitan Transit Commission  
Charlotte Area Transit System Ridership Report

May-20

Mode / Service	May-20	May-19	Percent Increase/Decrease	YTD FY 2020	YTD FY 2019	Percent Increase/Decrease	Avg Daily Ridership per Month		
							WeekDay	Saturday	Sunday
<b>Rideshare Services</b>									
Vanpool	8,000	11,608	-31.1 %	110,623	125,011	-11.5 %	400	-	-
<b>Subtotal</b>	<b>8,000</b>	<b>11,608</b>	<b>-31.1 %</b>	<b>110,623</b>	<b>125,011</b>	<b>-11.5 %</b>	<b>400</b>	<b>-</b>	
<b>Rail</b>									
LYNX Blue Line	197,039	712,722	-72.4 %	7,037,407	7,300,002	-3.6 %	6,775	6,143	5,138
CityLynx Gold Line	-	15,495	n/a	-	212,536	n/a	-	-	-
<b>Subtotal</b>	<b>197,039</b>	<b>728,217</b>	<b>-72.9 %</b>	<b>7,037,407</b>	<b>7,512,538</b>	<b>-6.3 %</b>	<b>6,775</b>	<b>6,143</b>	<b>5,138</b>
<b>Total</b>	<b>650,986</b>	<b>1,856,008</b>	<b>-64.9 %</b>	<b>17,387,200</b>	<b>19,767,468</b>	<b>-12.0 %</b>	<b>22,999</b>	<b>22,371</b>	<b>13,256</b>





May | CATS Sales Tax Report FY2020

March Receipts

Sales Tax Collections and Distribution – March 2020

- March receipts of \$8,735,473 are:
  - \$1,125,333 (-11.41%) below budget target for the month;
  - \$1,420,419 (-14.0%) below March of 2019; and
  - \$1,248,126 (12.50%) below forecast for the month.

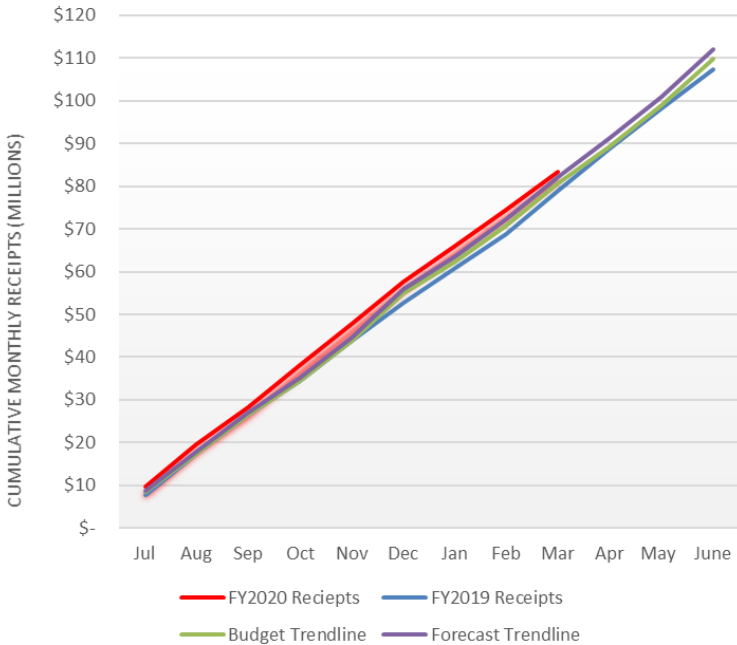
Sales Tax Budget Data

- The model forecasts year-end receipts of \$112,142,010 which is \$2,208,626 (2%) above the budget target of \$109,933,384.
- FY2020 sales tax budget is \$109,933,384
- FY2019 actual sales tax was \$107,535,197

Local Government Sales and Use Tax Distribution

- Source: North Carolina Department of Revenue Sales & Use Distribution Report for the month ending March 31, 2020
- Published by NC Secretary of Revenue on 5/12/2020 with actual receipts through March 2020
- CATS sales tax report only includes Mecklenburg County Article 43 sales tax

FY2020 Sales Tax Receipts Forecast



FY2020 Sales Tax Receipts

Jurisdiction		Population	% of Total	Jul 19 actuals	Aug 19 actuals	Sep 19 actuals	Oct 19 actuals	Nov 19 actuals	Dec 19 actuals	Jan 20 actuals	Feb 20 actuals	Mar 20 actuals	April 20 estimate	May 20 estimate	June 20	Total
Charlotte	40.59%	830,258	40.5%	\$ 3,930,152	\$ 3,972,525	\$ 3,519,419	\$ 4,013,989	\$ 3,992,489	\$ 3,968,816	\$ 3,352,410	\$ 3,485,449	\$ 3,537,661	\$ 3,663,691	\$ 3,975,732	\$ -	\$ 41,412,332
Cornelius	1.46%	30,207	1.5%	141,321	142,845	126,552	144,335	145,257	144,396	121,970	128,810	128,710	133,295	144,648	-	1,500,138
Davidson	0.61%	12,572	0.6%	59,316	59,956	53,117	60,582	60,455	60,097	50,763	52,778	53,568	55,477	60,202	-	626,310
Huntersville	2.76%	57,145	2.8%	266,988	269,867	239,086	272,683	274,795	273,166	230,740	239,896	243,490	252,165	273,642	-	2,836,517
Matthew s	1.51%	30,849	1.5%	145,777	147,349	130,542	148,887	148,345	147,465	124,562	129,505	131,445	136,128	147,722	-	1,537,725
Mint Hill	1.29%	26,690	1.3%	125,384	126,736	112,280	128,058	128,345	127,584	107,769	112,045	113,724	117,775	127,806	-	1,327,507
Pineville	0.43%	8,873	0.4%	41,895	42,347	37,517	42,789	42,668	42,415	35,827	37,249	37,807	39,154	42,489	-	442,158
Meck. County	51.35%	1,053,545	51.4%	4,972,736	5,026,350	4,453,045	5,078,813	5,066,216	5,036,177	4,253,996	4,422,815	4,489,068	4,648,992	5,044,953	-	52,493,162
Total	100.00%	2,050,139	100.0%	\$ 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	\$ 9,046,676	\$ 9,817,194		\$ 102,175,849
Year-over-Year Comparison (FY20-FY19)				25.6%	1.7%	-4.7%	22.6%	4.6%	10.0%	1.0%	9.0%	-14.0%				
FY20 Budget Target				\$ 8,818,165	\$ 9,132,038	\$ 8,444,238	\$ 8,460,092	\$ 8,734,473	\$11,111,792	\$ 8,401,451	\$ 8,375,431	\$ 9,860,806	\$ 9,167,984	\$ 9,220,066	\$ 10,206,848	109,933,383
% of FY20 Budget Achieved				8.8%	8.9%	7.9%	9.0%	9.0%	8.9%	7.5%	7.8%	7.9%				

Sales Tax Receipts: FY2016 – FY2019

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
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
FY2017	6,706,169	8,123,310	8,099,598	6,984,259	8,275,157	9,927,120	5,142,666	7,510,515	9,105,261	7,459,176	6,747,425	8,520,759	92,601,412
FY2016	7,470,371	6,971,746	7,551,677	6,188,499	6,607,520	9,383,261	6,142,552	6,944,204	7,858,189	7,952,022	7,781,259	8,765,518	89,616,819
FY2015	6,087,774	6,938,945	5,932,063	7,114,003	6,853,209	8,378,347	5,947,801	5,641,898	6,914,523	6,057,389	7,522,357	7,762,101	81,150,409



