



Metropolitan Transit Commission



January 26, 2022

METROPOLITAN TRANSIT COMMISSION

Wednesday, January 26, 2022

5:00pm

Charlotte-Mecklenburg Government Center

WebEx

AGENDA

- I. Call to OrderCommissioner Leigh Altman
 - Attendance (Roll Call)
- II. Action Item
 - Selection of MTC Vice ChairmanMTC
- III. Approval of the November 17, 2021 Summary (p.5-10)Commissioner Leigh Altman
- IV. Report from the Chair of the Transit Service Advisory Committee (TSAC)....Krissy Oechslein
- V. Report from the Chair of the Citizens Transit Advisory Group (CTAG)..... Adam Pasiak
- VI. Public Comments
- VII. Informational Items
 - Battery Electric Bus (BEB) Pilot Program Status Update (p.12-18) .Catherine Kummer
 - FY2023 Preliminary Operating & Debt Service Budget (p.20-75) John Lewis, Jr.
 - FY2023-27 Preliminary Capital Investment Plan Blanche Sherman
- VIII. Action Items
 - Adoption of LYNX Silver Line LPA Recommendations (p.77-92) Andy Mock
 - Property Acquisition for Bus Stop (p.94-98)Jason Lawrence
- IX. MTC Commissioners' Business
 - None
- X. Chief Executive Officer's Report (p.100-103) John Lewis, Jr
 - COVID 19 Operational Update
- XI. Adjourn

**METROPOLITAN TRANSIT COMMISSION
MEETING SUMMARY
November 17, 2021
(Approved on January 26, 2022)**

Presiding: Mayor John Higdon, Town of Matthews

Present:

Mayor Vi Lyles (City of Charlotte)	Mayor Pro-Tem Renee Garner (Matthews)
Commissioner Leigh Altman (MCBOCC)	Brian Welch (Town Manager, Mint Hill)
Taiwo Jaiyeoba (Assistant City Manager, Charlotte)	Mayor Jack Edwards (Town of Pineville)
Andrew Grant (Town Manager, Cornelius)	Randy Hemann (Town Manager, Mooresville)
Mayor Rusty Knox (Town of Davidson)	Randi Gates, (GCLMPO, Gastonia)
Jamie Justice (Town Manager, Davidson)	Mayor Pro-Tem Marion Holloway (Monroe)
Mayor John Aneralla (Town of Huntersville)	Brian Borne (City Manager, Monroe)
Anthony Roberts (Town Manager, Huntersville)	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 5.04p.m. by MTC Vice Chairman Mayor John Higdon, Town of Matthews.

II. Review of Meeting Summary

The meeting summary of October 27, 2021 was approved.

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

Krissy Oechslin (Chairwoman) reported the following recap: At TSAC's November meeting we received an update on the bus priority study similar to the presentation that was given to MTC last month. We also continued to discuss safety and security. We heard, not just from CATS but also from Allied Universal, who provides security officers throughout the CATS system, about how they're providing staffing, including the resumption of fare enforcement on the Blue Line.

I plan to ask CATS for some follow-up information at our next TSAC meeting about an issue we touched on briefly, which is that fare evasion is considered a criminal offense. If a passenger doesn't pay their fare and is issued a citation, if they don't pay that citation it can result in a Class 3 misdemeanor, which can result in up to 20 days in jail. By contrast, if you don't pay a highway toll or a parking meter you might get tickets and late fees, but you don't go to jail, and normally you have a criminal record because of it. Please understand I'm not suggesting getting rid of fines for fare evasion, I'm simply looking to explore getting rid of the criminal element to it. Numerous major cities have decriminalized fare evasion in part because it disproportionately impacts people of color, and I think this is something we should dig deeper into here in the Charlotte area. TSAC is going to look further into this, and if we have consensus, that is something we would be bringing back to MTC to consider a possible policy change.

Finally, TSAC also discussed bus and train service levels given the challenges of changing ridership patterns, as well as supply chain issues in hiring sufficient staff to operate the transit system. This is something that has been an ongoing challenge and subject of discussion, and I'm sure we'll continue to discuss it in the months ahead.

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

Adam Pasiak (Co-Chairman-Mecklenburg County) reported the following recap: CTAG's November meeting welcomed a new member to the Citizen Transit Advisory Group; Mr. Michael Young of Charlotte, who was appointed by the City of Charlotte.

Our agenda was light this month heading into the holidays, but we did get some key updates from Mr. Lewis of CATS about the electric bus orders and when we may be anticipating those first buses arriving. It's still kind of a moving target obviously, with manufacturing delays, but he and the team are monitoring it closely and hopefully we'll start receiving some of those buses here early in 2022.

As many of you are aware as well, there was a federal funding infrastructure bill that was signed, and so Mr. Lewis gave us a little bit of guidance on how that may impact us moving into 2022 and what may be available from funding through various grants. I'm hoping to get some updates on some of those initiatives as we head into 2022 and work on the final budget approvals.

Mr. Lewis was also able to provide CTAG some ridership updates. While ridership is still kind of waning through the CATS system it is showing a slow increase over the past few months as some of our major employers are starting to bring folks back to the office into the Uptown area. The CATS marketing team is working on information to get out to ridership to let them know all of the safety precautions, cleaning services, that CATS has put in place to make sure that all of our transit buses, trains, everything, are sanitized and in the best shape they can be. Also, on our agenda this month CTAG has gone ahead and canceled our December meeting in observance of the holidays and will reconvene in January after the holiday season.

Also, just from CTAG we want to just make note that we are still currently looking to fill four vacancies on our group. We currently have vacancies from Mecklenburg County, Charlotte-Mecklenburg Schools, the Town of Cornelius, and one to be appointed by the City of Charlotte Mayor. If anybody knows anybody in their communities and would love to have them appointed, we'd love to increase our group and have more people on the board.

Discussion:

COMMISSIONER ALTMAN (Mecklenburg County): Adam, can you just briefly say what you'd like to see in candidates who apply?

MR. PASIAK: Yeah, we certainly encourage folks that can bring an open mind and put some ideas. Obviously with CTAG we give guidance as far as funding and budgeting concerns but certainly somebody that has experienced on the transit system, either commuting to work or can see the impact in their local community is certainly plus, but involvement is great no matter which way we can get it.

COMMISSIONER ALTMAN (Mecklenburg County): And how would they apply; to who would they send the application?

MR. PASIAK: I believe those applications go into the Board of County Commissioners?

PAULUS FORD (MTC Staff Advisor): Yes, the clerk's office in Mecklenburg County. Then the applications that are submitted, should go to the Board of Commissioners, in order for them to review the applications and make selections.

V. Public Comments – None

VI. Informational Item

LYNX Silver Line LPA Refinement & Recommendation

Andy Mock

Andy Mock – CATS Senior Transit Project Development Manager – made a presentation on the LYNX Silver Line LPA Refinement and Recommendation, based on pages 16-33 in the MTC Agenda packet for November 17th, 2021 meeting.

Discussion:

COMMISSIONER ALTMAN (Mecklenburg County): Do you anticipate there being a good connection to the airport?

MR. MOCK: Yes. We've been working with the airport for quite some time about how that connection might work. The airport has kind of a broader land-use plan that we're folding ourselves into, and as part of that broader plan the airport is planning a people mover in connection between the terminal and the LYNX Silver Line station. We anticipate having close coordination with the airport moving forward as they move forward with their planning to implement this people mover which will connect between our mode and the airport's main terminal. But we've also as part of this, our anticipation is that the Silver Line station will be rolled into a broader kind of extended terminal experience that the airport's working towards, so you'll be able to get off the Light Rail, get your ticket in, and then jump on the people mover and roll into the main terminal. We were working closely with them for a number of years to make that transition as seamless as possible.

COMMISSIONER ALTMAN (Mecklenburg County): If projected completion, and I know that you're looking at 2022-24 for environmental review from your design engagement. If you just had to ballpark out what would that even look like?

MR. MOCK: I think that depends on where we end up as far as the broader funding scenario, so right now with our Phase A that would be somewhere around 15 years with the model of about one year per mile, and that's kind of a general rule of thumb that we've been looking at from an implementation perspective, but there will be other considerations that will have to be taken into account which will tie into the broader funding arrangements and the funding plans. Just from a straight implementation it's about a year per mile subject to funding and other type of constraints.

COMMISSIONER ALTMAN (Mecklenburg County): For people who are in the pathway what is the just very basic, very basic, what is the process for them to be compensated?

MR. MOCK: Yes. We will follow the Uniform Relocation Act, which is the federal regulations and requirements to make sure that we treat our acquisitions fairly. Whenever we complete our design to such level that we can fully understand what the nature of the acquisition will be, right now we're not even 100% sure what kind of acquisition we're going to have on any particular property because it's very conceptual. Once we understand what the design requirements are for the footprint it needs of any particular property and we complete the federally required environmental process, we'll be reaching out to individual property owners and making offers on the property necessary for the project. And we'll be fully compliant with all federal requirements for acquisitions of properties.

VII. Action Item

January & April 2022 Meeting Schedule

John Lewis, Jr

John Lewis, Jr. – CATS Chief Executive Officer – presented an action item for the January and April 2022 Meeting Schedule, based on page 35 in the MTC Agenda packet for November 17th, 2021 meeting.

Discussion:

CATS CEO LEWIS: Soon after our last MTC meeting in which we changed the date and the time of this meeting along with the December meeting we received information from our MPO CRTPO that they were also considering changing their January and April meeting dates as a result of several state and national meetings that were taking place during their normal meeting time. The North Carolina Transportation Summit sponsored by NCDOT will take place in Raleigh during the week of January 19th and 20th; then the National Association of Metropolitan Planning Organizations will be meeting in the month of April from the 20th to the 22nd. They will be moving their meeting back to the fourth week of those months, which will coincide with the MTC meeting.

We have two options as the MTC. We can do like we did today in coinciding with the MPO meeting beginning at 6pm, we could move ours up to 5pm and have a one-hour meeting, or we could move our MTC meeting back a week and have a regularly scheduled meeting the week prior to in January and in April but recognizing that we would also run into the conflicts from those conferences. I place those options before the MTC and ask for your consideration and choice of what the meeting schedule should be changed to.

Resolution: A motion to change the start time of the January 26th and April 27th meetings to begins at 5pm to finish before the beginning of the CRTPO meeting at 6pm was made by **County Commissioner Leigh Altman (Mecklenburg County)**; seconded by **Mayor Rusty Knox (Town of Davidson)**. Motion carried unanimously.

VIII. MTC Commissioners' Business

MAYOR ANERALLA (Town of Huntersville): First of all, I want to thank everybody for the last six years. There's been quite a lot going on in Charlotte and transit and COVID and everything and I appreciate the staff and having flexibility. I know we haven't agreed on everything, but hopefully it brought a different perspective to some of the issues that have come about over the last few years.

One of the things that I've been talking about is the partnership with Gaston, Rock Hill, and Union County, and then therefore any other partnerships going forward. And I'm very happy then for fiscal year 2022 in terms of the hourly costs. We're now charging a higher rate. We're doing direct bus service plus maintenance less the fares, however, that still leaves a significant gap for the total cost of service. The fully allocated cost on an hourly basis is about \$169.52, and we are splitting up to \$109.67, so the CATS system is actually absorbing about 78% of the total cost less the fares.

What I don't understand is if this is a 50-50 partnership, why we are giving this discount, a substantial discount, to these other communities? I know it's something that we're not going to deal with tonight, but I think it's something that in talking with the mayors and so forth we're subsidizing these other communities, and even if you look at what it's going to be next year, it's a subsidy, we're about a 70-30 partnership, and these numbers are a little bit loose because we didn't have all the numbers for last year's expenses.

I sent the spreadsheet to the MTC. I thought we'd talk about in October, but I did want to at least get it on the agenda for tonight, and I think a partnership is 50-50 and we should charge the full cost of the service that we're getting. That's my comment. I don't know if Mr. Lewis wants to weigh in on that or any other mayors, but I figured I'd bring it up one last time and hopefully you guys can work it out and it'll be a benefit to the CATS system.

MAYOR HIGDON (Town of Matthews): I would just like, to on behalf of the entire board, thank you, Mayor Aneralla, for your service to this commission. It was very appreciated and your perspective as well. Regarding this, as the Mayor of Matthews I tend to agree with you. I'm wondering why we're essentially subsidizing the other areas so I'm in agreement with Mayor Aneralla, and I don't know if any other people want to comment or if we just want to allow Mr. Lewis to respond.

CATS CEO LEWIS: You may remember in our conversation in September when we presented this, I think there clearly are two issues associated with this discussion:

#1 - The MTC policy that has been a long-standing policy to share the costs for regional bus service at a 50-50 split no matter where those regional express services serve, whether Rock Hill, Gaston, Iredell, or other counties. There is the opportunity for Mecklenburg County residents to take that service to those destinations as well as citizens outside of Mecklenburg County using that service to get into Mecklenburg County. So that has been the basis for the 50-50 split. I will say that Mayor Aneralla brought up a good point in that we had not looked at the cost allocation in some time, and so we were charging, when we went back and looked at this, we were charging the direct cost of that bus service, direct cost meaning the cost of putting an operator behind the wheel, gas in the fuel tank, and a mechanic under the hood. That is a cheaper number than our fully allocated cost.

We had decided, and we brought to the MTC in September, that we should take a graduated approach to raising that to the fully allocated cost, but we thought it would be unfair to our regional partners to essentially double their service cost in the middle of a budget cycle immediately and that we wanted to do that over two years.

The first cost has gone from direct cost to a cost that includes capital and associated maintenance, and then what the next step could be, with the MTC's approval, move to fully allocated cost. That would give our partners some time to budget for the increase or give them some time to consider if they wanted to make any changes.

#2 - We have been working on the CONNECT Beyond regional transit study, and there is a working group that is looking at regional fares across the greater region and that this would be an item that we would bring to the greater board committee so that they could take a holistic look at this, not just for CATS but for other transit.

There are two items in this, the 50-50 split, but that that will remain at a higher number as we increase the service cost over the next couple of years.

MAYOR HIGDON (Town of Matthews): Mr. Lewis, is that a commitment to bring this back before the MTC at some time during the coming year to take a look at this again?

CATS CEO LEWIS: That was the action of the MTC in September, that the rate was established for the next fiscal year. We would then bring it back the same time as we are

developing the budget for FY24 I believe, if I'm correct, and we would bring that number for the MTC to raise again.

MAYOR ANERALLA (Mayor of Huntersville): Well, that's great to hear, Mr. Lewis, and I think we just have to get a more consistent cost structure and that when Concord or Iredell or whoever else comes in they have a better knowledge of what to expect as these discussions are going on. I think you need to have some type of discussion point where over the next one, two, or three years it's going to be the fully allocated hourly cost, whatever it ends up, that they know that they're coming into that and you're not having to reinvent the wheel every year. Thank you for that.

CATS CEO LEWIS: That is our intention on this.

IX. Chief Executive Officer's Report

CATS CEO LEWIS: At the last meeting we presented for the MTC action the Agency Safety Plan for your action that was passed by the MTC. Since then, we have received the next requirement established under Title 49 CFR, Part 674, which requires that each year that the North Carolina Department of Transportation must report the status of safety for each transit agency to the governor, the FTA, and the Board of Directors, in this case the MTC, or equivalent entity. This report was prepared in accordance with this requirement and reflects the status of CATS' safety performance as assessed by NCDOT during the 2020 calendar year. That report, which has been forwarded to the governor for his signature, was sent as an addendum to your packet by staff last week. I just wanted to announce that, make sure you were aware of that, and to make sure that that is included in the record for this meeting.

X. Other Business – None

XI. Adjourn

The meeting was adjourned at 5:56 p.m. by Mayor John Higdon – Vice MTC Chairman (Town of Matthews).

NEXT MTC MEETING: WEDNESDAY, JANUARY 26TH, 2022, STARTS AT 5:00 P.M.

**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
STAFF SUMMARY**

**SUBJECT: Battery Electric Bus (BEB) -
Pilot Program Status Update**

DATE: January 26, 2022


- 1.0 PURPOSE/SCOPE:** To provide an informational status update on the Charlotte Area Transit System (CATS) Battery Electric Bus (BEB) Pilot Program with eTransEnergy, a subsidiary of Duke Energy.
- 2.0 BACKGROUND:** CATS has explored various sustainability options, as presented and discussed at various MTC meetings in 2019 and 2020, for several years. In 2019, with technical support from the American Cities Climate Challenge, CATS applied for Federal Transit Administration (FTA) Low or No Emission funding. Funds were not awarded in 2019, however the CATS team, with continued technical support from the American Cities Climate Challenge, applied again for funding to support the purchase of six battery electric bus (BEB) vehicles and accompanying infrastructure. Funding was awarded to the amount of \$3,723,712 with a 50% local match to support the purchase. FTA allows third party support partners to be identified as part of this grant and eTransEnergy, a subsidiary of Duke Energy, was identified and confirmed as our partner in this application process. In 2020, a request for proposals was posted because of an unsolicited proposal received from eTransEnergy to electrify additional buses. Through the process, eTransEnergy was selected as our partner for further fleet electrification, implementation and testing as part of a 12–18-month pilot program. A Master Service Agreement (MSA) with eTransEnergy was executed in Fall 2021 for the implementation of a phased pilot program put in place to test the various battery electric technologies available in this quickly evolving space. As a result of this MSA, CATS will be testing two BEB manufacturer products, Gillig and New Flyer and two charging infrastructure manufacturer products, ABB and Siemens. There will also be multiple charge management systems in place to support our data capture through this pilot program as we test the performance of battery electric bus (BEB) vehicles and accompanying charging infrastructure across the greater metropolitan Charlotte area.

The BEB pilot program supports our Strategic Energy Action Plan (SEAP) which strives to have city fleet and facilities be fueled by 100 percent zero-carbon sources by 2030 and sets a community-wide goal for Charlotte to become a low carbon city by 2050.

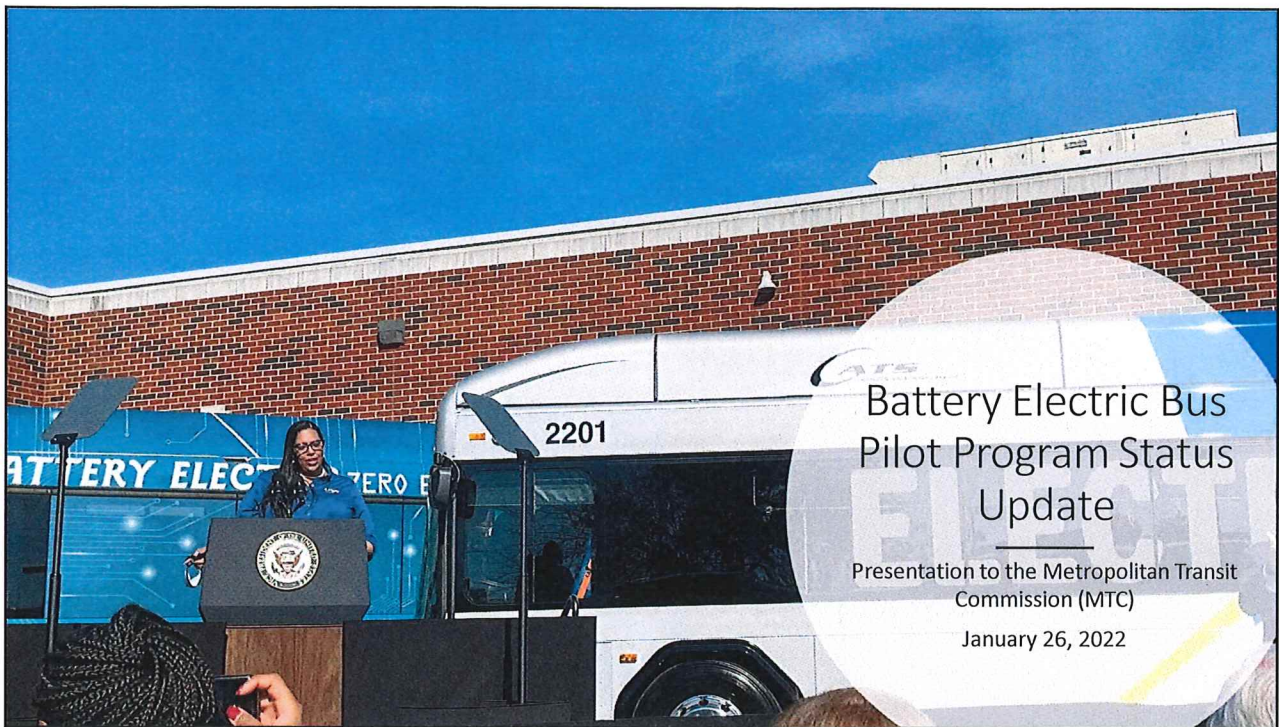
- 3.0 PROCUREMENT BACKGROUND:** The BEB pilot program currently consists of a Master Service Agreement with eTransEnergy executed on August 13, 2021.
- 4.0 POLICY IMPACT:** The BEB pilot program supports our Strategic Energy Action Plan (SEAP) which strives to have city fleet and facilities be fueled by 100 percent zero-carbon sources by 2030 and sets a community-wide goal for Charlotte to become a low carbon city by 2050.

- 5.0 **ECONOMIC IMPACT:** N/A
- 6.0 **ALTERNATIVES:** N/A
- 7.0 **RECOMMENDATIONS:** 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



Battery Electric Bus Pilot Program Status Update

Presentation to the Metropolitan Transit
Commission (MTC)

January 26, 2022

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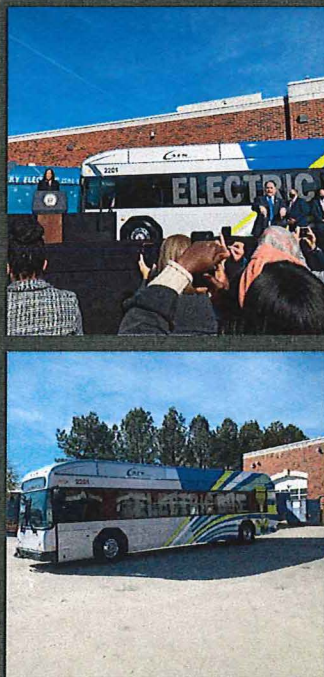
Overview

- Re-introduction and key basics of the Battery Electric Bus (BEB) Pilot Program/P3 with eTrans Energy, a subsidiary of Duke Energy
- Program status
- Next steps – key dates

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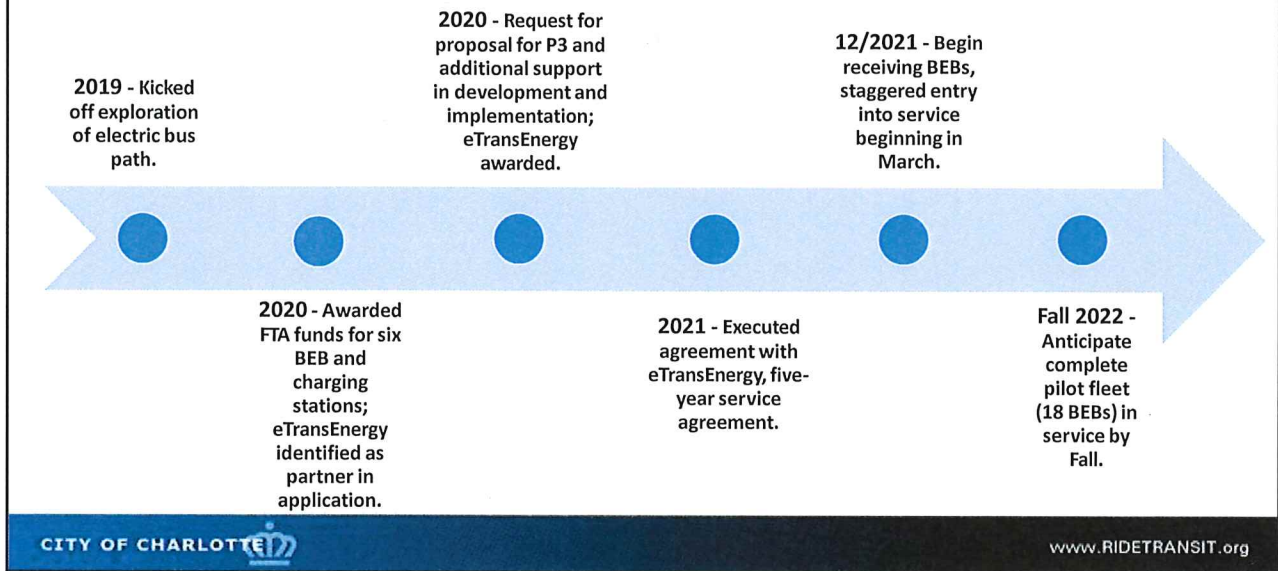
Re-introduction

- Kicked off our first battery electric bus pilot program, public-private partnership between CATS and eTransEnergy, to pilot performance of BEB vehicles and charging infrastructure.
- Pilot program will allow CATS to collect data and assess vehicle performance while operating across the transit system in preparation for future phases.
- Pilot supports our Strategic Energy Action Plan (SEAP) which strives to have city fleet and facilities be fueled by 100 percent zero-carbon sources by 2030 and sets a community-wide goal for Charlotte to become a low carbon city by 2050.
- Buses will arrive in a staggered capacity with all 18 estimated to be on site by Fall 2022.



First two BEBs are on site, next two expected in March with an in-revenue service estimate of first two BEB in mid-March.

Timeline

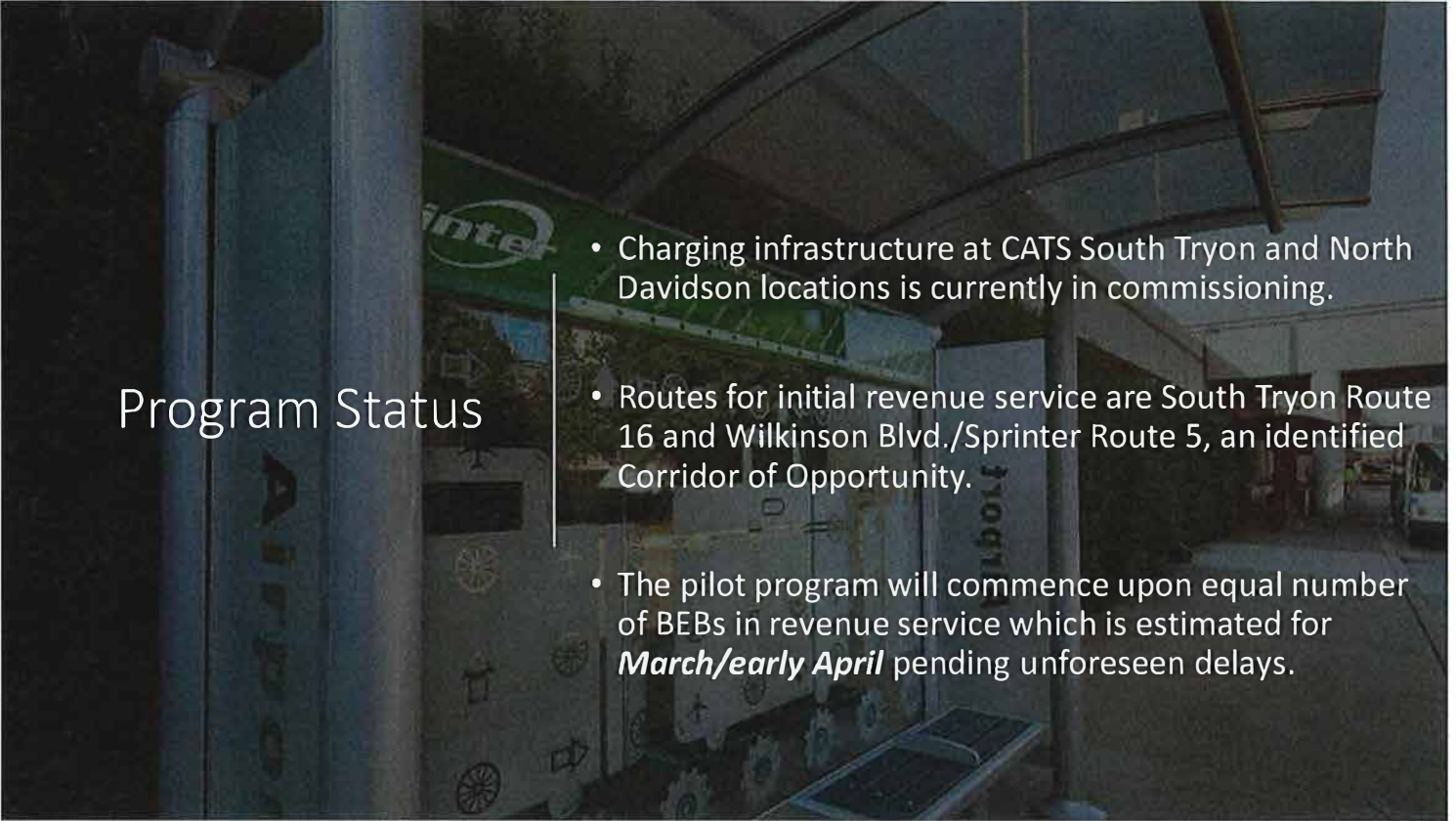


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Key Basics

- 12 to 18-month pilot with 18 BEBs and charging infrastructure; two bus manufacturers, two bus charging station manufacturers.
 - Bus manufactures are Gillig and New Flyer.
 - Bus charging station manufacturers are ABB and Siemens.
 - Charging stations at CATS North Davidson and South Tryon facilities.
 - BEBs to be tested on multiple routes.
 - Purchase expense is \$22,698,773; Low No grant award of \$3,723,712.

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Program Status

- Charging infrastructure at CATS South Tryon and North Davidson locations is currently in commissioning.
- Routes for initial revenue service are South Tryon Route 16 and Wilkinson Blvd./Sprinter Route 5, an identified Corridor of Opportunity.
- The pilot program will commence upon equal number of BEBs in revenue service which is estimated for **March/early April** pending unforeseen delays.

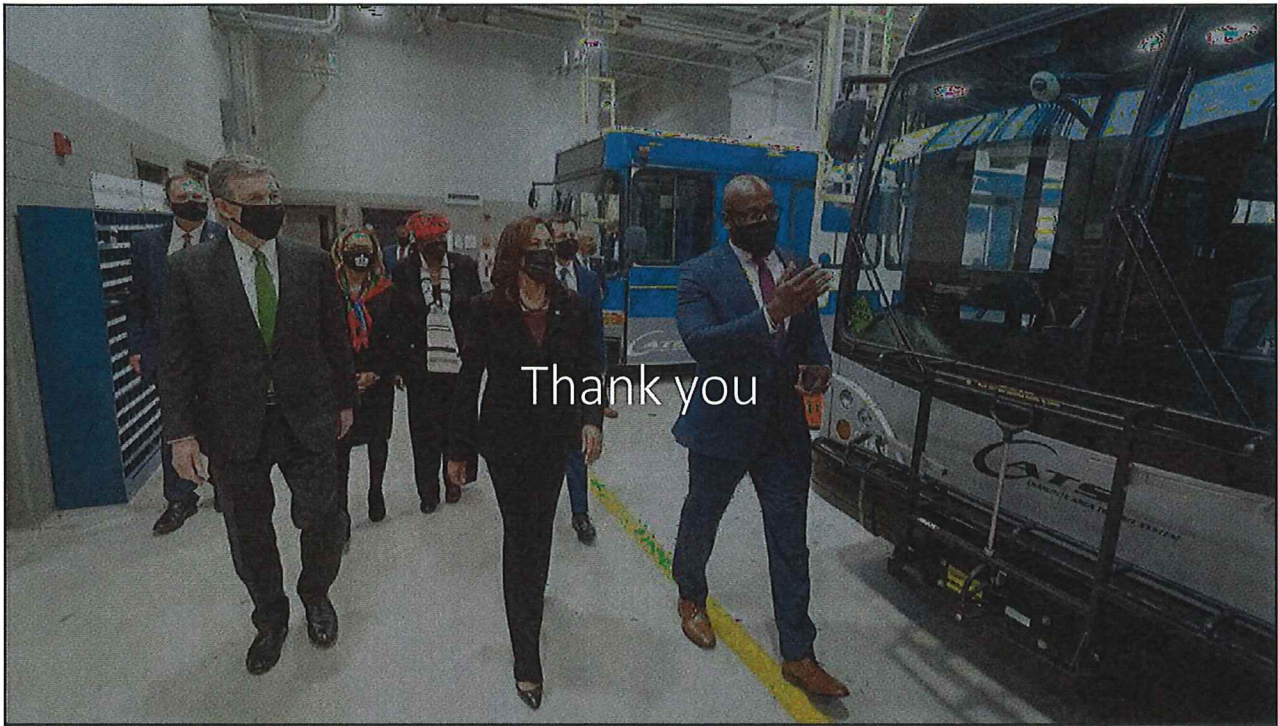
Next steps | Key dates

Short view:

- March 2022 –
 - Unveiling ceremony – details to follow.
 - Two Gillig BEBs in revenue service.
 - Transition Planning
- April 2022 – Additional two New Flyer BEBs in revenue service with the two Gillig BEBs, four total; pilot program begins.
- Fall 2022 – Full 18 BEB fleet in revenue service.

Long view:

- Continued development of a Zero Emission Bus Transition Plan inclusive of the data capture and learnings from this BEB pilot – planning for 2030 and beyond.
- Analysis and adjustment of bus replacement budget; to be reviewed.



**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
STAFF SUMMARY**

SUBJECT: CEO Recommended

DATE: January 26, 2022

**FY2023 Preliminary Operating and Debt Service Budget
FY2023-2027 Preliminary Capital Investment Plan**

1.0 PURPOSE/SCOPE: This item advises that the Chief Executive Officer will present CATS' FY2023 Preliminary Operating and Debt Service Budgets, and the FY2023-2027 Preliminary Capital Investment Plan (CIP) to the Metropolitan Transit Commission on January 26, 2022.

2.0 BACKGROUND/JUSTIFICATION: The CATS FY2023 Preliminary Operating and Debt Service Budgets and the FY2023-2027 Preliminary Capital Investment Plan (CIP) will be presented in compliance with the Transit Governance Interlocal Agreement. The balanced budgets were developed in compliance with CATS' Financial Policy guidelines and objectives.

The FY2023 Preliminary Operating and Debt Service Budgets maintain and enhance current services and commitments, with a focus on providing safe and flexible mobility options during the pandemic. The FY2023 Preliminary Operating Budget highlights New All Access Transit Pass agreements and COVID-19 Relief funding to cover cost preventive maintenance, personal protective equipment for staff and fleet and revenue reductions to the extent of operating expenses as a result of the COVID-19 pandemic.

The FY2023-2027 Preliminary Capital Investment Plan (CIP) advances the 2030 Transit Corridor System Plan while providing enhanced mobility options. Key capital expenses include State of Good Repair and Technology Upgrades.

3.0 PROCUREMENT BACKGROUND: N/A

4.0 POLICY IMPACT: The recommended FY2023 Preliminary Operating and Debt Service Budget and FY2023-2027 Preliminary Capital Investment Plan (CIP) were developed in compliance with the following MTC Policy directives, with impacts relating to COVID-19:

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

5.0 ECONOMIC IMPACT: N/A

6.0 ALTERNATIVES: N/A

7.0 RECOMMENDATION: N/A

8.0 ATTACHMENT(S):

- A.** FY2023 Preliminary Operating and Debt Service Budget
- B.** FY2023-FY2027 Preliminary Capital Investment Plane

SUBMITTED AND RECOMMENDED BY:



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

FY2023 PRELIMINARY OPERATING AND DEBT SERVICE BUDGET

FY2023-FY2027 PRELIMINARY CAPITAL INVESTMENT PLAN



Chief Executive Officer's Transmittal Letter

January 27, 2021

**To: The Chair and Members of the Metropolitan Transit Commission
Charlotte, North Carolina**

I am pleased to present to you the CATS' FY2023 Preliminary Operating Budget and FY2023 Preliminary Debt Service Budget, which includes the Staffing Summary and Financial and Business Performance Targets and the FY2023-2027 Capital Investment Plan (CIP) for the Charlotte Area Transit System (CATS.) The balanced budget maintains current services and commitments with a focus on employee safety, asset management and flexible mobility options.

CATS' FY2023 Preliminary Operating Budget is supported primarily by the transit sales tax, fare revenues, service reimbursements, maintenance of effort, Coronavirus Disease 2019 (COVID-19) Funds, operating and non-operating assistance from the Federal and State government and other miscellaneous sources. The budget is balanced, meets CATS Financial performance objectives (unless impacted by the COVID-19 pandemic) and delivers a variety of transportation options for the community.

FY2023 Priorities:

The FY2023 budget reflects priorities in the Metropolitan Transit Commission's approved Mission and Strategic Goals for CATS.

- Outstanding community-wide public transportation services
- Focused Regional Growth
- Safety and Accountability
- Safe, affordable mobility options to jobs, education and housing
- Contribution to economic development in the County and region
- Investment in employees

FY2023 Preliminary Operating Budget Highlights:

- **COVID-19 Relief** funding for Transit will cover costs incurred as a result of the COVID-19 pandemic, including personal protective equipment, protective equipment on fleet, services, excess operating expenses, preventive maintenance and mid-life overhaul expenses.
- **New All Access Pass Agreements** for University's and colleges along the CityLYNX Goldline corridor such as Johnson and Wales, Johnson C. Smith And Central Piedmont Community College.

FY2022 Preliminary Capital Budget Highlights:

- **State of Good Repair priorities** including replacement of fixed-route buses with fully electric buses, Special Transportation Services (STS) buses and vanpool vehicles; and facility upgrades and enhancements.
- **Technology Upgrades** to enhance delivery of transit services, asset & financial management, including replacing the City's Enterprise system, Access Control System Upgrade and Automatic Vehicle Locator (AVL) replacement.

The FY2023 Operating and Capital Budget is mostly supported by an Increase in Sales Tax Revenue and COVID-19 Relief funding. Though fare revenue has not returned to pre-pandemic levels the overall cost of operations has increased due to supply chain issues, increased material cost and the on-going need for fleet and facility maintenance. The capital program has also grown as the City enters an agreement to update the Current transit center that may cause CATS to temporarily re-locate. CATS plans to continue to work with current funding sources to advance the 2030 Transit Corridor System Plan but will need significant new funding sources to advance through completion.

Respectfully Submitted,

John M. Lewis, Jr.

Chief Executive Officer

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BUDGET SUMMARY					
	FY2022 Adopted Budget (millions)	FY2023 Preliminary Budget (millions)	Variance (millions)	Variance (%)	
Operating Revenues	\$ 185.8	\$ 205.6	\$ 19.7	10.6%	
CATS Control Account	-	-	\$ -	0.0%	
Total Operating Revenue	\$ 185.8	\$ 205.6	\$ 19.7	10.6%	
Operating Expenditures	\$ 185.8	\$ 205.6	\$ 19.7	10.6%	
Transfer to Capital	-	-	-	0.0%	
Total Operating Expenditures and	\$ 185.8	\$ 205.6	\$ 19.7	10.6%	
Debt Service Budget	\$ 62.1	\$ 18.1	\$ (44.0)	-70.9%	
Capital Budget*	\$ 245.4	\$ 45.7	\$ (199.7)	-81.4%	

*FY2023 Preliminary Capital Budget does not include carryover

The budget reflects the continued effort to provide outstanding community-wide public transportation services while proactively contributing to focused growth and sustainable regional development.

The FY2023 preliminary operating budget totals \$205.6 million and remains aligned with MTC approved mission and strategic goals. The budget continues to reflect the impact of the current health pandemic, estimated fare revenue decreases, and increased assistance from the Federal Government for operations and maintenance.

CATS' is projecting to contain operating cost in FY2022 as the pandemic continues and plans to maintain expense controls through FY2023. Although fuel consumption reduced from prior year, the average price slightly increased. Sales tax growth is expected to continue in FY2023. Additional revenue from new pass agreements and COVID-19 relief funding are also expected in FY2023.

The FY2023 Capital Investment Plan (CIP) budget totals \$45.7 million which includes projects such as a Temporary Facility for the Charlotte Transit Center, State of Good Repair and Technology Upgrades. The CIP plan is guided by the 2030 Transit Corridor System Plan, CATS' financial policies and CATS' long range financial plan. The FY2023 Debt Service totals \$18.1 million, a decrease from the prior year amount of \$62.1 million due to principal payments, debt payoffs and refinancing.

Budget Summary

I. OPERATING BUDGET

The FY2023 Preliminary Operating Budget is \$205.6 million.

BUDGET SUMMARY				
	FY2022 Adopted Budget (millions)	FY2023 Proposed Budget (millions)	Variance (millions)	Variance (%)
Operating Revenues	\$ 185.8	\$ 205.6	\$ 19.7	10.6%
CATS Control Account	-	-	\$ -	0.0%
Total Operating Revenue	\$ 185.8	\$ 205.6	\$ 19.7	10.6%
Operating Expenditures				
Current Service Levels	\$ 185.7	\$ 202.7	\$ 17.0	9.1%
Service Level Changes	0.1	2.9	\$ 2.8	0.0%
Subtotal Operating Expenditures	\$ 185.8	\$ 205.6	\$ 19.7	10.6%
Total Operating Expenditures and	\$ 185.8	\$ 205.6	\$ 19.7	10.6%
Debt Service Budget	\$ 62.1	\$ 18.1	\$ (44.0)	-70.9%
Capital Budget*	\$ 245.4	\$ 45.7	\$ (199.7)	-81.4%

Reference: Appendix 1

The FY2023 Preliminary Operating Budget covers cost for transit provided by the City of Charlotte and contracted employees. Approximately 58.4% (or \$120.1 million) of the Operating Budget includes Personnel Services with the remaining 41.6% covering other operating expenses (or \$85.5 million.)

Direct services account for 85.4% (or \$175.7 million) of the Operating Budget. Support services and other indirect services account for 14.6% (or \$29.9 million) of the Operating Budget.

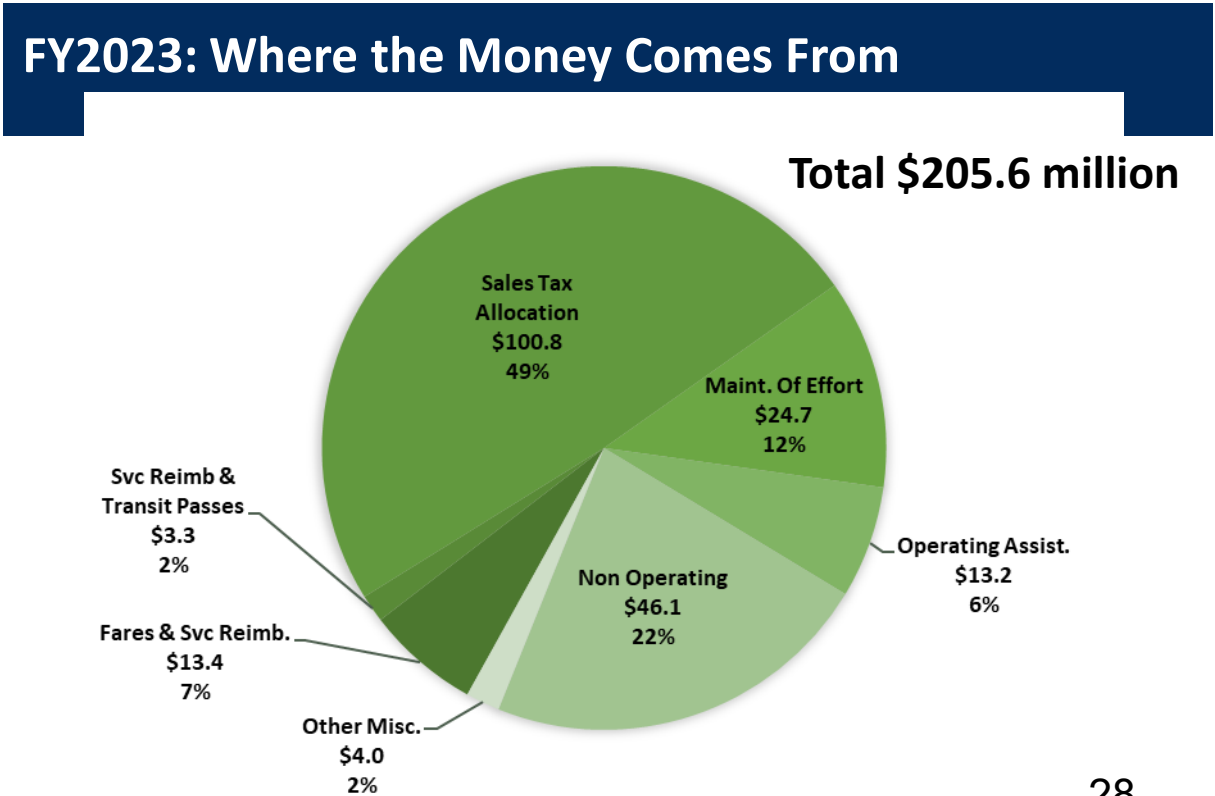
A. Operating Revenues: \$205.6 million

In FY2023, operating revenues are projected at \$205.6 million, an increase of \$19.7 million compared to the FY2022 Adopted Budget, which represents an increase of 10.6%.

Despite an overall increase in Revenue several of the department's revenue sources have decreased from the prior year. Passenger Fares are not expected to increase to pre-pandemic levels in FY2023. The estimated amount for FY2023 is currently projected lower than the FY2022 budget due to the continued impact of the pandemic and demand. Fares are expected to decrease by \$5.8 million in FY2023. Service Income decreased by \$4.1million due to a significant decrease in interest earnings and advertising income. Federal Operating Assistance decreased by \$12.5 million as a result of preventive maintenance cost being allocated towards Non-Operating COVID-19 Relief funding to ensure our system maintains a state of good repair throughout the pandemic.

Sales tax increased by \$12.6 million as result of an increase in the trend-line resulting from growth in CATS’ sales tax revenue. Non-Operating revenue increased by \$28.8 million as a result of shifting expenses from Operating Assistance. Other changes include a \$0.7 million increase in Maintenance of Effort funding from the City of Charlotte and \$1.5 million in new All Access passes for Johnson and Wales, Johnson C. Smith, Central Piedmont Community College.

The following chart identifies the sources of the \$205.6 million in revenue that will fund the FY2023 operating programs.



Budget Summary

Key changes in revenue in the FY2023 Preliminary Operating Budget versus the FY2022 Adopted Operating Budget are as follows:

Revenue Source	FY2022 Adopted Budget (millions)	FY2023 Preliminary Operating Budget (millions)	Variance (millions)	Variance (%)
<u>Operating Allocation</u> The Operating Allocation increase reflects an updated sales tax trendline provided by the City Treasurer's Office.	\$ 88.3	\$ 100.8	\$ 12.6	14.3%
<u>Fare Revenues</u> Fares are projected to decrease as demand for service decreases throughout the pandemic	\$ 19.1	\$ 13.4	\$ (5.7)	-29.7%
<u>All Access Pass & Service Reimbursements</u> New All Access (Johnson C Smith, Johnson & Wales, CPCC) passes replenish passes that will not continue in FY2023	\$ 3.3	\$ 3.3	\$ (0.0)	-0.4%
<u>Maintenance of Effort</u> Maintenance of Effort are funds received from the City of Charlotte, which are paid to CATS in compliance with state law. The City of Charlotte increases its annual	\$ 24.0	\$ 24.7	\$ 0.7	3.0%
<u>Operating Assistance</u> The net decrease is a combination of Federal COVID-19 Relief funding and City of Charlotte funds for Goldline operations. Federal COVID-19 Relief Funding provides operating assistance to Transit Agencies to help combat the impact of the current health pandemic. It covers direct expenses such as PPE, social distancing equipment, cleaning services in addition to a operating loss. The total decrease for COVID-19 Relief funding is \$12.8 million.	\$ 25.7	\$ 13.2	\$ (12.5)	-48.5%
<u>Other (Miscellaneous)</u> Other Miscellaneous revenues include advertising, lease agreements and interest earned. Interest earnings are expected to decrease by \$2.3 million based on prior year actuals and current trend. Advertising decreased by \$0.6 million. Parking deck, Leases and Private partner agreements are expected to increase by a net amount of \$1.2 million.	\$ 8.2	\$ 4.1	\$ (4.1)	-50.9%
<u>Non-Operating Revenue</u> COVID -19 Relief funding increased by \$24.6 million as funding shifted from Operating Assistance to Non-Operating Revenue ensuring the system can remain in a state of good repair during the pandemic. Grant Funded operating projects such as Preventive Maintenance, anticipated grant awards for planning and studies such as Transit Oriented Development, and Unified Planning Work Program (UPWP) funding will increase by \$4.2 million.	\$ 17.3	\$ 46.1	\$ 28.8	166.8%
Total Operating Budgetary Increases (Decreases)	\$ 185.8	\$ 205.6	\$ 19.7	10.6%

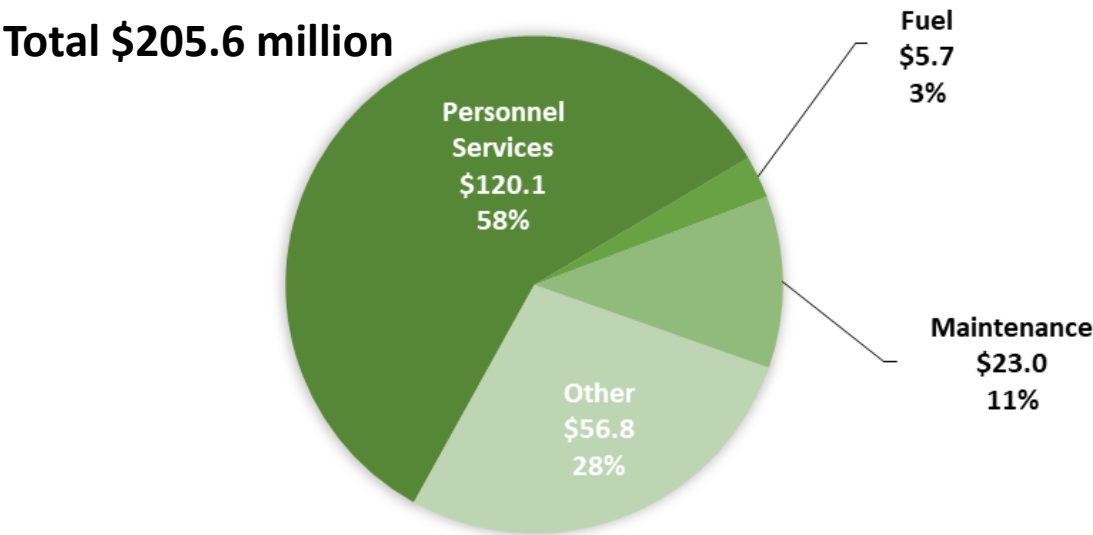
B. Operating Expenses: \$205.6 million

In FY2023, operating expenses are projected at \$205.6 million, an increase of \$19.7 million compared to the FY2022 Adopted Budget, or 10.6% increase. This increase is primarily due to personal and maintenance costs. Personal Services cost increased by \$8.0 million due to additional staff for administrative support. As the system continues to grow funds have been heavily allocated for operation staff failing to consider the increased amount of administrative support needed to maintain funding, hiring, planning, technology and security. Maintenance costs increased by \$7.1 million due to mid-life overhauls, incremental S70 Overhauls for the light rail vehicles, on-going State of Good repair for Bus and Special Transportation Services vehicles, operating cost for new electric fleet and the direct COVID related expenses for social distancing requirements. Other operating expenses increased by \$5.0 million due to MOUs for facility services, direct COVID expenses for both bus and rail, streetcar operations, subrecipient funding, procurement services and shared city support cost. Fuel is expected to decrease by \$0.4 million in FY2023 due to lower consumption due to an increase in electric vehicles.

C. Operating Balance: \$0.0 million

The Operating Balance is transferred to the capital program and provides a portion of the ‘matching fund’ dollars required by federal and/or state grants as well as being programmed to fund capital projects where grant funds are not available. In FY2023 the department will utilize the CATS Control account to fund all capital program eliminating any transfers from Operating to Capital.

FY2023: Where the Money Goes



Budget Summary

Key changes in expenses in the FY2023 Preliminary Operating Budget versus the FY2023 Adopted Operating Budget are as follows:

Expenditure	FY2022 Amended Budget (millions)	FY2023 Proposed Operating Budget (millions)	Variance (millions)	Variance (%)
<u>Personal Services</u>	\$ 112.0	\$ 120.1	\$ 8.0	7.2%
-Increases for City employees -Increase headcount for City Staff by one 26 positions to support operations and administration. -Overtime for Bus and Rail Operators due to the national shortage of operators				
<u>Fuel</u>	\$ 6.1	\$ 5.7	\$ (0.4)	-6.5%
Diesel fuel for Bus & STS Operations is forward purchased at approximately \$2.03/gallon in FY2023 for 2.6 gallons. In FY2022 it was forward purchased at \$1.80/gallon for 3.2 gallons. As a result of the lower consumption fuel is expected to decrease in FY2023.				
<u>Maintenance</u>	\$ 15.9	\$ 23.0	\$ 7.1	44.9%
Maintenance cost for Bus, STS, and Rail increased by \$7.1 million due to aging fleet and repairs, mid-life overhaul and COVID related cleaning and PPE.				
<u>Other Operating Expense</u>	\$ 51.9	\$ 56.8	\$ 5.0	9.6%
Facility services increased by \$1.7million due to MOU increases, and increased cost for building and maintenance repair such as a roof replacement at the South Boulevard Facility and carpet replacement at S. Tryon facility. Planning and Scheduling increased by \$0.8 million due to anticipated Route Restoration planning grant. Development increased by \$1.3 million due to a an anticipated grant for Transit Oriented Development and a modeling consultant for future development. Transit Security increased by \$0.8 million for contractual services such for police and security along the alignment. Procurement services increased by \$0.1 million for expense associated with new and temporary staffing. City Shared Cost increased by \$0.3 million. CATS is responsible for paying a portion of City Cost				
Total Operating Budgetary Increases (Decreases)	\$ 185.8	\$ 205.6	\$ 19.7	10.6%

D. Service Level Changes

The FY2023 Preliminary Operating Budget includes service level changes totaling \$2.8 million in additional personal cost for 26 additional City full-time equivalent (FTE) position:

Section	Position	FTE	Additional Budget
411010- Admin	AOIV	1	\$ 115,108
411010- Admin	Management Analyst	1	105,130
413001- Development	Senior Engineer- Bus Infrastructure	1	132,028
413001- Development	Senior Project Manager- Goldline Phase 3	1	158,806
418010- Planning and Scheduling	Transportation Planner II- Scheduling Sr	1	115,108
414010- Marketing & Communications	Marketing Rep	1	91,872
414030- Technology	Applications Adminstrator	1	120,475
414030- Technology	Technology Support Specialist	1	87,868
416010- Rail	Chief Rail Controllers	2	219,994
416010- Rail	Rail Controllers	3	329,992
416011- Rail Admin	Administrative Officer III	1	84,053
416011- Rail Admin	Transit Energy Analyst	1	91,872
416011- Rail Admin	Transit Energy Coordinator	1	120,475
416011- Rail Admin	Training Specialist	3	315,389
416012- Rail Car Maintenance	Rail Car Maintenance Shift Managers	2	289,528
417010- Safety & Security	Safety Coordinator	3	329,992
417010- Safety & Security	Safety Coordinator- Senior	1	120,475
419010- HR	AO III	2	200,988
		27	\$ 3,029,153

E. Staffing

The FY2023 Preliminary Operating Budget provides for 606.75 full-time equivalent (FTE) positions, which includes 26 additional City full-time equivalent (FTE) position. A staffing summary by section can be found in Appendix 3.

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II. DEBT SERVICE BUDGET

A. Debt Service Revenues: \$18.1 million

No new debt financing is planned for FY2023. Key sources of revenue for payment of the current debt expenses are federal and state grants and the transit sales tax (local).

Debt financing proceeds are utilized to fund CATS’ capital investment projects.

B. Debt Service Expenses: \$18.1 million

Debt service expenses include principal and interest costs on project financings, together with fees and miscellaneous costs associated with capital financings.

In FY2023, debt service expenses are as follows:

- \$18.0 million is for principal and interest payments shown below
- \$ 0.1 million covers miscellaneous fees

Project	Source of Funding	FY2023
		Principal & Interest (millions)
Blue Line Extension	Federal	\$ -
	State	\$ -
	Local	\$ 8.3
Blue Line & Transit Facilities	Local	\$ 6.1
South Tryon Bus Garage	Federal	\$ 3.0
	Local	\$ 0.7
Total FY2023 Preliminary Debt Service		\$ 18.1

Reference: Appendix 5

III. REVENUE RESERVE FUND

In 2016, the MTC approved the revision of CATS’ Financial Policies, which created a CATS Control Account. This account receives sales tax revenue in excess of the sales tax trend line only when the balance in the Revenue Reserve Fund has reached the maximum required balance of \$30 million.

The Revenue Reserve Fund (RRF) reached the required balance of \$30 million in FY2017. Therefore, the projected FY2023 \$9.8 million of sales tax dollars that would have been deposited into this fund will transfer directly to the CATS Control Account. In accordance with Section 3.3 of MTC Financial Policies MTC-01, *“the Transit CEO may recommend use of such funds, for operating or capital programs, to the Metropolitan Transit Commission as a part of the CEO Recommended Budget in January of each year.”*

IV. CAPITAL INVESTMENT PLAN (CIP)

CATS’ \$143.0 million five-year CIP is prioritized to continue the system’s State of Good Repair by replacing vehicles, facility upgrades and enhancements, and technology upgrades. The breakout of CIP revenues and expenses over five years is shown below:

	FY2023	FY2024	FY2025	FY2026	FY2027	TOTAL FY2023 - FY2027
Revenues	45.8	26.4	20.4	20.8	29.6	143.0
Expenses	45.8	26.4	20.4	20.8	29.6	143.0

*Note:
Excludes Grant-Funded Operating Projects*

A. Capital Revenues: \$143.0 million

Revenues for CATS’ five-year capital program include funds from federal and state grants, transit sales tax and private funding.

The FY2023 through FY2027 CATS’ capital program consists of the following:

- **\$92.3** million from federal grants including Federal Formula, Surface Transportation Block Grant, and Bus and Bus Facilities funding.
- **\$7.7** million from state grants including the Urban State Matching funds for vehicle purchases.
- **\$43.0** million from transit sales tax (transfer from the operating balance, CATS Control Account and CATS Fund Balance).

B. Capital Expenditures: \$143.0 million

CATS’ five-year capital investment plan key expenses include the following:

Capital Program/Project	FY2023-FY2027 Total
<u>State of Good Repair - Vehicle Replacements</u> Replacement of revenue service vehicles that have reached the end of their useful life. In FY2023 CATS will replace 16 Buses, 11 Special Transportation Services vehicles, and 9 Vanpool vehicles for the Vanpool program.	\$ 95,103,178
<u>State of Good Repair - Facilities and Others</u> Replacement, upgrades or repair of transit assets including renovations/repairs of transit facilities to comply with federal Transit Asset Management guidelines.	7,425,000
<u>Transit Safety & Security</u> Programs and projects to advance safe, reliable, and equitable transit service throughout the system including camera replacements and dispatch upgrades.	4,494,050
<u>Transit Long Range Capital Improvement</u> Design services for rapid transit, rail, bus, streetcar and facility improvements to better serve the region. Projects include design and consultants for the new Silver Line, ADA enhancements, a temporary bus facility, and land acquisition.	20,647,054
<u>Transit Non-Revenue Vehicles</u> Purchase and replacement of non-revenue vehicles for supervisory staff, maintenance and repair calls.	3,264,424
<u>Transit New Equipment</u> The purchase of new equipment essential to the bus and rail divisions and technology upgrades.	12,051,519
Total 5-year Capital Investment Plan	\$ 142,985,225

Notes:

- 1. Excludes Grant-Funded Operating Projects totaling \$125.5 million for FY2023 – FY2027

CAPITAL PROGRAMS MANAGED BY CATS

CATS manages two (2) transit capital investment programs which receive funds from the federal and state governments and the City of Charlotte.

Reference: Appendix 8

The Charlotte Gateway Station – Rail Project (Phase I)

The Charlotte Gateway Station (CGS) Project is a planned multi-modal transit center located in Center City Charlotte.

The City of Charlotte and the North Carolina Department of Transportation (NCDOT) are partners in the phased implementation of this project which:

- Improves both regional (Amtrak) passenger rail service and regional freight rail operations through the construction of track and bridge improvements.
- Includes a future multi-modal passenger station facility, the completion of which will mark the return of Amtrak service to Uptown Charlotte, with supporting modal connections to CityLYNX Goldline, regional bus connections and CATS local bus routes.

Design and engineering of the first phase of the project is underway, and construction of the initial track and bridge improvements began in 2018. Phase I is being funded with federal, state and City of Charlotte (local) funds.

The CityLYNX Goldline Streetcar Project – Phase II

The CityLYNX Goldline Streetcar Project - Phase II is an extension of the approximately 1.5 mile CityLYNX Goldline Phase I project completed in July 2015. Phase II consists of the design and construction of approximately 2.5 miles of double-track in-street running streetcar line. The final project results in a total of approximately a 4-mile long double-track streetcar system which extends from Johnson C. Smith University through Center City Charlotte, to Novant Health and Sunnyside Avenue.

The project was funded by a federal small starts grant for \$73.0 million and with a local match of \$73.0 million funded by the City of Charlotte. CityLYNX Goldline Streetcar opened for service in August 2021.

FINANCIAL PERFORMANCE OBJECTIVES

CATS Financial Policies provide guidelines on how financial resources shall be utilized to fulfill the mission of the transit system, meet obligations and to protect the public interest.

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CATS TRAX SCORECARD OBJECTIVES

CATS Trax is a quarterly performance scorecard that provides employees, customers, elected officials, and the general public with a snapshot of how we are doing at a high level. Metrics are aligned with CATS goals and customer satisfaction index.

Customer Satisfaction Index

- Measures how well we are doing as related to customer’s top drivers of satisfaction
- Allows customers to choose and prioritize what is most important to them
- Gauges performance relative to the customer’s priorities and perceptions
- Helps highlight priorities for improvement

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CATS SERVICES AND RIDERSHIP

CATS’ is anticipating to provide approximately 11.4 million rides in FY2023 on its bus, light rail, streetcar, vanpool and Special Transportation Services vehicles.

The Goldline Phase II extension opened August 2021 and provides an additional 2.5 miles of service from Sunnyside Avenue through Center City and terminates at French Street near Johnson C. Smith University. Having opened during the pandemic ridership is expected to gradually increase over the next two years.

Blue Line Extension continues to attract ridership and is expected to slightly increase in FY2023 as development around the alignment continues to grow and existing businesses re-open at full capacity. Customers wholly new to transit are also expected to contribute to an increase in light rail ridership as ridership matures over the first few years of operations.

The FY2023 budget reflects revenue hours on track to full service (pre-pandemic) despite the low ridership numbers. As the department expects ridership to return to pre-pandemic levels (or greater) at some point it’s important to keep revenue hours at a certain level.

Mode	Ridership			Revenue Service Hours		
	FY2022 Projected	FY2023 Preliminary Budget	FY2024 Estimated	FY2022 Projected	FY2023 Preliminary Budget	FY2024 Estimated
Bus	6,456,736	7,102,410	8,167,771	745,562	800,177	852,502
Light Rail	3,215,592	3,537,151	4,067,724	118,076	131,812	141,548
Streetcar	383,922	482,645	555,042	9,137	18,275	18,275
Vanpool	37,536	41,290	47,483	17,462	18,384	19,305
Special Transportation Svc.	219,396	230,366	241,884	121,123	131,126	141,129
Total	10,313,182	11,393,862	13,079,904	1,011,360	1,099,774	1,172,759

CHIEF EXECUTIVE OFFICE

Sets strategic direction for the department and manages the overall operation and administration, including budgeting, training, coordinating with City Manager’s office and support of the Metropolitan Transit Commission

BUS / STS / VANPOOL



Provides transit services in the City of Charlotte, and in the Towns of Cornelius, Davidson, Huntersville, Matthews, Mint Hill, and Pineville.

LIGHT RAIL / STREETCAR



Provides a light rail service with over 19 miles and 26 stations from just north of the town of Pineville to the UNC Charlotte campus. CityLYNX Gold Line Phase 2 provides services through Center City Charlotte.

FACILITIES



Manage and maintain light rail stations, park & ride lots, parking decks, bus garages, light rail facilities, transit centers, and bus stops

CUSTOMER SERVICE, MARKETING & TECHNOLOGY



Manage public relations, customer service requests, trip planning assistance and technology for transit operations



FINANCE & PROCUREMENT

Manage all fiscal aspects and procurements for transit operations and capital projects including budget, grants, debt financing, revenue collections & financial reporting



DEVELOPMENT & PLANNING

Responsible for planning and construction of transit projects including quality control and assurance of all project developments



SAFETY & SECURITY

Responsible for safety & security of all CATS amenities, facilities and individuals that come in contact with CATS



HUMAN RESOURCE & CIVIL RIGHTS

Oversee compliance with federal, state & local guidelines to ensure fair and equal treatment of customers and employees

The City provides additional support to CATS through a City Cost Allocation Plan.

APPENDICES

- Appendix 1 - Operating Budget Summary
- Appendix 2 - Performance Objectives
 - Financial Performance Objectives
 - Balanced Scorecard: CATS TRAX
- Appendix 3 - Staffing Summary
- Appendix 4 - Operating Budget
 - Operating Revenues
 - Operating Expenditures
- Appendix 5 - Debt Service Summary
 - Debt Service Revenue Details
 - Debt Service Expenditure Details
- Appendix 6 - Capital Revenue & Expenditures
 - 5-year Capital Revenue & Expenditure Summary
 - 5-year Capital Expenditure Details including Carryover
- Appendix 7 - Grant-Funded Operating Projects
 - Federal Grant-Funded Operating Projects
 - State Grant-Funded Operating Projects
- Appendix 8 - Other Capital Projects Managed by CATS
 - Charlotte Gateway Station
 - CityLYNX Goldline Phase II
- Appendix 9 - FY2023 Budget Schedule

Appendix 1 – Operating Budget Summary

Proposed Operating Budget Summary

	FY2020 Actuals	FY2021 Actuals UnAudited	FY2022 Adopted Budget	FY2022 Year-End Projection	FY2023 Preliminary Budget
Sales Tax Allocation					
A Sales Tax Receipts	\$ 107,778,981	\$ 116,669,192	\$ 108,235,200	\$ 121,165,759	\$ 125,770,058
B Less Sales Tax Trendline	(97,000,000)	(105,201,000)	(105,201,110)	(110,632,735)	(116,015,680)
A - B = C Net Difference	\$ 10,778,981	\$ 11,468,192	\$ 3,034,090	\$ 10,533,024	\$ 9,754,378
Sales Tax Available for Allocation:					
D Transfer to (from) Revenue Reserve	\$ -	\$ -	\$ -	\$ -	\$ -
E Transfer to Debt Service Fund	17,667,788	16,975,589	16,939,110	16,939,110	15,168,881
F Transfer to Operating Fund (Operating Alloc)	79,332,212	88,225,410	88,262,000	93,693,625	100,846,799
G CATS Control Account	10,778,981	11,468,192	3,034,090	10,533,024	9,754,378
D + E + F + G = I Sales Tax Allocation to Other Funds	\$ 107,778,981	\$ 116,669,192	\$ 108,235,200	\$ 121,165,759	\$ 125,770,058

Operating Fund

Revenues:

Operating Revenues:

Sales Tax Operating Allocation	\$ 79,332,212	\$ 88,225,410	\$ 88,262,000	\$ 93,693,625	\$ 100,846,799
Fares and Service Reimbursements	21,028,419	11,113,790	22,437,295	14,944,019	16,643,342
Maintenance of Effort - Charlotte	22,629,679	23,308,600	24,007,826	24,007,826	24,728,061
Operating Assistance	6,528,812	24,928,652	25,688,559	5,579,802	13,222,591
CATS Control Account	-	-	-	-	-
Other (Advertising, Misc)	5,621,239	(1,112,533)	8,153,918	3,151,071	4,007,505
Subtotal	\$ 135,140,361	\$ 146,463,919	\$ 168,549,598	\$ 141,376,343	\$ 159,448,298

Non-Operating Revenue

	24,253,043	14,702,805	17,287,349	34,324,576	46,124,078
Total Operating Revenues	\$ 159,393,404	\$ 161,166,724	\$ 185,836,947	\$ 175,700,919	\$ 205,572,376

Operating Expenditures

Transportation Services	\$ 142,016,893	\$ 141,970,655	\$ 158,931,571	\$ 150,164,310	\$ 175,655,642
Transit Development	3,705,109	4,005,534	5,382,272	5,289,644	7,264,536
Marketing and Communications	3,086,973	3,567,664	6,073,403	4,880,120	5,447,382
Executive and Administration	11,227,571	11,586,995	15,449,701	15,366,845	17,204,816
Subtotal	\$ 160,036,546	\$ 161,130,847	\$ 185,836,947	\$ 175,700,919	\$ 205,572,376

Transfers to Eligible CIP Projects

	(1,139,477)	(590,405)	-	-	-
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Total Net Operating Expense

	\$ 158,897,069	\$ 160,540,442	\$ 185,836,947	\$ 175,700,919	\$ 205,572,376
Transfer from Operating to CIP	981,600	-	-	-	-

Total Operating Expenditures

	\$ 159,878,669	\$ 160,540,442	\$ 185,836,947	\$ 175,700,919	\$ 205,572,376
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Excess (Shortfall) Revenue over Expenses	\$ (485,265)	\$ 626,282	\$ -	\$ -	\$ -
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Performance Objectives					
Financial Performance Objectives					
	FY2020 Actuals	FY2021 Audited Actuals	FY2022 Adopted Budget	FY2022 Year End Projection	FY2023 Preliminary Budget
SYSTEM SUBSIDY					
≤ 80% of Total Operating Cost	83.1%	93.8%	83.4%	89.5%	89.8% ¹
OPERATING RATIO (W/O Capital Interest)	16.9%	6.2%	16.6%	10.5%	10.2% ²
(≥ 20%)					
PASSENGERS PER HOUR					
(Bus ≥ 20 passengers per hour)	12.7	8.6	12.6	8.7	8.9
(Light Rail ≥ 90 passengers per hour)	97.4	44.4	72.7	52.8	66.7
ADMINISTRATIVE OVERHEAD	11.1%	7.68%	15.37%	14.85%	15.25%
(≤ 15%)					
GROSS DEBT SERVICE COVERAGE	5.74	6.15	Restated 6.54	7.17	8.48
(> 3.0)					
NET DEBT SERVICE COVERAGE			Restated		
(≥ 1.15)	1.50	1.47	1.15	1.51	1.54

Notes:

- 1) In the FY2023 Preliminary Budget the total Operating Expense used to calculate System Subsidy, Operating Ratio and Net Debt Service Coverage does not include \$1,917,083 in pass through funding for subrecipient projects.
- 2) In FY2022 ridership and fares are expected to significantly decline due to the COVID-19 pandemic causing the agency to rely on other sources of revenue to continue operations. The decline is expected to continue in FY2023. As a result, the system subsidy exceeds the 80% threshold.



CATS TRAX FY21 Aggregate Scorecard								
Strategy	Metric	Performance Goal	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Goal Points	Q4 Earned Points
Customer Satisfaction	Overall Customer Satisfaction	90%	84%	84%	84%	84%	9.0	8.2
	Overall Net Promoter Score	58%	58%	58%	58%	58%	9.0	10.0
	Overall On-Time Performance	89%	94%	93%	93%	91%	7.0	7.1
	Overall Ridership**	18,427,708	2,220,561	4,474,809	6,448,253	8,687,151	3.0	1.5
	Overall Ridership**	100%	12%	24%	35%	47%		
	Confidence to Return*				67%	67%	2.0	1.3
Community Impact							30.0	28.1
	Economic Impact**	1.27	1.05	1.24	1.26	1.27	5.0	5.0
	Community Perception of Community Value	85%	-	80%	80%	80%	15.0	14.1
	Customers with Access to 15-minute or Better Service	45%	40%	42%	19%	22.0%	5.0	2.4
	Jobs Created from Transit & Transit Infrastructure**	30,600	12,228	14,480	17,420	20,239	5.0	3.3
Financial Stability							30.0	24.8
	Taxpayer Subsidy Percentage, (CATS Policy ≤80%)**	<80%	87.2%	89.2%	90.8%	90.0%	4.0	3.5
	Net Debt Service Coverage Threshold (CATS Policy >1.15)**	>1.15	2.63	1.00	1.36	0.98	4.0	3.4
	Overall Operating Cost/Revenue Hour**	\$174.62	\$140.80	\$167.61	\$175.59	\$174.72	4.0	4.0
	Overall Customers/Revenue Hour	18.6	10.0	10.2	9.0	10.3	4.0	2.2
	Directly Generated Revenue**	4.0%	1.19%	2.69%	1.37%	3.0%	4.0	3.0
Employee Success							20.0	16.1
	Employee Engagement	80%	-	-	-	60%	7.0	5.3
	Employee Satisfaction	85%	-	-	-	55%	5.0	3.2
	Customer Satisfaction with CATS Employees	86%	88%	88%	88%	88%	4.0	3.9
	Customer Satisfaction with Call Center Interactions	87%	82%	82%	82%	82%	4.0	3.9
							20.0	16.3
	Overall Performance Score						100.0	85.3



FY2023 Staffing Levels						
FTE					TOTAL FTES	Temps
Approved in FY2022	Transfers	Reductions	FY2023 SLC			
Bus Operations Division (BOD) Employees						
Transportation Services						
415010 BOD - Operations	644.00	-	-	-	644.00	-
415011 BOD - Administration	14.00	-	-	-	14.00	-
415012 BOD - Maintenance	178.00	-	-	-	178.00	-
415013 BOD - STS Maintenance	9.00	-	-	-	9.00	-
Subtotal BOD Employees	845.00	0.00	0.00	0.00	845.00	-
City Employees						
Transportation Services						
415050 Special Transportation Services	131.75	-	-	-	131.75	-
411060 Treasury/Revenues	12.00	-	-	-	12.00	-
412020 Facilities	14.00	-	-	-	14.00	-
414020 Customer Svc & Information	21.00	-	-	-	21.00	-
416010 Light Rail Operations	89.00	-	-	5.00	94.00	-
416011 Light Rail Administration	19.00	2.00	-	6.00	27.00	-
416012 Light Rail Maintenance	72.00	-	-	2.00	74.00	-
416013 Maintenance of Way	51.00	(2.00)	-	-	49.00	-
416020 CityLYNX GoldLine	38.00	-	-	-	38.00	-
417010 Transit Security	20.00	-	-	4.00	24.00	-
415001 Bus General Management	4.00	-	-	-	4.00	-
418010 Planning And Scheduling	11.00	-	-	1.00	12.00	-
415040 Van Pool Division	4.00	-	-	-	4.00	-
Transit Development						
413001 Development Administration	22.00	-	-	2.00	24.00	-
413002 Quality Assurance	6.00	-	-	-	6.00	-
Marketing & Communications						
414010 Marketing & Communications	14.00	-	-	1.00	15.00	-
414030 Technology	16.00	-	-	2.00	18.00	-
Executive & Administration						
411010 Administration Division	22.00	-	-	2.00	24.00	1.00
419010 HR and Civil Rights	11.00	-	-	2.00	13.00	-
411040 Executive Division	2.00	-	-	-	2.00	-
Subtotal City Employees	579.75	0.00	0.00	27.00	606.75	1.00
Total Employees	1,424.75	0.00	0.00	27.00	1,451.75	1.00

Appendix 4 – Operating Budget

Operating Revenues

	FY2020 Actuals	FY2021 Unaudited Actuals	FY2022 Adopted Budget	FY2022 Year End Projection	FY2023 Preliminary Budget
<u>Service Passenger Fares</u>					
Bus	\$ 14,683,327	\$ 6,993,617	\$ 12,570,800	\$ 7,748,083	\$ 8,522,892
Light Rail	2,730,923	1,032,650	4,872,000	3,344,216	3,678,637
Streetcar	-	-	740,000	740,000	482,645
Vanpool	372,328	195,739	324,149	110,356	121,393
Paratransit	549,072	423,111	642,590	537,520	564,397
Subtotal	\$ 18,335,650	\$ 8,645,117	\$ 19,149,539	\$ 12,480,175	\$ 13,369,964
<u>All Access Pass</u>					
All Access Pass- Johnson and Wales	-	-	-	25,000	75,000
All Access Pass- Johnson C Smith	-	-	-	18,333	55,000
All Access Pass- CPCC	-	-	-	308,333	925,000
CMGS	514,567	514,345	484,787	518,568	518,568
Lowe's Agreement	-	-	175,000	-	-
Airport All Access Pass	-	572,000	870,584	-	-
UNCC Pass Purchases	1,347,612	1,344,175	1,400,000	1,330,866	1,330,866
Subtotal	\$ 1,862,179	\$ 2,430,520	\$ 2,930,371	\$ 2,201,100	\$ 2,904,434
<u>Service Reimb & Funding Partners</u>					
Airport Connector Services	\$ 200,000	\$ (200,000)	\$ -	\$ -	\$ -
Fort Mill (WellsFargo) Rt 44 Carowinds	7,791	(675)	-	-	-
Union County Express 74x	131,724	98,144	94,458	94,458	94,458
Rock Hill Express Commuter Bus	155,341	104,554	74,491	74,491	74,491
Gastonia Express Commuter Bus	177,702	152,931	82,236	82,236	82,236
Carowinds (N&BS U MYEP)	102,102	(48,500)	97,800	-	97,800
DSS	3,265	-	8,400	-	8,400
Ramsey Creek Beach Park	52,665	(68,301)	-	11,559	11,559
Subtotal	\$ 830,590	\$ 38,153	\$ 357,385	\$ 262,744	\$ 368,944
<u>Service Income</u>					
Charlotte Transit Center	\$ 465,436	\$ 414,789	\$ 479,398	\$ 397,867	\$ 397,867
Advertising	2,846,062	(75,643)	2,469,160	1,683,154	1,831,999
Parking - BLE Decks	-	-	391,000	-	119,650
Parking - CGS	104,005	251,398	98,004	98,004	98,004
Volkswagen Parking Lease	26,214	36,706	26,214	30,000	30,000
Parking Lease-Norfolk Southern Land	213,030	-	438,842	97,060	99,972
Lowe's Agreement (Naming Rights)	-	-	310,500	-	-
Interest Earnings	1,234,108	(2,231,887)	3,302,194	174,502	941,000
Agreements/Leases	40,115	19,119	29,227	27,664	14,033
User Fees for Development Reviews	-	103,951	223,929	274,420	274,420
Miscellaneous	692,269	369,033	385,450	368,400	200,561
Subtotal	\$ 5,621,239	\$ (1,112,534)	\$ 8,153,918	\$ 3,151,071	\$ 4,007,506
<u>Sales Tax Revenue</u>					
Operating Allocation	\$ 79,332,212	\$ 88,225,411	\$ 88,262,000	\$ 93,693,625	\$ 100,846,799
CATS Control Account	-	-	-	-	-
Subtotal	\$ 79,332,212	\$ 88,225,411	\$ 88,262,000	\$ 93,693,625	\$ 100,846,799
<u>Maintenance of Effort</u>					
City of Charlotte	\$ 22,629,679	\$ 23,308,600	\$ 24,007,826	\$ 24,007,826	\$ 24,728,061
Subtotal	\$ 22,629,679	\$ 23,308,600	\$ 24,007,826	\$ 24,007,826	\$ 24,728,061
<u>Operating Assistance</u>					
Federal CMAQ (for Service Expansions)	\$ 4,595,535	\$ 1,727,122	\$ -	\$ -	\$ -
City of Charlotte - GoldLine Phase 1	1,471,896	3,090,755	3,679,257	3,679,257	4,007,093
COVID-19	255,686	20,131,377	22,009,302	1,900,545	9,215,498
NCDOT (I-77 Mitigation)	82,085	-	-	-	-
Sugar Creek (I-77 Mitigation)	123,610	(20,602)	-	-	-
Subtotal	\$ 6,528,812	\$ 24,928,652	\$ 25,688,559	\$ 5,579,802	\$ 13,222,591
<u>Non Operating Revenue</u>					
Grant Funded Operating Expenses - Fed	\$ 14,304,879	\$ 14,352,641	\$ 5,751,445	\$ 5,643,116	\$ 10,011,269
Grant Funded Operating Expenses -COVID 19	-	-	-	19,000,000	24,560,581
Grant Funded Operating Expenses - State	145,986	138,656	225,247	225,247	277,515
State Maintenance Assist. Prog. (SMAP)	9,590,670	-	11,063,205	9,208,761	11,063,205
Mecklenburg County	-	192,942	192,942	192,942	192,942
Town of Huntersville	211,508	18,566	18,566	18,566	18,566
City of Charlotte-TOD Match	-	-	30,235	30,235	-
Gastonia-TOD Match	-	-	3,959	3,959	-
Belmont-TOD Match	-	-	1,750	1,750	-
Subtotal	\$ 24,253,043	\$ 14,702,805	\$ 17,287,349	\$ 34,324,576	\$ 46,124,078
TOTAL OPERATING REVENUES	\$ 159,393,404	\$ 161,166,724	\$ 185,836,947	\$ 175,700,919	\$ 205,572,376

Appendix 4 – Operating Budget

Operating Expenses

		FY2020	2021	FY2022	FY2022	FY2023
		Actuals	Actuals	Adopted	Year End	Preliminary
		Actuals	Audited	Budget	Projection	Budget
<u>Transportation Services</u>						
411060	Treasury/Revenues	\$ 1,290,993	\$ 849,965	\$ 1,430,198	\$ 1,225,141	\$ 1,280,370
412010	Transit Center Operations	1,079,388	1,053,663	1,023,944	1,023,944	1,023,944
412020	Facilities	7,996,344	7,783,174	8,009,463	7,752,180	9,757,073
414020	Customer Svc & Information	1,826,679	1,489,280	2,346,462	1,898,412	1,970,352
415001	Bus General Management	438,110	399,208	590,720	548,375	570,559
415010	BOD - Operations	60,275,656	59,999,797	58,829,232	59,185,634	60,404,246
415011	BOD - Administration	2,427,012	2,477,129	2,596,229	2,744,951	2,707,370
415012	BOD - Maintenance	20,529,509	19,648,868	22,587,326	21,301,044	24,093,883
415013	BOD - STS Maintenance	935,651	844,147	1,270,179	880,281	1,047,205
415020	County Human Svc Transp	303,265	300,000	310,000	310,000	310,000
418010	Planning And Scheduling	1,436,929	1,330,628	1,591,621	1,353,855	2,394,881
415040	Van Pool Division	580,581	596,089	717,880	735,477	715,597
415050	Special Transportation Svc	8,843,960	8,720,583	10,333,527	9,026,140	11,007,517
416010	Light Rail Operations	11,681,669	11,211,254	13,567,940	11,804,088	13,796,078
416011	Light Rail Administration	1,679,533	1,841,880	2,352,513	2,309,416	3,619,898
416012	Light Rail Maintenance	5,266,192	8,791,983	11,583,505	9,885,138	19,038,251
416013	Maintenance of Way	4,732,491	4,074,712	5,578,156	4,437,827	6,396,036
416020	CityLYNX GoldLine	1,170,161	2,071,743	4,449,989	4,449,989	4,489,738
417010	Transit Security	9,520,707	8,486,552	9,762,687	9,292,419	11,032,644
Subtotal		\$ 142,014,830	\$ 141,970,655	\$ 158,931,571	\$ 150,164,310	\$ 175,655,642
<u>Executive & Administration</u>						
411010	Administration Division	\$ 1,880,046	\$ 2,705,149	\$ 2,859,633	\$ 2,615,397	\$ 3,016,635
411020	Procurement Services	215,259	145,839	237,987	236,987	570,717
419010	HR & Civil Rights	1,542,905	678,398	2,235,039	2,437,866	-
419010	HR					712,159
419020	Civil Rights					2,401,089
411040	Executive Division	868,793	493,345	852,770	812,323	881,132
411050	MTC & Committees Division	67,885	61,836	76,850	76,850	76,850
411070	City Support Costs	6,565,659	7,502,428	9,187,422	9,187,422	9,546,233
Subtotal		\$ 11,140,547	\$ 11,586,995	\$ 15,449,701	\$ 15,366,845	\$ 17,204,816
<u>Transit Development</u>						
413001	Development	\$ 2,072,881	\$ 2,673,430	\$ 4,630,601	\$ 4,396,631	\$ 6,207,174
413002	Quality Assurance	582,745	741,699	751,671	893,013	1,057,362
Subtotal		\$ 2,655,626	\$ 3,415,128	\$ 5,382,272	\$ 5,289,644	\$ 7,264,536
<u>Marketing & Technology</u>						
414010	Marketing & Communications	\$ 1,489,068	\$ 1,391,754	\$ 1,959,234	\$ 1,492,387	\$ 1,634,454
414030	Technology	1,596,998	2,175,910	4,114,169	3,387,733	3,812,928
Subtotal		\$ 3,086,066	\$ 3,567,664	\$ 6,073,403	\$ 4,880,120	\$ 5,447,382
Transfer to Capital		\$ 981,600	\$ -	\$ -	\$ -	\$ -
Total Operating Expenditures		\$ 159,878,669	\$ 160,540,442	\$ 185,836,947	\$ 175,700,919	\$ 205,572,376

Appendix 5 – Debt Service Summary

	FY2021 Audited Actuals	FY2022 Adopted Budget	FY2023 Preliminary Budget
REVENUES			
Federal Grants-BLE	\$ 1,726,061	\$ 619,900	\$ -
Federal Grants- Non-BLE	2,920,059	2,929,440	2,929,475
State Grants-BLE	863,031	41,637,850	-
State Grants-Non-BLE	-	-	-
Local Sales Tax	99,178,654	16,939,110	15,168,881
Interest on Investments	35,502	-	-
TOTAL REVENUES	\$ 104,723,308	\$ 62,126,300	\$ 18,098,356

EXPENDITURES			
Principal Payments-BLE	\$ 85,791,094	\$ 45,424,000	\$ 3,368,581
Principal Payments-Non-BLE	5,555,000	5,790,000	5,551,419
Interest Payments-BLE	8,729,031	6,410,600	4,944,119
Interest Payments-Non-BLE	4,600,920	4,387,700	4,120,237
Other Payments	47,263	114,000	114,000
Transfers to Other	-	-	-
TOTAL EXPENDITURES	\$ 104,723,308	\$ 62,126,300	\$ 18,098,356

	FY2023 Preliminary Budget	FY2024 Plan	FY2025 Plan	FY2026 Plan	FY2027 Plan	FY2023-FY2027 Total
REVENUES						
Federal Grants-BLE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Grants- Non-BLE	2,929,475	2,927,875	2,925,675	2,927,275	2,929,515	\$ 14,639,815
State Grants-BLE	-	-	-	-	-	\$ -
State Grants-Non-BLE	-	-	-	-	-	\$ -
Local Sales Tax	15,168,881	15,169,091	15,158,431	15,166,671	15,161,391	\$ 75,824,466
Interest on Investments	-	-	-	-	-	\$ -
TOTAL REVENUES	\$ 18,098,356	\$ 18,096,966	\$ 18,084,106	\$ 18,093,946	\$ 18,090,906	\$ 90,464,282
EXPENDITURES						
Principal Payments-BLE	\$ 3,368,581	\$ 3,539,221	\$ 3,712,347	\$ 3,899,259	\$ 4,093,488	\$ 18,612,896
Principal Payments-Non-BLE	5,551,419	5,825,779	6,107,653	6,395,741	6,686,512	30,567,104
Interest Payments-BLE	4,944,119	4,773,979	4,598,603	4,411,441	4,218,462	22,946,604
Interest Payments-Non-BLE	4,120,237	3,843,987	3,551,503	3,273,505	2,978,444	17,767,678
Other Payments	114,000	114,000	114,000	114,000	114,000	570,000
Transfers to Other	-	-	-	-	-	-
TOTAL EXPENDITURES	\$ 18,098,356	\$ 18,096,966	\$ 18,084,106	\$ 18,093,946	\$ 18,090,906	\$ 90,464,282

Appendix 5 – Debt Service Details

BLE = Blue Line Extension

Debt Service Revenue Details									
REVENUES									
BLE- COPS Principal Only									
Federal	\$	-	\$	-	\$	-	\$	-	\$
State		-		-		-		-	
Local		-		-		-		-	
Subtotal	\$	-	\$	-	\$	-	\$	-	\$
BLE - COPS Interest Only									
Federal (50%)	\$	-	\$	-	\$	-	\$	-	\$
State (25%)		-		-		-		-	
Local (25%)		-		-		-		-	
Subtotal	\$	-	\$	-	\$	-	\$	-	\$
BLE - TIFIA Only - Principal & Interest									
Federal (0%)	\$	-	\$	-	\$	-	\$	-	\$
State (0%)		-		-		-		-	
Local (100%)	8,312,700	8,313,200	8,310,950	8,310,700	8,311,950	41,559,500			
Subtotal	\$ 8,312,700	\$ 8,313,200	\$ 8,310,950	\$ 8,310,700	\$ 8,311,950	\$ 41,559,500			
Non-BLE - Principal & Interest									
2013C COPS									
Federal (80%)	\$ 2,929,475	\$ 2,927,875	\$ 2,925,675	\$ 2,927,275	\$ 2,929,515	\$ 14,639,815			
State (0%)	-	-	-	-	-	-			
Local (20%)	732,369	731,969	731,419	731,819	732,379	3,659,954			
Subtotal	\$ 3,661,844	\$ 3,659,844	\$ 3,657,094	\$ 3,659,094	\$ 3,661,894	\$ 18,299,769			
2008A COPS (100% Local)									
2015B COPS (100% Local)	\$ 1,841,950	\$ 1,845,310	\$ 1,841,700	\$ 1,845,290	\$ 1,840,700	\$ 9,214,950			
Other (100% Local)	4,167,863	4,164,613	4,160,363	4,164,863	4,162,363	20,820,063			
Subtotal	\$ 6,123,813	\$ 6,123,923	\$ 6,116,063	\$ 6,124,153	\$ 6,117,063	\$ 30,605,013			
TOTAL REVENUES									
	\$ 18,098,356	\$ 18,096,966	\$ 18,084,106	\$ 18,093,946	\$ 18,090,906	\$ 90,464,282			

Appendix 5 – Debt Service Details

BLE = Blue Line Extension

	FY2023	FY2024	FY2025	FY2026	FY2027	FY2023-FY2027
	Preliminary	Plan	Plan	Plan	Plan	TOTAL
	Budget					
Debt Service Expenditure Details						
PRINCIPAL						
<i>Blue Line Extension</i>						
2021A COPS (TIFIA REF PORTION)	3,368,581	3,539,221	3,712,347	3,899,259	4,093,488	18,612,896
Subtotal	\$ 3,368,581	\$ 3,539,221	\$ 3,712,347	\$ 3,899,259	\$ 4,093,488	\$ 18,612,896
<i>Non-Blue Line Extension</i>						
2021A COPS (2008A REF PORTION)	\$ 746,419	\$ 785,779	\$ 822,653	\$ 865,741	\$ 906,512	\$ 4,127,104
2013C COPS	2,340,000	2,455,000	2,575,000	2,680,000	2,790,000	12,840,000
2015B COPS	2,465,000	2,585,000	2,710,000	2,850,000	2,990,000	13,600,000
Subtotal	\$ 5,551,419	\$ 5,825,779	\$ 6,107,653	\$ 6,395,741	\$ 6,686,512	\$ 30,567,104
INTEREST						
<i>Blue Line Extension - TIFIA Only</i>						
2021A COPS (TIFIA REF PORTION)	\$ 4,944,119	\$ 4,773,979	\$ 4,598,603	\$ 4,411,441	\$ 4,218,462	\$ 22,946,604
Subtotal	\$ 4,944,119	\$ 4,773,979	\$ 4,598,603	\$ 4,411,441	\$ 4,218,462	\$ 22,946,604
<i>Non-Blue Line Extension</i>						
2021A COPS (2008A REF PORTION)	\$ 1,095,531	\$ 1,059,531	\$ 1,019,047	\$ 979,549	\$ 934,188	\$ 5,087,846
2013C COPS	1,321,844	1,204,844	1,082,094	979,094	871,894	5,459,769
2015B COPS	1,702,863	1,579,613	1,450,363	1,314,863	1,172,363	7,220,063
Subtotal	\$ 4,120,237	\$ 3,843,987	\$ 3,551,503	\$ 3,273,505	\$ 2,978,444	\$ 17,767,678
INTEREST						
Other Fees	\$ 114,000	\$ 114,000	\$ 114,000	\$ 114,000	\$ 114,000	\$ 570,000
Subtotal	\$ 114,000	\$ 114,000	\$ 114,000	\$ 114,000	\$ 114,000	\$ 570,000
TOTAL EXPENDITURES	\$ 18,098,356	\$ 18,096,966	\$ 18,084,106	\$ 18,093,946	\$ 18,090,906	\$ 90,464,282

Appendix 6 –Capital Revenue & Expenditure Summary



	FY2023 Preliminary Budget	FY2024 Plan	FY2025 Plan	FY2026 Plan	FY2027 Plan	Total FY2023 - FY2027
CAPITAL REVENUES						
Federal Funding						
Formula Apportionment	\$ 15,708,143	\$ 17,067,135	\$ 12,059,635	\$ 14,284,811	\$ 14,831,602	\$ 73,951,322
Federal Surface Transportation Block Grant (STBG)	7,310,291	-	-	-	-	7,310,291
Enhanced Mobility	-	-	-	-	-	-
Bus & Bus Facilities	2,214,727	2,214,727	2,214,727	2,214,727	2,214,727	11,073,635
Federal New Starts	-	-	-	-	-	-
Total Federal Funding	\$ 25,233,161	\$ 19,281,862	\$ 14,274,362	\$ 16,499,538	\$ 17,046,329	\$ 92,335,252
State Funding						
Urban Match State Grants	\$ 1,050,740	\$ 1,126,781	\$ 1,145,322	\$ 1,302,802	\$ 1,559,108	\$ 6,184,753
Strategic Transportation Investment (STI)	1,462,058	-	-	-	-	1,462,058
Total State Funding	\$ 2,512,798	\$ 1,126,781	\$ 1,145,322	\$ 1,302,802	\$ 1,559,108	\$ 7,646,811
Local Funding						
CATS Control Account	17,998,712	5,979,432	5,010,173	2,981,636	11,033,208	43,003,161
Total Local Funding	\$ 17,998,712	\$ 5,979,432	\$ 5,010,173	\$ 2,981,636	\$ 11,033,208	\$ 43,003,161
Re allocated Project Balance						
Re-allocated from Prior Year Savings- Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Re-allocated from Prior Year Savings- State	-	-	-	-	-	-
Re-allocated from Prior Year Savings- Local	-	-	-	-	-	-
Total Re-allocated	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Carryover Project Balance						
Continue Existing Projects- Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Continue Existing Projects- State	-	-	-	-	-	-
Continue Existing Projects- Local	-	-	-	-	-	-
Total Continue Existing Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Capital Revenues ¹	\$ 45,744,671	\$ 26,388,075	\$ 20,429,857	\$ 20,783,976	\$ 29,638,646	\$ 142,985,225

	FY2023 Preliminary Budget	FY2024 Plan	FY2025 Plan	FY2026 Plan	FY2027 Plan	Total FY2023 - FY2027
CAPITAL EXPENDITURES						
State of Good Repair- Vehicle Replacement	\$ 19,666,943	\$ 21,905,699	\$ 13,383,086	\$ 15,591,085	\$ 24,556,365	\$ 95,103,178
State of Good Repair- Facilities & Others	1,800,000	1,625,000	1,351,000	1,079,000	1,570,000	7,425,000
Transit Safety & Security	348,897	326,136	2,396,339	686,339	736,339	4,494,050
Transit Long Range Capital Improvement	19,947,054	200,000	250,000	250,000	-	20,647,054
Non-Revenue Vehicle	390,530	650,740	70,000	833,212	1,319,942	3,264,424
Transit New Equipment	3,591,247	1,680,500	2,979,432	2,344,340	1,456,000	12,051,519
Transit- Other Programs	-	-	-	-	-	-
Carry Over Projects ²	-	-	-	-	-	-
Total Capital Expenditures ¹	\$ 45,744,671	\$ 26,388,075	\$ 20,429,857	\$ 20,783,976	\$ 29,638,646	\$ 142,985,225

Notes:

1. Excludes Grant-Funded Operating Projects
2. Carry Over Project Balances for Existing Projects (full carry over amount to be determined in February 2022)



Appendix 6 – Capital Expenditure Details

State of Good Repair- Vehicle Replacement														
Bus Replacements		Bus	Annual Bus Replacements per year Average cost includes cost of cameras and plant visits FY23: Replace 16 Buses @ \$1,094,374 FY24: Replace 17 Buses @ \$1,127,205 each FY25: Replace 9 Buses @ \$1,161,021 each FY26: Replace 11 Buses @ \$1,195,852 each FY27: Replace 10 Buses @ \$1,231,728 each	FY2023 Preliminary Budget	FY2024 Plan	FY2025 Plan	FY2026 Plan	FY2027 Plan	TOTAL					
				\$ 17,522,253	\$ 19,693,789	\$ 11,104,822	\$ 13,154,373	\$ 12,317,280	\$ 73,792,517					
STS Replacements		STS	Annual STS Replacements per year Average cost includes cost of cameras and plant visits FY23: Replace 11 Buses @ \$164,800 each FY24: Replace 11 Buses @ \$169,744 each FY25: Replace 11 Buses @ \$174,836 each FY26: Replace 11 Buses @ \$200,000 each FY27: Replace 17 Buses @ \$206,000 each	1,812,800	1,867,184	1,923,196	2,200,000	3,502,000	\$ 11,305,180					
Vanpool Replacements		Vanpool	Annual Vanpool Replacements per year Average cost includes cameras and plant visits FY23: Replace 9 vans @ \$36,877 each (two 15-passenger and seven 7-passenger) FY24: Replace 9 minivans @ \$38,303 each FY25: Replace 9 minivans @ \$39,452 each FY26: Replace 6 minivans @ \$39,452 each FY27: Replace 10 minivans @ \$40,635 each Purchase 52 EV Chargers @ \$160,206 each	331,890	344,726	355,068	236,712	406,350	\$ 1,674,746					
Electric Vehicle Chargers		Bus	Purchase 52 EV Chargers @ \$160,206 each	-	-	-	-	8,330,735	\$ 8,330,735					
Subtotal				\$ 19,666,943	\$ 21,905,699	\$ 13,383,086	\$ 15,591,085	\$ 24,556,365	\$ 95,103,178					
State of Good Repair- Facilities & Others														
Envision My Ride Bus Shelters		Facilities	Replace and/or Update CATS bus stop amenities to enhance customer experience	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ -	\$ 2,000,000					
Drainage Improvements		Facilities	Drainage Improvements	500,000	525,000	551,000	579,000	-	\$ 2,155,000					
South Corridor Lighting Upgrades		Facilities	Critical lighting for South Corridor alignment	300,000	300,000	300,000	-	-	\$ 900,000					
LED Lighting Upgrades		Facilities	Rail & Bus Facility LED Lighting Upgrades	300,000	300,000	-	-	-	\$ 600,000					
Contingency for Facilities Projects		Facilities	Contingency for Projects	200,000	-	-	-	-	\$ 200,000					
S. Tryon & S. Boulevard Light Rail Facility Boiler Replacements		Facilities	Improve energy consumption and reduce maintenance costs with boiler replacement project	-	-	-	-	450,000	\$ 450,000					
N. Davidson IT AC Replacement		Facilities	Replacement of IT room mini split systems used to support computer equipment	-	-	-	-	120,000	\$ 120,000					
S. Tryon Generator Replacements		Facilities	Replace current generator with a new diesel powered generator	-	-	-	-	500,000	\$ 500,000					
Solar Panel Additions		Facilities	Reduce overall energy costs with solar panel additions for bus canopy	-	-	-	-	500,000	\$ 500,000					
Subtotal				\$ 1,800,000	\$ 1,625,000	\$ 1,351,000	\$ 1,079,000	\$ 1,570,000	\$ 7,425,000					
Transit Safety & Security														
BLE Cameras		Safety & Security	Replace cameras along the alignment	\$ 223,897	\$ 226,136	\$ 350,000	\$ 350,000	\$ 400,000	\$ 1,550,033					
Access Control Replacement		Safety & Security	Replace fire panels within CATS access control equipment	50,000	25,000	10,000	-	-	\$ 85,000					
Guard Shacks/Bollards		Safety & Security	Add guard shacks at various CATS facilities and Park N Ride locations and bollards at CATS Facilities and along the alignment	75,000	75,000	-	-	-	\$ 150,000					
Access Control System Upgrade		Safety & Security	Replace old and outdated legacy systems within CATS access control equipment and establish on-going asset management for these systems	-	-	1,700,000	-	-	\$ 1,700,000					
Mobile Video Replacement		Safety & Security	Replace/upgrade mobile video cameras on rail, fixed route bus and STS vehicles	-	-	336,339	336,339	336,339	\$ 1,009,017					
Subtotal				\$ 348,897	\$ 326,136	\$ 2,396,339	\$ 686,339	\$ 736,339	\$ 4,494,050					



Appendix 6 – Capital Expenditure Details

Transit Long Range Capital Improvement													
		FY2023 Preliminary Budget		FY2024 Plan		FY2025 Plan		FY2026 Plan		FY2027 Plan		FY2023 - FY2027 TOTAL	
ADA	Development	Implement corrections, enhancements and improvements required under ADA based on the results from the 2-year ADA Assessment											
Hambright Park & Ride Lot and Transit Center	Development	Design and construction at Hambright Road and I-77 in Huntersville, NC											
Land Swaps	Development	Possible Landswaps throughout the year with private developers											
CTC Temporary Facility	Development	Temporary Transit Facility while current CTC is updated											
Subtotal		\$	200,000	\$	200,000	\$	250,000	\$	250,000	\$	250,000	\$	900,000
Transit Non-Revenue Vehicle													
Non-Revenue Vehicle: Bus Operations (BOD)	Bus	Annual replacement per year: FY23: Replace 5 non-revenue vehicles @ \$28,790 each FY24: Replace 5 non-revenue vehicles @ \$30,240 each FY26: Replace 2 non-revenue vehicles @ \$32,081 each FY27: Replace 1 non-revenue vehicle @ \$33,433 each											
Non-Revenue Vehicle: Bus Maintenance (BOD)	Bus	Annual Replacement per year: FY23: Replace 1 non-revenue vehicle @ \$79,800 each											
Non-Revenue Vehicle: STS Department	Bus	Annual Replacement per year: FY23: Replace 2 non-revenue vehicles @ \$53,390 each FY24: Replace 2 non-revenue vehicles @ \$54,770 each FY27: Replace 3 non-revenue vehicles @ \$80,000 each											
Non-Revenue Vehicle: Facilities Maintenance	Bus	Annual Replacement per year: FY23: Replace 2 non-revenue vehicles @ \$30,000 each FY24: Replace 2 non-revenue vehicles @ \$30,000 each FY27: Replace non-revenue vehicles 2 @ \$35,821 each and 1 @ \$100,000											
Non-Revenue Vehicle: Facilities Maintenance	Bus	Vehicle Expansion: FY23: Purchase 8 non-revenue vehicles @ \$32,000 each											
Non-Revenue Vehicle: Safety & Security	Bus	Vehicle Expansion: FY24: Purchase 4 non-revenue vehicles @ \$45,000 each											
Non-Revenue Vehicle: Safety & Security	Bus	Annual Replacement per year: FY24: Replace 3 non-revenue vehicles @ \$50,000 each FY26: Replace 9 non-revenue vehicles @ \$60,000 each FY27: Replace 5 non-revenue vehicles @ \$60,000 each											
Non-Revenue Vehicle: Technology	Bus	Annual Replacement per year: FY25: Replace 2 non-revenue vehicles @ \$35,000 each FY26: Replace 1 non-revenue vehicle @ \$36,050											
Non-Revenue Vehicle: Revenue & Admin	Bus	Annual Replacement per year: FY26: Replace 2 non-revenue vehicles @ \$36,500 each											
Non-Revenue Vehicle: Rail	Bus	Annual Replacement per year: FY26: Replace 4 non-revenue vehicles @ \$30,000 each FY27: Replace non-revenue vehicles; 8 @ \$36,000 each, 1 @ \$60,000, and 4 @ \$40,000 each											
Non-Revenue Vehicle: Development & Planning	Bus	Annual Replacement per year: FY27: Replace 2 non-revenue vehicles @ \$33,433 each											
Subtotal		\$	390,530	\$	650,740	\$	70,000	\$	833,212	\$	1,319,942	\$	3,264,424



Appendix 6 – Capital Expenditure Details

Transit New Equipment		FY2023 Preliminary Budget	FY2024 Plan	FY2025 Plan	FY2026 Plan	FY2027 Plan	FY2023 - FY2027 TOTAL
Server Refresh (TMR 2.4)	Technology	Yearly refresh of older servers with four-year useful life; per City standards	\$ 34,000	\$ 538,000	\$ 138,000	\$ 100,000	\$ 1,314,000
Asset Management Tool-Spear Replacement	Technology	New asset management tool to assist with inventory tracking	1,159,815	-	-	-	-
UPS Network Refresh	Technology	Replace core switches to maintain system compatibility	220,000	42,500	-	-	\$ 286,500
UPS Refresh for Local Servers & Switches	Technology	Replaced 6 commercial UPS units at South Tryon	-	-	240,000	-	\$ 240,000
CATS Network Refresh	Technology	Annual refresh: 14 catalyst 3850 network switches for the facilities/rail environment	-	100,000	-	-	\$ 200,000
LR SCADA Firewall Refresh	Technology	Refresh the firewall operating system	250,000	-	-	-	\$ 250,000
DR System Upgrade	Bus	Upgrade DR system to operate the enunciation system and provide wireless data uploading and downloading.	-	-	661,432	-	\$ 661,432
City of Charlotte ERP initiatives	Finance	CATS portion of City's CIP expenses (~11% of total): MUNIS upgrades; reporting solutions; MMSBE/DBE module; training initiatives; travel module; eProcurement module; Budget System upgrade	900,000	900,000	-	-	\$ 2,700,000
Contingency for IT Projects	Technology	Contingency for IT Projects	100,000	100,000	100,000	100,000	\$ 500,000
BLE Network Refresh	Technology	Phase I of BLE Network Refresh	-	-	-	500,000	\$ 500,000
Park & Ride Network Refresh	Technology	System refresh of Park and Ride Equipment	-	-	-	195,000	\$ 195,000
Rail Shop Equipment	Rail	Equipment for Maintenance of Way / Rail Maintenance	327,432	-	-	-	\$ 327,432
Hastus Software Upgrade	Technology	Upgrade Hastus software used for scheduling, trip planning, call center, mobile applications, dispatching, assignments, and payroll	600,000	-	-	-	\$ 600,000
Radio Dispatch Console Refresh	Technology	Replace existing radio dispatch consoles with the latest models available	-	-	450,000	-	\$ 450,000
Friction Modifiers	Rail	Equipment decreases the friction in the interaction between the track and the wheel to decrease stress and pressure on both	-	-	146,340	-	\$ 146,340
Steam Bay Lift at S. Tryon	Bus	Replace the steam bay lift which helps in the bus repair process by identifying leaks that need to be repaired	-	-	160,000	160,000	\$ 320,000
AVL System	Technology	New AVL System to replace Transit Master	-	-	1,800,000	-	\$ 1,800,000
Scrubber	Bus	Purchase 2 scrubbers @ \$20,000 each	-	-	-	40,000	\$ 40,000
Shop Floor Scrubber	Bus	Purchase 8 Shop Floor Scrubbers @ \$7,000 each	-	-	-	56,000	\$ 56,000
Fork Lifts	Bus	Purchase 4 Fork Lifts @ \$17,500 each	-	-	-	70,000	\$ 70,000
Rim Polisher	Bus	Assists with identification of structural integrity issues and damages to bus wheels	-	-	-	140,000	\$ 140,000
Climate Controlled Containers	Rail	Containers used to store large electronic and rubber LRV & Streetcar spares	-	-	-	75,000	\$ 75,000
Brake Rotor Lathe	Bus	Equipment used for curing noise and vibration problems and assist in prolonging the life of bus brake systems	-	-	-	20,000	\$ 20,000
Subtotal			\$ 3,591,247	\$ 1,680,500	\$ 2,979,432	\$ 1,456,000	\$ 12,051,519
Grant-Funded Capital Projects Subtotal			\$ 45,744,671	\$ 26,388,075	\$ 20,783,976	\$ 29,638,646	\$ 142,985,225



Appendix 7 – Grant-Funded Operating Projects

Grant Funded Operating Projects- Federal Share Only										FY2023 - FY2027													
										FY2023 Preliminary Budget		FY2024 Plan		FY2025 Plan		FY2026 Plan		FY2027 Plan		FY2027 TOTAL			
Regional Transit Plan Study-UPWP Projects										Development	Regional Transit Plan Study	\$	-	\$	400,000	\$	-	\$	-	\$	-	\$	400,000
UPWP Program										Development	Unified Planning Work Program		89,307	-	-	-	-	-	-	-	-	89,307	
Transit Oriented Development (TOD) Planning Grant										Development	Equitable TOD Study - Silverline		800,000	-	-	-	-	-	-	-	-	800,000	
Route Restoration Planning Grant										Development	Route Restoration Planning designed to increase ridership and reduce travel times		750,000	-	-	-	-	-	-	-	-	750,000	
5303 Planning										Development	5303 Planning Grant		1,375,346	-	-	-	-	-	-	-	-	1,375,346	
Rail Safety Campaign										Marketing	Safety campaign for CityLYNX rail system		20,080	-	-	-	-	-	-	-	-	20,080	
Enhanced Mobility Project Administration										Civil Rights	Administrative & monitoring costs of the Enhanced Mobility Grant and subrecipient project expenses		2,008,955	891,980	891,980	891,980	891,980	891,980	891,980	891,980	891,980	5,576,875	
Workstations										Technology	Yearly refresh of older workstations, valued under \$5,000 per unit.		174,400	225,120	-	-	-	-	-	-	-	399,520	
Preventive Maintenance-Facilities										Facilities	Bus stop bases		5,600	-	-	-	-	-	-	-	-	5,600	
SBLRF Roof Replacement										Facilities	Roof Replacement at South Blvd Light Rail Facility		691,200	-	-	-	-	-	-	-	-	691,200	
S. Corridor Rail State of Good Repair										Facilities	Station windscreen and tile column replacements		80,000	-	-	-	-	-	-	-	-	80,000	
S. Tryon Carpet Replacement										Facilities	Carpet replacement at South Tryon Bus Facility		160,000	-	-	-	-	-	-	-	-	160,000	
Preventive Maintenance - Bus										Bus	Routine maintenance for revenue bus & STS vehicles		12,840,000	12,830,085	10,799,870	4,523,988	4,544,258	4,544,258	4,544,258	4,544,258	45,538,201		
Preventive Maintenance - Rail										Rail	Routine maintenance for rail vehicles		7,503,956	7,000,000	5,350,000	850,000	850,000	850,000	850,000	850,000	21,553,956		
S70 Overhaul Engineering										Rail	Support and QA services for vehicle overhauls to include, maintenance, electrical and mechanical upgrades of LRV systems and sub-system, development, implementation, and engineering to cover the OEM recommended maintenance services for vehicle systems.		206,641	266,050	208,283	208,283	208,283	208,283	208,283	208,283	1,097,540		
S70 Overhaul Equipment										Rail	Equipment necessary for maintenance upgrades of LRV systems and sub-system for the 20 vehicle light rail fleet. The S70 overhaul program will be performed by contractor.		3,145,784	2,326,632	2,258,866	2,258,866	2,258,866	2,258,866	2,258,866	2,258,866	12,249,014		
S70 Mid-Life Overhaul										Rail	Midlife overhaul for rail car vehicles		4,720,581	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	-	-	34,720,581		
Grant-Funded Operating Projects Subtotal												\$	34,571,850	\$	33,939,867	\$	29,508,999	\$	18,733,117	\$	8,753,387	\$	125,507,220



Appendix 7 – Grant-Funded Operating Projects

Grant Funded Operating Projects- State Share Only		FY2023 Preliminary Budget	FY2024 Plan	FY2025 Plan	FY2026 Plan	FY2027 Plan	FY2023 - FY2027 TOTAL
Rideshare Program	Vanpool	\$ 141,813	\$ -	\$ -	\$ -	\$ -	141,813
Program to encourage as a viable alternative, the use of Public Transit through the Vanpool Program.							
Apprentice Program	Various	135,702	-	-	-	-	135,702
Program to create unique learning opportunities in various departments within CATS for college students who show interest in public transit.							
Grant-Funded Operating Projects Total		\$ 277,515	\$ -	\$ -	\$ -	\$ -	277,515



Charlotte Gateway Station		
Sources of Capital Funding	Funding Share	Funding Amount
<u>Federal Railroad Administration Cooperative Agreement</u>		
Federal TIGER VII Grant Program (FRA)	57%	\$ 30,000,000
Match to TIGER VII Grant (Strategic Transportation Investments)	43%	22,719,131
FRA Federal Project Total	100%	\$ 52,719,131
MPO Allocated State funds (formerly Surface Transportation Block Grant)		\$ 17,350,000
Strategic Transportation Investments (STI- Preliminary Engineering & Construction)		7,280,869
City of Charlotte funds for engineering, construction & other uses		9,034,986
Non-FRA Federal Project Total		\$ 33,665,855
FRA Cooperative Agreement Total		\$ 86,384,986
<u>Federal Transit Administration Grants</u>		
Federal Grants NC-04-006 & NC-04-0018 for engineering & construction	80%	\$ 22,030,772
Match to FTA	20%	5,507,693
FTA Project Total	100%	\$ 27,538,465
<u>Other Funding Sources & Uses</u>		
MPO Allocated State funds (formerly Surface Transportation Block Grant)		\$ 1,400,000
Strategic Transportation Investments (STI- Preliminary Engineering & Construction)		9,600,000
Proceeds from Sale of Land		11,842,625
NCDOT Rail Division PE Funds		1,925,375
City of Charlotte funds for engineering, construction & other uses		23,965,014
Other Funding Sources Total		\$ 48,733,014
TOTAL PROJECT BUDGET		\$ 162,656,465



CityLYNX Goldline Phase II

Sources of Capital Funding	Funding Share	Funding Amount
Federal Section 5309 Small Starts Federal Funds	50%	\$ 73,087,380
Local Funds Match to Small Starts (City of Charlotte)	50%	73,087,382
Federal Section 5309 Project Total	100%	\$ 146,174,762
100% Local Funds (City of Charlotte)		3,912,619
TOTAL PROJECT BUDGET		\$ 150,087,381

Uses of Capital Funding (as of 11/30/2021)	Budget Amount	Expenditures to Date
10. Guideway & Track Elements	\$ 19,476,843	\$ 17,441,245
20. Stations, Stops, Terminals, Intermodal	2,392,680	2,010,177
30. Support Facilities: Yards, Shops, Admin Buildings	-	-
40.Sitework & Special Conditions	33,872,415	23,560,608
50. Systems	28,500,365	25,822,002
60. ROW, Land, Exisiting Improvements	1,791,415	1,490,496
70. Vehicles	42,104,503	37,957,417
80. Professional Services	21,861,778	20,514,049
90. Unallocated Contingency	-	-
100. Finance Charges	-	-
100% Local Funded Art in Transit	-	244,061
100% Local Funded	87,382	-
TOTAL PROJECT EXPENSE	\$ 150,087,381	\$ 129,040,053



Month	Date	Present/Deliver To	Details
Jan	26	Metropolitan Transit Commission (MTC)	Presentation of Preliminary Budget: Overview
Feb	10	Transit Services Advisory Committee (TSAC)	Presentation of Preliminary Budget: Overview
	15	Citizens Transit Advisory Group (CTAG)	Presentation of Preliminary Budget: Overview
	16	MTC Managers	
	23	Metropolitan Transit Commission (MTC)	
Mar	16	MTC Managers	
	23	Metropolitan Transit Commission (MTC)	
Apr	19	Citizens Transit Advisory Group (CTAG)	Presentation of CEO Recommended Budget to MTC
	20	MTC Managers	Overview of CEO Recommended Budget to City Council
	27	Metropolitan Transit Commission (MTC)	Presentation of CEO Recommended Budget to City Council
Jun	tbd	Charlotte City Council	Adopt Budget

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FY2023 PRELIMINARY OPERATING & DEBT SERVICE BUDGETS

FY2023-27 PRELIMINARY CAPITAL INVESTMENT PLAN

Presented To
METROPOLITAN TRANSIT COMMISSION
John M. Lewis, Jr., CATS CEO
Blanche W. Sherman, CATS CFO
January 26, 2022

CITY OF CHARLOTTE

www.RIDETRANSIT.org

1



Charlotte Area Transit Overview



CITY OF CHARLOTTE

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2

CATS Highlights

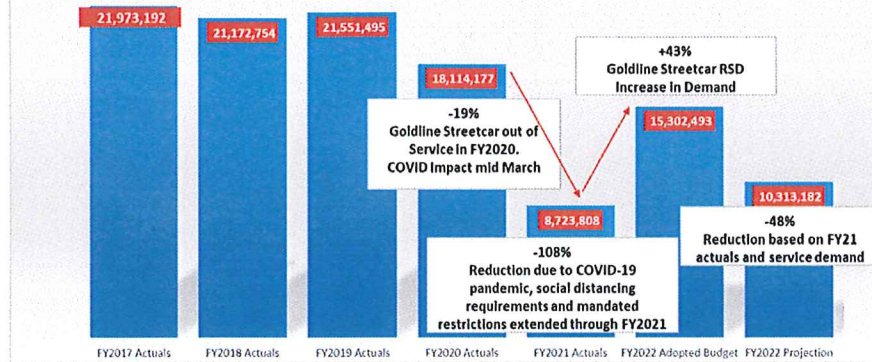
- Transformational Mobility Network (TMN)
- CATS' Rail and Bus Services
- COVID-19 Impact



COVID-19 Impact on CATS



Ridership Trends



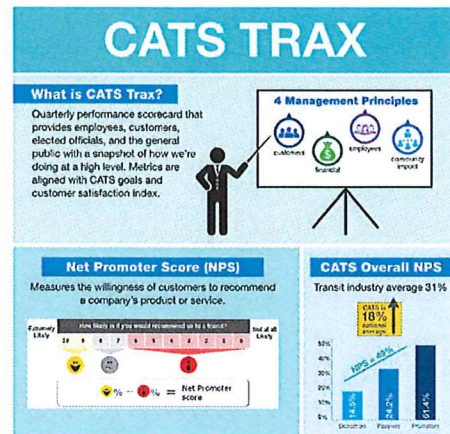
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Service Reductions and Anticipated Changes

Bus	Date	Service Level	Revenue Hours per Weekday	Description
	Mar-20	Saturday w/ Express	1,855	Saturday with limited express
	Jun-20	Saturday w/ Express	2,128	Saturday with limited express
	Oct-20	New Based Schedule	2,144	frequency improvement to core routes
	Feb-21	Base Schedule	2,229	Minor frequency improvements
	Jun-21	Base Schedule	2,250	Minor frequency improvements
	Jul-21	Base Schedule	2,264	Added express service
	Aug-21	Base Schedule	2,208	discontinued services that was replaced by streetcar
	Feb-22	Base Schedule	2,243	adjustments for on-time performance
Light Rail	Date	Service Level	Revenue Hours per Weekday	Description
	Mar-20	Sunday (20 min)	116	initial reduction for pandemic
	Jun-20	15- minute all day	205	added layover for cleaning
	Oct-20	15-minute all day	205	added layover for cleaning
	Dec-20	Sunday (20 min)	130	Sunday Service
	Feb-21	Base- 20 min	152	20-minute schedule with extended hours
	Aug-21	Base- 20 min	252	streetcar added
	Feb-22	Base- 20 min	252	

6

- ✓ CATS Performance Outcomes
- ✓ Assigns Importance Scoring
- ✓ Industry Metrics



CATS TRAX FY21 Aggregate Scorecard								
Strategy	Metric	Performance Goal	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Goal Points	Q4 Earned Points
Customer Satisfaction	Overall Customer Satisfaction	90%	84%	84%	84%	84%	9.0	8.2
	Overall Net Promoter Score	58%	58%	58%	58%	58%	9.0	10.0
	Overall On-Time Performance	89%	94%	93%	93%	91%	7.0	7.1
	Overall Ridership**	18,437,708	2,220,561	4,474,809	6,448,259	8,687,151	3.0	1.5
	Overall Ridership**	100%	12%	24%	35%	47%	2.0	1.3
Community Impact	Confidence to Return*				67%	67%	2.0	1.3
	Economic Impact**	1.27	1.05	1.24	1.26	1.27	5.0	5.0
	Community Perception of Community Value	85%	-	80%	80%	80%	15.0	14.1
	Customers with Access to 15-minute or Better Service	45%	40%	42%	19%	22.0%	5.0	2.4
	Jobs Created from Transit & Transit Infrastructure**	30,600	12,228	14,480	17,420	20,239	5.0	3.3
Financial Stability	Taxpayer Subsidy Percentage, (CATS Policy <80%)**	<80%	87.2%	89.2%	90.8%	90.0%	4.0	3.5
	Net Debt Service Coverage Threshold (CATS Policy >1.15)**	>1.15	2.63	1.00	1.36	0.98	4.0	3.4
	Overall Operating Cost/Revenue Hour**	\$174.62	\$140.80	\$167.61	\$175.59	\$174.72	4.0	4.0
	Overall Customers/Revenue Hour	18.6	10.0	10.2	9.0	10.3	4.0	2.2
	Directly Generated Revenue**	4.0%	1.19%	2.69%	1.37%	3.0%	4.0	3.0
Employee Success	Employee Engagement	80%	-	-	-	60%	7.0	5.3
	Employee Satisfaction	85%	-	-	-	55%	5.0	3.2
	Customer Satisfaction with CATS Employees	86%	88%	88%	88%	88%	4.0	3.9
	Customer Satisfaction with Call Center Interactions	87%	82%	82%	82%	82%	4.0	3.9
	Overall Performance Score						20.0	16.3
							100.0	85.3



CATS earned 28.1 out of 30 points in Customer Satisfaction in Q4.
 - Ridership increased from last quarter across all modes. OTP has remained high across all modes.

CATS TRAX FY2021 Detailed Scorecard

Strategy	Metric	Performance Goal	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Goal Points	4th Quarter Points
Customer Satisfaction	Overall Customer Satisfaction - Fixed Route	88%	80%	80%	80%	80%	5.0	4.5
	Overall Customer Satisfaction - Rail	97%	89%	89%	89%	89%	3.0	2.7
	Overall Customer Satisfaction - Paratransit	87%	86%	86%	86%	86%	1.0	1.0
	Net Promoter Score - Fixed Route	45%	55%	55%	55%	55%	5.0	6.1
	Net Promoter Score - Rail	71%	64%	64%	64%	64%	3.0	2.7
	Net Promoter Score - Paratransit	42%	50%	50%	50%	50%	1.0	1.2
	On-Time Performance - Fixed Route	85%	87%	87%	88%	87%	4.0	4.1
	On-Time Performance - Rail	98%	100%	100%	98%	99%	2.0	2.0
	On-Time Performance - Paratransit	88%	96%	91%	92%	86%	1.0	1.0
	Ridership - Fixed Route**	7,807,080	1,547,118	1,523,464	1,374,645	1,499,655	2.0	1.1
	Ridership - Rail**	1,744,998	639,924	696,602	563,949	699,156	1.0	0.4
	Ridership - Paratransit**	54,849	33,519	34,182	34,849	40,087	0.0	0.0
	Confidence to Return*	TBD	-	-	67%	67%	2.0	1.3
							30.0	28.1

Note: The Customer Survey was conducted in early March 2020 and coincided with the beginnings of the U.S. response to COVID-19. The Confidence to Return Metric was calculated with the Customer Confidence Survey.

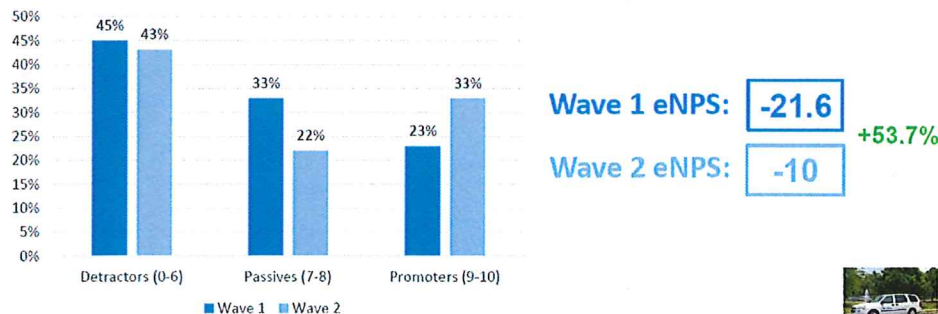


9



Employee Net Promotor Score (eNPS)

- eNPS asks: "How likely would you be to recommend working at CATS to a friend or family member?" and can range from -100 to +100.
- Passives declined, while Promoters increased between Wave 1 and 2.
- CATS' eNPS improved by 53.7% between Waves 1 & 2



10



Key Takeaways for Q4

1. Ridership continues to be down compared to prior years, but all modes have increased since Q3.
2. An Employee Survey was administered to employees of frontline departments. Employee Engagement and Satisfaction declined slightly compared to the Wave 1 survey of all employees.
3. COVID-19 continues to negatively impact CATS' financial stability in measures like taxpayer subsidy, productivity (customers/hour) and net debt service coverage threshold, but CATS is effectively managing operating costs per hour for all modes.





CEO FY2023 PRELIMINARY BUDGET

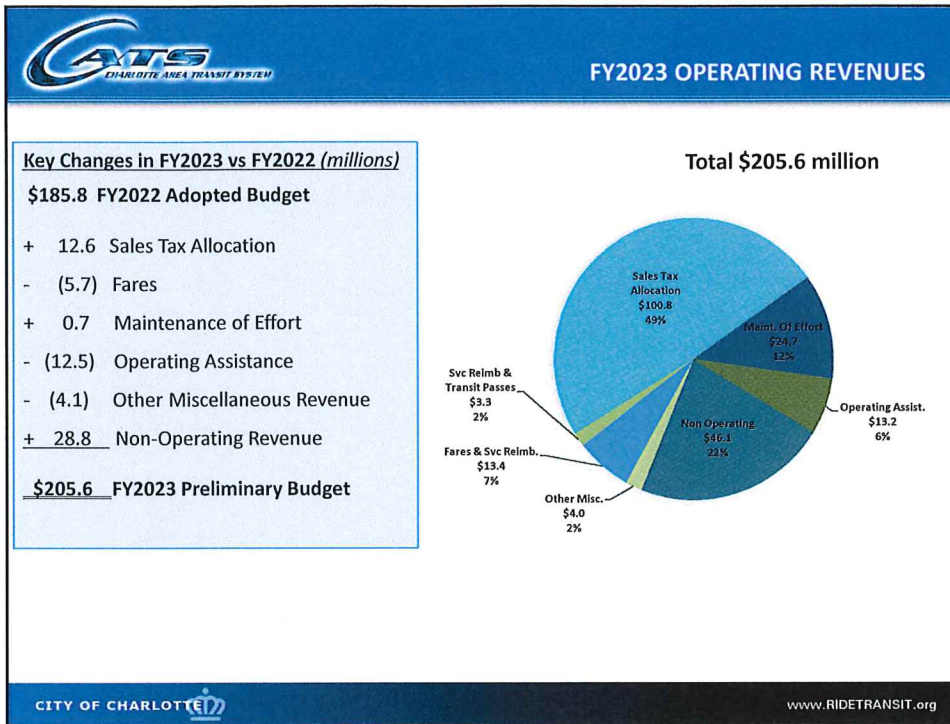
- **Balanced budget**
- **Accountability:** Compliant with most (impact of current health pandemic) MTC financial and business performance objectives
- **Mobility options** for safe, affordable access to jobs, education, healthcare and other destinations



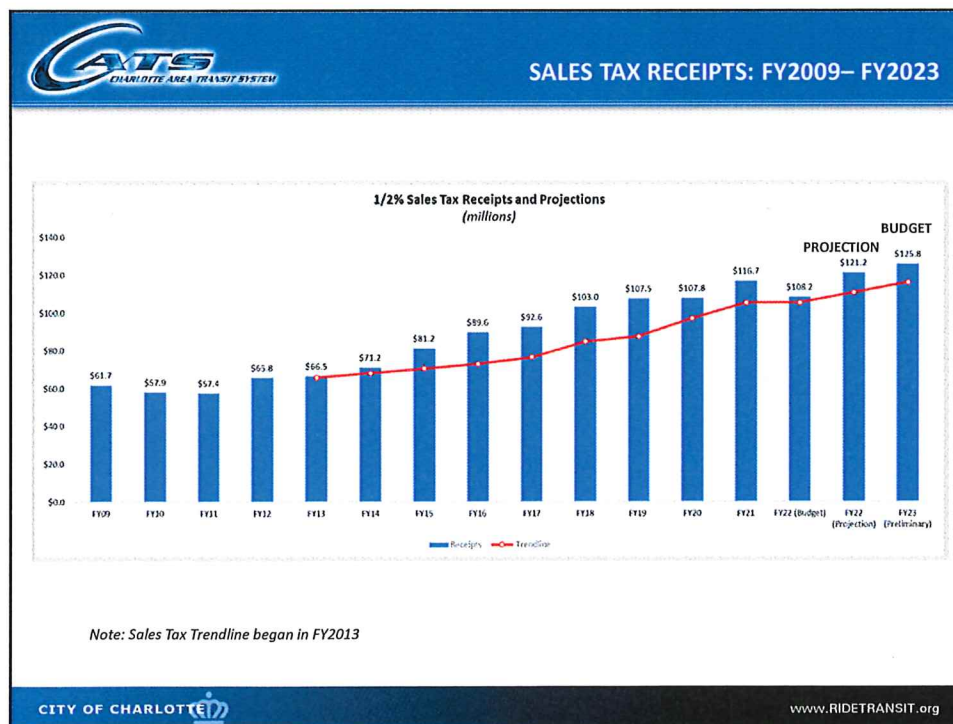
FY2023 BUDGET SUMMARY

BUDGET SUMMARY				
	FY2022 Adopted Budget (millions)	FY2023 Preliminary Budget (millions)	Variance (millions)	Variance (%)
Operating Revenues	\$ 185.8	\$ 205.6	\$ 19.7	10.6%
CATS Control Account	-	-	\$ -	-
Total Operating Revenue	\$ 185.8	\$ 205.6	\$ 19.7	10.6%
Operating Expenditures	\$ 185.8	\$ 205.6	\$ 19.7	10.6%
Transfer to Capital	-	-	-	0.0%
Total Operating Expenditures and Transfers	\$ 185.8	\$ 205.6	\$ 19.7	10.6%
Debt Service Budget	\$ 62.1	\$ 18.1	\$ (44.0)	-70.9%
Capital Budget*	\$ 245.4	\$ 45.7	\$ (199.7)	-81.4%


* Note: FY2023 Preliminary Capital Budget does not include any carry over amounts



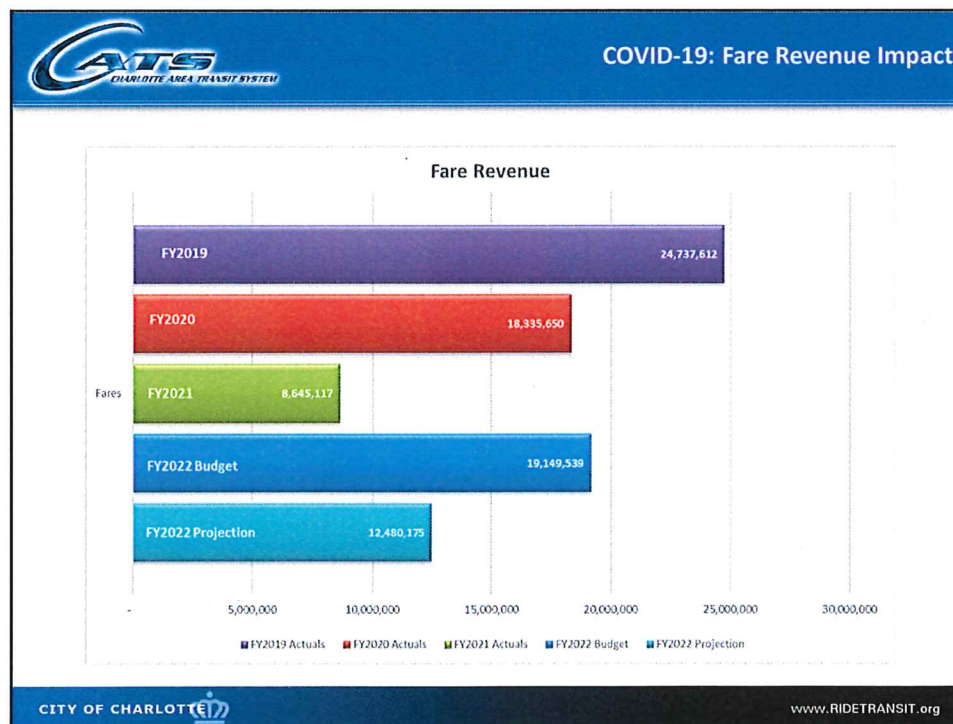
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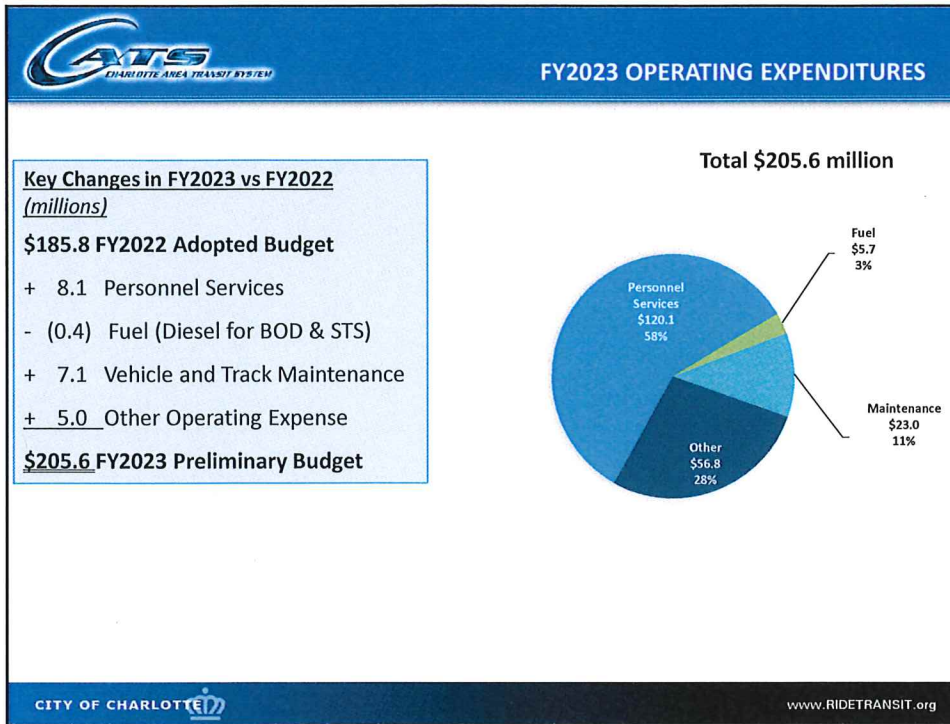
16

 SALES TAX ALLOCATIONS				
	FY2021 Actuals	FY2022 Adopted Budget	FY2022 Year End Projection	FY2023 Preliminary Budget
	(millions)	(millions)	(millions)	(millions)
Sales Tax Receipts	\$ 116.7	\$ 108.2	\$ 121.2	\$ 125.8
Sales Tax Trendline	(105.2)	(105.2)	(110.6)	(116.0)
Sales Tax Above Trendline	\$ 11.5	\$ 3.0	\$ 10.6	\$ 9.8
Allocation of Sales Tax Trendline				
Transfer to Debt Service	\$ 17.0	\$ 16.9	\$ 16.9	\$ 15.2
Transfer to Operating	88.2	88.3	93.7	100.8
Subtotal	\$ 105.2	\$ 105.2	\$ 110.6	\$ 116.0
Allocation of Sales Tax Above Trendline				
Transfer to Revenue Reserve	\$ -	\$ -	\$ -	\$ -
Transfer to Control Account	11.5	3.0	10.6	9.8
Transfer to Capital	-	-	-	-
Transfer to Operating	-	-	-	-
Subtotal	\$ 11.5	\$ 3.0	\$ 10.6	\$ 9.8
Total Sales Tax Receipts	\$ 116.7	\$ 108.2	\$ 121.2	\$ 125.8

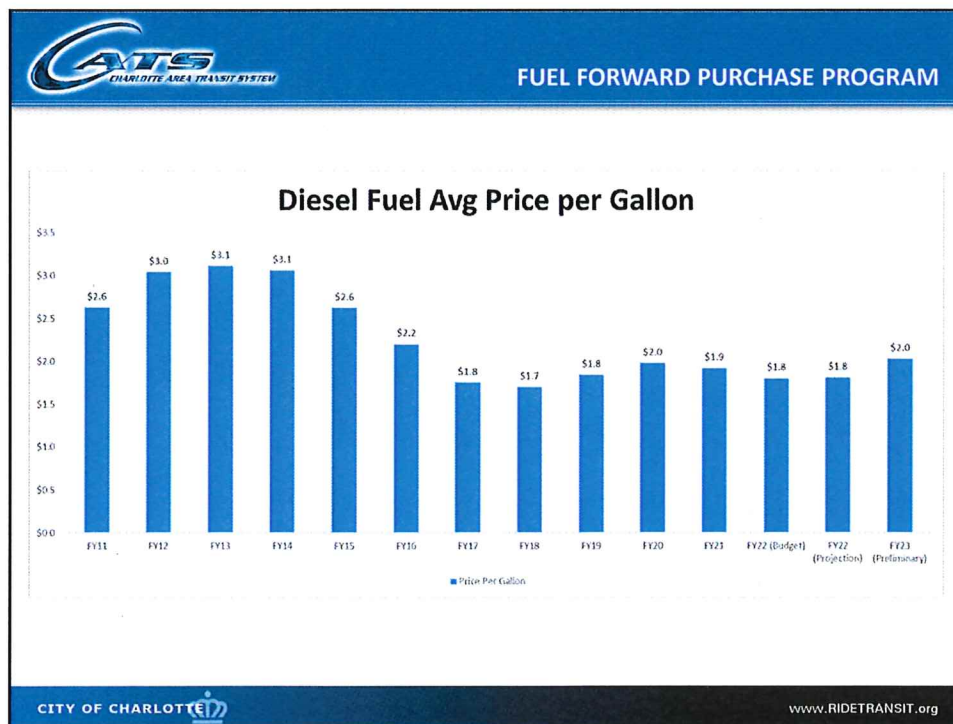
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18




19




20



FY 2023 STAFFING

- **City Positions**
 - 606.75 Full Time Equivalent Regular City Positions
 - 1.00 Temporary Positions
- **Contracted Positions**
 - 845.00 Full Time Equivalent Transit Management Of Charlotte Positions
 - Bus Operations (Bus Operators, Maintenance & Administrative)
 - 108.05 Full Time Equivalent Positions – Contracted Security Officers




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FINANCIAL POLICY COMPLIANCE

Performance Objectives					
	Financial Performance Objectives				
	FY2020 Actuals	FY2021 Audited Actuals	FY2022 Adopted Budget	FY2022 Year End Projection	FY2023 Preliminary Budget
SYSTEM SUBSIDY					
≤ 80% of Total Operating Cost	83.1%	93.8%	83.4%	89.5%	89.8%
OPERATING RATIO (W/O Capital Interest) (≥ 20%)	16.9%	6.2%	16.6%	10.5%	10.2%
PASSENGERS PER HOUR					
(Bus ≥ 20 passengers per hour)	12.7	8.6	12.6	8.7	8.9
(Light Rail ≥ 90 passengers per hour)	97.4	44.4	72.7	52.8	66.7
ADMINISTRATIVE OVERHEAD (≤ 15%)	11.1%	7.68%	15.37%	14.85%	15.25%
GROSS DEBT SERVICE COVERAGE (> 3.0)	5.74	6.15	Restated 6.54	7.17	8.48
NET DEBT SERVICE COVERAGE (≥ 1.15)	1.50	1.47	Restated 1.15	1.51	1.54

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FY2023 DEBT SERVICE BUDGET

- FY2023 Debt Service Budget \$18.1 million**

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

Project	Funding	FY2021 Actuals (millions)	FY2022 Adopted Budget (millions)	FY2023 Preliminary Budget (millions)
Blue Line Extension	Federal	\$ 1.7	\$ 0.6	\$ -
	State	\$ 0.9	\$ 41.6	\$ -
	Local	\$ 91.9	\$ 9.6	\$ 8.3
Blue Line & Transit Facilities	Local	\$ 6.6	\$ 6.6	\$ 6.1
South Tryon Bus Garage	Federal	\$ 2.9	\$ 3.0	\$ 3.0
	Local	\$ 0.7	\$ 0.7	\$ 0.7
Total Debt Service		\$ 104.7	\$ 62.1	\$ 18.1

- Estimated Outstanding Principal: Approximately \$337 million (as of 6/30/2021)
- No new debt issuance is programmed for FY2023



FY2023-FY2027 PRELIMINARY CAPITAL PROGRAM

Sources of Funds	FY2023	FY2024	FY2025	FY2026	FY2027	Total
Grants- Federal	\$ 25,233,161	\$ 19,281,862	\$ 14,274,362	\$ 16,499,538	\$ 17,046,329	\$ 92,335,252
Grants-State	2,512,798	1,126,781	1,145,322	1,302,802	1,559,108	7,646,811
Local 1/2% Sales Tax	17,998,712	5,979,432	5,010,173	2,981,636	11,033,209	43,003,162
Total	\$ 45,744,671	\$ 26,388,075	\$ 20,429,857	\$ 20,783,976	\$ 29,638,646	\$ 142,985,225

CAPITAL EXPENDITURES	FY2023	FY2024	FY2025	FY2026	FY2027	Total
State of Good Repair- Vehicle Replacement	\$ 19,666,943	\$ 21,905,699	\$ 13,383,086	\$ 15,591,085	\$ 24,556,365	\$ 95,103,178
State of Good Repair- Facilities & Others	1,800,000	1,625,000	1,351,000	1,079,000	1,570,000	7,425,000
Transit Safety & Security	348,897	326,136	2,396,339	686,339	736,339	4,494,050
Transit Long Range Capital Improvement	19,947,054	200,000	250,000	250,000	-	20,647,054
Non-Revenue Vehicle	390,530	650,740	70,000	833,212	1,319,942	3,264,424
Transit New Equipment	3,591,247	1,680,500	2,979,432	2,344,340	1,456,000	12,051,519
Total	\$ 45,744,671	\$ 26,388,075	\$ 20,429,857	\$ 20,783,976	\$ 29,638,646	\$ 142,985,225

Notes:

1. FY2023 Preliminary Capital Budget excludes carry over amounts
2. Excludes Grant-Funded Operating Projects



FY2023-FY2027 CAPITAL PROGRAM

\$143.0 million Funds 5-Year Capital Program

Key Capital Expenses:

- **State of Good Repair \$102.5 million**
 - Replace 63 buses; 61 STS Buses; 43 Vanpool Vans
 - Contingency for Facilities projects (FY23 only)
 - Envision My Ride Bus Shelters
 - EV Chargers
 - Substation HVAC Replacement
 - Lighting Upgrades
 - Drainage Improvements
 - Generator Replacements
 - Solar Panels for Bus Canopy
 - AC Replacement at North Davidson Facility
 - Boiler Replacements at S. Tryon and S. Blvd Facility



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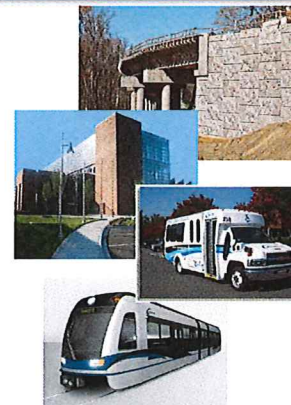


FY2023-FY2027 CAPITAL PROGRAM

\$143.0 million Funds 5-Year Capital Program

Key Capital Expenses:

- **Transit Safety and Security \$4.5 million**
 - Camera & Access Control Replacements
 - Guard Shacks & Bollards
- **Transit Long Range Capital Improvement \$20.6 million**
 - ADA Enhancements and Improvements
 - Hambright Park & Ride
 - Land Swaps
 - Temporary Facility for Uptown Transit Center



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\$143.0 million Funds 5-Year Capital Program
Key Capital Expenses:

- **Transit Non-Revenue Vehicles \$3.3 million**
 - 10 replacement vehicles in FY2023
 - 73 replacement vehicles over 5-year Program

Non-Revenue Vehicles	FY2023	FY2024-FY2027	Total Vehicles
Bus Operations & Maintenance	6	8	14
Special Transportation Services	2	5	7
Facilities	2	5	7
Marketing	-	-	-
Safety & Security	-	21	21
Technology	-	3	3
Revenue & Admin	-	2	2
Rail	-	17	17
Development & Planning	-	2	2
Total	10	63	73


\$143.0 million Funds 5-Year Capital Program
Key Capital Expenses:

- **Transit Equipment \$12.1 million**
 - AVL System
 - Server Refresh
 - UPS Refresh
 - Asset Management Software Replacement
 - City ERP Replacement
 - Network Infrastructure Refresh
 - Steam Bay Lifts
 - Radio Dispatch Console
 - Friction Modifiers
 - Demand Response System Upgrade
 - SCADA Firewall Refresh
 - Brake Rotor equipment





Pending Items

- City Cost Allocation Plan (CAP)
 - Allocated cost among all City Departments for Shared Services
- Internal Service Providers (ISP)
 - Cost for items such as Communication Equipment, Insurance Premiums & Workmen's Compensation
- Stormwater Inspection Repairs and Routine Maintenance on Facilities
- Autonomous Vehicle Pilot- MOU with NCDOT

BUDGET SUMMARY				
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Capital Budget*	\$ 245.4	\$ 45.7	\$ (199.7)	-81.4%

Note: FY2023 Preliminary Capital Budget excludes carry over amounts

 PROPOSED BUDGET SCHEDULE	
February 5, 2022	City Manager Presentation
February 10, 2022	TSAC
February 15, 2022	CTAG
February 23, 2022	MTC
March 23, 2022	MTC
April 19, 2022	CTAG Recommendation
April 27, 2022	MTC Approval
June 2022	City Council Adoption
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**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

SUBJECT: LYNX Silver Line Refined Locally Preferred Alternative (LPA) Update and Implementation Strategy Staff Recommendation

DATE: January 26, 2022

1.0 PURPOSE/SCOPE: To purpose of this action item is to approve an update to the April 2021 Locally Preferred Alternative (LPA) and a proposed implementation strategy for the LYNX Silver Line based on staff recommendations.

2.0 BACKGROUND/JUSTIFICATION: In February 2019, the MTC adopted the Locally Preferred Alternative (LPA) for the LYNX Silver Line. In January 2020, CATS initiated an alignment refinement process to study the LPA including a robust public involvement and stakeholder engagement campaign. On April 28, 2021, the MTC adopted a refined LPA for the Silver Line based on the previous work and public engagement completed during the alignment refinement process.

Over the past two years, the LYNX Silver Line team was able to successfully engage with the public with four rounds of public engagement. The first round was held in March 2020; two in-person meetings were held prior to COVID-19 restrictions. The following three rounds of public engagement included large scale live virtual public meetings, and a variety of other approaches including online open houses (one online open house featured an interactive map to collect public comment), project videos available on the online open houses and CATS YouTube, neighborhood outreach, newspaper ads, media releases, AskCATS sessions, social media posts, e-mail blasts, rider alerts on all CATS vehicles, handouts in libraries, community centers, and other popular destinations along the corridor, and online/paper surveys. Information was made available in both English and Spanish. The last round of public engagement concluded on November 28, 2021 and was focused on five specific refinements to the adopted April 2021 LPA and the implementation strategy which would seek to deliver the Silver Line with a phased approach.

The preliminary staff recommendations were presented at the November 17, 2021 MTC meeting for Information.

3.0 PROCUREMENT BACKGROUND: N/A

4.0 POLICY IMPACT: By taking this action the MTC will adopt the refined LYNX Silver Line Locally Preferred Alternative (LPA) with updates as shown on Attachments A, B, C, D, E, F, the LYNX Silver Line Implementation Strategy, and update the 2030 Transit System Plan accordingly.

5.0 ECONOMIC IMPACT: N/A

6.0 ALTERNATIVES: N/A

- 7.0** **RECOMMENDATION:** Staff recommends the following adoptions and directives:
- A.** Adopt the LYNX Silver Line Refined Locally Preferred Alternative alignment and stations as shown on Attachment A
 - B.** Direct staff to pursue the recommended implementation strategy as shown on Attachment G
 - C.** Continue to identify measures to preserve the adopted alignment

8.0 **ATTACHMENT(S):**

Resolution 2022-01:

Attachment A: LYNX Silver Line Locally Preferred Alternative

Attachment B: LYNX Silver Line Locally Preferred Alternative Refinement #1

Attachment C: LYNX Silver Line Locally Preferred Alternative Refinement #2

Attachment D: LYNX Silver Line Locally Preferred Alternative Refinement #3

Attachment E: LYNX Silver Line Locally Preferred Alternative Refinement #4

Attachment F: LYNX Silver Line Locally Preferred Alternative Refinement #5

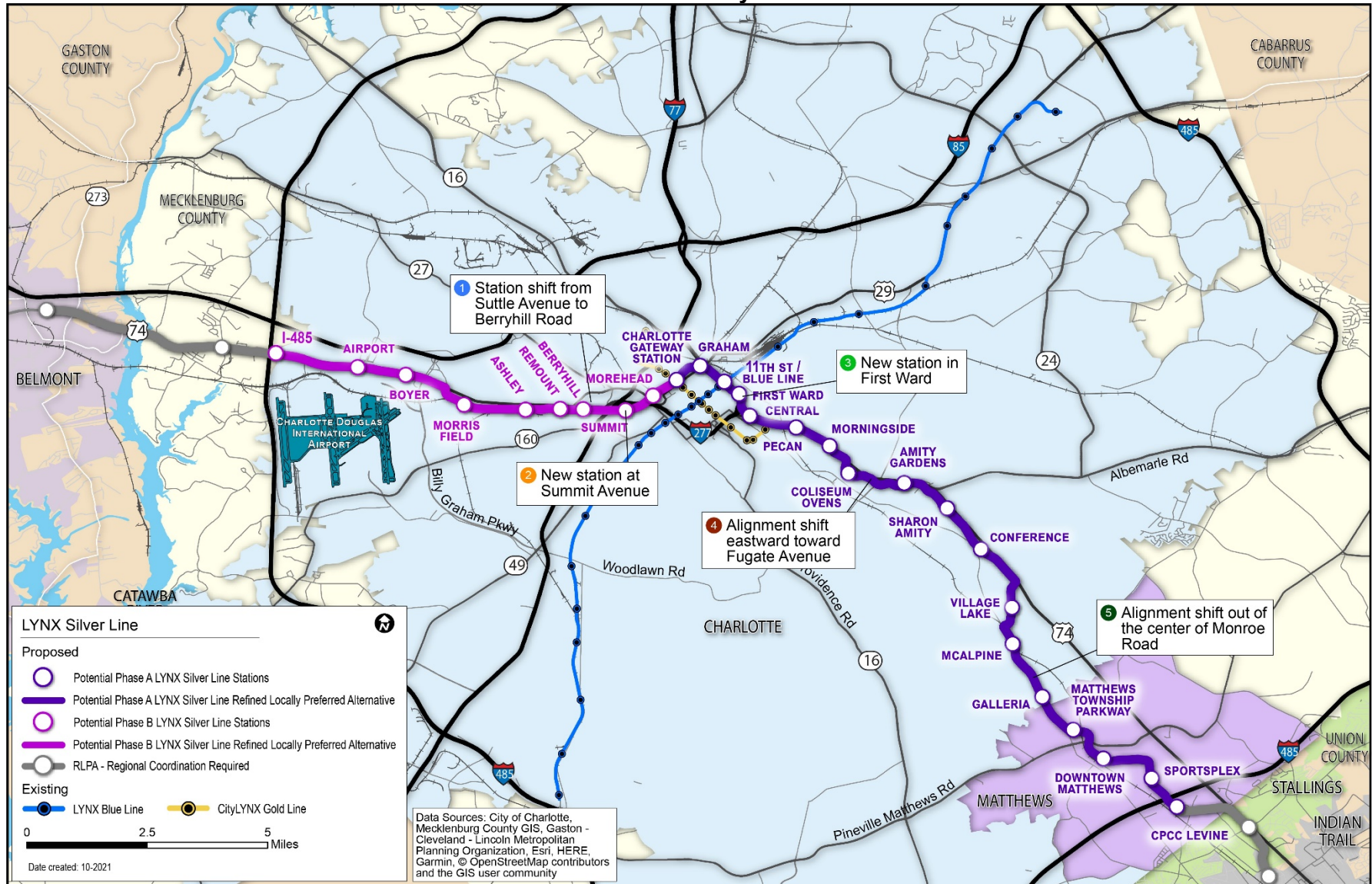
Attachment G: LYNX Silver Line Implementation Strategy

SUBMITTED AND RECOMMENDED BY:

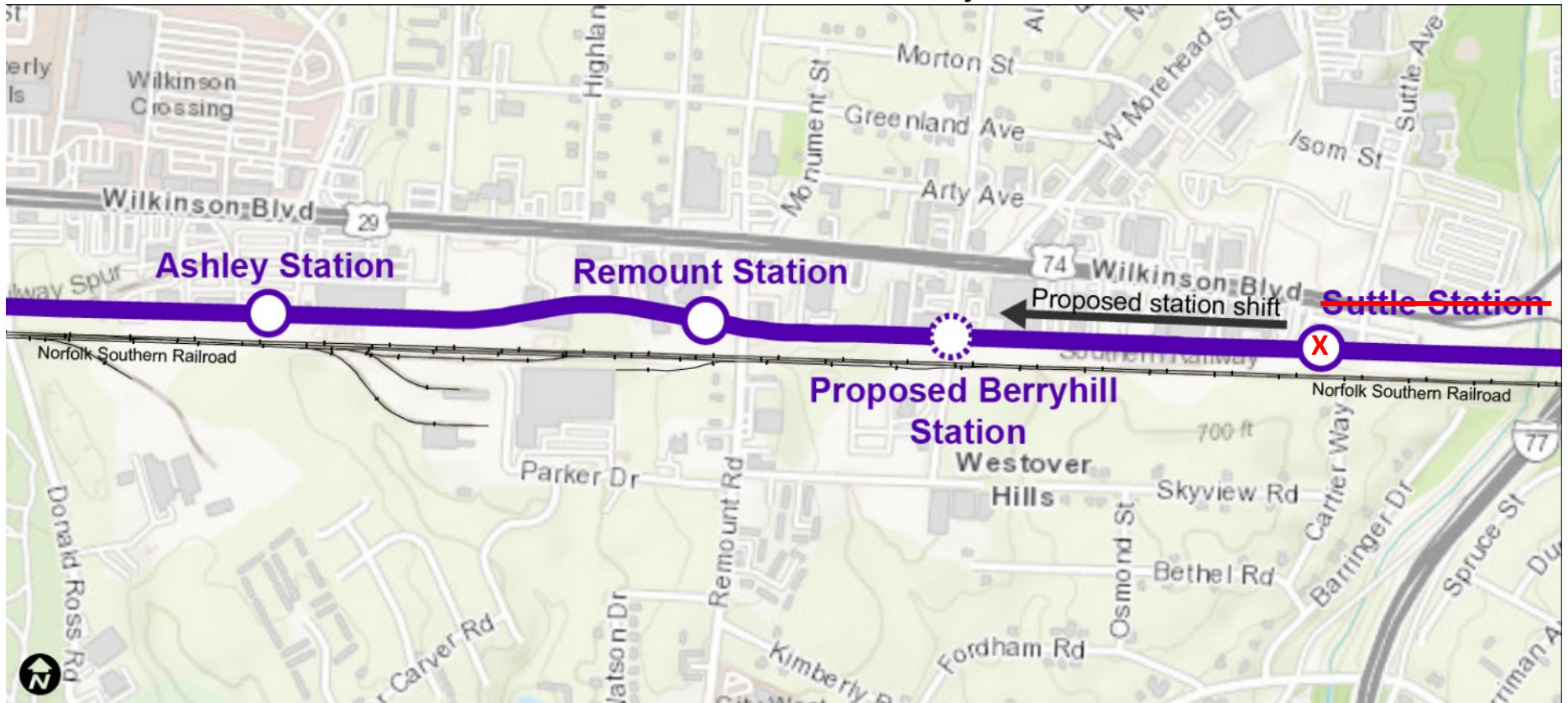


John M. Lewis, Jr.
Chief Executive Officer, Charlotte Area Transit System
Director of Public Transit, City of Charlotte

Attachment A **LYNX Silver Line Refined Locally Preferred Alternative**



Attachment B
LYNX Silver Line Locally Preferred Alternative Refinement #1
Station Shift from Suttle Avenue to Berryhill Road



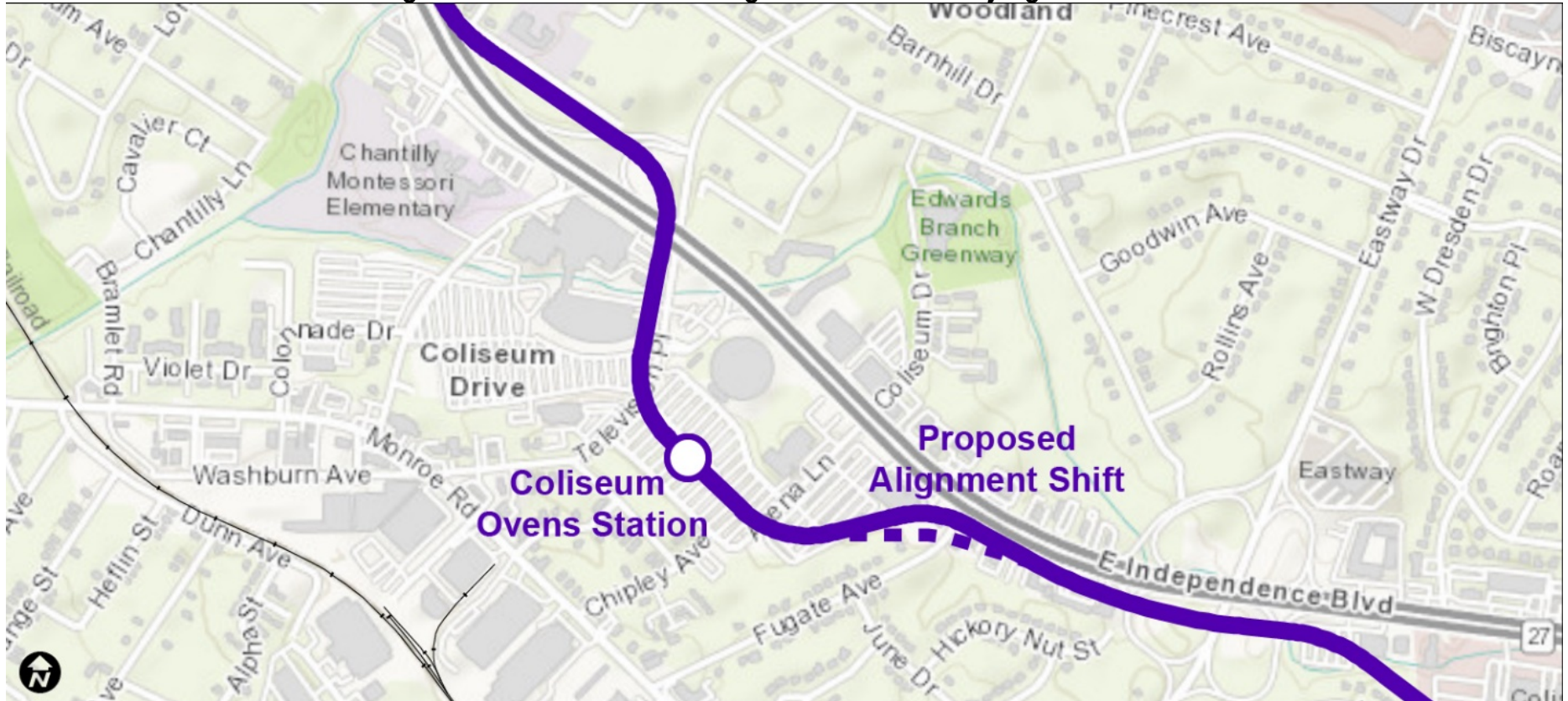
Attachment C
LYNX Silver Line Locally Preferred Alternative Refinement #2
New Station at Summit Avenue



Attachment D
LYNX Silver Line Locally Preferred Alternative Refinement #3
New Station in First Ward



Attachment E
LYNX Silver Line Locally Preferred Alternative Refinement #4
Alignment shift east towards Fugate Avenue near Bojangles' Coliseum

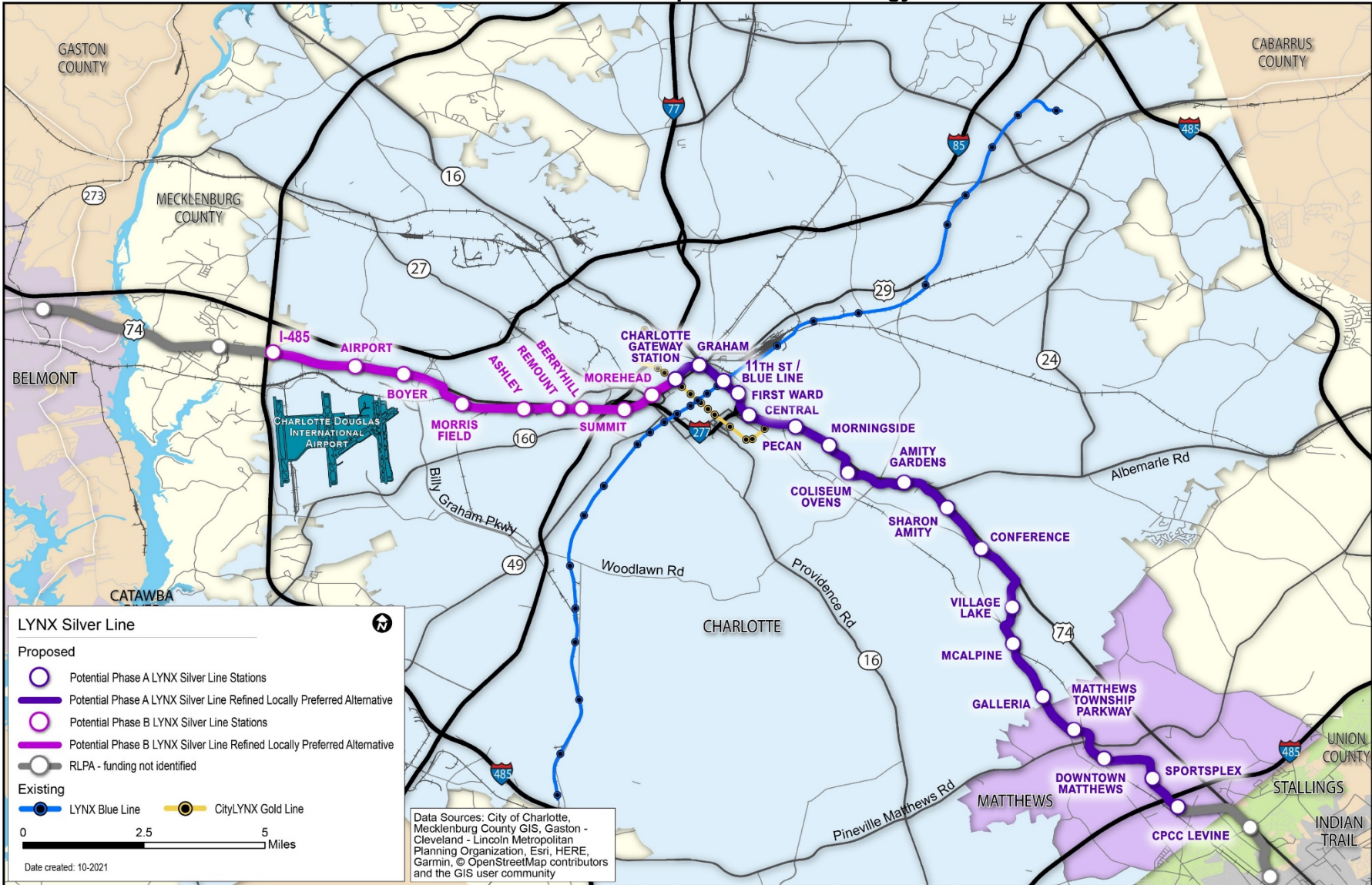


Attachment F
LYNX Silver Line Locally Preferred Alternative Refinement #5
Alignment shift from the center of Monroe Road (April 2021 LPA) to the rear side of properties



Attachment G

LYNX Silver Line Implementation Strategy



RESOLUTION No. 2022-01

ADOPTION OF LYNX SILVER LINE STAFF RECOMENDATIONS

A motion was made by **Mayor Vi Lyles (City of Charlotte)** and seconded by **Mayor Pro Tem Renee Garner (Town of Matthews)** for the adoption of the following resolution and upon being put to a vote was duly adopted.

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

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

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

WHEREAS on April 28, 2021, the MTC adopted a refined Locally Preferred Alternative based on engineering and environmental analysis in coordination with local stakeholders and jurisdictions.

WHEREAS the Silver Line team continued coordination and engineering activities to include five additional refinements and an implementation strategy, which was presented for public input in October 2021.

WHEREAS CATS staff presented the LYNX Silver Line staff recommendations and public involvement summary for information at the November 17, 2021 Metropolitan Transit Commission meeting,

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

1. The LYNX Silver Line Locally Preferred Alternative as adopted by the MTC in 2021 is hereby amended to constitute a 29-mile light rail alignment with 31 stations, and an implementation strategy as shown in Attachment A.
2. This resolution shall take effect immediately upon its adoption.

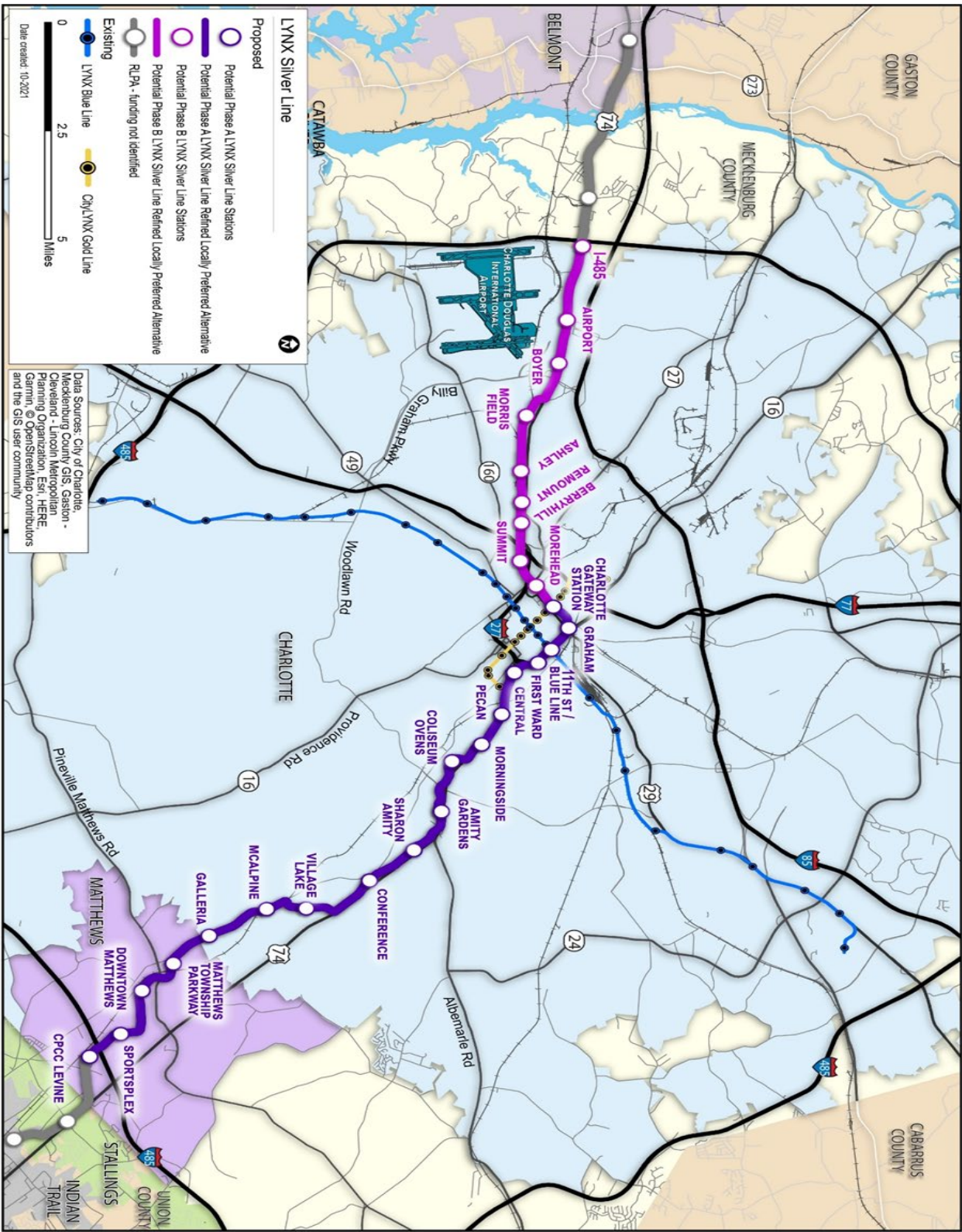
Attachment A-LYNX Silver Line Alignment, Station and Implementation Strategy Recommendation

I, **Mecklenburg County Commissioner Leigh Altman**, Chairwoman of the Metropolitan Transit Commission, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Metropolitan Transit Commission, duly held on January 26, 2022.



Signature of MTC Chairwoman

Attachment A **LYNX Silver Line Alignment, Station and Implementation Strategy Recommendation**



LYNX SILVER LINE

Metropolitan Transit
Commission
January 26, 2022



1

Public Outreach & Engagement Fall 2021



45,000+ Mailers, 20,000
Hanging Rider Alerts



Social Media & Rider E-blasts



Newspaper Ads & Media
Release



Yard Signs/Handout Drops



PIO Meeting, Community/
Stakeholder Meetings



370+ Survey Participants,
About 290 Comments



~ 100 Public Meeting
Attendees, 680+ Public
Meetings Video Views



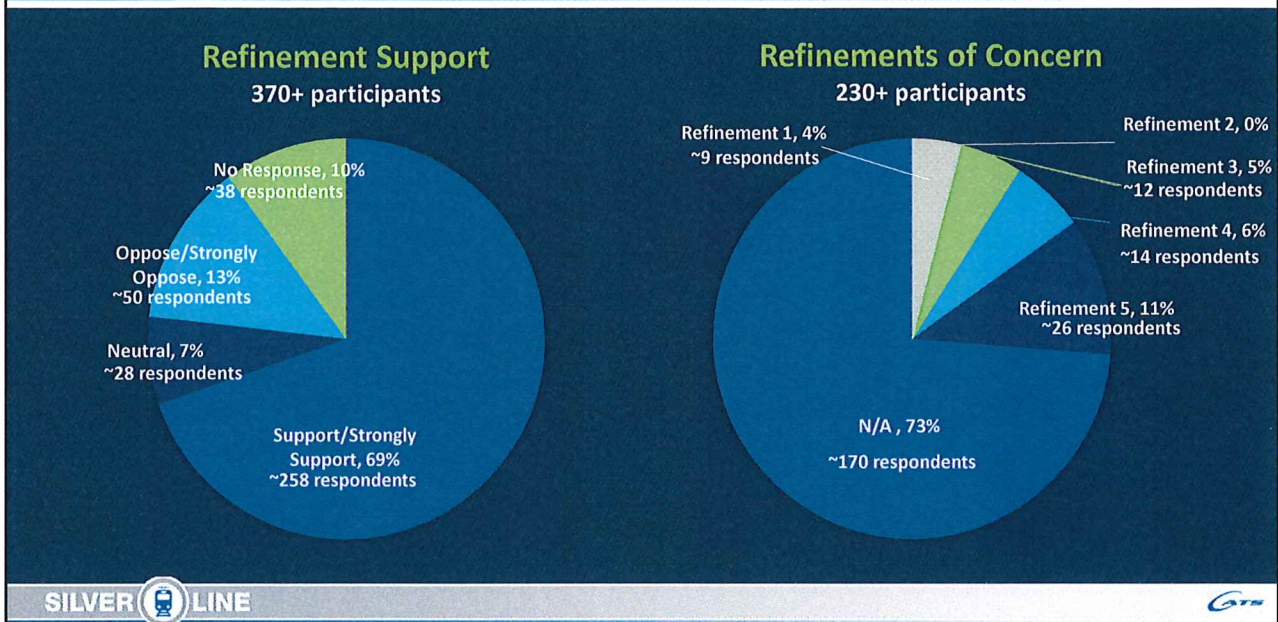
1,090+ Online Open
House Views

SILVER  LINE



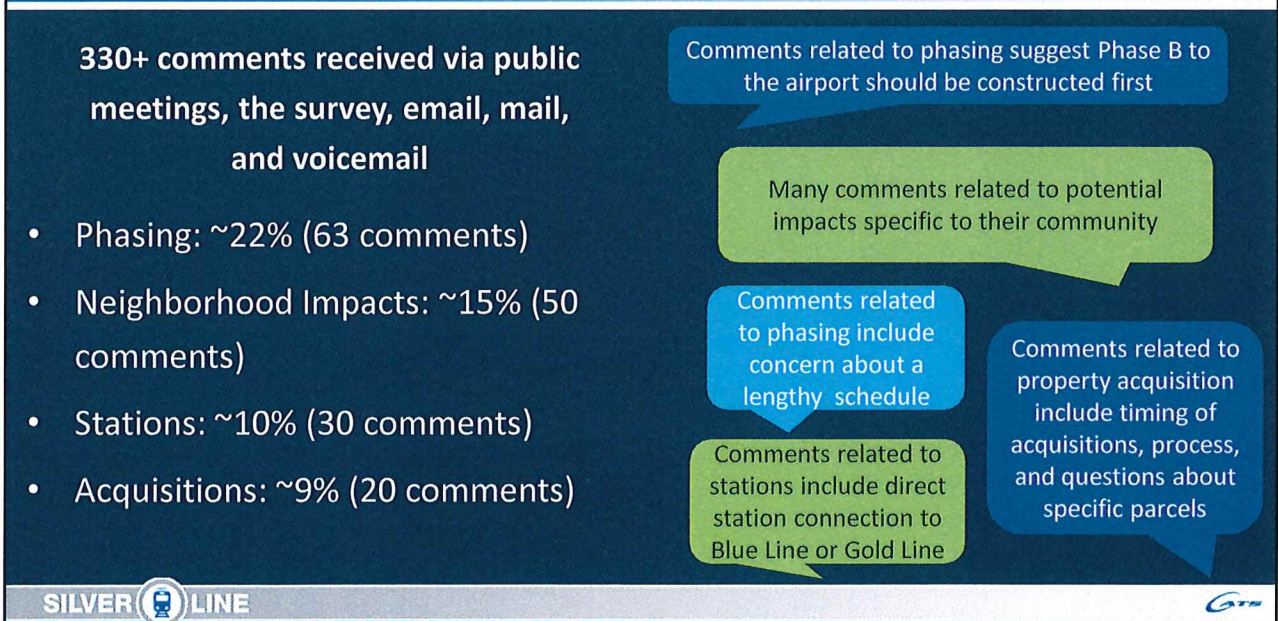
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Public Input 10/19 – 11/28 - Refinements



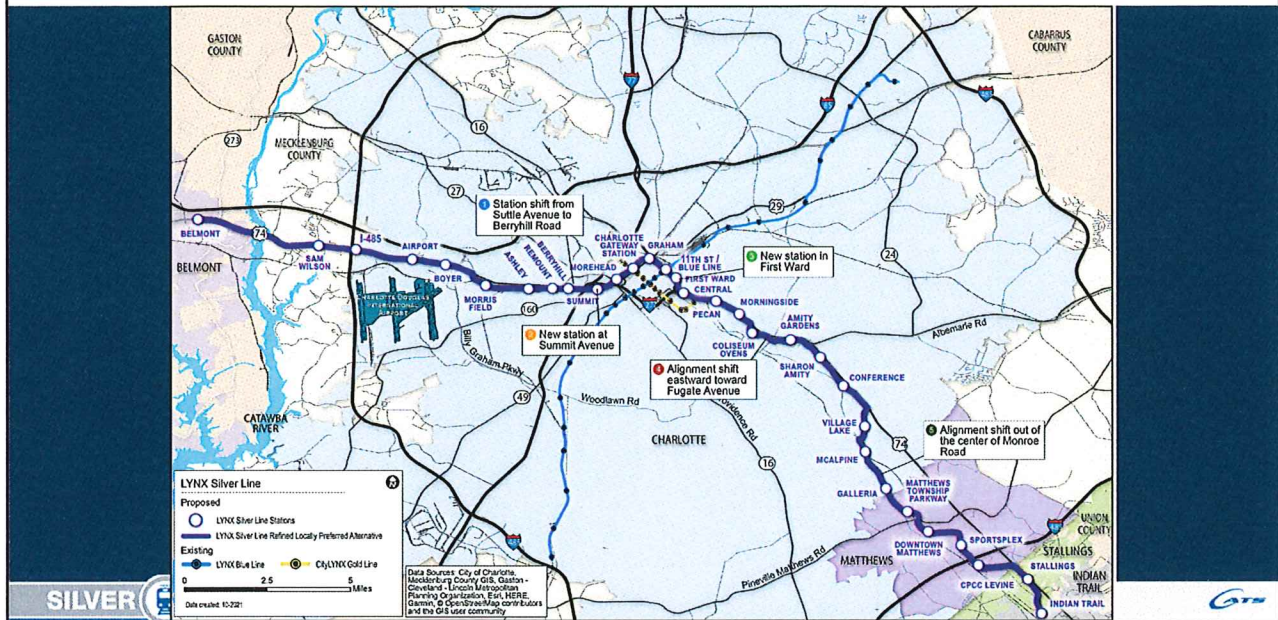
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Public Input 10/19 – 11/28 – All Comment Themes



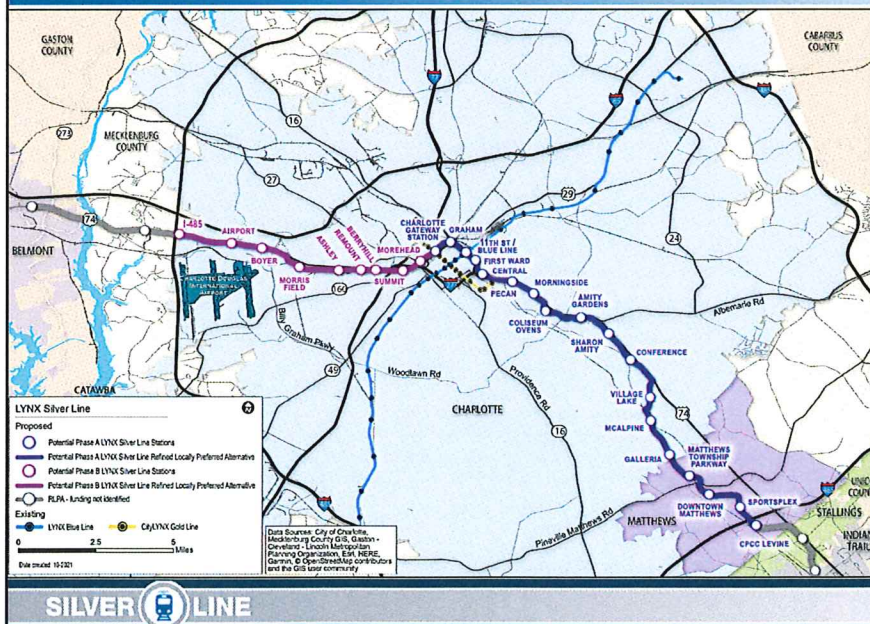
4

Overview of Proposed Refinements



5

LYNX Silver Line Phasing Staff Recommendation



Phase A: Southeast
Center City Terminus:
Charlotte Gateway Station to
Matthews

*Alternative terminus locations are being evaluated in coordination with the financial team and local stakeholders

Phase B: West
Charlotte Gateway Station
to I-485

Other Phases
Regional Funding Required

6

Thank you!



**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

SUBJECT: Property Acquisition for Bus Stop

DATE: January 26, 2022

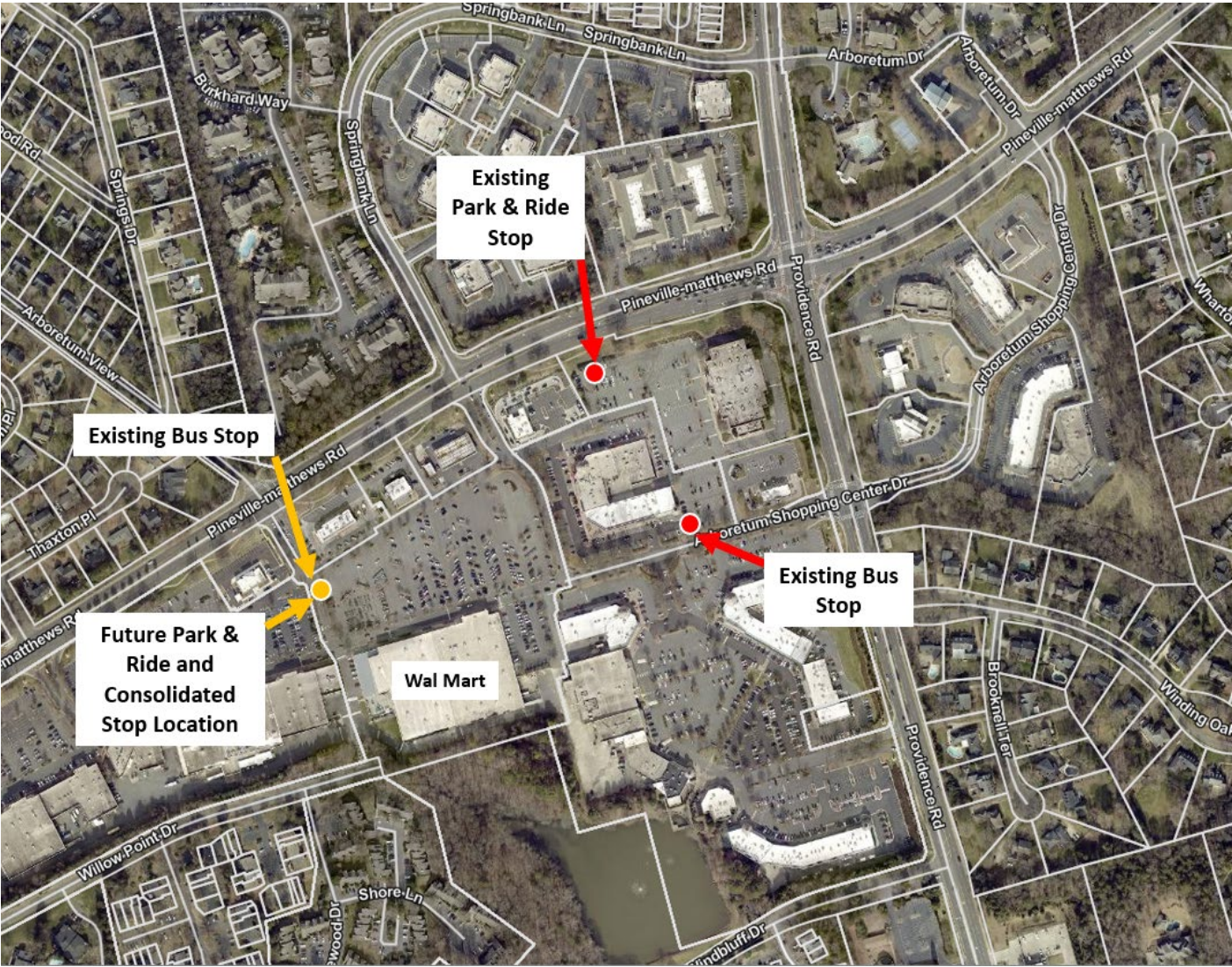
- 1.0 PURPOSE/SCOPE:** The purpose of this action item is to request approval of an acquisition of real property to construct a new bus stop, park and ride lot, along with all necessary ADA and accessibility improvements.
- 2.0 BACKGROUND/JUSTIFICATION:** The Charlotte Area Transit System (CATS) currently provides bus service to three bus stop locations within the Arboretum Shopping Center property at 8008 Providence Road. The three bus stops on this property are held subject to an easement that is currently subject to litigation and may require condemnation to resolve. To continue providing needed bus service to this location, CATS proposes to acquire property within the Arboretum Shopping Center parking lot to have the ability to construct a new bus stop which will consolidate services to a singular location. The construction will include a park and ride lot and other accessibility improvements.
- 3.0 PROCUREMENT BACKGROUND:** N/A
- 4.0 POLICY IMPACT:** N/A
- 5.0 ECONOMIC IMPACT:** The total proposed budget for this action is \$3.4 million dollars, which includes property acquisition and construction. To support this action an amendment to the CATS' FY2022 Capital Investment Plan (CIP) to include funding in the amount of \$3,400,000 to acquire the property and complete the related construction.
- 6.0 ALTERNATIVES:** N/A
- 7.0 RECOMMENDATION:** Approve amending of the CATS' FY2022 Capital Investment Plan (CIP) to include the acquisition of property for the stated purpose so CATS can continue to provide bus service to this location.
- 8.0 ATTACHMENT:**
- Map of proposed property acquisition

SUBMITTED AND RECOMMENDED BY



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

Attachment
Map of Proposed Property Acquisition



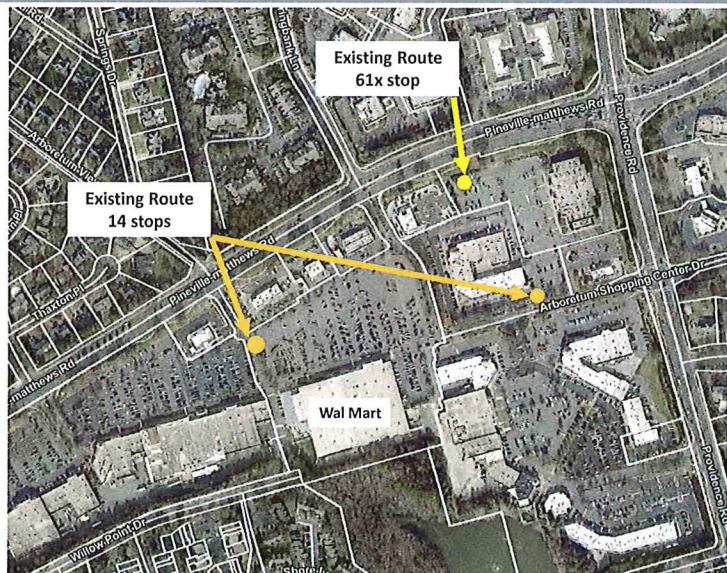
Proposed Property Acquisition for Route 14 & 61x

Metropolitan Transit Commission
January 26, 2022



1

- Currently provide bus service to three bus stop locations within the Arboretum Shopping Center
- Stops are held subject to an easement that is currently subject to litigation and may require condemnation to resolve.
- CATS proposes to acquire property within the Arboretum Shopping Center that will consolidate the stops to a singular location.
- The construction will include a park and ride lot and other accessibility improvements



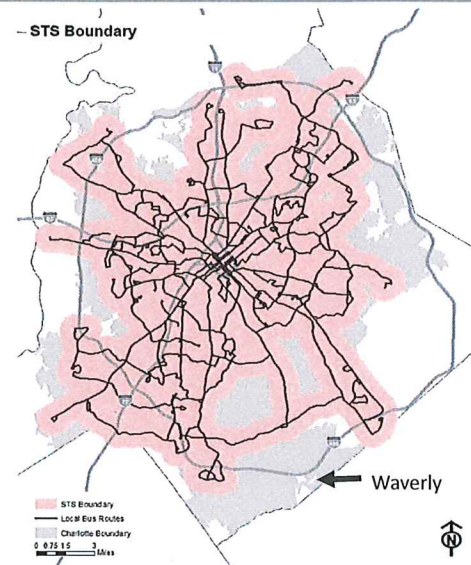
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2

Operational Impacts if the Arboretum Bus Stops Are Eliminated

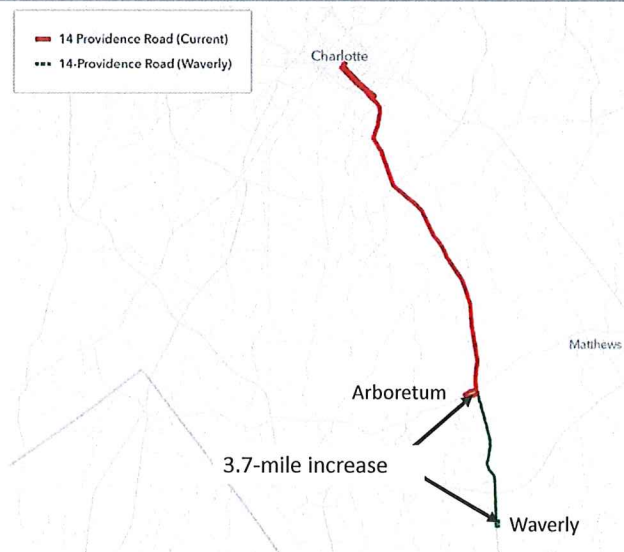
- Route Ridership for all three stops: Pre-Covid 165
- A title VI analysis would need to be conducted
- There are no local streets around Arboretum that safely allows travel of 40ft vehicles.
- There will be an annual operational increase of over \$369K for fixed route and \$241,800 for Paratransit.



3

Route 14 Extension to Waverly

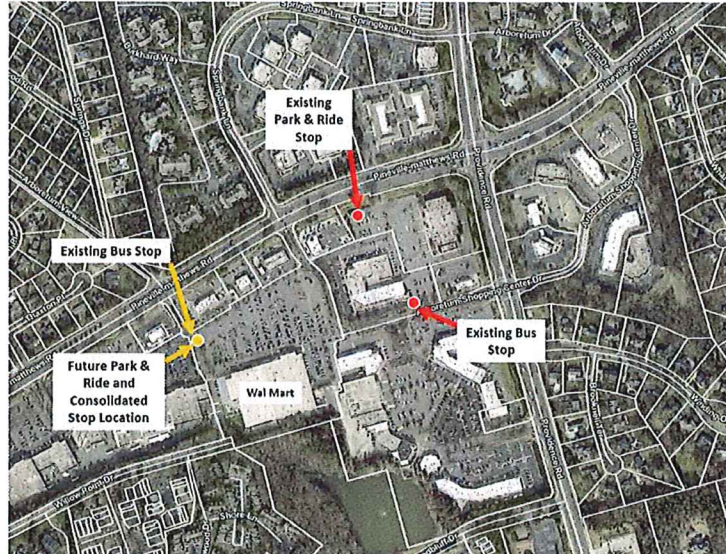
- Adds 1 vehicle
- Increases annual hours by 3,240
- Increases annual cost by \$369,436



4

Requested MTC Action

- Amend the CATS' FY2022 Capital Investment Plan (CIP) to include funding in the amount of \$3,400,000 to acquire the property and complete the related construction.
- Approve the acquisition of property for the stated purpose so CATS can continue to provide bus service to this location.



Metropolitan Transit Commission
Charlotte Area Transit System Ridership Report
Dec-21

Mode / Service	Dec-21	Dec-20	Percent Increase/Decrease	YTD FY 2022	YTD FY 2021	Percent Increase/Decrease	Avg Daily Ridership per Month		
							WeekDay	Saturday	Sunday
Local									
BOD Local	473,500	459,065	3.1 %	2,865,033	2,875,031	-0.3 %	18,271	9,820	8,145
Subtotal	473,500	459,065	3.1 %	2,865,033	2,875,031	-0.3 %	18,271	9,820	8,145
Local Express									
Harrisburg Road Express	617	229	169.4 %	3,453	1,797	92.2 %	29	-	-
Northcross Express	532	254	109.4 %	2,939	1,581	85.9 %	25	-	-
Idlewild Road Express	633	264	139.8 %	3,261	2,092	55.9 %	30	-	-
Independence Blvd Express	524	129	306.2 %	3,476	828	319.8 %	25	-	-
Lawyers Road Express	438	226	93.8 %	2,370	1,913	23.9 %	21	-	-
Northlake Express	434	161	169.6 %	2,557	1,256	103.6 %	21	-	-
North Mecklenburg Express	1,055	182	479.7 %	6,155	1,468	319.3 %	50	-	-
Huntersville Express	940	369	154.7 %	5,778	2,181	164.9 %	45	-	-
Rea Road Express	616	261	136.0 %	3,260	1,780	83.1 %	29	-	-
Huntersville Greenhouse Express	106	71	49.3 %	722	743	-2.8 %	5	-	-
Subtotal	5,895	2,146	174.7 %	33,971	15,639	117.2 %	280	-	
Regional Express									
Gastonia Express	599	462	29.7 %	4,001	3,411	17.3 %	29	-	-
Rock Hill Express	393	181	117.1 %	2,451	1,410	73.8 %	19	-	-
Union County Express	370	221	67.4 %	1,989	1,487	33.8 %	18	-	-
Subtotal	1,362	864	57.6 %	8,441	6,308	33.8 %	66	-	
Community Circulator									
Neighborhood Shuttles	13,234	14,970	-11.6 %	75,030	91,668	-18.2 %	514	302	189
Eastland Neighborhood Shuttle	7,088	8,351	-15.1 %	45,164	53,421	-15.5 %	254	211	143
Pineville-Matthews Road	1,259	1,647	-23.6 %	7,593	8,946	-15.1 %	51	37	-
Village Rider	3,134	3,370	-7.0 %	20,473	22,180	-7.7 %	125	59	42
Subtotal	24,715	28,338	-12.8 %	148,260	176,215	-15.9 %	944	609	374
Human Services Transportation									
Special Transportation Services	12,358	10,994	12.4 %	83,110	67,701	22.8 %	487	173	112
DSS	1,648	2,082	-20.8 %	16,688	5,743	190.6 %	69	27	7
Subtotal	14,006	13,076	7.1 %	99,798	73,444	35.9 %	556	200	119
Rideshare Services									
Vanpool	2,932	2,747	6.7 %	17,932	20,047	-10.6 %	120	14	29
Subtotal	2,932	2,747	6.7 %	17,932	20,047	-10.6 %	120	14	29
Rail									
LYNX Blue Line	296,748	209,188	41.9 %	1,774,166	1,336,526	32.7 %	9,833	9,899	8,167



Metropolitan Transit Commission
Charlotte Area Transit System Ridership Report

Dec-21

Mode / Service

	Dec-21	Dec-20	Percent Increase/Decrease	YTD FY 2022	YTD FY 2021	Percent Increase/Decrease	Avg Daily Ridership per Month		
							WeekDay	Saturday	Sunday
CityLynx Gold Line	24,303	-	n/a	130,876	-	n/a	842	609	627
Subtotal	321,051	209,188	53.5 %	1,905,042	1,336,526	42.5 %	10,675	10,508	8,794
Total	843,461	715,424	17.9 %	5,078,477	4,503,210	12.8 %	30,912	21,151	17,461



December | CATS Sales Tax Report FY2022

October Receipts

Sales Tax Collections and Distribution – October 2021

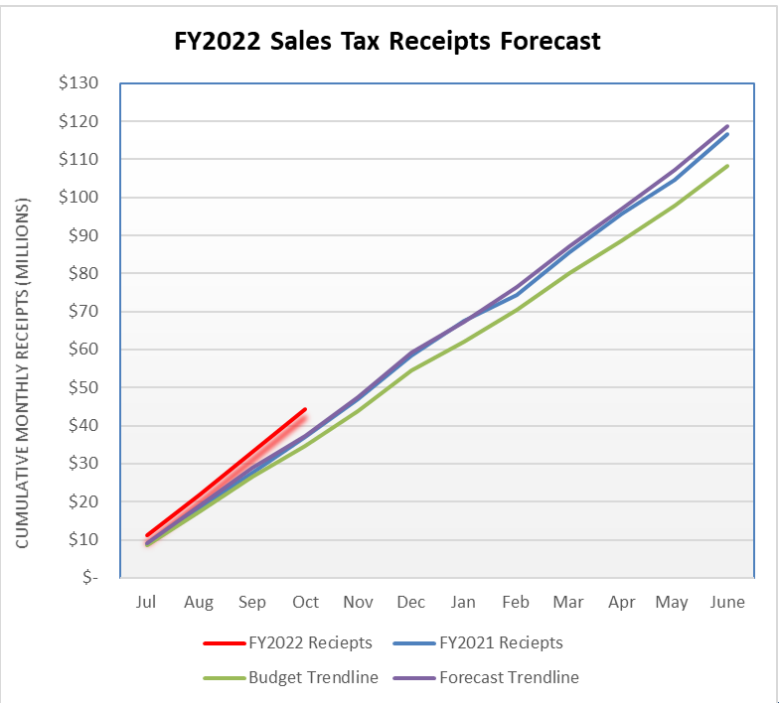
- The October 2021 receipts of \$11,342,634 were \$3,265,916 (40.4%) above budget target for the month
- The September 2021 receipts were \$2,814,409 (33%) above forecast for the month.
- The September 2021 receipts were \$2,024,894 (21.7%) above October of 2020

Sales Tax Budget Data

- FY2022 sales tax budget is \$108,235,200
- The FY22 model forecasts year-end receipts of \$122,393,691 which is \$14,158,491 (13.08%) 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 November 30, 2021
- Published by NC Secretary of Revenue on 1/12/2022 with actual receipts through October 2021
- CATS sales tax report only includes Mecklenburg County Article 43 sales tax



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 Forecasts	Dec 21 Forecasts	Jan 22 Forecasts	Feb 22 Forecasts	Mar 22 Forecasts	April 22 Forecasts	May 22 Forecasts	Jun 22 Forecasts	Total
Charlotte	40.59%	863,985	40.4%	\$ 4,585,539	\$ 4,326,315	\$ 4,494,138	\$ 4,603,496	\$ 4,088,205	\$ 4,739,569	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,837,261
Cornelius	1.46%	32,144	1.5%	164,887	155,566	161,601	165,533	152,099	176,333	-	-	-	-	-	976,019
Davidson	0.61%	13,261	0.6%	69,208	65,295	67,828	69,479	62,748	72,746	-	-	-	-	-	407,305
Huntersville	2.76%	62,528	2.9%	311,511	293,901	305,301	312,730	295,870	343,010	-	-	-	-	-	1,862,323
Matthew s	1.51%	31,071	1.5%	170,086	160,471	166,696	170,753	147,022	170,446	-	-	-	-	-	985,475
Mint Hill	1.29%	27,692	1.3%	146,293	138,023	143,377	146,866	131,033	151,910	-	-	-	-	-	857,501
Pineville	0.43%	9,533	0.4%	48,882	46,119	47,908	49,073	45,108	52,295	-	-	-	-	-	289,385
Meck. County	51.35%	1,099,845	51.4%	5,801,983	5,473,992	5,686,335	5,824,704	5,204,247	6,033,428	-	-	-	-	-	34,024,689
Total	100.00%	2,140,059	100.0%	\$ 11,298,388	\$ 10,659,682	\$ 11,073,183	\$ 11,342,634	\$ 10,126,332	\$ 11,739,737						\$ 66,239,956

FY2022 Budget Sales Tax Comparison Year over Year

Year-over-Year Comparison (FY22-FY21)	16.7%	8.9%	27.7%	14.7%	2.7%	19.8%									-38.4%
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	10.7%	20.7%	31.2%	41.9%	51.4%	62.5%									62.5%

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	\$ 103,021,751

