

# Metropolitan Transit Commission



**May 22, 2019**



# **METROPOLITAN TRANSIT COMMISSION**

**Wednesday, May 22, 2019**

**5:30pm**

**Charlotte Mecklenburg Government Center**

**Room 267**

## **AGENDA**

- I. Call to Order ..... Mayor Vi Lyles
- II. Approval of the April 24, 2019 Summary (**p.5-25**) ..... Mayor Vi Lyles
- III. Report from the Chair of the Transit Service Advisory Committee (TSAC) .... Sam Grundman
- IV. Report from the Chair of the Citizens Transit Advisory Group (CTAG) ..... No Report
- V. Public Comments
- VI. Action Item
  - 2019 MTC Summer Meetings Schedule (**p.27**) ..... John Muth
- VII. CATS Information Items
  - Envision My Ride Service Enhancements (**p.29-36**) ..... Larry Kopf
  - Fare Collection System & Structure (**p.38-47**) ..... Olaf Kinard
  - LYNX System Update: Pineville/Ballantyne Transit Study (**p.49-63**). Jason Lawrence
- VIII. Regional Information Items
  - Cabarrus County Long Range Transit Plan (CK Rider) (**p.65-77**) ..... L.J. Weslowski
  - Regional Transit Plan Status Update (**p.79**) ..... John Muth
- IX. Chief Executive Officer's Report (**p.81-84**) ..... John Lewis, Jr
- X. Other Business ..... Mayor Vi Lyles
- XI. Adjourn





**METROPOLITAN TRANSIT COMMISSION**  
**MEETING SUMMARY**  
**April 24, 2019**  
**(Approved on May 22, 2019)**

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**Presiding:** Mayor Vi Lyles (Chairman, City of Charlotte)

**Present:**

Danny Pleasant (Asst. City Manager, Charlotte)  
Commissioner Susan Harden (Mecklenburg County)  
Mayor Pro Tem Mike Miltick (Cornelius)  
Mayor Rusty Know (Davidson)  
Anthony Roberts (Town Manager, Huntersville)  
Mayor Paul Bailey (Matthews)

Bill Thunberg, (Mooresville Representative)  
Mayor Jack Edwards (Pineville)  
Randi Gates, (GCCMPO, City of Gastonia)  
Larry Faison (City Manager, Monroe)  
Councilmember Jerry Morse (Indian Trail)  
Councilmember Linda Paxton (Stallings)

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

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**I. Call to Order**

The regular meeting of the Metropolitan Transit Commission was called to order at 5:30 p.m. by Chairman Mayor Vi Lyles (City of Charlotte).

**II. Review of Meeting Summary**

The meeting summary of March 27, 2019 was approved with the corrections as made by Randi Gates, City of Gastonia.

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

**Sam Grudman** - TSAC received updates on:

- Gold Line construction
- Rail being placed on Trade Street
- Bike week

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

Edward Tillman – CTAG's big activity and action item was the approval of the recommended fiscal year 2020 operating budget. There were no significant issues or complications and CTAG moved forward with approval.

**V. Public Comments – None**

**VI. Information Items**

**a. Envision My Ride Service Enhancements**

**Larry Kopf**

**Larry Kopf** – CATS Chief Operations Planning Officer presented an outline overview of EMR Enhancements. I was at the Civic Leadership Academy meeting, which is a Charlotte program, where citizens are engaged and they're educated on various aspects of government programs. I was presenting the CATS program along with Jason Lawrence.

And afterward, during a break, a lady came up to me and likely asked me why certain neighborhoods are selected for light rail and others are not. I briefly told her how light rail alignments are selected. But once it was decided, I told her that light rail had to go up and down

the tracks, and so it went up and down the chosen alignment, that it couldn't deviate from that. What we do is we develop a feeder bus service to connect the other neighborhoods into the network.

I don't think she was fully satisfied, but she was very polite, and she didn't press me on the issue. And she thanked me for my response. But it occurred to me that the bus system does present an element of flexibility, and it's probably the best mode to ensure that we are providing equitable service to all of our citizens.

And, in fact, the bus system is the workhorse of the transit system. And during the last 12 months the buses have provided just short of twice as many rides as the next mode, which is light rail and streetcar combined.

We recognize the importance of the bus system. Because of that, we've been out in the public for the last couple of years discussing Envision My Ride and how we might change the bus routes to better meet the needs of customers. Of course, our riders told us they wanted to be better connected to jobs. They want better crosstown network, which helps to nip the whole system together. They want service that is both reliable and faster and more direct. And they want more frequent service so they don't have to wait so long when they are connecting from one bus to another.

We changed the structure of our bus routes. And where we could, we improved frequency. First, we changed 22 bus routes in March of 2018 to connect services to the Blue Line extension. In October, we changed another 20 or so bus routes to provide more crosstown service and more direct service. But we're not done. We've made significant improvements to the system, but we still have needs. For example, of our top ten bus routes, seven do not have a bus every 15 minutes, and we'd like to get there. And of the top ten crosstown routes, which are really important because they tie the whole network together, none of those routes are operating 15 minutes.

If you look further down the list, the routes that rank from 11 to 20 in the system in terms of ridership, only one of those routes is every 15 minutes. And then if you go down to our crosstowns and shuttle routes, over half of those routes are not operating every 30 minutes, and a number of them are operating every hour.

We have a couple of express routes where we only have three trips in the morning and three trips in the afternoon, and if you've got a flexible schedule, sometimes that doesn't provide enough options. And then Envision My Ride has identified the need for new services in some of the outlying areas in Ballantyne, Northeast Charlotte, Back Creek Church area, Ardrey Kell, Matthews, and the Levine campus.

Then we've been recently discussing with a software provider an on-demand service. You put a tablet on the bus and people can book their ride through an app and the rides pop up on the tablet that the driver can see, and it's kind of like an Uber for a bus system. You define an area where that bus operates. We're looking at possibly at some point a pilot program of that nature and, you know, possibly trying that in one of the towns.

If we would be able to provide all of these services, what would the cost be? You can see the cost down at the bottom. Now, this is the cost based on a per service hour figure. And that's based on today's costs. Each of these tiers that I'm showing you, we've costed that out, and we've also provided the number of buses that would be needed. In addition to the 84 buses identified there, we would need spares. You could just round that up to 100 buses when you include spares. So those are the number of service hours and the cost of each of those tiers.

The other thing we would have to look at, if we're going to add these buses, do we need to expand our facilities. And we've not begun that analysis yet. But would we have to expand one of our facilities or maybe we would need a whole new bus garage at some point. But then if

you do start implementing these services, how would you do it? Would you do it incrementally, as this slide suggests? Would you concentrate, for example, on the top ten routes? And would you strengthen the core of the system and then work from there?

There are also needs in terms of the shuttle routes that we provide. Would we begin the shuttle routes because we need to improve the service on those routes. Also, there could be less of a capital cost if we begin there because there might not be as many buses required if we start there.

The weekend service there which is needed to improve service on the weekend. Probably wouldn't get the same bang in terms of ridership if we did that. But on the other side, we wouldn't really have the capital costs because we've already got the buses to provide weekend service.

**BILL THUNBERG (Mooresville Representative):** This is in addition to the current budget operating budget?

**MR. KOPF:** Yes.

**BILL THUNBERG (Mooresville Representative):** This is additional costs for meeting whatever the certain parameters are?

**MR. KOPF:** Yes.

**BILL THUNBERG (Mooresville Representative):** So it would seem to me that if we were going to evaluate those on the value, this may be your next slide, which usually when I ask a question, it's on the next slide. You want to know what the impact on ridership would be of each of those before you can make a value decision on what way to go. So in addition --

**MR. KOPF:** That's one criteria you would look at. Certainly, ridership is really important. But you'd also want to look at, you know, the convenience factor. For example, if we start with the shuttle ride routes, we may not get the same value in terms of ridership. But, you know, right now they're waiting for bus routes and operate every hour. If you double that every 30 minutes, you're going to double your hours and you're probably not going to double your -- you know, your ridership, but that's still a need. So do we invest there because it's a need or do we base it on ridership. And so those are the decisions that have to be made.

**BILL THUNBERG (Mooresville Representative):** You would look at that and you would propose changes to this Board based on, you know, that and the budget would support that, budget proposal would that support that.

**MR. KOPF:** Correct. If we were able to make all of these improvements, what would it look like? If you look at the map on the left, that's where we started before we embarked on Envision My Ride. You can see we only had -- the routes in red are the routes that operate every 15 minutes. We were able to make all these improvements. You can see that we have a large number of routes including crosstowns that would operate every 15 minutes.

In addition, you see a lot more blue on the map on the route. That means that we would have more routes that operate every 20 to 30 minutes also. In fact, there's only one route that is the thin purple line. That is the route in the northeast that goes out to the greenhouse where we just have one trip in the morning to get the workers out for a shift, and we have one in the

afternoon to bring them back. But every other route would be operating at least 30 minutes if we implemented all of this. So that's what it looks like on the map.

What would it look like to a customer? So, again, on the left you see in today's system how far somebody in Ballantyne can get on the system in one hour using the transit system. So that's that shape that you see that goes out into the pink colors, and the various colors go from 15, 30, 45, and 60 minutes. And then on the right, you see how far somebody in Ballantyne could get or how many people could get to Ballantyne in an hour in the proposed improved system. And this is a -- you see the same thing that would happen all over the service area. For example, here's Waverly. And so you see the same effect whenever you look across the service area.

Now, what is implementation strategy for this? This shows the increase in service hours and the increase in bus fleet. If we went by that chart and I showed you a few slides earlier where we started on the core routes, we increased the service hours, but you also have to increase the bus fleet to keep pace. So, you know, is that the way to do it or do we flip this? Do we start with the weekend service which means that's the flat part on top. That means we're adding service hours, but we're not increasing the fleet at the same pace, and the increase of the fleet comes later when we get to the core routes. This is a hypothetical implementation strategy.

So, anyway, so I guess my questions would be from a general point of view, are we on the right track. If we are, we would really have to apply our cost estimates and figure out a realistic capital plan to go along with this. And, also, do you have any thoughts about which services we should concentrate on first assuming a gradual implementation plan.

**CATS CEO LEWIS:** To provide the Board members with a little bit of additional context. Three years ago, there was a study that was presented by the transit center that did -- ranked all of the major transit systems in the country in terms of access and frequency. Charlotte, while we scored very high in terms of places that you could access from our system, but we scored very low in terms of frequency and the time that it takes.

Before we embark on Envision My Ride, an individual who was required to take more than one bus who needs to transfer at some point to get to their near origin to their destination, their average trip time is 90 minutes. And, quite frankly, that is unacceptable in terms of the efficiency and effectiveness of the service.

We redesigned our route on our bus system based on the Envision My Ride principles that Larry laid out. We implemented that in October. We made some changes. We were able to add some frequency based on cost savings as we rerouted our system. We have not been able to make concerted investments in additional frequency.

The budget that you will be considering this afternoon has an additional million dollars that we can add bus frequency. What we wanted to lay out for you is, number one, the opportunity that we had and the categories under which we can provide increased service. We can do it at our top ten routes, we add additional frequency. We can do it the next year. We can do neighborhood shuttles that are operating in some of the other areas. We are not asking for your direction today. This is informative. And we will come back and, if you pass the budget with that additional money in it, we will bring recommendations and options to you at the next board meeting.

We wanted to provide a baseline of information that will allow you to sort of inform that decision that we will bring to you at the next meeting. It is a big number in order to get where we -- I think in staffing where we need to get to. It should be -- when you're talking about a really effective transit system in a growing region like we are, it should not -- you should not

have -- your average bus trip should be no more than 30 minutes. Now, that's going from 90 minutes to 30 minutes. What Larry laid out is a pathway to get there.

It will cost an additional \$32 million from an operating and capital standpoint. Larry mentioned we had not looked at what it would cost in terms of additional facilities if we got there. But this is just hours of service and numbers of vehicles we would need to do that. Of course, this will be an incremental approach to that. But for the first time in a little while we have additional funds to invest in operating. We think that should be done each year based on a set of criteria that this board determines, and will continue to follow that as new funds come available both through our current funding stream and potential future funding stream.

**COMMISSIONER HARDEN (Mecklenburg County):** We still have needs for services, this iPad thing, that sounds like kind of a unique or -- is that \$32M, is that service listed in that?

**MR. KOPF:** No. \$32M is for the whole -- all of those services on that whole entire list. That's a total.

**CATS CEO LEWIS:** We would like to pilot that initiative and it would be a small pilot. This would not be something that we would implement systemwide. In order to have one on-demand services throughout in all of Mecklenburg County region, probably need about 5,000 vehicles to do that. But in certain targeted areas, it would work well.

**COMMISSIONER HARDEN (Mecklenburg County):** You've got that though and seeing what that can do, I find that system change interesting. I think that's important.

I'm just going to make a couple of comments. One is that if we're really serious about dealing with social mobility and transit, this \$32 million investment as opposed to a Silver Line that's billions of dollars, which I support the Silver Line too. I'm saying I think that that feels very -- that feels much -- to have a workable bus system, I mean a really vital and used bus system, the link to get there, that feels doable to me. I can tell you that in terms of the work that Mecklenburg County does, having a bus system that gets people to work on time and gets people to where they need to be is critical for the work that we do in Mecklenburg County. I feel like I think that where you're headed is critical for -- to support the work that we do at the county level.

**MR. KOPF:** And I just want to point out that 32 million does not include cost of buses. You know, if you want an order of magnitude on that, divide the number by 2 and times it by a million, and that's pretty much how much the buses cost.

**COMMISSIONER HARDEN (Mecklenburg County):** So the \$32 million is really not a number we should --

**MR. KOPF:** That's just for the hours of service.

**COMMISSIONER HARDEN (Mecklenburg County):** Well, let me -- I can't say what the number is, I mean, until I know what the actual number is. But let me just --

**BILL THUNBERG (Mooresville Representative):** Think \$100M.

**COMMISSIONER HARDEN (Mecklenburg County):** I mean, I hear you, but I hope, you know, you can appreciate what I'm saying too.

**MR. THUNBERG:** I think I heard what Mr. Lewis said was -- is that we have a bus system. But to have a truly effective bus system that meets the needs of the majority of the folks that like to ride it, you have to spend this much money to be able to get it. The frequency issue is what makes people rely on it for all of these things that he was talking about. So I think -- I think the two of you guys are agreeing. I'm agreeing with you two. It is a big number, but you've got to invest it to get the final product.

**MAYOR KNOX (Davidson):** In this budget that's in front of us, you've got a million dollars outlined to put towards this 32 million.

**CATS CEO LEWIS:** Yes.

**MAYOR KNOX (Davidson):** We're already behind the eight ball in that. We're not meeting our 15-minute schedules, we're not meeting 30-minute schedules, need more frequency on the weekend. Why is the number we're putting into this just a \$1M.

**CATS CEO LEWIS:** Because we only have a million dollars available.

**MAYOR KNOX:** Is that -- do we need to look at how -- we're putting 3 percent of something that is an overall concern with the system. And if we're going to push ridership, then shouldn't we look at a way to funnel more money into solving this problem that we've identified?

**CATS CEO LEWIS:** I think to your point we have reached an area of diminished returns on our current funding stream. The ½ cent sales tax is just enough to support the system that we have today. The sales tax continues to outperform. We're still in a good economy, but that's not going to last forever. And when we get -- this is a recurring theme of both the 2030 plan, certainly from a rail perspective, but also from a bus perspective.

What we wanted to lay out for the Board is we have spent -- I have spent a lot of time, rightfully so, talking about how we build out the 2030 plan. But our bus system is really the workhorse and continues to be the workhorse of our system, and we're not meeting from a structural standpoint, nor a frequency standpoint customers' needs. And that, I believe, is the reason why our bus ridership continues to decline. We have slowed down the decline because we have revamped the system. But when it takes 90 minutes to get from origin to destination, 3 hours of your day each day, you start to make other decisions. We have to get -- we're laying out a path that we can get there. It will take additional investment to get there. \$32 million is not -- we do not have the capacity in the current structure of our revenue source to meet that.

**MAYOR LYLES (City of Charlotte):** This is for information tonight and you've asked us to think about it and develop some criteria. I would say please bring us the criteria that Houston used or I know the other communities that have gone to this, it would be good to have a model for what they did. We all have understood that buses are a major component for our transit system. We're never going to have trains going where buses are going. And I think the question that is do we have a five-year plan to address it and how would that five-year plan look if you took in consideration how do you acquire the buses and how much you could bring in, you know. It just seems to me that we've got to have something to make the bus system work to be

a more vibrant system. The major complaint that we hear is it's 90 minutes. And nobody can really afford 90 minutes of their day. It just makes it impossible to do anything but work. Your family time or homework time, things we want to address, having people living in their homes and being with their families, we all talk about the value of that. But unless we make it possible for folks not to own a car or not to have to buy a car that's not reliable, we need to have a reliable bus system in the city that will work for a lot of people.

I would actually like to see, in a way, what would it take to do this, and I know the funding is the issue, but there's also a capacity issue. I've never seen anybody go from 0 to 100 on the speedway. It's not really something -- you've got to hire people, facilities, all of those things in consideration. If you could do it if you didn't have to manage funding as the issue, how about a five-year plan or seven-year plan. That's about as far as I think any plan should go these days.

#### **b. Silver Line Design Strategy**

**John Muth**

John Muth – CATS Deputy Director shared the following. As you know, we've been talking a good bit over the last several months about the Silver Line and the importance that we see in trying to advance the design. This map is a reminder of the Silver Line corridor that was adopted. You can see from downtown Charlotte out to the west, out to the Belmont area with potential future extension to Gastonia. And then down to the southeast, down to Central Piedmont Community College and study the potential for extension to Stallings, and then tonight we'll also hear from folks from Indian Trail with a request maybe to study the possible terminus station in Indian Trail.

It's critical to advance the Silver Line into design for three key factors. One is the coordination with the large number of NCDOT projects that also get underway with design in the coming months, also the ability to develop -- or to coordinate with developers that are continuing to come in, you know, unrelented, I guess, in terms of proposed developments and wanting to know how the Silver Line could impact that and their ability to develop. And then also to make sure if we identify any critical real estate that needs to be acquired ahead of time that's critical to the project.

This map illustrates kind of the area where the NCDOT projects overlap with the Silver Line alignment. It's from the west side there with the bridge over the Catawba all the way through and then down to the area of Matthews and Stallings with the Independence Pointe Parkway and U.S. 74 work.

**CATS CEO LEWIS:** Please note that these are NCDOT projects that are moving forward and, really, this is where timing becomes a critical impact to that. The coordination between the two, between the Silver Line and this myriad of highway and bridge projects really is happening over the next couple of years.

**MR. MUTH:** We want to make sure the light rail alignment is preserved through and around or beside any of the NCDOT projects. We want to make sure that any right-of-way acquisition that we would do or the state would do is kind of coordinated. Maybe if the state is already working with the property owner and we know we need a little extra for the Silver Line, go ahead and do that. Then also utility coordination, we wouldn't want the state to spend money relocating utilities over into the future area where we think we would be locating the Light Rail line.

**CATS CEO LEWIS:** The Brightline project which is now the Virgin America project, you may have heard it in several different descriptions, they are continuing to have conversations with



both the airport and NCDOT and South Carolina DOT about the potential for the I-85 corridor. I think where it would come into play with the Silver Line is, number one, if that occurs, how would it access the airport to get that as their terminus or how would it access potentially Gateway Station, if that would be the terminus. But, in this regard, we're talking about NCDOT project, but we are keeping our eye on that continued discussion.

**MR. MUTH:** This slide illustrates the federal process in terms of moving the project through the pipeline. Kind of the blue -- the blue to the left is project development and then you advance to engineering and full funding grant agreement.

The blue is the project development. When you request entry in the project development, you're essentially committing to complete that next phase of work within two years. At then at the end of that, you request entry in engineering, you're really at a point where you're locking in the cost of the project, at least in terms of what the federal participation is going to be.

There really has to do a lot of what we're calling pre-project development. The green box to the left and we see that's a few years of work that would need to be done at the local level before we would want to request entry to project development. We would conduct 15 percent design and then also start environmental impact work, and then complete up to 30 percent design and a draft environmental impact statement before we would request entry to project development. It's key to make sure you get a lot of important work done and answer a lot of questions before you request entry in the project development.

Now, this slide shows -- the table above is kind of what we had laid out if you were on an aggressive schedule and had all funding available, you know, we would try to conduct 15 percent design in one year and then in two additional years take it up to 30 percent design in the DBIS. Of course, these are substantial amounts of funding.

The table below is a budget recommendation that they believe they can make work within the budget. It will be \$9M in FY20, \$9M in FY21. \$11M in FY22-23 and \$10M in FY24. Essentially it takes kind of the pre-project development from three years, it stretches it out to five. But it's realistic given the available funding.

What we would do if that funding is approved, the way we would approach the design is in FY20, we would, you know, firm up our design criteria, do a lot of survey and mapping, geotechnical work, begin environmental investigations. And then we would really start to refine the locally preferred alternative.

We would look at the terminus locations out to the west of Belmont and then down to the southeast in Western Union County, the Stallings, Indian Trail area. Also figure out the coordination with the Matthews and Independence Pointe Parkway. How the project would look when it's out in the middle, maybe Monroe Road and Wilkinson Boulevard. You know, coordination with all the interchanges out on Independence in the Bojangles Coliseum area through uptown out to the airport. Any non-revenue connections that we might need to the Blue line to be able to access service facilities, maintenance facilities, and then additional maintenance facilities. Then any coordination we have to do certainly with NCDOT, Norfolk Southern, then private developers. Then in FY '21 we would begin to draft environmental impact statement. We would complete our 15 percent design and so we would have civil and roadway design, systems design, and we would have a 15 percent local cost estimate that, you know, could be used again as we try to determine or work through financial scenarios and so on.

This starts with the numbers in them kind of correlate to the items I just listed on the previous slide areas, key areas of coordination that we want to flesh out during this first year.

Then we'd like to get the RFQ out, maybe next week or early May, so that we could start the consultant selection process and have the contract awarded in July, August time frame and get work going in September. Again, we've, you know, kind of laid out an aggressive schedule to get the work under way and get started because of how important we believe that is.

**BILL THUNBERG ( Mooresville Representative):** John, that list of costs that you showed per - by year, that gets you the green phase done; right? The green block, it takes you up to project development?

**MR. MUTH:** Right. This table down below, the approximately 50 million that's shown over the five years would be about five, six, I guess, of the money needed to complete the green -- the green piece there of the pre-project development. There would still be a little bit more work to be done before we would request entry into the project development phase.

**CATS CEO LEWIS:** Bill, if I could -- we would not enter into project development because, as John mentioned, there's a two-year window on it, until we were very sure on our funding strategy. And so that's a key component of this pathway for it also.

#### **c. Town of Indian Trail Land Plan**

**Patrick Sadek**

Patrick Sadek – Town of Indian Trail shared the following. Thank you for you having us here today to share our interest in bringing the light rail to Indian Trail. I was one of those fortunate people that spent approximately six and a half years on the south corridor light rail project. I worked with Mr. Muth.

We learned a lot. I do remember a couple of items that I will never forget. I'd like to share with you. The first item when we opened the light rail for residents to get on the train and take the ride, we had approximately 100,000 people that day. That was very exciting. Recently, I took some colleagues to go ride the light rail all the way from I-485 to UNCC. We went to the station, couldn't find parking. We went to Sharon Road Station, we couldn't find parking. Then we ended up at Arrowood Station. So that showed us right there that those stations fully occupied and the terminus point is very important station within the light rail.

When Mr. Muth was sharing the information, I kept taking my presentation and folding it like that. Thank you for covering most of the items that we both had chatted about. We are going to for metropolitan suburbia. One thing we're doing different than some of the municipalities out there that we include land development manual and our comprehensive plan is uptown and downtown area. Simply downtown has them. Our government center including to what we call sports facility. And, of course, uptown area is where the main road, where we have a lot of developments that are supposed to be the constructed in near future.

One of the things that we use in -- for our land use plan is we do have right now about 65% of our developed area as single-family. The rest is multifamily. Communicating with Council, Council decided not to increase any more of the multifamily in the peripheral of Indian Trail and trying to concentrate that within the course of the city in those two areas I showed you where we trying to create density, DOD, and hopefully in the future we could get that ridership to warrant extension for light rail.

By all means, we're not trying to play CATS roles. We're just trying to look at option, how we could extend that -- extension of the light rail from the hospital at Stallings to take it to that government center that I shared with you in the first slide. There's also another option that we could be part of the CSX, something similar that we do with Norfolk Southern on the south light

rail project. We do have options and the total length of the extension from Stallings would be approximately 1.4 miles.

This is the downtown area. One thing unique about the downtown area that we're calling the sports facility. Carolina Sports is there. We have right now approximately 15 types of sports. If we're looking at the right-hand side, that's a development right now in design, \$65M project. And the rest if you see on either side developers working on contract to build that multifamily with retail at the bottom.

What we show here is one option is to bring the light rail from the hospital in Stallings as a direct fixation in the middle of Matthews, Indian Trail. That would require an additional lane to be constructed in order for it to accommodate the direct fixation. Simply we show here one track. Probably CATS would put two. But one track on the south corridor of the expectation shared with us, shared with the leadership team of CATS for value engineering purposes that some places you could put one track as long as you meet the frequency of the light rail and also make sure that enough vehicles could get to that point in and out.

But, simply, we're showing the light rail coming from Matthews, from Stallings, making that turn, the center where you see the station between the football field and then kind of turning around and make it out. Of course, with lights and crossings that can be the accomplished, but that's additional cost. We do have another option that we like to share with you in a moment.

A couple of exciting stuff about this downtown area that we did with grants to build a small stadium with artificial field there. Just add more sports to the downtown area. This is a blow-up of the previous slides, simply that station can be as shown right-hand side. People could get out of the station and have access to all these facilities that we have in downtown. And I'll show it in next slides some of the structures that we have to have, like parking garage at I-485.

This is a different approach, that station is -- it has two tracks up there and we do have 50-foot -- little bit more than 50 feet, the light rail could come in and end up in that station. And this is a duplicate station that we had at I-485 -- CATS had at I-485. Of course, we're not a designer. We're not planning to be CATS, but just we're looking at options where would that station be.

And we're showing down there, also, we do have the space for two parking garages where we could host approximately about 750 vehicles. Those parking garages would serve also as sports facilities and Carolina Sports.

This is a close-up. We see these parking garages, they're three stories high, definitely needed at the terminus point and that's sort of like the close-up for this space. Not sure -- I'm not sure what is the policy right now with CATS or how many vehicles they need to store there, et cetera, et cetera. But based on the frequency of Blue line right now and the number of vehicles during rush hour traffic, we came up with the speed of 19.9 -- average speed of 19.9 miles per hour. So just to refresh your memory, the length of this line is about 1.5 miles. Any vehicle could leave the hospital in Stallings, all the way to Indian Trail, board and get back to the hospital within 10 minutes. If the frequency is 15 minutes, every 15 minutes, 10 minutes less than 15, that will allow that vehicle to make it on time. They have about 5 more minutes as a flush factor for anything that could happen.

This is uptown area. This project is ongoing right now. Multifamily, townhomes, residential. What we show in the orange is commercial. And apartment is ongoing right now, construction begun last week. We do have a lot of items going on in Indian Trail, uptown and downtown. And, hopefully, as we continue concentrating on the core, we could build the density and would be able probably to warrant that ridership that CATS would be looking for.

This is the stadium that we're planning on doing. Phase 1 is the field, phase 2 is the seating area. Other stuff in uptown Indian Trail we're doing is we're building this amphitheater area and existing park. We do have a new police station. We do contract the Union County Sheriff office. And what we did is we built -- actually, we gave our town hall to use it at their station. It is well centralized in the center of Indian Trail. A lot of transportation projects that completed and ongoing. For one that you see in burgundy right there, that's the new connector, the Monroe connector. The one in yellow is Monroe Road widening and we're talking about \$170 million for Monroe widening. We are approximately 485 and Independence Boulevard, what we call the continental divide, has about 60,000 vehicles a day. I-485, 85,000 vehicles a day. We would like to have motorists from Union County, Indian Trail, Stallings and all the western side of Union County really to get to this core area in Stallings and Indian Trail, park their cars, get on the light rail, warrant that ridership, and be a part of this future project. A lot of stuff is going on in Indian Trail. We are one of the suburbia area that's growing fast. So we are very excited about it.

We're trying to create a lot of attractions within the uptown and downtown area. This project is about completion. This is our veteran memorial. We will create a lot of attractions like that around future light rail station in uptown and downtown.

#### **d. Transportation Funding & Regional Collaboration**

**Tony Lathrop**

Tony Lathrop – At-Large Member of the Department of Transportation shared the following. I serve an at-large position on the DOT board. I chair the finance committee. We work monthly with the finance staff on the month-to-month numbers and what's going on there. But we also are charged with looking at the future and funding.

In my role, I work with the leadership team on that in NCDOT as well as and the finance staff and the CFO that is part of that function. I want to throw in a mention of the NC First Commission that Secretary Trogon has created that meets next Friday, May 3<sup>rd</sup>, 2019, in Raleigh for the first time. It's a group of folks from business policy, government, transportation, industry to get together over the next year and a half to really try to do a deep dive on transportation funding in North Carolina.

From Charlotte and this area, Mayor Pro Tem Julie Eiselt is on that commission as well as me and Jesse Cureton at Novant and who is the current head of the chamber, whatever the new name of that organization is now, is also on that. I just want to mention that to you all.

I'm going to move through this pretty quickly. I spoke -- and John asked me to come here. I've spoken recently at a joint meeting of GCLMPO and CRTPO that Randi Gates and Bob Cook and others set up as well as what's called Craft, which is the -- I guess, Randi, I'll characterize that as the group of all of the lead executives in MPOs and RPOs in this region, which I think there's at least six, maybe more depending on who you ask.

I think it's so tied into funding that we have to collaborate as a region and the more I'm around all the numbers, the stronger I feel about it. I've taken on the road. I think that it's so tied into the economy. Principally, economic opportunity. If we're going to be able to move people and move goods and freight in our region, we've got to have this regional transportation infrastructure continue to be funded and we've got to work together to do that.

Last year we had our board meeting, our DOT board meeting here in Charlotte, and I did just a little bit of research. And in my law firm, we have -- it's a big firm -- several hundred heads, head count there, and about 30 percent of the people in that firm come in every day from outside of the City of Charlotte varying distances. You know, from Gaston County, Union County, Cabarrus County, Iredell County, York County, Lancaster County, Stanly, all around this region, some from much further. I think's a statistically valid sample for around the region.

There's just a lot of movement. And it's economic development as well. I know I'm preaching to the choir especially with John, transportation infrastructure is also an economic development tool. You know, you see what happened with the Blue line when -- even before it started being built. The property begin -- the action starts with the property around that Blue line.

I drew this in a way to help me think about this and think about the forces that are at work here. But the demographic trends, we're growing, what, 100 people a day, something like that. Do the math on that, 40,000 people a year, give or take. And internally there's change in that number, where people are choosing to live, how they're choosing to live. The lifestyle changes. We've got technology disruptors. You've got -- this may be the biggest one, but we've got transportation disruptors. We've got electrical vehicles coming. We've got Uber. We have autonomous vehicles. We have drones. Things that are very, very disruptive.

Lifestyle changes. Choices people are making, where they want to live and work. The -- what I call axioms of transportation infrastructure, such as I think I heard Mayor Knox talking about this on the radio last week. You can't -- at a certain point you can't build freeways any wider. You get to a point you just can't do it. As you widen them and grow an area like this, we fill them up pretty quick. It's kind of like a gas that expands to fill a container. It may have a little relief for a few years, but -- and so that leads me to funding.

We have our sweet spot in the middle where we kind of get all these things right and get our funding right and move forward. And I said this earlier today. Some of you may have heard me. But my father was a transportation guy and he said, Tony, if you're standing still, you're moving backwards. And I really believe that. We have to get this right and be proactive and work together about it.

I think we have to work regionally together on this. And I think a lot of people said this in different ways, but I feel compelled to say it in my role with DOT to say that the leadership of DOT feels strongly about this. And I want to make sure that everybody hears that.

We really believe in regional collaboration and regional planning. We want to do what we can to help encourage that. So here we've got -- my S got cut off -- 16 counties in this region. And there could be more depending on how you look at it. I think there are people drive and commute otherwise into my office from further out counties than this. We've got five divisions of NCDOT, not counting South Carolina divisions. We've got multiple RPOs and MPOs, at least six there, and there's some corners out there that are touched by others as well. Of course, we have a state line as well here.

We have an economy here that I believe doesn't always pay much attention to those lines. You know, with my folks where I work in my day job, commuting in from South Carolina, commuting in from two or three counties away. The economy doesn't pay attention to these lines. And we have several ways to think about it. But we have a radius here if you think of it roughly like a circle, so what's the distance of that radius. And that's going to be significantly impacted by our transportation infrastructure. If we don't stay ahead of it, that will shrink and take away people's economic opportunity. Our planning director, Taiwo Jaiyeoba, was talking earlier today at the MPO conference about when he lived in California. What was his number, two-and-a-half to three hour commute. Ridiculous. It made it untenable. Three hours each way. He's spending five plus, six hours in various modes to try to get where he needed to be. Ultimately, he threw in the towel. We don't want that to happen here.

And, you know, another way to think about it is transportation corridors as well as a way to connect our rural areas and our urban areas. Because we, obviously, have rural and urban as part of this region. And, you know, for example, Representative Torbett always likes to talk about, with good reason, the corridor to the port of Wilmington all the way up 74 through here and on up into Western North Carolina, and that's just one of many that converge on Charlotte.

A big reason why this center, this economic center was here because since -- you know, 200 years ago we had these trading paths that crossed each other here.

We have priorities. We all have priorities. But by working together, you know, we can advance our regional priorities and not get left behind, you know. If we don't do that, I believe that we will. You know, we have regional infrastructure that serves us all. Of course, we have the interstate system, but we've got the Blue line, hopefully soon to be more. Of course, we have the Charlotte-Douglas Airport, but we have a lot of other airports in this region too. That's just some of the transportation infrastructure that I can talk about on one slide for half an hour. But we all benefit from that. You know, that airport is enormous economic drive and people from all parts of the region have to figure out how they're going to get to the airport.

You know, people want to come into Charlotte or people want to commute to the other side of the region, want to go to Ballantyne or from Ballantyne to Mooresville, or wherever folks choose to live and work. And they have to be able to do that. These lines, all these artificial lines are political lines, they're not artificial, they're political lines. My division lines and all the lines I was talking about earlier, we -- you know, they are highly relevant. But we need to sort of overlay on top of them ways to build relationships with each other, ways to educate each other about the needs of the region, about ways to collaborate together on what our priorities are. And I realize that takes time. It takes time from all of us, it takes staff time, it takes money. I'm okay with that. I think it's money well spent because we don't want to be left behind. And, you know, we -- as Einstein said, politics is more difficult than physics. I want to transcend some of the political lines here with collaboration on regional transportation planning, funding, relationship building.

These are just some national numbers I'm going to give you. I talked about these at the transportation summit in January. These are, I think, mostly AASHTO numbers. They're national, but we need at least \$43B for transportation, public transportation, and it may be more than that. Road conditions, around 44% of our major freeways are having problems from a physical condition standpoint of either mediocre condition or they're poor condition. \$130B is just to get them -- get what we have where it needs to be before we start talking about expanding or doing other things.

The impact of traffic, this is a number about the impact of traffic on us as drivers of those freeways, you know, around 45%. That number is folks who spend time delayed in traffic. And the cost of all that in terms of hours, problems with vehicles, et cetera, lost productivity has been estimated by the AASHTO folks to be, you know, upwards of \$170B.

In North Carolina, we have a wish list of -- not just a wish list, a needs list, a genuine needs list of \$50B. Our top line every year is about \$5B. We can increase that capacity a little bit with a couple of the bond issues that we have coming. We have some GARVEE bonds coming which is leveraging the federal revenue stream and the Build NC bonds leveraging the state revenue streams in the next ten years. That's nowhere near enough to make a big dent in this backlog, but in the short run it can help, which is why we have to work together as regions to figure out all kinds of things, but in particular how we want to finance things. You know, I mean there's ways to pay for things that are as old as time. You pay for transportation infrastructure. I mean, user fees, I mean there were toll roads in Roman days. Taxes at federal, state, local, and different kinds of taxes. Borrowing money and equity type partnership financing, and we have to be -- and the NC First Commission is going to look into this aggressively as ways to be creative to help mix and match these things to finance infrastructure. Begin to educate, to build relationships, to prioritize and plan, we have to work together on this regional infrastructure.

You know, and I think collaboration is my key word, but, you know, I think we have to collaborate on how we're going to collaborate. I mean, what does it really mean? How can we really do that? I want to have a conversation about that and it's beyond the scope of this talk here. I'm hoping we can do that. I think we stand to fall together as a region because we're all interrelated. People are moving all over this region without regard to all these lines that I'm talking about.

## **VII. Action Item**

### **Approval of CATS FY2020 Operating Budget and FY2020-20204 Capital Investment Plan**

**John Lewis Jr. / Blanche Sherman**

Blanche Sherman – CATS Chief Finance Officer started the following discussion. I want to give you a brief overview of our FY '20 proposed operating and debt service budget as well our FY 20-24 proposed community investment plan. I'm going to just cover some of the key items and key changes because we have presented this to you before.

The addendum tonight will be a budget summary of events that have occurred over the past few months in the development of budgets. I will identify key changes between the preliminary budget and the proposed budget in regard to the operating, and debt service and capital budget, and then present to you proposed 2020 budget and identify the next steps.

In regard to the events that have occurred since January of 2019, we presented a preliminary budget to you. We presented that same budget to TSAC as well in February and CTAG as well in February. And MTC, came back to you in February and March, and presented highlights of the operating and capital budget.

And as Mr. Tillman mentioned, we did go to CTAG on April 16 and obtain that recommendation of approval for the proposed operating capital and debt service budgets.

Just to give you an overview of a comparison of where we stand from the preliminary budget, we're looking at a 5% increase of about \$8.1M in operating revenue and the associated expenditures as well, give you some details of that next. Our debt service budget is increasing .3 percent, slight increase, about \$200K, \$300K due to adjustments on the interest on variable debt. And the capital investment plan is increasing 912%. That's related to the carrier projects. Those are projects that we have in our capital budget today that we're not expecting to complete by the end of the year. We're going to continue those projects into the upcoming budget, so we had those in there, and we did that last year. When I show it to you on the end in comparison to the FY '19 budget, that percentage would go down significantly.

In regard to the staffing changes, we added an additional 31 positions. And, primarily, that's related to the Gold Line phase 2. I'll get into details of that. That's what's represented at 182.4 percent. In regard to BOD, we added ten positions. That's for potential service enhancements that we talked about in regard to a \$1M.

The operating budget, key changes on the revenue side, we have identified an additional \$3.8M to work with the city finance and city budget. We were successful in obtaining that initial \$3.8M. That has allowed us to do some of the things we just mentioned including that million dollars that we have for potential service enhancement. We went through and we reconciled some of our old grants. You're going to hear me say that several times because it has helped us out a lot with this budget, and we identified additional money that we can use for operating the systems, federal dollars for I-77.

The \$4M, there again, that's additional operating revenue. The details pertain to that. Some of it is just a transfer. That \$1.7M that you see over there in the expense side is a transfer of those funds from operating to capital because those are funds that we pass on to some



recipients. Those human service, they're not the necessary capital enhancement, put up to meet the operating needs.

Also, we have about \$1.9M of capital operating projects -- I'm sorry, operating projects that were carried over, the TOD plan and RTS and the AVS study. \$600,000 that we identified in additional PM dollars.

Looking at the operating expenses and the key changes between the preliminary operating budget and the proposed budget, we had increase in our costs from the city costs allocation. That is shared costs that we contribute to the general fund for those administrative needs. Additional costs and personnel, about \$2.3M. Again, that's related to increase in personnel. Give you a detailed list of that later. But, primarily, related to the staffing that we're trying to get in place for Gold Line phase 2, so we can be prepared for that.

About \$.9M in transportation services. That's to continue our transit asset management requirement, some additional PM expenses, and the operating things associated with that. Again, as I mentioned before, we're carrying over those planning studies, that's about \$1.6M. That's the TOD planning study. We got that grant. That came to you in January or February where we did an amendment. So we're going to continue that study into FY20 and that transfer enhancement mobility program, about \$1.7M. That's part of that \$4M. And this budget also allowed us to have an excess that we can transfer to support our capital program of about \$1M.

Again, one of the main contributing factor for that excess in allowing us to do these additional things is that increase in our sales tax trend line. We want to make sure we understand that when we do that, we do that conservatively. We're projecting about \$110M in FY20. We're projecting about \$106M in FY19. We are trending along those projections. We feel comfortable with increasing that trend line. We're looking at overall from this budget from the previous budget, about an additional increase in the trend line of about \$7M in total.

**CATS CEO LEWIS:** I just want to make sure that board members understand that as we continue to mention, as I've mentioned, sales tax continues to overperform our estimates. We do not budget to the expectation. We budget at a level that is considerably less than what is coming in.

Now, the good thing about that in the past, we've been able to fill our reserves much faster than was projected. We were projected originally in our last long-term financial plan fill our reserves, around 2028, 2030. We had done that almost ten years earlier. So that frees up the additional revenue to be reinvested into the system, both capital and operating.

As I mentioned before, that continues. Sales tax continues to outperform, but we don't believe that will happen.

**MS. SHERMAN:** In the FY20 proposed budget, in the preliminary, we started out with about 16 or 17 positions. Those are the ones in black. And we since that time based on the additional funding that we've secured, we've added additional positions converting -- adding three security coordinators and converting six temporary employees to full-time. And the remainder of those positions for Gold Line. And a lot of that will be covered through the project as well. We need to get these operators and track maintainers and live traction power techs in place early so they can be prepared for, you know, the system when it's time to implement service.

As a result of those changes, that gives our -- that brings our total full-time equivalent city positions of 582.75 and 3 temporary or intern positions. In regard to the contracted positions, 838, includes those 10 that I mentioned for bus operations, and contracted security service 108.05 in accordance with the contract.

Capital budget. The preliminary budget was \$24.5M. Since that time, we've added our carryover funding and the carryover projects associated with that. Made some adjustments on our federal funding and our local funding as well.

A brief overview of the debt service is about \$200,000 increase in the debt service budget. Again, it was adjustment on the variable interest rate that we had, and that is temporary debt that we incurred as a result of the BLE. As of June 30, 2018, our outstanding principal balance is about \$546.9M, about \$200M, \$250M of that is temporary debt that we anticipate paying off over the next two, three years.

We've paid \$100M in FY19. We anticipate paying another \$70M, \$80M in FY20. And we do not plan to issue any new debt in FY20.

Now capital budget. The primary change here is related to our carryover projects and the Silver Line. And the adjustment on our federal funding is we reduce the funding that we had to contribute for BLE because all of the funding has been placed on that project in FY'19. That was about \$5.4M. And we added federal funding for the BLE – for the Silver Line as well. The \$8.4M, \$8.5M, we went through a lot of our grants and our old projects and we've identified a lot of savings associated with that. \$3.5M is related to reallocating some of those project savings. We were able to put those towards some of those new projects over there.

And about \$5M of that is coming from our control account for the Silver Line design going forward. In regard to the details -- in regard to the expense on the capital budget, we have \$.9M, increased that replacement. That \$900,000 is related to the price increase for our buses. The \$400,000 is for additional bus shelters that we plan to implement. The \$1M for transit safety and security is related to our camera system that we brought back to you in February and said we wanted to continue that program to implement new cameras on our bus fleet. \$3.6M on the transit operating plan, again, that is reducing \$5.4M for BLE and adding the \$9M that Mr. Muth referred to in his presentation for the Silver Line design. \$300,000 is just transit -- rail transit equipment. Should we need any, that's there in place of that. The \$.1M is just an adjustment of the transit programs where we reclassified that down to our carryover projects. And the carryover projects is about \$218M.

In summary, of the five-year capital investment plan, FY20, we're looking at \$248B in revenue and expenses, and overall comes to \$357.3M over the five years for revenue and expenses as well.

A change, a summary of the five-year change. Going from the \$95M to the \$357.3M. Those are the same items I mentioned before including those outer years. The biggest one that changed is in the transit long range is capital plan. That's that \$50M is the budget. Net of \$5.4M.

On the \$3.3M transit, other programs is the enhancement program that we transferred the capital. That's multiple years of that. That takes our capital budget over the five years for the \$95M to the \$357.3M.

Comparison of the FY19 amended budget to the proposed budget. An increase of about 9.2% or \$156.2M to \$170.5M in regard to the operating budget. Debt service budget, \$125.9M; \$115.6M, slight increase there again because we paid off \$100M in FY19, about \$80M in FY20. And our community investment plan budget, again, as I mentioned before, that percentage would go down or would change, and you're looking at a 22.3% decrease in regard to that. That is primarily related to the carryover projects. We did have a lot of. The decreases related to completing the BLE.

And our staffing changes, we're looking at a slight increase of about 5.6%, 31 positions for CATS, and the 10 positions that I mentioned for potential service enhancement.

**ANTHONY ROBERTS (Town Manager, Huntersville):** What's the percentage of COLA and merit, and then also what was that final process? \$100M or something like that?

**CATS CEO LEWIS:** we have two reserves to answer the second question. We have \$100M debt service reserve and then we have a \$30M operating reserve. Both are at their capacity.

Your other question about cost of living and raises, CATS has two sets of employees. One is contracted employees that are union represented. They are in the DOD line item, they negotiate their salary increase with benefits through the collective bargaining process. The others are special transportation service, administrative personnel and our rail personnel are city employees, and we follow the city recommendations on cost of living and raises.

**MAYOR LYLES (City of Charlotte):** At some point, -- the actual fare schedule; we'll need to see what is it today, the actual amounts, because people are looking at millions in sales taxes. They're going to want to know how much does it cost to ride the bus, how much does it cost to ride the train.

**CATS CEO LEWIS:** One thing that we have -- because of the strong sales tax receipt, we have suspended the MTC policy of raising fares every two years. That has been an MTC policy. We have not raised fares because we've been able to hold the line on that. There are no fare increases in this budget or any other fare changes, but I understand your point. We'll bring the actual fare structure.

**BILL THUNBERG (Mooresville Representative):** Mr. Lewis, when you bring that structure, Mr. Tillman's request about, you know, a monthly pass thing, if you take the bus a number of times to equal the monthly pass that you --

**CATS CEO LEWIS:** That is an area we are exploring through technology. And there's a very technical term for it, but I think of it as layaway for train. Many of our customers don't have the ability to pay the \$88 on the first of the month for a monthly pass. But at some point, during the month, they've reached that same value. Should we give them the same benefit.

The challenge for that, there's a policy aspect of that. The MTC, I think, has been interested in. But the more difficult aspect is how do we track that. So that is what we've been working with as we continue to move forward our payment system and upgrade our fare bus, I think we will get to the point where we can entertain that kind of program.

**MAYOR LYLES (City of Charlotte):** It would be good for us to actually learn more about the fares. I don't know how they're collected. I know that there are all these different nuances attached to all of them.

**CATS CEO LEWIS:** All of our buses have new fares. All of our rail stations have new vending machines.

**BILL THUNBERG (Mooresville Representative):** Are you satisfied with the amount of money that's allocated to the state of fare and maintenance?

**CATS CEO LEWIS:** Yes, in terms of state of repair. That is a two-edged sword in that regard. It has been the policy of the MTC and of CATS to make sure that we are keeping up with

our state of good repair and our capital program reflects that. That also comes with the downside of we continue to maintain our assets which impairs our ability to add additional service.

We have done a very good job from a policy standpoint of investing in state of good repair before the new service. You will see and you've heard of many systems, which I call it the legacy systems, who are having immense problems now because their inattention to state of good repair has come back and having systems that are shutting down rail lines, who have buses that don't work because they focused on expansion rather than repair. That has not been the policy of the MTC. So, yes, I am happy with that. I wish I had more money to expend, but it's proven.

**COMMISSIONER HARDEN (Mecklenburg County):** About reserves. I appreciate you're taking a conservative approach to it. Also, I guess there's a part of me that wonders, might it be too conservative; particular, are people through sales tax paying for services that you're paying for -- today, for things that are far down the line. So that's one question I ask.

The second question I ask, if you operated at what you project, if your projections are good, could you make a dent at all into the frequency, or if you raised fares slightly, could you make a dent into the frequency? I'm just troubled by that.

**CATS CEO LEWIS:** You're asking the question that I asked the first day I stepped foot on the property. This is where this position is a little different than many other transit systems. I personally as the executive director report -- you are the policy board, but I am a city employee.

The assets of CATS is -- was acquired based on the full credit of the city. We have these conversations with city finance probably on a daily basis, particularly when sales tax continues to overperform.

We've had very good conversations on that. The \$3.8M that Blanche alluded to was as a result, a quite frank conversation of we're bringing in more money, it's going to go into the control account, and then we will pull it back out a year or two from now, or we can recognize the fact that we're doing well and let's raise the trend line accordingly.

We are -- it's that ebb and flow of being good stewards in recognizing that this will not last forever, and how do we allocate those revenues and those sources of funding accordingly. The flip side of that, if we budgeted to what our sales tax revenue is, and then we went through a recession, we'd be having a pretty difficult conversation of what service do we cut the following year. We try and balance that. That is an ongoing conversation.

We added \$3.8M this year. If the revenues continue to come in strong, we may have that or more next year. We have the ability to start in chopping away at that frequency issue.

**COUNCILMEMBER LINDA PAXTON (Stallings):** You spoke several times to value capture with regard to the rail line. I'd be interested to know exactly what is happening in that. Is that a decision that the policy and council has to have, and when would you foresee that possibly coming into play.

**CATS CEO LEWIS:** That is a decision of the local boards. We are putting together and working with the City Council with a model that we think can be duplicated in other jurisdictions. Those conversations continue. I think we are mirroring a decision point with City Council which could be an additional revenue source. It is not a source that will solve these problems, but every opportunity we have for additional revenue that we control, I think is a smart path to go down.

Depending on -- again, now I'm putting my MTC hat on, not my city hat, there are very clear incremental value, additional value based on our investment in the Blue line, the Gold Line, the Silver Line as we continue, Red Line. I believe that all of that additional revenue should come back to CATS, but that is something that we will have to determine with the governing bodies. Is it 100%? Is it 70%? Is it 50% or what number? So that is where we are with the City Council right now.

**MAYOR LYLES (City of Charlotte):** I think that's fair. I think all of us will be having to make that decision for our jurisdictions. What is it and how much, you know, and now we have all of this growth and it's coming because of that line value add, is every piece of it related to the transit line or what proportion. And I think it's best if left up to the individual jurisdictions to make that decision.

I think, you know, obviously, there's going to be a time that we're going to say if everybody is in this together, everybody has to contribute financially, but I find in most of those situations the closer the decision is to the people that live there, the better it's accepted and acknowledged. That's going to be something that, you know, it may be here's a formula, but how you -- here's where you need to be and here's the value capture, and then you decide that formula. It's just an opinion. We'll see how it goes. I don't know how the professionals in the room will see it. As managers, I expect they may have an opinion about it as well.

**Resolution:** Mayor Paul Bailey (Matthews) motioned to approve the CATS FY2020 Operating Budget and FY2020-2024 Capital Investments Plan; Commissioner Susan Harden (Mecklenburg County) seconded the motion, which passed unanimously.

**VIII. Presentation of Resolution** (Resolution, as written and read, is attached to this summary)

- Town of Indian Trail Resolution – Read by Council Member Jerry Morse

**IX. Chief Executive Officer's Report** - None

**X. Other Business** - None

**XI. Adjourn**

The meeting was adjourned at 7:13 p.m. by Mayor Vi Lyles – MTC Chairman (City of Charlotte).

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NEXT MTC MEETING: WEDNESDAY, MAY 22, 2019, STARTS AT 5:30 P.M.

STATE OF NORTH CAROLINA )  
 )  
TOWN OF INDIAN TRAIL )

RESOLUTION #R190312-01

RESOLUTION IN SUPPORT OF LIGHT RAIL TRANSIT

**WHEREAS**, the Charlotte region is home to over 1.8 million people and is expected to grow to over 2.5 million by 2030, and the key to supporting this growth is a regional rapid transit system integrated with land-use planning creating a sustainable, economic environment which improves the quality of life and attracts businesses and people to the region; and

**WHEREAS**, more transportation options are needed to provide greater mobility to our existing residents as well as the growing population in Indian Trail and Union County; and

**WHEREAS**, Union County has experienced rapid population growth for several years; and

**WHEREAS**, the US Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics 2015 data indicates that almost 45,000 Union County residents are traveling into Mecklenburg County each weekday for work; and

**WHEREAS**, in November 2016, the Metropolitan Transit Commission (MTC) adopted light rail as the Locally Preferred Alternative (LPA) for the LYNX Silver Line corridor from Uptown Charlotte to Matthews with a proposed terminus station at the CPCC-Levine Campus; and

**WHEREAS**, on January 23, 2019 CATS staff presented recommendations for the LYNX Silver Line to continue west from Uptown Charlotte to Belmont in Gaston County creating a continuous 25-mile light rail corridor from Matthews (Mecklenburg County) to Belmont (Gaston County); and

**WHEREAS**, the Metropolitan Transit Commission is scheduled to approve/update the LYNX Silver Line Locally Preferred Alternative at their February 27, 2019 meeting as part of updating the 2030 Transit System Corridor Plan; and

**WHEREAS**, Union County stakeholders have expressed renewed interest in exploring rapid transit options into Union County from Mecklenburg County; and

**WHEREAS**, based on the Strategic Transportation Investments (STI) Law, public transportation projects with service spanning two or more counties and serving more than one municipality are eligible for funding at the Regional Impact Tier; and

**WHEREAS**, extending the LYNX Silver Line eastward to the Town of Indian Trail would create a regional tier light rail project connecting the three counties of Mecklenburg, Union and Gaston; and

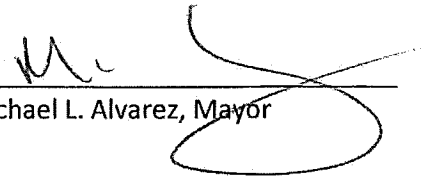
**WHEREAS**, the Town of Indian Trail, along with Stallings, Matthews, Charlotte, Belmont and Gastonia were awarded a Federal Transit Administration Transit Oriented Development (TOD) planning grant to explore TOD opportunities along the LYNX Silver Line corridor; and

**WHEREAS**, the Town manager of the Town of Indian Trail has seven years of experience working under CATS to develop the first light rail project in the Carolinas and brings knowledge and expertise to the project.

**NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF INDIAN TRAIL THAT THE TOWN** requests that the Metropolitan Transit Commission's (MTC) Locally Preferred Alternative for the LYNX Silver Line be extended eastward into the Town of Indian Trail, Union County for evaluation of a potential terminus station in Indian Trail.


Adopted the 12 day of March 2019.

**INDIAN TRAIL TOWN COUNCIL**

  
Michael L. Alvarez, Mayor



Attest:

  
Kathy Queen, Town Clerk





**METROPOLITAN TRANSIT COMMISSION  
ACTION ITEM  
STAFF SUMMARY**

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**SUBJECT: 2019 Summer Meeting Schedule**

**DATE: May 22, 2019**

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- 1.0 PURPOSE/SCOPE:** This action will establish the Metropolitan Transit Commission's June - July 2019; meeting schedule.
- 2.0 BACKGROUND:** The MTC typically considers canceling summer meetings to support family activities, vacations, etc.
- 3.0 PROCUREMENT BACKGROUND:** Not applicable
- 4.0 POLICY IMPACT:** Not Applicable
- 5.0 ECONOMIC IMPACT:** Not Applicable
- 6.0 ALTERNATIVES:** Not Applicable
- 7.0 RECOMMENDATIONS:** MTC has the following options:
- Option 1: Cancel June MTC meeting
  - Option 2: Cancel July MTC meeting
  - Option 3: Cancel June & July MTC meetings
  - Option 4: Hold all schedule meetings
- 8.0 ATTACHMENT:** Not Applicable

**SUBMITTED AND RECOMMENDED BY:**



---

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



**METROPOLITAN TRANSIT COMMISSION  
INFORMATION ITEM  
INFORMATION SUMMARY**

---

**SUBJECT:** Envision My Ride Service Enhancement

**DATE:** May 22, 2019

---

**1.0 PURPOSE/SCOPE:** To inform the Metropolitan Transit Commission (MTC) of criteria used to drive decisions regarding the prioritization of service enhancements. To develop discussion among MTC members regarding criteria.

**2.0 BACKGROUND/JUSTIFICATION:** Service Improvements developed through the Envision My Ride initiative have resulted in structural adjustments to the bus routes, with better connections and crosstown opportunities. The next step of Envision My Ride entails improving the frequency of services and implementing new services.

Within a constrained funding situation, choices must be made as to where to begin to make improvements. It helps to develop criteria to establish a priority for service improvements.

Charlotte Area Transportation System (CATS) staff has contacted other transit systems who have recently been through a similar process. Staff will discuss the experience of those other systems. Staff will facilitate discussion of the criteria that the board feels CATS should consider as it continues on its mission to improve bus service to residents of Mecklenburg County.

**3.0 PROCUREMENT BACKGROUND:** Not Applicable

**4.0 POLICY IMPACT:** Not Applicable

**5.0 ECONOMIC IMPACT:** The MTC's guidance around this topic will help staff to prioritize approximately \$1 million in service improvements for FY2020.

**6.0 ALTERNATIVES:** Not Applicable

**7.0 RECOMMENDATION:** Not Applicable


**8.0 ATTACHMENT(S):** Not Applicable

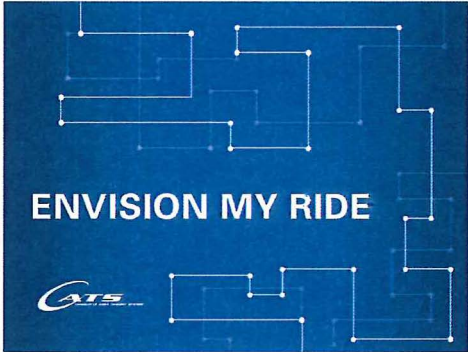
**SUBMITTED AND RECOMMENDED BY:**




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






# ENVISION MY RIDE

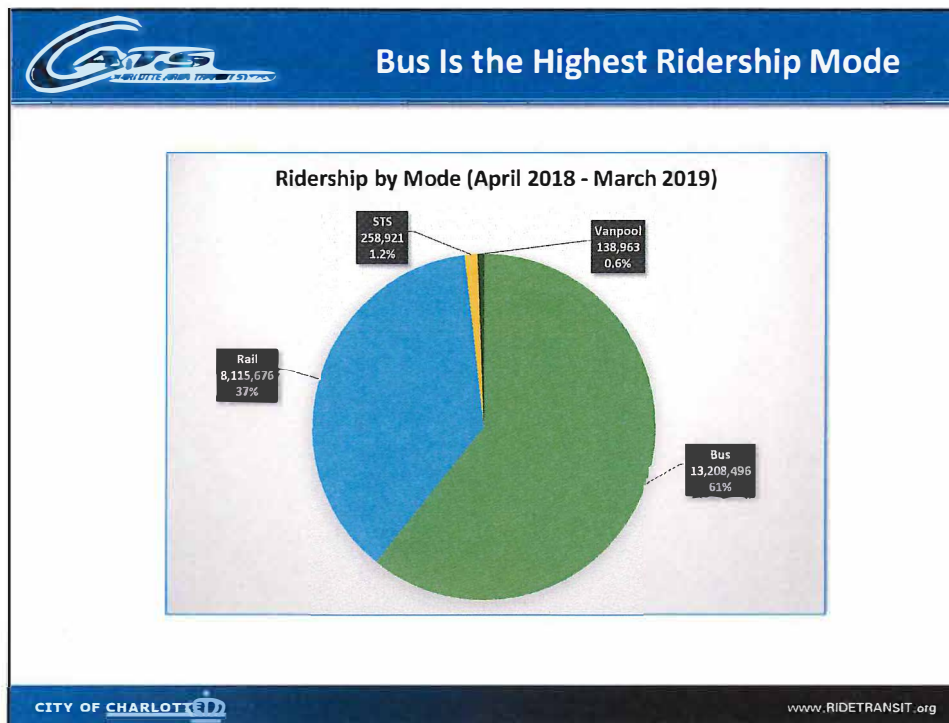


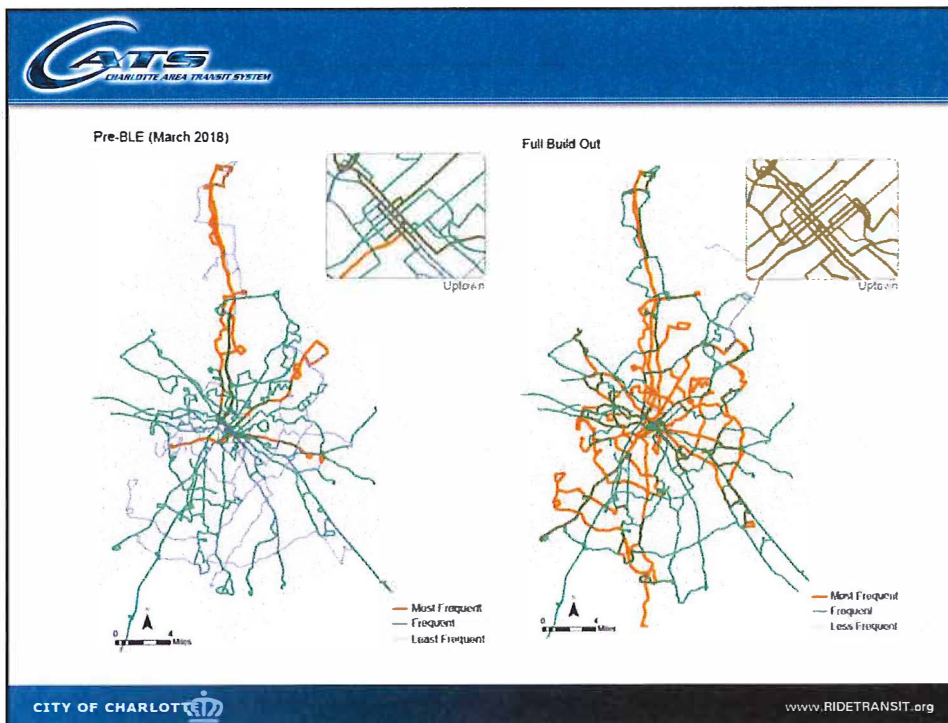
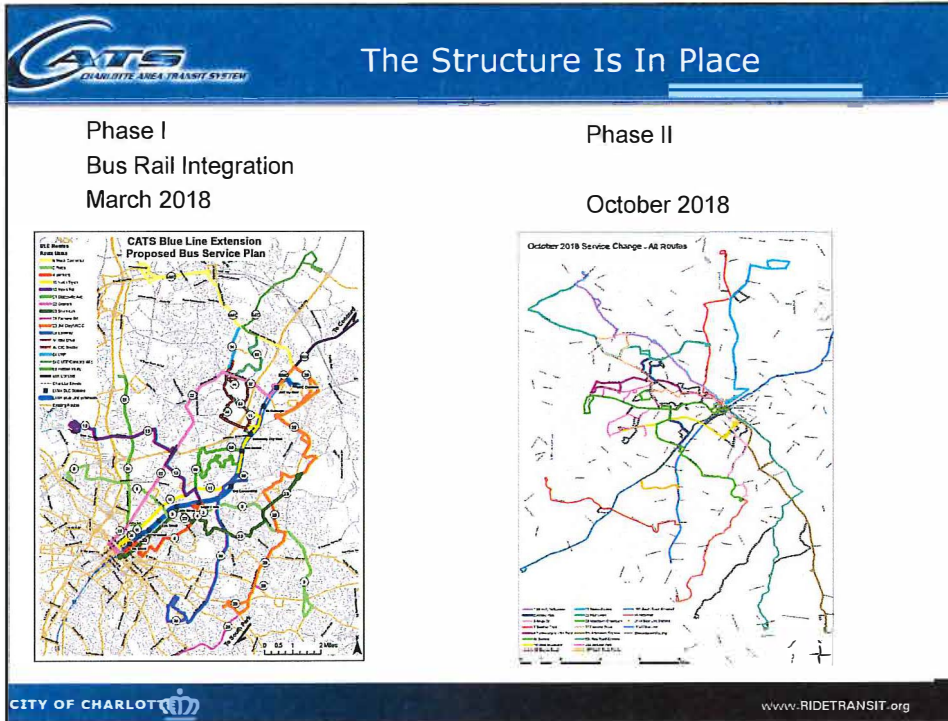
## Metropolitan Transit Commission

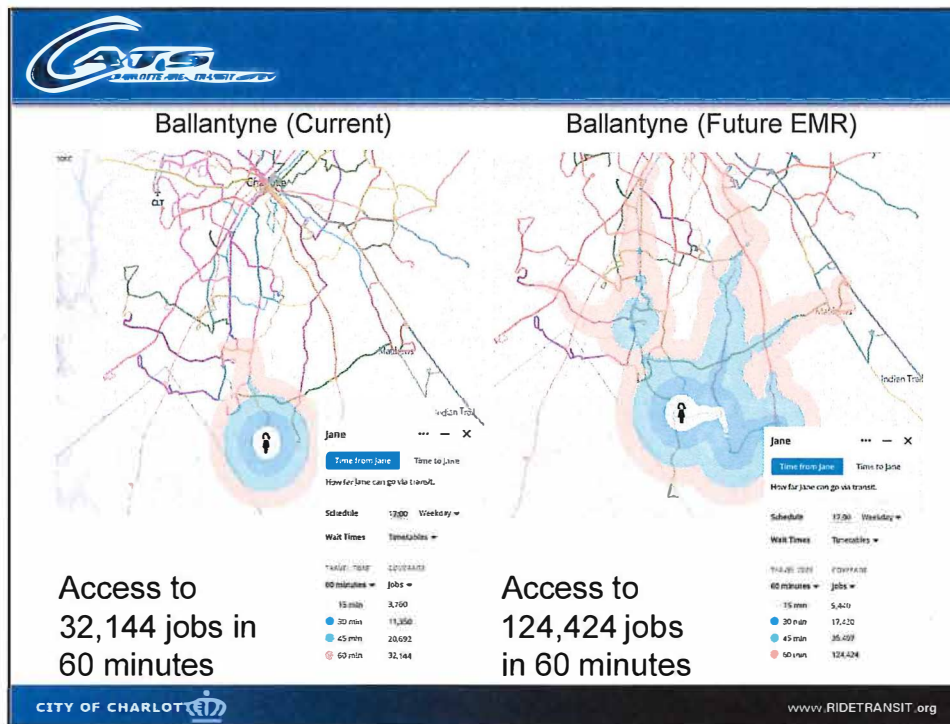
### May 22, 2019



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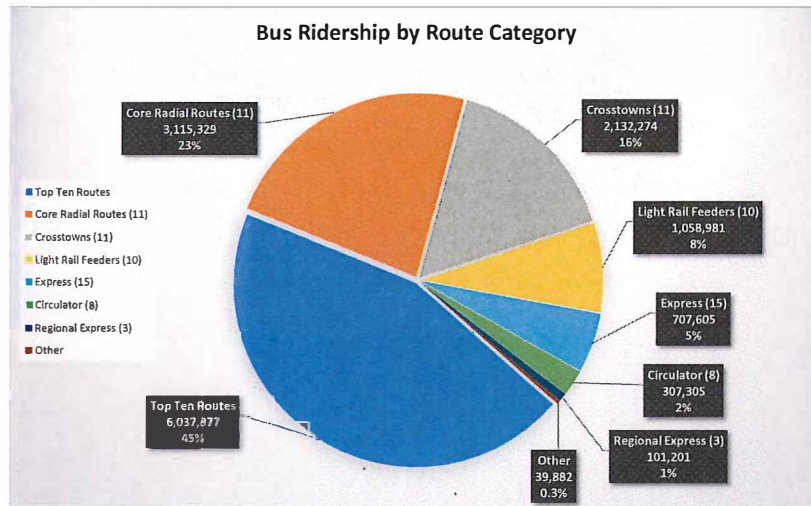
Estimated Cost of Service			
Proposed Rank	Service Need	Annual Service Hours	Cost Of Service
1	Bring Top Ten Weekday Routes to 15 Minutes	40,227	\$3,419,295
2	Bring Top Ten Crosstown Rts to 15 Minutes (wkdy)	77,418	\$6,580,530
3	Bring Next Ten Weekday Routes to 15 Minutes	57,684	\$4,903,140
4	Introduce New Routes	48,418	\$4,115,530
5	Introduce Sunday Service On Bus Routes Without It	19,964	\$1,696,940
6	Bring Top Ten Saturday Rts to 15 Minutes	15,660	\$1,331,100
7	Bring Next Ten Saturday Rts to 30 Minutes	11,475	\$975,375
8	Bring All Weekday Shuttles Routes to 30 Minutes	32,890	\$2,795,650
9	Bring All Saturday Crosstown Routes to 30 Minutes	10,800	\$918,000
10	Bring Top Sunday Crosstown Routes to 30 Minutes	19,964	\$1,696,940
11	Bring Saturday Shuttles Routes to 30 Minutes	10,125	\$860,625
12	Introduce New Routes on Saturday	16,699	\$1,419,415
13	Bring Sunday Shuttle Routes to 30 Minutes	5,220	\$443,700
14	Introduce New Routes on Sunday	14,572	\$1,238,620
	Total	381,116	\$32,394,860

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## Bus Ridership



## Bus Ridership Categories

Bus Ridership by Route Category		
	Annual Riders	Passengers Per Hour
Top Ten Routes (10)	6,037,877	22.1
Remaining Radial Rts (11)	3,115,329	17.2
Crosstowns (11)	2,132,274	13.0
Light Rail Feeders (10)	1,058,981	13.0
Express (15)	707,605	11.8
Neighborhood Circulator (8)	307,305	6.2
Regional Express (3)	101,201	13.3



## Houston, TX (METRO)

### System Redesign

- Direct Service
- Crosstowns
- Improve Frequency
- Small Increase in Service Hours



80% of resources toward improving ridership

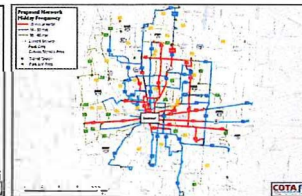
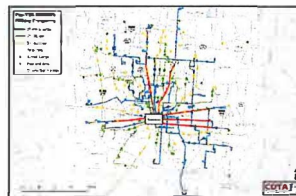
20% of resources toward coverage areas



## Columbus, OH (COTA)

### System Redesign

- Direct Service
- Backbone of Frequent Network
- More Grid-like System
- No New Service Hours

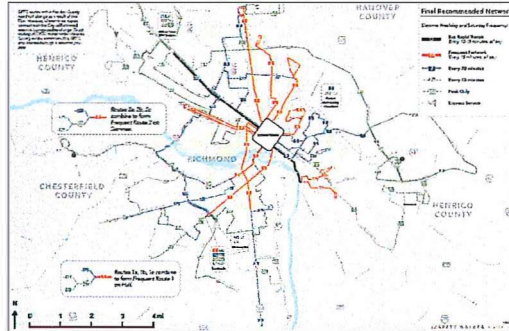


70% of resources toward backbone of frequency

30% of resources toward coverage, but not a focus on frequency in coverage areas

## System Redesign

- Direct Service
- More Crosstown Service
- Greater Frequency
- Operates within Existing Budget



70% of resources toward maximizing ridership

30% of resources toward coverage, even if ridership relative to cost is low

## Summary

- Investment in Core Routes More Likely to Increase Ridership the Quickest
- Crosstown Investment Would Enhance Mobility and Reduce Travel Time
- Lower Density Areas Need Coverage, Adding Frequency Less Likely to Improve Ridership
- Other Systems Experience
  - Houston, 80% Ridership, 20% Coverage
  - Columbus, 70% Ridership, 30% Coverage
  - Richmond, 70% Ridership, 30% Coverage
- TSAC Discussed Need to Enhance Core and Crosstown Services



Questions?



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**METROPOLITAN TRANSIT COMMISSION  
INFORMATION ITEM  
STAFF SUMMARY**

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**SUBJECT: Fare Collection Strategy & Fares**

**DATE: May 22, 2019**

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**1.0 PURPOSE/SCOPE:** The infrastructure and strategy to collect passenger fares evolved rapidly over the past decade and CATS has replaced its fare collection system across bus and rail services over the past 3 years to take advantage of these new fare purchasing systems. This information item will provide the following information sharing:

- Fare Increase process, policy and public input;
- CATS' historical fare increases, current fares structure;
- Fare collection system integration across services, and
- New technologies employed and next steps.

**2.0 BACKGROUND:** Today, people have many different payment options from cash, to credit/debit cards, to contactless/smartcards, to Apple Pay, Google Wallet, NFC, bar code and many more. CATS has replaced the entire bus and rail fare collection systems to take advantage of cash, magnetic, contactless and barcoded (mobile tickets) passes along with using WIFI to communicate information more efficiently.

CATS replaced its fare collection system on buses and rail because they were 18 and 12 years old respectively and constant outages resulted in a loss of revenue and lowers levels of customer satisfaction with the system.

CATS also has policies that govern when and how fare increases occur and how they are implemented. The policy allows a fare to increase every two years based on prescribed formula along the ability to adjust fares and discounts at any time based on business and economic realities.

**3.0 PROCUREMENT BACKGROUND:** Not Applicable

**4.0 POLICY IMPACT:** Not Applicable

**5.0 ECONOMIC IMPACT:** Not Applicable

**6.0 ALTERNATIVES:** Not Applicable

**7.0 RECOMMENDATIONS:** Not Applicable

**8.0 ATTACHMENT:** Not Applicable

**SUBMITTED AND RECOMMENDED BY**



---

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





## CATS Fare Collection Technology Strategy



**Olaf Kinard**

**Director - Marketing, Communications & Technology**

**MTC Meeting**

**May 22, 2019**

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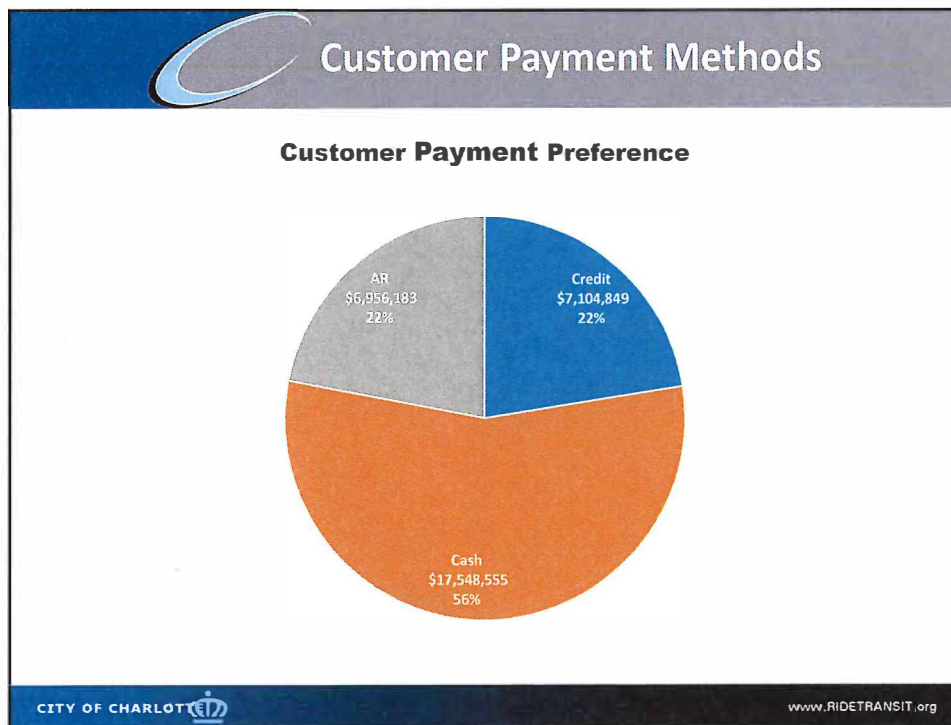
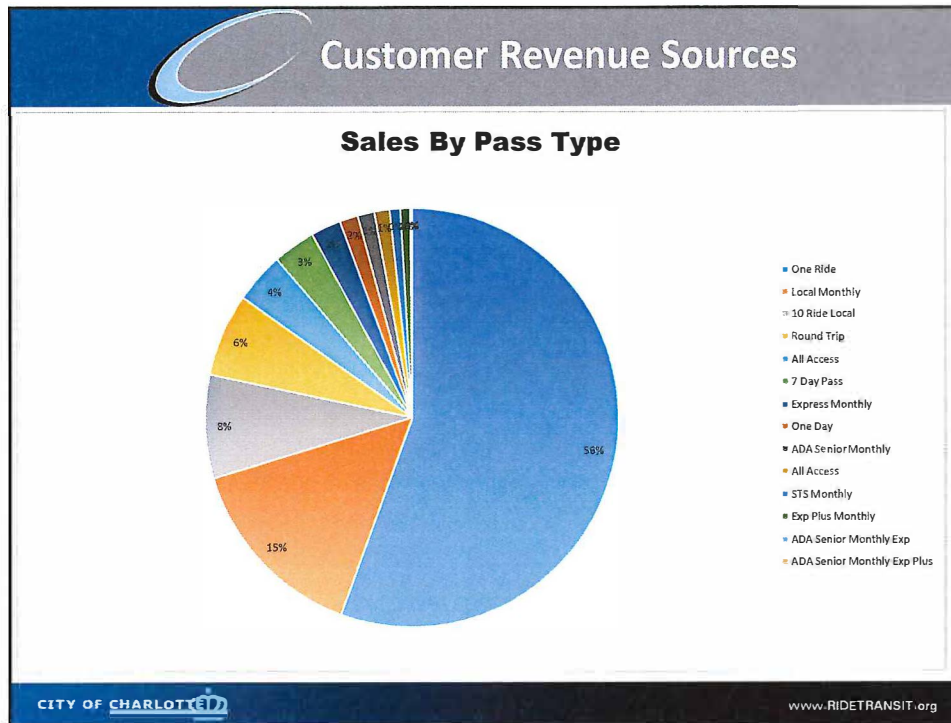


## Fare Collection & Fares

- Sales by Channels, Payment Methods, Pay Types
- Current Technology
- Planned Technology
- Fare Policy and Process

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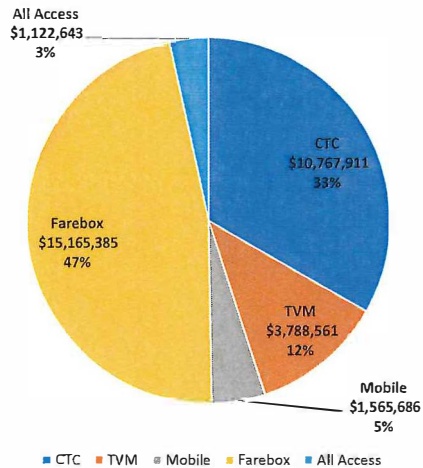






## Revenue By Sales Channels

**CATS Sales By Channels**



## Bus Fare Collection

- Bus fareboxes installed in Fall 2016
- Supports:
  - Cash
  - Magnetic stripe passes
  - Contactless
  - Barcode (mobile app)
  - Tokens
  - Change Cards
- Just installed WIFI for probing
  - Probing occurs nightly



## Light Rail Fare Collection System

Ticket Vending  
Machines purchased  
for BLE and existing  
Blue Line



- Credit / Debit
- Contactless
- Cash
- Magnetic
- Change card

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## Light Rail Fare Collection System



- Installing validators inside each light rail vehicles after completion of pilot
- Accepts magnetic (not 10 rides)
- Contactless
- Barcode (mobile app)
- Anticipated completion end 2019

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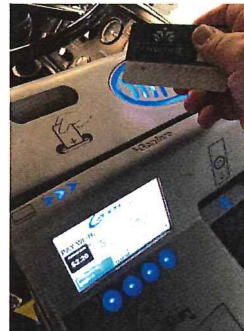


## Gold Line Fare Collection System



- No fare collection on platforms
- Service will have fare inspectors just like Blue Line

- Vehicles will have fareboxes for cash, magnetic, contactless and mobile app
- Validators for passes, contactless and mobile app



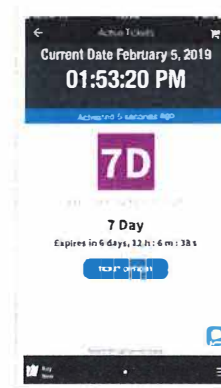
## CATS Pass APP – Mobile Ticketing



**Mobile Pass**

Google Play

Download on the App Store





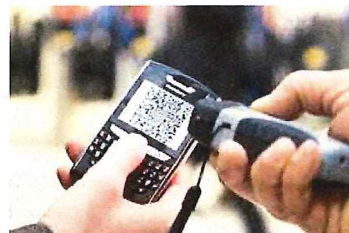
## Contactless

- Reloadable card
- Can have basically any pass type
- Will allow single ride deduction on light rail and streetcar
- UNC Charlotte first in use



## Fare Checking

- Light Rail and Streetcar require frequent fare inspection
- Today that is visual
- With Contactless and mobile apps a Handheld device will perform the function
- Schedule for implementation late 2019 or early 2020.







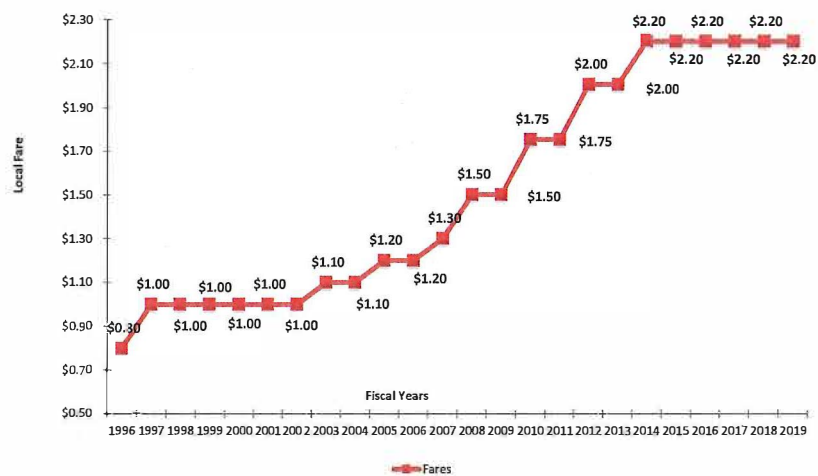
## MTC Fare Policy

- Recommends a 2-Year cycle for fare increases to maintain some balance to overall operating cost increases
- Provides parameters for increase – whichever is higher:
  - \$0.25 or
  - Average 2-Year inflation
- Can increase yearly or off-years if conditions warrant
- Requires a public hearing on fares and a Fare Equity Analysis
- Last fare increase FY2014
- Adjustments to discounts have occurred since



## Fare History

CATS Base Fare Growth





## Fares



### Local Service

	Adult	Seniors 62 or Medicare Card	ADA - Disabled	K-12
One-Way	\$2.20	\$1.10	\$1.10	\$1.10
Weekly Unlimited Rides	\$30.80	\$30.80	\$30.80	\$30.80
Monthly Unlimited Rides	\$88.00	\$44.00	\$44.00	
10-Ride	\$22.00	\$9.35	\$9.35	



### Neighborhood Service

	Adult	Seniors 62+ or Medicare Card	ADA - Disabled	K-12
One-Way	\$0.90	\$0.45	\$0.45	\$0.45



### Light Rail & Streetcar Service

	Adult	Seniors 62+ or Medicare Card	ADA - Disabled	K-12
One-Way	\$2.20	\$1.10	\$1.10	\$1.10
Round-Trip	\$4.40	\$2.20	\$2.20	\$2.20
One-Day Unlimited Rides	\$6.60	\$6.60	\$6.60	\$6.60
Weekly Unlimited Rides	\$30.80	\$30.80	\$30.80	\$30.80
Monthly Unlimited Rides	\$88.00	\$44.00	\$44.00	



## Fares



### Express Service

	Adult	Seniors 62+ or Medicare Card	ADA - Disabled	K-12
One-Way	\$3.00	\$1.50	\$1.50	\$1.50
10-Ride	\$30.00	\$30.00	\$30.00	\$30.00
Monthly Unlimited Rides	\$121.00	\$60.50	\$60.50	



### Regional (Express Plus) Service

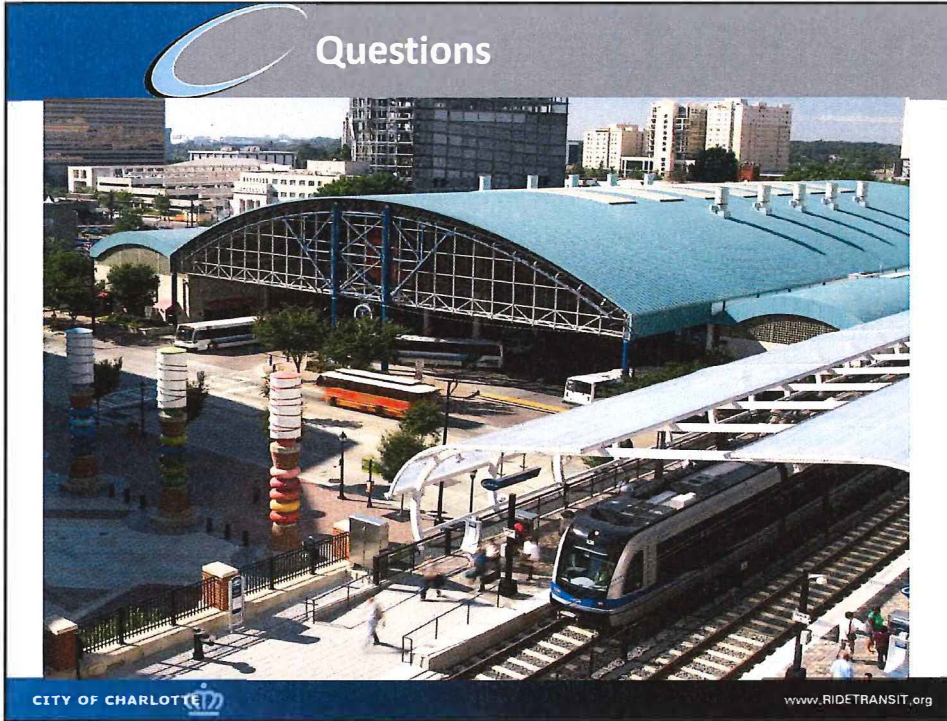
	Adult	Seniors 62+ or Medicare Card	ADA - Disabled	K-12
One-Way	\$4.40	\$2.20	\$2.20	\$2.20
10-Ride	\$44.00	\$44.00	\$44.00	\$44.00
Monthly Unlimited Rides	\$176.00	\$88.00	\$88.00	



### STS (Para-Transit) Service

	All Ages
One-Way	\$3.50
10-Ride	\$35.00
Monthly Unlimited Rides	\$140.00

## Questions



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**METROPOLITAN TRANSIT COMMISSION  
INFORMATION ITEM  
STAFF SUMMARY**

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**SUBJECT: LYNX System Update: Pineville/Ballantyne  
Rapid Transit Study**

**DATE: May 22, 2019**

---

- 1.0 PURPOSE/SCOPE:** Following the adoption of the LYNX System Update Staff Recommendations at the February 2019 MTC meeting, CATS began a study to evaluate rapid transit options for the Town of Pineville and the Ballantyne community. The primary purpose of the study is to provide the necessary land use and transportation technical analysis including stakeholder and public outreach to support the selection by the MTC of updated Locally Preferred Alternatives (LPA).

Completion of this effort will achieve the following

- Staff recommendation for rapid transit mode and alignment as well as proposed stations.
- Near term mobility options
- Identify future corridor transit needs through public input.

- 2.0 BACKGROUND/JUSTIFICATION:** As part of the LYNX System Update, CATS staff recommended an evaluation of rapid transit options for the Town of Pineville and the Ballantyne community. An initial round of public outreach was conducted in April 2019 to better understand transit and mobility needs. In May a second round of outreach is currently underway to receive feedback on rapid transit options.

The project team will present to the Metropolitan Transit Commission public feedback as well alignment options developed thus far.

- 3.0 PROCUREMENT BACKGROUND:** N/A

- 4.0 POLICY IMPACT:** N/A

- 5.0 ECONOMIC IMPACT:** N/A

- 6.0 ALTERNATIVES:** N/A

- 7.0 RECOMMENDATION:** N/A

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

**SUBMITTED AND RECOMMENDED BY:**



---

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

**CATS**  
CHARLOTTE AREA TRANSIT SYSTEM



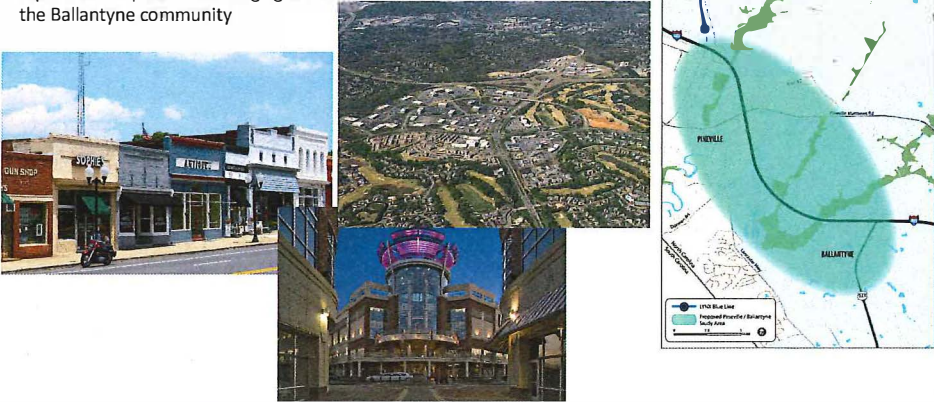
**LYNX SYSTEM UPDATE**  
Pineville/Ballantyne  
Rapid Transit Study  
Metropolitan Transit Commission  
May 22, 2019


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**CATS**  
CHARLOTTE AREA TRANSIT SYSTEM

## Pineville/Ballantyne Rapid Transit Study


- During LYNX System Update and Regional Transit Engagement Series, there was significant public interest in rapid transit to Pineville and Ballantyne
- In October 2018 the Town of Pineville passed a Resolution of Support to extend light rail to Pineville and Ballantyne
- The MTC directed CATS to continue the LYNX System Update study to evaluate rapid transit options including light rail extension to the Town of Pineville and the Ballantyne community



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## Pineville/Ballantyne Rapid Transit Study



**Pineville-Ballantyne Rapid Transit Study**

CATS is currently studying rapid transit options through the Town of Pineville and Ballantyne. From April to June, CATS will conduct three rounds of public outreach in these communities to gather public feedback regarding the future of transit in the south Charlotte corridor.

Information presented at each round of Public Outreach will be different.

**ROUND 1: KICK-OFF**  
This round of public meetings will introduce the study to the community, present overall goals and collect baseline feedback.

<p><b>SATURDAY, APRIL 13</b> 11:00 a.m. – 1:00 p.m. Ballantyne Hotel (DROR B) 10000 Ballantyne Corporate Parkway Charlotte, NC</p>	<p><b>TUESDAY, APRIL 16</b> 6:00 p.m. – 7:30 p.m. Belle Johnson Community Center 1000 Johnston Drive Pineville, NC</p>
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**ROUND 2: IDEAS**  
Round two of public meetings will present ideas from the first round while further refining the community desire in a rapid transit corridor.

<p><b>WEDNESDAY, MAY 8</b> 6:00 p.m. – 7:30 p.m. Belle Johnson Community Center 1000 Johnston Drive Pineville, NC</p>	<p><b>SATURDAY, MAY 11</b> 11:00 a.m. – 1:00 p.m. Ballantyne Hotel (DROR B) 10000 Ballantyne Corporate Parkway Charlotte, NC</p>
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**ROUND 3: RECOMMENDATIONS**  
Basic rapid transit recommendations will be presented while gathering public insight.

<p><b>WEDNESDAY, JUNE 12</b> 6:00 p.m. – 7:30 p.m. Belle Johnson Community Center 1000 Johnston Drive Pineville, NC</p>	<p><b>SATURDAY, JUNE 15</b> 11:00 a.m. – 1:00 p.m. Ballantyne Hotel (DROR B) 10000 Ballantyne Corporate Parkway Charlotte, NC</p>
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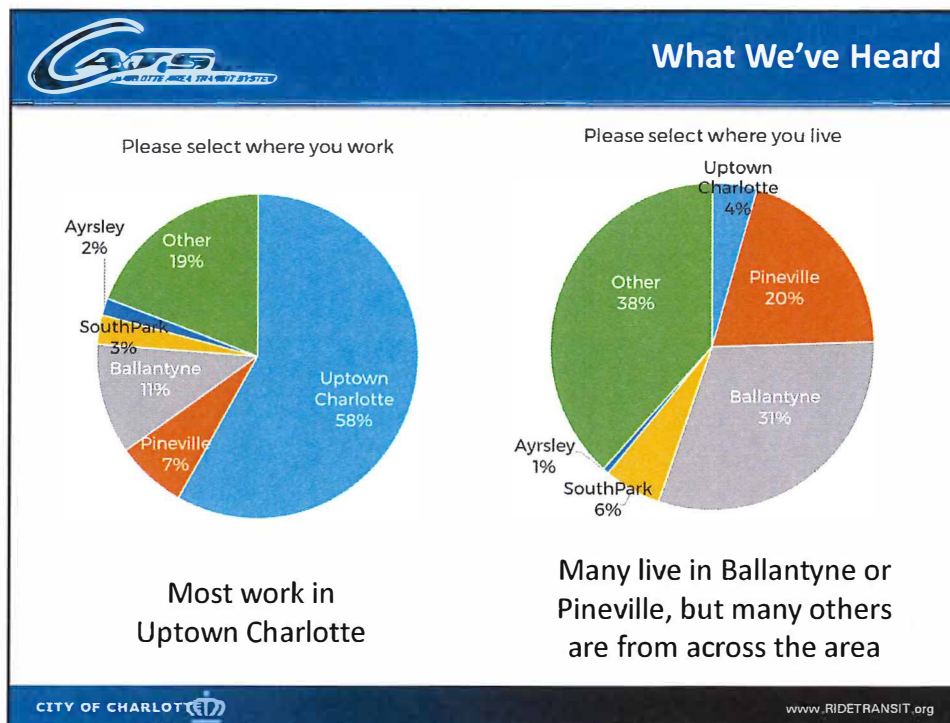
Can't attend a meeting? Visit [ridetransit.org](http://ridetransit.org) to share your opinions.



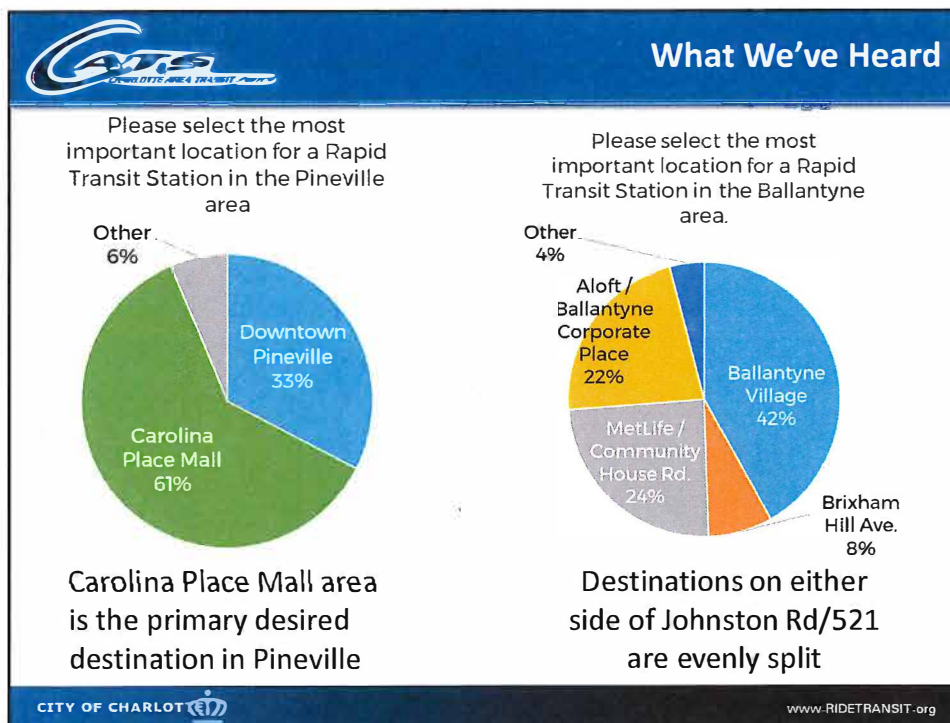
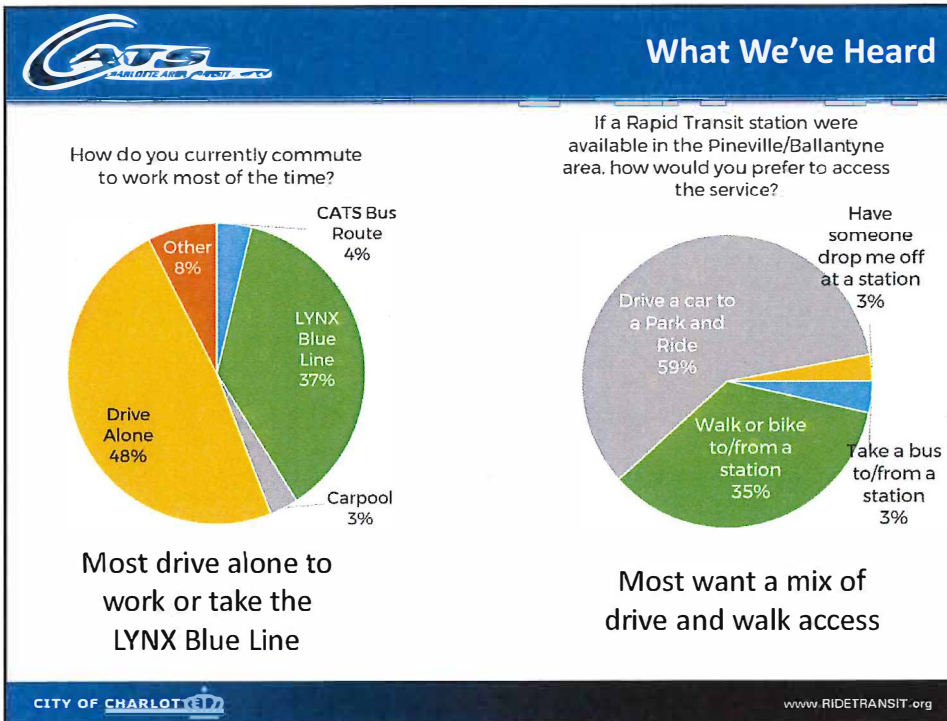
- March
  - Initial data analysis and mapping
  - Stakeholder outreach
- April-May
  - Begin public outreach
  - Develop rapid transit options
  - Continue stakeholder outreach
  - Present rapid transit options to community.



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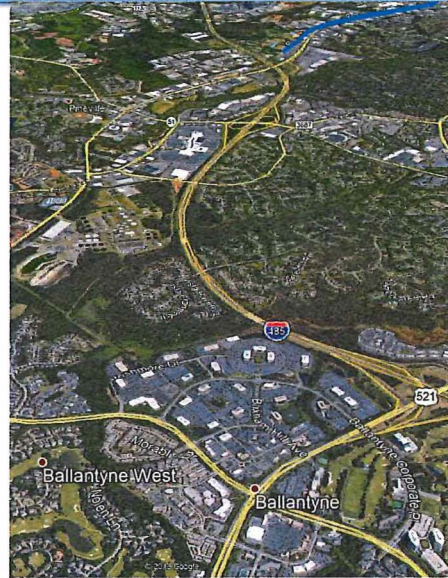






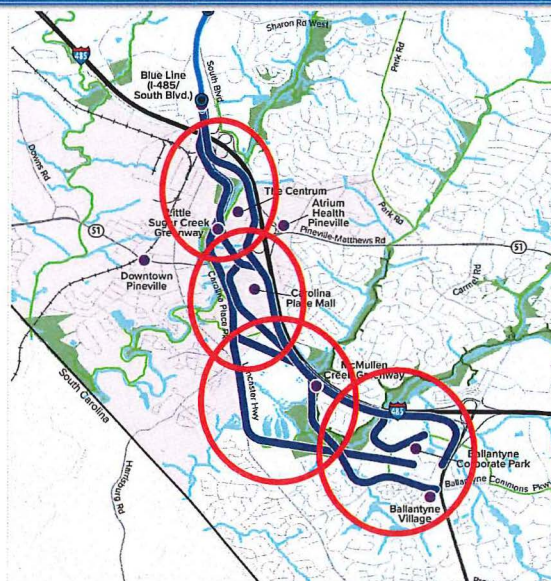
## Overall Principles

1. Connect Pineville and Ballantyne to Blue Line at I-485 / South Blvd. station
2. Light rail route as a continuous extension of the Blue Line
3. Carolina Place is more critical to serve than Downtown Pineville
4. There is a need for near term transit options
5. Future rapid transit extensions will be addressed through the Regional Transit Study



## Major Route Questions

- How to extend south from the current Blue Line terminus?
- Which side of the Mall?
- How to get around the Wastewater Treatment Plant?
- Where to end in Ballantyne?





Extending  
from  
Current  
Blue Line  
Terminus



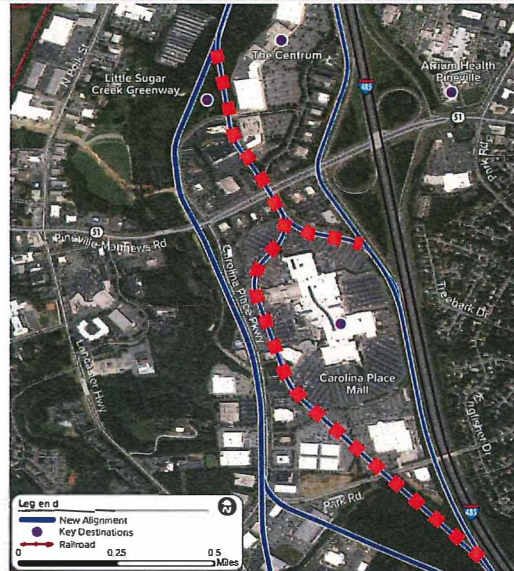
## Extending from Current Blue Line Terminus

- Challenge crossing over NS railroad, I-485, and South Blvd.
- Potential conflicts with new / existing development near I-485
- Potential environmental / design challenges related to Little Sugar Creek and greenway



## Pineville Initial Screening

1. Remove options that traverse Mall property (parking lots) directly
  - *Goal to serve the Mall, but minimize negative impacts to private property due to access restrictions*

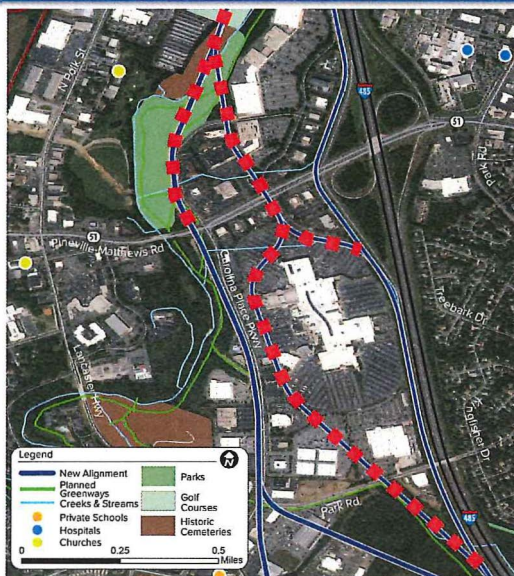


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## Pineville Initial Screening

- 2. Remove options with major environmental challenges
- *Route option along Leitner Drive (north of NC 51) would impact the future Marsh Park, would be in a floodway, and would affect an identified burial ground*



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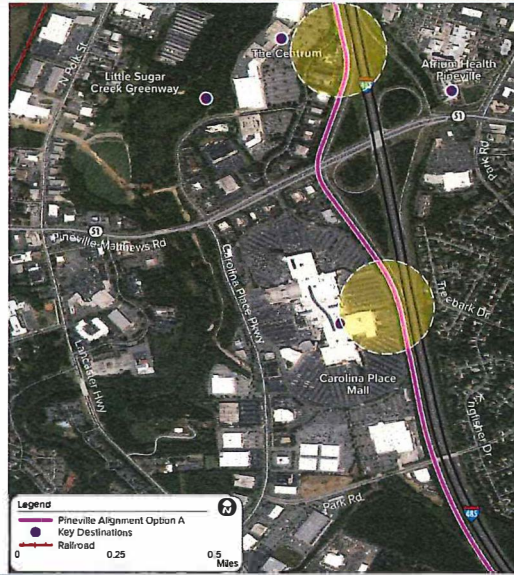
[www.RIDETRANSIT.org](http://www.RIDETRANSIT.org)



## Remaining Pineville Route Options

### PINEVILLE OPTION A

- Route along I-485 is close to Atrium Health, but difficult walk access
- Less interaction with vehicular traffic at Mall
- Serves the Mall area, but is farther from downtown
- I-485 is a barrier to station access



## Remaining Pineville Route Options

### PINEVILLE OPTION B

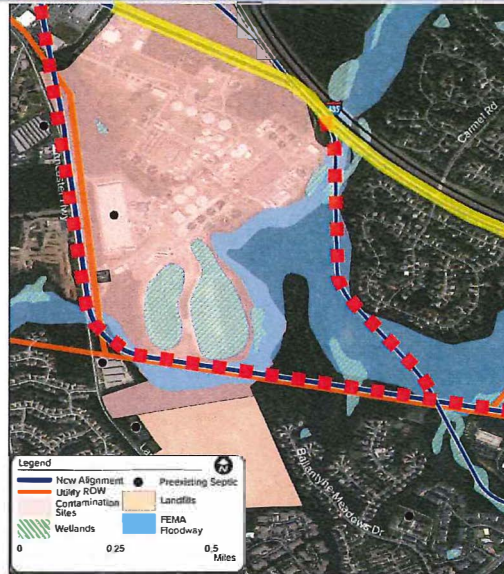
- Includes route segment along NC 51
- Route along I-485 north of NC 51 is close to Atrium Health, but difficult walk access
- More interaction with vehicular traffic at Mall
- Route along Carolina Place Parkway serves the Mall area and is closest to downtown; enables station access from both areas





Route along I-485 also has challenges

- *Potential neighborhood impacts near Carmel Rd.*
- *Possible reconstruction of Carmel Rd. bridge / reconstruction of noise walls*



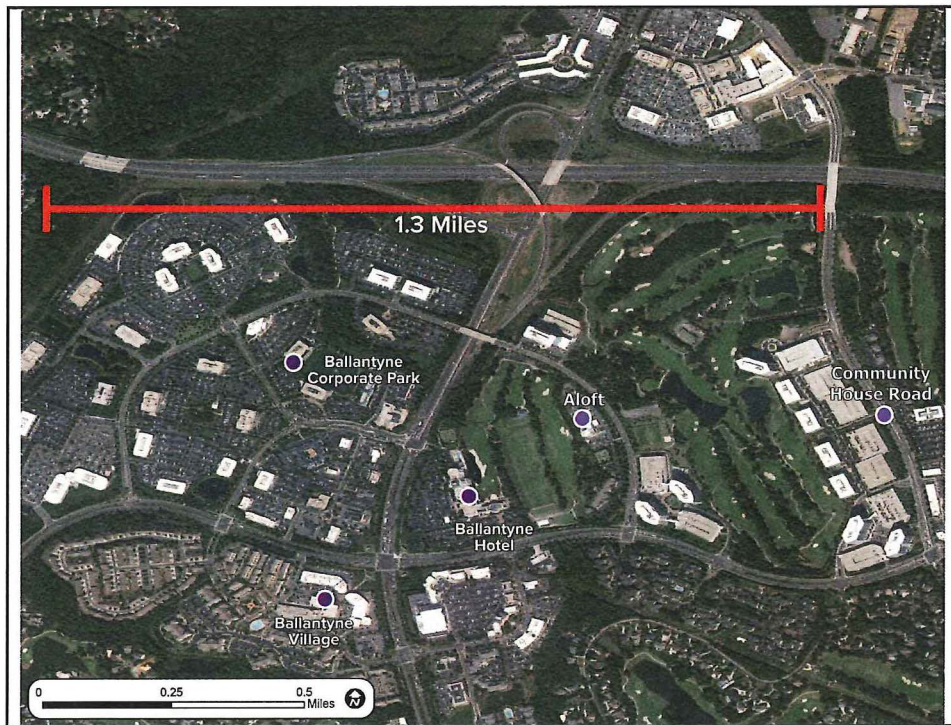
**BALLANTYNE  
OPTION A**

- Requires coordination with NCDOT on any future I-485 / Johnston Rd. improvements
- Runs parallel to US 521
- Potential visual impacts with structures / grade separations
- Central to areas east and west of Johnston Rd.
- Less integrated with potential infill development
- Greater potential for future extension toward the south

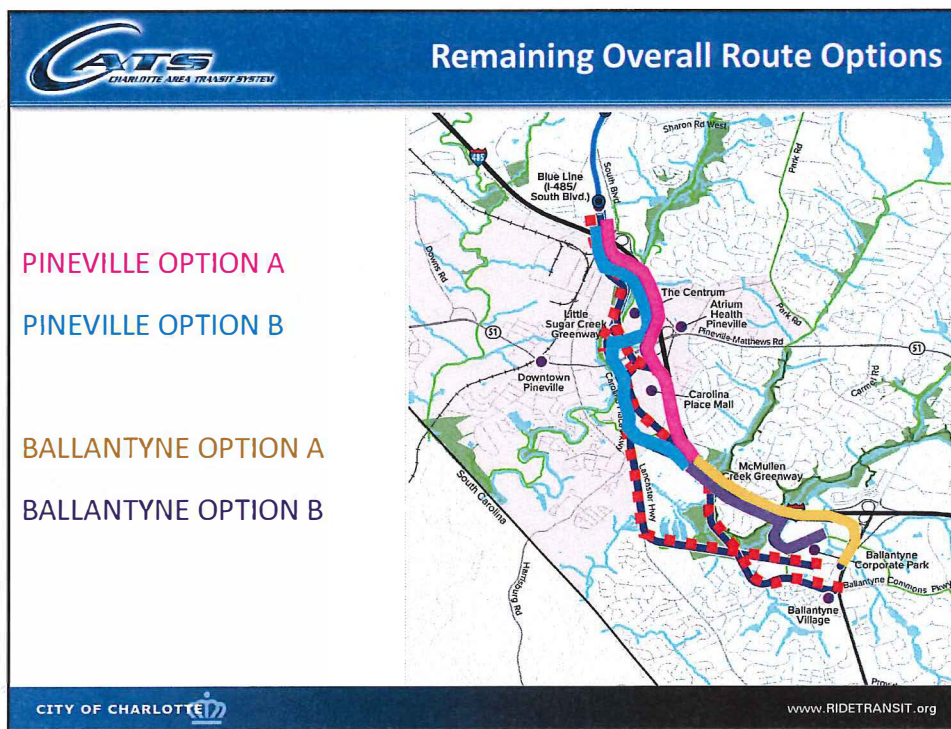
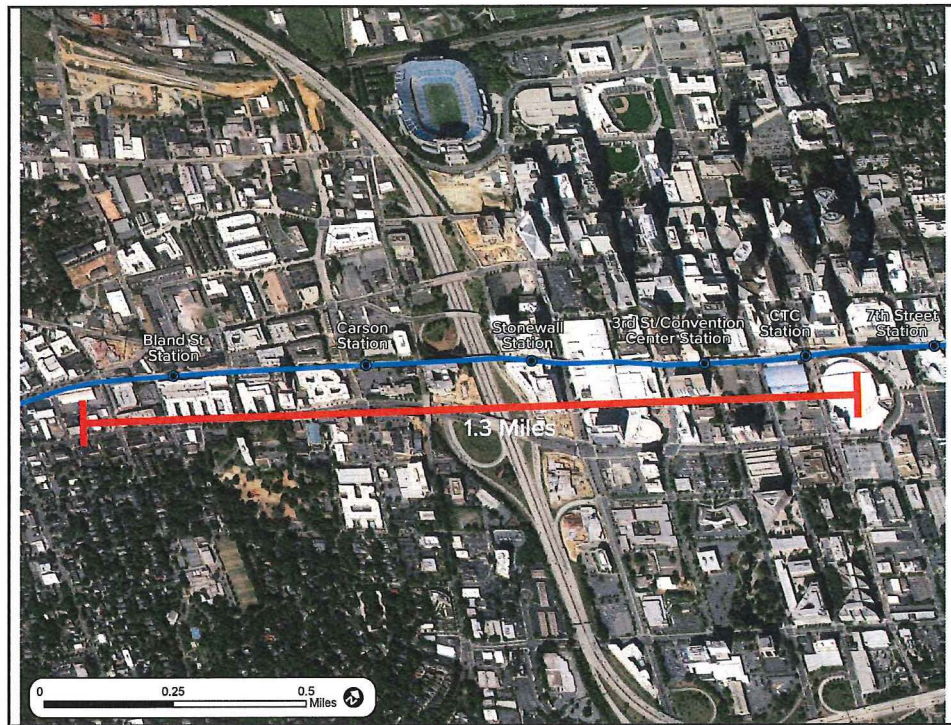


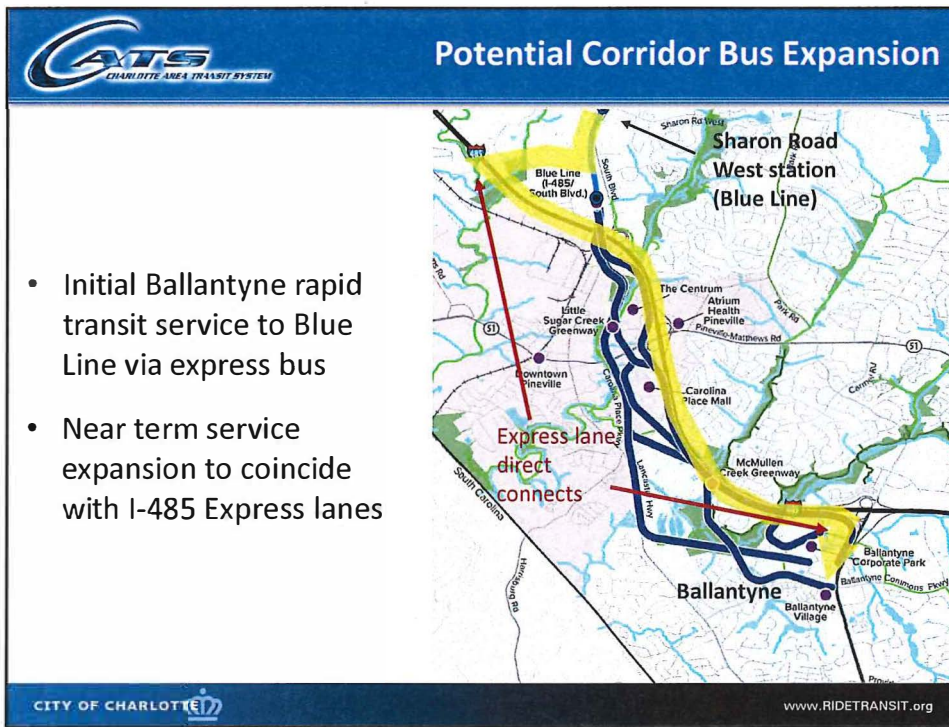
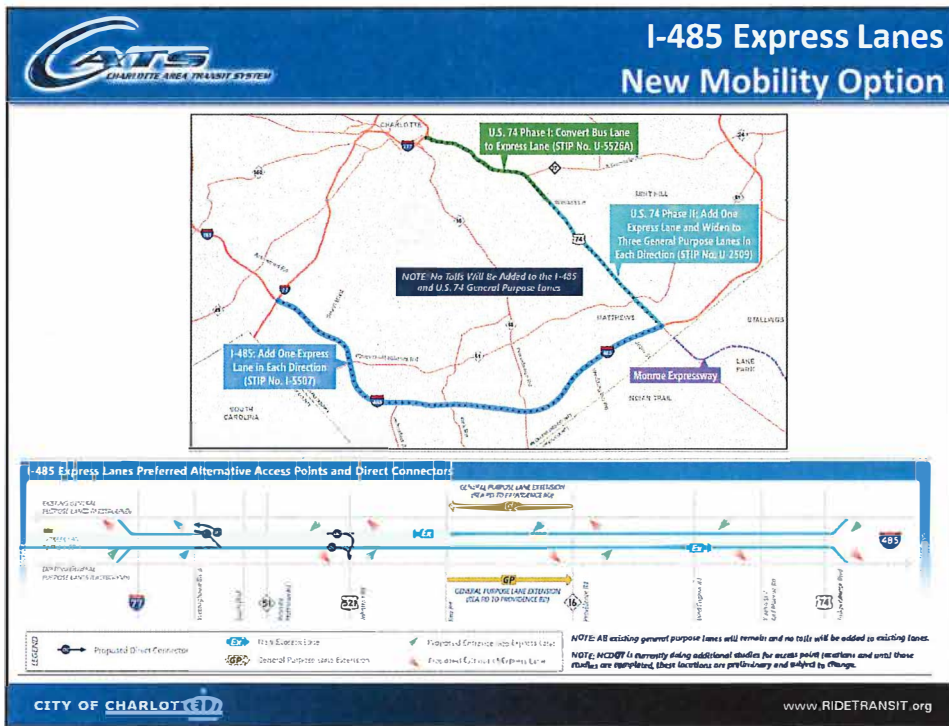
### BALLANTYNE OPTION B

- Would traverse large swath of private property
- Greater emphasis on access to areas west of Johnston Rd.
- More opportunities for infill development and access to Ballantyne offices
- Greater flexibility to serve both offices and parking for uptown commuters
- Greater potential for future extension toward the east (Community House Rd.)






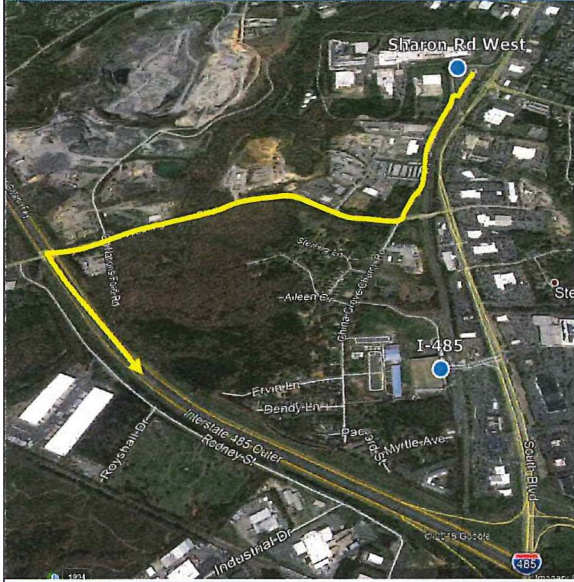








## Potential Corridor Bus Expansion



- Easier Bus transfer at Sharon Rd West
- Routing provides opportunity to use Westinghouse Direct Connect

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www.RIDETRANSIT.org



## LYNX Blue Line Station: I-485 Station



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## LYNX Blue Line Station: Sharon Rd West



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[www.RIDETRANSIT.org](http://www.RIDETRANSIT.org)



## Other Project Considerations

- Expansion of remaining Blue Line stations to accommodate 3-car platforms
- Consider parking expansion at I-485 / South Blvd. station
- Consider Blue Line extension to mitigate construction impacts of future I-77 widening



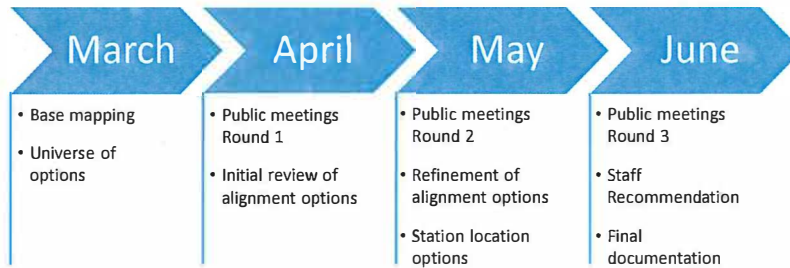
CITY OF CHARLOTTE

[www.RIDETRANSIT.org](http://www.RIDETRANSIT.org)





## Study Schedule



IN PROGRESS

CITY OF CHARLOTTE

www.RIDETRANSIT.org



## Upcoming Outreach



CATS is currently studying rapid transit options through the Town of Pincville and Ballantyne. From April to June, CATS will conduct three rounds of public outreach in these communities to gather public feedback regarding the future of transit in this South Charlotte corridor.

Information presented at each round of public outreach will be different.

**ROUND 1: KICK-OFF**  
This round of public meetings will introduce the study to the communities, present overall goals and collect baseline feedback.

**SATURDAY, APRIL 13**  
11:00 a.m. – 1:00 p.m.  
Ballantyne Hotel (DROR-18)  
10000 Ballantyne Commons Parkway  
Charlotte, NC

**TUESDAY, APRIL 16**  
6:00 p.m. – 7:30 p.m.  
Belle Johnson Community Center  
1000 Johnson Drive  
Pineville, NC

**ROUND 2: IDEAS**  
Round two of public meetings will present ideas from the first round while further refining the communities' desires in a more focused context.

**WEDNESDAY, MAY 6**  
6:00 p.m. – 7:30 p.m.  
Belle Johnson Community Center  
1000 Johnson Drive  
Pineville, NC

**SATURDAY, MAY 11**  
11:00 a.m. – 1:00 p.m.  
Ballantyne Hotel (DROR-18)  
10000 Ballantyne Commons Parkway  
Charlotte, NC

**ROUND 3: RECOMMENDATIONS**  
Rapid transit recommendations will be presented while gathering public input.

**WEDNESDAY, JUNE 12**  
6:00 p.m. – 7:30 p.m.  
Belle Johnson Community Center  
1000 Johnson Drive  
Pineville, NC

**SATURDAY, JUNE 15**  
11:00 a.m. – 1:00 p.m.  
Ballantyne Hotel (DROR-18)  
10000 Ballantyne Commons Parkway  
Charlotte, NC

Can't attend a meeting? Visit [ridetransit.org](http://ridetransit.org) to share your opinions.

CITY OF CHARLOTTE

www.RIDETRANSIT.org





**METROPOLITAN TRANSIT COMMISSION  
INFORMATION ITEM  
STAFF SUMMARY**

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**SUBJECT: Cabarrus County Public Transportation Master Plan**

**DATE: May 22, 2019**

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**1.0 PURPOSE/SCOPE:** L.J. Weslowski from the Concord-Kannapolis Rider Transit System will update the Metropolitan Transit Commission on work that Cabarrus County citizens and leaders have been doing develop their draft Public Transportation Master Plan.

**2.0 BACKGROUND/JUSTIFICATION:**  
CK Rider, Cabarrus County Transportation Services, and their consultant AECOM have been developing a 20-Year Long Range Public Transportation Master Plan, a first for Cabarrus County.

The result is a community driven and supported plan, with many different types of needs for better public transit. The Plan proposes an extensive expansion of both bus and demand response services, emerging technologies and service delivery methods, as well as Light Rail, Bus Rapid Transit and Commuter Rail options in the draft plan. It is a bold vision for the next 20 years as our region continues to grow so rapidly.

**3.0 PROCUREMENT BACKGROUND:** Not Applicable

**4.0 POLICY IMPACT:** Informs 2030 Transit Corridor System Plan & Regional Transit Plan

**5.0 ECONOMIC IMPACT:** Not Applicable

**6.0 ALTERNATIVES:** Not Applicable

**7.0 RECOMMENDATION:** Not Applicable

**8.0 ATTACHMENT(S):**

- Concord Kannapolis Transit Commission Resolution (Approved April 10th)
- City of Concord Resolution (Approved May 9<sup>th</sup>)
- Cabarrus County Resolution (Anticipated May 20<sup>th</sup>)
- City of Kannapolis Resolution (Anticipated May 22<sup>nd</sup>)
- Cabarrus Rowan MPO (Anticipated May 22<sup>nd</sup>)

**SUBMITTED AND RECOMMENDED BY:**



---

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

RESOLUTION SUPPORTING LIGHT RAIL AND REGIONAL TRANSIT INTO  
CONCORD AND CABARRUS COUNTY

WHEREAS, need for expanding transportation choices and mobility options is critical as travel within and around Concord, Kannapolis, Cabarrus County and the greater Charlotte region is becoming more challenging due to the continued long term, rapid growth of our residential, business and tourism populations, which has led to worsening traffic conditions and longer travel times locally and regionally; and

WHEREAS, the US Census Bureau's 2015 LEHD Origin-Destination Employments Statistics indicates that 37,363 Cabarrus County residents are traveling into Mecklenburg County each weekday for work, and 15,313 Mecklenburg County residents are traveling into Cabarrus County each weekday for work; and

WHEREAS, the Charlotte region is home to over 1.8 million people and is expected to grow to over 2.5 million by 2030; Cabarrus County's population is projected to grow over 60% by 2037; and

WHEREAS, the key to supporting this economic and population growth is a high capacity rapid transit system and regional transit mobility network integrated with land-use planning and economic development efforts to provide congestion mitigation, improve air quality, and foster a sustainable, economically vibrant and livable community environment which improves the quality of life and attracts businesses and people to Concord, Kannapolis, Cabarrus County and the region; and

WHEREAS, the cities of Concord and Kannapolis, in partnership with Cabarrus County, are completing a 20 year Cabarrus County Long Range Public Transportation Plan, which identifies the need to extend into Concord and Cabarrus County the Charlotte Area Transit System's (CATS) Lynx Blue Line Light Rail line, as well as develop other forms of rapid and local transit choices such as Commuter Rail (CR), Bus Rapid Transit (BRT), to improve accessibility to and from Concord, Kannapolis, Cabarrus County and other parts of the Greater Charlotte area; and


WHEREAS, based on the North Carolina Strategic Transportation Investments (STI) Law, public transportation projects with service spanning two or more counties and serving more than one municipality are eligible for funding at the Regional Impact Tier; and

WHEREAS, the CATS Blue Line Light Rail has proven to be successful in stimulating economic growth and investment via Transit Oriented Development in excess of \$3.5 billion, the Concord Kannapolis Transit Commission supports, at a minimum, an extension of the CATS Lynx Blue Line light rail corridor extending to The Grounds At Concord economic development site, as well as other potential locations in Concord and Cabarrus County such as Charlotte Motor Speedway, the Concord Mills corridor and Concord-Padgett Regional Airport; and

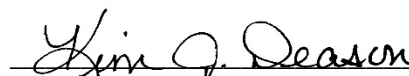
NOW THEREFORE, BE IT RESOLVED that the Concord Kannapolis Transit Commission supports the extension of the CATS Lynx Blue Line light rail corridor into Concord and Cabarrus County.

Adopted this 10<sup>th</sup> day of April, 2019.

CONCORD KANNAPOLIS  
TRANSIT COMMISSION

  
William C. Dusch, Chair

ATTEST:

  
Kim J. Deason, Concord City Clerk

RESOLUTION SUPPORTING LIGHT RAIL AND REGIONAL TRANSIT INTO  
CONCORD AND CABARRUS COUNTY

WHEREAS, need for expanding transportation choices and mobility options is critical as travel within and around Concord, Cabarrus County and the greater Charlotte region is becoming more challenging due to the continued long term, rapid growth of our residential, business and tourism populations, which has led to worsening traffic conditions and longer travel times locally and regionally; and

WHEREAS, the US Census Bureau's 2015 LEHD Origin-Destination Employment Statistics indicates that 37,363 Cabarrus County residents are traveling into Mecklenburg County each weekday for work, and 15,313 Mecklenburg County residents are traveling into Cabarrus County each weekday for work; and

WHEREAS, the Charlotte region is home to over 1.8 million people and is expected to grow to over 2.5 million by 2030; Cabarrus County's population is projected to grow over 60% by 2037; and

WHEREAS, the key to supporting this economic and population growth is a high capacity rapid transit system and regional transit mobility network integrated with land-use planning and economic development efforts to provide congestion mitigation, improve air quality, and foster a sustainable, economically vibrant and livable community environment which improves the quality of life and attracts businesses and people to Concord, Cabarrus County and the region; and

WHEREAS, the cities of Concord and Kannapolis, in partnership with Cabarrus County, are completing the 20 year Cabarrus County Long Range Public Transportation Plan, which identifies the need extend into Concord and Cabarrus County the Charlotte Area Transit System's (CATS) Lynx Blue Line Light Rail line, as well as develop other forms of rapid and local transit choices such as Commuter Rail (CR), Bus Rapid Transit (BRT), to improve accessibility to and from Concord, Cabarrus County and other parts of the Greater Charlotte area; and


WHEREAS, based on the North Carolina Strategic Transportation Investments (STI) Law, public transportation projects with service spanning two or more counties and serving more than one municipality are eligible for funding at the Regional Impact Tier; and

WHEREAS, the CATS Blue Line Light Rail has proven to be successful in stimulating economic growth and investment via Transit Oriented Development in excess of \$3.5 billion, the City of Concord supports, at a minimum, an extension of the CATS Lynx Blue Line light rail corridor extending to The Grounds At Concord economic development site, as well as other potential locations in Concord and Cabarrus County such as Charlotte Motor Speedway, the Concord Mills corridor and Concord-Padgett Regional Airport; and

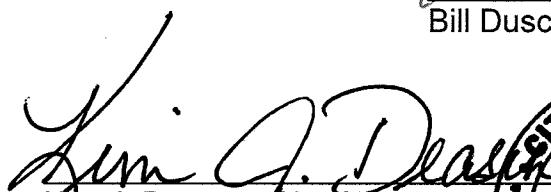
NOW THEREFORE, BE IT RESOLVED that the City of Concord supports the extension of the CATS Lynx Blue Line light rail corridor into Concord and Cabarrus County.

Adopted this 9<sup>th</sup> day of May, 2019.

CITY COUNCIL  
CITY OF CONCORD  
NORTH CAROLINA

  
Bill Dusch, Mayor

ATTEST:

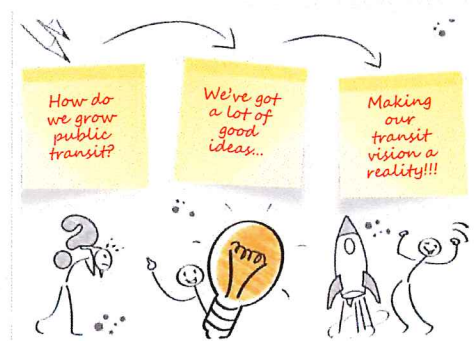
  
Kim J. Deason, City Clerk





## WHY THIS PLAN, AND WHY NOW?

- Cabarrus County is rapidly growing: ***need to develop a pathway to long term local and regional public transit options now***
- How do we grow the system and plan responsibly?
- Learn from riders and non-riders what would make transit an effective mobility option for them
- Study consolidation of Rider Transit and CCTS
- Develop realistic cost information and financing options





## CURRENT CONDITIONS

- 2015 LEHD Data shows that **53,000 people/day** commute between Cabarrus and Mecklenburg Counties each work day
- Current transit challenges
  - **Need longer service hours**
  - **More frequent service**
  - **More fixed route service**
  - **Increased demand response service area**
- Cabarrus County expected to grow 50% or more over next 20 years
- Mobility will become more and more challenging if we don't take action



Concord Mill Blvd



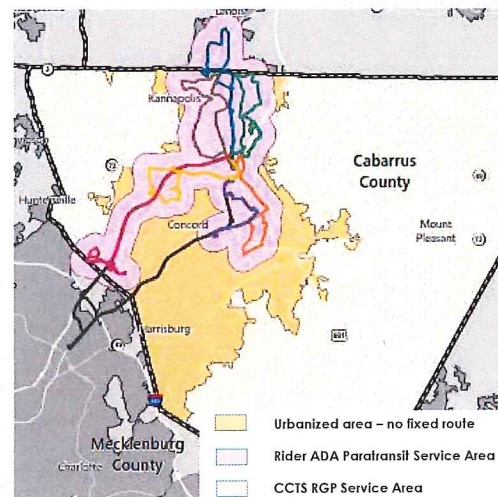
## CURRENT DEMAND RESPONSE SERVICE

Both Rider and Cabarrus County operate demand response service

**Rider:** within  $\frac{3}{4}$  mile of fixed routes  
(ADA mandated)

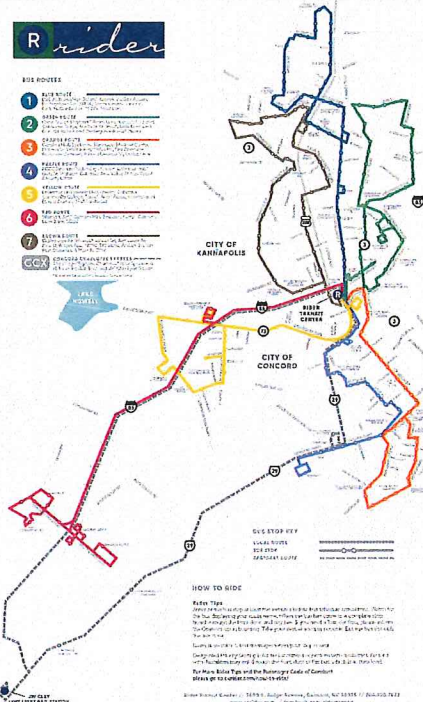
**CCTS:** trips are program specific

- Medicaid
- Work First Family Assistance Program
- Adult and Aging Services Program
- Rural General Public Program



## CURRENT FIXED ROUTE SERVICE

- 7 local routes on 60/75 minute headways
- 1 express route (CCX)
- Operates 7 days a week
  - Weekdays:  
5:30 am to 8:30 pm
  - Weekends:  
8:30 am to 8:30 pm



## COMMUNITY ENGAGEMENT SUMMARY

### • Surveys (777)

- Fixed Route On Board Survey
- Demand Response/ADA Passenger Survey
- Community Survey

### • Stakeholder Meetings (100)

- Transit Riders
- Social Service Agencies
- City, County and other Governmental Agencies
- Businesses and Employers

### • Community Events (350)

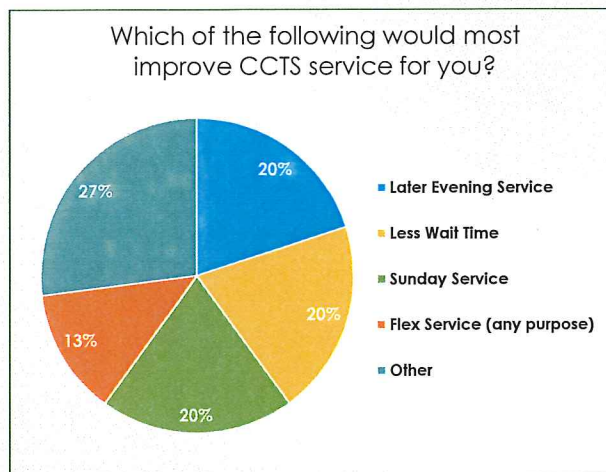
- Kannapolis Fire Safety Festival
- El Puente Latino Festival
- Cabarrus Brewing Company
- 26 Acres Brewing Company





## COMMUNITY ENGAGEMENT SUMMARY CCTS PASSENGER INPUT RESULTS

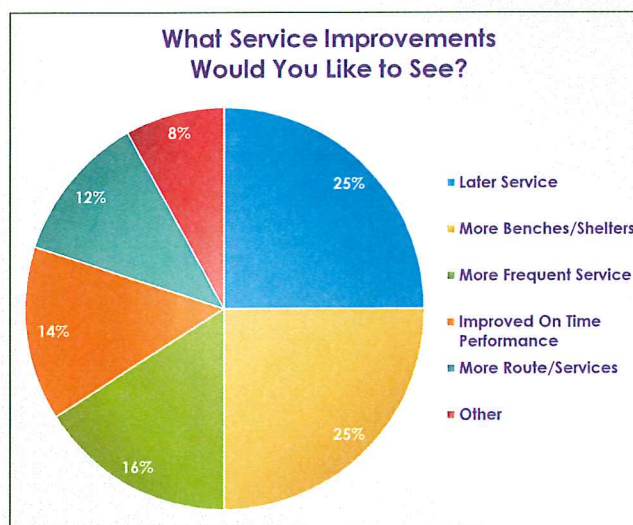
- Later evening service and Sunday service
- Reduced wait time
- More trip options
- 35% ride one to five times a week
- 30% ride for convenience
- 25% don't drive



## COMMUNITY ENGAGEMENT SUMMARY RIDER TRANSIT PASSENGER INPUT RESULTS

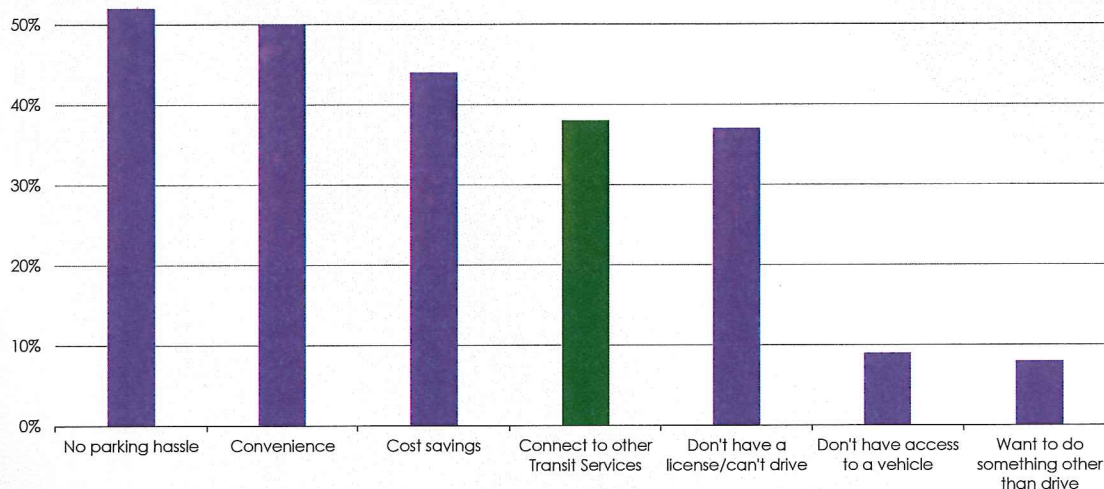
### Top 5 Service Improvements

- Later Service
- More Bus Stop Amenities
- More Frequent Service
- Improved On-Time Performance
- More Routes & Service Modes



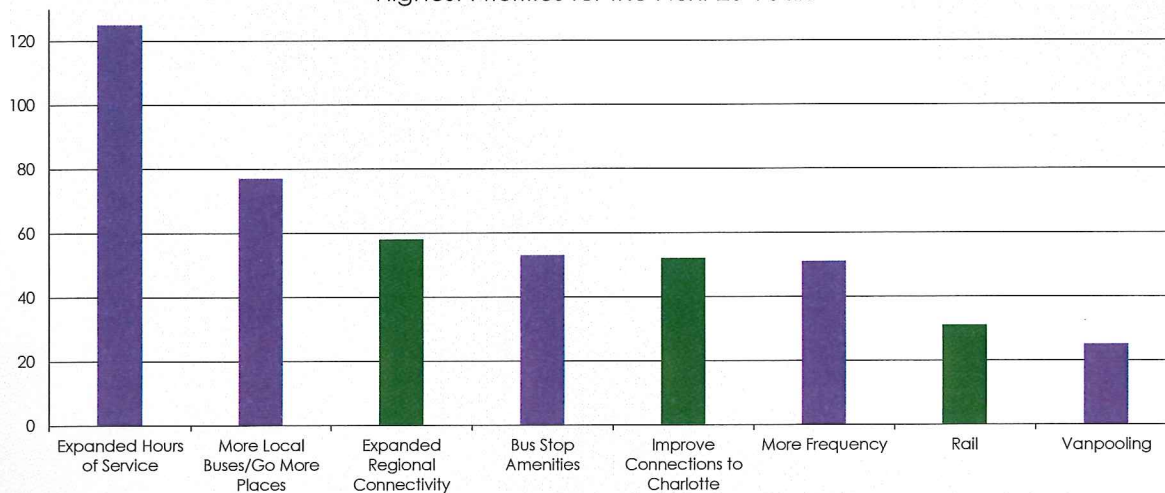
## COMMUNITY ENGAGEMENT SUMMARY ON-LINE COMMUNITY INPUT RESULTS

What are the primary reasons you would use a bus in the future?



## COMMUNITY ENGAGEMENT SUMMARY STAKEHOLDER INPUT RESULTS

Highest Priorities for the Next 20 Years





## CURRENT SERVICE – WHERE WE ARE TODAY

### Rider Transit - Fixed Route/ADA:

- 8 routes
- Fleet:
  - ✓ 10 35-ft. buses
  - ✓ 4 LTVs, 3 Vans
- Personnel: 61: 6 City, 55 contracted
- Budget: \$4.6M
- Current Ridership: 425,000



### CCTS - Demand Response:

- Fleet: 27 LTV
- Personnel: 32
- Budget: \$1.1M
- Current Ridership: 90,000



## SYSTEM CONSOLIDATION

### Benefits of merging CCTS and Rider Transit:

- Improve efficiency and service delivery countywide
- More flexible staffing; improved workflow (i.e. – grants)
- Purchasing efficiencies
- Avoid duplication of services
- Improved trip coordination (local, regional)
- Potential financial incentives (NCDOT)
- “Seamless Service” – one fleet, call center, brand



**Improve service quality and customer experience**

## PUBLIC TRANSPORTATION IN CABARRUS COUNTY A 20 YEAR VISION

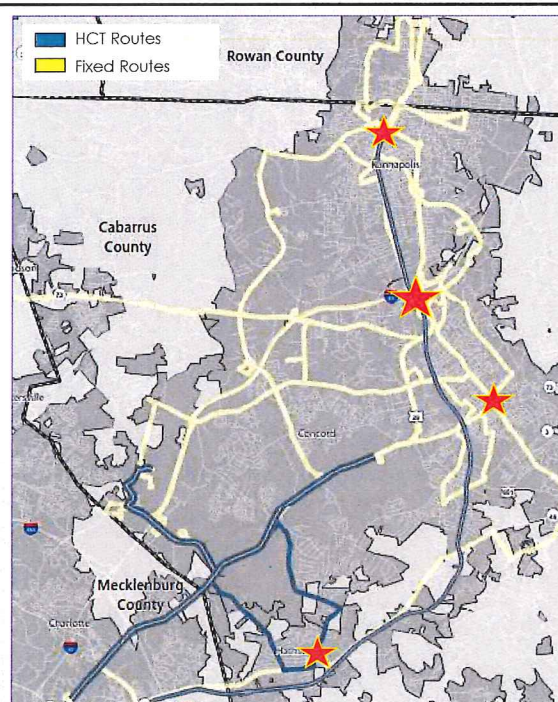
### Major Service Enhancements

Year 1-3	Year 4-6	Year 7-8	Year 9-11	Year 12-14	Year 15-20
Extend Hours of Service for Fixed Route Buses  Initiate Consolidation of CCTS and Rider	Double frequency of buses (30-40 minute service)  Implement Countywide Demand Response Service	Increase Bus Routes (7)  Establish true 30 minute service	Double frequency of bus service  <b>(15 minutes)</b>	Increase Bus Routes (6)	High Capacity Transit <ul style="list-style-type: none"> <li>• Light Rail</li> <li>• Bus Rapid Transit (BRT)</li> <li>• Commuter Rail</li> </ul> 1 New Bus Route

## THE 20 YEAR VISION

- 22 Bus Routes
- 15 minute service
- Countywide Demand Response Service (vanpooling, microtransit, ridesharing)
- 3 new hubs
- Admin & Maintenance Facility
- 550 employees
- 104 buses, 45 van/LTV
- Ridership: 6,400,000 – 6,600,000

**Regional High Capacity Transit**  
BRT/LRT Corridors  
Commuter Rail





## Total 20 Year Investment

### Bus and Demand Response (non-rail) System

Operating: \$696,505,000

Capital: \$139,584,000

Total Cost:

**\$836,000,000**

### High Capacity Transit Options

**\$1.5-\$4 Billion**



## FUNDING MECHANISMS

**This is going to cost a lot...  
...how can we pay for it???**

- Potential funding mechanisms
  - Local funding
  - Federal funding
    - Formula funding
    - Discretionary funding
    - CIG funding
  - State funding
  - Private partnerships



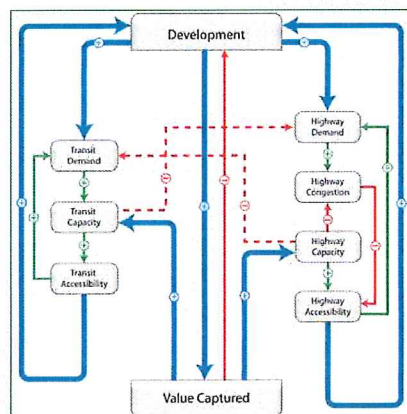


## HIGH CAPACITY TRANSIT FUNDING MECHANISMS OPTIONS

### Value Capture

- Leverage increased property tax values
- Transit supportive land uses
- Require appropriate local zoning land use regulations and urban design standards
- Provides financial equity

### Public Private Partnerships





## OUR PLAN AND REGIONAL TRANSIT GROWTH

- **More capacity, options and connections = greater regional mobility**...partnerships are critical
- **Establishing High Capacity Transit** regionally is key to everyone's success
- **Enhance user experience** of transit corridors
- **Transit supportive** land uses
- **Direct growth** into high-capacity transit corridors (reduce continued sprawl)
- **Maximize local benefits** of transit investment  
(social equity, economic development, increased mobility, stronger local economy and job growth, access to affordable housing, access to jobs and more)



## QUESTIONS?

**L.J. Weslowski**, Director  
Concord Kannapolis Area  
Transit  
704-920-5878  
weslowlj@concordnc.gov





**METROPOLITAN TRANSIT COMMISSION  
INFORMATION ITEM  
STAFF SUMMARY**

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**SUBJECT: Regional Transit Plan Status Update**

**DATE: May 22, 2019**

**1.0 PURPOSE/SCOPE:** Update the Metropolitan Transit Commission on the most recent staff work in support of the development of a Regional Transit Plan.

**2.0 BACKGROUND/JUSTIFICATION:**

- During calendar years 2017/2019, CATS and the Centralina Council of Governments have collaborated on an extensive public engagement process as part of the Regional Transit Engagement Series (RTES).
- The RTES culminated in a Transit Summit held May 16, 2018 at UNC Charlotte. A key takeaway from the Summit was the consensus need for a Regional Transit Plan.
- CATS and the CCOG are currently collaborating on the next phase of project outreach including project scope development, development of the Request for Qualifications (RFQ), and identification of funding partners.
- Staff anticipates issuing the RFQ this summer.
- Staff will provide an update on recent and upcoming activities.

**3.0 PROCUREMENT BACKGROUND:** Not Applicable

**4.0 POLICY IMPACT:** Informs 2030 Transit Corridor System Plan

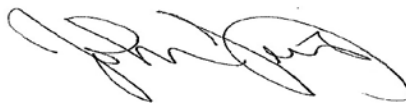
**5.0 ECONOMIC IMPACT:** Not Applicable

**6.0 ALTERNATIVES:** Not Applicable

**7.0 RECOMMENDATION:** Not Applicable

**8.0 ATTACHMENT(S):** Not Applicable

**SUBMITTED AND RECOMMENDED BY:**



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





Metropolitan Transit Commission  
Charlotte Area Transit System Ridership Report  
Apr-19

Mode / Service	Apr-19	Apr-18	Percent Increase/Decrease	YTD FY 2019	YTD FY 2018	Percent Increase/Decrease	Avg Daily Ridership per Month		
							WeekDay	Saturday	Sunday
<b>Local</b>									
BOD Local	934,188	1,010,258	-7.5 %	9,555,715	10,676,340	-10.5 %	38,475	21,832	11,711
<b>Subtotal</b>	<b>934,188</b>	<b>1,010,258</b>	<b>-7.5 %</b>	<b>9,555,715</b>	<b>10,676,340</b>	<b>-10.5 %</b>	<b>38,475</b>	<b>21,832</b>	<b>11,711</b>
<b>Local Express</b>									
Arboretum Express	4,552	4,161	9.4 %	40,042	40,415	-0.9 %	219	-	-
Carmel Road Express	-	1,238	n/a	3,654	12,448	-70.6 %	-	-	-
Harrisburg Road Express	2,752	3,249	-15.3 %	24,908	35,277	-29.4 %	132	-	-
Huntersville Express	9,616	8,714	10.4 %	86,277	86,184	0.1 %	463	-	-
Idlewild Road Express	2,054	2,374	-13.5 %	21,730	27,629	-21.4 %	99	-	-
Independence Blvd Express	5,159	4,989	3.4 %	44,988	47,393	-5.1 %	248	-	-
Lawyers Road Express	2,707	2,803	-3.4 %	27,019	31,141	-13.2 %	130	-	-
Matthews Express	3,787	3,999	-5.3 %	37,028	40,340	-8.2 %	182	3	-
Mountain Island Express	1,236	1,238	-0.2 %	12,245	13,490	-9.2 %	59	-	-
Northlake Express	6,558	7,022	-6.6 %	63,642	60,408	5.4 %	315	-	-
North Mecklenburg Express	14,485	13,203	9.7 %	132,107	131,476	0.5 %	697	-	-
Rea Road Express	3,080	2,407	28.0 %	28,941	23,776	21.7 %	148	-	-
Steele Creek Express	1,468	2,057	-28.6 %	15,958	18,684	-14.6 %	71	-	-
University Research Park Express	-	-	n/a	-	70,849	n/a	-	-	-
Huntersville Greenhouse Express	943	485	94.4 %	3,185	649	390.8 %	91	-	-
Airport Connector - Northlake	-	5,830	n/a	14,282	57,374	-75.1 %	-	-	-
<b>Subtotal</b>	<b>58,397</b>	<b>63,769</b>	<b>-8.4 %</b>	<b>556,006</b>	<b>697,533</b>	<b>-20.3 %</b>	<b>2,854</b>	<b>3</b>	
<b>Regional Express</b>									
Concord Express	-	-	n/a	-	17,615	n/a	-	-	-
Gastonia Express	3,563	3,371	5.7 %	33,900	30,236	12.1 %	171	-	-
Rock Hill Express	2,997	2,523	18.8 %	27,560	24,673	11.7 %	144	-	-
Union County Express	2,370	2,529	-6.3 %	23,178	24,412	-5.1 %	114	-	-
<b>Subtotal</b>	<b>8,930</b>	<b>8,423</b>	<b>6.0 %</b>	<b>84,638</b>	<b>96,936</b>	<b>-12.7 %</b>	<b>429</b>	<b>-</b>	
<b>Community Circulator</b>									
Neighborhood Shuttles	32,073	33,052	-3.0 %	321,383	420,984	-23.7 %	1,319	764	321
Beatties Ford Neighborhood Shuttle	-	-	n/a	-	99,787	n/a	-	-	-
Eastland Neighborhood Shuttle	16,376	17,062	-4.0 %	169,632	177,769	-4.6 %	637	464	253
Pineville-Matthews Road	3,353	3,862	-13.2 %	32,633	37,487	-12.9 %	147	76	-
Village Rider	7,434	5,603	32.7 %	67,567	63,303	6.7 %	303	181	88
<b>Subtotal</b>	<b>59,236</b>	<b>59,579</b>	<b>-0.6 %</b>	<b>591,215</b>	<b>799,330</b>	<b>-26.0 %</b>	<b>2,406</b>	<b>1,485</b>	<b>662</b>
<b>Activity Center Circulators</b>									
Gold Rush	-	-	n/a	-	23,831	n/a	-	-	-
<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>n/a</b>	<b>-</b>	<b>23,831</b>	<b>n/a</b>	<b>-</b>	<b>-</b>	



Metropolitan Transit Commission  
Charlotte Area Transit System Ridership Report

Apr-19

Mode / Service	Apr-19	Apr-18	Percent Increase/Decrease	YTD FY 2019	YTD FY 2018	Percent Increase/Decrease	Avg Daily Ridership per Month		
							WeekDay	Saturday	Sunday
<b>Human Services Transportation</b>									
Special Transportation Services	21,903	22,035	-0.6 %	214,047	214,960	-0.4 %	894	289	269
DSS	333	434	-23.3 %	3,220	4,498	-28.4 %	15	-	-
<b>Subtotal</b>	<b>22,236</b>	<b>22,469</b>	<b>-1.0 %</b>	<b>217,267</b>	<b>219,458</b>	<b>-1.0 %</b>	<b>909</b>	<b>289</b>	<b>269</b>
<b>Rideshare Services</b>									
Vanpool	11,880	12,672	-6.3 %	113,403	118,664	-4.4 %	540	-	-
<b>Subtotal</b>	<b>11,880</b>	<b>12,672</b>	<b>-6.3 %</b>	<b>113,403</b>	<b>118,664</b>	<b>-4.4 %</b>	<b>540</b>	<b>-</b>	
<b>Rail</b>									
LYNX Blue Line	689,020	641,967	7.3 %	6,587,280	4,452,773	47.9 %	26,547	16,912	9,335
CityLynx Gold Line	17,117	18,610	-8.0 %	197,041	288,171	-31.6 %	687	358	193
<b>Subtotal</b>	<b>706,137</b>	<b>660,577</b>	<b>6.9 %</b>	<b>6,784,321</b>	<b>4,740,944</b>	<b>43.1 %</b>	<b>27,234</b>	<b>17,270</b>	<b>9,528</b>
<b>Total</b>	<b>1,801,004</b>	<b>1,837,747</b>	<b>-2.0 %</b>	<b>17,902,565</b>	<b>17,373,036</b>	<b>3.0 %</b>	<b>72,847</b>	<b>40,879</b>	<b>22,170</b>





April | CATS Sales Tax Report FY2019

February Receipts

Sales Tax Collections and Distribution – February 2019

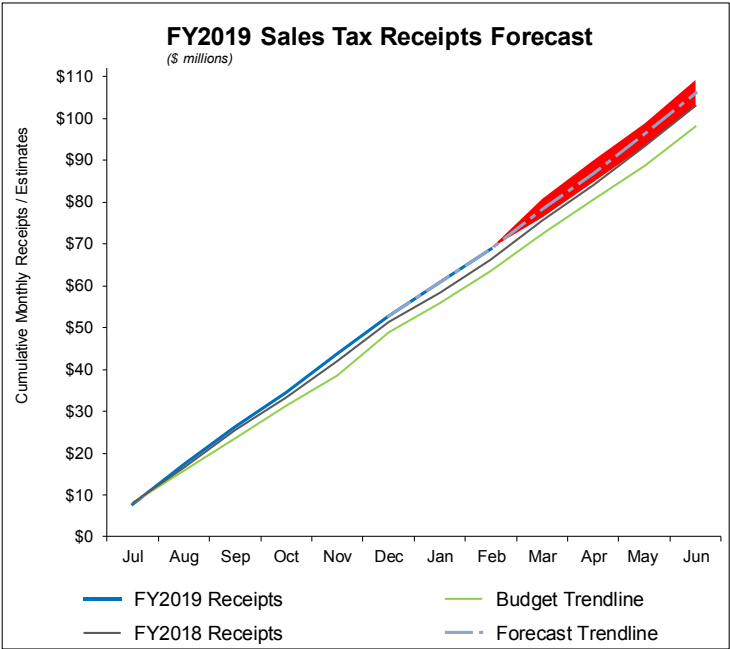
- February 2019 receipts of \$7,918,012 were \$293,148 (3.8%) above the budget target for the month
- February 2019 receipts were \$75,212 (1.0%) above February of 2018

Sales Tax Budget Data

- The model projects FY2019 year-end receipts of \$105,872,659, which is \$7,318,226 (7.5%) above the budget target
- FY2019 sales tax budget is \$98,211,941
- FY2018 actual sales tax was \$103,021,757

Local Government Sales and Use Tax Distribution

- Source: North Carolina Department of Revenue Sales & Use Distribution Report for the month ending March 31, 2019
- Published by NC Secretary of Revenue on 5/10/2019 with actual receipts through January 2019
- CATS sales tax report only includes Mecklenburg County Article 43 sales tax



FY2019 Sales Tax Receipts

Jurisdiction	Population	% of Total	Jul 18 actuals	Aug 18 actuals	Sep 18 actuals	Oct 18 actuals	Nov 18 actuals	Dec 18 actuals	Jan 19 actuals	Feb 19 actuals	Mar 19 accrual	April 19 accrual	May 19	June 19	Total
Charlotte	830,258	40.5%	\$ 3,128,556	\$ 3,904,914	\$ 3,694,818	\$ 3,274,062	\$ 3,816,955	\$ 3,607,034	\$ 3,319,101	\$ 3,206,608	\$ 3,761,910	\$ 3,532,324	\$ -	\$ -	\$ 35,246,283
Cornelius	30,207	1.5%	112,497	140,413	132,859	117,729	138,871	131,234	120,758	116,665	136,868	128,515	-	-	1,276,409
Davidson	12,572	0.6%	47,218	58,935	55,764	49,414	57,797	54,619	50,259	48,555	56,964	53,487	-	-	533,014
Huntersville	57,145	2.8%	212,533	265,273	251,001	222,418	262,713	248,265	228,447	220,704	258,925	243,123	-	-	2,413,403
Matthews	30,849	1.5%	116,044	144,841	137,048	121,441	141,822	134,023	123,324	119,144	139,777	131,247	-	-	1,308,712
Mint Hill	26,690	1.3%	99,810	124,579	117,876	104,453	122,702	115,954	106,698	103,082	120,933	113,552	-	-	1,129,638
Pineville	8,873	0.4%	33,350	41,626	39,387	34,902	40,792	38,549	35,471	34,269	40,204	37,750	-	-	376,300
Meck. County	1,053,545	51.4%	3,958,494	4,940,804	4,674,973	4,142,600	4,843,475	4,577,098	4,211,729	4,068,984	4,773,627	4,482,296	-	-	44,674,080
<b>Total</b>	<b>2,050,139</b>	<b>100.0%</b>	<b>\$ 7,708,503</b>	<b>\$ 9,621,386</b>	<b>\$ 9,103,726</b>	<b>\$ 8,067,019</b>	<b>\$ 9,425,129</b>	<b>\$ 8,906,774</b>	<b>\$ 8,195,787</b>	<b>\$ 7,918,012</b>	<b>\$ 9,289,208</b>	<b>\$ 8,722,295</b>			<b>\$ 86,957,839</b>
Year-over-Year Comparison (FY19-FY18)			-5.4%	14.0%	3.6%	2.3%	6.1%	-4.5%	18.8%	1.0%	-0.2%	2.1%	-	-	4.2%
FY 19 Budget Target			\$ 8,079,462	\$ 7,747,794	\$ 7,725,621	\$ 7,814,127	\$ 7,201,246	\$ 10,297,775	\$ 6,971,686	\$ 7,624,864	\$ 8,920,485	\$ 8,081,597	\$ 8,353,234	\$ 9,394,050	98,211,941
% of FY 19 Budget Achieved			7.8%	17.6%	26.9%	35.1%	44.7%	53.8%	62.1%	70.2%	79.7%	88.5%	88.5%	88.5%	88.5%

Sales Tax Receipts: FY2015 – FY2018

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
FY 2018	\$ 8,147,197	\$ 8,436,960	\$ 8,784,051	\$ 7,883,713	\$ 8,884,437	\$ 9,324,267	\$ 6,897,695	\$ 7,842,800	\$ 9,303,951	\$ 8,539,748	\$ 9,277,676	\$ 9,699,263	\$ 103,021,757
FY 2017	6,706,169	8,123,310	8,099,598	6,984,259	8,275,157	9,927,120	5,142,666	7,510,515	9,105,261	7,459,176	6,747,425	8,520,759	92,601,412
FY 2016	7,470,371	6,971,746	7,551,677	6,188,499	6,607,520	9,383,261	6,142,552	6,944,204	7,858,189	7,952,022	7,781,259	8,765,518	89,616,819
FY 2015	6,087,774	6,938,945	5,932,063	7,114,003	6,853,209	8,378,347	5,947,801	5,641,898	6,914,523	6,057,389	7,522,357	7,762,101	81,150,409