

Metropolitan Transit Commission



September 25, 2019

METROPOLITAN TRANSIT COMMISSION

Wednesday, September 25, 2019

5:30pm

Charlotte Mecklenburg Government Center

Room 267

AGENDA

- I. Call to Order Mayor Vi Lyles
- II. Approval of the August 28, 2019 Summary (**p.5-19**) 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) Edward Tillman
- V. Public Comments
- VI. Action Item
 - Property Acquisition (**p.21-22**) John Lewis, Jr
 - Pineville/Ballantyne Rapid Transit Study (**p.24-27**) Jason Lawrence
- VII. CATS Information Items
 - Bus Pilot and Corridor Study (**p.29-35**) Bruce Jones
 - North Corridor Express Update (**p.37-43**) Larry Kopf
- VIII. Regional Information Items
 - Regional Transit Plan Status Update (**p.45-46**) John Muth
- IX. Chief Executive Officer's Report (**p.48-51**) John Lewis, Jr
- X. Other Business Mayor Vi Lyles
- XI. Adjourn

METROPOLITAN TRANSIT COMMISSION
MEETING SUMMARY
August 28, 2019
(Approved on September 25, 2019)

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

Present:

Taiwo Jaiyeoba (Asst. City Manager, Charlotte)
Commissioner Susan Harden (Mecklenburg County)
Andrew Grant (Town Manager, Cornelius)
Mayor Rusty Knox (Davidson)
Mayor John Aneralla (Huntersville)
William Coxe (Town Planner, Huntersville)

Mayor Paul Bailey (Matthews)
Bill Thunberg, (Mooresville Representative)
Mayor Jack Edwards (Pineville)
Mayor Walker Reid III, (City of Gastonia)
Larry Faison (City Manager, Monroe)
Councilmember Jerry Morse (Indian Trail)

CATS Chief Executive Officer: John Lewis, Jr

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 May 22, 2019 was approved.

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

Terry Lansdell (Vice Chair) reported the following - TSAC received updates concerning:

- June's meeting – Received a tour of the STS facility and met with management
- July's meeting – Received an update concerning Vanpool Program
- August's meeting – Received presentations on:
 - Bus Corridor Study by Bruce Jones
 - October Bus Service Change by Pamela White

IV. Citizens Transit Advisory Group (CTAG) Chair's Report. No Report

V. Public Comments – Terry Lansdell, representative of the CF Transportation Committee for the Safe Energy Action Plan. We're all working together to implement the CF in the long term and the short term. More importantly, I want to make sure we thank our leader, John Lewis, especially with the work he's doing with Envision My Ride and a complete overhaul of our bus transit system to more effectively integrate our services into the community. And the facilities and the opening of the Blue Line extension are incredible, have an incredible impact. And I don't want that to be overlooked or underestimated in any way.

As we begin to move forward with Envision My Ride and transitioning from hub and spoke network to much more of a service that will impact our community. The vision of service we need to also consider a change in our fleet. We have seen this past year the City Council outlined in CF goals have zero emission fleet by 2030. This is a true step change for the city to consider that in the next decade.

We can eliminate \$9 million in annual diesel costs for CATS if we were to truly go to electric overnight and have our energy produced by solar on our facilities.

But this group, MTC is now charged with trying to make this happen. When we talk about how we're going to spend our budgets in the future, we want to make sure that we're not transitioning to a bus fleet technology that is not renewable and environmentally sensitive. When we want to talk about fleet transition, we want to make sure that gas and diesel are in a conversation where they're on the way out rather than on the way in to our bus fleet system.

We see in Raleigh making those situations happen where they invested in gas and they actually paid more for a gas bus than they did a diesel bus. They also had to have layers of gas infrastructure to the tune of \$5 million to support that. In that same generational piece for their step change, they're actually walking back and beginning to transition to electric fleets or battery electric buses.

This is being seen all cross the nation. And we wanted North Carolina to be especially on that radar. And we're seeing it in Greensboro, we're seeing it in Rock Hill, and we're seeing it in our region that this is a critical part of how we're going to have a sustainable transportation network.

We want to also understand that last May we saw several CATS staff in this meeting talk about the conversation for transitioning our fleet to gas buses. That was a trigger to bring this to your attention at the MTC. We would hope that you will have a future agenda item to have a further discussion about the economic impact of these decisions that are going to be made by the MTC and inevitably by the City Council.

We want to also remind you that CATS has had a history of rejecting natural gas as a bridge fuel for diesel. And we want to also remind you that we've invested in solar in our properties. And we can almost overnight right now, at least begin a pilot program where we have zero energy costs associated with maintaining fueling electric buses if we incorporate our facilities that have solar already.

As part of the effort to make it safer at every level to walk, bike, and take transit, this step change will offer more sustainable transportation future for Charlotte and we won't be able to transition to 100 percent electric buses overnight, but we should have that as a short-term consideration about how we make the next steps to get to that ultimate goal. We want to work with our partners that power our Blue Line and to capitalize them.

MAYOR LYLES (City of Charlotte): The City has a plan called Short C App. It's a sustainability plan and it includes a number of initiatives that we have in Charlotte to make this work, one of which is looking at our fleet and what we're going to do. In fact, I rode an electric car on Monday morning because we're beginning to put electric cars in our motor pool. What we're going to need to do I think as MTC will be to look.

- 1) I don't think this group has set a goal for that day or whether or not we want to set a goal, the City has set a goal for it. But this is CATS's door is our responsibility. We have to do that.

- 2) Then we also have to begin to look at the advantages and disadvantages above. We have in the City in Charlotte we have an implementation team made up of about 25 people that are working on dedicated sections of our sustainability plan and we've asked for one of those groups to give us the information around fleet that includes CATS as well as working with our people.

I think that this is a subject that's on the minds of our City Council in Charlotte. I think it's something that we'll have to look at and consider in the MTC as we look at fleet. I do know that we're replacing diesel buses that are 9 to 13 years old. They are not good for the environment.

Whatever we do, we're going to improve. The question is how do we plan for the next 11 years to get to a place that we want to have that zero-carbon success. All of us probably have a lot of motor vehicles in various fleets and we're trying really hard to start out with those that we can do immediately like our automobiles and our pickup trucks and things like that. I have to think the biggest impact will be school buses because the school system has more buses than we do than passengers. I don't know what their plan is. But we've got a lot to work to do to get to where we want to go.

VI. Action Items – None

VII. Information Items

a. CATS TRAX Matrix FY2019

John Lewis Jr. / Lyndsey Scofield

John Lewis, Jr. – CATS Chief Executive Officer shared a high-level overview of the CATS TRAX. Our CATS TRAX is something that staff has been working on for several years. One of the things that is moving us from a strategic standpoint is measuring what is important to our business needs and our business decision making. As a federally funded agency, we measure a lot of information, but not much of that really makes a difference in how we handle our day-to-day business.

We wanted to create a system of performance measures that doesn't just drive -- that isn't just driven by a lot of useless data, but performance measures that drive outcomes rather than just measuring inputs or outputs. Over the last several years, we've come up with five -- four areas of consideration from a financial standpoint, from a customer satisfaction standpoint, employee and community impact. Within those are multiple layers of performance measures that we believe will drive outcomes to our customers.

What is the impact of what we do on a daily basis in terms of that person standing at a train station or a bus station waiting for their ride. And those measurements, we've also balanced that by surveying our customers twice a year to make sure that our goals remain in line with theirs. We've asked our consultant who does the third-party surveying along with helping us develop a cadence and a system of measurement to report on where we are after the first full year of implementation.

LYNDESEY SCOFIELD (TRANSPRO Consultant): I am excited to share a deep dive into one of the key elements of CATS TRAX performance scorecard, and that's a community survey.

To start off with some background and highlights, talk a little bit about methodology, and then finally the deep dive into the community survey results. Before I get too far into the specifics of the survey on community impact, I do want to just share a little bit about the national trends and contexts that we're seeing to provide a lens for CATS performance.

As many of you are aware, transit ridership nationally has been in decline, and with few exceptions nearly every system has experienced some degree of ridership decline. But, of course, that's only part of this story. Customer experience is another key input and ways to measure success in the industry. And something that we've actually been seeing over the past year is that customer satisfaction has also started to decline. The good news here is that what we've seen for CATS and customers of CATS is that customer satisfaction is industry leading. It's very, very high levels both on -- or really across all of the modes that have been surveyed. Bus, rail, as well as STS para-transit. Very high levels of customer satisfaction. CATS is certainly delivering a high quality product.

Finally, another area that CATS really stands apart from the industry is this commitment and prioritization of the broader community impact and recognizing that transit is really a

catalyst for a lot of other valuable elements in the community. That is why community impact is one of those strategic areas and perception of community value is really one of those metrics that is within the scorecard that is used to gauge success. The way to do that in a manner that is representative of the community is through a survey.

With the survey, what we found was that there really is a high level of support across a number of dimensions for CATS even among those who don't use the system. We've seen very high marks among customers, but you also see a recognition of the value in the broader community.

A couple of highlights before we dive into the details. 89% had expressed support of using tax dollars to expand an enhanced transit service. There are a lot of communities that would hope for that sort of number. 80% reacted positively to a description of CATS long-range transit plan. 82% believes that CATS provides value to the community. When asked to rank elements of service that folks believed were most important to make it more appealing to use transit, we really saw the theme of service availability come to forefront. Things like having more stops near your home, more regional connectors, more frequent service, and shorter trip times. Those are areas that are definitely already on the radar of the CATS team, and they have plans to be addressing a number of those factors in the future.

I want to touch briefly on the methodology. It really started in the fall with some interviews with community stakeholders and that helped to just provide some information to help inform the survey along with historical questionnaires that CATS had used in the past and best practices, research, and other examples from across the industry.

The survey was administered to a random sample of Mecklenburg County residents. This was through landline, cell phone, and web panel. And you can see that overall 455 community members responded. That's 95% confidence level with a margin of error of 4.95% which is definitely within industry standards for these types of surveys. The surveys were weighted by age and gender as markers to help ensure that it was more representative of the composition. And that is the methodology.

Getting into the details of the survey, it started off with just some general awareness usage questions, you see high level of awareness. 95% of county residents are aware of CATS, and you also see a fairly high amount of county residents who have actually used CATS at least once in the past. About a fifth use CATS at least twice a month. You can see we have a good representation of folks who use it frequently, as well as not frequently, or not at all. A really good representative result there.

In terms of purpose, we see that most folks had used it for leisure or shopping or recreation, which was interesting. It was followed by work which is an important commute trip and that's what we typically think about with our transportation system. But I think this reveals that transit serves many different purposes and we should be sure not to overlook that when making planning decisions as well.

In terms of the long-range transit plan, over half of the community was aware of the long-range plan and about 2/3 associated with expansion of public transportation and Light Rail service specifically.

When we provided a short description of the transit plan to folks, 80% responded positively to that description. General high level of support for the direction that CATS is going in the future. In terms of preferences, we provided two scenarios for folks to weigh in on. Both of them had to do with increasing funding. One scenario was to increase funding to complete all three remaining corridors together by 2030.

The second scenario was to build one every 10 to 12 years and complete that sometime after 2055. The larger bar, as you might imagine, is the shorter-term plan. 2/3 supported completing all three remaining corridors by 2030.

In terms of satisfaction with the management of the system, I think what this graph is showing is that mostly folks who don't use the service a lot maybe don't have as strong of an opinion one way or another. 1/5 really didn't have an opinion or didn't know. Then another fifth were kind of neutral. Only 9% were dissatisfied with the management of CATS. There's not very many people who believe it's mismanaged.

Then this translates to the funding support. So nearly 90% of county residents support use of their tax dollars to find transportation improvements. That is very high levels especially when talking about, you know, tax money and taxpayer value. Clearly, there's confidence that CATS can be a steward of taxpayer funds.

Again, in community value over 80% of the community felt that CATS deliver value to the region. And you can see that there is very strong support, so 63% actually responded that they felt it was extremely valuable. In terms of personal value, and this is probably not too surprising again because many of the folks who completed the survey aren't regular users of the system, so they view the system as providing more value generally to the community than themselves personally.

We also dug into some specific themes and elements where CATS may or may not provide value and asked the community to rate the degree that they agreed that transit provide value in these specific areas. There were very high levels of agreement that transit provides value to increasing access to many types of locations. Employment and access to leisure and recreation were the two highest. You can see that access to medical was one of the lower rated among these. 55% that was the lowest level of agreement in providing value was access to their region adjacent counties which makes sense given the geographic layout of the system.

We also asked some questions delving into the kinds of economic development as a key area of measuring community value. You also see some fairly high levels of value attributed to both attracting and retaining more employment as well as retraining and retaining qualified workforce. Those are two key elements of Charlotte success and the region success. Those were areas that generally the community feels CATS plays a role in.

In terms of providing opportunities for looking for affordable housing and improving property values, again, still a majority of folks did feel that those were areas that CATS had value. They were just perhaps not the level as others you've seen so far.

In terms of affordable options, this is another area where there were very high levels of value perceived. Whether providing the affordable transportation options, providing options to folks with special mobility needs or options to low-income families and individuals who may not be available to afford the cost of owning a car, CATS really plays a key role in providing a lot of value in this area.

In terms of overall environment, again, fairly high scores. Reducing traffic congestion was among the highest in this category followed by reducing pollution and carbon footprint. The system today was viewed as having a positive effect in that regard. I can hear in the room, there's definitely additional areas that the system is looking to continue to add value in this area.

One of the things that if you've seen the presentation of the customer survey results in the past, you'll recognize this type of question. It's really important to allow both the customers and the community to pick and prioritize those elements that are most important to them. That helps provide a key information system to CATS to you, to decision-makers, to know where to make investments and know where to spend resources. When asked to rank which areas of

value the community felt CATS provides the most value, you can see it's overwhelmingly to providing access to places of employment. When making decisions, that's clearly an area that the community is suggesting that CATS can provide the most value. They've rated across all of these categories and they already believe that CATS is providing value. Again, this is just to show where they believe more efforts should be focused to continue in that area.

SUSAN HARDEN (Mecklenburg County): This was the first year of the survey?

MS. SCOFIELD: This was the first year of this survey, although CATS has done previous community surveys.

MS. HARDEN (Mecklenburg County): When you designed the survey, did you benchmark them off of other communities; and do you intend to set goals for these measures?

MS. SCOFIELD: In fact, CATS does include -- community perception of community value is a metric on the overall organizational scorecard. The goal was 85%. The results here were 82%; very close to being on target and within that margin of error area. This does provide a baseline for CATS to continue to improve going forward.

MS. HARDEN (Mecklenburg County): I really appreciate slides 15 and 16, and I would love to see some aggressive goals set for slide number 16 around personal value because I think there's a disconnect there. People value the system as an idea, but they don't personally use it.

MS. SCOFIELD: Yes. I think -- one of the items, which I didn't include here for time, but what we had asked was what would make it more appealing to use the survey and we asked a similar ranking question. A lot of folks didn't really know what they wanted. If they had a wish list, what they would ask for? After that response, all of the rest of them were things like frequency and having more stops available to them. I think those are the sorts of things that will make it more personal because they will have greater access to the system.

MAYOR LYLES (City of Charlotte): I agree with you. The idea that it's great for the community and -- but I seldom use it. But I look at that, the last slide, actually when we talk about 666, it was slide 21. That goes to we need access to places of employment. Until we can get reliable service to employment areas, that's just not going to happen and that needs expansion of the fleet. The current system, we don't have the capacity yet to do that.

I think John always reminds me that if you miss it, if it's raining and you're going to work and you miss that bus, you have to wait for 60 minutes, you're not going to have that job very long. That's where I think it has been. I'm looking forward to seeing how the northern towns bus service I-77 opens, I think that's going to be another way we need to incorporate some metrics and measurements to see how express buses will work with the managed lane project. I think that sends a message across the river for what we do and as well to some of the others in the community, the first step. I hope that we'll also plan a measurement of that service to see how we could impact demand there.

MAYOR BAILEY (Town of Matthews): In talking about the work aspect on slide number 9 where 32% use that for work. It's surprising you that you go to the 667. That tells me that there's a lot of people who would use transit if they could close to where they want to go. But,

the 46%, that's with the leisure shopping recreation, that's probably a lot of Panther games and things like that. People feel like there's nowhere to park or inconvenient to park or whatnot.

This goes back to something we've been talking about relative to development downtown. If we keep building parking places, they're going to keep driving in. So how do you balance that out with the transit and make sure that you're making painful enough to drive downtown so folks will get on the bus or get on the train.

CATS CEO MR. LEWIS: This is half of the picture. I wanted to make sure as we continue to move towards implementing our plans and taking a look at our performance measures, it's always good to check in with our customers and make sure we're on the right path. This survey can help us to continue to hone our plans, make sure we're focusing on the right areas. I think a lot of the survey absolutely points to the need for additional frequency and additional service levels. It's no surprise to this group.

I think now that we also have a full year's worth for our performance measures, next month we'll start digging in with the forward on the actual performance metrics and that will be starting to come into my CEO comments, and my packet will be our monthly or quarterly updating on where we stand from a performance measure standpoint.

BILL THUNBERG (Mooresville Representative): One of the things I think is important is that Mr. Lewis and his staff have put a premium on maintaining the fleet and having a good state of maintenance. I think the satisfaction -- we can't let that slide as the fleet expands or as we try and change our schedules to improve frequency. We still have to strive to maintain that fleet in a way that the vehicles are available and the people are going to enjoy riding them. Their opinion of those vehicles is something that they would want to ride on for safety and satisfaction rating.

b. Pineville/Ballantyne Rapid Transit Study Update

Jason Lawrence

Jason Lawrence – CATS Transit Planner shared the following update. It's been a while since I came to talk to you about the LYNX system update. I think it's overdue for a presentation about the LYNX system update. To provide a recap, the last I was here to talk about this effort was back in February where we had presented the recommendations for that as action items to be adopted in 2030 transit system plan that was the Silver Line with the west corridor, north corridor strategy to confirming the commuter rail on the Red Line but also looking at opportunities for bus rapid transit corridor along the express lanes and along I-77. Then a continuation of this regional dialogue that's going to be so important over the next couple of years.

But switching the conversation to Pineville and Ballantyne. Throughout the system update, we heard a lot of interest and linking of rapid transit options to the Ballantyne area. October 2018, the Town of Pineville adopted a resolution of support for us to look at Light Rail extending to the Carolina Place Mall area and this board directed us to continue that system update work and look at potential options for bus rider transit and Light Rail transit to the Pineville and Ballantyne communities.

We hit that in earnest starting in April, a three-month compact public involvement piece where we did Saturday morning meetings in Ballantyne and we did meetings in Pineville throughout the week. We kicked off, we did some idea generation in round 2. Round 3, we came back with recommendations back to the public and also, we just in July we went to a board in Town of Pineville.

We also have had monthly project team meetings with NCDOT, City of Charlotte, and the Town of Pineville. Staff worked very quickly to gather to determine these options.

We had goals for the LYNX system update. As we entered into this effort, we felt it was time to make us more focused for the Pineville and Ballantyne area. If we're talking about enhancing to connect the region, let's talk about the major commercial in areas in Pineville and Ballantyne. There's very unique opportunities. I'll talk about those in just a moment. And with those unique opportunities, it's going to have to be a conversation about land use, about extending services to these areas, it's not just about parking facilities. It's about enhancing land use and opportunity in these nodes that we have in Pineville and Ballantyne. And with the upcoming express lanes on I-485, what can we do in the very near term for some bus rapid transit type of service to the Ballantyne area for that near-term enhancement.

This area of study was very unique to other areas that we looked at. You essentially have two large areas that you're trying to serve -- Carolina Place Mall area and the Centrum Shopping Center, which is just north of that about 180 acres. If you go to Ballantyne, you're looking at just over 500 acres for whole corporate park. These are the station areas. How do you connect these two together? If you lay both of those over South Park Mall, you can fit almost all of South Park community inside the Carolina Place Mall area. Same with South End and the same with uptown. I don't show those to say, well, we should put uptown or South End, all that should occur in those geographies. There's certainly a lot of land use, a lot of connectivity. There may be more than just one station can occur in those areas. It's not just about the parking. It truly is about the land use piece for that. That's certainly something we heard from the community, from Town of Pineville, and a lot of our stakeholders throughout this effort.

We went out in April and really wanted to set the stage. Originally the Blue Line was supposed to go to downtown Pineville. In this new conversation, let's ask the question again. Is it downtown Pineville or Carolina Place Mall? The surveys we did online and the person at public meetings with Town of Pineville staff, much more support for going to Carolina Place Mall.

When we asked a similar question to the area of Ballantyne, there were a lot of destinations that were proposed. But, ultimately, it's either side of 521. All those destinations there on east side of 521, Johnston Road, and on the west side of 521. A need for better connectivity across that corporate park.

When we went out in May, we had some ideas and screened those alignments with some overall principles that we could connect Pineville and Ballantyne from the Blue Line station as a continuous station of the Light Rail that Carolina Place was more important, more critical to downtown Pineville, but there's got to be recommendations and implementation plans for more near-term mobility for this area, and also a lot of conversation about regional. We're going to cover that in our regional conversation. In the context of this effort, we're just focusing on Pineville and Ballantyne. Any future transit extensions in other corridors south of this area will be covered in the regional transit plan that will start this year.

As we talk about York County, Lancaster County; if we're potentially extending Light Rail to the Ballantyne area, it's in a different direction than where Rock Hill is. That's more straight down I-77. As we look at the regional transit plan, we'll be looking at those opportunities for corridors that would connect Rock Hill and Fort Mill into this geography and also 521 into Lancaster County. More information and continuation of that dialogue we'll have on that regional transit plan.

We screened out options that went through flood plains, there potential burial sites, and parks. That's the area there in red. We went out to the public in May. We showed two main options to get to the Pineville community. One option that primarily paralleled I-485. Another

option that would be more integrated and more of an ability to integrate with the Caroline Place Mall development and slightly closer to downtown Pineville. As we heard from community that there was more support for the option that was closer to downtown, it's that Pineville option B.

As we move forward to operate along the I-485 corridor between Pineville and Ballantyne, we eliminate any option that was around the water treatment plant and all the flood plains and are primarily paralleling the I-485 corridor. As we went into Ballantyne, we illustrated two options. One that paralleled 521 and then one that would be more integrated into potential development in Ballantyne. And the option that was more preferred by the public was that option B that was more into the actual development area of the Ballantyne Corporate Park.

In June, we refined those options and went and presented to Pineville, and the option B was supported by the Town of Pineville staff and the public that was on the town of Pineville downtown side of the mall. We made refinements to option A that terminated into the Ballantyne Corporate Park area along 521. We modified the option that connected both sides -- enabled to connect both sides of the Ballantyne Corporate Park going across 521 with stations that connect the east and west side.

At this point we're prepared to make that recommendation that the alignment in Ballantyne to connect both sides of the Ballantyne Corporate Park with alignment crossing over 521 with at least two to three stations in that area. We would continue to work with private land owners in this area as well as the Carolina Place Mall, but also a bus rapid transit service to use the I-485 express lanes when we help to continue to advance that option in working with the development and the community to advance that option.

Our information item results of the study is to extend Light Rail to Pineville paralleling I-485 to the Carolina Place Mall area back to paralleling I-485 with an alignment connects east west portions of the Ballantyne Corporate Crossing over 521, recommend to continue to advance design of this so we can plan appropriately and get right of way dedicated and preserve as we hope to build this project, that when the I-485 express lanes open that we begin a bus rapid transit service coming out of Sharon Road West Blue Line station coming over to the Westinghouse Boulevard direct connect over to the Johnson Road with direct service to the Ballantyne community. We also would need to continue to design those types of options with the private community. Anything south of there and 521 to work with NCDOT is to improve 521 and look at those options as part of the regional study.

Additional considerations as we look forward to -- if this line is extended; 11 stations of the Blue Line are still two-car platforms. If the line is extended to Ballantyne, there will be a need to increase that to three cars to match what we have in the northeast corridor Blue Line extension.

We heard a lot of information from the public that sometimes when they go to the parking decks at I-485 and South Boulevard, they're full. There's a need for more parking at that location. We have considered that in the past. As we think about I-77 South as the future is for that project to be widened at some point, could these projects help to mitigate the construction of that project from Uptown Charlotte to the South Carolina border, you know, expand those parking decks, expand those platforms and also hopefully one day extending the Blue Line to Pineville, Ballantyne area.

MAYOR ANARELLA (Town of Huntersville): Are you incorporating anything further south with this design or would it be a fork in the road, so to speak, to go further south.

MR. LAWRENCE: As you're coming off the Blue Line?

MAYOR ANARELLA (Town of Huntersville): Yes. In other words, if you're going to go all the way to South Carolina, are you considering that when you're looking at this or are you thinking, all right, I'm going to do this project and then???

MR. LAWRENCE: Sure. The context of this effort was discovering what's the best station for Pineville and how do we get potentially to Ballantyne. That sets you up in a different direction than Rock Hill. But we do feel with the land use opportunities that these were the better alignment choices for the context of this study.

Now, other extensions, other types of conversations, different transit modes, that's going to be part of that regional transit plan looking at commuter rail, bus ride transit, and potentially future light rail stations, but for the context of this, really, it's just the Pineville Ballantyne.

CATS CEO MR. LEWIS: I think, Members of the Board, when we're looking because of the success of the Blue Line and now that we're looking at our second extension of the Blue Line, whenever we talk about the next corridor, we tend to think in the community that we should just continue to extend. Really Light Rail as a method of transportation about as far as you can go on Light Rail is about 25 miles. When you start to go beyond that and with stations every half mile to a mile, we could end up with a corridor that has 50 stations in it, it would take somebody four hours to get from one end to the other. This is probably about as far as we can go on one corridor.

As we continue, to look at how we serve other regional locations, we're going to have to look at other modes of transportation or other corridors that may fit into it. This is as far as the Blue Line can go. It's not to say that we may not consider Fort Mill and Rock Hill or other areas in the future, but those will have to be additional ones.

MAYOR EDWARDS (Town of Pineville): Is there any plans to do any parking in Ballantyne? I'm assuming it's going to be people coming from South Carolina into Ballantyne. Where are the cars going to go?

MR. LAWRENCE: What these stations function as how much parking, is there any parking, is it integrated into the development? That all gets done really in the next phase as we hit that project definition piece with that. You would run a transportation model, see what that parking looks like. We would just cover that in the next phase. We do anticipate along this extension, somewhere in that extension, there would need to be some parking certainly. But that, of course, we're in a unique position to work with property owners to have those conversations.

WILLIAM COXE (Town Planner, Huntersville): To piggyback on that, I would think that it's going to be crucial that you look not only at just parking, but at the ability to exchange from bus to this rapid transit option. I don't think given the land values in Ballantyne, given the density, you're intending to achieve down there, you can't afford to give up that much space to parking, even if you use deck parking. You probably want to look at an exchange point coming out of South Carolina with bus along 521 maybe. But that also requires a good bit of maneuvering space.

MAYOR EDWARDS (Town of Pineville): Because you're going to have a large amount of people with the new developments that are going to be going up in Ballantyne, apartments, more people, and you want to them to get on the train. Are they going to walk a half mile or mile to get to the train? Probably not.

MR. LAWRENCE: With the project definition phase, you would do a bus rail integration plan. You would want to understand how people are going to walk to it. That would be covered in that next phase, certainly.

c. EnoMAX Program

Monique Moore

Monique MOORE – CATS HR Manager presented the following update: The EnoMAX professional program that the CATS department signed onto at the end of last year. We've been live all year since January.

I'd like to just note that as we talk about the future of the CATS department, we must also talk about professional development, developing our employees to be able to provide the service and do the work that we need them to do in the future. What makes the EnoMAX program so unique is that it is transit agencies and it's facilitated by transit agencies and supported by transit agencies, and it is organized by the center -- the Eno center for transportation.

The Eno multi-agency exchange program is a proactive structured leadership development and learning exchange program. The program has been in place since 2012 and it is a year-long program that accepts eight participants per agency, participating agencies, throughout the east and west coast. Participants of ten for one-week-long sessions that are hosted by each of the participating agencies.

The EnoMAX has -- program has many elements that makes it a successful program and enriches the professional development of our employees. It starts off with many presentations, field trips all over the different agencies and their cities. They look at many planning aspects. They meet with the host agency staff who provide mentoring and direction regarding their business case projects. They do networking. They hear guest lectures and keynote speakers. They have instruction from leadership on leadership and soft scales. They have sessions on a wide variety of topics from the agency staff from all around the country.

This year the Eno program broke up the different cohort programs into east and west. We're part of the east which was Dallas, Atlanta, DC. In October the participants will be coming here to Charlotte.

CATS selected eight participants for the program. These are high performing participants that we select that have to have two years of service with the CATS department. These are mid-level to professional-level employees. These employees have to be able to commit to five to six weeks of travel at work they do through the year in a business project.

The selection criteria for this program also includes an application, and they have to identify a business project that they will do. We look at the job experience and overall agency representation and their demonstrated ability to be successful in the program.

CATS Eno week will be from October 20th – 25th, and they will be here just like the other sites. They'll have in-class learning tours, peer connection and networking, and there will be 32 participants floating around learning and developing within our space here, and the four agencies I mentioned earlier. I have the logo here that we developed for our program for this week and this is our theme, Evolving Today and Shaping Tomorrow.

We have a very diverse group of participants with varies background and skills from all over the department. The departments include planning and development, finance, rail operations, marketing and technology and bus operations. There was and individual to actually be promoted while in the program. Someone took over into fleet management doing some fleet analysis. That was a win for the organization.

In closing, I just would like to thank Mr. Lewis for paving the way for us to have this program within the CATS organization. It's extremely important and extremely critical to the work that we do to be able to continue to be cutting edge and to be able to grow and develop in the future. As we begin to look at succession planning and training plans, and per our feedback the highest item we've gotten from employees is around professional development. We hope this to be the first of many programs to begin to develop our employees to prepare for the future.

CATS CEO MR. LEWIS: This is a real exciting program. I think you've seen the excitement from the participants. One of the things that we noticed within our agency is we attract some really talented people but where we tend to lose them is at between two and five years. If you look over there and you see lots of people who have been here 20 plus years. Where we lose some talent is between that two-year frame and five-year frame because they just don't see what is the path for them. I think utilizing our program like EnoMAX allows us to start to really, number one, identify those high performers and those real budding stars in our organization, investing in them early, and showing them a path forward. We'll keep our fingers crossed. This is our first year.

d. Property Acquisition

John Lewis, Jr

John Lewis, Jr. – CATS Chief Executive Officer presented the following opportunity: This board has talked for a while as we continue to plan for the Silver Line that there is -- this community, particularly developing community, is very used to the opportunities for economic development and growth that is brought about by our investment in our Light Rail corridors, and that as we continue to plan for the Silver Line and other lines, that there will be opportunities and necessity to acquire strategic properties that are at important points along the corridor, and we've identified several.

In this case, they're with our great friends at Norfolk Southern that we've been able to create win-win situations for both entities and Mayor Edwards, Mayor Anarella, I tried. I know what you're thinking. I try. But we got these two.

These are two pieces of property. One in uptown that we're looking at now and another just south of I-485 deck as we cross into Pineville that we will need in order to cross there, corridor. This property has been valued at \$8.6M. The easements we need for the other crossing is around \$400,000. It will be my intention at the next board meeting to come back and ask for a budget amendment to reallocate funds so we can acquire these properties. Without these strategic location, this location will be where we cross the corridor from Gateway Station. The next location will be where we cross the corridor in order to get from I-485 down to Pineville. It is information at this point. The next board meeting, it will come to action.

MAYOR ANARELLA (Town of Huntersville): I appreciate it. I'm glad they returned your call. Just another example of it's beneficial to them willing to work with us. I think one of the frustrations, I'm sure Mayor Knox, you know, the line right now can't be used from Cornelius on up. There's no immediate plan for them to use it and, in case everybody doesn't know that.

MAYOR KNOX (Town of Davidson): The line is abandoned. The line is not even connected.

MAYOR ANARELLA (Town of Huntersville): I think that just frustrates a lot of us. They're holding onto something they're not even they're going to use any time soon.

BILL THUNBERG (Mooresville Representative): Just to follow up on what Mayor Anarella was saying is that Mayor Atkins sent a letter to their governmental affairs folks. They've taken the tracks up at Antiquity Village in Cornelius and they've closed off maintenance just north of Waterland Road on the O line. From Mooresville to Cornelius, it's basically abandoned. He asked what the plans were for the future. They replied that, "Oh, we plan on using the O line per the statute", and referred to whatever the statute for surface transportation or whatever it was. It was like two months.

VIII. Chief Executive Officer's Report

a) Response to the Public Comment - CATS has received an unsolicited proposal from a company that is suggesting providing a proposal to construct a fueling station and convert our facilities to compressed natural gas.

We are in the process of evaluating that. We will certainly bring our findings on the potential for that process as an alternative to our current diesel fleet to the MTC once we've finished our complete vetting. As you've heard, our community is going through quite a vigorous debate on how we meet the goals of the CF and what is the most appropriate method of getting there.

CATS staff and myself, we certainly have a plan and some thoughts about how we meet those goals or help to meet those goals, but at the same time not forget our primary responsibility providing reliable transportation to 70 plus thousand people who take our service every day. That will be an ongoing discussion and we will have that with CTAG and with TSAC and with the MTC in the coming months. And, certainly, the decision on whether or not to move to compressed natural gas or other forms of technology will be done first with this body.

b) Private Developers Unsolicited Offers for CTC Redesign – In regard to unsolicited proposals, this is a busy time with the economy going strong. CATS has received an unsolicited proposal from several private developers over the summer to redevelop the Charlotte Transit Center. The transit center which is just a couple of blocks from here has been the center of our focus both from an operational standpoint and ongoing capital standpoint. From an operational standpoint, with the Envision My Ride initiative that we implemented the complete redesign of our bus system, our goal was to minimize transfers, stop forcing large numbers of our customers to come into uptown at the transit center, get off one bus, cross, get onto another bus to go back out of town. Since October, we have seen tremendous strides in making our bus system more efficient. If you look at our ridership report, one month is by no means a trend, but I think it is something that we continue to watch. For the first time in four years, we have not seen declining ridership on our bus system. Now I'm going to wait until the end of the quarter before I declare victory on that. But I think staff would have a great job in a very diligent and creating the system of the future that this needs of our customers. The structure of our system, I believe, is right. We have debated and talked for a long time about the next phase of that and that is adding additional frequency. Almost half of our routes in our system today continue to operate on frequencies of greater than 45 minutes. If you are standing out on the corner today and, you know, August and you're on a route that is an hour between buses and you missed that bus, then have to wait for an hour for the next bus, you probably have different thoughts about the effectiveness of our system. While we got the structure right, we need to really start working in subsequent budgets of bringing headways down to we think the ultimate goal is no greater than 30 minutes. That will require an investment and something that we will have to continue to work towards as we develop subsequent buses.

But the transit center from a capital standpoint is over 20 years old. The structure has done a great job for us over a time. We're at a point now where we will need to significantly remodel or tear down and rebuild. The opportunity to entertain private sector creativity, ingenuity, and potential financing of new development on that site that will also include a new transit center, I think is the best marriage of public, private partnership.

We're evaluating working with the city economic development departments, inner city partners, and others to evaluate the three (3) proposals we have received. We have cut it down to one. We announced that it was covered in media last week. Whitepoint Partners is the developer that we are choosing to negotiate with. This, by no means, means we have a final deal or that we may even continue with this deal. We have just chosen of the three, this is the one that we think best suits, has the capability of delivering on the vision and proposal that they put forth. We will spend the next several months negotiating with them to ensure that we get what we need from a mobility standpoint, from a transportation standpoint. We need other goals of the city and uptown, and we do so in an effective manner.

Our baseline that CATS will not contribute anything else to this deal other than the value of the property. We will not be coming back asking for budget amendments or anything. That is the baseline of this proposal. This proposal we're entertaining is, at this point, the vision is office, retail, maybe hotel, no housing. That could change as we continue the negotiations standpoint. The strongest point of that proposal was that they also control property immediately adjacent to the transit center which would allow us and them in partnership to build a temporary transit center on the adjacent property while they phase in the new development on current property. That really was a point that set them apart from other developers. Other proposals, which suggested we relocate our transit operations to other locations.

This will be ongoing. Again, by choosing to negotiate, this doesn't mean this is a done deal. We will continue to evaluation, negotiate, and come back to the MTC and our partners in the city, with a final proposal.

TAIWO JAIYEoba (Assistant Manager / Planning Director – City of Charlotte): Constant planning, economic development, kind of walk through these together. We just can't accomplish it. This was the best proposal at this time to move forward with. As you also know that there are two ready plans going on right now in the city. That's one the center city is working on 2040 completion. A robust transit network. That's not just uptown, but the area that's our 2-1/2 miles beyond the center city. What happens here becomes equivocal to that. The second of this overall, our transit plan for the city, also a 20-year plan. I'm of the firm belief that the sectors of those two plans would hinge on investment and public transit, both rail and both network because, again, we are expecting citywide 325,000 more people in 20 years and over 200,000 jobs are projected just for the city alone.

Being able to make sure that whether those are concentrated around transit centers or economic centers and not close to transit, but how do people access those transit centers. Those are types of conversations we have. This transit center and as we see the improvements really keep to our future development not just as a city, but really as a region.

WILLIAM COXE (Town Planner – Huntersville): I guess just concerned feedback on that. That is to ensure that this group is involved in the conversations before you get to a final package to ensure that the transit operation component of that final development package is integrated that gives us a future capability beyond what we might have today. I think that's sort of what you're describing. The two have to marry, land use and transit have to marry with one

another. I don't want to see us shortchange ourselves in that regard. Just looking at that future I think is important. This group's involvement I think is going to be important.

IX. Other Business - None

X. Adjourn

The meeting was adjourned at 6:41 p.m. by Mayor Paul Bailey – MTC Vice Chairman (Town of Matthews).

NEXT MTC MEETING: WEDNESDAY, SEPTEMBER 25, 2019, STARTS AT 5:30 P.M.

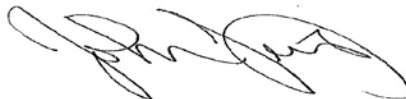
**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

SUBJECT: Property Acquisition

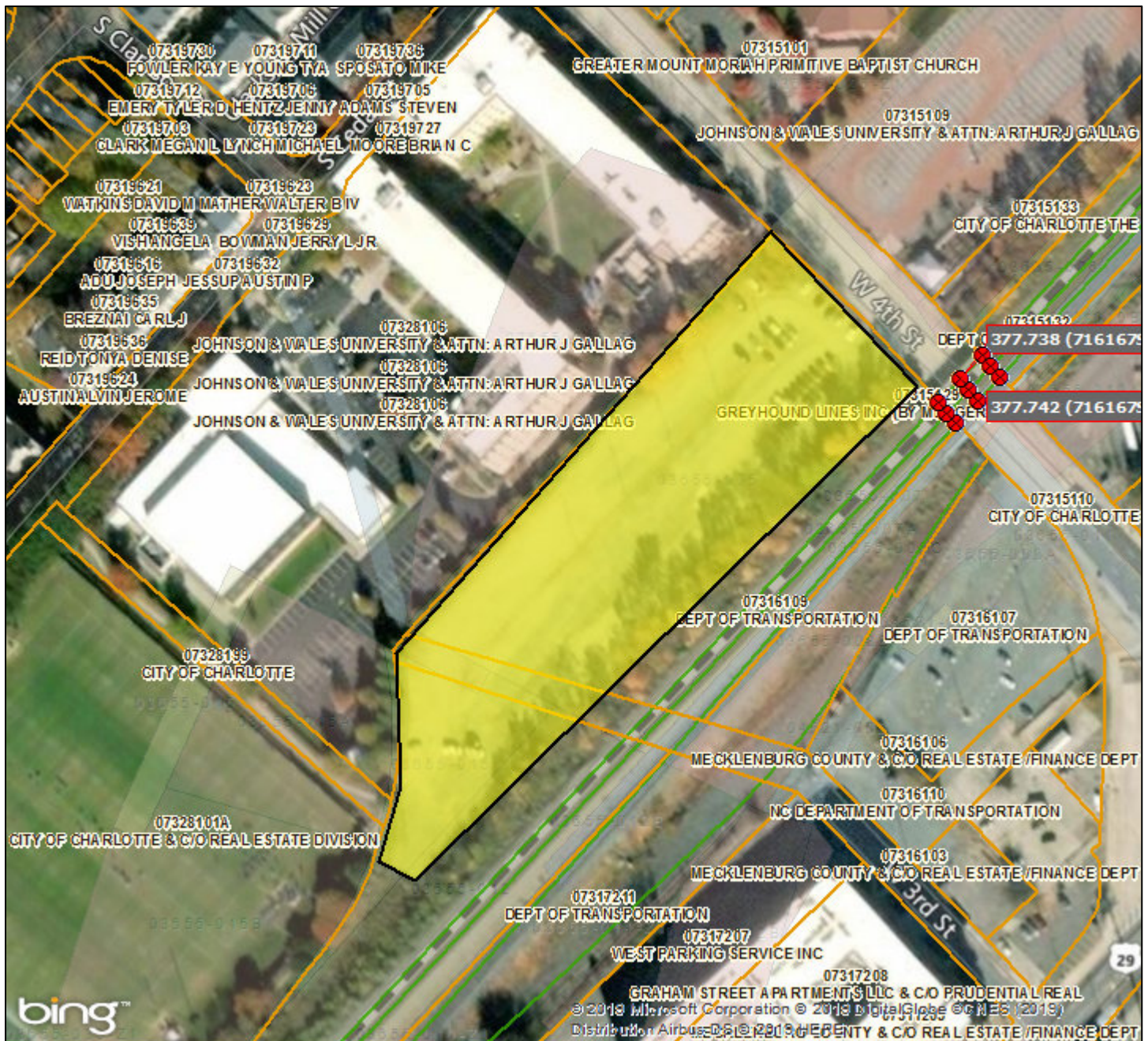
DATE: September 25, 2019

- 1.0 PURPOSE/SCOPE:** To acquire approximately 2.8 acres of land in Uptown Charlotte currently owned by Norfolk Southern Railway (NS), as well as numerous smaller property rights/interests.
- 2.0 BACKGROUND:** CATS intends to acquire a 2.8-acre parcel of land for use in the development of the future LYNX Silver Line light rail project. While CATS is in the early stages of the future light rail project, it is in the City's best interest to acquire this prime piece of real estate for future development opportunities.
- 3.0 PROCUREMENT BACKGROUND:** This parcel was appraised for \$8.6 million and the additional property interests/rights were valued at \$400,000. This item will be placed on the Council Agenda for September 9 or 23 for approval. CATS will acquire the property using local funds.
- 4.0 POLICY IMPACT:** N/A
- 5.0 ECONOMIC IMPACT:** CATS will also receive approximately \$250,000 in revenue a year from the assumption of an existing surface parking lease with Preferred Parking.
- 6.0 ALTERNATIVES:** N/A
- 7.0 RECOMMENDATIONS:** Approve CATS to acquire the 2.8-acre parcel of land for use in the future light rail project
- 8.0 ATTACHMENT:** (See attached PDF)

SUBMITTED AND RECOMMENDED BY:

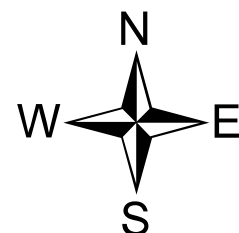


John M. Lewis, Jr.
Chief Executive Officer, Charlotte Area Transit System
Director of Public Transit, City of Charlotte



NORFOLK SOUTHERN RAILWAY COMPANY
Real Estate Department

Landlord:	NORFOLK SOUTHERN RAILWAY COMPANY	
Location:	Charlotte, Mecklenburg County, North Carolina	
Tenant:	CITY OF CHARLOTTE	
Area:	2.8 Acres +/-	
Maps:	NC-10A, Map 3, Pds 5, 12, 15	Milepost: 377.73
Activity No:	1271564	Exhibit A
Date:	June 13, 2019	Not To Scale



**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

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

DATE: September 25, 2019

1.0 PURPOSE/SCOPE: The purpose of this action item is to approve the LYNX System Update Pineville/Ballantyne Rapid Transit Study Staff Recommendations

2.0 BACKGROUND/JUSTIFICATION: Since 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 an 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.

The LYNX System Update project team presented staff recommendations as an information item at the August 28, 2019 MTC meeting.

3.0 PROCUREMENT BACKGROUND: N/A

4.0 POLICY IMPACT: By taking these actions the MTC will update the 2030 Transit System Plan and direct CATS staff as follows:

- Adopt an extension of the LYNX Blue Line as the Locally Preferred Alternative to Carolina Place Mall in Pineville and the Ballantyne Corporate Park in Charlotte.
- Adopt a Bus Rapid Transit service to the Ballantyne area to be implemented with the opening of the I-485 express lanes.

5.0 ECONOMIC IMPACT: N/A

6.0 ALTERNATIVES: N/A

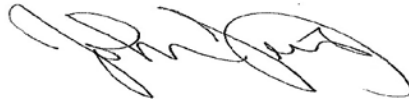
7.0 RECOMMENDATION: Staff recommends the following adoptions and directives:

(A) Adopt Light Rail as the technology for the alignment identified during the LYNX System Update Pineville/Ballantyne Rapid Transit Study as the Locally Preferred Alternative with stations locations identified in Attachment A.

(B) Adopt a Bus Rapid Transit service to the Ballantyne area as identified in Attachment A.

8.0 ATTACHMENT(S): RESOLUTION No. 2019-03 with Attachment

SUBMITTED AND RECOMMENDED BY:

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

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



Pineville-Ballantyne Extension

In Spring 2019, the Charlotte Area Transit System (CATS) evaluated rapid transit opportunities to serve Pineville and Ballantyne. This study evaluated light rail options as an extension of the LYNX Blue Line. It also looked at bus-based options utilizing future express lanes on I-485.

CORRIDOR GOALS

- Connect major employment/commercial areas in Pineville and Ballantyne to the CATS system
- Use transit as a catalyst to promote urban/mixed-use development at major opportunity areas
- Provide access points to the transit system in congested corridors such as I-485 and Johnston Road

LIGHT RAIL ALIGNMENT RECOMMENDATIONS

CATS asked citizens to provide feedback on a number of alignment options that would meet the corridor goals. The following light rail line has been recommended. This extension of the LYNX Blue Line would provide close access to more existing and potential activity centers by serving Carolina Place Mall and integrating into Ballantyne Corporate Park, potentially crossing over Route 521.

5.5 MILES
in length

Up-fit existing Blue
Line platforms for
3-CAR TRAINS

**EXPAND
PARKING**
at I-485/South
Boulevard Station

EXPRESS BUS RAPID TRANSIT RECOMMENDATIONS

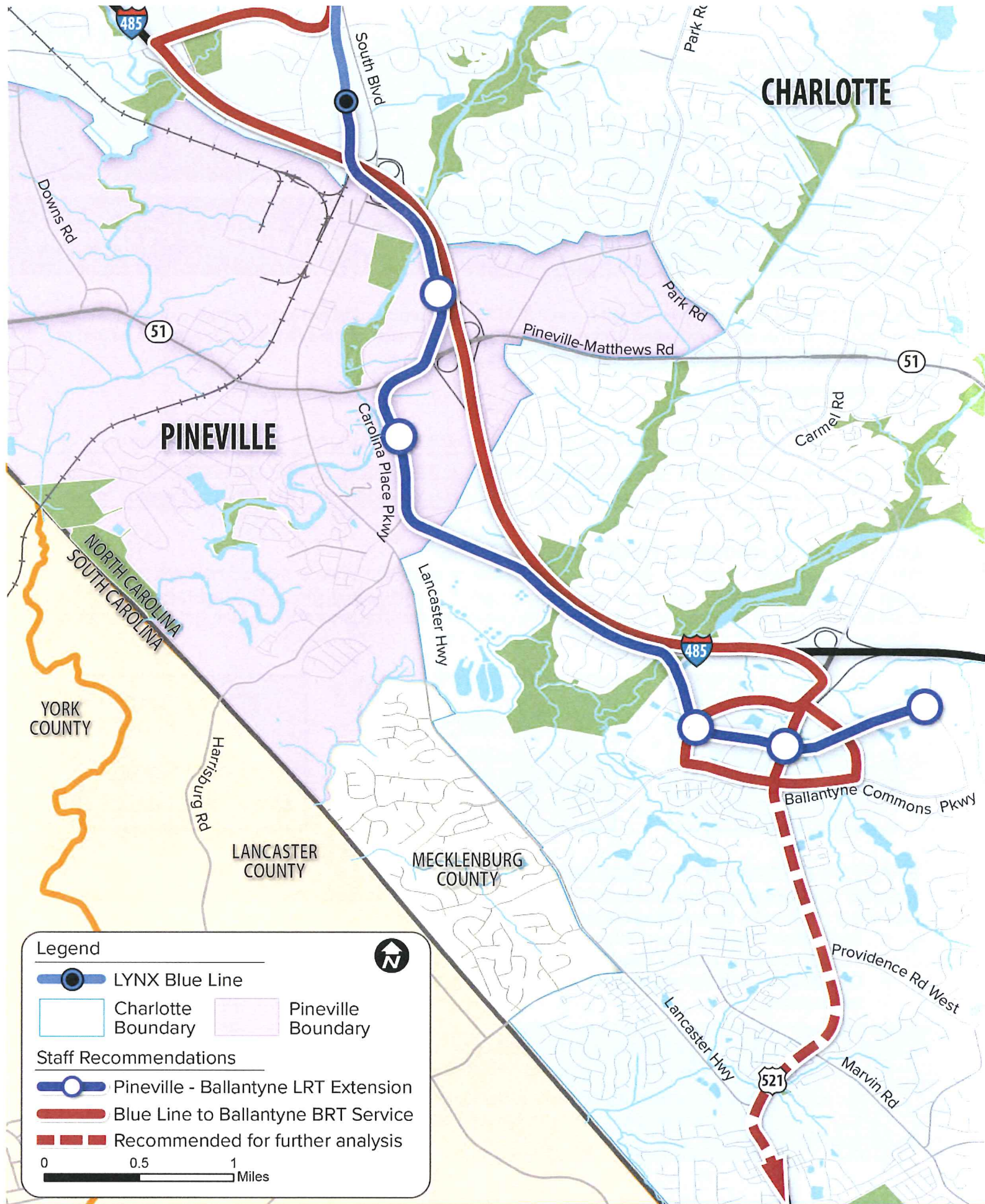
In addition to developing an operations plan for service using the I-485 express lanes, more detailed infrastructure planning is required for the following elements related to the express BRT concept:

- Exploration of traffic-related enhancements for transit on Johnston Road with NCDOT
- Coordination with NCDOT regarding bus station/mobility hub locations on Johnston Road
- Coordination with Ballantyne Corporate park property owners regarding potential first-mile/last-mile connections

NEXT STEPS FOR LIGHT RAIL ALIGNMENT

- **Advance design:** Design needed to provide certainty about potential property impacts.
- **Establish a vision for future station areas:** Station area planning should occur to facilitate detailed alignment development. Coordination with property owners is needed to consider how light rail can integrate with future plans.

For additional information on the Pineville/Ballantyne Rapid Transit Study and CATS 2030 Transit Corridor System Plan visit RideTransit.org or call CATS Customer Service at 704-336-RIDE(7433).



**RESOLUTION
No. 2019-03**

ADOPTION OF LYNX SYSTEM UPDATE STAFF RECOMNDATIONS

A motion was made by Mayor John Aneralla (Huntersville) and seconded by Mayor Woody Washam (Cornelius) for the adoption of the following resolution and upon being put to a vote was duly adopted.

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

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

WHEREAS the Metropolitan Transit Commission on February 27, 2019 directed the Charlotte Area Transit System to evaluate rapid transit options including a light rail extension to the Town of Pineville and the community of Ballantyne, and

WHEREAS beginning in April 2019 the Charlotte Area Transit System began an effort called the LYNX System Update Pineville/Ballantyne Rapid Transit Study, and

WHEREAS the project team worked with staff from the City of Charlotte, Town of Pineville, and the residents in the study area to determine the transit technology, optimally locate station sites, and validate alignment issues in an open, fair, comprehensive, and impartial manner, and

WHEREAS Charlotte Area Transit System staff presented the LYNX System Update Pineville/Ballantyne Rapid Transit Study results and recommendations at the, August 28, 2019 Metropolitan Transit Commission meeting and,

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

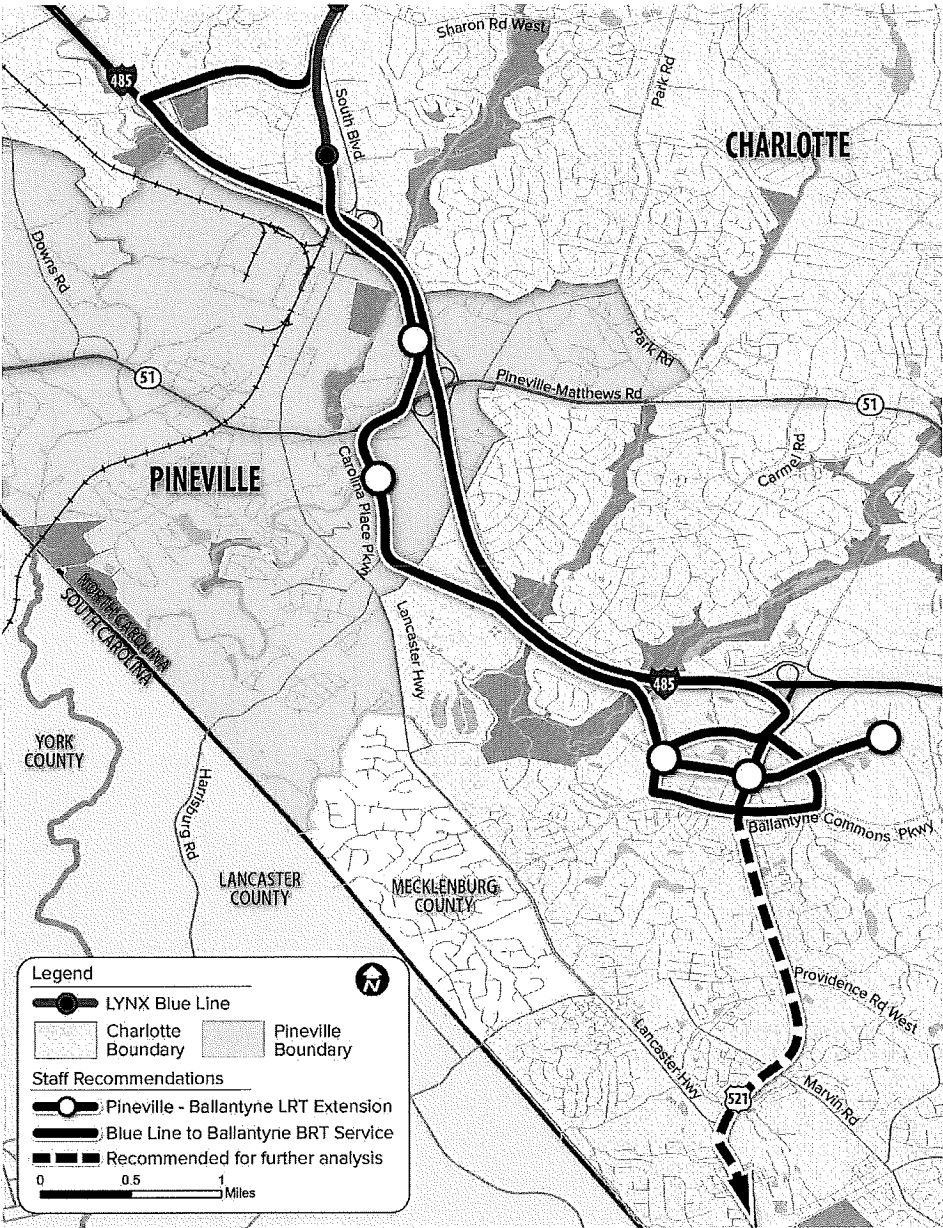
1. Adopt an extension of the LYNX Blue Line as identified during the LYNX System Update Pineville/Ballantyne Rapid Transit Study as the Locally Preferred Alternative with station locations identified in Attachment A.
2. Adopt a Bus Rapid Transit service to the Ballantyne area in coordination with the I-485 Express Lanes as identified in Attachment A.

Attachment A--LYNX System Update Pineville/Ballantyne Rapid Transit Study Recommendation

I, Mayor Vi Lyles, MTC Chairperson do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Metropolitan Transit Commission, duly held on September 25, 2019.

Vi Alexander Lyles
Signature of MTC Chairperson

Attachment A
LYNX System Update Pineville/Ballantyne Rapid Transit Study Recommendations



**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
INFORMATION SUMMARY**

**SUBJECT: Bus Only Lane Pilot & Envision My Ride
Bus Corridor Study**

DATE: September 25, 2019

1.0 PURPOSE/SCOPE: To inform the Metropolitan Transit Commission (MTC) of the upcoming 4th St Bus Only Lane Pilot and the related Envision My Ride – Bus Corridor study.

BACKGROUND/JUSTIFICATION: As the Charlotte region continues to grow, congestion along major corridors continues to impact the current operational performance of the bus network. With the recent successes of bus only lane pilots throughout the country in terms of reducing travel times and operational costs for buses, the Charlotte Area Transit System (CATS) and Charlotte Department of Transportation (CDOT) partnered together to develop plans to pilot a bus/bike shared use lane along a segment of 4th St in Uptown Charlotte.

This pilot will also feed into the upcoming Envision My Ride – Bus Corridor Study, which will help CATS develop speed and reliability recommendations for the proposed high frequency network and determine where additional bus priority treatments can be applied. In addition to dedicated bus only lanes, the Bus Corridor Study will include an evaluation of queue jumpers, signal priority/preemption, and other related bus priority treatments. Additional deliverables will include proposed bus stop amenity improvements, mobility hub locations, and recommendations to improve the customer experience.

2.0 PROCUREMENT BACKGROUND: Not Applicable

3.0 POLICY IMPACT: Not Applicable

4.0 ECONOMIC IMPACT: Estimated \$40,000 for pilot project

5.0 ALTERNATIVES: Not Applicable

6.0 RECOMMENDATION: Not Applicable

7.0 ATTACHMENT(S): Not Applicable

SUBMITTED AND RECOMMENDED BY:



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



**4th Street Bus Only Lane Pilot &
Envision My Ride – Bus Corridor Study**
Metropolitan Transit Commission
September 25, 2019

Bus Only Lanes

What are they?

- Typically restricted to:
 - City buses
 - School buses
 - Emergency vehicles
 - Bicycles
- Have the potential to
 - Improve bus speeds
 - Reduce commute times for passengers
 - Reduce operating costs for transit agencies





Bus Only Lane Pilots

- Affordable way to test the functionality of a bus only lane
- Can involve cones, temporary paint, and signage
- Duration of pilot varies

Everett, MA

- Bus only lane was tested during morning peak hours for a 2-week period
- Selected roadway had the highest ridership in the system
- Reduced trip times 20-30%

Cambridge, MA

- All day bus/bike-only lanes
- Bus riders saved 4-5 minutes on an average trip



Photo: Jesse Costa/WBUR



Photo: Ann Ringwood, Wicked Local

CITY OF CHARLOTTE

www.RIDETRANSIT.org



Planned Pilot in Charlotte

- CATS & CDOT partnered to identify potential corridors to pilot a bus only lane
- Corridors were analyzed to look at a variety of metrics including:
 - Bus ridership
 - Bus frequency
 - Traffic volumes and potential impacts
 - Capacity of roadway

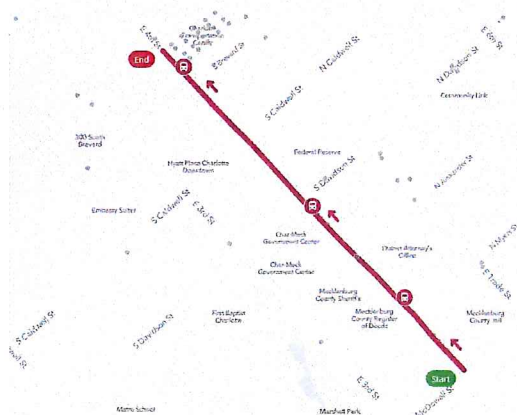


CITY OF CHARLOTTE

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4th St Pilot Plans

- Planned lane along a segment of 4th St between McDowell St and the Charlotte Transportation Center
- 4th St selected due to :
 - High bus frequency per hour
 - Proximity to major destinations & transfer hubs
 - Capacity of roadway
 - Lower impact on traffic volumes
- Over 20 bus routes will use the duration of the lane
 - Several routes will detour to take full advantage



4th St Pilot Plans

- Will be a shared use lane with:
 - Bicyclists
 - Emergency Vehicles
 - School Buses
 - Scooters
- Lane Plans:
 - Far right lane will be striped with a solid white line
 - Lane will be marked as "Bike Bus Only"
 - Personal vehicles only permitted in the lane to turn right



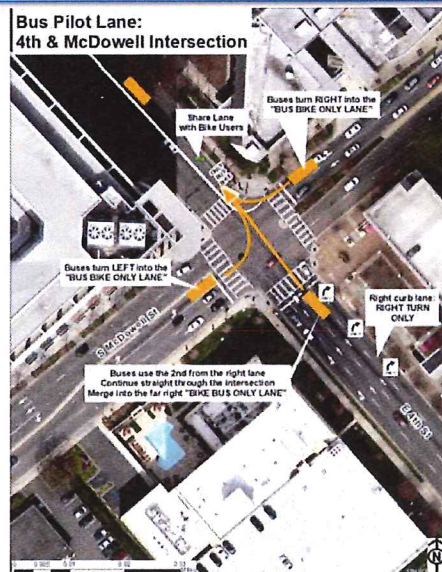
A
36" x 36"



B
36" x 36"

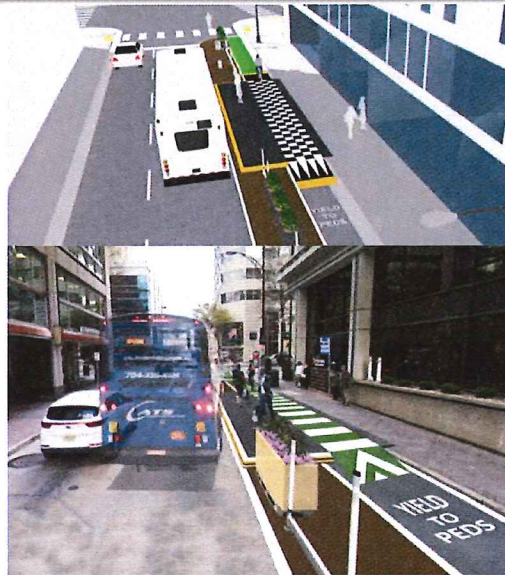


C
10" x 36"



Floating Bus Stop Plans

- CDOT plans to incorporate additional bike improvements along 4th St
- Improvements will include two floating bus stop pilots:
 - 4th & Church (Planned October implementation)
 - 4th & Tryon (TBD)
- Reduces conflicts between buses and bicyclists
 - Bicyclists must yield to pedestrians boarding the bus
- Potential to become permanent if successful



Timeline and Goals

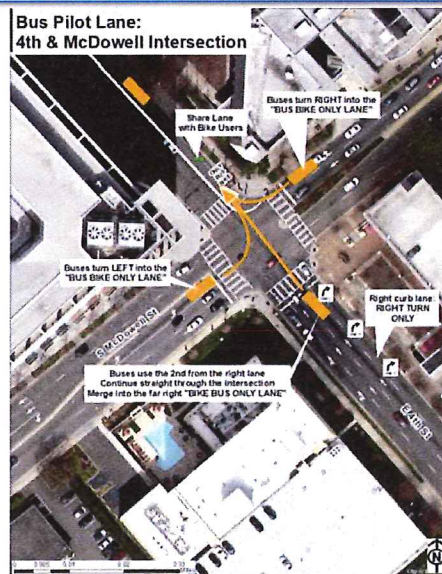
Timeline

- Begins October 7th, 2019
 - Indefinite length
 - Ties in with Biketober Fest

Goals

- Quicker and reliable bus trips for CATS' Commuters
- Safer cycling for bicyclists
- Reduced conflict between cars and bus/bikes

Results of the pilot will tie in with the planned Bus Corridor Study





Envision My Ride: Bus Corridor Study

- Builds upon the planned high frequency network
- Will identify where additional bus treatments can enhance service on major corridors
- Bus treatments may include:
 - Bus only lanes
 - Queue jumper
 - Transit signal priority
 - Adjustments to bus stop amenities & spacing



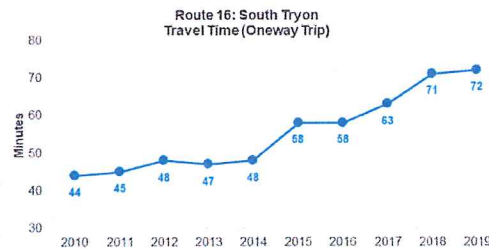
CITY OF CHARLOTTE

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Why Charlotte?

- Growing traffic congestion
- Increased travel times for CATS' buses
- Reduced service levels
 - Frequency of Route 16 shifted from every 15 minutes to 20 minutes
- Higher operating costs
 - # of Buses required to operate Route 9 at a 10 minute frequency:
 - 2017 – 9 Buses
 - 2019 – 11 Buses
 - Additional operating cost of \$300,000



CITY OF CHARLOTTE

www.RIDETRANSIT.org



Next Steps

- CATS will work with a consultant to help define alternatives for corridor treatments
- Tasks will include
 - Public & Stakeholder engagement
 - Identification of corridors
 - Conceptual designs
 - Evaluation of bus stop amenity program and products
 - Implementation plan

Anticipated Fall 2019 kickoff
(Tentative)



Questions?



Bruce Jones
bjones@charlottenc.gov

**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
INFORMATION SUMMARY**

SUBJECT: Update on North Corridor Express Service

DATE: September 25, 2019

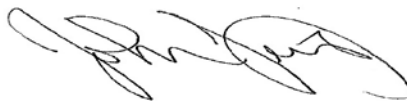
- 1.0 PURPOSE/SCOPE:** To update the Metropolitan Transit Commission (MTC) on plans to improve the express service to North Mecklenburg, taking advantage of the new express lanes on I-77.

BACKGROUND/JUSTIFICATION: In November 2018 the MTC approved adjustments to the North Mecklenburg Express services. With the adjustments, route 51X will continue to provide service to the Northlake park and ride, 48X will provide service to Northcross park and ride, and 77X will provide service to Davidson and the new Cornelius park and ride. A new route, 63X will be introduced to provide service to the Huntersville-Gateway park and ride lot. By introducing a new bus route, each CATS-owned park and ride lot will have direct service from the lot to Uptown Charlotte, by way of the I-77 Express lanes. A pilot shuttle route will be introduced to Davidson, connecting riders into the express service.

This update will provide the new timeline for implementing the enhanced express service, the status of the arrival of the new over-the-road buses, and a summary of the planned roll out of the service.

- 2.0 PROCUREMENT BACKGROUND:** Not Applicable
- 3.0 POLICY IMPACT:** Not Applicable
- 4.0 ECONOMIC IMPACT:** Not Applicable
- 5.0 ALTERNATIVES:** Not Applicable
- 6.0 RECOMMENDATION:** Not Applicable
- 7.0 ATTACHMENT(S):** Not Applicable

SUBMITTED AND RECOMMENDED BY:



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

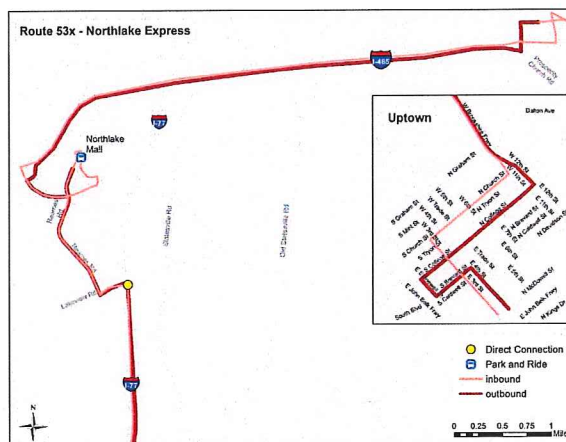
Planning and Public Input

- Met with Planning Staff from All Three Towns
- Uptown Public Meeting
- Public Meetings in Cornelius, Huntersville, Davidson
- National Night Out
- Follow Up Meetings with Riders in Early November
- MTC Approved Route Adjustments in November 2018



Route 53X Northlake Express - Approved

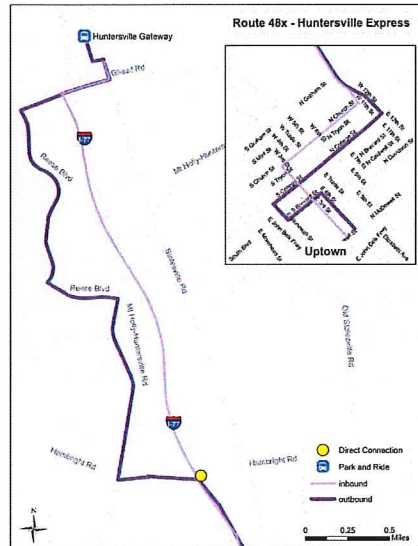
- Fastest Growing Express Route
- Service Every 20 Minutes
- Use Lakeview Direct-Connect





Route 48X Huntersville Express - Approved

- Second Highest Ridership Express
- Reverse Commute Will Use Hambricht Direct-Connect
- Flow Direction Service Will Use Gilead Road On-Ramp
- Frequent Service



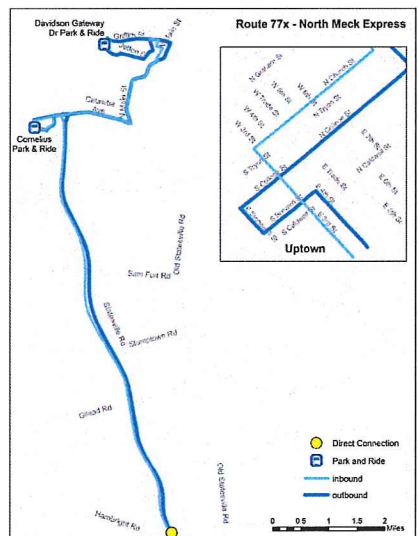
CITY OF CHARLOTTE

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Route 77X North Meck Express - Approved

- Highest Ridership Express Route As Currently Configured
- To Be Split Into Two Routes
- Will Result in Direct Service From New Cornelius Park and Ride
- Reduced Travel Time for Customers From Davidson
- Frequent Service



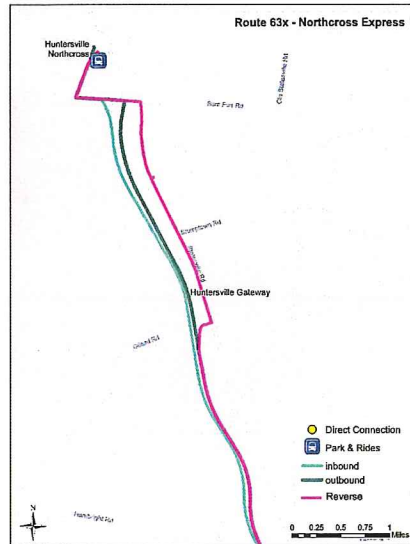
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Route 63X Northcross Express - Approved

- Direct Service From Northcross Park and Ride
- Frequent Service



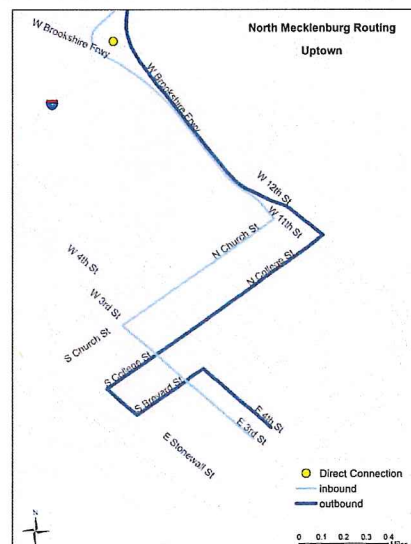
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Uptown Routing- Proposed

- Current Routing Exits at Trade St.
- Recommending Use of Church/College Pair
- Allows Customers Benefit of Direct-Connect at Brookshire



CITY OF CHARLOTTE

www.RIDETRANSIT.org




- MCI Over the Road Coaches (17 New Buses)
- Unique Branding to Accentuate Service
- Roll Out and Marketing Campaign
 - Social Media
 - Newspaper Ads






www.RIDETRANSIT.org



Projected Timeline

- Final Public Meetings Held Early November 2018
- TSAC Endorsement November 8, 2018
- MTC Approval November 28, 2018
- Expectation That I-77 Express Lanes Will Be Extended Fall 2019
- CATS Will Evaluate Use of Extended Lanes By Existing Routes Fall 2019
- Expectation That Brookshire Direct Connect Will Be Completed Late 2019 or Early 2020
- Projected Introduction of New Express Routes February 3, 2020



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Questions



**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
STAFF SUMMARY**

SUBJECT: Regional Transit Plan Status Update

DATE: September 25, 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 throughout the 12-county region 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.
- CCOG staff in collaboration with CATS CRTPO, NCDOT and adjacent MPO's have assembled funding for the development of a Regional Transit Plan and Implementation Strategies. The estimated cost of study is \$2,000,000, over two fiscal years. Fiscal year 2019-2020 funding for the study has been committed by the following agencies:
 - Charlotte Area Transit System (\$425,000)
 - North Carolina Department of Transportation (\$500,000)
 - South Carolina Department of Transportation (\$93,750)
 - Charlotte Regional Transportation Planning Organization (\$511,492)
 - Gaston Cleveland Lincoln MPO (\$90,000)
 - Cabarrus Rowan MPO (\$125,000)
 - Rock Hill-Fort Mill Transportation Study (\$26,815)
- CATS and the CCOG staff with assistance from regional technical staff developed a draft scope of work.
- The COG issued a RFQ on September 3, 2019 seeking a consultant team to:
 - Develop a single, coordinated transit vision for the project area, that includes multiple transit modes.
 - Identify rapid transit corridors as extensions to the CATS 2030 Plan, and in coordination with other regional and local transportation plans.
 - Develop action-oriented strategies to support:
 - Improved mobility and access
 - Effective and coordinated transit investments, and
 - Coordinated transit operations to meet the needs of a growing and changing population
 - Identify key topics and methods for regional coordination.
- On September 20, 2019, CCOG received qualifications responses from three (3) consultant teams.
- CATS and CCOG will execute a Memorandum of Understanding outlining the responsibilities of each agency.

- CATS will take a Request for Council Action to the Charlotte City Council on October 14th for the contract between CATS and the CCOG.
- CCOG expects to execute a contract with the consultant team in late October/early November.

3.0 PROCUREMENT BACKGROUND: Centralina Council of Governments is leading/managing the procurement of the consultant team that will assist staff in the development of the Regional Transit Plan and Implementation Strategies.

4.0 POLICY IMPACT: Informs 2030 Transit Corridor System Plan

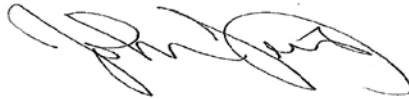
5.0 ECONOMIC IMPACT: Not Applicable

6.0 ALTERNATIVES: Not Applicable

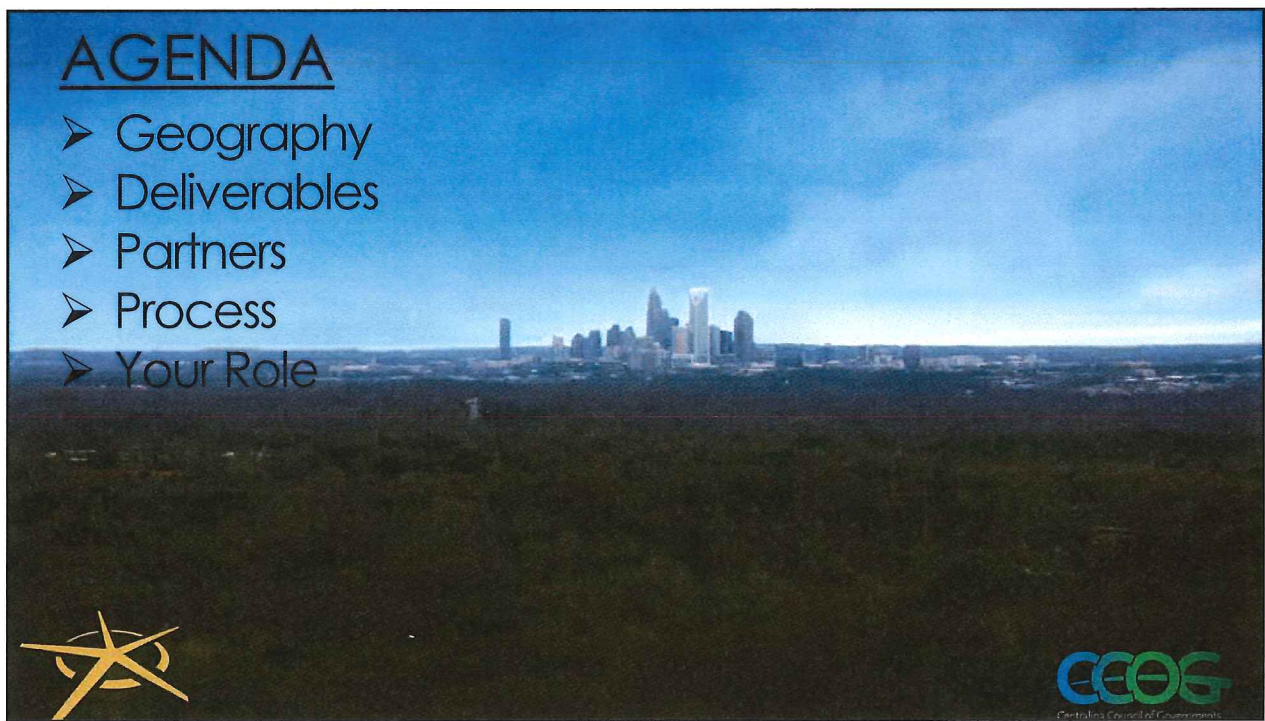
7.0 RECOMMENDATION: Not Applicable

8.0 ATTACHMENT(S):

SUBMITTED AND RECOMMENDED BY:



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



CATS & CCOG Regional Planning Partnership

The study area will include twelve counties across two states, 2.7 million population across 5,877 square miles.



What will the plan address?

1. Local and integrated bus strategy including paratransit and Human Services
2. Rapid transit corridor identification
3. Tools for long-term rapid transit planning
 - ROW preservation
 - Land use
 - Funding mechanisms
4. Areas of Coordination
 - Cross-county connections
 - Scheduling, fares, procurement
 - Mobility hubs, maintenance facilities, park and rides
 - Transportation Demand Management (TDM) Strategies



What will the plan address?

5. *New transportation technology (CAV, MaaS, 5G, broadband)*
6. *Clear implementation strategies with defined next steps and roles/responsibilities*
7. *Considerations for land use, freight impacts, transit marketing*
8. *Regional coordination guidance*
9. *Funding strategies*
10. *Collaborative MPO/RPO adoption process for implementation*



Plan Funding Strategy

Funding Partners (FY20 \$)

❖ NCDOT	\$500,000
❖ SCDOT	\$93,750
❖ CATS	\$425,000
❖ CRTPO	\$511,492
❖ GCLMPO	\$90,000
❖ CRMPO	\$125,000
❖ RFATS	\$26,815

TOTAL FY 20 \$1,772,057

Potential Funding Partners

- ❖ US Economic Development Administration
- ❖ Private Sector
- ❖ Local Governments

Process Update

- 9/03/19 CCOG Issued an RFQ.
- 9/20/19 Three proposals received.
- 9/25/19 Consultant review committee.
- 9/19/19 CCOG and CATS entered into a MOU working agreement.
- 10/01/19 Consultant interviews.
- 10/14/19 Charlotte City council reviews/approves contract with CCOG.
- Mid November – Consultant contract anticipated.
- By end of 2019 – Initial plan kick off meeting.

Leadership Structure

Metropolitan Transit
Commission

CCOG Board

RTP Policy Committee
Elected officials from across the region (NC and SC).

RTP Technical Committee
Staff level technical resources
(land use, transportation, health, economic development, education, etc.)

Subject Area
Work Groups

Subject Area
Work Groups

Subject Area
Work Groups

NEXT STEPS

- ❖ Consultant Selection
- ❖ Funding Contract Documents
- ❖ Plan Start – Late 2019



Metropolitan Transit Commission • Centralina Council of Governments

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

Mode / Service	Aug-19	Aug-18	Percent Increase/Decrease	YTD FY 2020	YTD FY 2019	Percent Increase/Decrease	Avg Daily Ridership per Month		
							WeekDay	Saturday	Sunday
Local									
BOD Local	994,248	1,076,790	-7.7 %	1,891,229	2,028,999	-4.1 %	37,168	22,924	16,084
Subtotal	994,248	1,076,790	-7.7 %	1,891,229	2,028,999	-4.1 %	37,168	22,924	16,084
Local Express									
Arboretum Express	4,658	4,235	10.0 %	9,326	8,125	14.8 %	212	-	-
Carmel Road Express	-	1,317	n/a	-	2,495	n/a	-	-	-
Harrisburg Road Express	2,887	2,866	0.7 %	5,679	5,236	8.5 %	132	-	-
Huntersville Express	8,477	9,375	-9.6 %	17,548	17,167	2.2 %	385	-	-
Idlewild Road Express	2,171	2,536	-14.4 %	4,490	4,926	-8.9 %	99	-	-
Independence Blvd Express	4,394	4,937	-11.0 %	8,832	8,847	-0.2 %	200	-	-
Lawyers Road Express	2,549	3,271	-22.1 %	5,184	6,188	-16.2 %	116	-	-
Matthews Express	3,946	3,894	1.3 %	8,065	7,332	10.0 %	180	-	-
Mountain Island Express	1,281	1,231	4.1 %	2,601	2,329	11.7 %	58	-	-
Northlake Express	5,563	7,403	-24.9 %	11,556	13,970	-17.3 %	253	-	-
North Mecklenburg Express	11,793	15,516	-24.0 %	25,193	27,701	-9.1 %	537	-	-
Rea Road Express	3,787	2,933	29.1 %	7,363	5,268	39.8 %	173	-	-
Steele Creek Express	1,420	2,106	-32.6 %	2,851	3,885	-26.6 %	65	-	-
Huntersville Greenhouse Express	372	284	31.0 %	808	598	35.1 %	17	-	-
Airport Connector - Northlake	-	5,248	n/a	-	9,881	n/a	-	-	-
Subtotal	53,298	67,152	-20.6 %	109,496	123,948	-11.7 %	2,427	-	-
Regional Express									
Gastonia Express	4,084	3,712	10.0 %	7,852	6,944	13.1 %	186	-	-
Rock Hill Express	3,133	3,179	-1.4 %	6,161	5,756	7.0 %	143	-	-
Union County Express	2,514	2,689	-6.5 %	4,801	4,979	-3.6 %	115	-	-
Subtotal	9,731	9,580	1.6 %	18,814	17,679	6.4 %	444	-	-
Community Circulator									
Neighborhood Shuttles	34,558	38,709	-10.7 %	67,356	72,582	-7.2 %	1,298	873	427
Eastland Neighborhood Shuttle	16,739	20,891	-19.9 %	32,621	38,088	-14.4 %	588	475	370
Pineville-Matthews Road	3,407	3,849	-11.5 %	6,539	6,884	-5.0 %	140	69	-
Village Rider	7,259	7,100	2.2 %	14,067	13,242	6.2 %	277	167	86
Subtotal	61,963	70,549	-12.2 %	120,583	130,796	-7.8 %	2,303	1,584	883
Human Services Transportation									
Special Transportation Services	21,331	24,047	-11.3 %	42,312	45,189	-6.4 %	852	313	255
DSS	305	412	-26.0 %	607	761	-20.2 %	14	-	-
Subtotal	21,636	24,459	-11.5 %	42,919	45,950	-6.6 %	866	313	255



Metropolitan Transit Commission
Charlotte Area Transit System Ridership Report

Aug-19

Mode / Service	Aug-19	Aug-18	Percent Increase/Decrease	YTD FY 2020	YTD FY 2019	Percent Increase/Decrease	Avg Daily Ridership per Month		
							WeekDay	Saturday	Sunday
Rideshare Services									
Vanpool	11,776	12,096	-2.6 %	23,920	23,616	1.3 %	570	-	-
Subtotal	11,776	12,096	-2.6 %	23,920	23,616	1.3 %	570	-	
Rail									
LYNX Blue Line	844,425	722,093	16.9 %	1,600,270	1,386,160	15.4 %	31,185	21,394	12,847
CityLynx Gold Line	-	26,674	n/a	-	46,965	n/a	-	-	-
Subtotal	844,425	748,767	12.8 %	1,600,270	1,433,125	11.7 %	31,185	21,394	12,847
Total	1,997,077	2,009,393	-0.6 %	3,861,343	3,804,113	1.5 %	74,963	46,215	30,069



August | CATS Sales Tax Report FY2019

May Receipts

Sales Tax Collections and Distribution – June 2019

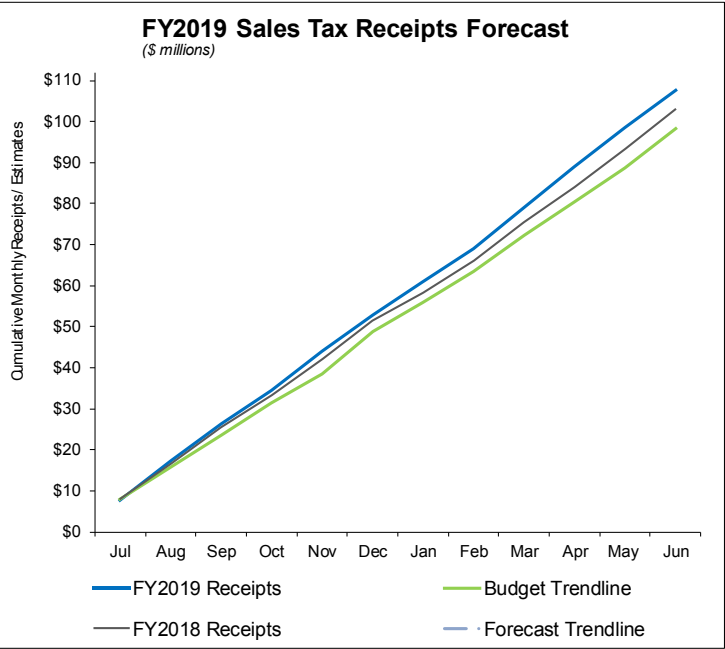
- June 2019 receipts of \$9,117,052 were \$276,998 (2.9%) below the budget target for the month
- June 2019 receipts were \$582,211 (6.0%) below June of 2018

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 July 31, 2019
- Published by NC Secretary of Revenue on 9/11/2019 with actual receipts through June 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 actuals	April 19 actuals	May 19 actuals	June 19 actuals	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	\$ 4,112,897	\$ 4,001,337	\$ 3,821,155	\$ 3,692,191	\$ 43,579,629
Cornelius	30,207	1.5%	112,497	140,413	132,859	117,729	138,871	131,234	120,758	116,665	149,638	145,579	139,024	134,332	1,579,598
Davidson	12,572	0.6%	47,218	58,935	55,764	49,414	57,797	54,619	50,259	48,555	62,279	60,589	57,861	55,908	659,199
Huntersville	57,145	2.8%	212,533	265,273	251,001	222,418	262,713	248,265	228,447	220,704	283,082	275,404	263,002	254,126	2,986,970
Matthews	30,849	1.5%	116,044	144,841	137,048	121,441	141,822	134,023	123,324	119,144	152,818	148,673	141,979	137,187	1,618,345
Mint Hill	26,690	1.3%	99,810	124,579	117,876	104,453	122,702	115,954	106,698	103,082	132,216	128,630	122,837	118,692	1,397,527
Pineville	8,873	0.4%	33,350	41,626	39,387	34,902	40,792	38,549	35,471	34,269	43,955	42,762	40,837	39,459	465,359
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	5,219,006	5,077,444	4,848,805	4,685,158	55,248,570
Total	2,050,139	100.0%	\$ 7,708,503	\$ 9,621,386	\$ 9,103,726	\$ 8,067,019	\$ 9,425,129	\$ 8,906,774	\$ 8,195,787	\$ 7,918,012	\$ 10,155,891	\$ 9,880,419	\$ 9,435,500	\$ 9,117,052	\$ 107,535,197
Year-over-Year Comparison (FY19-FY18)			-5.4%	14.0%	3.6%	2.3%	6.1%	-4.5%	18.8%	1.0%	9.2%	15.7%	1.7%	-6.0%	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 FY19 Budget Achieved			7.8%	17.6%	26.9%	35.1%	44.7%	53.8%	62.1%	70.2%	80.5%	90.6%	100.2%	109.5%	109.5%

Sales Tax Receipts: FY2015 – FY2018

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
FY2018	\$ 8,147,197	\$ 8,436,960	\$ 8,784,051	\$ 7,883,713	\$ 8,884,437	\$ 9,324,267	\$ 6,897,695	\$ 7,842,800	\$ 9,303,951	\$ 8,539,748	\$ 9,277,676	\$ 9,699,263	\$ 103,021,757
FY2017	6,706,169	8,123,310	8,099,598	6,984,259	8,275,157	9,927,120	5,142,666	7,510,515	9,105,261	7,459,176	6,747,425	8,520,759	92,601,412
FY2016	7,470,371	6,971,746	7,551,677	6,188,499	6,607,520	9,383,261	6,142,552	6,944,204	7,858,189	7,952,022	7,781,259	8,765,518	89,616,819
FY2015	6,087,774	6,938,945	5,932,063	7,114,003	6,853,209	8,378,347	5,947,801	5,641,898	6,914,523	6,057,389	7,522,357	7,762,101	81,150,409