

Metropolitan Transit Commission



October 23, 2019

METROPOLITAN TRANSIT COMMISSION

Wednesday, October 23, 2019

5:30pm

Charlotte Mecklenburg Government Center

Room 267

AGENDA

- I. Call to Order Mayor Vi Lyles
- II. Approval of the September 25, 2019 Summary (**p.5-10**) 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 Meeting
- V. Public Comments
- VI. Presentation of Letters of Support for Regional Transit Plan Resolution
 - Charlotte Motor Speedway (**p.12**) Mayor William Dusch
 - Cabarrus County Convention & Visitors Bureau (**p.13**) Mayor William Dusch
- VII. Action Item
 - Change MTC November 2019 Meeting Date and Time..... John Lewis, Jr
- VIII. CATS Information Items
 - City Strategic Energy Action Plan (**p.15-18**)..... John Lewis, Jr
- IX. Regional Information Items
 - None
- X. Chief Executive Officer's Report (**p.20-23**) John Lewis, Jr
- XI. Other Business Mayor Vi Lyles
- XII. Adjourn

**METROPOLITAN TRANSIT COMMISSION
MEETING SUMMARY
September 25, 2019
(Approved on October 23, 2019)**

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

Present:

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

Mayor Paul Bailey (Matthews)
Brian Welch (Town Manager) Mint Hill
Bill Thunberg, (Mooresville Representative)
Mayor Jack Edwards (Pineville)
Randi Gates, GCCMPO (City of Gastonia)
Councilmember Jerry Morse, (Indian Trail)
Councilmember Lynda Paxton, (Stallings)

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 August 28, 2019 was approved.

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

Sam Grundman (Chair) reported the following - TSAC had a conversation with some rail maintenance personnel. There are some interesting things at work with our trains. TSAC also got to hear about some immigrant population issues in the city. There are thousands of people in this city who unfortunately are not very good with English, so we need to be sure we service them.

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

V. Public Comments – None

VI. Action Items

a. Property Acquisition

John Lewis, Jr

Resolution: Mayor John Aneralla (Huntersville) motioned to approve the CATS property Acquisition; Town Manager Brian Welch (Mint Hill) seconded the motion, which passed unanimously.

b. Pineville/Ballantyne Rapid Transit Study

Jason Lawrence

Resolution: Mayor John Aneralla (Huntersville) motioned to approve the Pineville/Ballantyne Rapid Transit Study; Mayor Woody Washam (Cornelius) seconded the motion, which passed unanimously.

VII. Information Items

a. Bus Pilot and Corridor Study

Bruce Jones

Bruce Jones – CATS Transportation Planner made a presentation on the Bus Pilot and Corridor Study based on pages 29-35 in the MTC Agenda packet for August 28th, 2019 meeting.

Discussion:

COMMISSIONER HARDEN (Mecklenburg County): What have other communities done to notify the public when they do these, because I imagine much of the success of your study could be if the public knows and is prepared for the study.

MR. JONES: It varies. There has been zero to months in terms of outreach, the example that I had up there needed no outreach at all so they just surprised individuals. They woke up one morning and said, Hey, you have a bus only lane. Of course, it was different for them, but Cambridge did months of outreach beforehand. I think it varies in terms of that. I think CATS is kind of a middle ground. We have been doing some outreach where we have marketing materials available. I did a presentation to a bicycle committee, just to inform them of the plans as well. We realize that we need to at least do some level of outreach to get them on board.

COMMISSIONER HARDEN (Mecklenburg County): And I believe it can be kind of cute. You can get the media out there to where it's going to be and all that, and the people are prepared for it and there might be just a little fewer bumps. Maybe Center City can make some announcements.

MAYOR LYLES (City of Charlotte): That's a good point. I think that nobody wants to wake up one morning and figure out they can't get on College Street, so we're going to have to do something. I've seen CDOT has been doing signage, "This road, the speed will change," and things like that, especially for the people in the community, and that's a good point.

b. North Corridor Express Update

Larry Kopf

Larry Kopf – CATS Chief Operation Planning Officer made a presentation on the North Corridor Express Update based on pages 37-43 in the MTC Agenda packet for September 23, 2019 meeting.

Discussion:

MAYOR KNOX (Cornelius): My big thing is frequency, Larry, not just in terms of every 20 minutes or whatever but hours of operation.

MR. KOPF: Right, the buses are going to start probably about 5:30 in the morning. Each route is a little different, but in general they'll start about 5:30 in the morning, and we'll provide service until about 7 o'clock at night going back out. We will have midday service that will operate hourly. The frequency during rush hour will be every 10 to 15 minutes. Some routes are a little more frequent than others, but it will be every 10 to 15 minutes during the rush hour.

And we're kind of going to do a hybrid route that fits multiple park-and-ride lots on the midday trips because we don't have quite as many people, and so using the midday, instead of a direct ride to every lot, we're going to hook those park-and-ride lots together.

MAYOR KNOX (Davidson): Seven days?

MR. KOPF: Currently we're starting at five days a week. We can always consider Saturday and Sunday service, but I think in order to launch this we're going to start with five days a week.

MAYOR WASHAM (Cornelius): The key component of this is the communication of the service starting out. I think one of the problems with bus service in the north has been people don't know it exists and they don't understand. What's your plans for getting the word out? I think if we do that properly this is going to be really, really helpful, in our town at least.

OLAF KINARD (CATS Marketing): CATS is going to have social media but also direct mail into the areas surrounding there. We may put a little bit in the newspaper, but I think the best medium is we will reach out to your individual municipalities and use your communication newsletters and email alerts.

In addition, a lot of the people that ride the bus are downtown or will ride it downtown. We have a sense of networks with employers uptown, and we would do transportation fairs typically during the lunchtime period for a couple of hours, introduce them to that service. That has typically been our best and most efficient marketing network for express riders because you get them in the workplace where they are more inclined to have the full attention in that respect. We'll also do some traditional advertising and marketing and a kick-off also.

BILL THUNBERG (Mooresville Representative): Are there going to be any fare changes associated with these changes?

CATS CEO LEWIS: We are going through an evaluation of our overall fare structure, and I think as we continue to introduce premium service there will probably be an opportunity for us to take a look at how we price our premium service offerings. When we do that, we'll have to do it comprehensively, not just in regard to our new express routes. We probably ought to take a look at our Light Rail, because that is the most premium of premium service. I think we have to do that comprehensively.

BILL THUNBERG (Mooresville Representative): And Bill Coxe is not here so to speak for him, if we're going to charge less for Light Rail than we are for the premium bus, that's not a good communications message. You'd want to encourage people to ride rather than to make them feel like you're taking advantage of the situation, so whatever we do I hope we'll do things that will encourage use of that service as a viable alternative to getting in an automobile and riding out.

MAYOR WASHAM (Cornelius): Well, I think to add to that, Bill, premium pricing upfront to get people to try it might be a good idea as well, because the truth is I think we can get them on it and get them to try it, then we'll sell it.

BILL THUNBERG (Mooresville Representative): When I was trying to take the train to Berlin from Hamburg I had an extra few hours, and the fast train would do it in 90 minutes so I called up and I said, "Well, how much is the fare," and it was €300. If I had called two weeks earlier it was €80. If we're going to do the pricing kind of like the airlines do, I don't know if people are going to like that where you have to pay for your seat and you have to pay for all this other stuff.

I think when it comes to just a regular transit system, people are looking for value and we need to give them an opportunity to get that value. Now, there's a value proposition that has to

be made, like you were saying, for premium service, but we want to be sure that it's the right price that encourages people to participate in using the service and makes them feel like it was definitely worth it for them.

CATS CEO LEWIS: I think the introduction of the variable pricing lanes gives us something to weigh in the beginning. I don't know what the total cost will be, but for the first time you're putting in this region a cost to that card trick, and that gives us something to compare against when you're talking about the cost of the bus trip. But from a rail standpoint, you're looking at the efficiency, premium-ness of that service, so we are working through that.

MAYOR LYLES (City of Charlotte): When can we anticipate that as a scheduled presentation? I think you're talking about February of 2020?

CATS CEO LEWIS: Before the end of year.

MAYOR LYLES (City of Charlotte): I want to add that in addition to all the conversation we had, the most important thing for me is to see that we allow people the option to get on that service and the bus service, so as we're looking at value-add and rail and all of that, it's going to take a lot of communication, and we have to not plan for having a presentation 30 days later and have the decision and not have sufficient time to actually look at this as a positive marketing opportunity.

COMMISSIONER HARDEN (Mecklenburg County): I wonder just from the business services that we provide, I mean, is there any thought of what happens to people who can't afford the premium service, you know, as we think about trying to raise economic mobility?

CATS CEO LEWIS: The thing about express routes is generally the environments you're pulling from are people who are currently driving along that corridor. We have our local routes that generally offer the broadest mobility options, both for people who have limited mobility options and people who have choices. Our express routes, again, hence premium service, generally are those who are trying to attract commuters and give people a choice or alternative to the single occupant vehicle.

From an equity standpoint you generally don't see that broadly when you're talking about express because there are other options for local, and so we have other discounts for our local service depending on seniors, for those who are disabled, for students that are already a part of our system. We generally, from a policy standpoint across public transit, you don't offer this for express because you're pulling from the vehicle crowd, but I think that's always something that you should consider as we are looking at our options. That has not been a challenge for us from the express bus routes service.

MAYOR LYLES (City of Charlotte): I actually think the best way to do that is the employer. If they're not making sufficient wages to do that, then we ought to be marketing the paths that we provide to deal with the other, so I think the opportunity there on mobility is identifying those companies and their average wages and saying here's an opportunity to provide your employees a benefit that would save them and keep you in a place where you're a preferred employer as well as providing, the only thing I can think of is, reliable and timely ways to get there.

MAYOR ANERALLA (Huntersville): We've already been in touch with Larry about one company that's looking to expand, and it's along this corridor, but over the next X amount of years there's going to be a lot more business expansion. And something just to think about, depending on the type of business, the type of worker may more than likely come from Charlotte, certain areas in Charlotte, we need to think through how to connect to get them up through there and so forth. But that route through the business park, there's 6000 employees in that business park in that corridor. I think we're going to get some diverse commute in early morning when that happens.

MR. KINARD: We do have an employer transportation coordinating program that we market all the businesses uptown, which we had activity with them. A lot of them did participate. They get a discount, they get tax-free deductions. Some offer an additional deduction as a fee. Duke Energy is one of those that does that. It's \$50 a month they do for theirs. In addition, we have other associations for hospitality for the lines which reaches a plethora of organizations around the region of small, medium, and large, retail, restaurants, hotels, and they have the right to get that discount as well. We can market to those as well to help us get that, provide those type of opportunities for those low-income type of citizens.

BILL THUNBERG (Mooresville Representative): Looking at the adopted fare policy, it says the express bus are is maintaining at approximately 40% greater than the base fare, and then what you were saying about the Light Rail is that Light Rail is going to match the local bus fare. We need to see, or I think I would need to see in the discussion how the justification for the pricing has changed since we thought this was the way to do it and now we think this is the way to do it. I'd like to see what that justification is and talk about some of the potential behaviors of the market, whether it's commuters or fare bus riders.

VIII. Regional Information Item

Regional Transit Plan Status

John Muth / Michelle Nance

John Muth – CATS Deputy Director & Michelle Nance – Centralina Council of Governments

(CCOG) presented a presentation on the Regional Transit Plan Status Updated from pages 45-46 of the MTC Agenda packet for September 28th, 2019 meeting.

Discussion:

MAYOR LYLES (City of Charlotte): I would say that considering the structure that you have, it would seem to me that it would be best to have people participate in the policy committee representative of this group and not the entire group, but does anyone else have another idea of what works best, because I think you'll be coming back to this group with the total project for adoption, but someone here or several someone would be very helpful in making sure we are hearing along the way.

I also wonder as you get the subject workgroups, the CTAG and our two advisory groups, that there was an opportunity for participation in some of the workgroups as well. I just think in terms of time management and interest we should think about who would want to do this and who you would see as someone who would be available to operate.

MAYOR ANERALLA (Huntersville): How often do you plan on updating the overall MTC or CCOG, once a quarter, once a month, once every two months?

MR. MUTH: Policy committee we think would maybe meet four or six times a year. This group, since we meet on a monthly basis, it would probably be every couple of months or three months I would think, depending on what work has taken place and what results or early results we want to share with you and get your reaction to, so I would expect at least every two months we would be telling you something about where we stand and what progress we're making.

MAYOR ANERALLA (Huntersville): Just a thought, if you appointed a Chair or the committee appointed one or two individuals every month they could give a quick update so we would stay current.

MAYOR LYLES (City of Charlotte): If anyone has an interest in serving on the policy committee that would be able, I think one or two people are sufficient, so just send me a note that you're interested and maybe next month we'll let the people know.

COUNCILMEMBER PAXTON (Stallings): Can we go back to the funding structure, and can you tell me a little bit about how those amounts were decided, because it looks like there's some pretty significant differences in the amounts that different agencies are contributing.

MS. NANCE (CCOG): From the MPO perspective, the Metropolitan Planning Organizations, those are the regional transportation planning groups, and typically funding from those groups in a general sense is based on population. I will say that fortunately this year NCDOT has some extra funds to do planning, and they pushed that back out to the regional transportation planning organizations. In a sense there was some found money. Because this project was what I'll call shovel ready, it was ready to go, and because that money needed to be spent quickly or it will expire, this was seen as a very clear direction that many of the MPOs wanted to go. For example, our facts, they just have a much smaller population, as well as Cabarrus-Rowan MPO.

COUNCILMEMBER PAXTON (Stallings): I guess I was focusing in on the difference between North and South Carolina. Can you speak to that?

MS. NANCE (CCOG): If we take a look at the map, the only areas of South Carolina that are included in the study are the urbanized areas of Lancaster and York Counties, so the area is actually fairly small in relationship to the North Carolina counties that you see there and in population as well. We did do a comparison. We were actually just pretty pleased to get another state to indicate interest and provide resources to this type of plan.

IV. Chief Executive Officer's Report

Assisted Director Olaf Kinard will be retiring on November 1st, 2019 after 22 years of service to CATS & City of Charlotte.

X. Other Business - None

XI. Adjourn

The meeting was adjourned at 6:23 p.m. by Mayor Vi Lyles – MTC Chairman (City of Charlotte).

NEXT MTC MEETING: WEDNESDAY, OCTOBER 23, 2019, STARTS AT 5:30 P.M.



October 7, 2019

Mayor Bill Dusch
City of Concord
PO Box 308
Concord, NC 28026-0308

Dear Mayor Dusch, Concord City Council and Metropolitan Transit Commission:

We have seen an exciting transformation of the North Tryon Street corridor because of the LYNX Blue Line light rail extension to University City. Charlotte's city leaders had the vision to reimagine and the fortitude to recreate transportation toward the northeast, and the result has stimulated economic growth toward the outskirts of Mecklenburg County. It's now time for us to do the same for Cabarrus County.

Together we can develop a plan to integrate the next phase of the LYNX Blue Line light rail into Concord. It is Charlotte Motor Speedway's goal to continue producing world class entertainment that annually brings visitors from all 50 states and nearly two dozen countries to the city, county and surrounding region. The extension of light rail to Concord would further integrate our region for more tourism and business development, greater economic impact and job creation.

Charlotte Motor Speedway is in full support of extending light rail into Cabarrus County, and we will help in any way possible to achieve that goal. UNC Charlotte's light rail station is just 4.8 miles from Charlotte Motor Speedway. The sky is the limit for what we can do together for our area, and one such catalyst begins just a few miles to the south on N.C. Highway 29. Let's ride light rail into Concord and toward a brighter future!

Sincerely,

A handwritten signature in black ink, appearing to read "Marcus Smith", written in a cursive style.

Marcus Smith
President and CEO
Speedway Motorsports



October 22, 2019

Dear Concord Kannapolis Transit Commission and Metropolitan Transit Commission,

To enhance tourism growth and the positive impact it has on our community, the Cabarrus County Convention & Visitors Bureau offers its full support for the extension of light rail and regional transit into Concord and Cabarrus County.

As the official destination marketing organization of Cabarrus County, driving overnight visitation is our priority. According to an annual study prepared for Visit North Carolina by the U.S. Travel Association, tourism in Cabarrus County generated \$469.31 million in visitor spending, over \$34 million in state and local taxes and more than 4,650 jobs in 2018.

The Cabarrus County CVB also takes great pride in our role as a destination management organization. Updated annually, the CVB's research-based Strategic Plan includes input from community, civic and travel industry leaders who participated in the DestinationNEXT Planning Model. The plan outlines our commitment to support progress in three key initiatives—enhanced and improved facilities, better mobility and workforce development. The development of improved public transit options such as the light rail extension directly supports these initiatives by providing efficient, safe mobility for visitors and residents, as well as affordable transportation for hospitality industry workers.

Cabarrus County is home to a growing number of unique places to visit including two of North Carolina's largest attractions, Concord Mills and Charlotte Motor Speedway. Greater connectivity to these tourism assets is critical to creating a total visitor entertainment destination throughout Cabarrus County.

We look forward to working with partners across our region to bring this project to fruition and further develop Cabarrus County as a premier travel destination. Please let me know how the Cabarrus County Convention & Visitors Bureau can be of further assistance in this endeavor.

Sincerely,

Donna Carpenter
President and CEO
Cabarrus County Convention & Visitors Bureau

CC: Mayor Bill Dusch, City of Concord
Mayor Darrell Hinnant, City of Kannapolis
Steve Morris, County Commissioner, Chairman – Cabarrus County



A Look at Sustainable Options



What Are We Doing Now

CATS is dedicated to providing reliable transportation options to the community while integrating sustainable technologies.

- CATS operates **52 hybrid-electric buses** that create 90% fewer emissions
- **Ultra-low sulfur diesel fuel** used on entire fleet; significantly lowers sulfur content
- **Diesel particulate filters** allow CATS buses to burn 90% cleaner
- **CATS Anti-Idling Policy** – All CATS-owned transit & service vehicles cannot idle for more than:
 - 10 minutes at a CATS facility or while in service
 - 5 minutes in an enclosed area
- **LYNX Blue Line** produces zero carbon emissions
- **Rain gardens** designed for storm water retention at new park and rides
- **Solar panels** generate ≈10% of South Tryon Bus Facility's energy use

Conventional Diesel

Pros

- Existing technology (highest reliability)
- Lowest bus purchase cost
- No new infrastructure needed

Cons

- Large greenhouse gas emissions



Diesel Hybrid-Electric

Pros

- Lower environmental impacts than conventional diesel
- Very good driving range
- No new infrastructure needed

Cons

- High bus purchase cost



Battery Electric Bus with Rapid Charging

Pros

- Quiet while running
- High vehicle efficiency, low electricity cost and low operation & maintenance cost
- Reduce greenhouse gas emissions significantly

Cons

- Very high bus purchase cost
- Very poor driving range
- Major infrastructure upgrades
- Larger criteria air pollutant emissions
- Low reliability (evolving tech)



Portland, OR

Compressed Natural Gas

Pros

- Lowest cost of fuel (cost per diesel gallon equivalent)
- Moderate bus purchase cost

Cons

- Major infrastructure upgrades
- Larger greenhouse gas & criteria air pollutant emissions



Aspen, CO



CATS
Vehicle Replacements - Buses
FY2020 - FY2024

		Total Amount Available	Estimated Average Cost Per Clean Diesel	Estimated Average Cost Per Hybrid Bus	Estimated Average Cost Per CNG Bus	Estimated Average Cost Per Electric Bus
FY2020 Budgeted	Budgeted Annual Bus Replacements	\$ 6,806,018	13 \$ 544,211	9 \$ 766,285	11 \$ 594,211	8 \$ 900,000
FY2021 Plan	Planned Annual Bus Replacements	\$ 8,566,897	15 \$ 560,537	11 \$ 789,274	14 \$ 610,537	9 \$ 927,000
FY2022 Plan	Planned Annual Bus Replacements	\$ 8,187,716	14 \$ 577,353	10 \$ 812,952	13 \$ 627,353	9 \$ 954,810
FY2023 Plan	Planned Annual Bus Replacements	\$ 9,068,182	15 \$ 594,674	11 \$ 837,340	14 \$ 644,674	9 \$ 983,454
FY2024 Plan	Planned Annual Bus Replacements	\$ 9,318,825	18 \$ 612,514	11 \$ 862,400	14 \$ 662,514	9 \$ 1,012,958
Total Vehicle Replacement - Buses FY2019 - FY2024		\$ 41,947,638	72	51	67	44

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

Mode / Service	Sep-19	Sep-18	Percent Increase/Decrease	YTD FY 2020	YTD FY 2019	Percent Increase/Decrease	Avg Daily Ridership per Month		
							WeekDay	Saturday	Sunday
Local									
BOD Local	940,127	932,431	0.8 %	2,939,600	2,961,430	-0.7 %	38,111	23,301	16,863
Subtotal	940,127	932,431	0.8 %	2,939,600	2,961,430	-0.7 %	38,111	23,301	16,863
Local Express									
Arboretum Express	4,955	3,260	52.0 %	14,281	11,385	25.4 %	252	-	-
Carmel Road Express	-	1,159	n/a	-	3,654	n/a	-	-	-
Harrisburg Road Express	2,444	2,342	4.4 %	8,123	7,578	7.2 %	124	-	-
Huntersville Express	8,786	7,903	11.2 %	26,334	25,070	5.0 %	439	-	-
Idlewild Road Express	2,030	1,989	2.1 %	6,520	6,915	-5.7 %	103	-	-
Independence Blvd Express	4,191	4,028	4.0 %	13,023	12,875	1.1 %	213	-	-
Lawyers Road Express	2,525	2,541	-0.6 %	7,709	8,729	-11.7 %	128	-	-
Matthews Express	3,945	3,131	26.0 %	12,010	10,463	14.8 %	201	-	-
Mountain Island Express	1,248	1,059	17.8 %	3,849	3,388	13.6 %	63	-	-
Northlake Express	6,292	5,448	15.5 %	17,848	19,418	-8.1 %	320	-	-
North Mecklenburg Express	13,510	12,384	9.1 %	38,703	40,085	-3.4 %	687	-	-
Rea Road Express	3,383	1,997	69.4 %	10,746	7,265	47.9 %	172	-	-
Steele Creek Express	1,371	1,608	-14.7 %	4,222	5,493	-23.1 %	70	-	-
Huntersville Greenhouse Express	568	446	27.4 %	1,376	1,044	31.8 %	29	-	-
Airport Connector - Northlake	-	4,401	n/a	-	14,282	n/a	-	-	-
Subtotal	55,248	53,696	2.9 %	164,744	177,644	-7.3 %	2,801	-	-
Regional Express									
Gastonia Express	3,821	3,111	22.8 %	11,673	10,055	16.1 %	194	-	-
Rock Hill Express	2,927	2,169	34.9 %	9,088	7,925	14.7 %	149	-	-
Union County Express	2,309	1,943	18.8 %	7,110	6,922	2.7 %	117	-	-
Subtotal	9,057	7,223	25.4 %	27,871	24,902	11.9 %	460	-	-
Community Circulator									
Neighborhood Shuttles	33,003	31,787	3.8 %	100,359	104,369	-3.8 %	1,357	851	501
Eastland Neighborhood Shuttle	16,090	17,810	-9.7 %	48,711	55,898	-12.9 %	596	539	380
Pineville-Matthews Road	3,463	3,086	12.2 %	10,002	9,970	0.3 %	158	87	-
Village Rider	7,743	6,110	26.7 %	21,810	19,352	12.7 %	321	187	115
Subtotal	60,299	58,793	2.6 %	180,882	189,589	-4.6 %	2,432	1,664	996
Human Services Transportation									
Special Transportation Services	21,132	19,178	10.2 %	63,444	64,367	-1.4 %	934	310	203
DSS	280	307	-8.8 %	887	1,068	-16.9 %	14	-	-
Subtotal	21,412	19,485	9.9 %	64,331	65,435	-1.7 %	948	310	203



Metropolitan Transit Commission
Charlotte Area Transit System Ridership Report

Sep-19

Mode / Service	Sep-19	Sep-18	Percent Increase/Decrease	YTD FY 2020	YTD FY 2019	Percent Increase/Decrease	Avg Daily Ridership per Month		
							WeekDay	Saturday	Sunday
Rideshare Services									
Vanpool	11,340	8,955	26.6 %	35,260	32,571	8.3 %	580	-	-
Subtotal	11,340	8,955	26.6 %	35,260	32,571	8.3 %	580	-	
Rail									
LYNX Blue Line	796,287	668,265	19.2 %	2,396,557	2,054,425	16.7 %	31,786	20,105	13,359
CityLynx Gold Line	-	24,150	n/a	-	71,115	n/a	-	-	-
Subtotal	796,287	692,415	15.0 %	2,396,557	2,125,540	12.8 %	31,786	20,105	13,359
Total	1,893,770	1,772,998	6.8 %	5,809,245	5,577,111	4.2 %	77,118	45,380	31,421



September | CATS Sales Tax Report FY2020

July Receipts

Sales Tax Collections and Distribution – July 2019

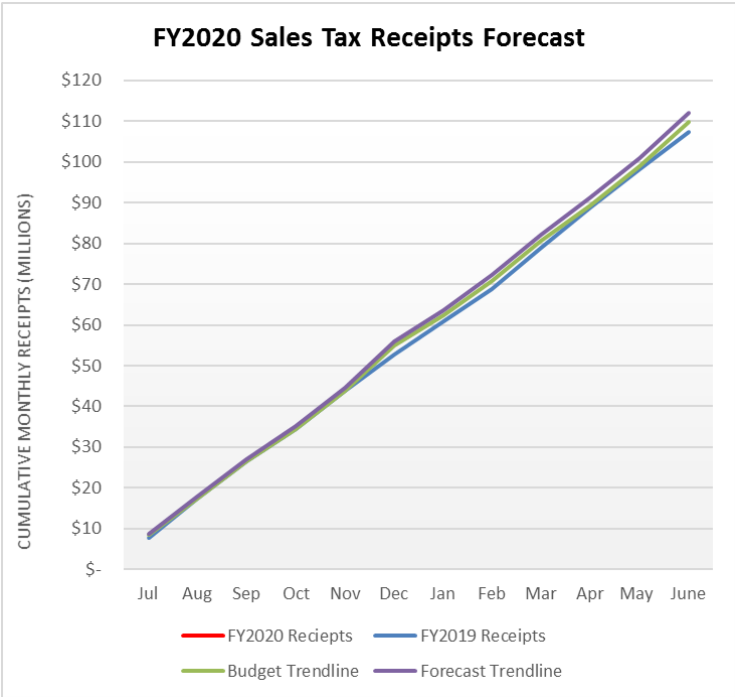
- July 2019 receipts of \$9,683,570 were \$865,405 (9.8%) above the budget target for the month
- July 2019 receipts were \$1,975,067 (25.6%) above July of 2018

Sales Tax Budget Data

- The model projects FY2020 year-end receipts of \$112,142,011, which is \$2,208,626 (1.97%) above the budget target
- FY2020 sales tax budget is \$109,933,384
- FY2019 actual sales tax was \$107,535,197

Local Government Sales and Use Tax Distribution

- Source: North Carolina Department of Revenue Sales & Use Distribution Report for the month ending August 30, 2019
- Published by NC Secretary of Revenue on 10/10/2019 with actual receipts through July 2019
- CATS sales tax report only includes Mecklenburg County Article 43 sales tax



FY2020 Sales Tax Receipts

Jurisdiction		Population	% of Total	Jul 19 actuals	Aug 19 estimate	Sep 19 estimate	Oct 19	Nov 19	Dec 19	Jan 20	Feb 20	Mar 20	April 20	May 20	June 20	Total
Charlotte	40.59%	830,258	40.5%	\$ 3,930,152	\$ 3,688,877	\$ 3,796,062	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,415,091
Cornelius	1.46%	30,207	1.5%	141,321	132,645	136,499	-	-	-	-	-	-	-	-	-	410,465
Davidson	0.61%	12,572	0.6%	59,316	55,675	57,292	-	-	-	-	-	-	-	-	-	172,284
Huntersville	2.76%	57,145	2.8%	266,988	250,597	257,879	-	-	-	-	-	-	-	-	-	775,464
Matthew s	1.51%	30,849	1.5%	145,777	136,828	140,803	-	-	-	-	-	-	-	-	-	423,408
Mint Hill	1.29%	26,690	1.3%	125,384	117,686	121,106	-	-	-	-	-	-	-	-	-	364,176
Pineville	0.43%	8,873	0.4%	41,895	39,323	40,466	-	-	-	-	-	-	-	-	-	121,685
Meck. County	51.35%	1,053,545	51.4%	4,972,736	4,667,456	4,803,075	-	-	-	-	-	-	-	-	-	14,443,267
Total	100.00%	2,050,139	100.0%	\$ 9,683,570	\$ 9,089,087	\$ 9,353,183										\$ 28,125,840
Year-over-Year Comparison (FY20-FY19)				25.6%	-5.5%	2.7%										-33.3%
FY20 Budget Target				\$ 8,818,165	\$ 9,132,038	\$ 8,444,238	\$ 8,460,092	\$ 8,734,473	\$ 11,111,792	\$ 8,401,451	\$ 8,375,431	\$ 9,860,806	\$ 9,167,984	\$ 9,220,066	\$ 10,206,848	109,933,383
% of FY20 Budget Achieved				472.3%	19.1%	28.6%	28.6%	28.6%	28.6%	28.6%	28.6%	28.6%	28.6%	28.6%	28.6%	25.6%

Sales Tax Receipts: FY2016 – FY2019

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
FY2019	\$ 7,708,503	\$ 9,621,386	\$ 9,103,726	\$ 8,067,019	\$ 9,425,129	\$ 8,906,774	\$ 8,195,787	\$ 7,918,012	\$ 10,155,891	\$ 9,880,419	\$ 9,435,500	\$ 9,117,052	\$ 107,535,197
FY2018	\$ 8,147,197	\$ 8,436,960	\$ 8,784,051	\$ 7,883,713	\$ 8,884,437	\$ 9,324,267	\$ 6,897,695	\$ 7,842,800	\$ 9,303,951	\$ 8,539,748	\$ 9,277,676	\$ 9,699,263	103,021,757
FY2017	6,706,169	8,123,310	8,099,598	6,984,259	8,275,157	9,927,120	5,142,666	7,510,515	9,105,261	7,459,176	6,747,425	8,520,759	92,601,412
FY2016	7,470,371	6,971,746	7,551,677	6,188,499	6,607,520	9,383,261	6,142,552	6,944,204	7,858,189	7,952,022	7,781,259	8,765,518	89,616,819
FY2015	6,087,774	6,938,945	5,932,063	7,114,003	6,853,209	8,378,347	5,947,801	5,641,898	6,914,523	6,057,389	7,522,357	7,762,101	81,150,409