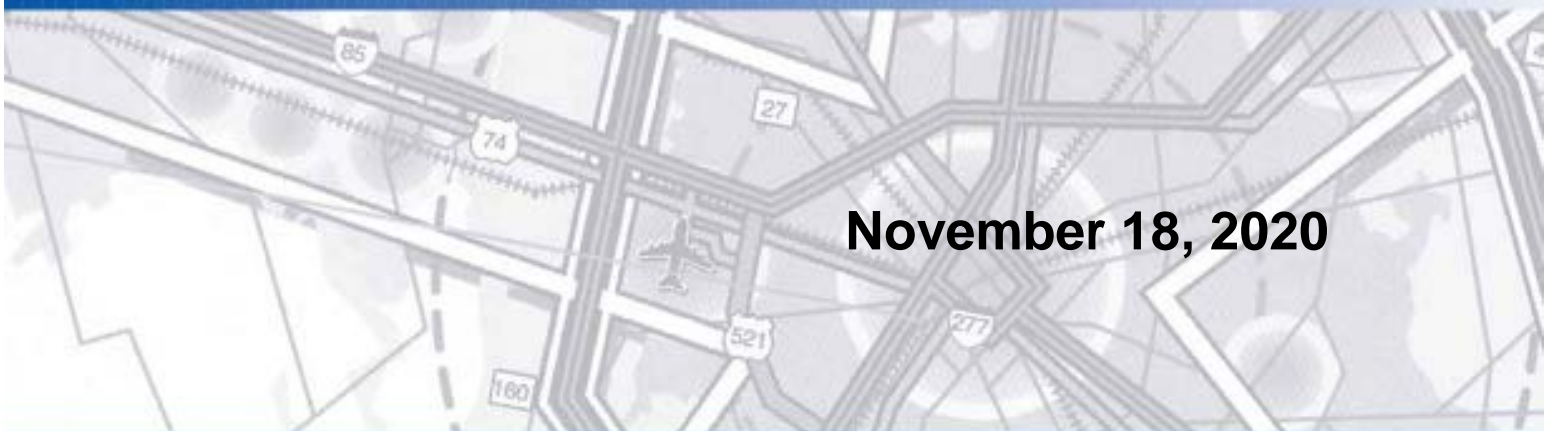


Metropolitan Transit Commission



November 18, 2020

METROPOLITAN TRANSIT COMMISSION

Wednesday, November 18, 2020

5:00pm

South Boulevard Light Rail Facility

WebEx

AGENDA

- I. Call to OrderCommissioner Susan Harden
 - Invocation
 - Pledge of Alliance
 - Attendance (Roll Call)
- II. Approval of the October 28, 2020 Summary (**p.5-13**).....Commissioner Susan Harden
- III. Report from the Chair of the Transit Service Advisory Committee (TSAC)Krissy Oechslin
- IV. Report from the Chair of the Citizens Transit Advisory Group (CTAG)..... Adam Pasiak
- V. Public Comments
- VI. Action Items
 - FY21 Capital Investment Plan Budget Amendments (**p.15-16**) Blanche Sherman
 - a) Low-No Emission Grant Program – Six (6) Fully Electric Buses
 - b) Volkswagen Settlement Fund Grant – Two (2) Hybrid or Electric Buses
- VII. Informational Items
 - Hambright Park and Ride Project (**p.18-21**) Jill Brim
 - Huntersville Bus Stop Amenities (**p.23-28**)Jason Lawrence
- VIII. MTC Commissioners’ BusinessCommissioner Susan Harden
 - Charlotte Move Task Force Update (**p.30-39**) Taiwo Jaiyeoba
- IX. Chief Executive Officer’s Report (**p.41-44**) John Lewis, Jr
 - COVID 19 Operational Update
- X. Adjourn

METROPOLITAN TRANSIT COMMISSION
MEETING SUMMARY
October 28, 2020
(Approved on November 18, 2020)

Presiding: Commissioner Susan Harden, BOCC Mecklenburg County

Present:

Mayor Vi Lyles (City of Charlotte)	Mayor Jack Edwards (Town of Pineville)
Taiwo Jaiyeoba (Assistant Manager, Charlotte)	Randy Hemann (Town Manager, Mooresville)
Mayor Woody Washam (Town of Cornelius)	Bill Thunberg (Town of Mooresville)
Mayor Rusty Knox (Town of Davidson)	Randi Gates, (GCCMPO, City of Gastonia)
Mayor John Aneralla (Town of Huntersville)	Mayor Pro-Tem Marion Holloway (City of Monroe)
Mayor John Higdon (Town of Matthews)	E. L. Faison (City Manager, Monroe)
Brian Welch (Town Manager, Mint Hill)	Mayor William Dusch (City of Concord)

CATS Chief Executive Officer: John Lewis, Jr

I. Call to Order

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

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

II. Review of Meeting Summary

The meeting summary of September 23, 2020 was approved.

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

Krissy Oechslin (Chairwoman) reported the following recap from the October meeting: TSAC heard an update on the Silver Line early scoping public outreach meeting which had just concluded. We heard some preliminary findings from the public feedback and plan to hear a fuller report on findings at our next meeting.

We also continue to stay apprised of the pilot bus lanes on Central Avenue, as this continues to be a hot topic. As shared with the MTC last month, TSAC unanimously passed a statement of support for the pilot bus lanes as a way to improve bus reliability and predictability, and to enhance safety along the Central Avenue corridor. Route #9 bus is one of the most, if not THE most, heavily-used local bus routes in the CATS system.

Since the pilot lanes have opened to the public, there's been a coordinated opposition campaign by drivers who believe their lanes will negatively impact traffic. It is concerning and disappointing that in a city where so many people complain about traffic, this reasonable and promising pilot is being opposed from the get-go. If a growing city can't put a bus lane along its most bus corridor, where can it?

Instead of looking at this pilot project as taking away a lane for cars we should be looking at this as adding to a transit system, improving transportation for those who rely on the bus already, and helping provide an alternative for those who drive. To be clear, the entire reason for TSAC's existence is to amplify the voice of transit riders, and TSAC support the pilot bus lanes.

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

Edward Tillman (Co-Chairman-City of Charlotte) reported the following recap from the October meeting: This was CTAG's first meeting since recommending approval the budget from April 2020 MTC meeting. There were several new members that were attending their first meeting. The group received an update regarding the Silver Line, which recently completed their route to a public engagement which included direct-mail printed, hanging rider alerts, and social media postings as well as some surveying.

A couple of highlights regarding the survey data: 91% of the participants agreed or strongly agreed with the stated purpose of the Silver Line, and 65% of the participants stated they would use the Silver Line monthly, weekly, or daily, two really good aspects regarding the Silver Line and moving forward with public engagement. We also had a presentation by the Charlotte Moves task force which was very enlightening and provided some real awareness that we as a city still have work to go to increase our ability to be more than just a 4-wheeled vehicle going around the city.

A couple of things: it's not a political issue and many of the people in the region feel that we do need to have additional options available to allow for better mobility within the city, and to a greater extent also they provided statistics to show that based upon contemporaries such as Austin, TX; and Nashville, TN; Charlotte is not performing well in this area. There's still work to do. After the Charlotte Moves Task Force next meeting, CTAG looks forward to getting an additional update, as to what our next steps are to get better.

V. Public Comments

1) Meg Fencil - Program Assistant Director at Sustain Charlotte: I'm here to voice our support for bus prioritization in general and the Central Avenue bus pilot program, especially as a tool for building a fast, frequent, reliable bus network.

I'm addressing you as a countywide body, because what's happening with the pilot project on Central Avenue does not just affect the people living in that area and the riders of the CATS #9 route bus. It also affects the future ability of all people, both within the city of Charlotte and those who commute beyond the city limits from the county and even beyond the county, to experience this fast and frequent travel lines that we know are so critical to building transit ridership.

We all know that bus prioritization is the next critical step in the Envision My Ride initiative, and we hope that you join us in recognizing the importance in that initiative. This is not an isolated project. Its success will lay the foundation for systemwide bus prioritization where it is needed most on other corridors throughout the CATS system. We learned at the Charlotte Moves task force meeting that federal funding will be an essential part of Charlotte-Mecklenburg strategy for building a truly transformational mobility network.

About 40% to 50% of that funding approximately needs to come from state and federal funding, and this pilot project will help to demonstrate the success of bus prioritization as a tool, and it will help to make Charlotte competitive for federal funding grants and to know the CityLYNX Gold Line streetcar project renovation. We know that there are vocal opponents to this project who would say that streets are just for moving cars and that it's okay for us to sit in traffic, and we disagree, and we hope you join us in that viewpoint.

This is really the time to be decisive about aligning transportation decisions with a vision of how we want the Charlotte-Mecklenburg area to grow. We urge you to do all you can to be supportive of CATS' efforts to complete this pilot project as well as to build a fully-connected

bus lane all along Central Avenue from the Eastland Mall site into uptown and to continue to support bus prioritization systemwide.

Again, we're very grateful for all of the work that the MTC does to lead on responding to the transportation needs of all the people who live and work in Mecklenburg County.

2) Maureen Gilewski (Long-time Charlotte resident): I'm a board member of Charlotte East and co-chair of the transportation committee at Charlotte East, and I'm also a member of the Charlotte Regional Transportation Coalition. Charlotte East and the Charlotte Regional Transportation Coalition promotes efforts of multimodal transportation connectivity. Multimodal includes the active transportation network of shared use pass, greenways, trails, protected bike lane sidewalks, and public transit. The major pieces that exist connected transit today in Charlotte include our North-South Blue Line, the Cross Charlotte Trail, the underdevelopment East-West CityLYNX Gold Line, and CATS bus service.

The CityLYNX Gold Line is in its second phase of completion and it's beginning this third phase of planning. Charlotte East and the Charlotte Regional Transportation Coalition supports the dual purpose of a six-month dedicated bus lane pilot study on Central Ave to assess the mobility for bus and bike priority and the CityLYNX Gold Line. Central Avenue is an important economic and residential corridor in East Charlotte, and it's a really good choice for this pilot.

To be successful, the public transit has to be high quality and make life better for residents. High quality means frequent service, free of long waits, its own lane, its priority of single lane so we don't get stuck in the congestion, and delivery to the right place. Public transit success is dependent upon density, and that's the number of people per square mile.

Although this is a pilot study it represents a major change for our car-dependent population. Our growing population is moving from places where they're accustomed to good public transit. We also have those who have not had that experience, so the opportunity may not be evident to them. They may not envision it with its attributes. We shouldn't underestimate the need for proactive communication and education for our multimodal transportation network's success. Our public transit conversation should be on quality, it should be on the need of all riders, and how good public transit can improve daily lives.

VI. Action Item

Free Transit Service on Election Day

John Lewis, Jr.

A motion was made by **Mayor Lyles (City of Charlotte)**; seconded by **Mayor Rusty Knox (Town of Davidson)** to add this action item to the agenda and have discussion of allowing a free transit service on election day. Motion carried unanimously.

Discussion:

CATS CEO LEWIS: As we all know, next week is a big occurrence in our system of government, our national elections. Over the last couple of weeks, CATS has been, approached by a nonprofit group called You Can Vote that has efforts across the country to utilize and promote the use of public transit as a means of connecting to voting locations, and they wanted to have paid advertising on board our service.

Because of the changes that were made of several years ago to the CATS advertising policy to address these types of situations, I think this is a pretty neutral noncontroversial issue, but anytime we go into these types of areas it opens up to more controversial opportunities for advertisement. I just want to raise the MTC policy in regard to advertising and why we turned their advertisement down. CATS policy, MTC #7 in advertising states: "All advertising displayed in or on approved CATS assets shall be commercial or governmental in nature and purpose."

Commercial advertising is defined as advertising, the sole purpose of which is to sell, rent, or promote real estate, personal property, services, events, or entertainment for profit. It does not include advertising that conveys information about matters of general interest, political issues, religious, moral, or environmental matters or issues or other public matters or issues.

Section 2.4, Government Advertising, is defined as advertising for the sole purpose of which is to promote or inform the public of a service program, event, or activity which is sponsored by the federal, state, or local government agency. That was the policy which we decided to not move forward with their advertisement, but instead we have put out our own CATS informational items on board our vehicle that notices that Election Day is November 3rd and how about using transit. We are able to reach the goal of promoting transit for use to get to the polls in a manner which does not impact our policy.

The second portion of their request is in regard having transit be free on Election Day. That is not something that we have done in the past, but that was asked as a part of their proposal, and I place that before the MTC for consideration if you do. Right now, with the reduced ridership, our daily cash intake is less than \$5000. I wish it was more. If it was eight months ago it would have been more, but right now that's the financial impact of COVID-19. That is not something that I wanted to make in a vacuum without input or discussion by the MTC.

COMMISSIONER HARDEN (Mecklenburg County): According to the rules of the Commission, to place the question of the fare-free day for election day on the agenda we have to have unanimous consent to add it to the agenda by the voting members of the Commission. A motion was made by **Mayor Lyles (City of Charlotte)**; seconded by **Mayor Rusty Knox (Town of Davidson)**. Motion carried unanimously.

MAYOR HIGDON (Town of Matthews): Does CATS have the ability to refuse ridership to those who refuse to wear a mask?

CATS CEO LEWIS: No, we don't. Specifically, under the Governor's executive order it specifically states that no person can be denied public transit service under the terms of that executive order.

MAYOR ANERALLA (Town of Huntersville): What's the rationale for a free day? We've been voting for 20 days now. I don't even think there's going to be anybody voting by then, to tell you the truth, there's been so many people voting, but it seems inconsistent. I won't support the motion.

MAYOR LYLES (City of Charlotte): My understanding is we are about 43% of eligible voters. I think that the free day is really to encourage participation of the democratic process but more importantly encouraging for those that do not have cars, do not have the ability to get transit because of any special need or abilities that haven't been able. I actually think a lot of people choose to vote on November 3rd. I think it's like the first day and the last day. I would expect that this would help out with the location. It's not going to be a situation where it's going to be a particularly difficult impact to us considering what we've done with COVID and the impact.

We've got the CARES funds that have to be spent by the deadline. The federal money that came in during this COVID time for the transit system I think is appropriate use considering that a lot of these election decisions are being made because of COVID. I would support the motion for those reasons.

Resolution: A motion to allow Free Transit Service on Election Day was made by **Mayor Vi Lyles (City of Charlotte)**; seconded by **Mayor Rusty Knox (Town of Davidson)**. Motion carried by a vote of Yes-6; No-1.

VII. Informational Items

a. NCDOT Annual Safety Report

David Moskowitz

David Moskowitz – CATS Rail Safety Manager – made a presentation on NCDOT Annual Safety Report, based on pages 12-37 in the MTC Agenda packet for October 28th, 2020 meeting.

Discussion:

MAYOR KNOX (Town of Davidson): On page 37 at the end of the report, based on the findings, it says implementation dates were established for each and NCDOT's oversights. Do we have any prospective dates for when these things will be addressed or is it just going to be an ongoing curtailment and compliance issue?

CATS CEO LEWIS: Regarding our ongoing corrective action plans, those, depending on the issue and/or the incident, we work with NCDOT to establish a corrective action plan and they review and audit our implementation, but those could be on a sliding date depending on the complexity of the plan. If it is just updating a policy or procedure, that may be done very quickly and will be checked off. If it is implementing ongoing training, that may be something that will be done over time. It depends on the individual corrective action plan that it's out on, but what you've got here is a summary of all of our CAPs for the year and how we proceeded with each of those.

b. CONNECT Beyond Status Update

Jason Lawrence

Jason Lawrence – CATS Senior Transit Planner and Jason Wager – Centralina Regional Council (CCOG) Principal Planner made a presentation on CONNECT Beyond Regional Transportation Status, based on pages 39-58 in the MTC Agenda packet for September 23rd, 2020.

Discussion:

MAYOR WASHAM (Town of Cornelius): Did I hear you say that the Red Line is still programmed as a commuter rail? And I just wanted to remind you that we really feel strongly that this needs to be Light Rail. I think my other fellow mayors up here will agree with that.

MR. LAWRENCE: Yes, currently adopted in the plan for the 2030 is kind of a strategy for the North Corridor. We know that we have to come to an agreement for use of the Norfolk Southern property, but while we're doing that, we're looking to implement a bus rapid transit service along the express lanes but we're still going to continue that dialogue with Norfolk Southern to deliver commuter rail. Now, commuter rail is still what's in the plan and that is what we recommended last year to this body to continue. We did evaluate Light Rail last year. There is certainly some issue with space and even having access to the corridor, so there's some kind of bigger picture things we'd have to resolve first with Norfolk Southern to even get access to the corridor. At this point it still is to be considered as commuter rail in the adopted plan.

MAYOR KNOX (Town of Davidson): I support was Mayor Washam. I hate to dial down on this all the time, but we had a dialogue with Norfolk Southern in several other areas. This corridor as it sits up here right now is an abandoned corridor, and the dialogue, I know that

there is new leadership coming in with Norfolk Southern, there is additionally new leadership coming up with the North Carolina Railway, and this dialogue needs to pick up because I think the last thing any of us want, if you're going to be looking at funding mass transit in a rail corridor coming from the North Mecklenburg-South Iredell area into Charlotte and coming into the transit center, you've got to look at a lot of factors.

We've got a defined corridor already that bisects our community, but more importantly you've got to look at the sustainability and the environmental impacts of running the diesel train up through here versus coming with something that is much more environmentally friendly and would be much better received by our local electorate, as far as the citizens go up here as well, for something that we can utilize, because I think the dialogue when it started for commuter rail was great, but I think that bypassed us a long time ago.

I think the dynamic appear has changed. If you look at the numbers of bus riders that we have on the express bus service and the North Mecklenburg services that come in, we obviously have sent a message that we want mass transit coming into the Charlotte workforce area, but I think we additionally would like Jason to continue to look at this corridor because of the fact that because it is what it is today doesn't mean it has to be what it is in the future.

MR. LAWRENCE: Certainly, that is a critical corridor to advance our needs for the North and it's important to keep the pressure on to continue to want access to that corridor. I think you make a valid point about where people are, and we certainly heard that during the system update, but we think it's still important to keep it on the map. It's a critical transportation corridor.

CATS CEO LEWIS: Think there are two very important but very separate issues that you brought up.

#1 - is the ongoing discussion of Norfolk Southern and access and acquisition to the corridor. You've mentioned the new leadership and the opportunity that we have with the new leadership for the North Carolina Railroad and we will certainly pursue that.

#2 - The technology you use on that corridor. We have and will continue to have discussions with you and the community about what is the most appropriate and sustainable technology, and that varies from diesel trains to electric powered trains, but the question is what is the frequency and the operating characteristics of that solution we put on that corridor, and that is something that we can continue to discuss.

I don't want to mix the issues. We clearly have a discussion about acquisition and access that we continue to push. What that ongoing final solution will be is certainly within our power to determine.

MAYOR KNOX (Town of Davidson): Being a realtor for almost 30 years I like big ticket items. I am still of the mindset that we need to posture ourselves to acquire this corridor and if the irons get hot, we need to strike.

MAYOR LYLES (City of Charlotte): I really appreciate the northern mayors for speaking up and understanding what the dilemma is and I think everybody is focused on it. On another topic - the CONNECT Beyond as a regional mobility issue is something that I think marries well with Charlotte Moves right now.

I just wanted to make the point that as we go through, both of these processes, that we continue to make sure that the region is what we are going for. For the future, it's a regional plan, but also we are going to work very hard to make sure that we can get something in place

prior to funding to meet the federal requirements, as well as hopefully something from the State to move forward on what we have inside of Charlotte, because we think if we build on that and then you will build out to what the region is, and at that time we can continue to address how do we manage and support and fund the system.

I'm really excited about the opportunities that we have between these two studies and look forward to both of them being adopted in some way, not necessarily all of it. I understand that we'll have different accountabilities and responsibilities throughout this system, but at some point, we think about the next generation and imagine what we can be as a region and how we can continue our growth and economic opportunities.

COMMISSIONER HARDEN (Mecklenburg County): How does the feedback from the Mayor get integrated into the CONNECT Beyond plan? If there is this concern about diesel trains versus Light Rail, how is that being integrated into the feedback for the plan?

MR. LAWRENCE: Hearing that tonight, that's certainly part of that feedback. We'll take that comment back. We also have a policy advisory committee that has representation from many of the towns across the region. That's another space we can do that. Certainly, we also do one-on-one as much as we can in this virtual world, do like interaction. We are more than happy to sit down with whoever wants to talk with us. We can go to Davidson. We just actually talked to Davidson College the other day about the importance of the commuter rail corridor, and there was an expression of wanting Light Rail as well in that dialogue. We're doing a lot of that outreach just right now, and we're happy to pull that in as we go through the effort.

COMMISSIONER HARDEN (Mecklenburg County): I thank you and I hope everybody heard that offer of willing to sit down, and those mayors who didn't get a chance to provide input tonight or have longer or more detailed input that they want to provide, that they'll reach out and provide that input because I hear a willingness and a desire to receive that input.

MAYOR HIGDON (Town of Matthews): Can you touch on how micro transit options are being considered so that we can reach the last few miles of the network? That's something that keeps coming up pretty frequently in conversations here in Matthews.

MR. LAWRENCE: I'll hit that in two points. It certainly is a task that's a part of the regional transit plan to look at that, because we are looking at where on-demand type of services could work really well maybe in more suburban environments or places across our region. We recently just saw a presentation last week from the NCDOT Integrative Mobility Division about what's going on in Wilson, NC. They took their entire transit system to on-demand. Now, they may not seriously work for the entire City of Charlotte or Mecklenburg County, but we're looking at those kind of test cases to see where we can apply that knowledge here.

We are also looking at that as part of our bus priority study that's coming up and looking at setting mobility hubs across our service area to where you can say pick up a scooter or call our ride share services. We are hoping to start looking at more integrated services like flex routes. We have some new staff that's joined our team that have that experience across from other agencies, and I think that you're going to hear more and more about that.

We still have our Lyft partnership that we're working through that comes off the Parkwood and the JW Clay Boulevard station, but I think we want to expand that to other areas like University Research Park and to the towns. That's certainly a part of that because I think going

forward, transit will do what transit does best along straight-line corridors and finding ways in the first and last mile will be really critical to our future success.

Also, I'd like to recognize Randy Hemann, Town Manager of Mooresville, who also said he'd like to reach out to us as well. We'll circle back to Mr. Hemann at a later date.

VIII. MTC Commissioners' Business - None

IX. Chief Executive Officer's Report

John Lewis, Jr. shared the following:

*** Hybrid Meeting Change** - To address the change of the MTC board meeting from a hybrid meeting to a completely virtual. The issue came out very soon after, about a week after the last MTC meeting when unfortunately, me, along with a couple other members of the senior leadership team, were exposed to COVID and subsequently tested positive. As we went through that, the concern was about having an in-person meeting when potentially several if not more members of the senior leadership team would not be able to be there to support the MTC. I will say that I just recently received clearance from the county health department to come back to work this week, so that is the reason why I am here and not in a virtual situation. I just wanted to lay that out. We were moving in the direction of having that, and then the leadership team, myself and others, had to go into various levels of quarantine so we didn't want to have this meeting with that level of question. Thank goodness we're all in good health, and as for myself I'm back in the office, but just wanted to inform the MTC of the reason for the change after last month's decision.

*** Unsolicited Proposal** - About 90 days ago CATS received an unsolicited proposal from Duke Energy to work with us to convert our entire fleet of buses and our special transportation vehicles to electric. This has been an issue that we have been having very vigorous debate and discussions over the last year. The challenge that we had that we as laid out was how could we do this when under our current capital program and with the limited funding that we have would have taken us 10+ years to convert our fleet. Duke's proposal is to front the entire cost and then we would pay a per-kilowatt-hour add-on to our energy buy to offset that.

Now, we are still in negotiations. Obviously, the final deal will come before the MTC before ratification and also to the City Council, but I am encouraged by not only the partnership but also the opportunity for us to take that exponential leap forward in renewable energy for our fleet. We will continue with our negotiations, and of course, we will bring the final deal to you for your consideration ahead of time.

Discussion:

MAYOR KNOX (Town of Davidson): that's awesome news, because as we move forward looking at reducing our carbon footprint, which I know that's something Mayor Lyles has discussed, I know when we discussed looking at moving the fleet to CNG, one of the big hurdles we had was the cost prohibitions in going to electric, and I think this is, close that deal.

*** Meeting Schedule for Remainder of 2020** - Our last meeting for the year will be November. It will be November 18th. I also remind the MTC that meeting is also the same day that CRTPO meets, and our meeting will be from 5pm to 6pm.

X. Adjourn

The meeting was adjourned at 6:49 p.m. by Commissioner Susan Harden – MTC Chairwoman (Board of County Commissioners - Mecklenburg County).

NEXT MTC MEETING: WEDNESDAY, NOVEMBER 18TH, 2020, STARTS AT 5:00 P.M.

**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

SUBJECT: MTC Approval

DATE: November 18, 2020

FY2021 Transit Capital Investment Plan (CIP) Budget Amendments

1.0 ACTION: In compliance with the Transit Governance Interlocal Agreement, the Metropolitan Transit Commission is required to take action on CATS' FY2021 capital budget amendment based on the Chief Executive Officer's recommendation.

2.0 BACKGROUND/JUSTIFICATION: On April 22, 2020, the Metropolitan Transit Commission approved the FY2021 Adopted Operating Budget and the FY2021-2025 Adopted Capital Investment Plan (CIP) budget. The CATS FY2021 Operating Budget and FY2021-2025 Capital Investment Plan (CIP) were presented in compliance with the Transit Governance Interlocal Agreement. The balanced budgets were developed in compliance with CATS Financial Policy guidelines and objectives.

In the months following approval, CATS received Notification of Funding Opportunities (NOFO) from Federal Transit Administration and North Carolina Department of Transportation. The grant awards will allow the department to purchase Hybrid or Electric Buses.

- ✓ Changes to the FY2021 CIP Budget are as follows:
- Low or No Emission Grant Program
 - Awarded \$3,723,712 in Federal Funding
 - Purchase six (6) electric buses and chargers
 - Duke will provide the local match of \$3,723,712
 - Volkswagen Settlement Fund Grant
 - Awarded \$1,280,000 from NCDOT
 - Purchase two (2) Hybrid or Electric Buses
 - CATS will provide the 20% local match of \$320,000

	FY2021 Adopted Budget	Changes	FY2021 Proposed Amendment
State of Good Repair- Vehicle Replacement	\$ 12,756,316	\$ 9,047,424	\$ 21,803,740
State of Good Repair- Facilities & Others	1,649,640		1,649,640
Transit Safety & Security	314,067		314,067
Transit Long Range Capital Improvement	29,849,217		29,849,217
Non-Revenue Vehicles	685,010		685,010
Transit New Equipment	540,969		540,969
Carry Over Projects	212,260,583		212,260,583
Total	\$ 258,055,802	\$ 9,047,424	\$ 267,103,226

	FY2021 Adopted Budget	Changes	FY2021 Proposed Amendment
Federal Funding	\$ 13,724,773	\$ 3,723,712	\$ 17,448,485
State Funding	2,021,567	1,280,000	3,301,567
Local Funding	30,048,879	4,043,712	34,092,591
Carryover Project Balances	212,260,583	-	212,260,583
Total	\$ 258,055,802	\$ 9,047,424	\$ 267,103,226

3.0 PROCUREMENT BACKGROUND: All items will be procured in accordance with City and CATS Procurement Policies.

4.0 POLICY IMPACT: The recommended FY2021 Capital Investment Plan (CIP) budget amendments remain in compliance with the following MTC Policy directives:

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

5.0 ECONOMIC IMPACT: N/A

6.0 ALTERNATIVES: N/A

7.0 RECOMMENDATION: CATS' Chief Executive Officer recommends approval of the budget amendments included in this action item for FY2021 Capital Investment Plan budget.

8.0 ATTACHMENT(S): None

SUBMITTED AND RECOMMENDED BY:



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

**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
STAFF SUMMARY**

SUBJECT: Hambright Park and Ride Project

DATE: November 18, 2020

1.0 PURPOSE/SCOPE: CATS is finalizing the Phase 1 Environmental Review and acquisition of property from NCDOT for the proposed Hambright Park and Ride, near the Hambright Rd / I-77 Express Lane Direct Connect. The purpose of this information item is to provide a status update of the project and funding sources.

2.0 BACKGROUND/JUSTIFICATION: The LYNX System Update adopted in February 2019 includes a park and ride lot near the Hambright Rd / I-77 Express Lane Direct Connect. Since then CATS has taken the following steps to advance the project:

- Awarded \$9,400,000 by competitive grant through the Charlotte Regional Transportation Planning Organization (CRTPO)
- Awarded \$2,000,000 in NCDOT funding (STIP #TA6724).
- Initiated National Environmental Policy Act (NEPA) process in April 2020
- Mandatory Referral action for land acquisition was approved May 2020
- NCDOT Board of Transportation approved conveyance of the property to CATS August 2020
- Phase I Environmental Review is anticipated to be completed December 2020

Due to funding constraints, NCDOT has paused funding on discretionary projects, which includes the engineering design and the construction of the Hambright Park and Ride. CATS will continue with the current phase of work to complete the environmental review and parcel acquisition.

3.0 PROCUREMENT BACKGROUND: N/A

4.0 POLICY IMPACT: N/A

5.0 ECONOMIC IMPACT: N/A

6.0 ALTERNATIVES: N/A

7.0 RECOMMENDATION: Complete the property acquisition from NCDOT and then CATS will request CRTPO to re-score the project. The new project score after property acquisition will improve the likelihood of receiving NCDOT funds sooner.

8.0 ATTACHMENT(S): Conceptual Site Plan

SUBMITTED AND RECOMMENDED BY:



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

Attachment A
Hambright Park and Ride Conceptual Site Plan





Hambright Park and Ride

Huntersville, NC

Adopted by the MTC in 2019 as part of the LYNX System Update staff recommendations in the North Corridor Bus Rapid Transit Strategy.

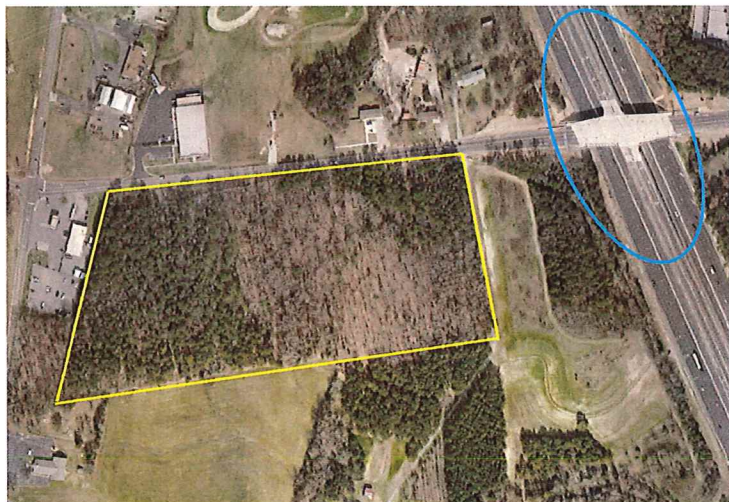
- 500+ Parking Spaces
- 6 Bus bays
- Driver comfort station
- Direct Connect access
- Mobility Hub
 - Ridesharing
 - Carpools
 - Vanpools



Hambright Park and Ride

Huntersville, NC

- Access to I-77 Direct Connect
- NCDOT Parcel
- NCDOT willing to transfer land to CATS for minimal cost





Hambright Park and Ride

Huntersville, NC

- FUNDING
 - \$2,000,000 from NCDOT Improvement Projects (STIP #TA6724)
 - \$9,400,000 awarded by competitive grant through the Charlotte Regional Transportation Planning Organization (CRTPO)
 - \$1,200,000 locally funded by CATS
- SCHEDULE TO DATE
 - National Environmental Policy Act (NEPA) process kicked off April 2020
 - Phase 1 Environmental Review anticipated completion December 2020
- STATUS
 - NCDOT is preparing to transfer the land
 - Project to be rescored by CRTPO upon CATS acquisition of the land
 - Anticipate that new ranking can place the project in the CRTPO top 10 projects

**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
STAFF SUMMARY**

SUBJECT: Huntersville Bus Stop Amenities


DATE: November 18, 2020

- 1.0 PURPOSE/SCOPE:** CATS staff has prepared an update and proposal on the implementation of bus stop amenities for the Town of Huntersville. CATS seek input from the MTC on a potential path to implement bus stop passenger amenities more efficiently. At a future MTC meeting, CATS is prepared to present similar updates for the towns of Davidson, Cornelius, Mint Hill, Matthews, and Pineville.
- 2.0 BACKGROUND/JUSTIFICATION:** MTC directed CATS to engage with the staff from the Towns of Davidson, Cornelius, Huntersville, Matthews, Mint Hill, and Pineville to determine priority bus stop locations to install passenger amenities.
- 3.0 POLICY IMPACT:** N/A
- 4.0 ECONOMIC IMPACT:** N/A
- 5.0 ALTERNATIVES:** N/A
- 6.0 RECOMMENDATION:** N/A
- 7.0 ATTACHMENT(S):** N/A

SUBMITTED AND RECOMMENDED BY:



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



Metropolitan Transit Commission Huntersville Bus Stop Amenities Update November 18, 2020



MTC directed CATS to engage with the staff from the Towns of Davidson, Cornelius, Huntersville, Matthews, Mint Hill, and Pineville to determine priority bus stop locations to install passenger amenities.

- Cornelius
 - Met in May 2020 to discuss proposed stops
 - Proposed two additional stops at meeting
- Huntersville
 - Evaluated six proposed stops
 - Recommended three to advance
- Davidson
 - Discussed 9 stops in May 2020
 - Davidson College coordination
 - Developer coordination
 - Some stops will need to be adjusted
 - Simme seat installed at Hwy 115/Eugenia
- Matthews
 - Met in April 2020
 - Developed new routing options for Route 17
 - Evaluating stop improvements in Downtown and Matthews-Mint Hill Rd
- Pineville
 - Evaluated six proposed stops
 - Two are good candidates for amenities
 - Park Rd & Carolina Place Parkway
 - Park Rd @ Black Lion
- Mint Hill
 - Future engagement



Huntersville Bus Stop Amenities

Request Stops

Route	Description	Need	Notes
59, 98	Bryton Town Center Dr @ Walmart (Southbound)	Add a bench or shelter	Bench should be possible with no construction.
99	Old Statesville Rd & Hambright Rd	Potential for bench after concrete installed	Need to work with CMS
99	Old Statesville Rd & Hambright Rd	Move stop farside of Hambright and add a shelter	Shelter pad
98	Gilead Rd & Reese Blvd	Add a Simme Seat	need to add concrete in front of sidewalk
59, 98, 99	Old Statesville & Alexandriana Rd	Add a shelter	Shelter or bench pad, depending on ROW.
99	Old Statesville Rd & Verhoeff Dr	Add a Simme Seat	Evaluating ridership



Huntersville Bus Stop Amenities

Stops that are advancing to implementation

Route	Description	Need
99	Old Statesville Rd. & Hambright Rd.	Move stop farside of Hambright, and add a shelter
98	Gilead Rd & Reese Blvd	Add a Simme Seat
59, 98, 99	Old Statesville & Alexandriana Rd	Add a shelter



Huntersville Bus Stop Amenities



Old Statesville Rd
&
Hambright Rd

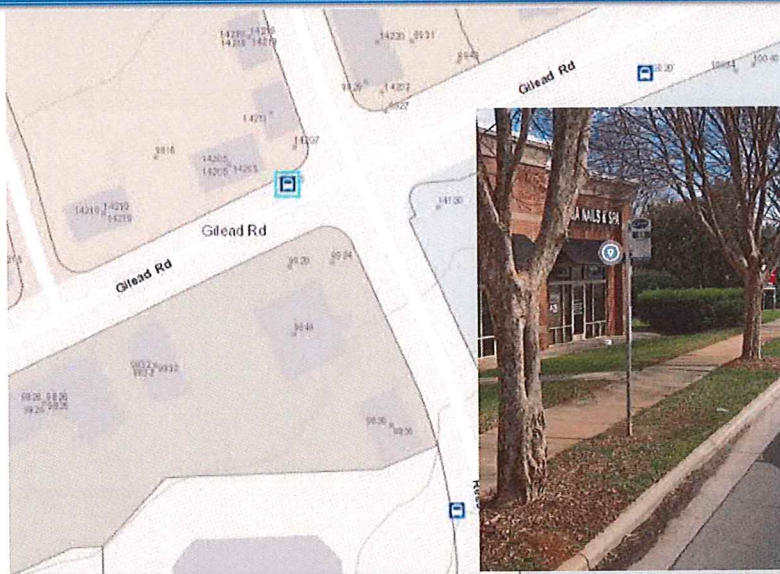


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www.RIDETRANSIT.org



Huntersville Bus Stop Amenities



Gilead Rd & Reese Blvd



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Huntersville Bus Stop Amenities



Old Statesville Rd
&
Alexandriana Rd

Path Forward



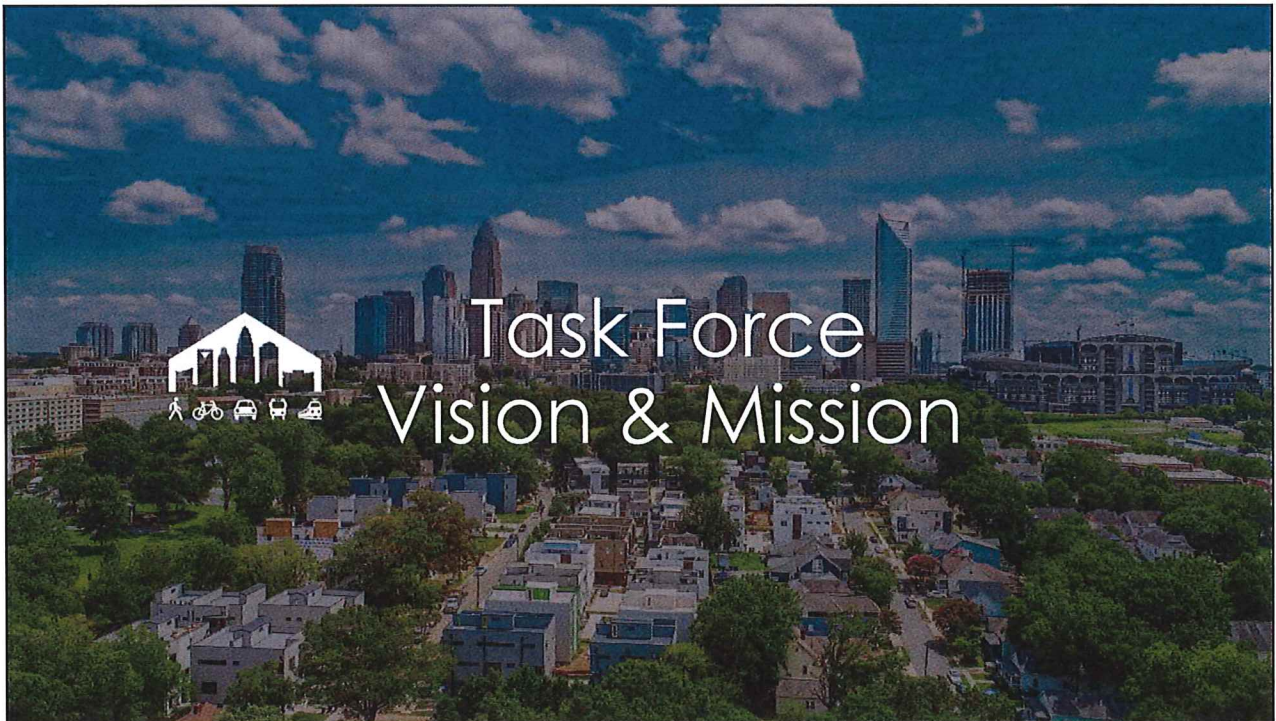
- NCDOT encroachment agreements
- CATS Facilities working with City of Charlotte General Services
- Would efficiencies be realized by working with Huntersville's public works?

Thank you!





Metropolitan Transportation Commission
November 18, 2020



Charlotte MOVES: VISION STATEMENT

"Charlotte will provide **safe** and **equitable** mobility options for all travelers regardless of age, income, ability, race, where they live, or how they choose to travel. An integrated system of transit, bikeways, sidewalks, trails, and streets will support a **sustainable, connected, prosperous, and innovative** network that connects all Charlotteans to each other, jobs, housing, amenities, goods, services, and the region."

- From Charlotte Future 2040 Comprehensive Plan

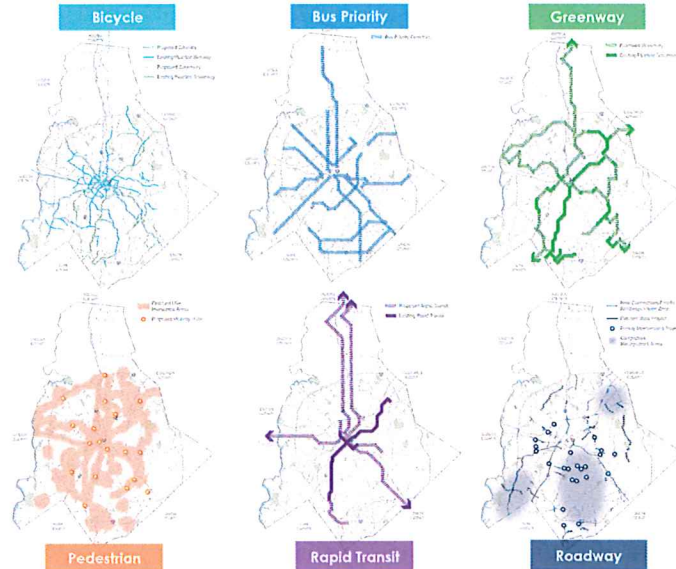


This Vision Statement covers the work of the Task Force & the development of the Strategic Mobility Plan





Transformational Mobility Network | Why We Need One



OUR WHY?

Changing needs are increasing and outpacing the implementation of our transportation plans.

We will be unable to advance additional rapid transit investments without a new revenue stream*

We will position itself to compete successfully with a significant investment in mobility infrastructure.

We need to increase multimodal investments to implement the Transportation Action Plan.

Rapid Transit Corridors



Our complete rapid transit vision

shaping our growth and connecting us to the jobs, housing, and opportunities of our city and region.

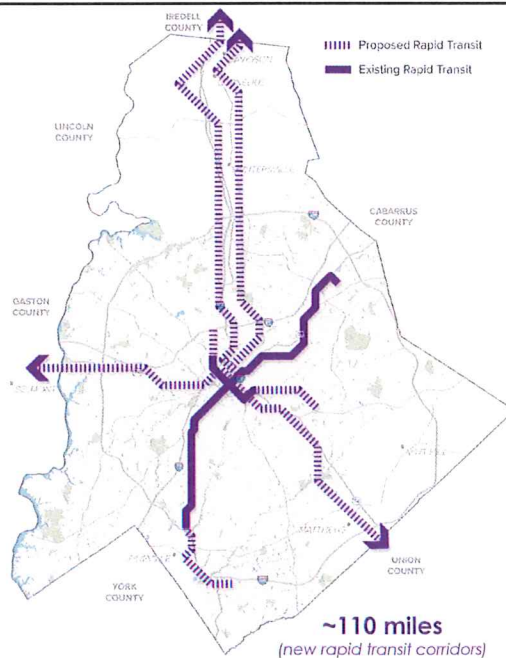
Building on Our Plans:

Existing:

CATS 2030 System Plan (2004)
Strategic Energy Action Plan (2018)

On-Going:

Connect Beyond
Charlotte Future 2040
Strategic Mobility Plan



Selection Criteria/Approach:

- CATS 2030 System Plan

Key Projects/Programs:

- Silver Line LRT Corridor
- I-77 BRT Corridor
- Red Line Commuter Rail Corridor
- Gold Line Streetcar (Phase 3)
- Blue Line Extension (Pineville/Ballantyne)

What we've heard from the Task Force:

- Prioritize light rail
- High capacity regional corridors (CONNECT Beyond)
- Include "true" BRT
- Connect largest employers to largest areas of population
- Plan to support future connections to surrounding counties
- Pair transit stations with neighborhood planning

Bus Priority System



Our expanded & prioritized bus network

ensuring our access to opportunity is not limited by where we live or owning a car.

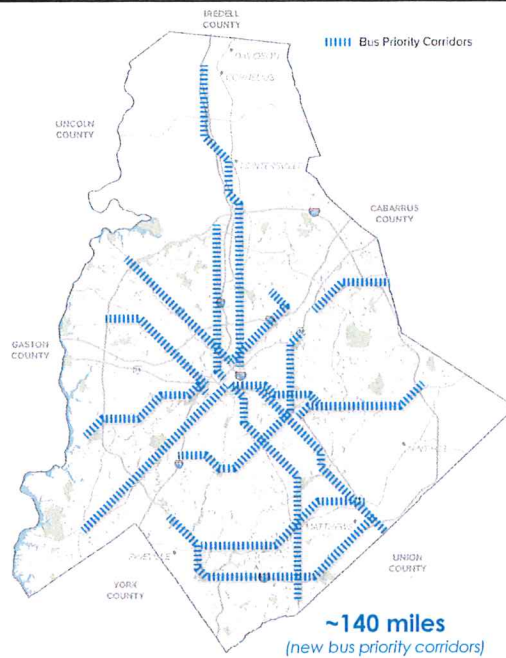
Building on Our Plans:

Existing:

Envision My Ride (2018)
CATS 2030 System Plan (2006)
Strategic Energy Action Plan (2018)

On-Going:

Bus Priority Plan
Connect Beyond
Charlotte Future 2040
Strategic Mobility Plan



Selection Criteria/Approach:

- Key corridors from the CATS Bus Priority Study (ongoing)
- Provide fast/frequent bus service throughout the city
- Supporting and connecting to the corridors identified in the Connect Beyond regional transit study.

Key Projects/Programs:

- Central Ave.
- South Tryon St.
- Freedom Dr.
- Statesville Rd.
- Other key corridors from the CATS Bus Priority Study

What we've heard from the Task Force:

- Repurpose vehicular lanes to incentivize alternative travel (carpool, bus, etc.)
- Increase high-frequency bus routes beyond the few that are planned – link to areas of high residential density
- Bus shelters everywhere!
- Need to be able to track buses in real time

Greenway System



Our parks & streets for recreation & mobility

reaching into our neighborhoods to support walking & biking as a natural extension of our daily life.

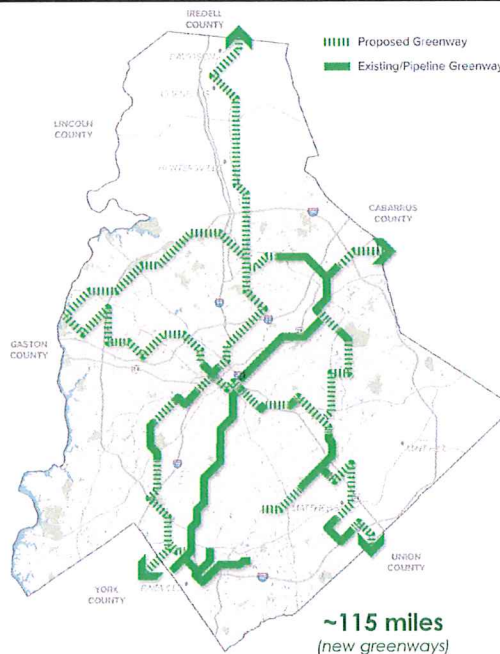
Building on Our Plans:

Existing:

Greenway Master Plan (2008)
Strategic Energy Action Plan (2018)

On-Going:

Meck Playbook
Charlotte Future 2040
Strategic Mobility Plan



Selection Criteria/Approach:

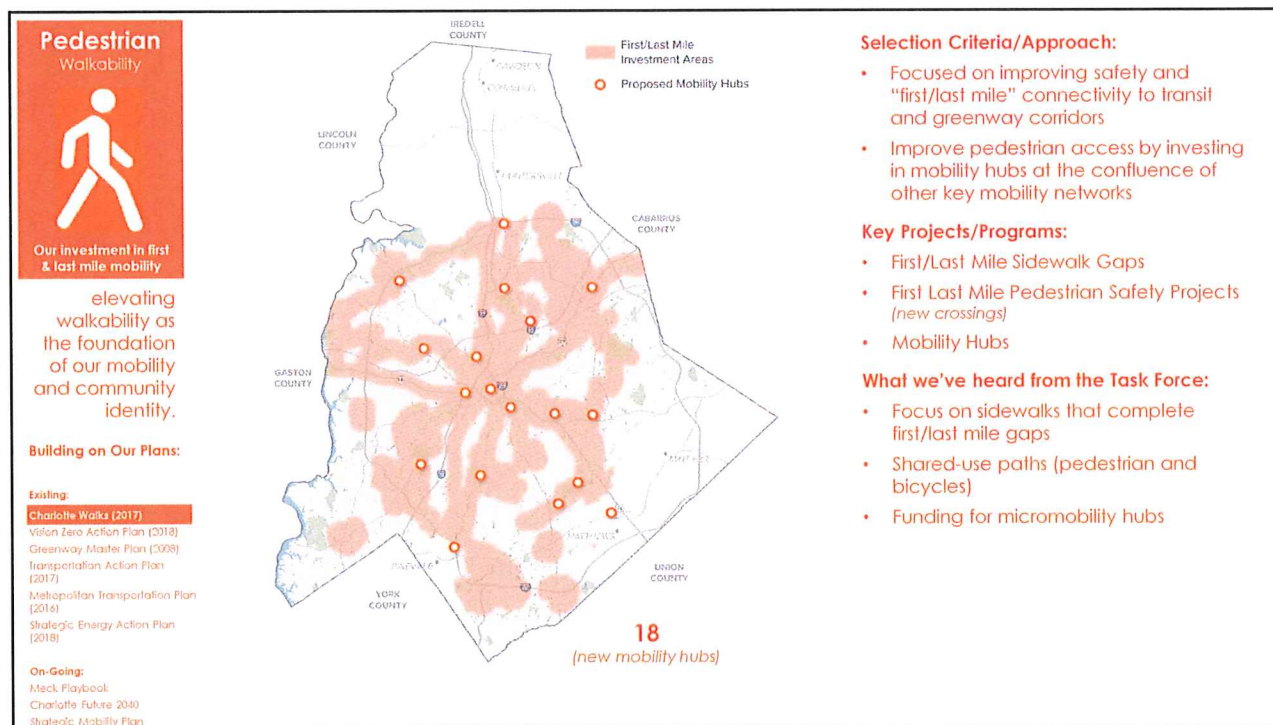
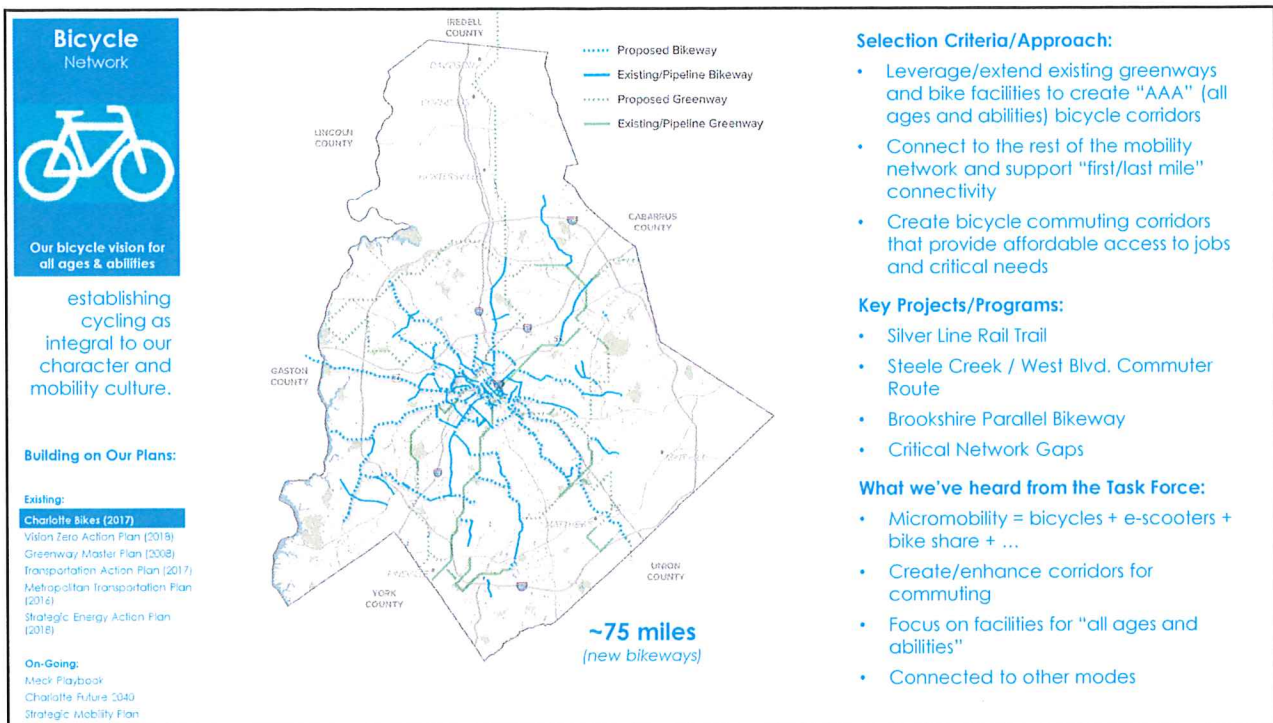
- Corridors that provide the greatest opportunity to connect people to employment centers, parks, schools, and other critical needs
- Connect the greenway network to the rest of the mobility network (ped/bike/transit) and to the region

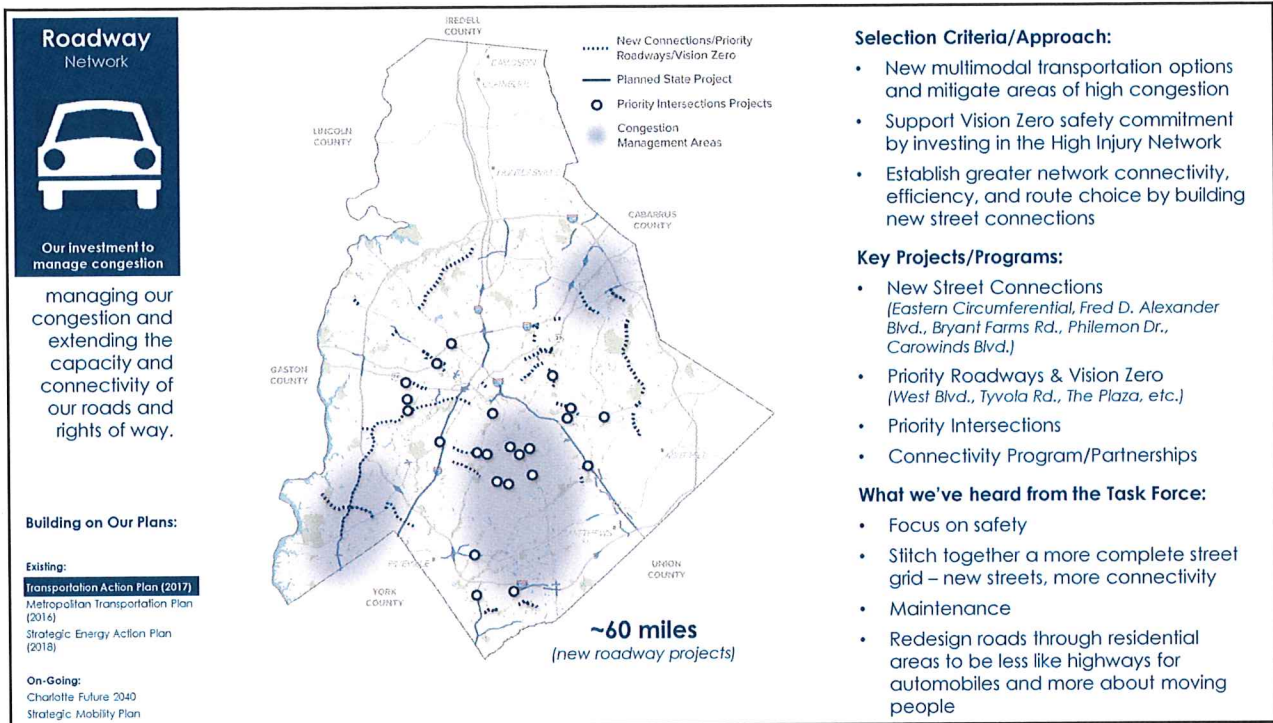
Key Projects/Programs:

- XCLT 2.0
- Mooresville to Charlotte Trail
- North Charlotte Arc Trail (Long Creek to Reedy Creek)

What we've heard from the Task Force:

- Cross Charlotte Trail
- Connect greenways to the rest of the network
- City + County partner to complete the planned Mecklenburg County system
- Connect to the broader region (i.e. Carolina Thread Trail)

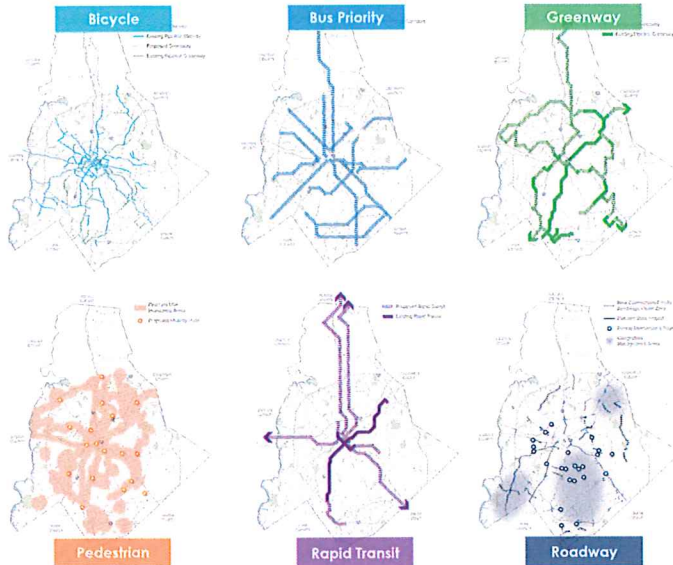






Transformational Mobility Network Funding Strategy

Program Characteristics



Program Characteristics:

- Multimodal program of projects & investments
- Funding Eligibility dependent on inclusion in the TM Network
- Derived from adopted plans and policies and TF input
- Influenced by final Funding/Financing Plan

CITY of CHARLOTTE



Charlotte Moves Transformational Mobility Network

Recommended Funding Strategy

 TIME & DURATION	 PROGRAM SCALE & AMOUNT	 FUNDING SOURCES
<p>Construction: 10+ Years</p> <p>Financing: 30 Years</p> <p>Exact duration influenced by an agreed upon Financial Plan and construction program</p>	<p>Total Program: \$8 to \$12 Billion</p> <p>Local Portion: \$4 to \$6 Billion</p> <p>Program Includes design, construction, operation, maintenance & financing</p>	<p>Primary New Sources: Transit Sales Tax Dedicated Property Tax</p> <p>Partnerships: State & Federal Grants</p> <p>Existing Sources: Planned Capital Investment</p>



Transformational Mobility Network Funding Strategy

Menu of Program Funding Options

	Description	Authority/Approval	Scale	Local Gap %
Transit Sales Tax	Transit Dedicated Sales Tax Geography: County Directly pledged to new Revenue Bond financing	State Authority City Council Approval Voter Referendum	\$\$\$\$\$ Moderately stable	
Property Tax	Dedicated Property Tax Geography: City of Charlotte Source for additional General Obligation Bond financing	City Council Approval	\$\$ Stable	
Other	Further evaluation will determine if other sources are appropriate (motor vehicle license, transit ad revenue, P3, etc.)	TBD	\$ TBD	

* Exact funding ratio will be refined in the Financing & Funding Plan

Local
Gap

Guiding Principles

- Scale** – Generate enough revenue?
- Stability** – Reliable or susceptible to fluctuations?
- Equity** – Unfairly burden certain residents or businesses?
- Feasibility** – Achieve sufficient political support?
- Geography** – City, County or Region?



Charlotte Moves
Transformational Mobility Network

Recommended Funding Strategy Funding Source – Transit Sales Tax

FUNDING SOURCES

TRANSIT SALES TAX

Sales Tax Comparison

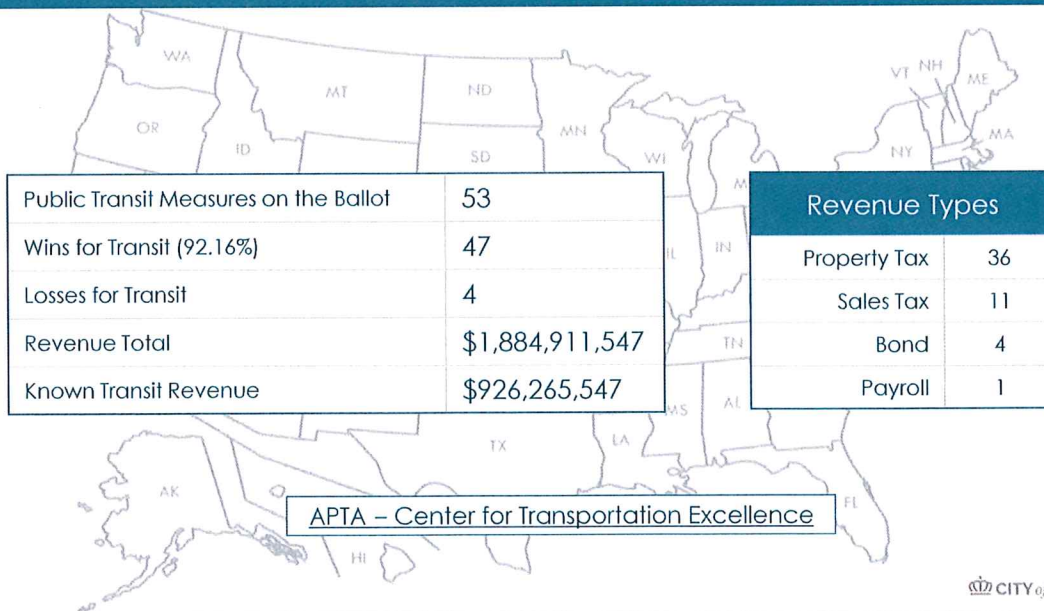
Sales Tax	City	Local Portion for Transit/Transportation	
10.25%	Chicago	1.25%	Transit
9.5%	Los Angeles	2.0%	Transit & Transportation
9.25%	Oakland	1.0%	Transit & Transportation
9.25%	Nashville	None	No state income tax
8.9%	Atlanta	1.5%	Transit
8.5%	San Francisco	1.0%	Transit & Transportation
8.31%	Denver	1.0%	Transit
8.25%	Austin/Dallas/Houston	1.0%	Transit, no state income tax
8.0%	Cleveland	1.0%	Transit
7.5%	Durham	0.5%	Transit
7.25%	Charlotte	0.5%	Transit
7.25%	Raleigh	0.5%	Transit

CITY of CHARLOTTE



Mobility Related Ballot Measures

2020 Results



Mobility Related Ballot Measures		Outcomes
Austin, TX Multi-Modal Total Revenue (\$): 175,000,000 Revenue Type: Property Tax Results: Passed (58%-42%)	San Antonio, TX Transit Total Revenue (\$): 38,500,000 Revenue Type: Sales Tax Results: Passed (68%-32%)	Seattle, WA Transit Total Revenue (\$): 45,000,000 Revenue Type: Sales Tax Results: Passed (82%-18%)
Gwinnett County, GA Transit Total Revenue (\$): 404,000,000 Revenue Type: Sales Tax Results: Failed (50.14%-49.86%)	Recent Trends 2020: 92% 2019: 80% 2018: 82% 2016: 69% APTA – Center for Transportation Excellence	Denver, CO Transit Total Revenue (\$): 40,000,000 Revenue Type: Sales Tax Results: Passed (64%-36%)

 CITY of CHARLOTTE



CHARLOTTE

MOVES

Remaining Schedule of Meetings:

Nov. 18 & Dec. 3, 2020
6:00pm

City Council Presentation

Dec. 14, 2020
5:00pm

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

Mode / Service	Oct-20	Oct-19	Percent Increase/Decrease	YTD FY 2021	YTD FY 2020	Percent Increase/Decrease	Avg Daily Ridership per Month		
							WeekDay	Saturday	Sunday
Local									
BOD Local	505,765	1,015,558	-50.2 %	1,954,534	3,923,038	-50.2 %	18,354	13,535	8,593
Subtotal	505,765	1,015,558	-50.2 %	1,954,534	3,923,038	-50.2 %	18,354	13,535	8,593
Local Express									
Arboretum Express	-	5,116	n/a	-	19,504	n/a	-	-	-
Harrisburg Road Express	299	2,583	-88.4 %	1,296	10,760	-88.0 %	14	-	-
Northcross Express	305	10,314	-97.0 %	1,021	36,676	-97.2 %	14	-	-
Idlewild Road Express	404	2,005	-79.9 %	1,470	8,576	-82.9 %	18	-	-
Independence Blvd Express	159	4,727	-96.6 %	554	17,844	-96.9 %	7	-	-
Lawyers Road Express	356	3,039	-88.3 %	1,402	10,803	-87.0 %	16	-	-
Matthews Express	-	4,342	n/a	-	16,439	n/a	-	-	-
Mountain Island Express	-	1,331	n/a	-	5,208	n/a	-	-	-
Northlake Express	211	6,982	-97.0 %	905	24,966	-96.4 %	10	-	-
North Mecklenburg Express	398	13,566	-97.1 %	1,029	52,520	-98.0 %	18	-	-
Huntersville Express	453	-	n/a	1,480	-	n/a	21	-	-
Rea Road Express	353	3,734	-90.5 %	1,240	14,556	-91.5 %	16	-	-
Steele Creek Express	-	1,658	n/a	-	5,906	n/a	-	-	-
Huntersville Greenhouse Express	111	650	-82.9 %	573	2,037	-71.9 %	5	-	-
Subtotal	3,049	60,047	-94.9 %	10,970	225,795	-95.1 %	139	-	
Regional Express									
Gastonia Express	590	4,303	-86.3 %	2,371	16,056	-85.2 %	27	-	-
Rock Hill Express	310	3,316	-90.7 %	1,014	12,467	-91.9 %	14	-	-
Union County Express	284	2,672	-89.4 %	1,084	9,833	-89.0 %	13	-	-
Subtotal	1,184	10,291	-88.5 %	4,469	38,356	-88.3 %	54	-	
Community Circulator									
Neighborhood Shuttles	16,571	34,703	-52.2 %	61,051	135,754	-55.0 %	582	546	259
Eastland Neighborhood Shuttle	9,253	17,115	-45.9 %	35,994	66,185	-45.6 %	311	309	214
Pineville-Matthews Road	1,582	4,040	-60.8 %	5,855	14,108	-58.5 %	62	44	-
Village Rider	3,693	7,999	-53.8 %	15,342	29,967	-48.8 %	138	84	56
Subtotal	31,099	63,857	-51.3 %	118,242	246,014	-51.9 %	1,093	983	529
Human Services Transportation									
Special Transportation Services	12,515	22,968	-45.5 %	46,034	86,412	-46.7 %	509	178	108
DSS	-	308	n/a	231	1,195	-80.7 %	-	-	-
Subtotal	12,515	23,276	-46.2 %	46,265	87,607	-47.2 %	509	178	108
Rideshare Services									
Vanpool	3,599	11,340	-68.3 %	14,465	46,600	-69.0 %	164	-	-
Subtotal	3,599	11,340	-68.3 %	14,465	46,600	-69.0 %	164	-	



Metropolitan Transit Commission
Charlotte Area Transit System Ridership Report

Oct-20

Mode / Service	Oct-20	Oct-19	Percent Increase/Decrease	YTD FY 2021	YTD FY 2020	Percent Increase/Decrease	Avg Daily Ridership per Month		
							WeekDay	Saturday	Sunday
Rail									
LYNX Blue Line	254,885	822,278	-69.0 %	894,809	3,218,835	-72.2 %	8,739	8,461	5,080
Subtotal	254,885	822,278	-69.0 %	894,809	3,218,835	-72.2 %	8,739	8,461	5,080
Total	812,096	2,006,647	-59.5 %	3,043,754	7,786,245	-60.9 %	29,052	23,157	14,310



October | CATS Sales Tax Report FY2021

August Receipts

Sales Tax Collections and Distribution – August 2020

- The August 2020 receipts of \$9,466,946 were \$728,516 (8.3%) above budget target for the month
- The August 2020 receipts were \$566,881 (6.37%) above forecast for the month.
- The August 2020 receipts were -\$321,027 (-3.3%) below August of 2019

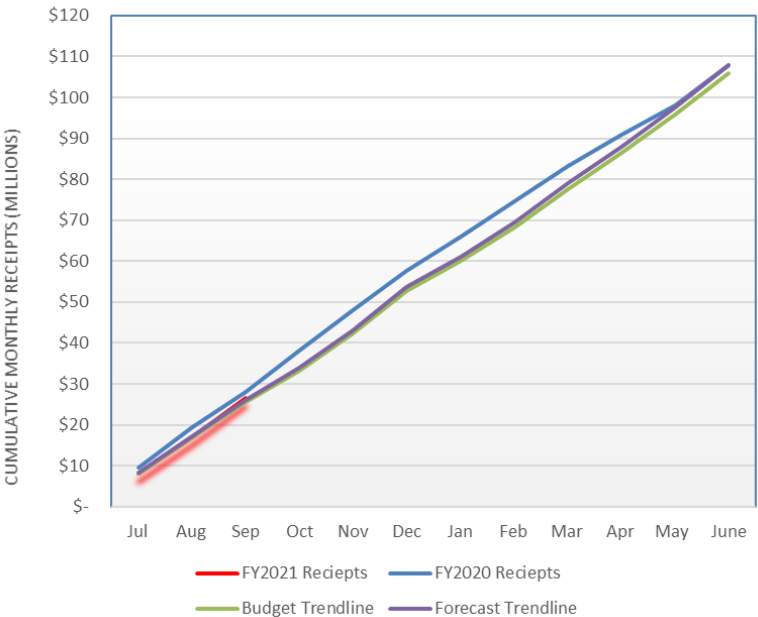
Sales Tax Budget Data

- FY2021 sales tax budget is \$105,980,101
- The FY2021 model forecasts year-end receipts of \$107,940,425 which is \$1,960,324 (1.85%) above the budget target of \$105,980,101
- FY2020 actual sales tax was \$107,778,982

Local Government Sales and Use Tax Distribution

- Source: North Carolina Department of Revenue Sales & Use Distribution Report for the month August 30th, 2020
- Published by NC Secretary of Revenue on 10/12/2020 with actual receipts through August 2020
- CATS sales tax report only includes Mecklenburg County Article 43 sales tax

FY2021 Sales Tax Receipts Forecast



FY2021 Budget Sales Tax Receipts (Actuals and Estimates)

Jurisdiction		Population	% of Total	Jul 20 Actuals	Aug 20 Actuals	Sep 20 estimate	Oct 20 estimate	Nov 20 estimate	Dec 20 estimate	Jan 21 estimate	Feb 21 estimate	Mar 21 estimate	April 21 estimate	May 21 estimate	Jun 21 estimate	Total
Charlotte	40.59%	830,258	40.5%	\$ 3,620,850	\$ 3,842,234	\$ 3,662,987	\$ 3,143,916	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,269,987
Cornelius	1.46%	30,207	1.5%	130,199	138,159	131,714	113,049	-	-	-	-	-	-	-	-	513,122
Davidson	0.61%	12,572	0.6%	54,648	57,989	55,284	47,450	-	-	-	-	-	-	-	-	215,371
Huntersville	2.76%	57,145	2.8%	245,976	261,015	248,839	213,576	-	-	-	-	-	-	-	-	969,407
Matthew s	1.51%	30,849	1.5%	134,304	142,516	135,867	116,614	-	-	-	-	-	-	-	-	529,301
Mint Hill	1.29%	26,690	1.3%	115,516	122,579	116,860	100,300	-	-	-	-	-	-	-	-	455,256
Pineville	0.43%	8,873	0.4%	38,598	40,958	39,047	33,514	-	-	-	-	-	-	-	-	152,118
Meck. County	51.35%	1,053,545	51.4%	4,581,383	4,861,495	4,634,699	3,977,929	-	-	-	-	-	-	-	-	18,055,506
Total	100.00%	2,050,139	100.0%	\$ 8,921,474	\$ 9,466,946	\$ 9,025,298	\$ 7,746,350									\$ 35,160,068

FY2021 Budget Sales Tax Comparison Year over Year

Year-over-Year Comparison (FY21-FY20)	-7.9%	-3.3%	4.1%	-21.7%												-67.3%
FY21 Budget Target	\$ 8,099,962	\$ 8,738,429	\$ 8,861,388	\$ 7,605,667	\$ 9,030,896	\$10,469,767	\$ 7,265,169	\$ 8,096,533	\$ 9,530,693	\$ 8,747,576	\$ 9,281,313	\$ 10,252,708				105,980,101
% of FY21 Budget Achieved	8.4%	17.4%	25.9%	33.2%												66.4%

Prior Year Sales Tax Receipts: FY2017 – FY2020

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
FY2020	9,683,570	9,787,973	8,671,558	9,890,136	9,858,570	9,800,116	8,278,036	8,606,547	8,735,473	7,635,380	6,997,727	9,833,896	\$ 107,778,982
FY2019	\$ 7,708,503	\$ 9,621,386	\$ 9,103,726	\$ 8,067,019	\$ 9,425,129	\$ 8,906,774	\$ 8,195,787	\$ 7,918,012	\$10,155,891	\$ 9,880,419	\$ 9,435,500	\$ 9,117,052	\$ 107,535,197
FY2018	\$ 8,147,197	\$ 8,436,960	\$ 8,784,051	\$ 7,883,713	\$ 8,884,437	\$ 9,324,267	\$ 6,897,695	\$ 7,842,800	\$ 9,303,951	\$ 8,539,748	\$ 9,277,676	\$ 9,699,263	103,021,757
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

