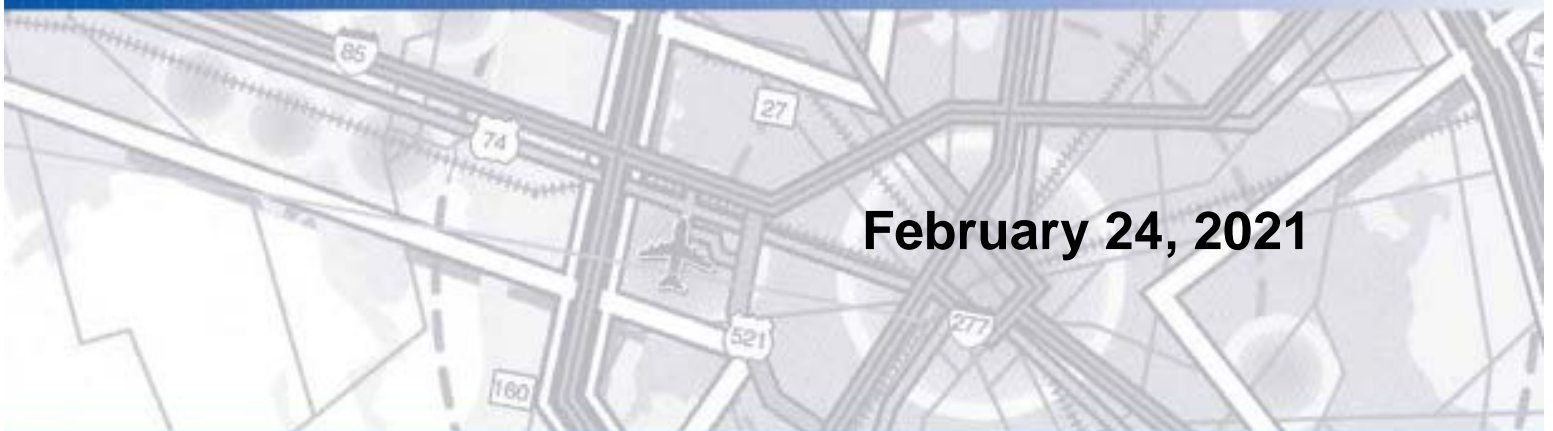


# Metropolitan Transit Commission



February 24, 2021



# **METROPOLITAN TRANSIT COMMISSION**

**Wednesday, February 24, 2021**

**5:30pm**

**South Boulevard Light Rail Facility**

**WebEx**

## **AGENDA**

- I. Call to Order ..... Mayor Vi Lyles
  - Attendance (Roll Call)
- II. Approval of the January 27, 2021 Summary (**p.5-13**) ..... Mayor Vi Lyles
- III. Report from the Chair of the Transit Service Advisory Committee (TSAC).... Krissy Oechslein
- IV. Report from the Chair of the Citizens Transit Advisory Group (CTAG) .....Edward Tillman
- V. Public Comments
- VI. Action Items
  - None
- VII. Informational Items
  - North Mecklenburg BRT Study Update (**p.15-24**) .....Brian Nadolny
- VIII. MTC Commissioners' Business..... Mayor Vi Lyles
- IX. Chief Executive Officer's Report (**p.26-29**)..... John Lewis, Jr
  - COVID 19 Operational Update
- X. Adjourn



**METROPOLITAN TRANSIT COMMISSION**  
**MEETING SUMMARY**  
**January 27, 2021**  
**(Approved on February 24, 2021)**

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**Presiding:** Mayor Vi Lyles, City of Charlotte

**Present:**

Commissioner Leigh Altman (MCBOCC)	Mayor Brad Simmons (Town of Mint Hill)
Marcus Jones (City of Charlotte Manager)	Brian Welch (Town Manager, Mint Hill)
Taiwo Jaiyeoba (Assistant Manager, Charlotte)	Mayor Jack Edwards (Town of Pineville)
Mayor Woody Washam (Town of Cornelius)	Randy Hemann (Town Manager, Mooresville)
Mayor Rusty Knox (Town of Davidson)	Bill Thunberg (Town of Mooresville)
Mayor John Aneralla (Town of Huntersville)	Mayor Walker Reid III (City of Gastonia)
Mayor John Higdon (Town of Matthews)	Randi Gates (GCCMPO, City of Gastonia)
Mayor Pro-Tem Renee Garner (Matthews)	Mayor William Dusch (City of Concord)

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

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**I. Call to Order**

The regular meeting of the Metropolitan Transit Commission was called to order via WebEx conferencing at 5.30p.m. by MTC Chairwoman Mayor Vi Lyles.

**II. Action Item – Selection of MTC Vice Chairman**

A motion to nominate **Mayor John Higdon (Town of Matthews)**, as the MTC Vice Chairman was made by **Mayor Woody Washam (Town of Cornelius)**; and seconded by **Mayor John Aneralla (Town of Huntersville)**. Motion carried unanimously.

**III. Review of Meeting Summary**

The meeting summary of November 18, 2020 was approved.

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

**Krissy Oechslin (Chairwoman)** reported the following recap from the January 2021 meeting: TSAC elected officers for the year. I was re-elected as chair and Terry Lansdell was re-elected as co-chair. We look forward to continuing to advocate for transit riders in the year ahead.

At TSAC's last meeting we received an in-depth update on progress on the City's ADA Transition Plan. We requested that the public survey that's being conducted to gauge the public's accessibility needs and priorities also be distributed in a way that does not rely on computer access, such as distributing surveys at bus stops or transit centers.

TSAC also received an update on the ongoing Bus Priority Study, particularly looking at bus stop improvement. We heard about plans to standardize the type of bus shelters that CATS uses, which will reduce costs and improve maintenance. We also discussed how CATS assessed which stops to place shelters or other amenities at, including customer suggestions, the number of boardings, if the stop serves a vulnerable population such as a hospital or a veteran's facility, presence of a major employer, and the waiting time due to headway between buses. We discussed the chicken-and-egg challenge of whether ridership must exist before a shelter is place or if placing a shelter may help increase ridership at that stop. We also heard about plans

to revamp the Bus Stop Committee, which includes a variety of input, not just from CATS but also from other City officials, to ensure that bus stops are optimally placed.

We also received a very informative and helpful update from John Lewis (CATS' CEO) on how Blue Line scheduling has been impacted by COVID and what to expect from scheduling going forward, as CATS tries to ensure the safety and health of its train operators and also makes plans to accommodate them receiving the vaccine as it becomes available.

Finally, I provided comment at this past Monday's Charlotte City Council business meeting (January 25, 2021) regarding CATS' payment and real-time apps. CATS is planning to move to a new vendor to provide an enhanced ticketing app that will not only allow for important ticketing features like fare capping but can also integrate real-time route planning data. This will enable riders to buy tickets and plan trips in the same app. My remarks emphasized the need to examine why getting real-time train and bus information has taken five years and is still not here, after CATS launched what was supposed to be a real-time app in 2016. TSAC has been asking for years for real-time train and bus information, and we are glad CATS is working on this with its real-time vendor as we speak. We look forward to seeing progress on CATS' customer-facing mobile technology this year.

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

**Adam Pasiak (Co-Chairman-Mecklenburg County)** reported the following recap from the January 2021 meeting: CTAG received an update from CATS on COVID updates, service, and updates that they are performing to ensure the safety of all our riders. Currently right now there have been adjusted service levels due to ridership, and there have been increased service levels due to ridership in some areas and then decreased ridership in some areas due to ridership levels as well. The good news is there has been zero revenue reduction miles, but there has been a 50% reduction in the ridership. And currently, route schedule is on the Sunday schedule.

There will be a campaign to focus on customer confidence via marketing and outreach and maintaining CATS safety and cleaning have been a big focus. There are activities for cleaning going on during the day and at night during the evening times when bus and rail services are at their lowest. Another focal point at this time is getting back to normal service over the next couple of months.

John Lewis (CATS' CEO) and CATS Leadership provided an update from a budgetary standpoint. Currently CATS has not had to dip into the CARES Act money to balance out the budget due to local deficits but have had to use some of that CARES money to offset state budget cuts. CATS also is using some of that CARES Act money for capital investments into the vehicles and other staffing, but as well there have not been any attempts to reserve money at this time so we have not had to dip into our reserves to keep CATS moving on.

There was a question posed whether or not the service cutbacks have affected security since there hasn't been as much ridership. Mr. Lewis was able to inform us that the security has actually stepped up their presence to act as an ambassador aspect to CATS, providing PPE and awareness. There was also a question regarding the Gold Line service, and as of right now CATS looks to take control of the Gold Line for testing here in the next month with a hopeful opening date of April 2021.

**VI. Public Comments: None**

**VII. Informational Items**

**a. LYNX Silver Line Public Engagement Update**

**Andy Mock**

**Andy Mock – CATS Senior Transit Project Development Manager** – made a presentation on the LYNX Silver Line Public Engagement Update, based on pages 12-25 in the MTC Agenda packet for January 27<sup>th</sup>, 2021 meeting.

**Discussion:**

**MAYOR HIGDON (Town of Matthews):** The public outreach sessions will be in more detail. That does include the maps, correct, because the maps you showed tonight were pretty nongranular so I'm sure folks would want to see more detail?

**MR MOCK:** Correct. On Tuesday (February 2nd) we will be releasing live dynamic maps to the public with these recommendations, viewable on our website. The public will have access to a much more detailed level of mapping. The current exhibits are what was provided for mailers. We've issued 40,000 mailers with this same information to everyone within a half-mile of the Silver Line alignment, so everyone has actually physical paper in their hands with these alignments. Also, there will be mapping available and we will have much more granular detail at the public meetings in February and March.

**b. FY2022 Preliminary Operating & Debt Service Budget  
FY2022-2026 Preliminary Capital Investment Plan**

**John Lewis, Jr.  
Blanche Sherman**

**John Lewis, Jr. – CATS Chief Executive Officer and Blanche Sherman – CATS Assistant Deputy Director of Finance** made a presentation on the FY2022 Preliminary Operating & Debt Service Budget and 2022-2026 Preliminary Capital Investment Plan, based on pages 27-84 in the MTC Agenda packet for January 27<sup>th</sup>, 2021.

**Discussion:**

**MAYOR ANERALLA (Town of Huntersville):** The Gold Line expenses, that's strictly a Charlotte cost, I'm assuming, and then with that you add SGNA and various other things to that when you pass the costs along?

**CATS CEO LEWIS:** Those costs (the operating costs) associated with the Gold Line, are borne by the City. It is added into our budget, but it's paid for by the City.

**MS. SHERMAN:** SGNA?

**MAYOR ANERALLA (Town of Huntersville):** SGNA - the administrative costs, repairs. CATS had sent out a spreadsheet for the Mecklenburg County Mayors recently, and it basically spread out the costs over the different systems to the different towns, and I just was wondering if you do the same with the Gold Line?

**MS. SHERMAN:** All the Gold Line are direct operating expenses, are factored: repairs, maintenance, and everything.

**MAYOR KNOX (Town of Davidson):** This might be a question we don't have an answer to yet, but these 18 electric buses that we're talking about right now, I know when we were in the budget considerations for replacing the fleet as we moved forward and we talked about SGNA and when we discussed electric buses we talked about the constraints involved in the physical footprints for charging stations for the electric buses, not just within the service centers of Charlotte but on the periphery of the system. Have we addressed that? Are these buses

going to be located at the same maintenance shops where the other buses currently are, or is there going to be an off-site for the charging capabilities?

**CATS CEO LEWIS:** As of now, the plan is, (beginning with the pilot vehicles). CATS has the grant for the six and we are paying for those vehicles. The additional 12, that cost, of those buses, are being borne fully by Duke Electric. They are also paying for the charging infrastructure. The goal at the end is that the pilot will work well, everything will work the way we expect, and then we will come back with a plan to transition the rest of the fleet. We are working through the financing options. Duke has offered to finance the conversion of the rest of our fleet, over a time period. We are evaluating that deal right now. We weren't concerned early in the conversation about the constraints of our capital program and ability to afford these vehicles into the future, and Duke has provided us with a means of meeting that need.

**MAYOR KNOX (Town of Davidson):** I just think that it makes perfect sense, and it's a wonderful path forward to know that we have Duke Energy right here, someone that could be a partner. And I'm sure that partnership comes at a cost. I'm sure they're going to want some kind of guarantee from CATS that we buy kilowatt hours from them or something like that, but again, it goes hand-in-hand with the City of Charlotte's reduction of carbon footprint as we move forward.

**CATS CEO LEWIS:** Absolutely. We are working through the details of that, but I think we will certainly bring the final details of this deal or agreement back to MTC for ratification. But we are on the right path and I believe we will get there.

**BILL THUNBERG (Town of Mooresville Representative):** I've got a series of questions. First, keeping with Mayor Knox's comment about the electric buses, those buses are significantly different in terms of the number of moving parts and things like that. I hope that they've got a training program with the bus vendors built in there for CATS staff to be able to get trained up on dealing with these vehicles rather than the more mechanical vehicles.

Secondly, I appreciate the report on the CARES Act funding and how it's being expended and tracked, Is there a way within the rules that we are able to use some of that funding to improve the safety of our vehicles for passengers and staff overall, not just necessarily COVID-related but if there's a way -- for example, if we were able to buy additional cameras or different kinds of communications devices where you can track the vehicles more closely. This may be stuff that's already been done, I don't know, but it would be nice if it's allowable under the rules that we can focus on improving the safety for our staff and for our passengers kind of holistically and probably update some of the maintenance as well while we have this money available to us.

And then I just wanted to ask Ms. Sherman if there is any floor money from the BLE reflected in the budget this time.

**MS. SHERMAN:** Floor money?

**BILL THUNBERG (Town of Mooresville Representative):** Yes, from the federal government. Usually I think it's like \$2 million a year or whatever.

**MS. SHERMAN:** The BLE at this point is basically fully funded in our budget. I think we transferred in the '21 budget the last local component, but at this point it's fully funded.



**BILL THUNBERG (Town of Mooresville Representative):** Okay, and it's all ours now?

**CATS CEO LEWIS:** We recently closed out the contract with the constructor of the Blue Line Extension. That project that we began that we opened in 2018, we are about \$50 million under budget. We submitted to the FTA a list of projects that we hoped they would deem eligible for us to keep that \$50 million or as much of it as we can.

That was not a policy of the Federal Transit Administration before the last administration. In the past if you were great stewards and good project managers and you saved money, it went back into the federal transportation trust fund. The last administration changed that rule to reward good project management and allowed you to request to keep the federal portion of any saving. We have done so, but a new administration is in power right now. Those requests are somewhat in limbo, but we will continue to remind them of how effective we were in that project and looking for that reward to be reinvested in our system.

#### **VIII. MTC Commissioners' Business**

##### **Transformational Mobility Network**

**Taiwo Jaiyeoba**

**Taiwo Jaiyeoba – City of Charlotte Assistant City Manager – Director of Planning, Design & Development Department** made a presentation on Transformational Mobility Network, based on pages 86-97 in the MTC Agenda packet for January 27<sup>th</sup>, 2021.

##### **Discussion:**

**TAIWO JAIYEoba (Assistant Manager City of Charlotte):** Last time I was here was in November to give you an update. This presentation will be a little bit different. John Lewis, Jr., CEO of CATS and I will be jointly presenting. I want to first of all acknowledge the letter that was sent to Mayor Lyles, the Chairwoman of MTC, on January 6, 2021; I believe, and it has two concerns:

- 1) The contributions of the last 20 years and why are we doing this now?
- 2) What the potential for carveout for delivery of tangible projects?

This presentation will try to address these concerns, but it's likely that we will not address all of them in detail, but I will be back in February to be able to provide more in-depth financial details, especially when it comes to the carveout.

**MAYOR LYLES (City of Charlotte):** I always believe that we have to have some idea of vision. Accepting the idea that we're the 15th largest city in the country right now and fifth fastest growing one, we know that mobility is a real issue for us and how are we going to move people around. All of us can think about examples that are going on in our towns and the city, but I like to think about Centene, which was a place that we recruited that's out at the University that really is an opportunity for us in healthcare and growth to continue to grow jobs for people, that if they have access and mobility to get there.

I think that we agree that we're going to continue to grow, and we agree that jobs are not necessarily located where the housing and the residential development is taking place. The idea that we are going to have to deal with issues of mobility, this has been one way that we've described it and hope to have it seen as a plan that we could begin the discussion on. There are challenges in it. I am fully aware from all of our conversations and the challenges, but I think the question going forward is do we agree with the development that's going to take place and the population growth? If we do, how would you see this working, how would you deal with it? If it's not this, what is it going to mean; what is the option that we can begin to discuss; what do we need to do to refine, any kind of discussion open to the group now.

**MAYOR HIGDON (Town of Matthews):** Some of the feedback that I've been hearing from my constituents and others in the area. I was in a meeting this afternoon with a group of folks from South Charlotte, and a couple comments. I again think there's -- one of the slides that was just shared showed 2/3 for transit and 1/3 for roads, and one of the comments was made today that there is a general feeling that 100% of this is going towards this transit and the Silver Line and perhaps the Red Line Extension, etc., and the comment was made what we need is more roads or road improvements.

I think we have a real challenge as far as education. While recent referendums have passed at an amazing rate, 92%, I think there is a real risk if we are able to put this on the ballot this November that it will fail due to us coming out of this unprecedented COVID pandemic, and I think this might have a better chance of acceptance if we could put it off perhaps for another year, work more with my colleagues in other towns and of course here in Matthews, and get more broader acceptance of the public. I think we have a real issue, despite all the efforts that are being made by the group, of presenting what all this entails. To better identify the carveouts, etc., for each of the towns, I think that's going to be essential, and I don't know how you're going to get all that done by November. It seems like a monumental task.

**MAYOR WASHAM (Town of Cornelius):** I certainly agree we've got a transit problem in our region. Mayor Vi, you and I have talked about that to a great extent. I want to fix it but my goodness, we've got a lot of work to do. We've got some bad blood going on up in our region from the last referendum related 23 years ago with a half-cent sales tax. I'm not going to drill down on that, but we want to continue talking, but there is not a lot of love going in North Mecklenburg in any discussions related to the one cent sales tax.

We had a statement come out from our chamber today which was petty negative, the ball is starting to roll but we've got to fix this problem somehow. It's a problem in the future and one day we've got to deal with this.

**MAYOR KNOX (Town of Davidson):** I'll kind of reiterate a little bit of what Mayor Washam said. I think the one thing that you did say in your comments, Mayor Lyles, transportation is regional, and we realize that it is regional. When you look at the consistent ridership of the North Mecklenburg populace and how the North Mecklenburg populace patronizes CATS as it stands right now, it's one of the largest contingencies of areas throughout the entire system when we talk about bus ridership. Obviously, we get mass transit. We want to utilize the service but what we've got is at best archaic.

The dialogue with Norfolk Southern has to be stepped up for the future. If voters in the North Mecklenburg area are even going to consider getting behind this, there's going to have to be substantial carveouts to guarantee facilitation of leveraging that corridor from Norfolk Southern at some point. There's going to have to be an expedited bus rapid transit program brought out that is not only implemented but promoted heavily in the North Mecklenburg towns.

I was listening to Charlotte Talks a couple of weeks ago. There were several people on there, and they said they didn't understand why North Mecklenburg was upset because they got the toll lanes at least. They laughed about it, but it's not a laughing matter. That's our only recourse right now to take a fast ride to Charlotte is to draft your bank account \$60 a week to get in the toll lanes. There's a better alternative, and I think as we move forward, whether this thing gains enough steam to make it to a November referendum this year or if it's next year, the dialogue can't stop. The problem is not going to go away.

We have a problem and we need to address that problem. But on the bigger picture there's a problem all over the region that you've got to understand or appreciate. We have an issue. I think our issue is a little personal because we always thought we were going to be second in line and we're still not there. But we're not the only ones that has transportation issues throughout the region. I am not opposed to stopping the dialogue.

**MAYOR LYLES (City of Charlotte):** I think it's good that you mentioned "in the region." We've got to Mayor Walker and Mayor Dusch with us, so Mayors do you have any comment? Mayor Walker?

**MAYOR REID (City of Gastonia):** We had a meeting recently here in Gastonia. I want to thank John Lewis, Jr. for coming out and explaining to us what was going on. It is what it is, and we have got to accept it and try to support the efforts. Hopefully it will come into Gaston County, and hopefully it will come into Gastonia. Trying to get people to buy into it, trying to get the funding to support it is going to be the issue. We'll try to be a team player and support the effort.

**MR. DUSCH (City of Concord):** I see it as opportunities, and we really look forward to moving in that direction. I sort of have the idea when I listen to everyone about it being maybe not this November but the November after that. That may be more reasonable to get us all together on it.

**MAYOR ANERALLA (Town of Huntersville):** One of the things that I think needs to be addressed are our neighbors that are not Mecklenburg County. As far as I know, they haven't passed any type of mass transit tax, and even if you look at it objectively to move the line directly into another community prior to within the county, especially within the county portions that have been paying for 23 years or more, that's a pretty high hurdle.

You know where I stand. I don't believe it's the time. I don't believe we should be taxing our individuals another 1%. The interesting thing is within the legislative agenda items, both Cornelius and Matthews are looking for an additional, I think, quarter-and-a-half cent sales tax, and it makes me think that why wouldn't Charlotte go for their own tax? Let the towns go for their own taxes if they should require it or it seemed like it should be required, and then you guarantee that your portion of the system will be paid for at built. Carveouts are great, but you're not carving out 100% of what's generated in each community.

I just don't think the timing is good. I wouldn't support it. We've fought the timing because it's disproportional. I can talk about the numbers for how much has been spent in each community. I'd rather do that off-line because there's a large discrepancy between what I received several years ago from CATS and what we received the other day. I could talk through that off-line and bring it back to everybody, but what I can tell you is several years ago when I received the amount of revenue that was generated in each community in North Meck versus how much was spent, there was a net give from North Meck, and then in the numbers that we received the other night it was substantial costs that were not being paid for by North Meck.

When I look at the agreements that we have with some of the other communities for bus fares I still can't get my head around the fact that when you have an agreement with Gaston County, that 1/3 of the cost is being borne by people in Mecklenburg County. That's just not a good agreement for our citizens.

The last comment I'll make is please don't put a chart up about how high tax cities are paying higher taxes because those people are moving here because we have lower taxes, and I don't want to be Cook County or LA or Oakland.

**MAYOR LYLES (City of Charlotte):** We will continue this discussion. I believe that we all know that we are going to be experiencing high growth, and we all know that people are moving here. We're the #1 destination for the Northeast for relocations, and you're right, all of you are correct in that area. I think the real question is how to avoid being some of those places that do have those high taxes because they didn't plan for the future in a way that would make it work as a community effort. We are going to continue the discussion. We'll keep moving around information and exchanges of ideas. I appreciate it, because every time that we have this discussion it helps to know what people are thinking and why we can do this.

I also want to say thanks to you staffs for doing the work over the next several weeks. They've been working with our team or our staff. Our city manager and all of your managers have come together and said, if you look at what we're doing here then this is how it fits or does not fit. That has been invaluable. Thanks for the time and effort that you've put into that. It makes a true difference because, I love this place. I've been here a long time. I came here when I was 18 years old, and I'm not going to tell you how old I am, but I got a vaccine. I came here when it was just 100,000 people and everything happened on The Square. Now, the Square is Huntersville's square, Cornelius' square, Davidson's square, Matthews' square.

Those are no longer rural places. I remember going to Matthews to ride horses when I was here in Charlotte. I remember going to Davidson to drink a lot of beer with some Davidson students, Mayor Knox, I'm just going to tell you that, it's true.

But that's not what is going on anymore. What's going on now is everybody has a Center City. Everybody's looking for how to grow a community that we can all be proud of, and I think that the mobility discussion is an important aspect of that, but we have to do it as a collective because lines on a map don't matter to people. What matters is how they see their environment, their neighborhood, their ability to raise their families and have adequate resources because they've got decent work and decent jobs. We'll just keep thinking about what's important and try to make it happen.

**BILL THUNBERG (Town of Mooresville Representative):** Regardless of the discussion that took place about the differences of opinion on the sales tax, I think the one thing that you can take away from today's meeting and just about every other meeting of the MTC is that we have a well-run transit agency, and part of that stems from the quality of the staff from Mr. Lewis on down. I noticed that John Muth was on the line as a guest, and people like John (Muth) over the years and Andy and Faison have all contributed towards us having a financially sound, well-led and well-planned and well-executed transit agency.

I don't want to offend anybody here, because I'm up here in Mooresville and I'm able to sit back and watch this go on and say "gosh, I'm glad that's not me", but a lot of the problems that we talk about are the problems of rich people. There are a lot of people out there and a lot of them that we serve that they don't care about those problems, they've got other things to do. We might run in and buy a half gallon of milk and not even think about it, but there are other people that we serve in our communities that have to think about that. They have to think about how they're going to get to work, they have to think about all these kinds of things that us rich people take for granted, and I just want everybody to remember they represent those people too, whether they're in your community or in the county. You may come to the same decision of whether you support a tax or don't support a tax or anything like that, but don't do it

without thinking about it because they are our neighbors and they're the people that sit next to us in church, and we have a responsibility to provide for their needs if we are in positions of power and leadership as well as for our own needs and the people that we drink beer with in Davidson.

We have a greater responsibility, and I hope as individuals and elected officials that we weigh that in the positions that we take with regards to the policies that we adopt.

**MAYOR LYLES (City of Charlotte):** Thank You and well said, Mr. Thunberg. Thanks for reminding us that every part of our community is diverse in multiple ways: economically, racially, different faiths, and different orientations, and that's what makes us I think as a city and a state and a country unique, and I appreciate that thoughtfulness in that statement.

**IX. Chief Executive Officer's Report – N/A**

**X. Other Business - None**

**XI. Adjourn**

The meeting was adjourned at 7:24 p.m. by Mayor Vi Lyles – MTC Chairwoman (City of Charlotte).

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NEXT MTC MEETING: WEDNESDAY, FEBRUARY 24TH, 2021, STARTS AT 5:30 P.M.



**METROPOLITAN TRANSIT COMMISSION  
INFORMATION ITEM  
STAFF SUMMARY**

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**SUBJECT:** North BRT Planning Study Update

**DATE:** February 24, 2021

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**1.0 PURPOSE/SCOPE:** The purpose of this information Item is to update the MTC on the status of the upcoming North BRT Planning Study.

**2.0 BACKGROUND/JUSTIFICATION:** Starting in July 2017, CATS conducted a LYNX System Update which looked at transit studies for the LYNX Red Line/North Corridor and LYNX West Corridor. This effort also included a system integration study for all CATS services existing and planned in Uptown Charlotte. The primary purpose of the study was to provide the necessary land use and transportation technical analysis including stakeholder and public outreach to support the selection by the MTC of updated Locally Preferred Alternatives (LPA).

On February 27, 2019, the MTC approved a new Locally Preferred Alternative (LPA) for the North Corridor. Since 2002, the LYNX Red Line Commuter Rail was the North Corridor LPA. However, in 2013, Norfolk Southern modified its passenger rail policies, and in order to meet the public's desire for rapid transit service and increased mobility now, a phased approach to service enhancements was recommended.

The LPA established a North Corridor public transportation strategy that includes near-term and medium-term Bus Rapid Transit improvements in the I-77 corridor while continuing a long-term vision confirming the Norfolk Southern O-Line as an important regional transportation corridor for future regional rapid transit/local mobility options.

The recommendation for the North Corridor Bus Rapid Transit (BRT) option is defined by opportunities to utilize the express lanes for significant transit mobility enhancements that are complementary to longer-term investments. The following improvements would be implemented as part of this phase of the project recommendations:

- All day service including nights and weekends;
- Four new park and rides and two or three new express lane direct connects; and
- Integrated BRT stations into mixed use developments that also incorporate emerging mobility technologies for first/last mile connections.

**3.0 PROCUREMENT BACKGROUND:** In Summer 2020, CATS released an RFQ to develop the North Corridor BRT concept further. This phase will focus on alternative analysis planning, station location and park and ride evaluation, and implementation strategy.

The Selection Committee met and selected the firm HDR Engineering, Inc. of the Carolinas to perform the planning and design work. CATS is currently in contract negotiations with HDR Engineering and plans to have a Notice to Proceed in February.

4.0 **POLICY IMPACT:** N/A

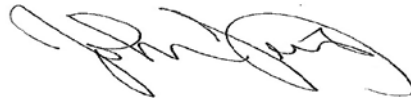
5.0 **ECONOMIC IMPACT:** N/A

6.0 **ALTERNATIVES:** N/A

7.0 **RECOMMENDATION:** N/A

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

**SUBMITTED AND RECOMMENDED BY:**

A handwritten signature in black ink, appearing to read "John M. Lewis, Jr.", written over a horizontal line.

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

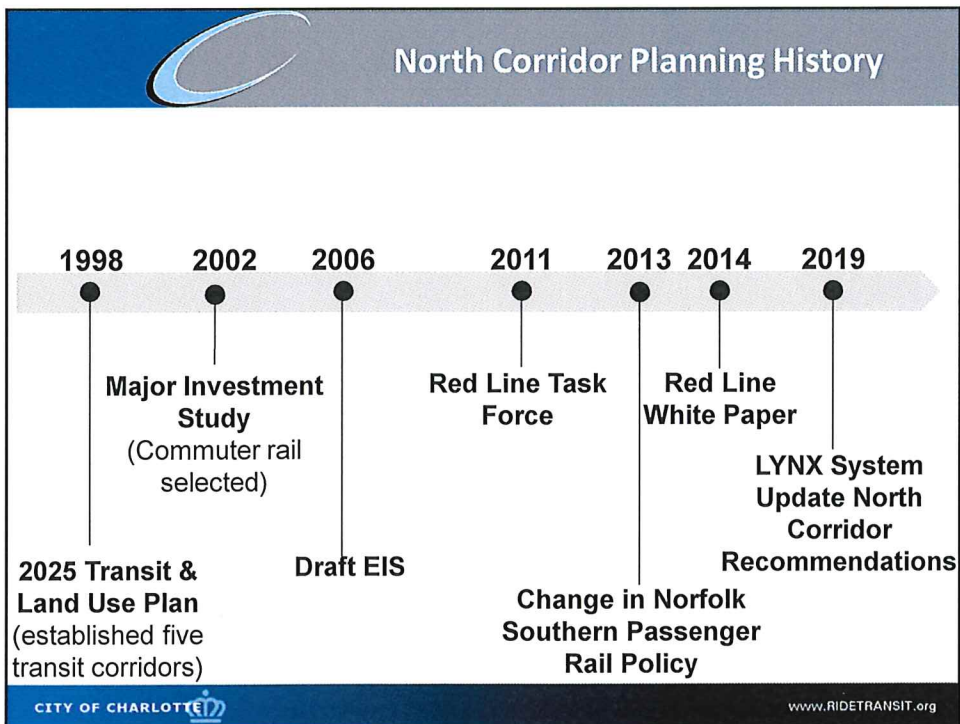




## North BRT Planning Study Update

**Metropolitan Transit Commission  
February 24, 2021**

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



## LYNX System Update 2017-2019:

### North Corridor Rapid Transit Options

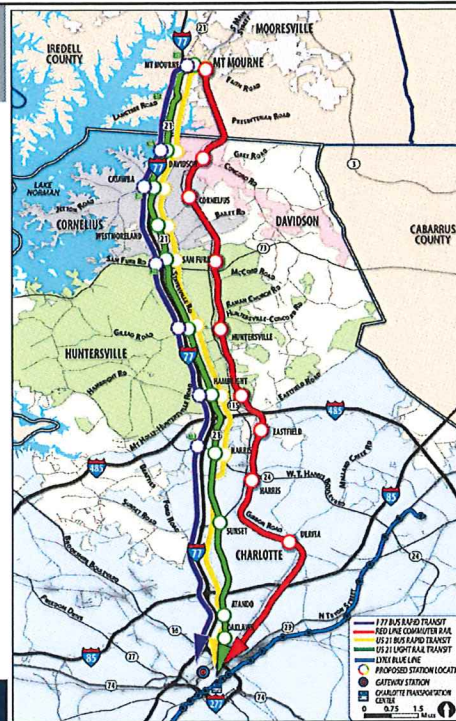
Red Line  
Commuter  
Rail

Interstate 77  
BRT

US 21 Light  
Rail

US 21 BRT

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## North Corridor Staff Recommendation

### Short Term

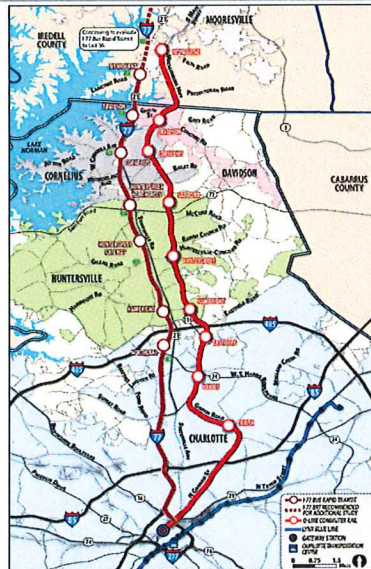
- Village Rider and Express bus stop amenity improvements
- Continued express lane bus service improvements as recommended in the North Corridor Mobility Study and Envision My Ride

### Medium Term

- Implementation of an I-77 Bus Rapid Transit service from Charlotte Gateway Station to Mooresville to include:
  - All day service including nights and weekends
  - Four new park and rides and two new express lane direct connects
  - Integrated BRT stations into mixed use developments that also incorporate emerging mobility technologies for first/last mile.

### Long Term

- Continue dialogue with Norfolk Southern on use of the "O" Line corridor for a Rapid Transit project



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www.RIDETRANSIT.org

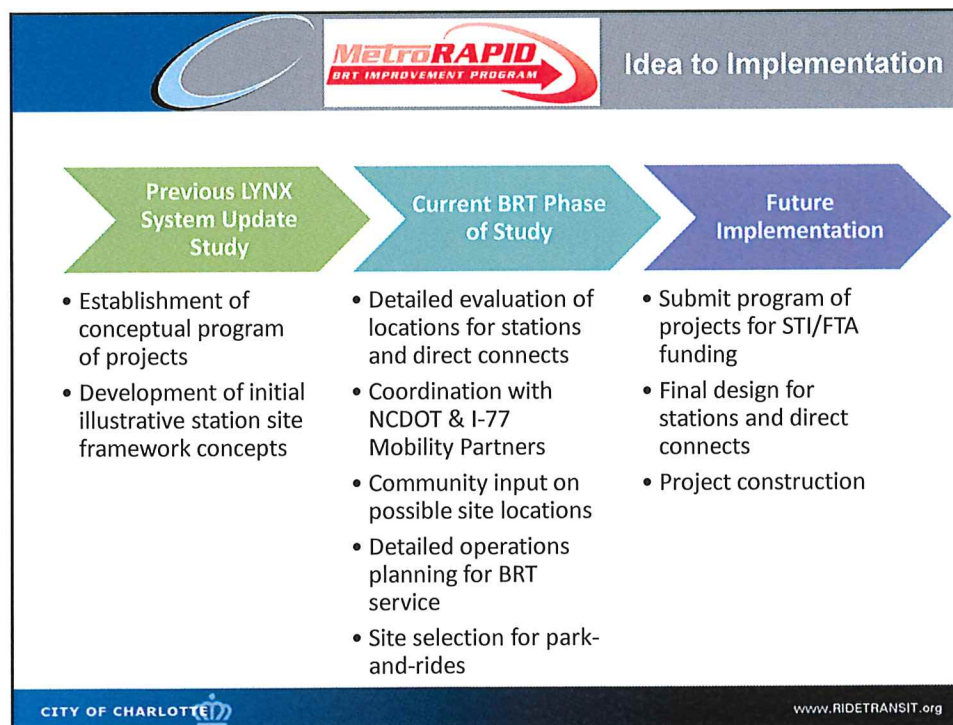


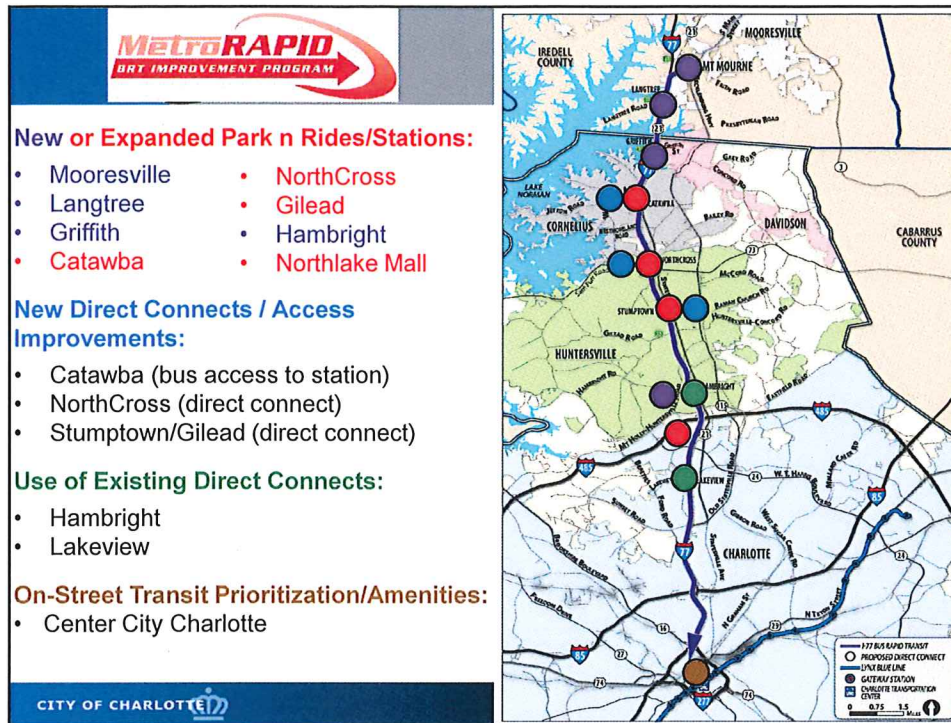




New BRT Express Service Implemented February 2020

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









**I-77 BRT:**  
**Types of Stations**



**Inline (Shoulder) Stations**



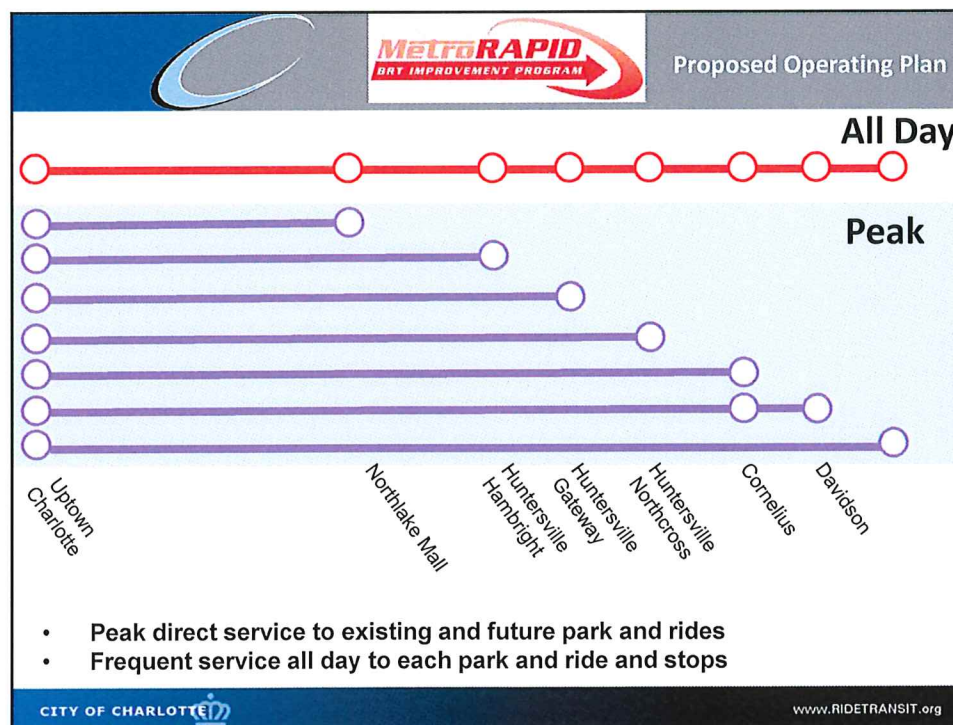
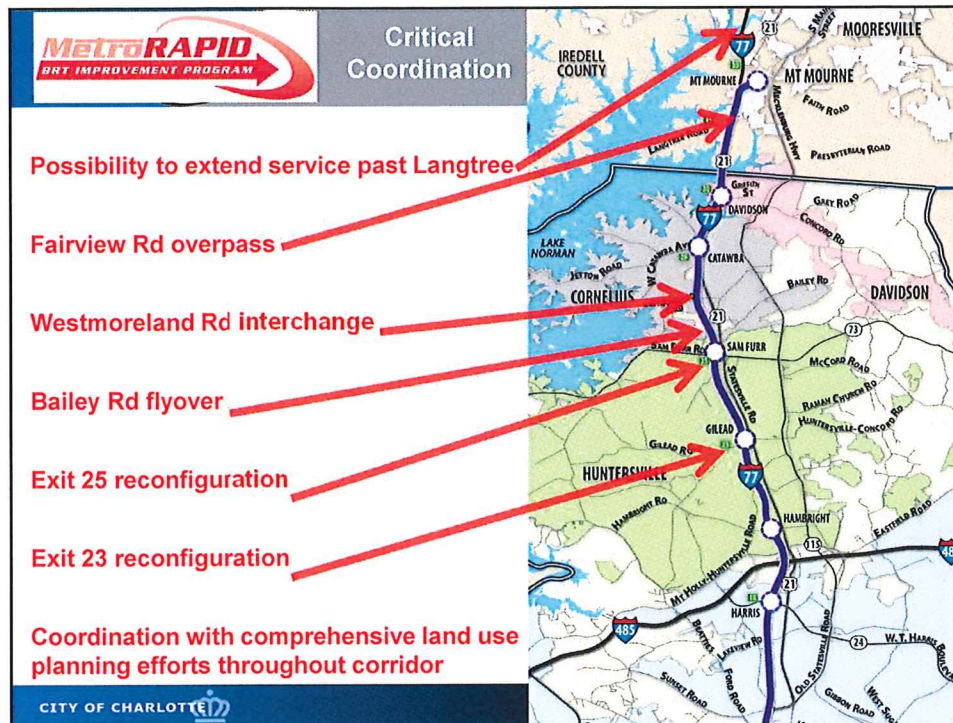
**Offline Stations**

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## Hambright Park and Ride

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





**GIS**  
**HAMBRIGHT PARK & RIDE**  
 10/10/2021  
 Prepared by: City of Charlotte  
 Approved by: City Council  
 Project Manager: [Name]  
 City of Charlotte

- Status: Funded
- Cost: \$12.6 Million
- Currently in Design and Environmental Review

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





## 2021 Schedule

- Early March – Stakeholder Kick-off Meeting
- Mid/Late March – Virtual Public Meeting
- April-June – Design Sessions
- June/July – Design Team Recommendations





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Thank you!



## North BRT Study Questions?



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





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

Mode / Service	Jan-21	Jan-20	Percent Increase/Decrease	YTD FY 2021	YTD FY 2020	Percent Increase/Decrease	Avg Daily Ridership per Month		
							WeekDay	Saturday	Sunday
<b>Local</b>									
BOD Local	429,975	911,721	-52.8 %	3,303,042	6,592,984	-49.9 %	16,199	12,437	7,925
<b>Subtotal</b>	<b>429,975</b>	<b>911,721</b>	<b>-52.8 %</b>	<b>3,303,042</b>	<b>6,592,984</b>	<b>-49.9 %</b>	<b>16,199</b>	<b>12,437</b>	<b>7,925</b>
<b>Local Express</b>									
Arboretum Express	-	5,306	n/a	-	33,165	n/a	-	-	-
Harrisburg Road Express	209	1,991	-89.5 %	1,998	16,734	-88.1 %	11	-	-
Northcross Express	202	10,870	-98.1 %	1,777	63,091	-97.2 %	11	-	-
Idlewild Road Express	231	1,963	-88.2 %	2,313	13,883	-83.3 %	12	-	-
Independence Blvd Express	55	4,470	-98.8 %	880	29,297	-97.0 %	3	-	-
Lawyers Road Express	189	2,864	-93.4 %	2,088	18,352	-88.6 %	10	-	-
Matthews Express	-	3,715	n/a	-	26,352	n/a	-	-	-
Mountain Island Express	-	1,812	n/a	-	9,319	n/a	-	-	-
Northlake Express	183	7,043	-97.4 %	1,433	42,205	-96.6 %	10	-	-
North Mecklenburg Express	129	13,543	-99.0 %	1,586	86,907	-98.2 %	7	-	-
Huntersville Express	254	-	n/a	2,423	-	n/a	13	-	-
Rea Road Express	261	3,336	-92.2 %	2,018	22,888	-91.2 %	14	-	-
Steele Creek Express	-	1,368	n/a	-	9,712	n/a	-	-	-
Huntersville Greenhouse Express	101	237	-57.4 %	841	3,024	-72.2 %	5	-	-
<b>Subtotal</b>	<b>1,814</b>	<b>58,518</b>	<b>-96.9 %</b>	<b>17,357</b>	<b>374,929</b>	<b>-95.4 %</b>	<b>96</b>	<b>-</b>	
<b>Regional Express</b>									
Gastonia Express	399	3,819	-89.6 %	3,796	26,592	-85.7 %	21	-	-
Rock Hill Express	257	3,340	-92.3 %	1,663	20,797	-92.0 %	14	-	-
Union County Express	158	2,652	-94.0 %	1,638	16,547	-90.1 %	8	-	-
<b>Subtotal</b>	<b>814</b>	<b>9,811</b>	<b>-91.7 %</b>	<b>7,097</b>	<b>63,936</b>	<b>-88.9 %</b>	<b>43</b>	<b>-</b>	
<b>Community Circulator</b>									
Neighborhood Shuttles	13,576	31,073	-56.3 %	104,969	227,425	-53.8 %	511	425	218
Eastland Neighborhood Shuttle	7,484	15,437	-51.5 %	60,745	112,550	-46.0 %	266	248	158
Pineville-Matthews Road	1,302	3,111	-58.1 %	10,223	23,630	-56.7 %	56	41	-
Village Rider	3,152	6,676	-52.8 %	25,266	49,348	-48.8 %	120	90	55
<b>Subtotal</b>	<b>25,514</b>	<b>56,297</b>	<b>-54.7 %</b>	<b>201,203</b>	<b>412,953</b>	<b>-51.3 %</b>	<b>953</b>	<b>804</b>	<b>431</b>
<b>Human Services Transportation</b>									
Special Transportation Services	10,723	21,099	-49.2 %	78,424	148,383	-47.1 %	492	152	78
DSS	77	247	-68.8 %	460	1,944	-76.3 %	4	-	-
<b>Subtotal</b>	<b>10,800</b>	<b>21,346</b>	<b>-49.4 %</b>	<b>78,884</b>	<b>150,327</b>	<b>-47.5 %</b>	<b>496</b>	<b>152</b>	<b>78</b>
<b>Rideshare Services</b>									
Vanpool	2,652	12,644	-79.0 %	22,699	82,260	-72.4 %	140	-	-
<b>Subtotal</b>	<b>2,652</b>	<b>12,644</b>	<b>-79.0 %</b>	<b>22,699</b>	<b>82,260</b>	<b>-72.4 %</b>	<b>140</b>	<b>-</b>	



Metropolitan Transit Commission  
Charlotte Area Transit System Ridership Report

Jan-21

Mode / Service	Jan-21	Jan-20	Percent Increase/Decrease	YTD FY 2021	YTD FY 2020	Percent Increase/Decrease	Avg Daily Ridership per Month		
							WeekDay	Saturday	Sunday
<b>Rail</b>									
LYNX Blue Line	181,956	767,821	-76.3 %	1,518,482	5,444,398	-72.1 %	6,247	6,222	4,322
<b>Subtotal</b>	<b>181,956</b>	<b>767,821</b>	<b>-76.3 %</b>	<b>1,518,482</b>	<b>5,444,398</b>	<b>-72.1 %</b>	<b>6,247</b>	<b>6,222</b>	<b>4,322</b>
<b>Total</b>	<b>653,525</b>	<b>1,838,158</b>	<b>-64.4 %</b>	<b>5,148,764</b>	<b>13,121,787</b>	<b>-60.8 %</b>	<b>24,174</b>	<b>19,615</b>	<b>12,756</b>





January| CATS Sales Tax Report FY2021

November Receipts

Sales Tax Collections and Distribution – November 2020

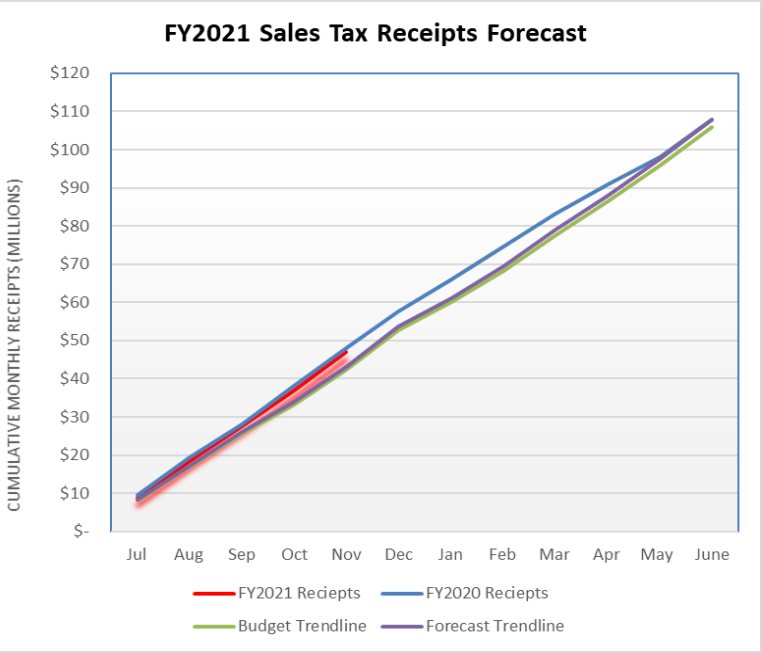
- The November 2020 receipts of \$9,964,913 were \$934,017 (10.3%) above budget target for the month
- The November 2020 receipts were \$766,972 (8.3%) above forecast for the month.
- The November 2020 receipts were \$106,343 (1.1%) above November of 2019

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 November 30<sup>th</sup>, 2020
- Published by NC Secretary of Revenue on 2/10/2021 with actual receipts through November 2020
- CATS sales tax report only includes Mecklenburg County Article 43 sales tax



FY2021 Budget Sales Tax Receipts (Actuals and Estimates)

Jurisdiction		Population	% of Total	Jul 20 Actuals	Aug 20 Actuals	Sep 20 Actuals	Oct 20 Actuals	Nov 20 Actuals	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%	863,985	40.4%	\$ 3,620,850	\$ 3,842,234	\$ 3,752,179	\$ 3,781,678	\$ 4,023,036	\$ 4,226,856	\$ 2,933,095	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,179,928
Cornelius	1.46%	32,144	1.5%	130,199	138,159	134,921	135,982	149,674	157,257	109,124	-	-	-	-	-	955,318
Davidson	0.61%	13,261	0.6%	54,648	57,989	56,630	57,075	61,748	64,877	45,019	-	-	-	-	-	397,987
Huntersville	2.76%	62,528	2.9%	245,976	261,015	254,898	256,902	291,154	305,904	212,273	-	-	-	-	-	1,828,122
Matthews	1.51%	31,071	1.5%	134,304	142,516	139,176	140,270	144,678	152,008	105,481	-	-	-	-	-	958,433
Mint Hill	1.29%	27,692	1.3%	115,516	122,579	119,706	120,647	128,944	135,477	94,010	-	-	-	-	-	836,879
Pineville	0.43%	9,533	0.4%	38,598	40,958	39,998	40,313	44,389	46,638	32,363	-	-	-	-	-	283,258
Meck. County	51.35%	1,099,845	51.4%	4,581,383	4,861,495	4,747,550	4,784,875	5,121,289	5,380,749	3,733,804	-	-	-	-	-	33,211,144
Total	100.00%	2,140,059	100.0%	\$ 8,921,474	\$ 9,466,946	\$ 9,245,058	\$ 9,317,741	\$ 9,964,913	\$ 10,469,767	\$ 7,265,169						\$ 64,651,068

FY2021 Budget Sales Tax Comparison Year over Year

Year-over-Year Comparison (FY21-FY20)	-7.9%	-3.3%	6.6%	-5.8%	1.1%	6.8%	-12.2%									-39.9%
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%	26.1%	34.9%	44.3%	54.1%	61.0%									61.0%

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

