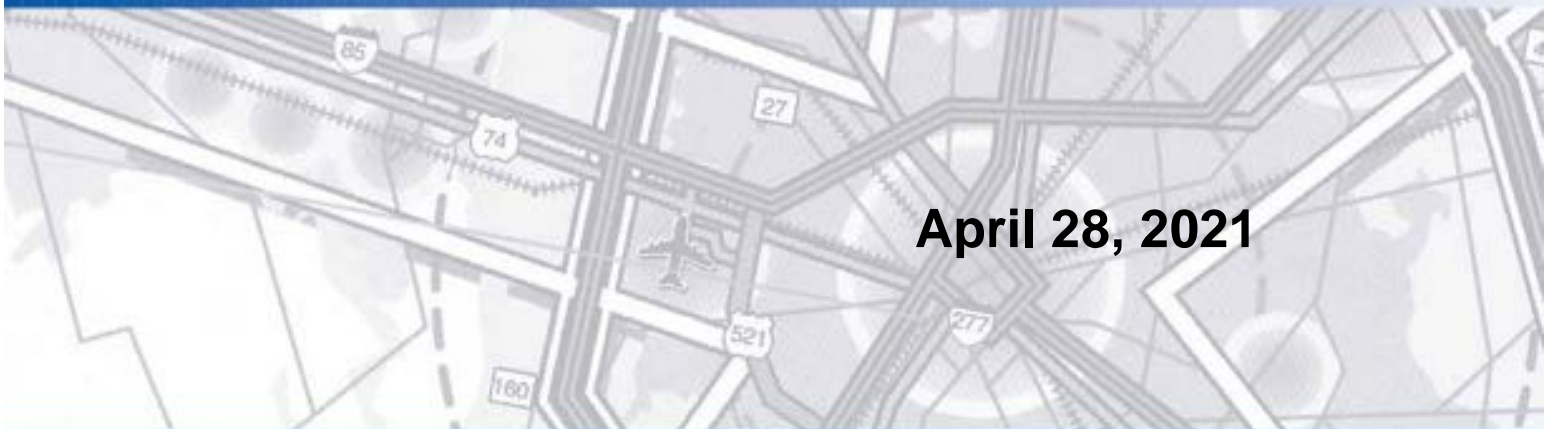


# Metropolitan Transit Commission



**April 28, 2021**



# METROPOLITAN TRANSIT COMMISSION

Wednesday, April 28, 2021

5:30pm

Charlotte-Mecklenburg Government Center

WebEx

## AGENDA

- I. Call to Order ..... Mayor Vi Lyles
  - Attendance (Roll Call)
- II. Approval of the March 24, 2021 Summary (**p.5-15**) ..... 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. Informational Items
  - Envision My Ride – Bus Priority Study (**p.17-27**) ..... Bruce Jones
- VII. Action Items
  - FY2021 Amended Operating & Debt Service Budgets (**p.29-36**) ..... Blanche Sherman  
FY2021 Amended Capital Investment Plan
  - FY2022 Operating & Debt Service Budgets(**p.38-90**).John Lewis, Jr/Blanche Sherman  
FY2022-2026 Capital Investment Plan
  - LYNX Silver Line Refined LPA Staff Recommendation (**p.92-112**) ..... Andy Mock
- VIII. MTC Commissioners’ Business ..... Mayor Vi Lyles
- IX. Chief Executive Officer’s Report (**p.114-117**) ..... John Lewis, Jr
- X. Adjourn





**METROPOLITAN TRANSIT COMMISSION**  
**MEETING SUMMARY**  
**March 24, 2021**  
**(Approved on April 28, 2021)**

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**Presiding:** Mayor John Higdon, Town of Matthews

**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)
Andrew Grant (Town Manager, Cornelius)	Mayor Walker Reid III (City of Gastonia)
Mayor Rusty Knox (Town of Davidson)	Michael Peoples (City Manager, Gastonia)
Mayor John Aneralla (Town of Huntersville)	Randi Gates (GCLMPO, City of Gastonia)
Anthony Roberts (Town Manager, Huntersville)	Mayor Pro-Tem Marion Holloway (City of Monroe)
Mayor Pro-Tem Renee Garner (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

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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 Vice Chairman Mayor John Higdon, Town of Matthews.

**II. Review of Meeting Summary**

The meeting summary of February 24, 2021 was approved.

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

**Krissy Oechslin (Chairwoman)** reported the following recap from the March 2021 meeting: In the March TSAC meeting, we welcomed a new TSAC member from the University City area and also received a refresher on TSAC's role and responsibilities as the voice of transit riders.

We have been focusing on improving bus stop amenities for several months now and have asked all TSAC members to keep an eye out for bus stops that could be improved, whether it's something we notice ourselves or others bring it to our attention. We had an update from Bruce Jones on the various amenities that CATS can provide at bus stops so that we know what to look for.

Our last information item in our March meeting was a timely one. In light of the discussion around Charlotte's 2040 comprehensive plan, we invited Alysia Osborne from Charlotte's planning department to discuss the connection between land use and transit. We had an informative discussion about the challenge of educating the public about planning for growth, density, and moving people around. We on TSAC have observed a similar challenge with the bus lane pilot project on Central Avenue. As you may recall, we as TSAC representing transit riders, unanimously passed a statement of support for the bus lanes, but it has been disheartening to observe the coordinated opposition campaign that a small group of non-transit riders orchestrated against the project.

Finally, I just want to add that I had seen the announcements seeking transit riders to help test CATS' new real-time app. TSAC has been advocating for improvements to the real-time

app for years, and we are so happy to see the new app coming to fruition. We are looking forward to helping test it and eventually to seeing it rolled out to the public.

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

This report was moved to the MTC April 2021 meeting.

#### **V. Public Comments**

1) **Maureen Gilewski – (Bus Prioritization on Central Avenue)**: Maureen Gilewski, a long-time East Charlotte resident. I am a Charlotte East board member and co-chair of the Charlotte East Transportation Committee and member of the Charlotte Regional Transportation Coalition steering committee.

The East Charlotte board advocates for City Council, all of City Council District 5 and a portion of District 1 east of 277 between Old Concord and Randolph Road. The city and county districts don't exactly line up so what we've used as our means of identifying our East community as a volunteer nonprofit board and advocates is our schools, the schools that serve our community.

East Charlotte is really very unique and densely populated community. When I talk about East Charlotte, I'm referring to the geography that I just identified. We consist of more than 160,000 residents. It's diverse economically, culturally and it's an interesting and vibrant place to live. The important point here is the majority of our geography sits between the Blue Line Extension and the proposed Silver Line. It also includes the planned Gold Line to the Eastland community transit center. That's why we strongly support multimodal connectivity, including improved bus service.

Charlotte East and the Charlotte Regional Transportation Coalition actively supports multimodal transportation connectivity. We support public transit, including the priority bus lanes for the east side and Central Avenue is a key corridor. Our work is to educate and advocate for the essential connectivity as well as the CityLYNX Gold Line. The Carolina thread trail, actually what we refer to as Phase 2, the XELT2, which would actually be a very important connection for the East and West communities to Center City and provide greater opportunities for economic mobility.

We appreciate the conduct of the Central Avenue bus priority pilot study and understand its purpose. We also understand it represents a major change for our car-dependent population and for the surrounding neighborhoods around the pilot who see Central Avenue as their neighborhood street and not so much as a key transportation and economic corridor. We continue to commit our support to proactive communication and education for our community's multimodal transportation network success. Our public transit conversations must be on quality and ease of all riders and how good public transit could improve our daily lives.

2) **Meg Fencil – (Bus Priority Study / Central Avenue)**: We understand that the Central Avenue bus pilot is ending this month, but we hope to see a continued effort to prioritize transit riders along the entire length of Central Avenue from the Eastway area into Uptown, as well as the many corridors that are in need of bus prioritization. That tract, as you know, is one of Charlotte's fastest growing corridors in terms of population and traffic congestion, as well as supporting some of the area's highest ridership bus routes for CATS. A bus lane can carry an order of magnitude more people per hour than a general purpose lane when combined with frequent transit service.

Bus lanes are one of the most efficient ways to move large numbers of people through a densely populated area. Bus lanes are a highly democratic use of street space, our largest share of public space, because they equitably allocate street space to all people, not just those who can afford a car and who are physically able to drive.

Sustain Charlotte fully supports the bus priority study effort by CATS and CDOT to identify ways to enhance the speed and reliability of the bus network. With the median income household in Mecklenburg spending 23% of their income on transportation, that figure is 22% in Charlotte, and 30% of our residents not owning a car, we need real mobility solutions that will scale with population growth to provide an attractive, affordable, and time efficient alternative to driving alone one's own car. Bus lanes are a critical tool in the transit priority toolbox and imagining our population growth in a sustainable way, we stand ready to continue to support the bus priority effort.

**VI. Action Items - None**

**VII. Informational Items**

**a) LYNX Silver Line Corridor Preservation Property Acquisition** **Kelly Goforth**  
**Kelly Goforth – CATS Interim Director of Planning and Project Development** – made a presentation on the LYNX Silver Line Corridor Preservation Acquisition, based on pages 13-19 in the MTC Agenda packet for March 24<sup>th</sup>, 2021 meeting.

**Discussion:**

**CATS CEO LEWIS:** As it has already been stated, this is an important step forward for us in moving the Silver Line project forward. At the beginning of the outset of the current preliminary design and engineering phase it came to the MTC and informed them we were going to set aside some funds that would allow us to take targeted action to protect the corridor and make early acquisitions where we thought that waiting would put the project, have more higher acquisition costs in the future.

This fits into that category. We are still working to identify, go through the appraisal of the property, make sure we are working with our federal resource agencies on that but we wanted to bring this information item to you as quickly as possible. It may be that staff will have to move quickly once the appraisal and other items get in, and we wanted to have this on your radar for action in the near future.

**MAYOR HIGDON (Town of Matthews):** Does this require rezoning of the property?

**MS. GOFORTH:** The redevelopment does not require a rezoning. We can proceed.

**b) LYNX Silver Line Refined Locally Preferred Alternative (LPA)** **Andy Mock**  
**Staff Recommendation**  
**Andy Mock – CATS Senior Transit Project Development Manager** – made a presentation on the LYNX Silver Line Refined Locally Preferred Alternative (LPA) Staff Recommendation, based on pages 21-38 in the MTC Agenda packet for March 24<sup>th</sup>, 2021 meeting.

**Discussion:**

**CATS CEO LEWIS:** Staff has been back before you periodically over the last several months to give you updates on where we are with the preliminary design and engineering of the Silver Line. We have just recently concluded our third round of outreach, and we are moving towards

the process of making a final staff recommendation to the MTC and our partner jurisdictions along the corridor. We wanted to begin that process with the information on where we are in the design of the alignment and give you the opportunity to address any questions before we move to final recommendations. There is no action tonight. This is informational, an update aware of the project.

**MAYOR LYLES (City of Charlotte):** This is really exceptional work to continue to assess this line, make the adjustments to be in a position that we are right now. I wanted to make a note that I will always want to be very open about this. While we have had this assessment into Union County and into Gaston County, that the funding for those, however those things would choose to be accomplished, if the communities decide to accomplish it, that would mean they would have to have their funding to be prepared to do this work.

While we I think are doing the right thing to plan and be able to illustrate what that means, I want to be sure that everyone in our group understands that the funding for those areas outside of the county, just like we have the half cent sales tax, they will have to decide are they going to have a half cent sales tax or another means of paying for it.

The second thing is I had the opportunity to drive through Mayor Higdon's town and drive into the city down Monroe Road, and the development along that corridor has been done so well in anticipation of this project. I know Andy could speak to it more than I could, but just the drive made me feel like this was real, this was something that development was going to help with, both how we move people around but where people can live and access jobs. I just wanted to say thanks to the folks in Matthews for really pushing this project, because a long time ago it was not embraced, and now you can really see the value of it.

**MAYOR ANERALLA (Town of Huntersville):** Three questions

#1 - What type of discussions have we had with Norfolk Southern and CSX to have an adjacent line and also crossing their tracks?

#2 - Mayor Lyles was indicating this as well, but what discussions have we had with Union County and Gaston County about their share of this and how they plan on paying for it?

#3 - Have they shared in any costs of this study to date?

**CATS CEO LEWIS:** In regard to the funding, it has been as a result of the federal process and how we plan corridors and move them into design, it was the decision to take early design and environmental, the totality of the corridor including the opportunities to extend into Gaston and Union County. That was a decision that was made by the MTC on the original plan.

Originally the corridor did not extend into Gaston County, but as we went out for our first round of public hearings, we had an overwhelming response from the community in Belmont and Gastonia to request that we add them to the project. The reason why to go as far as you can in that is because it is easier from the federal process to construct based on funding a smaller portion of the corridor. If our partner counties do not answer the funding question that is necessary to fund their side of it, we can certainly move to fund the Mecklenburg County segment.

If it happened to the other way around, we would have had to treat these as two, if not three, separate projects. If we had only designed the Mecklenburg County portion and then wanted to design the Gaston and Union County, we would have had to treat them as separate projects and go through the entire process an additional time, if not two additional times. We started with the totality of the alignment, including our regional partners. What project we

move into project development, which is the next federal phase will depend on the funding partners associated with this project.

**MAYOR LYLES (City of Charlotte):** I think the answer is we included it as one project and there was not funding from the other communities. It probably was a cost avoidance for us instead of it being funded by them.

**MR. MOCK:** Regarding the railroads, they've had a number of focused conversations with CSX Railroad and we had one meeting with Norfolk Southern on the proposed crossing near Charlotte Gateway station, so it was a productive working technical meeting to talk about the requirements of a big grade crossing. There is no shared corridor for Norfolk Southern for the LYNX Silver Line. There is more interaction with CSX Railroad as we currently defined it than there is with Norfolk Southern. There are three crossings of CSX and there is a very small section of corridor that we are actually occupying, like a couple of hundred feet that we're kind of hemmed in on.

The CSX one was very positive as well as the Norfolk Southern one was very positive as well, but I think there's a difference between the CSX as it relates to the Silver Line and Norfolk Southern and that Norfolk Southern interaction as we defined it is relatively minor versus the CSX, which there's just more crossings and one section of kind of shared corridor that we're trying to mitigate as best we can.

**MAYOR ANERALLA (Town of Huntersville):** We've heard from Norfolk Southern about the Red Line, the O Line, and not sharing adjacent right-of-way or what have you, I know it's a general or it's getting a more specific route, but it seems to me there is a lot of parallel lines. I'm asking if there was some right-of-way that we were going to need to get from them.

And then in terms of Mr. Lewis, my question is once again we're doing this plan, and do we have buy-in to extend this from the elected officials in these other communities or are we just planning to, you know, similar to what we've done some things in the past. That's my point I'm trying to make, do we have elected official buy-in in Union and Gaston to go ahead and ultimately pay for this.

**CATS CEO LEWIS:** I won't speak for all the elected officials in the county, in both counties, but from the ex officio members, some of who are on the call, it was at their request that we extend the plan. I believe we have general support now. When it comes to funding, I think that is a more detailed question that has to be answered in both jurisdictions, including in Mecklenburg County.

**MS. OECHSLIN:** Can you could give a little detail into the factors that went into the decision to not place a Silver Line stop more in alignment with the Gold Line. You know those are two big investments, and I was just wondering what the factors in that decision-making were.

**MR. MOCK:** We get a lot of questions about how the interaction between the Silver Line and Gold Line will occur. As we see it right now, the primary way that connection will occur will be at Charlotte Gateway station, so that with the Light Rail station, the Silver Line station being a Charlotte Gateway, it will be directly adjacent to the Gold Line station that's right there at Charlotte Gateway.

Regarding the Light Rail station or the Gold Line at Hawthorne, if that's where you're talking about, one challenge there is that the Silver Line really needs to traverse underneath Hawthorne

Bridge. We have some technical challenges with getting under the bridge. We are evaluating that connection and how that connection will be made from the Pecan station over to the Gold Line, so we're looking at some different ways of getting improvements to some streets and some vertical connections to get you from the Silver Line and the Gold so that there's a connection. It's challenging because the Gold Line would be above the elevation of the Silver Line, and there's really not an opportunity to have the station as close to the Gold Line as we'd like because of the constraints of the bridge. But we are evaluating how that connection will be made because we fully agree that it's a very important connection that we need to make.

**MS. OECHSLIN:** The Pecan station is elevated but then the next station closer to Center City goes under so there will be a change there?

**MR. MOCK:** The Pecan station is at the same elevation as Independence Boulevard, so if you're driving in on Independence, you can see where Pecan is right there, it would be right there at the same elevation as Independence and then you would transfer down the elevation, down to the street elevation of Pecan, and there seems to be crossover.

We're following Independence Boulevard the whole way in. If you recall, Independence goes under Hawthorne Bridge. We're following it that same sort of -- the same slope and grade of the road. And Light Rail stations need to be built in certain geography, they can't be on curves, they can't be on these steep slopes, so it's important for us to have just the right sort of track geometry to get the station where they need to be.

#### **CATS Customer Confidence Survey Results**

**Krystel Green**

**c) Krystel Green – CATS Director of Marketing and Communications** – made a presentation on the CATS Customer Confidence Survey Results, based on pages 40-42 in the MTC Agenda packet for March 24<sup>th</sup>, 2021 meeting.

#### **Discussion:**

**MAYOR LYLES (City of Charlotte):** I see the survey as something that is really COVID related, and when we think about that, that's been a full year.

**MS. GREEN:** That is correct. And we do plan on doing the survey again in the next few months, again, because we want to do another litmus test of how people feel about coming back to the service.

**MAYOR ANERALLA (Town of Huntersville):** I think one of the questions you can ask people is, especially the 33% that say originally, they're not coming back, has their job requirement changed that they could work from home now. That would be useful.

**MS. GREEN:** Yes, I would agree with that, and we will certainly dig into a few more of these questions, and that will be one thing that we'll ask.

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

#### **Regional Bus Service Policy**

**Mayor John Aneralla**

#### **Discussion:**

**MAYOR ANERALLA (Town of Huntersville):** This is something that's obviously bothered me for several years. When the fares were more in line with, I guess about a third of the cost and the third was supplemented by the community, whether it be Gaston or Rock Hill or Union, and

then the third was supplemented by MTC or Mecklenburg County. Obviously, this year with ridership being minute, I guess it was down 90-93%, it's at almost 50-50 right now, and that burden is now shared on Mecklenburg County taxpayers.

I don't understand why we would have a structure that continuously burdens the Mecklenburg County taxpayers, and I know that people travel into Mecklenburg County from other counties and pay the half cent sales tax, but it seems to me that a full partner would be paying the full amount, including buying a new bus and whatever costs it has for those services. When you look at this from a town like Mint Hill or Huntersville or Cornelius or Davidson, if we could renegotiate, this would be a better deal for our towns than currently what we're doing, which is paying the full half percent sales tax, and we can continuously debate on what the benefit is in terms of our total cost.

My point is at some point I think these other communities need to pony up and pay the full 100% of the cost.

**MAYOR LYLES (City of Charlotte):** Let's see how it currently operates. I think this is adopted by the MTC, and I don't remember when and I don't know if I was even a part of the MTC at the time, so I've asked Mr. Lewis to pull up the policy background and what is current and what's the foundation for the process that's currently in place. And I thought we would just hear from that, and then I think that Mayor Aneralla has made a point about change, and the question is that we present the information and then make a decision if we would do something differently.

Mr. Lewis, do you want to talk a little bit about where we currently are and some of the foundation for the structure that we have currently.

**CATS CEO LEWIS:** Thank you, Madam Chair. After Mayor Aneralla's request to add this topic to the agenda I went back and did a little bit of work, and we sent out this -- was after the MTC agenda had already been sent. We sent out to all the MTC members yesterday two documents, one that is the MTC policy, our travel markets policy, which was established with the advent of the Metropolitan Transit Commission and was reaffirmed by this board in November of 2018. That document, which you hopefully have in front of you, outlines what markets that we will serve for public transit, the indemnification of the primary markets, which is essentially our local bus service and our transit, and also establishes the importance of regional express service and it's identified that as a primary market.

When looking to provide regional express service, that depends on, number one, the request of the jurisdiction outside of Mecklenburg County. We've entered into different agreements over time. Over the almost 6 years that I've been here we've had at least six other routes that have changed its nature as a result of change in policy from jurisdiction or demand from those riders. In that policy the service agreements have been established to outline that the cost sharing is a 50-50 cost sharing between the MTC, Mecklenburg County, and the partner jurisdiction after farebox. Mayor Aneralla's assertion certainly holds true and over the last year when farebox revenue has dropped significantly, the portion of the subsidy from the MTC and from the partner jurisdiction has increased in that regard.

There are three funding sources, but they're not equally set. It's whatever is derived from the farebox, net that, it's split 50-50 between Mecklenburg County and the jurisdiction, and that's based on the fact that trips don't begin in one place and end only in another. They go both ways, and there are Mecklenburg County citizens that work in Belmont and Belmont citizens that work or play, whatever the source of their trip, in Mecklenburg, and that has been the policy of MTC.



Again, that policy was reaffirmed in November of 2018 by a vote of this board, but over that same time period service has changed. One example of that is route 83 to Mooresville. Mooresville had funded that service to extend that I-77 express into Mooresville. Their policy changed. They no longer wanted to fund that, and we cut off that portion of the express bus to only serve Mecklenburg County destinations.

In front of you, you have not only the policy but also the revenue service agreements that shows the cost of the service annually, the expected farebox revenue, and then the cost share between MTC and the partner jurisdictions at the 50-50 cost split. That's the information that we have for you.

**MAYOR LYLES (City of Charlotte):** Is there further discussion about the policy, and is there some action that's desired by the members of the Commission?

**MAYOR WASHAM (Town of Cornelius):** Are these attached to certain contracts that have an expiration date or are they just ongoing indefinitely, or how does that work?

**CATS CEO LEWIS:** They are contracts that have a term of service, typically those are 2- and 3-year contracts with one-year renewals.

**MAYOR WASHAM (Town of Cornelius):** When do those renewals happen, are they different for each jurisdiction?

**CATS CEO LEWIS:** They're different for each route.

**MAYOR WASHAM (Town of Cornelius):** I sort of agree with Mayor Aneralla to a point that I really think it does need to be looked at. I think once we get into more normal economic times and people get back in the workforce and the ridership becomes more dependable if you will, I think it's fair and appropriate to relook at them. Of course, I guess the argument could be that they're keeping folks off our roads, which is a good thing in Mecklenburg County, so there is a little bit of justification there, but from what I'm seeing it's a cost in and around 250,000; is that the right number if you add all that up to the Mecklenburg County end of it? Am I looking at that right?

**CATS CEO LEWIS:** The Mecklenburg County portion of that is around there.

**MAYOR WASHAM (Town of Cornelius):** That's significant to me and would deserve a look. I think as they expire and as they get reviewed again, I guess we'd have to come back to the MTC for consideration anyway, but to me that's a fair time to -- if you don't ask these jurisdictions to approve that then they are certainly not going to, that might be an opportunity to see what more they can contribute. It might be a phased thing. I think it's a good regional approach, but at the same time I think they need to be carrying their weight.

**MAYOR LYLES (City of Charlotte):** That's a fair statement and we should be able to do that. We can put it on an agenda as they come up, and we review and examine them.

**TOWN MANAGER HEMANN (Town of Mooresville):** I would just like to say that it is an extreme time and I understand what's going on in the farebox, but it's not just happened on the farebox outside of Mecklenburg County, it's been all across the system so it's an extreme time

to look at that. I would say it's an important topic and deserves a lot of research and discussion. I think we need to have a policy that would be equitable and applied across the region and not just in certain areas. I would say one thing as we look at it. I'd suggest that we look at it through the lens of the guiding principles of the MTC related to looking at transit on a countywide basis, like the bodies retaining responsibility for the long-range transit planning, public involvement, takes into account its flexibility and expandability to allow for integration outside the county. We know the principles on which we'd be looking at that but encourage some of our partners as well and their town managers, Michael Peoples, Larry Faison. I encourage other people to jump in, but we would certainly be a willing partner to look at that, and we would like to look at it through the lens of policies that we have in place.

**MAYOR HIGDON (Town of Matthews):** I think an important piece of data that we need to make this determination is do we have any data regarding how many people are going from Mecklenburg County into the other counties versus how many are doing vice versa, because there's certainly some benefit to Mecklenburg County taxpayers as well. I'm all for the other counties paying their fair share, but I'd be interested to know how many people that live in Mecklenburg County, as Mr. Lewis said, are taking advantage of this opportunity to travel to a job or recreation in another county as well. It may not be fair to expect the other counties to pay 100 % of the cost but maybe more than they're paying now. I don't know, Mr. Lewis, do we have that data, do we know who the riders are?

**CATS CEO LEWIS:** Yes, there is certainly data that we can get but because of the impact of the pandemic, that data going back to 3/20/19 would be a best guess on this point. As was stated, as we look at the next iteration of renewal of these contracts, we will have a better understanding of where the ridership is coming from. Typically, our ridership in the past, we look at total people riding, not inbound versus outbound, and we can add that to our data collection in the future.

**MAYOR HIGDON (Town of Matthews):** Thank you. I think that that would be a good data point.

**MAYOR LYLES (City of Charlotte):** I actually think it would be good to carry through a complete cycle so that you can test out every one of the plans and have some comparison data, if we went through a cycle of it that would be good.

**MR. THUNBERG (Mooresville Representative):** Mr. Higdon, I've got the information, American Community Survey information, about commuters into Mecklenburg County, but I don't have the data for commuters out of Mecklenburg County, if you're interested in that I could give it to you.

**MAYOR LYLES (City of Charlotte):** I think if we get that as a collective, we should have that with both sets of data. I know that our DOT folks do those counts for people in cars often, and I think that we've got some of that from the mobility study as well that we could probably reference. Bill, if you want to send that information to everyone that would be great and then we'll continue to build a database. You know, good data, good decision-making, that's the way I look at it so let's get the data and look at it and go through a cycle and see how we do.

We can look at this in the next year, depending on the turnover for these contracts. If it's a turnover of like 10 years that's not effective. The turnover in 24 months I think that works out fine, we'll get some more information about that.

**TOWN MANAGER WELCH (Town of Mint Hill):** I appreciate the regional approach that CATS is taking, certainly understand the policy, and certainly do not begrudge our neighbors for taking advantage of this opportunity. I'm just having some difficulty reconciling the computation of the operating policy, particularly in comparison to the financial info that the MTC has provided several weeks ago. These three routes are 27, 24, and 21 miles long respectively, yet each one costs less than \$200,000 annually to operate.

In contrast, Mint Hill has one 12-mile long line that costs \$560,000 annually to operate, in addition to the 600,000 annually attributed to the town as part of our, quote, shared cost. On the surface it appears that the shared cost is not being applied to these contracts, perhaps they should be, but irrespective of that I'm just having some difficulty reconciling these numbers, the \$560,000 for 12 miles but \$190,000 for 24 miles. If someone could help me understand that I'd appreciate that.

**CATS CEO LEWIS:** I'll just let you know that the costs for service are not necessarily based on mileage. Our express routes are always going to be longer, but we also have to remember that express routes only operate in the morning and the evening rush, typically one bus every 30 minutes, whereas, our local routes, even though they may be shorter in terms of the length of the route, many times there are 12 to 16 hours daily and weekends of service and it could be our most frequent routes every 15 minutes and our longer routes every 45 minutes.

It's more the cost is associated with how many vehicle trips are made each day, not based on the mileage. The express route may only have six trips a day, whereas, a local route may have upwards of 25 to 30 trips a day.

**TOWN MANAGER WELCH (Town of Mint Hill):** That certainly makes a lot of sense, however, the route in question that I'm referring to in Mint Hill is an express route that's here twice a day.

**MR. LAWRENCE:** I'll have to look at that in a bit more detail, but typically our expresses within Mecklenburg County have a higher frequency than our expresses going outside the county. I'd have to look at 40X in particular to make that comparison. Also keep in mind that 40X over the years has split off into two different routes. It used to be 40X and I think the 40L and the 40M and now it's 46X and now 40X, I'd have to look at the breakdown of each of those over that to make that fair comparison.

**MAYOR LYLES (City of Charlotte):** Let's get some data and get it appropriately reviewed and then come back with this, and we can schedule it in the next month or by the end of this year. I think that that would be appropriate. We need to be on the same page with the same facts.

**CATS CEO LEWIS:** I did want to mention, that these are annual contracts, they are not bi-annual. We will have the opportunity each year to address these.

**MAYOR LYLES (City of Charlotte):** Let's look at it by this fall so we know and give folks time to get the information and invite those to the table that are participating in it.

IX. **Chief Executive Officer's Report** – No Report

X. **Other Business** – None

XI. **Adjourn**

The meeting was adjourned at 6:58 p.m. by Mayor John Higdon – MTC Vice Chairman (Town of Matthews).

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NEXT MTC MEETING: WEDNESDAY, APRIL 28TH, 2021, STARTS AT 5:30 P.M.



**METROPOLITAN TRANSIT COMMISSION  
INFORMATION ITEM  
INFORMATION SUMMARY**

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**SUBJECT: Envision My Ride - Bus Priority Schedule**

**DATE: April 28, 2021**

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**1.0 PURPOSE/SCOPE:** To inform the Metropolitan Transit Commission (MTC) of the ongoing Envision My Ride - Bus Priority Study.

**BACKGROUND/JUSTIFICATION:** As a continuation of the Envision My Ride (EMR) effort, CATS began a Bus Priority study in 2021. This study will develop speed and reliability recommendations for the proposed EMR high frequency network. This analysis will include an evaluation of the following: queue jumpers, signal priority/preemption, dedicated bus lanes and related bus priority treatments. Additional deliverables will include proposed system wide bus stop amenity improvements, mobility hub locations, and recommendations to improve the customer experience.

**2.0 PROCUREMENT BACKGROUND:** N/A

**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:**



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


## Metropolitan Transit Commission (MTC) Bus Priority Study

*April 28, 2021*

**CITY OF CHARLOTTE** 

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

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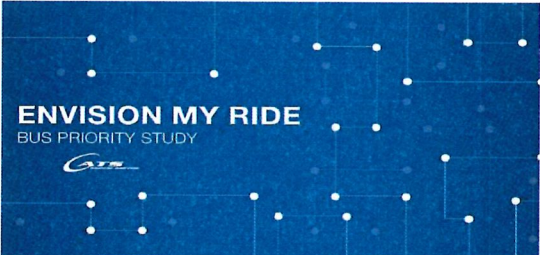
**Envision My Ride (EMR)** launched in 2016 to redesign CATS existing bus system.

**Goals:**


- Transition from a hub-spoke network
- Developing a more frequent & direct bus network

Implementing improvements in **3-key areas:**

- 1. Structure** ✓
- 2. Frequency** ✓
- 3. Reliability**

**ENVISION MY RIDE**  
BUS PRIORITY STUDY

**CITY OF CHARLOTTE** 

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2



## Bus Travel Times are Increasing

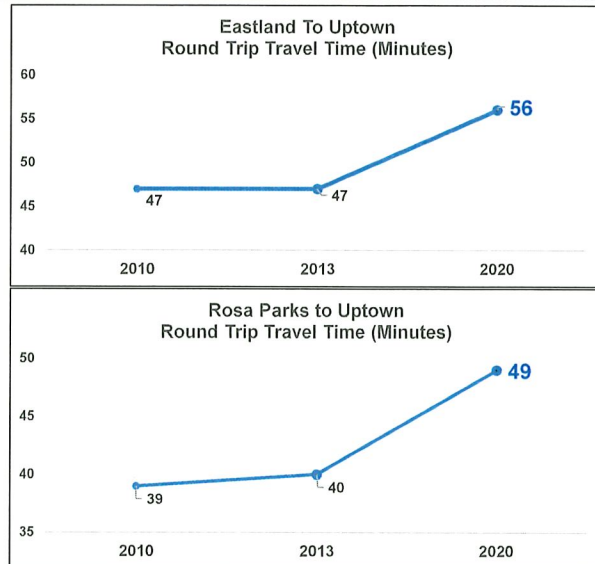
Increased bus travel times show the need for priority treatments

### Eastland to Uptown

- Average round trip travel times increased by 9-minutes between 2010 and 2020
- Requires an additional bus to keep frequency at 10-minutes

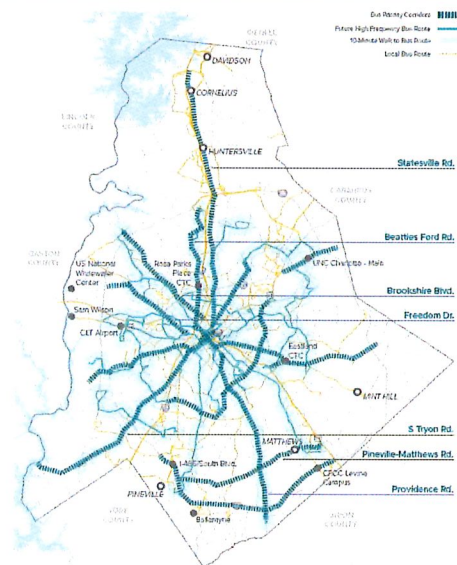
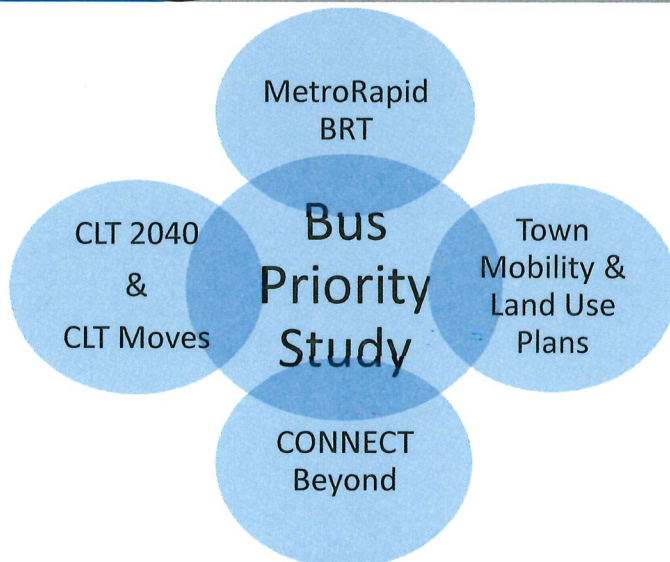
### Rosa Parks to Uptown

- Average round trip travel times increased by 10-minutes between 2013 and 2020



3

## Connecting Efforts



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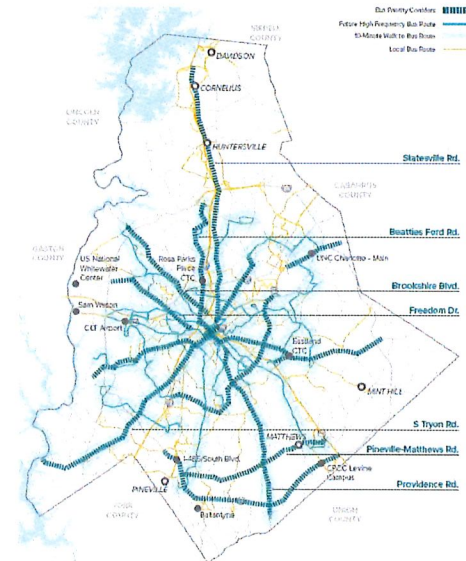
## Prioritize the Bus Network

### Goals:

- Identify priority bus treatments on major corridors to provide:
  - Enhanced access to opportunities
  - Greater connectivity
  - Convenience & frequency
  - Equitable access

### Bus treatments recommended may include:

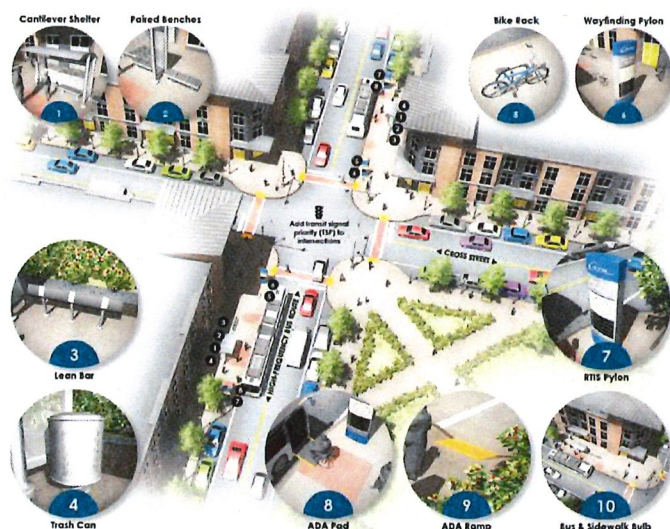
- Bus only lanes
- Queue jumpers
- Transit signal priority
- Adjustments to bus stop amenities and spacing



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## Improve Bus Stops System Wide

- Improve bus stop designs to meet American with Disabilities Act (ADA) requirements
- Develop plan to roll out bus stop improvements system wide to include:
  - Upgraded amenities
  - Accessible boarding areas
  - New shelter product
  - Mobility hubs

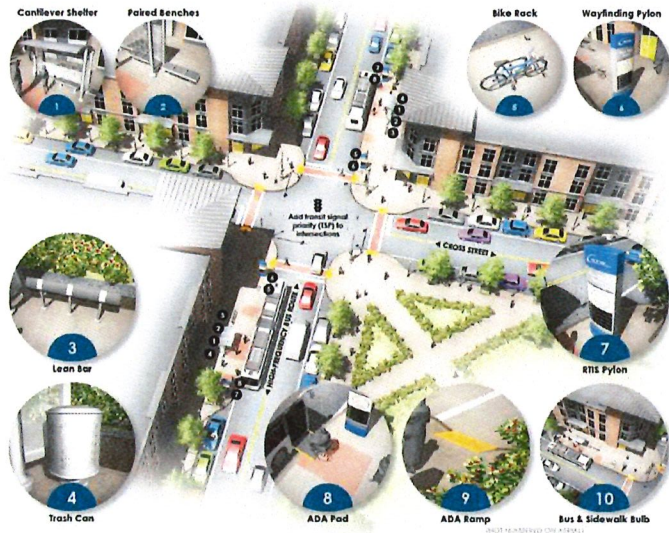


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## Typology and Methodology

- Four Bus Stop Types
  - Standard Bus Stop
  - Enhanced Stop Pair
  - Mobility Intersection
  - Mobility Center

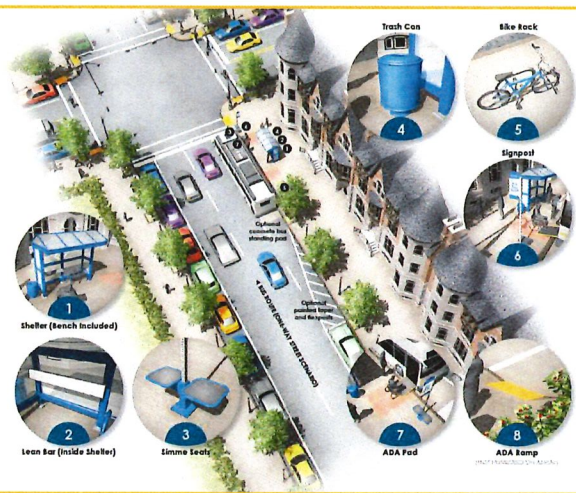


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## Standard Bus Stop



Stop Amenity	Standard Bus Stop		
	Type A	Type B	Type C
Brasco - Prefab Bolt-down Shelter			•
Park-Style/Simme Bench		•	•
Simme seats		•	•
Lean Bar			•
Trash Can		•	•
Bike Rack (U-Frame)			•
Scooter/E-Bike Pen			•
Bus Stop Marker: Signpost with Flag Sign	•	•	•
ADA Pad	•	•	•



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## Enhanced Stop Pair

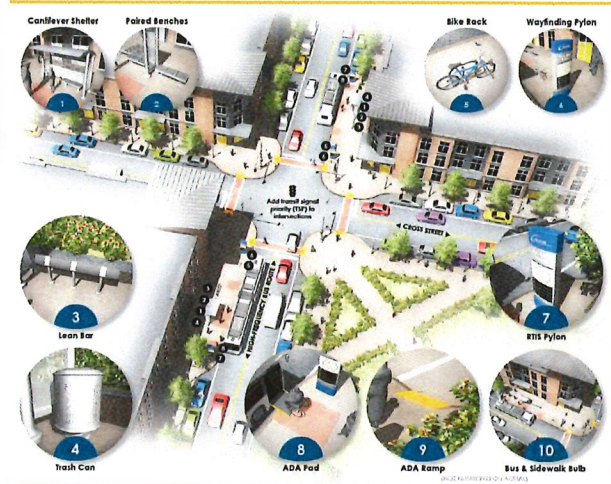


### Amenities:

- 2 shelters
- 2 lean bars
- 2 trash cans
- 2 bike racks
- 2 wayfinding pylons
- 2 RTIS pylons
- 2 ADA boarding pads
- 2 bus/sidewalk bulbs
- ADA crosswalk ramps where needed.

### Details:

Farside stop positions are recommended so buses can take advantage of TSP before boarding/alighting.



## Mobility Intersection

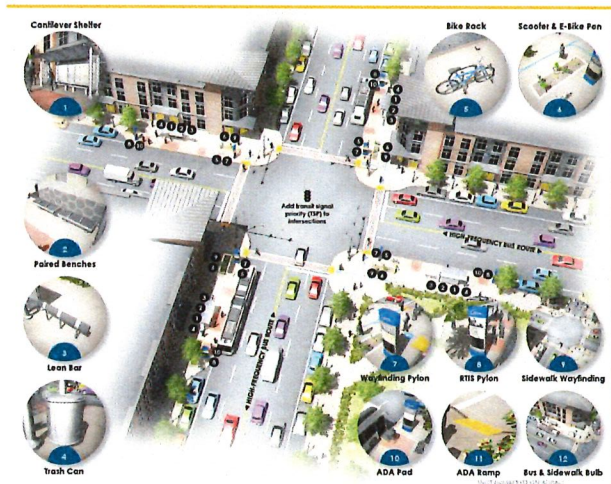


### Amenities:

- 4 Tolar shelters
- 4 lean bars
- 4 trash cans
- 4 bike racks
- 4 scooter / e-bike pens
- 4 wayfinding pylons
- 4 RTIS pylons
- 4 ADA boarding pads
- 4 bus/sidewalk bulbs
- ADA crosswalk ramps where needed.

### Details:

Farside stop positions are recommended so buses can take advantage of TSP before boarding/alighting.





## Mobility Center

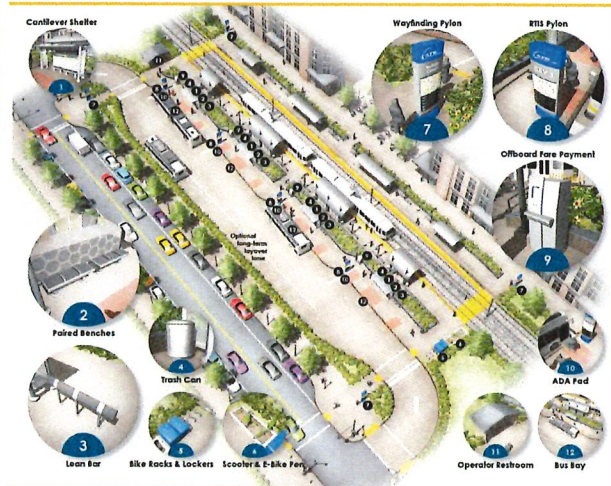


### Amenities:

- 4 shelters
- 4 lean bars
- 4 trash cans
- 3 bike racks
- 2 bike lockers
- 1 scooter / e-bike pen
- 4 wayfinding pylons
- 4 RTIS pylons
- 4 Ticket Vending Machines
- 4 ADA boarding pads
- 1 operator facility
- 4 sawtooth bus bays.

### Details:

Consider an optional long-term layover lane where buses can park for long periods without interfering with operations.

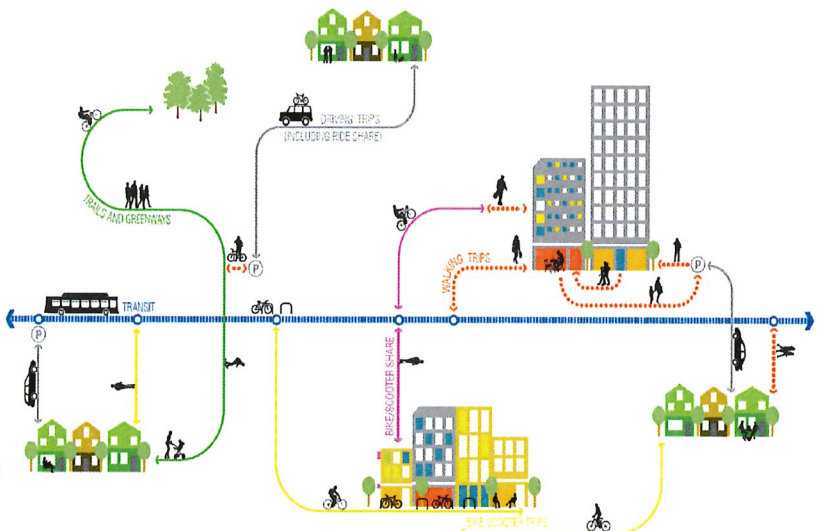


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## Micro Mobility and On Demand

### Mobility Hubs

- Enhance connections between frequent transit routes and other modes
  - Pedestrian connections
  - Bicycle connections
  - Ride share programs
- Integrate first/last mile applications
  - Micro Transit and Mobility On Demand
- Accommodate multiple service needs



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## What We Have Done So Far

### Bus Lane Pilots

- **4<sup>th</sup> St (2019)**
  - Shared bus/bike lane between McDowell St & Charlotte Transportation Center
- **Central Ave (2020)**
  - Bus only lane between Eastland Transit Center & Eastway Dr.
  - Six-month pilot from Oct. 2020 – Mar. 2021
- Data from pilots will be used to inform future treatments
  - Identify lessons learned
  - Make recommendations for adjustments



4<sup>th</sup> St near the Charlotte Transportation Center



Central Ave near the Eastland transit Center

## Peer Agency Review

### Austin: Capital Metro

- **MetroRAPID Bus Program**
  - 10-minute frequency
  - Transit priority treatments
    - 1-mile of dedicated bus lanes with plans for future expansion
    - Reallocated on street parking
  - Enhanced stops/stations
- **Project CONNECT**
  - Recently approved referendum
  - Includes 8 new "MetroRapid" bus routes





## Peer Agency Review

### Indianapolis: IndyGo

- **Red Line BRT**
  - 10-minute frequency
  - 60% of route features a dedicated bus lane
    - Converted on-street parking
    - Features bi-directional lanes where parking could not be removed
  - Enhanced stops/stations
- **Future BRT Lines**
  - Purple line: 90% will feature dedicated lanes
  - Blue Line: 70% will feature dedicated lanes



CITY OF CHARLOTTE

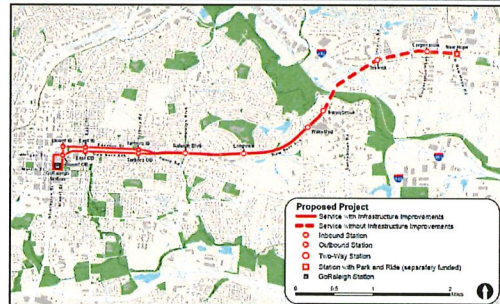
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## Peer Agency Review

### Raleigh: Wake BRT – New Bern Ave

- 5.1-mile BRT project
  - 50% of dedicated bus lanes
- All intersections will feature transit signal priority
- Estimated cost: **\$71.45 million**
  - **\$35.05 million** funded through FTA Small Starts
- Corridor has similarities to Central Ave



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## Next Steps & Project Timeline

- **Prioritize top corridors for treatments (Ongoing – June 2021)**
  - Corridors will include future high-frequency bus routes identified through Envision My Ride
    - Includes further evaluation of Central Ave
    - Will identify 5 additional high performing corridors
  - Conduct initial rounds of public outreach
  - Review lessons learned from local bus lane pilots
  - Define initial bus stop typology for priority corridors and bus stops system wide



## Next Steps & Project Timeline

- **Identify treatments (July – Nov. 2021)**
  - Develop initial treatment type recommendations for each corridor
  - Develop bus stop improvement plan for priority corridors and bus stops system wide
  - Gain public input
- **Refine Recommendations (Dec. 2021 – Early 2022)**
  - Refine treatment plans as needed based on public input
  - Develop final recommendations
  - Present to MTC for approval



## Public Engagement Schedule

### Round 1 (Feb. – June 2021)

- Outreach Strategy Internal Stakeholders Workshop – workshop to align with ongoing initiatives (held in April 2021)
- Public engagement (launch in May) – develop shared understanding of goals, objectives, and importance of each goal + educate about bus priority

### Round 2 (July – Aug. 2021)

- Share prioritization process and results
- Gather feedback on prioritized corridors and treatments
- Elicit understanding of trade-offs

### Round 3 (Oct – Nov. 2021)

- Gather feedback on recommendations

#### TOOLBOX

- VIRTUAL OPEN HOUSES
- POP-UP MEETINGS
- SURVEY
- ONLINE COMMENT MAP
- PARTNER PRESENTATIONS
- STAKEHOLDER WORKSHOPS

## Questions?







**METROPOLITAN TRANSIT COMMISSION  
ACTION ITEM  
STAFF SUMMARY**

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**SUBJECT: MTC Approval** **DATE: April 28, 2021**  
**FY2021 Transit Operating Budget Amendments**  
**FY2021 Transit Capital Investment Plan (CIP) Budget Amendments**  
**FY2021 Transit Debt Service Amendment**

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**1.0 ACTION:** In compliance with the Transit Governance Interlocal Agreement, the Metropolitan Transit Commission is required to take action concerning the CATS' FY2021 operating and capital budget amendments based on the chief executive officer's recommendation.

**2.0 BACKGROUND/JUSTIFICATION:**  
On April 22, 2020, the Metropolitan Transit Commission took action to approve the FY2021 Transit Operating Budget and the FY2021-2025 Transit 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.

On May 27, 2020, the Metropolitan Transit Commission took action to allow CATS's staff to amend the FY2021 Operating and Capital Budgets throughout the year up to the amount of available COVID-19 funding. The action requires a formal amendment of the budget to the MTC at the end of the fiscal year in conjunction with the City's budget wind-up process.

Based on the anticipated revenue losses and purchases related to COVID-19, CATS' staff is requesting the following budget amendments:

- ✓ Changes to the FY2021 Operating Budget are below
  - Estimated reduction in Fare and Service Reimbursement Revenue \$8,001,299
    - Fare Revenue \$7,686,163
    - Service Reimbursements \$315,136
    - Both reduced as result of demand
  - Elimination of SMAP Funding \$11,063,205
    - House Bill 77 eliminated State Maintenance Assistance Program (SMAP) Funding for FY2021
  - Increase in expenses of \$4,610,203
    - Direct COVID Expenses
      - Cleaning Services
      - PPE, Sanitizer, Mask, Cleaning Supplies, Storage Rentals
      - Partitions & Driver Shields on Fleet
      - Marketing, Message Boards, Printing
      - UV-C Germicidal Rails for Vanpool & Paratransit
- Increase in Operating Assistance from CARES Act \$23,674,707

- Federal Funding to cover expenses as a result of
  - Fare Revenue and Service Reimbursement Loss
  - Elimination of SMAP Funding
  - Increase in Direct COVID Expenses

<b>Revenue</b>		
FY2021 Adopted Budget	\$	175,599,024
Fare Revenue		(7,686,163)
SMAP		(11,063,205)
Service Reimbursements & Service Incon		(315,136)
CARES Funding		23,674,707
<b>FY2021 Amended Operating Revenue</b>	<b>\$</b>	<b>180,209,227</b>
<b>Expenses</b>		
FY2021 Adopted Budget	\$	175,599,023
Increase in Expenses due to COVID		4,610,203
<b>FY2021 Amended Operating Expenses</b>	<b>\$</b>	<b>180,209,226</b>

- ✓ Changes to the FY2021 CIP Budget are below
  - UV-C Germicidal Rails \$2,786,583
    - As a result of the COVID-19 pandemic new UV-C Germicidal rails are being installed on the Streetcar, Light Rail Vehicles and Bus Fleet. The product is designed to disinfect contact surfaces using UV-C LEDs, mitigating the spread of viruses.
  - Bus Shields \$1,640,194
    - As a result of the COVID-19 pandemic, bus protective barriers for CATS' fleet to assist with the safety of the bus operators.
  - Blue Line Extension Origin Destination Study \$68,213
    - After Study delayed due to COVID concerns, additional cost due to delay covered by CARES Funding.

In addition to the COVID-19 related changes, CATS' staff is requesting other changes to the FY2021 Capital Investment Plan to allow for the following transactions to start in FY2021 as needed to successfully complete the efforts in a timely manner:

- ✓ Additional Changes to the FY2021 CIP Budget are as follows:
  - Southend Station and Hambright Parking Ride project funding in the amount of \$700,000 and \$1,269,500 are being moved to FY2022 and outer years due to delays in the projects.
  - Battery Electric Bus (BEB) Pilot Program \$14,016,759
    - Through a partnership with Duke Energy and their newly announced eTransEnergy business, CATS will implement a BEB pilot program to purchase 18 buses and 20 chargers.
    - The following funding sources (\$9,047,424) were presented to MTC on November 18, 2020 and formally adopted through this action to support both the purchase of Electric Buses and Chargers
      - Low-No Grant Funds \$3,723,712
      - Volkswagen Settlement Grant Funds \$1,280,000

- Local Funding to Match Grant Awards \$4,043,712
- Additional funding in the amount of \$4,969,335 is needed to complete the purchase and successfully implement the pilot program
  - Formula 5307 Funding for Electric Buses \$977,420
  - Formula 5307 Funding for Chargers \$2,693,442
  - Local Funding for Electric Buses \$625,113
  - Local Funding for Chargers \$673,360
- Battery Electric Bus purchase \$867,127
  - Through the Diesel Emissions Reduction Grant from the NC Department of Environmental Quality: Division of Air Quality, State funding will go towards the cost of purchasing one (1) bus.

FY2021 Capital Fund	Federal	State	Local	Total
UV-C Germicidal Rail	\$ 2,786,583	\$ -	\$ -	\$ 2,786,583
BLE Origin Destination Study	68,213	-	-	68,213
BEB Pilot Program (Buses)	-	-	380,758	380,758
BEB Pilot Program (Buses)	977,420	-	244,355	1,221,775
BEB Pilot Program (Chargers)	2,693,442	-	673,360	3,366,802
LowNo Electric Bus Award	3,723,712	-	3,723,712	7,447,424
Volkswagen Settlement Grant	-	1,280,000	320,000	1,600,000
Electric Bus-NC DERA Award	-	390,207	476,920	867,127
COVID Bus Shields	1,640,194	-	-	1,640,194
Hambright Park & Ride	(939,430)	(203,120)	(126,950)	(1,269,500)
Southend Station	-	-	(700,000)	(700,000)
<b>Total</b>	<b>\$ 10,950,134</b>	<b>\$ 1,467,087</b>	<b>\$ 4,992,155</b>	<b>\$ 17,409,376</b>

- ✓ Changes to the FY2021 Debt Service are below
  - Debt Service \$52,972,600
    - The Blue Line Extension Principal and Interest payments increased by \$52,972,600 in FY2021 allowing for lower interest payments in future years.

**3.0 PROCUREMENT BACKGROUND:** N/A

**4.0 POLICY IMPACT:** The recommended FY2021 Operating and Capital Investment Plan (CIP) Budget Amendment remain in compliance with the following MTC Policy directives, except where impacted by COVID-19 pandemic:

- 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 FY2021 budget amendments.

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

**SUBMITTED AND RECOMMENDED BY:**

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

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





## FY2021 Amended Operating & Debt Service Budgets FY2021 Amended Capital Investment Plan

### Overview of Key Changes

Presented to

**Metropolitan Transit Commission  
(MTC)**

April 28, 2021

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### Agenda

#### FY2021 Amended Budget

- I. Key Changes from Adopted Operating Budget
- II. Key Changes from Adopted Debt Service Budget
- III. Key Changes from Adopted Capital Budget
- IV. Next Steps



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## FY2021 Amended Budget Summary of Changes

BUDGET SUMMARY					
	FY2021		FY2021		Variance
	Adopted Budget		Amended Budget		
	(millions)		(millions)		(%)
Operating Revenues	\$ 175.6		\$ 180.2	\$ 4.6	2.6%
<b>Total Operating Revenue</b>	<b>\$ 175.6</b>		<b>\$ 180.2</b>	<b>\$ 4.6</b>	<b>2.6%</b>
Operating Expenditures	\$ 175.6		\$ 180.2	\$ 4.6	2.6%
<b>Total Operating Expenditures and Transfer</b>	<b>\$ 175.6</b>		<b>\$ 180.2</b>	<b>\$ 4.6</b>	<b>2.6%</b>
<b>Debt Service Budget</b>	<b>\$ 50.9</b>		<b>\$ 103.8</b>	<b>\$ 52.9</b>	<b>103.9%</b>
<b>Capital Budget*</b>	<b>\$ 258.1</b>		<b>\$ 275.5</b>	<b>\$ 17.4</b>	<b>6.7%</b>
*Includes Carryover Projects					



## Key Changes in Operating Budget

### Operating Revenues

#### **\$175.6 M FY2021 Adopted Budget**

-\$7.7M Decrease in Fare Revenue  
-\$0.3M Decrease in Service Reimbursements  
+23.7M Increase in Operating Assistance (CARES ACT)  
-11.0M Decrease in Non-Operating Revenue (Elimination of SMAP)

#### **\$180.2 M FY2021 Amended Budget**

### Operating Expenses

#### **\$175.6 M FY2021 Adopted Budget**

\$ 2.6 M Cleaning Services  
\$ 0.5 M PPE, Awareness Materials  
Storage Rentals, Cleaning Supplies  
\$ 1.2 M Partitions, Driver Shields and Equipment  
\$ 0.5 M Service Planning

#### **\$180.2 M FY2021 Amended Budget**





## FY2021 Amended Debt Service Budget Changes

### • Debt Service

- Transit Sales Tax, Federal and State grant funds pay annual principal and interest expenses

Project	Source of Funding	FY2021 Adopted Principal & Interest (millions)	FY2021 Amended Principal & Interest (millions)
Blue Line Extension	Federal	\$ 5.6	\$ 58.0
	State	25.4	25.6
	Local	9.6	9.9
Blue Line & Transit Facilities	Local	6.6	6.6
South Tryon Bus Garage	Federal	2.9	2.9
	Local	0.8	0.8
Total FY2021 Amended Debt Service		\$ 50.9	\$ 103.8

5



## Key Changes in Capital Budget

### \$258.1 M FY2021 Adopted Budget\*

- \$ 14.0 Additional Funding for BEB Pilot Program
- \$ 2.8 UV Germicidal Rails
- \$ 0.1 BLE Origin Destination Study
- \$ 0.9 NC DERA Electric Bus Grant Award
- \$ 1.6 COVID Bus Shields
- \$ (0.7) Southend Station Shift to FY22 and outer years.
- \$ (1.3) Hambright Park & Ride Shift to FY22 and outer years

### \$275.5 M FY2021 Amended Budget\*

\*Includes Carryover Projects



6

MTC Approval of CEO's Recommended FY2021 Budget Amendment

7



8





**METROPOLITAN TRANSIT COMMISSION  
ACTION ITEM  
STAFF SUMMARY**

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**SUBJECT: MTC Approval  
FY2022 Transit Operating Budget  
FY2022 Transit Debt Service Budget  
FY2022-2026 Transit Capital Investment Plan (CIP)**

**DATE: April 28, 2021**

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**1.0 ACTION:**

In compliance with the Transit Governance Interlocal Agreement, the Metropolitan Transit Commission is required to take action on CATS budgets and CIP by April 30 of each year.

MTC Action is included in Resolution #2021-01

**2.0 BACKGROUND:**

On January 27, 2021, CATS presented the CEO recommended FY2022 Operating Budget, FY2022 Debt Service Budget and FY2022-2026 Capital Investment Plan (CIP) to the Metropolitan Transit Commission.

Key elements of the Operating Budgets are:

- Goldline Phase II- First Full Year of Operations
  - o 2.5 mile extension of the existing streetcar running from Elizabeth and Hawthorne to Center City will now provide 4 miles from Sunnyside Avenue to French Street near Johnson C. Smith University. FY2022 is the first full year of operations.
- Coronavirus Aid, Relief and Economic Security (CARES) Act
  - o Funding for Transit to cover cost incurred as a result of the COVID pandemic and revenue shortfalls
- 

Key elements of the Capital Budgets are:

- State of Good Repair Vehicle Expansion & Replacement
  - o State of Good Repaid of transit assets include light Rail Vehicle Expansion, Facility upgrades and replacements, Battery Electric Buses, STS and Vanpool replacements.
- Silver Line Light Rail
  - o Expected to run from Matthews to the Charlotte Douglas Airport
    - Combined total of \$50 million programmed in FY2020 through FY2022
- North Yard Land Acquisition
  - o Additional Land near the North Yard Rail Facility for future development and growth.
- Technology Upgrades & Equipment
  - o Funding for technology refresh and new equipment for Bus Operations.

**3.0 POLICY IMPACT:**

The budgets and CIP are in compliance with:  
CATS Mission, Vision and Strategic Goals  
CATS Financial Policies  
CATS Fare Policies

**4.0 ECONOMIC IMPACT:**

The Charlotte Gateway Station Phase 1 is currently underway and CityLYNX GoldLine extension will open in FY2021. Both are anticipated to have a positive impact on fare and ridership.

**5.0 RECOMMENDATION:**

CATS Chief Executive Officer recommends approval of budgets included in the attachment to this Action Item.  
FY2022 Operating Budget  
FY2022 Debt Service Budget  
FY2022-2026 Community Investment Plan

**6.0 ATTACHMENT(S):**

- A)** Resolution #2021-01
- B)** CATS FY2022 Operating Budget, FY2022 Debt Service Budget & FY2022-2026 Community Investment Plan

**SUBMITTED AND RECOMMENDED BY:**



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

**RESOLUTION**  
**No. 2021-01**

**ADOPTION OF THE FY2022 TRANSIT OPERATING BUDGET, FY2022 TRANSIT DEBT SERVICE  
BUDGET AND FY2022-2026 CAPITAL INVESTMENT PLAN**

A motion was made by County Commissioner Leigh Altman (Mecklenburg County Board of Commissioners) and seconded by Mayor Jack Edwards (Town of Pineville) for the adoption of the following resolution, and upon being put to a vote was duly adopted by the Metropolitan Transit Commission (MTC).

WHEREAS, The Amended Transit Governance Interlocal Agreement (11-28-2005) provides that the Chief Transit Official shall submit to the MTC by January 30 of each year a proposed transit budget and program delineating the public transit services, activities and programs to be undertaken in the upcoming fiscal year starting July 1, and the financial resources required to carry out the services, activities and programs, and

WHEREAS, the Chief Transit Official provided budget and program recommendations to the MTC on January 27, 2021, which have been developed in compliance with CATS Mission, Vision, Strategic Goals and Financial and Fare Policies, and

WHEREAS, the Chief Transit Official's recommended budgets and programs have been reviewed by the Citizens Transit Advisory Group and the Transit Services Advisory Committee in accordance with the provisions of the Transit Governance Interlocal Agreement and the Metropolitan Transit Commission Rules of Procedures, and

WHEREAS the Metropolitan Transit Commission has reviewed the recommended FY2022 Transit Operating and Debt Service Budgets and Programs and the FY2022-2026 Capital Investment Plan and Projects to determine the transit program plans for meeting transportation needs of the Charlotte-Mecklenburg community,

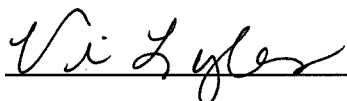
NOW THEREFORE, be it resolved that the Metropolitan Transit Commission hereby

1. Approves the FY2022 Transit Operating Budget, the FY2022 Transit Debt Service Budget and the FY2022-2026 Transit Capital Investment Plan (attached to this Resolution)
2. Authorizes Chief Transit Official to present the FY2022 Transit Operating Budget, the FY2022 Debt Service Budget and the FY2022-2026 Capital Investment Plan to the Charlotte City Council for their review, approval and inclusion in the City of Charlotte's FY2022 Budget Ordinance.

This resolution shall take effect immediately upon its adoption.

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I, Mayor Vi Lyles (City of Charlotte), Chairman of the Metropolitan Transit Commission do hereby certify that the above Resolution is a true and correct documentation of the MTC's action from their meeting duly held on April 28, 2021.

  
\_\_\_\_\_

Signature of MTC Chairperson



# FY2022 PROPOSED OPERATING AND DEBT SERVICE BUDGET

## FY2022 - FY2026 PROPOSED CAPITAL INVESTMENT PLAN



# Chief Executive Officer's Transmittal Letter

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**April 28, 2021**

**To: The Chair and Members of the Metropolitan Transit Commission  
Charlotte, North Carolina**

I am pleased to present to you the CATS' FY2022 Proposed Operating Budget and FY2022 Proposed Debt Service Budget, which includes the Staffing Summary and Financial and Business Performance Targets and the FY2022-2026 Capital Investment Plan (CIP) for the Charlotte Area Transit System (CATS.) The balanced budget maintains and enhances current services and commitments with a focus on providing flexible mobility options.

CATS' FY2022 Proposed Operating Budget is supported primarily by the transit sales tax, fare revenues, service reimbursements, maintenance of effort, operating and non-operating assistance from the Federal and State government and other miscellaneous sources. The budget is structurally balanced, meets most of CATS Financial performance objectives (impact of health pandemic) and delivers a variety of transportation options for the community.

## **FY2022 Priorities:**

The FY2022 budget reflects priorities in the Metropolitan Transit Commission's approved Mission and Strategic Goals for CATS.

- Outstanding community-wide public transportation services
- Focused Regional Growth
- Safety and Accountability
- Safe, affordable mobility options to jobs, education and housing
- Contribution to economic development in the County and region
- Investment in employees

## **FY2022 Proposed Operating Budget Highlights:**

- **Coronavirus Aid, Relief and Economic Security (CARES) Act** funding for Transit will cover costs incurred as a result of the COVID-19 pandemic, including personal protective equipment, protective equipment on fleet, services, excess operating expenses and capital expenditures.
- **CityLYNX Goldline Phase II** is a 2.5 miles extension of the existing streetcar running from Elizabeth and Hawthorne to Center City is expected to open in FY2021. The new Goldline will carry passengers four (4) miles in modernized streetcars with hybrid technology. FY2022 will be the first full year of operations.

## **FY2022 Proposed Capital Budget Highlights:**

- **Silverline Light Rail** is expected to run from the western Union County / Matthews area through uptown Charlotte and west to the Charlotte Douglas Airport (potentially expanding beyond to Gaston County/City of Belmont in the West and Stallings/Indian Trail.) The FY2022-2026 plan shows continued support of the project through FY2022 when 30% design is completed.
- **Technology Upgrades** to enhance delivery of transit services and customer traveling experience, including a Network Infrastructure Refresh.
- **Battery Electric Buses & State of Good Repair priorities** including replacement of fixed-route buses with hybrid and fully electric buses, Special Transportation Services (STS) buses and vanpool vehicles; and facility upgrades and enhancements.

The system continues to provide service that meets the current demand with the assistance of the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Sales Tax revenue and other directly generated revenue such as advertising and lease revenue. Sales tax funding has allowed the department to add new capital programs but significant new funding sources are required to further advance the 2030 Transit Corridor System Plan through completion. CATS plans to work with both the public and private sector to outline options to continue developing a growing and sustainable system.

Respectfully Submitted,

John M. Lewis, Jr.

Chief Executive Officer

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BUDGET SUMMARY				
	FY2021 Amended Budget (millions)	FY2022 Proposed Budget (millions)	Variance (millions)	Variance (%)
Operating Revenues	\$ 180.2	\$ 185.8	\$ 5.6	3.1%
CATS Control Account	-	-	\$ -	0.0%
<b>Total Operating Revenue</b>	<b>\$ 180.2</b>	<b>\$ 185.8</b>	<b>\$ 5.6</b>	<b>3.1%</b>
Operating Expenditures	\$ 180.2	\$ 185.8	\$ 5.6	3.1%
<b>Total Operating Expenditures and Transfers</b>	<b>\$ 180.2</b>	<b>\$ 185.8</b>	<b>\$ 5.6</b>	<b>3.1%</b>
<b>Debt Service Budget</b>	<b>\$ 103.8</b>	<b>\$ 62.1</b>	<b>\$ (41.7)</b>	<b>-40.2%</b>
<b>Capital Budget*</b>	<b>\$ 275.5</b>	<b>\$ 245.4</b>	<b>\$ (30.1)</b>	<b>-10.9%</b>

\*FY2022 Capital Budget includes carryover

The budget reflects the continued effort to provide outstanding community-wide public transportation services while proactively contributing to focused growth and sustainable regional development.

The FY2022 proposed operating budget totals \$185.8 million and remains aligned with MTC approved mission and strategic goals. FY2022 reflects the first full year of operations for CityLYNX Gold Line Phase II with an increase in operating cost to cover staff and related expenses. The budget also reflects the impact of the current health pandemic, estimated fare revenue decreases, and increased operating assistance from the Federal Government.

CATS has effectively controlled operating costs in FY2021 throughout the pandemic and will continue to maintain expense controls through FY2022. Fuel costs remain low due to the hedging program, providing locked pricing and budget stability. Sales tax growth and increased interest earnings are expected to continue in FY2022. Additional revenue through lease agreements, parking deck revenue and user fees are also expected in FY2022.

The FY2022 Capital Investment Plan (CIP) budget totals \$245.4 million which includes projects such as Silverline Light Rail, State of Good Repair and Technology Upgrades. The CIP plan is guided by the 2030 Transit Corridor System Plan, CATS' financial policies and CATS' long range financial plan. The FY2022 Debt Service totals \$62.1 million, an decrease from the prior year amount of \$41.7 million due to principal payments and debt payoffs.

# Budget Summary



## I. OPERATING BUDGET

The FY2022 Proposed Operating Budget is \$185.8 million.

BUDGET SUMMARY					
	FY2021	FY2022	Variance	Variance	
	Amended Budget (millions)	Proposed Budget (millions)	(millions)	(%)	
Operating Revenues	\$ 180.2	\$ 185.8	\$ 5.6	3.1%	
CATS Control Account	-	-	\$ -	0.0%	
<b>Total Operating Revenue</b>	<b>\$ 180.2</b>	<b>\$ 185.8</b>	<b>\$ 5.6</b>	<b>3.1%</b>	
Operating Expenditures					
Current Service Levels	\$ 180.2	\$ 185.7	\$ 5.5	3.1%	
Service Level Changes	-	0.1	\$ 0.1	0.0%	
<b>Subtotal Operating Expenditures</b>	<b>\$ 180.2</b>	<b>\$ 185.8</b>	<b>\$ 5.6</b>	<b>3.1%</b>	
<b>Total Operating Expenditures and Transfers</b>	<b>\$ 180.2</b>	<b>\$ 185.8</b>	<b>\$ 5.6</b>	<b>3.1%</b>	
<b>Debt Service Budget</b>	\$ 103.8	\$ 62.1	\$ (41.7)	-40.2%	
<b>Capital Budget*</b>	\$ 275.5	\$ 245.4	\$ (30.1)	-10.9%	

Reference: Appendix 1

The FY2022 Proposed Operating Budget covers cost for transit provided by the City of Charlotte and contracted employees. Approximately 60.0% (or \$112.0 million) of the Operating Budget includes Personnel Services with the remaining 40.0% covering other operating expenses (or \$73.8 million.)

Direct services account for 85.5% (or \$158.9 million) of the Operating Budget. Support services and other indirect services account for 14.5% (or \$26.9 million) of the Operating Budget.

# Budget Summary



## **A. Operating Revenues: \$185.8 million**

In FY2022, operating revenues are projected at \$185.8 million, an increase of \$5.6 million compared to the FY2021 Amended Budget, which represents an increase of 3.1%.

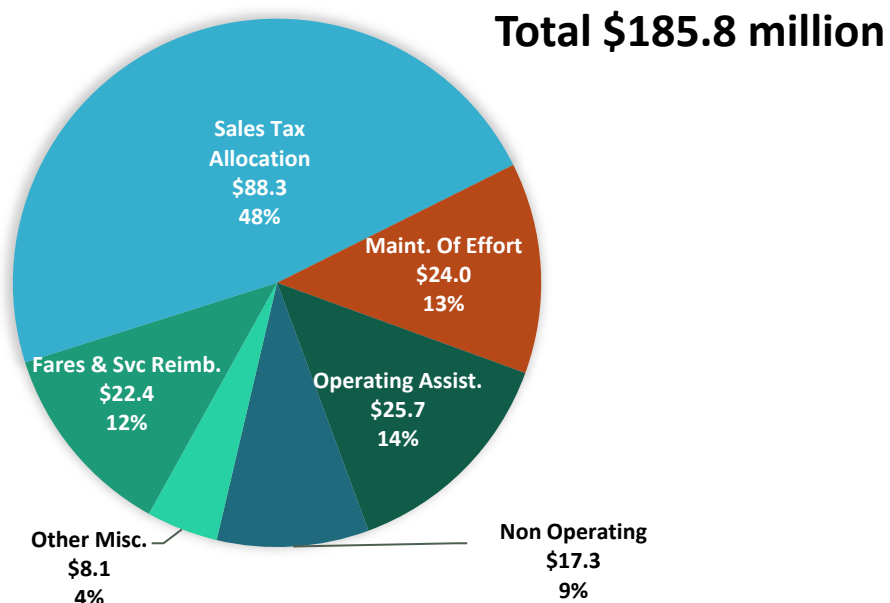
Compared to the FY2021 Amended Budget Passenger Fares will increase by \$5.3 million as service continues to increase based on demand and social distancing mandates and capacity restrictions ease. Despite a expected increase in Fare Revenue Service Reimbursements are expected to decline by \$0.1 million as the demand is still low for routes such as Ramsey Creek, Carowinds and connector services.

Operating Assistance will decrease by \$3.1 million as a result of the CARES Act funding (\$1.7 million decrease) and Federal CMAQ funding (\$1.7 million decrease) and an increase (\$0.3 million) in City Funding for the GoldLine Phase II. Federal CARES Act funding will cover revenue decreases and direct expenses related to the current health pandemic, Personal Protection Equipment (PPE), equipment to assist with social distancing, cleaning services and awareness campaigns and materials.

Other changes include a \$0.7 million increase in Maintenance of Effort funding from the City of Charlotte, \$1.8 million increase in Interest earnings, and \$0.2 million in private partner agreements with Lowes, UNCC, Charlotte Douglas Airport, and others. SMAP is expected to restore in FY2022 after being eliminated in FY2021, an increase on \$11.0 million while Grant Funded Preventive Maintenance, Transit Oriented Development and Unified Planning Work Program (UPWP) funding will decrease by \$10.3 million.

The following chart identifies the sources of the \$185.8 million in revenue that will fund the FY2022 operating programs.

### **FY2022: Where the Money Comes From**



# Budget Summary



Key changes in revenue in the FY2022 Proposed Operating Budget versus the FY2021 Amended Operating Budget are as follows:

Revenue Source	FY2021 Amended Budget (millions)	FY2022 Proposed Operating Budget (millions)	Variance (millions)	Variance (%)
<u>Operating Allocation</u> The Operating Allocation increase reflects an updated sales tax trendline provided by the City Treasurer's Office.	\$ 88.2	\$ 88.3	\$ 0.1	0.1%
<u>Fare Revenues and Service Reimbursements</u> Fares are projected to increase as demand for service increases and social distancing requirements ease.	\$ 17.2	\$ 22.4	\$ 5.2	30.2%
<u>Maintenance of Effort</u> Maintenance of Effort are funds received from the City of Charlotte, which are paid to CATS in compliance with state law. The City of Charlotte increases its annual contribution by 3%.	\$ 23.3	\$ 24.0	\$ 0.7	3.0%
<u>Operating Assistance</u> The net decrease is a combination of Federal CARES ACT funding, Federal CMAQ for Service Expansions and City of Charlotte funds for Goldline operations. Federal CARES ACT funding provides operating assistance to Transit Agencies to help combat the impact of the current health pandemic. It covers direct expenses such as PPE, social distancing equipment, cleaning services in addition to revenue decreases. The total decrease for CARES Act funding is \$1.7 million. Federal CMAQ funding decreased by \$1.7 million as the BLE reached its 3rd year of operations in FY2021. Operating assistance from the City of Charlotte will increase by \$0.3 million for Goldline Phase 1 & 2 operations. FY2022 is the first full year of Goldline Phase II operations	\$ 28.8	\$ 25.7	\$ (3.1)	-10.8%
<u>Other (Miscellaneous)</u> Other Miscellaneous revenues include advertising, lease agreements and interest earned. Interest earnings are expected to increase by \$1.8 million to better align with prior year actuals and current trend. Leases and Private partner agreements are expected to increase by a net amount of \$0.2 million.	\$ 6.2	\$ 8.2	\$ 2.0	32.3%
<u>Non-Operating Revenue</u> SMAP is expected to restore in FY2022 after being eliminated in FY2021, an increase on \$11.0 million while Grant Funded Preventive Maintenance, Transit Oriented Development and Unified Planning Work Program (UPWP) funding will decrease by \$10.3 million.	\$ 16.5	\$ 17.3	\$ 0.8	4.8%
<b>Total Operating Budgetary Increases (Decreases)</b>	<b>\$ 180.2</b>	<b>\$ 185.8</b>	<b>\$ 5.6</b>	<b>3.1%</b>

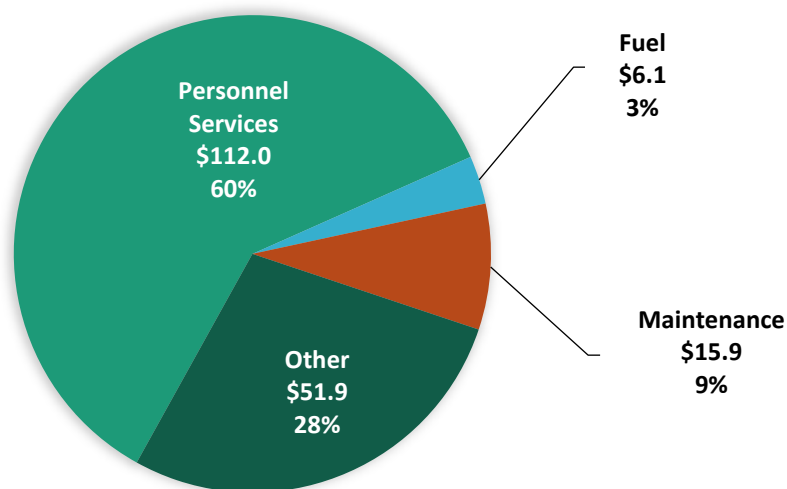


## **B. Operating Expenses: \$185.8 million**

In FY2022, operating expenses are projected at \$185.8 million, an increase of \$5.6 million compared to the FY2021 Amended Budget, or 3.1% increase. This increase is primarily due to maintenance costs and other operating expenses. Other operating expenses increased by \$1.8 million due to MOUs for facility services, direct COVID expenses for both bus and rail, streetcar operations (FY22 is the first full year of operations), subrecipient funding and procurement services. Maintenance costs increased by \$2.4 million due to incremental S70 Overhauls for the light rail vehicles, on-going State of Good repair for Bus and Special Transportation Services vehicles, and the direct COVID related expenses for social distancing requirements. Fuel is expected to decrease by \$0.2 million in FY2022 due to slightly lower cost per gallon and lower consumption, from \$2.00 in FY2021 to \$1.80 in FY2022.

## **FY2022: Where the Money Goes**

**Total \$185.8 million**



# Budget Summary



Key changes in expenses in the FY2022 Proposed Operating Budget versus the FY2021 Amended Operating Budget are as follows:

Expenditure	FY2021 Amended Budget (millions)	FY2022 Proposed Operating Budget (millions)	Variance (millions)	Variance (%)
<u>Personal Services</u>	\$ 110.4	\$ 112.0	\$ 1.6	1.5%
-Increases for City employees -Increase headcount for City Staff by one (1) grant funded position to support operations and administration. -BOD Pension Cost Increase				
<u>Fuel</u>	\$ 6.3	\$ 6.1	\$ (0.2)	-3.2%
Diesel fuel for Bus & STS Operations is forward purchased at approximately \$1.80/gallon in FY2022. In FY2021 it was forward purchased at \$2.00/gallon resulting in decrease between FY2021 and the preliminary FY2022 budget. Fuel is expected to decrease in FY2022 due to the uncertainty of social distancing requirements and the need to operate on a modified schedule.				
<u>Maintenance</u>	\$ 13.5	\$ 15.9	\$ 2.4	17.6%
Maintenance cost for Bus, STS, and Rail increased by \$2.4 million due to aging fleet and repairs and COVID related cleaning, PPE and Social distancing equipment installed on the fleet.				
<u>Other Operating Expense</u>	\$ 50.0	\$ 51.9	\$ 1.8	3.7%
The largest increase in Other Operating Expenses is a \$1.8 million increase in Shared City Cost. CATS is responsible for paying a portion of City Cost related to Administrative Support; Finance, Budget, Legal, Communications and Technology				
<b>Total Operating Budgetary Increases (Decreases)</b>	<b>\$ 180.2</b>	<b>\$ 185.8</b>	<b>\$ 5.6</b>	<b>3.1%</b>

## **D. Service Level Changes**

The FY2022 Proposed Operating Budget includes service level changes totaling \$0.1 million in additional expenses tied to one (1) additional City full-time equivalent (FTE) position:

Section	Position	FTE	Additional Budget
413001 - Development	GIS Coordinator	1	\$ 87,987

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## **E. Staffing**

The FY2022 Preliminary Operating Budget provides for 579.75 full-time equivalent (FTE) positions, which includes one (1) additional City full-time equivalent (FTE) position. A staffing summary by section can be found in Appendix 3.

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## II. DEBT SERVICE BUDGET

### **A. Debt Service Revenues: \$62.1 million**

No new debt financing is planned for FY2022. Key sources of revenue for payment of the current debt expenses are federal and state grants and the transit sales tax (local).

Debt financing proceeds are utilized to fund CATS' capital investment projects.

### **B. Debt Service Expenses: \$62.1 million**

Debt service expenses include principal and interest costs on project financings, together with fees and miscellaneous costs associated with capital financings.

In FY2022, debt service expenses are as follows:

- \$62.0 million is for principal and interest payments shown below
- \$ 0.1 million covers miscellaneous fees

Project	Source of Funding	FY2022
		Principal & Interest (millions)
Blue Line Extension	Federal	\$ 0.6
	State	\$ 41.6
	Local	\$ 9.6
Blue Line & Transit Facilities	Local	\$ 6.6
South Tryon Bus Garage	Federal	\$ 3.0
	Local	\$ 0.7
<b>Total FY2022 Preliminary Debt Service</b>		<b>\$ 62.1</b>

*Reference: Appendix 5*

## III. REVENUE RESERVE FUND

In 2016, the MTC approved the revision of CATS' Financial Policies, which created a CATS Control Account. This account receives sales tax revenue in excess of the sales tax trend line only when the balance in the Revenue Reserve Fund has reached the maximum required balance of \$30 million.

The Revenue Reserve Fund (RRF) reached the required balance of \$30 million in FY2017. Therefore, the projected FY2022 **\$3.0** million of sales tax dollars that would have been deposited into this fund will transfer directly to the CATS Control Account. In accordance with Section 3.3 of MTC Financial Policies MTC-01, *"the Transit CEO may recommend use of such funds, for operating or capital programs, to the Metropolitan Transit Commission as a part of the CEO Recommended Budget in January of each year."*

## IV. CAPITAL INVESTMENT PLAN (CIP)

CATS' \$325.7 million five-year CIP is prioritized to continue the system's State of Good Repair by replacing vehicles, facility upgrades and enhancements, and technology upgrades. The breakout of CIP revenues and expenses over five years is shown below:

	FY2022	FY2023	FY2024	FY2025	FY2026	TOTAL FY2022 - FY2026
<b>Revenues</b>	245.4	28.7	18.1	17.5	16.0	<b>325.7</b>
<b>Expenses</b>	245.4	28.7	18.1	17.5	16.0	<b>325.7</b>

*Note:*

*Excludes Grant-Funded Operating Projects totaling \$45.9 million for FY2022 – FY2026*

### **A. Capital Revenues: \$325.7 million**

Revenues for CATS' five-year capital program include funds from federal and state grants, transit sales tax and private funding.

The FY2022 through FY2026 CATS' capital program consists of the following:

- **\$76.8** million from federal grants including Federal Formula, State of Good Repair, Surface Transportation Block Program, Bus and Bus Facilities, and Enhanced Mobility funding.
- **\$7.2** million from state grants including the Urban State Matching funds for vehicle purchases and Strategic Transportation Investment.
- **\$9.7** million in private and local funding for the Southend and Hambright Stations.
- **\$48.7** million from transit sales tax (transfer from CATS Control Account).
- **\$183.3** million in carryover project balances to continue existing projects.



# Budget Summary



## **B. Capital Expenditures: \$325.7 million**

CATS' five-year capital investment plan key expenses include the following:

Capital Program/Project	FY2022-FY2026 Total
<b><u>State of Good Repair - Vehicle Replacements &amp; Expansions</u></b> Replacement of revenue service vehicles that have reached the end of their useful life. In FY2022 CATS will replace 14 Buses (including 4 Flex buses), 11 Special Transportation Services vehicles, 14 Vanpool vehicles for the Vanpool program, and 3 Expansion Rail Car vehicles.	\$ 78,384,527
<b><u>State of Good Repair - Facilities and Others</u></b> Replacement, upgrades or repair of transit assets including renovations/repairs of transit facilities to comply with federal Transit Asset Management guidelines.	5,400,244
<b><u>Transit Safety &amp; Security</u></b> Programs and projects to advance safe, reliable, and equitable transit service throughout the system including camera replacements and dispatch upgrades.	3,357,776
<b><u>Transit Long Range Capital Improvement</u></b> Design services for rapid transit, rail, bus, streetcar and facility improvements to better serve the region. Projects include design and consultants for the new Silver Line, a new South End station, ADA enhancements, and land acquisition.	46,799,500
<b><u>Transit Non-Revenue Vehicles</u></b> Purchase and replacement of non-revenue vehicles for supervisory staff, maintenance and repair calls.	2,198,802
<b><u>Transit New Equipment</u></b> The purchase of new equipment such as a tug replacement vehicle and technology upgrades.	6,263,163
<b><u>Carry Over Projects</u></b> Continued funding for existing capital projects.	183,274,626
<b>Total 5-year Capital Investment Plan <sup>1</sup></b>	<b>\$ 325,678,638</b>

### Notes:

1. Excludes Grant-Funded Operating Projects totaling \$45.9 million for FY2022 – FY2026

## **CAPITAL PROGRAMS MANAGED BY CATS**

CATS manages two (2) transit capital investment programs which receive funds from the federal and state governments and the City of Charlotte.

*Reference: Appendix 8*

### **The Charlotte Gateway Station – Rail Project (Phase I)**

The Charlotte Gateway Station (CGS) Project is a planned multi-modal transit center located in Center City Charlotte.

The City of Charlotte and the North Carolina Department of Transportation (NCDOT) are partners in the phased implementation of this project which:

- Improves both regional (Amtrak) passenger rail service and regional freight rail operations through the construction of track and bridge improvements.
- Includes a future multi-modal passenger station facility, the completion of which will mark the return of Amtrak service to Uptown Charlotte, with supporting modal connections to CityLYNX Goldline, regional bus connections and CATS local bus routes.

Design and engineering of the first phase of the project is underway, and construction of the initial track and bridge improvements began in 2018. Phase I is being funded with federal, state and City of Charlotte (local) funds.

### **The CityLYNX Goldline Streetcar Project – Phase II**

The CityLYNX Goldline Streetcar Project - Phase II is an extension of the approximately 1.5 mile CityLYNX Goldline Phase I project completed in July 2015. Phase II consists of the design and construction of approximately 2.5 miles of double-track in-street running streetcar line. This will result in a total of approximately a 4-mile long double-track streetcar system which will extend from Johnson C. Smith University through Center City Charlotte, to Novant Health and Sunnyside Avenue.

The project is being funded by a federal small starts grant for \$73.0 million and with a local match of \$73.0 million funded by the City of Charlotte. Construction began in early 2017 and is scheduled to be completed in 2021.

## **FINANCIAL PERFORMANCE OBJECTIVES**

CATS Financial Policies provide guidelines on how financial resources shall be utilized to fulfill the mission of the transit system, meet obligations and to protect the public interest.

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## **CATS TRAX SCORECARD OBJECTIVES**

CATS Trax is a quarterly performance scorecard that provides employees, customers, elected officials, and the general public with a snapshot of how we are doing at a high level. Metrics are aligned with CATS goals and customer satisfaction index.

### **Customer Satisfaction Index**

- Measures how well we are doing as related to customer's top drivers of satisfaction
- Allows customers to choose and prioritize what is most important to them
- Gauges performance relative to the customer's priorities and perceptions
- Helps highlight priorities for improvement

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## CATS SERVICES AND RIDERSHIP

CATS will provide approximately 15.3 million rides in FY2022 on its bus, light rail, streetcar, vanpool and Special Transportation Services vehicles.

The Goldline Phase II extension is expected to operate a full year in FY2022 providing an additional 2.5 miles of service from Sunnyside Avenue through Center City and will terminate at French Street near Johnson C. Smith University. As a result, Streetcar ridership is projected to increase in FY2022.

Blue Line Extension continues to attract ridership and is expected to slightly increase in FY2022 as development around the alignment continues to grow and Statewide COVID-related restrictions lift. Customers wholly new to transit are also expected to contribute to an increase in light rail ridership as ridership matures over the first few years of operations.

The FY2022 budget stays constant with Bus Revenue Service Hours projected to be the same as the FY2021 projection of \$745,562. Social distancing requirements and decreased service demand are expected to continue into FY2022 due to the current health pandemic.

Mode	Ridership			Revenue Service Hours		
	FY2021	FY2022	FY2023	FY2021	FY2022	FY2023
	Projected	Proposed Budget	Estimated	Projected	Proposed Budget	Estimated
Bus	7,592,646	9,383,722	11,174,798	745,562	745,562	800,177
Light Rail	3,307,016	4,873,628	6,440,240	118,076	118,076	131,812
Streetcar	307,500	743,444	743,444	9,137	18,275	18,275
Special Transportation Svc.	109,881	109,881	109,881	17,462	141,129	18,384
Vanpool	157,961	191,818	225,675	121,123	121,123	131,126
<b>Total</b>	<b>11,475,004</b>	<b>15,302,493</b>	<b>18,694,038</b>	<b>1,011,360</b>	<b>1,144,165</b>	<b>1,099,774</b>

## CHIEF EXECUTIVE OFFICE

Sets strategic direction for the department and manages the overall operation and administration, including budgeting, training, coordinating with City Manager's office and support of the Metropolitan Transit Commission

## BUS / STS / VANPOOL



Provides transit services in the City of Charlotte, and in the Towns of Cornelius, Davidson, Huntersville, Matthews, Mint Hill, and Pineville.

## LIGHT RAIL / STREETCAR



Provides a light rail service with over 19 miles and 26 stations from just north of the town of Pineville to the UNC Charlotte campus. CityLYNX Gold Line Phase 2 provides services through Center City Charlotte.

## FACILITIES



Manage and maintain light rail stations, park & ride lots, parking decks, bus garages, light rail facilities, transit centers, and bus stops

## CUSTOMER SERVICE, MARKETING & TECHNOLOGY



Manage public relations, customer service requests, trip planning assistance and technology for transit operations

## FINANCE & PROCUREMENT



Manage all fiscal aspects and procurements for transit operations and capital projects including budget, grants, debt financing, revenue collections & financial reporting

## DEVELOPMENT & PLANNING



Responsible for planning and construction of transit projects including quality control and assurance of all project developments

## SAFETY & SECURITY



Responsible for safety & security of all CATS amenities, facilities and individuals that come in contact with CATS

## HUMAN RESOURCE & CIVIL RIGHTS



Oversee compliance with federal, state & local guidelines to ensure fair and equal treatment of customers and employees

The City provides additional support to CATS through a City Cost Allocation Plan.



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## APPENDICES

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Appendix 1 - Operating Budget Summary

Appendix 2 - Performance Objectives

Financial Performance Objectives

Balanced Scorecard: CATS TRAX

Appendix 3 - Staffing Summary

Appendix 4 - Operating Budget

Operating Revenues

Operating Expenditures

Appendix 5 - Debt Service Summary

Debt Service Revenue Details

Debt Service Expenditure Details

Appendix 6 - Capital Revenue & Expenditures

5-year Capital Revenue & Expenditure Summary

5-year Capital Expenditure Details including Carryover

Appendix 7 - Grant-Funded Operating Projects

Federal Grant-Funded Operating Projects

State Grant-Funded Operating Projects

Appendix 8 - Other Capital Projects Managed by CATS

Charlotte Gateway Station

CityLYNX Goldline Phase II

Appendix 9 - FY2022 Budget Schedule

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# Appendix 1 – Operating Budget Summary



## Proposed Operating Budget Summary

	FY2019 Actuals	FY2020 Actuals Audited	FY2021 Amended Budget	FY2021 Year-End Projection	FY2022 Proposed Budget
<b>Sales Tax Allocation</b>					
A Sales Tax Receipts	\$ 107,535,197	\$ 107,778,981	\$ 105,980,101	\$ 105,980,101	\$ 108,235,200
B Less Sales Tax Trendline	(87,499,000)	(97,000,000)	(105,201,000)	(105,201,000)	(105,201,000)
A - B = C Net Difference	<u>\$ 20,036,197</u>	<u>\$ 10,778,981</u>	<u>\$ 779,101</u>	<u>\$ 779,101</u>	<u>\$ 3,034,200</u>
<b>Sales Tax Available for Allocation:</b>					
D Transfer to (from) Revenue Reserve	\$ -	\$ -	\$ -	\$ -	\$ -
E Transfer to Debt Service Fund	17,232,117	17,667,788	16,975,589	16,975,589	16,939,000
F Transfer to Operating Fund (Operating Alloc)	70,266,883	79,332,212	88,225,411	88,225,411	88,262,000
G CATS Control Account	20,036,197	10,778,981	779,101	779,101	3,034,200
D + E + F + G = I Sales Tax Allocation to Other Funds	<u>\$ 107,535,197</u>	<u>\$ 107,778,981</u>	<u>\$ 105,980,101</u>	<u>\$ 105,980,101</u>	<u>\$ 108,235,200</u>

## Operating Fund

### Revenues:

#### Operating Revenues:

Sales Tax Operating Allocation	\$ 70,266,883	\$ 79,332,212	\$ 88,225,411	\$ 88,225,411	\$ 88,262,000
Fares and Service Reimbursements	27,722,905	21,028,419	17,249,153	17,249,153	22,437,295
Maintenance of Effort - Charlotte	21,970,562	22,629,679	23,308,600	23,308,600	24,007,826
Operating Assistance	8,909,835	6,273,126	28,812,727	28,812,727	25,688,559
CATS Control Account	-	-	-	-	-
Other (Advertising, Misc)	7,635,757	5,621,239	6,136,611	6,136,611	8,153,918
<b>Subtotal</b>	<u>\$ 136,505,942</u>	<u>\$ 134,884,675</u>	<u>\$ 163,732,502</u>	<u>\$ 163,732,502</u>	<u>\$ 168,549,598</u>

#### Non-Operating Revenue

	15,932,916	24,508,729	16,476,725	16,476,725	17,287,349
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#### Total Operating Revenues

	<u>\$ 152,438,858</u>	<u>\$ 159,393,404</u>	<u>\$ 180,209,227</u>	<u>\$ 180,209,227</u>	<u>\$ 185,836,947</u>
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#### Operating Expenditures

Transportation Services	\$ 141,808,636	\$ 142,016,893	\$ 155,657,917	\$ 155,657,918	\$ 158,931,571
Transit Development	4,762,748	3,705,109	5,905,393	5,905,393	5,382,273
Marketing and Communications	3,238,402	3,086,973	5,084,906	5,084,906	6,073,402
Executive and Administration	11,063,053	11,227,571	13,667,067	13,667,067	15,449,701
<b>Subtotal</b>	<u>\$ 160,872,839</u>	<u>\$ 160,036,546</u>	<u>\$ 180,315,283</u>	<u>\$ 180,315,284</u>	<u>\$ 185,836,947</u>

Transfers to Eligible CIP Projects	(2,816,593)	(1,139,477)	(106,057)	(106,057)	-
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#### Total Net Operating Expense

	<u>\$ 158,056,246</u>	<u>\$ 158,897,069</u>	<u>\$ 180,209,226</u>	<u>\$ 180,209,227</u>	<u>\$ 185,836,947</u>
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## Appendix 2 – Performance Objectives



Performance Objectives				
Financial Performance Objectives				
	FY2020	FY2021	FY2021	FY2022
	Audited Actuals	Amended Budget	Year End Projection	Proposed Budget
<b>SYSTEM SUBSIDY</b>				
≤ 80% of Total Operating Cost	83.1%	86.8%	87.0%	83.4%
<b>OPERATING RATIO (W/O Capital Interest)</b>	16.9%	13.2%	13.0%	16.6%
<b>PASSENGERS PER HOUR</b>				
(Bus ≥ 20 passengers per hour)	12.7	15.1	10.2	12.6
(Light Rail ≥ 90 passengers per hour)	97.4	103.9	53.0	72.7
<b>ADMINISTRATIVE OVERHEAD</b> (≤ 15%)	11.10%	14.62%	14.37%	15.37%
<b>GROSS DEBT SERVICE COVERAGE</b> (> 3.0)	5.74	6.36	6.36	8.1
<b>NET DEBT SERVICE COVERAGE</b> (≥ 1.15)	1.49	1.15	1.04	1.43

### Notes:

- In the FY2022 Proposed Budget the total Operating Expense used to calculate System Subsidy, Operating Ratio, Administrative Overhead, Gross Debt Service Coverage and Net Debt Service Coverage does not include \$1,083,114 in pass through funding for subrecipient projects.
- In FY2021 ridership and fares were expected to significantly decline due to the COVID-19 pandemic causing the agency to rely on other sources of revenue to continue operations. The decline is expected to continue in FY2022. As a result, the system subsidy exceeds the 80% threshold.

## Appendix 2 – Performance Objectives



CATS TRAX FY20 Aggregate Scorecard				
Strategy	Metric	Performance Goal	Goal Points	Q4 Earned Points
Customer Satisfaction	Overall Customer Satisfaction	90%	10.0	9.3
	Overall Net Promoter Score	58%	10.0	10.0
	Overall On-Time Performance	89%	7.0	7.5
	Overall Ridership**	23,500,000	3.0	1.1
	Overall Ridership**	100%		
			30.0	27.9
Financial Stability	Taxpayer Subsidy Percentage, (CATS Policy ≤80%)**	<80%	8.0	7.6
	Net Debt Service Coverage Threshold (CATS Policy >1.15)**	>1.15	7.0	7.0
	Overall Operating Cost/Revenue Hour**	\$142.21	6.0	5.4
	Overall Customers/Revenue Hour	21.0	6.0	2.9
	Directly Generated Revenue**	3.0%	3.0	2.5
			30.0	25.4
Employee Success	Employee Engagement	80%	8.0	6.3
	Employee Satisfaction	85%	8.0	5.7
	Customer Satisfaction with CATS Employees	86%	5.0	4.9
	Customer Satisfaction with Call Center Interactions	87%	4.0	3.9
			25.0	20.8
Community Impact	Economic Impact**	1.27	5.0	5.9
	Community Perception of Community Value	85%	4.0	3.9
	Access to Key Destinations*	24%	3.0	1.2
	Jobs Created from Transit & Transit Infrastructure**	21,400	3.0	3.9
	Jobs Created from Transit & Transit Infrastructure**	100%		
			15.0	14.9
Overall Performance Score			100.0	89.0
CATS TRAX Scorecard updated 8/10/20				

## Appendix 3 – Staffing Summary



	FY2022 Staffing Levels					
	FTE					Temps
	Approved in FY2021	Transfers	Reductions	FY2022 Grant Funded SLC	TOTAL FTES	
Bus Operations Division (BOD) Employees						
Transportation Services						
415010 BOD - Operations	644.00	-	-	-	644.00	-
415011 BOD - Administration	14.00	-	-	-	14.00	-
415012 BOD - Maintenance	178.00	-	-	-	178.00	-
415013 BOD - STS Maintenance	9.00	-	-	-	9.00	-
Subtotal BOD Employees	845.00	0.00	0.00	0.00	845.00	-
City Employees						
Transportation Services						
415050 Special Transportation Services	131.75	-	-	-	131.75	-
411060 Treasury/Revenues	11.00	1.00	-	-	12.00	-
412020 Facilities	14.00	-	-	-	14.00	-
414020 Customer Svc & Information	21.00	-	-	-	21.00	-
416010 Light Rail Operations	100.00	(11.00)	-	-	89.00	-
416011 Light Rail Administration	19.00	-	-	-	19.00	-
416012 Light Rail Maintenance	79.00	(6.00)	(1.00)	-	72.00	-
416013 Maintenance of Way	64.00	(6.00)	(7.00)	-	51.00	-
416020 CityLYNX GoldLine	15.00	23.00	-	-	38.00	-
417010 Transit Security	20.00	-	-	-	20.00	-
415001 Bus General Management	4.00	-	-	-	4.00	-
418010 Planning And Scheduling	11.00	-	-	-	11.00	-
415040 Van Pool Division	4.00	-	-	-	4.00	-
Transit Development						
413001 Development Administration	21.00	-	-	1.00	22.00	-
413002 Quality Assurance	4.00	2.00	-	-	6.00	-
Marketing & Communications						
414010 Marketing & Communications	14.00	-	-	-	14.00	-
414030 Technology	16.00	-	-	-	16.00	-
Executive & Administration						
411010 Administration Division	24.00	(1.00)	(1.00)	-	22.00	1.00
419010 HR and Civil Rights	13.00	(2.00)	-	-	11.00	-
411040 Executive Division	2.00	-	-	-	2.00	-
Subtotal City Employees	587.75	0.00	(9.00)	1.00	579.75	1.00
Total Employees	1,432.75	0.00	(9.00)	1.00	1,424.75	1.00



# Appendix 4 – Operating Budget



## Operating Revenues

	FY2019 Actuals	FY2020 Audited Actuals	FY2021 Amended Budget	FY2021 Year End Projection	FY2022 Proposed Budget
<b><u>Service Passenger Fares</u></b>					
Bus	\$ 17,433,988	\$ 14,683,327	\$ 9,338,955	\$ 9,338,955	\$ 12,570,800
Light Rail	6,199,967	2,730,923	3,340,086	3,340,086	4,872,000
Streetcar	-	-	307,500	307,500	740,000
Vanpool	389,431	372,328	324,149	324,149	324,149
Paratransit	714,226	549,072	529,169	529,169	642,590
<b>Subtotal</b>	<b>\$ 24,737,612</b>	<b>\$ 18,335,650</b>	<b>\$ 13,839,859</b>	<b>\$ 13,839,859</b>	<b>\$ 19,149,539</b>
<b><u>Service Reimb &amp; Funding Partners</u></b>					
Airport Connector Services	\$ 447,327	\$ 200,000	\$ -	\$ -	\$ -
Fort Mill (Wells Fargo) Rt 44 Carowinds	10,434	7,791	8,661	8,661	-
UNCC Pass Purchases	1,367,950	1,347,612	1,423,078	1,423,078	1,400,000
Union County Express 74x	126,557	131,724	98,144	98,144	94,458
Rock Hill Express Commuter Bus	152,369	155,341	104,554	104,554	74,491
Gastonia Express Commuter Bus	159,423	177,702	132,925	132,925	82,236
Carowinds (N&BS U MYEP)	88,822	102,102	110,580	110,580	97,800
DSS	8,347	3,265	8,400	8,400	8,400
CMGS	484,770	514,567	484,787	484,787	484,787
Ramsey Creek Beach Park	35,123	52,665	52,665	52,665	-
Lowe's Agreement	-	-	485,500	485,500	175,000
Airport All Access Pass	-	-	500,000	500,000	870,584
<b>Subtotal</b>	<b>\$ 2,881,122</b>	<b>\$ 2,692,769</b>	<b>\$ 3,409,294</b>	<b>\$ 3,409,294</b>	<b>\$ 3,287,756</b>
<b><u>Service Income</u></b>					
Charlotte Transit Center	\$ 348,897	\$ 465,436	\$ 452,500	\$ 452,500	\$ 479,398
Advertising	2,101,150	2,846,062	2,672,971	2,672,971	2,469,160
Parking - BLE Decks	-	-	391,000	391,000	391,000
Parking - CGS	98,004	104,005	98,004	98,004	98,004
Volkswagen Parking Lease	6,168	26,214	-	-	26,214
Parking Lease-Norfolk Southern Land	-	213,030	425,000	425,000	438,842
Lowe's Agreement	-	-	-	-	310,500
Interest Earnings	4,350,202	1,234,108	1,463,595	1,463,595	3,302,194
Agreements/Leases	39,099	40,115	34,680	34,680	29,227
User Fees for Development Reviews	-	-	184,361	184,361	223,929
Miscellaneous	796,409	692,269	414,500	414,500	385,450
<b>Subtotal</b>	<b>\$ 7,739,929</b>	<b>\$ 5,621,239</b>	<b>\$ 6,136,611</b>	<b>\$ 6,136,611</b>	<b>\$ 8,153,918</b>
<b><u>Sales Tax Revenue</u></b>					
Operating Allocation	\$ 70,266,883	\$ 79,332,212	\$ 88,225,411	\$ 88,225,411	\$ 88,262,000
CATS Control Account	-	-	-	-	-
<b>Subtotal</b>	<b>\$ 70,266,883</b>	<b>\$ 79,332,212</b>	<b>\$ 88,225,411</b>	<b>\$ 88,225,411</b>	<b>\$ 88,262,000</b>
<b><u>Maintenance of Effort</u></b>					
City of Charlotte	\$ 21,970,562	\$ 22,629,679	\$ 23,308,600	\$ 23,308,600	\$ 24,007,826
<b>Subtotal</b>	<b>\$ 21,970,562</b>	<b>\$ 22,629,679</b>	<b>\$ 23,308,600</b>	<b>\$ 23,308,600</b>	<b>\$ 24,007,826</b>
<b><u>Operating Assistance</u></b>					
Federal CMAQ (for Service Expansions)	\$ 7,200,000	\$ 4,595,535	\$ 1,727,465	\$ 1,727,465	\$ -
City of Charlotte - GoldLine Phase 1	1,389,930	1,471,896	3,410,555	3,410,555	3,679,257
CARES Act	-	-	23,674,707	23,674,707	22,009,302
NCDOT (I-77 Mitigation)	258,100	82,085	-	-	-
Sugar Creek (I-77 Mitigation)	61,805	123,610	-	-	-
<b>Subtotal</b>	<b>\$ 8,909,835</b>	<b>\$ 6,273,126</b>	<b>\$ 28,812,727</b>	<b>\$ 28,812,727</b>	<b>\$ 25,688,559</b>
<b><u>Non Operating Revenue</u></b>					
Grant Funded Operating Expenses - Fed	\$ 7,479,842	\$ 14,560,565	\$ 15,854,016	\$ 15,854,016	\$ 5,751,445
Grant Funded Operating Expenses - State	173,576	145,986	221,201	221,201	225,247
State Maintenance Assist. Prog. (SMAP)	7,867,990	9,590,670	-	-	11,063,205
Mecklenburg County	192,942	-	192,942	192,942	192,942
Town of Huntersville	18,566	211,508	18,566	18,566	18,566
City of Charlotte-TOD Match	200,000	-	160,000	160,000	30,235
Gastonia-TOD Match	-	-	20,000	20,000	3,959
Belmont-TOD Match	-	-	10,000	10,000	1,750
<b>Subtotal</b>	<b>\$ 15,932,916</b>	<b>\$ 24,508,729</b>	<b>\$ 16,476,725</b>	<b>\$ 16,476,725</b>	<b>\$ 17,287,349</b>
<b>TOTAL OPERATING REVENUES</b>	<b>\$ 152,438,859</b>	<b>\$ 159,393,404</b>	<b>\$ 180,209,227</b>	<b>\$ 180,209,227</b>	<b>\$ 185,836,947</b>

## Appendix 4 – Operating Budget



### Operating Expenses

	FY2019	2020	FY2021	FY2021	FY2022
	Actuals	Actuals Audited	Amended Budget	Year End Projection	Proposed Budget
<b><u>Transportation Services</u></b>					
411060 Treasury/Revenues	\$ 1,194,059	\$ 1,290,993	\$ 1,347,537	\$ 1,347,537	\$ 1,430,198
412010 Transit Center Operations	1,022,214	1,079,388	1,023,944	1,023,944	1,023,944
412020 Facilities	7,861,775	7,996,344	8,208,572	8,208,572	8,009,463
414020 Customer Svc & Information	1,594,746	1,826,679	2,076,054	2,076,054	2,346,462
415001 Bus General Management	422,635	438,110	703,206	703,206	590,720
415010 BOD - Operations	59,394,144	60,275,656	59,109,904	59,109,904	58,829,232
415011 BOD - Administration	2,182,689	2,427,012	2,482,693	2,482,693	2,596,229
415012 BOD - Maintenance	20,170,664	20,529,509	21,587,210	21,587,210	22,587,326
415013 BOD - STS Maintenance	1,041,271	935,651	1,339,918	1,339,918	1,270,179
415020 County Human Svc Transp	308,347	303,265	310,000	310,000	310,000
418010 Planning And Scheduling	1,249,831	1,436,929	1,598,274	1,598,274	1,591,621
415040 Van Pool Division	548,534	580,581	971,794	971,794	717,881
415050 Special Transportation Svc	7,847,127	8,843,960	10,624,757	10,624,757	10,333,527
416010 Light Rail Operations	10,430,543	11,681,669	12,975,840	12,975,840	13,567,940
416011 Light Rail Administration	1,334,259	1,679,533	2,252,671	2,252,671	2,352,513
416012 Light Rail Maintenance	10,304,364	5,266,192	10,025,238	10,025,238	11,583,505
416013 Maintenance of Way	4,450,793	4,732,491	5,800,223	5,800,223	5,578,156
416020 CityLYNX GoldLine	1,307,057	1,170,161	3,514,335	3,514,335	4,449,989
417010 Transit Security	9,031,300	9,520,707	9,705,748	9,705,748	9,762,686
<b>Subtotal</b>	<b>\$ 141,696,352</b>	<b>\$ 142,014,830</b>	<b>\$ 155,657,918</b>	<b>\$ 155,657,918</b>	<b>\$ 158,931,571</b>
<b><u>Executive &amp; Administration</u></b>					
411010 Administration Division	\$ 2,519,002	\$ 1,880,045	\$ 3,428,598	\$ 3,428,598	\$ 2,859,634
411020 Procurement Services	450,116	215,259	41,025	41,025	237,987
419010 HR & Civil Rights	1,439,932	1,542,905	1,894,736	1,894,736	2,235,039
411040 Executive Division	732,152	868,793	806,040	806,040	852,770
411050 MTC & Committees Division	75,634	67,885	76,850	76,850	76,850
411070 City Support Costs	5,492,684	6,565,659	7,419,818	7,419,818	9,187,422
<b>Subtotal</b>	<b>\$ 10,709,520</b>	<b>\$ 11,140,546</b>	<b>\$ 13,667,067</b>	<b>\$ 13,667,067</b>	<b>\$ 15,449,702</b>
<b><u>Transit Development</u></b>					
413001 Development	\$ 2,524,749	\$ 2,072,881	\$ 5,129,624	\$ 5,129,624	\$ 4,630,601
413002 Quality Assurance	415,141	582,745	669,712	669,712	751,671
<b>Subtotal</b>	<b>\$ 2,939,890</b>	<b>\$ 2,655,626</b>	<b>\$ 5,799,336</b>	<b>\$ 5,799,336</b>	<b>\$ 5,382,272</b>
<b><u>Marketing &amp; Technology</u></b>					
414010 Marketing & Communications	\$ 1,730,893	\$ 1,489,068	\$ 1,927,247	\$ 1,927,247	\$ 1,959,234
414030 Technology	979,590	1,596,998	3,157,659	3,157,659	4,114,168
<b>Subtotal</b>	<b>\$ 2,710,483</b>	<b>\$ 3,086,066</b>	<b>\$ 5,084,906</b>	<b>\$ 5,084,906</b>	<b>\$ 6,073,402</b>
<b>Transfer to Capital</b>	<b>\$ 294,705</b>	<b>\$ 981,600</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Operating Expenditures</b>	<b>\$ 158,350,950</b>	<b>\$ 159,878,668</b>	<b>\$ 180,209,227</b>	<b>\$ 180,209,227</b>	<b>\$ 185,836,947</b>

## Appendix 5 – Debt Service Summary



	FY2020 Audited Actuals	FY2021 Amended Budget	FY2022 Proposed Budget *
<b>REVENUES</b>			
Federal Grants-BLE	\$ 16,960,638	\$ 58,045,600	\$ 619,900
Federal Grants- Non-BLE	2,928,075	2,927,075	2,929,440
State Grants-BLE	1,006,825	25,616,750	41,637,850
State Grants-Non-BLE	-	-	-
Local Sales Tax	17,410,943	17,245,489	16,939,110
Interest on Investments	163,984	-	-
<b>TOTAL REVENUES</b>	<b>\$ 38,470,465</b>	<b>\$ 103,834,914</b>	<b>\$ 62,126,300</b>

<b>EXPENDITURES</b>			
Principal Payments-BLE	\$ 18,848,288	\$ 85,793,194	\$ 45,424,000
Principal Payments-Non-BLE	5,300,000	5,555,000	5,790,000
Interest Payments-BLE	9,434,971	7,752,763	6,410,600
Interest Payments-Non-BLE	4,857,727	4,619,957	4,387,700
Other Payments	29,479	114,000	114,000
Transfers to Other	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>\$ 38,470,465</b>	<b>\$ 103,834,914</b>	<b>\$ 62,126,300</b>

	FY2022 Proposed Budget	FY2023 Plan	FY2024 Plan	FY2025 Plan	FY2026 Plan	FY2022-FY2026 Total
<b>REVENUES</b>						
Federal Grants-BLE	\$ 619,900	\$ -	\$ -	\$ -	\$ -	\$ 619,900
Federal Grants- Non-BLE	2,929,440	2,929,440	2,927,840	2,925,672	2,927,240	\$ 14,639,632
State Grants-BLE	41,637,850	-	-	-	-	\$ 41,637,850
State Grants-Non-BLE	-	-	-	-	-	\$ -
Local Sales Tax	16,939,110	16,632,060	16,630,760	16,625,018	16,630,610	\$ 83,457,558
Interest on Investments	-	-	-	-	-	\$ -
<b>TOTAL REVENUES</b>	<b>\$ 62,126,300</b>	<b>\$ 19,561,500</b>	<b>\$ 19,558,600</b>	<b>\$ 19,550,690</b>	<b>\$ 19,557,850</b>	<b>\$ 140,354,940</b>
<b>EXPENDITURES</b>						
Principal Payments-BLE	\$ 45,424,000	\$ 4,221,800	\$ 4,344,700	\$ 4,491,400	\$ 4,622,700	\$ 63,104,600
Principal Payments-Non-BLE	5,790,000	6,060,000	6,360,000	6,670,000	6,985,000	31,865,000
Interest Payments-BLE	6,410,600	5,045,000	4,922,200	4,775,500	4,644,200	25,797,500
Interest Payments-Non-BLE	4,387,700	4,120,700	3,817,700	3,499,790	3,191,950	19,017,840
Other Payments	114,000	114,000	114,000	114,000	114,000	570,000
Transfers to Other	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>\$ 62,126,300</b>	<b>\$ 19,561,500</b>	<b>\$ 19,558,600</b>	<b>\$ 19,550,690</b>	<b>\$ 19,557,850</b>	<b>\$ 140,354,940</b>

\* Notes: FY2022 Interest payments and fees may be impacted as a result of the 2015B Refunding

# Appendix 5 – Debt Service Details



BLE = Blue Line Extension

## Debt Service Revenue Details

### REVENUES

#### BLE - COPS Principal Only

Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	41,327,900	-	-	-	-	-	41,327,900
Local	-	-	-	-	-	-	-
<b>Subtotal</b>	\$ 41,327,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 41,327,900

#### BLE - COPS Interest Only

Federal (50%)	\$ 619,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 619,900
State (25%)	309,950	-	-	-	-	-	309,950
Local (25%)	309,950	-	-	-	-	-	309,950
<b>Subtotal</b>	\$ 1,239,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,239,800

#### BLE - TIFIA Only - Principal & Interest

Federal (0%)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State (0%)	-	-	-	-	-	-	-
Local (100%)	9,266,900	9,266,800	9,266,900	9,266,900	9,266,900	9,266,900	46,334,400
<b>Subtotal</b>	\$ 9,266,900	\$ 9,266,800	\$ 9,266,900	\$ 9,266,900	\$ 9,266,900	\$ 9,266,900	\$ 46,334,400

#### Non-BLE - Principal & Interest

2013C COPS	\$ 2,929,440	\$ 2,929,440	\$ 2,927,840	\$ 2,925,672	\$ 2,927,240	\$ 2,927,240	\$ 14,639,632
Federal (80%)	-	-	-	-	-	-	-
State (0%)	732,360	732,360	731,960	731,418	731,810	731,810	3,659,908
Local (20%)	3,661,800	3,661,800	3,659,800	3,657,090	3,659,050	3,659,050	18,299,540
<b>Subtotal</b>	\$ 4,323,600	\$ 4,323,600	\$ 4,319,600	\$ 4,314,170	\$ 4,318,110	\$ 4,318,110	\$ 22,999,080

#### 2008A COPS (100% Local)

2015B COPS (100% Local)	\$ 2,350,800	\$ 2,351,000	\$ 2,353,300	\$ 2,352,300	\$ 2,353,000	\$ 2,353,000	\$ 11,760,400
Other (100% Local)	4,165,100	4,167,900	4,164,600	4,160,400	4,164,900	4,164,900	20,822,900
<b>Subtotal</b>	\$ 6,515,900	\$ 6,518,900	\$ 6,517,900	\$ 6,512,700	\$ 6,517,900	\$ 6,517,900	\$ 32,583,300

### TOTAL REVENUES

	\$ 62,126,300	\$ 19,561,500	\$ 19,558,600	\$ 19,550,690	\$ 19,557,850	\$ 19,557,850	\$ 140,354,940
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# Appendix 5 – Debt Service Details



	FY2022	FY2023	FY2024	FY2025	FY2026	FY2022-FY2026
	Proposed	Plan	Plan	Plan	Plan	TOTAL
	Budget					
<i>BLE = Blue Line Extension</i>						
<b>Debt Service Expenditure Details</b>						
<b>PRINCIPAL</b>						
<i>Blue Line Extension</i>						
2013B COPS	\$ 41,327,900	\$ -	\$ -	\$ -	\$ -	\$ 41,327,900
2013F COPS	-	-	-	-	-	-
2015D TIFIA	4,096,100	4,221,800	4,344,700	4,491,400	4,622,700	21,776,700
<b>Subtotal</b>	<b>\$ 45,424,000</b>	<b>\$ 4,221,800</b>	<b>\$ 4,344,700</b>	<b>\$ 4,491,400</b>	<b>\$ 4,622,700</b>	<b>\$ 63,104,600</b>
<i>Non-Blue Line Extension</i>						
2008A COPS	\$ 1,195,000	\$ 1,255,000	\$ 1,320,000	\$ 1,385,000	\$ 1,455,000	\$ 6,610,000
2013C COPS	2,250,000	2,340,000	2,455,000	2,575,000	2,680,000	12,300,000
2015B COPS	2,345,000	2,465,000	2,585,000	2,710,000	2,850,000	12,955,000
<b>Subtotal</b>	<b>\$ 5,790,000</b>	<b>\$ 6,060,000</b>	<b>\$ 6,360,000</b>	<b>\$ 6,670,000</b>	<b>\$ 6,985,000</b>	<b>\$ 31,865,000</b>
<b>INTEREST</b>						
<i>Blue Line Extension - COPS Only</i>						
2013B COPS	\$ 1,239,800	\$ -	\$ -	\$ -	\$ -	\$ 1,239,800
2013F COPS	-	-	-	-	-	-
<b>Subtotal</b>	<b>\$ 1,239,800</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,239,800</b>
<i>Blue Line Extension - TIFIA Only</i>						
2015D TIFIA	\$ 5,170,800	\$ 5,045,000	\$ 4,922,200	\$ 4,775,500	\$ 4,644,200	\$ 24,557,700
<b>Subtotal</b>	<b>\$ 5,170,800</b>	<b>\$ 5,045,000</b>	<b>\$ 4,922,200</b>	<b>\$ 4,775,500</b>	<b>\$ 4,644,200</b>	<b>\$ 24,557,700</b>
<i>Non-Blue Line Extension</i>						
2008A COPS	\$ 1,155,800	\$ 1,096,000	\$ 1,033,300	\$ 967,300	\$ 898,000	\$ 5,150,400
2013C COPS	1,411,800	1,321,800	1,204,800	1,082,090	979,050	5,999,540
2015B COPS	1,820,100	1,702,900	1,579,600	1,450,400	1,314,900	7,867,900
<b>Subtotal</b>	<b>\$ 4,387,700</b>	<b>\$ 4,120,700</b>	<b>\$ 3,817,700</b>	<b>\$ 3,499,790</b>	<b>\$ 3,191,950</b>	<b>\$ 19,017,840</b>
<b>INTEREST</b>						
<i>Other Fees</i>						
<b>Subtotal</b>	<b>\$ 114,000</b>	<b>\$ 114,000</b>	<b>\$ 114,000</b>	<b>\$ 114,000</b>	<b>\$ 114,000</b>	<b>\$ 570,000</b>
Transfers	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TOTAL EXPENDITURES</b>	<b>\$ 62,126,300</b>	<b>\$ 19,561,500</b>	<b>\$ 19,558,600</b>	<b>\$ 19,550,690</b>	<b>\$ 19,557,850</b>	<b>\$ 140,354,940</b>



# Appendix 6 –Capital Revenue & Expenditure Summary



	FY2022	FY2023	FY2024	FY2025	FY2026	Total
	Proposed Budget	Plan	Plan	Plan	Plan	FY2022 - FY2026
<b>CAPITAL REVENUES</b>						
<b>Federal Funding</b>						
Formula Apportionment	\$ 23,367,550	\$ 7,785,296	\$ 7,867,282	\$ 8,319,496	\$ 9,589,982	\$ 56,929,606
State of Good Repair	412,409	7,310,291	-	-	-	7,722,700
Federal Surface Transportation Block Grant (STBG)	1,070,585	-	-	-	-	1,070,585
Bus & Bus Facilities	2,214,727	2,214,727	2,214,727	2,214,727	2,214,727	11,073,635
<b>Total Federal Funding</b>	<b>\$ 27,065,271</b>	<b>\$ 17,310,314</b>	<b>\$ 10,082,009</b>	<b>\$ 10,534,223</b>	<b>\$ 11,804,709</b>	<b>\$ 76,796,526</b>
<b>State Funding</b>						
Urban Match State Grants	\$ 1,105,948	\$ 1,050,740	\$ 1,126,780	\$ 1,145,322	\$ 1,057,384	\$ 5,486,174
Strategic Transportation Investment (STI)	214,117	1,462,058	-	-	-	1,676,175
<b>Total State Funding</b>	<b>\$ 1,320,065</b>	<b>\$ 2,512,798</b>	<b>\$ 1,126,780</b>	<b>\$ 1,145,322</b>	<b>\$ 1,057,384</b>	<b>\$ 7,162,349</b>
<b>Local Funding</b>						
Southend Station -Private Funding	\$ 1,109,052	\$ 1,949,260	\$ 1,873,220	\$ -	\$ -	\$ 4,931,532
Southend Station -Local Funding	1,105,948	1,080,740	1,156,780	1,425,000	-	4,768,468
CATS Control Account	31,526,056	5,881,641	3,906,250	4,320,460	3,110,730	48,745,137
<b>Total Local Funding</b>	<b>\$ 33,741,056</b>	<b>\$ 8,911,641</b>	<b>\$ 6,936,250</b>	<b>\$ 5,745,460</b>	<b>\$ 3,110,730</b>	<b>\$ 58,445,137</b>
<b>Carryover Project Balance</b>						
Continue Existing Projects- Federal	\$ 89,352,886	\$ -	\$ -	\$ -	\$ -	\$ 89,352,886
Continue Existing Projects- State	26,433,660	-	-	-	-	26,433,660
Continue Existing Projects- Local	67,488,080	-	-	-	-	67,488,080
<b>Total Continue Existing Projects</b>	<b>\$ 183,274,626</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 183,274,626</b>
<b>Total Capital Revenues <sup>1</sup></b>	<b>\$ 245,401,018</b>	<b>\$ 28,734,753</b>	<b>\$ 18,145,039</b>	<b>\$ 17,425,005</b>	<b>\$ 15,972,823</b>	<b>\$ 325,678,638</b>

	FY2022	FY2023	FY2024	FY2025	FY2026	Total
	Proposed Budget	Plan	Plan	Plan	Plan	FY2022 - FY2026
<b>CAPITAL EXPENDITURES</b>						
State of Good Repair- Vehicle Replacement	\$ 28,176,858	\$ 12,186,840	\$ 12,387,663	\$ 12,074,234	\$ 13,558,932	\$ 78,384,527
State of Good Repair- Facilities & Others	1,700,244	1,300,000	1,100,000	800,000	500,000	5,400,244
Transit Safety & Security	1,300,065	348,897	326,136	696,339	686,339	3,357,776
Transit Long Range Capital Improvement	28,667,446	12,977,054	3,230,000	1,675,000	250,000	46,799,500
Non-Revenue Vehicle	704,320	390,530	320,740	370,000	413,212	2,198,802
Transit New Equipment	1,577,459	1,531,432	780,500	1,809,432	564,340	6,263,163
Transit- Other Programs	-	-	-	-	-	-
Carry Over Projects	183,274,626	-	-	-	-	183,274,626
<b>Total Capital Expenditures <sup>1</sup></b>	<b>\$ 245,401,018</b>	<b>\$ 28,734,753</b>	<b>\$ 18,145,039</b>	<b>\$ 17,425,005</b>	<b>\$ 15,972,823</b>	<b>\$ 325,678,638</b>

## Notes:

1. Excludes Grant-Funded Operating Projects totaling \$45.9 million for FY2022 – FY2026

# Appendix 6 – Capital Expenditure Details



State of Good Repair- Vehicle Replacement									
			FY2022 Proposed Budget	FY2023 Plan	FY2024 Plan	FY2025 Plan	FY2026 Plan	FY2022 - FY2026 TOTAL	
Bus Replacements	Bus	Annual Bus Replacements per year (Includes Flex Buses)	\$ 10,703,790	\$ 8,991,410	\$ 9,048,973	\$ 8,650,648	\$ 10,064,835	\$ 47,459,656	
		Average cost includes cost of cameras and plant visits							
		FY22: Replace 10 Buses @ \$990,379 each and 4 Flex Buses @ \$200,000 each							
		FY23: Replace 10 Buses @ \$837,341 each and 3 Flex Buses @ \$206,000 each							
		FY24: Replace 10 Buses @ \$862,461 each and 2 Flex Buses @ \$212,180 each							
		FY25: Replace 9 Buses @ \$888,335 each and 3 Flex Buses @ \$218,545 each							
		FY26: Replace 11 Buses @ \$914,985 each							
STS Replacements	STS	Annual STS Replacements per year	1,760,000	1,812,800	1,867,184	1,923,196	2,200,000	9,563,180	
		Average cost includes cost of cameras and plant visits							
		FY22: Replace 11 Buses @ \$160,000 each							
		FY23: Replace 11 Buses @ \$164,800 each							
		FY24: Replace 11 Buses @ \$169,744 each							
		FY25: Replace 11 Buses @ \$174,836 each							
		FY26: Replace 11 Buses @ \$200,000 each							
Vanpool Replacements	Vanpool	Annual Vanpool Replacements per year	507,120	331,890	344,726	355,068	236,712	1,775,516	
		Average cost includes cameras and plant visits							
		FY22: Replace 14 vans @ \$36,223 each (ten minivans and four vans)							
		FY23: Replace 9 vans @ \$36,877 each (two 15-passenger and seven 7-passenger)							
		FY24: Replace 9 minivans @ \$38,303 each							
		FY25: Replace 9 minivans @ \$39,452 each							
		FY26: Replace 6 minivans @ \$39,452 each							
Rail Car Expansion	Rail	Rail Car Expansion	14,100,000	-	-	-	-	14,100,000	
		FY22: Purchase 3 expansion Rail Cars @ \$4,700,000							
Bus		NCDDOT Urban Match for Bus Purchases	1,105,948	1,050,740	1,126,780	1,145,322	1,057,385	5,486,175	
			\$ 28,176,858	\$ 12,186,840	\$ 12,387,663	\$ 12,074,234	\$ 13,558,932	\$ 78,384,527	
State of Good Repair- Facilities & Others									
Envision My Ride Bus Shelters	Facilities	Replace and/or Update CATS bus stop amenities to enhance customer experience	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,500,000	
	Facilities	Critical lighting for South Corridor alignment	300,000	300,000	300,000	300,000	-	1,200,000	
LED Lighting Upgrades	Facilities	Rail & Bus Facility LED Lighting Upgrades	300,000	300,000	300,000	-	-	900,000	
	Facilities	Contingency for Projects	95,244	200,000	-	-	-	295,244	
S. Corridor Fencing Replacement	Facilities	Replace old green fencing with new taller and stronger fencing	325,000	-	-	-	-	325,000	
	Facilities	Purchase 2 new HVAC units per Traction Power substations to improve the reliability of climate control at each substation	180,000	-	-	-	-	180,000	
Subtotal			\$ 1,700,244	\$ 1,300,000	\$ 1,100,000	\$ 800,000	\$ 500,000	\$ 5,400,244	
Transit Safety & Security	BLE Cameras	Replace cameras along the alignment	\$ 222,144	\$ 223,897	\$ 226,136	\$ 350,000	\$ 350,000	\$ 1,372,177	
	Access Control Replacement	Replace old and outdated legacy systems within CATS access control equipment and establish on-going asset management for these systems	50,000	50,000	25,000	10,000	-	135,000	
Guard Shacks/Bollards	Safety & Security	Add guard shacks at various CATS facilities and Park N Ride locations and bollards at CATS facilities and along the alignment	75,000	75,000	75,000	-	-	225,000	
	Mobile Video Replacement	Replace/upgrade mobile video cameras on rail, fixed route bus and STS vehicles	952,921	-	-	336,339	336,339	1,625,599	
Subtotal			\$ 1,300,065	\$ 348,897	\$ 326,136	\$ 696,339	\$ 686,339	\$ 3,357,776	
Transit Long Range Capital Improvement									
ADA	Development	Implement corrections, enhancements and improvements required under ADA based on the results from the 2-year ADA Assessment	\$ 200,000	\$ 200,000	\$ 200,000	\$ 250,000	\$ 250,000	\$ 1,100,000	
	New Southend Station	Complete design and construct a new Southend Station	2,215,000	3,030,000	3,030,000	1,425,000	-	9,700,000	
Hambright Park & Ride Lot and Transit Center	Development	Design and construction at Hambright Road and I-77 in Huntersville, NC	1,427,446	9,747,054	-	-	-	11,174,500	
	SilverLine Design	15% - 30% Design/Draft Environmental Impact Statement for SilverLine	19,825,000	-	-	-	-	19,825,000	
North Yard Land Acquisition	Development	Land acquisition near North Yard Rail Facility	5,000,000	-	-	-	-	5,000,000	
	Subtotal		\$ 28,667,446	\$ 12,977,054	\$ 3,230,000	\$ 1,675,000	\$ 250,000	\$ 46,799,500	

# Appendix 6 – Capital Expenditure Details



Transit Non-Revenue Vehicle		FY2022 Proposed Budget	FY2023 Plan	FY2024 Plan	FY2025 Plan	FY2026 Plan	FY2022 - FY2026 TOTAL
Bus	Non-Revenue Vehicle: Bus Operations (BOD)	\$ 140,200	\$ 143,950	\$ 151,200	\$ -	\$ 413,212	\$ 848,562
	Annual replacement per year, Average cost includes safety equipment & radios						
	FY22: Replace 5 non-revenue vehicles @ \$28,040 each						
	FY23: Replace 5 non-revenue vehicles @ \$28,790 each						
	FY24: Replace 5 non-revenue vehicles @ \$30,240 each						
	FY26: Replace 5 non-revenue vehicles @ \$32,081 each						
Bus	Non-Revenue Vehicle: Bus Maintenance (BOD)	226,100	79,800	-	-	-	305,900
	Annual Replacement per year, Average cost includes safety equipment						
	FY22: Replace 3 non-revenue vehicles @ \$75,370 each						
	FY23: Replace 1 non-revenue vehicle @ \$79,800 each						
Bus	Non-Revenue Vehicle: STS Department	104,020	106,780	109,540	-	-	320,340
	Annual Replacement per year, Average cost includes cameras, branding, & safety equipment						
	FY22: Replace 2 non-revenue vehicles @ \$52,010 each						
	FY23: Replace 2 non-revenue vehicles @ \$53,390 each						
	FY24: Replace 2 non-revenue vehicles @ \$54,770 each						
Bus	Non-Revenue Vehicle: Facilities Maintenance	60,000	60,000	60,000	-	-	180,000
	Total annual replacement per year = 2						
	Average cost is \$30,000 per vehicle						
Bus	Non-Revenue Vehicle: Marketing	90,000	-	-	-	-	90,000
	Total annual replacement per year = 3						
	Average cost is \$30,000 per vehicle						
Bus	Non-Revenue Vehicle: Safety & Security	84,000	-	-	-	-	84,000
	Replace CTA-018, CTA-059, and CTA-251 vehicles						
Bus	Non-Revenue Vehicle: Technology	-	-	-	70,000	-	70,000
	Replace CTA-130 with a medium SUV, and CTA-117 with an extra large SUV V-6						
Bus	Tow Truck	-	-	-	300,000	-	300,000
	Replace the current BOD tow truck with a new heavy-duty tow truck						
<b>Subtotal</b>		<b>\$ 704,320</b>	<b>\$ 390,530</b>	<b>\$ 320,740</b>	<b>\$ 370,000</b>	<b>\$ 413,212</b>	<b>\$ 2,198,802</b>
<b>Transit New Equipment</b>							
Technology	Server Refresh (TMP 2.4)						
Technology	Davidson Network Refresh	\$ 133,500	\$ 34,000	\$ 538,000	\$ 504,000	\$ 138,000	\$ 1,347,500
Technology	UPS Refresh for Local Servers & Switches	52,500	220,000	42,500	24,000	-	339,000
	Replaced 6 commercial UPS units at South Tryon	210,000	-	-	240,000	-	450,000
Technology	CATS Network Refresh	-	-	100,000	100,000	-	200,000
Technology	LR SCADA Firewall Refresh	-	250,000	-	-	-	250,000
Bus	DR System Upgrade	-	-	-	661,432	-	661,432
	Upgrade DR system to operate the enunciation system and provide wireless data uploading and downloading.						
Finance	City of Charlotte ERP Initiatives	231,459	-	-	-	-	231,459
	CATS portion of City's CIP expenses (~11% of total): MUNIS upgrades; reporting solutions; MWSBE/DBE module; training initiatives; travel module; eProcurement module; Budget System upgrade						
Technology	Contingency for IT Projects	150,000	100,000	100,000	100,000	100,000	550,000
Bus	Additions for New Equipment	800,000	-	-	-	-	800,000
Rail	Rail Shop Equipment	-	327,432	-	-	-	327,432
Technology	HastusSoftware Upgrade	-	600,000	-	-	-	600,000
	Upgrade Hastus software used for scheduling, trip planning, call center, mobile applications, dispatching, assignments, and payroll						
Bus	Tug Replacement	-	-	-	160,000	-	160,000
	Replace 14 year old tug with new ones to be used to push buses that will not start						
Rail	Friction Modifiers	-	-	-	-	146,340	146,340
	Equipment decreases the friction in the interaction between the track and the wheel to decrease stress and pressure on both						
Bus	Steam Bay Lift at S. Tryon	-	-	-	-	160,000	160,000
	Replace the steam bay lift which helps in the bus repair process by identifying leaks that need to be repaired						
Bus	Brake Rotor Lathe	-	-	-	-	20,000	20,000
	Equipment used for curing noise and vibration problems and assist in prolonging the life of bus brake systems						
Bus	Bus Operations: Control Center Workstation	-	-	-	20,000	-	20,000
	Purchase equipment for 4 workstations including the desk, screens, monitor arm poles, chair, CPU cabinets, file drawers/storage, and installation						
<b>Subtotal</b>		<b>\$ 1,577,459</b>	<b>\$ 1,531,432</b>	<b>\$ 780,500</b>	<b>\$ 1,809,432</b>	<b>\$ 564,340</b>	<b>\$ 6,263,163</b>
<b>Grant-Funded Capital Projects Subtotal</b>		<b>\$ 62,126,392</b>	<b>\$ 28,734,753</b>	<b>\$ 18,145,039</b>	<b>\$ 17,425,005</b>	<b>\$ 15,972,823</b>	<b>\$ 142,404,012</b>

# Appendix 6 – Capital Expenditure Details



Carry Over Capital Projects		FY2022 Proposed Budget	FY2023 Plan	FY2024 Plan	FY2025 Plan	FY2026 Plan	FY2022 - FY2026 TOTAL
Department	Project Description						
Facilities	5310 Bus Stops	\$ 95,905	\$ -	\$ -	\$ -	\$ -	\$ 95,905
Technology	5310 Software	152,429	-	-	-	-	152,429
Development	ADA Assessment	200,000	-	-	-	-	200,000
Rail	BLE Origin Study	68,213	-	-	-	-	68,213
Safety & Security	Blue Line Camera Replacement	218,649	-	-	-	-	218,649
Bus	Bus Lane Improvements	1,000,000	-	-	-	-	1,000,000
Bus	Bus Replacements	22,615,684	-	-	-	-	22,615,684
Bus	Bus Shields	363,556	-	-	-	-	363,556
Facilities	Bus Stop Improvements	688,194	-	-	-	-	688,194
Bus	Bus Wash / Bay Lifts	779,391	-	-	-	-	779,391
S&S	Camera Upgrades	214,067	-	-	-	-	214,067
Development	Charlotte Gateway Station - Non-FRA	5,997,007	-	-	-	-	5,997,007
Administration	City of Charlotte ERP Initiatives	311,969	-	-	-	-	311,969
Technology	Continuum/Two Factor Security	65,000	-	-	-	-	65,000
Safety & Security	Core and Padlock Replacement at Facilities	218,854	-	-	-	-	218,854
Technology	CTC Camera Upgrades	306,050	-	-	-	-	306,050
Rail	Drainage Improvements	288,103	-	-	-	-	288,103
Bus	Electric Charging Stations	4,871,953	-	-	-	-	4,871,953
Facilities	Facilities Projects	164,640	-	-	-	-	164,640
Rail	Fare Collection System	960,368	-	-	-	-	960,368
Bus	Germidial Rails	2,210,625	-	-	-	-	2,210,625
Rail	Germidial Rails	575,958	-	-	-	-	575,958
S&S	Guard Shacks	100,000	-	-	-	-	100,000
Development	Hambright Park & Ride	1,523,000	-	-	-	-	1,523,000
Bus	HASTUS System	410,291	-	-	-	-	410,291
Facilities	HVAC Replacement	586,300	-	-	-	-	586,300
Development	Land Acquisitions	2,918,940	-	-	-	-	2,918,940
Facilities	Lighting Upgrades - LED	300,000	-	-	-	-	300,000
S&S	Lighting Upgrades - South Corridor	300,000	-	-	-	-	300,000
Development	LYNX Blue Line Capacity Expansion Project	515,837	-	-	-	-	515,837
Development	LYNX Blue Line Extension	92,298,485	-	-	-	-	92,298,485
Development	LYNX Blue Line Extension - Non-FPGA	1,306,916	-	-	-	-	1,306,916
Development	LYNX Silver Line	2,059,238	-	-	-	-	2,059,238
Administration	Miscellaneous Capital Projects	382,560	-	-	-	-	382,560
Rail	Miscellaneous Rail Equipment	686,051	-	-	-	-	686,051
Technology	Mobile Application Phase 2	238,674	-	-	-	-	238,674
Safety & Security	Mobile Video Replacement	168,177	-	-	-	-	168,177
Rail	MOW Battery Replacement	94,411	-	-	-	-	94,411
Rail	MOW Track Backhoe	100,000	-	-	-	-	100,000
Bus	MOW Traction	803,000	-	-	-	-	803,000
Bus	Non Revenue Vehicles - Bus	356,250	-	-	-	-	356,250
Bus	Non Revenue Vehicles - Development	45,000	-	-	-	-	45,000
Bus	Non Revenue Vehicles - Facilities	60,000	-	-	-	-	60,000
Bus	Non Revenue Vehicles - Rail	1,821,771	-	-	-	-	1,821,771
Bus	Non Revenue Vehicles - STS	101,260	-	-	-	-	101,260

# Appendix 6 – Capital Expenditure Details



Carry Over Capital Projects		FY2022 Proposed Budget	FY2023 Plan	FY2024 Plan	FY2025 Plan	FY2026 Plan	FY2022 - FY2026 TOTAL
Unexpended appropriations estimated as of February 28, 2021 for previously authorized multi-year capital projects or grant projects are re-appropriated for expenditure in FY2021. authorized as part of multi-year grant projects are also re-appropriated for expenditure in FY2021.							
Department	Project Description						
Safety & Security	Police Dispatch	172,069	-	-	-	-	172,069
Technology	Private Mobile Network	221,848	-	-	-	-	221,848
Rail	Rail Shop Equipment	250,000	-	-	-	-	250,000
Safety & Security	Security Enhancements	394,138	-	-	-	-	394,138
Technology	Server Refresh TMP (2.4)	164,000	-	-	-	-	164,000
Development	Silverline Consultants	1,300,000	-	-	-	-	1,300,000
Development	Silverline Design	21,175,000	-	-	-	-	21,175,000
Development	Southeast Station	2,297,326	-	-	-	-	2,297,326
Bus	STS Replacements	4,581,830	-	-	-	-	4,581,830
Rail	Track 4 Fall Protection	325,440	-	-	-	-	325,440
Development	Transit System Planning & Development	126,031	-	-	-	-	126,031
Rail	UPS Equipment	358,847	-	-	-	-	358,847
Bus	Van Pool Replacements	1,831,736	-	-	-	-	1,831,736
Rail	Video Solution	271,436	-	-	-	-	271,436
Facilities	VMF Transfer Switch	60,000	-	-	-	-	60,000
Technology	Workstation & Server Refresh	202,150	-	-	-	-	202,150
Grant-Funded Capital Projects Subtotal		\$ 183,274,626	\$ -	\$ -	\$ -	\$ -	\$ 183,274,626

TOTAL Including Carry Over Capital Projects, Excluding Grant-Funded Operating Projects	\$ 245,401,018	\$ 28,734,753	\$ 18,145,039	\$ 17,425,005	\$ 15,972,823	\$ 325,678,638
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# Appendix 7 – Grant-Funded Operating Projects



Grant-Funded Operating Projects- Federal Share Only														
Regional Transit Plan Study-UPWP Projects		Development	Development	Development	Development	Development	Development	Development	Development					
Transit Oriented Development		Development	Silver line planning	Unified Planning Work Program	Unified Planning Work Program	Unified Planning Work Program	Unified Planning Work Program	Unified Planning Work Program	Unified Planning Work Program					
UPWP Program		Development	Unified Planning Work Program	Unified Planning Work Program	Unified Planning Work Program	Unified Planning Work Program	Unified Planning Work Program	Unified Planning Work Program	Unified Planning Work Program					
UPWP Program		Development	Unified Planning Work Program	Unified Planning Work Program	Unified Planning Work Program	Unified Planning Work Program	Unified Planning Work Program	Unified Planning Work Program	Unified Planning Work Program					
Rail Safety Campaign		Marketing	Safety campaign for CityLYNX rail system	Safety campaign for CityLYNX rail system	Safety campaign for CityLYNX rail system	Safety campaign for CityLYNX rail system	Safety campaign for CityLYNX rail system	Safety campaign for CityLYNX rail system	Safety campaign for CityLYNX rail system					
Enhanced Mobility Project		Civil Rights	Federal funding for Enhanced Mobility Grant subrecipient projects and the Innovative Coordinated Access & Mobility (ICAM) Pilot Program	Federal funding for Enhanced Mobility Grant subrecipient projects and the Innovative Coordinated Access & Mobility (ICAM) Pilot Program	Federal funding for Enhanced Mobility Grant subrecipient projects and the Innovative Coordinated Access & Mobility (ICAM) Pilot Program	Federal funding for Enhanced Mobility Grant subrecipient projects and the Innovative Coordinated Access & Mobility (ICAM) Pilot Program	Federal funding for Enhanced Mobility Grant subrecipient projects and the Innovative Coordinated Access & Mobility (ICAM) Pilot Program	Federal funding for Enhanced Mobility Grant subrecipient projects and the Innovative Coordinated Access & Mobility (ICAM) Pilot Program	Federal funding for Enhanced Mobility Grant subrecipient projects and the Innovative Coordinated Access & Mobility (ICAM) Pilot Program					
Enhanced Mobility Project Administration		Civil Rights	Federal funding for staff to administer the Enhanced Mobility Grant	Federal funding for staff to administer the Enhanced Mobility Grant	Federal funding for staff to administer the Enhanced Mobility Grant	Federal funding for staff to administer the Enhanced Mobility Grant	Federal funding for staff to administer the Enhanced Mobility Grant	Federal funding for staff to administer the Enhanced Mobility Grant	Federal funding for staff to administer the Enhanced Mobility Grant					
Enhanced Mobility Project Administration		Civil Rights	Federal funding for monitoring subrecipients of the Enhanced Mobility Grant	Federal funding for monitoring subrecipients of the Enhanced Mobility Grant	Federal funding for monitoring subrecipients of the Enhanced Mobility Grant	Federal funding for monitoring subrecipients of the Enhanced Mobility Grant	Federal funding for monitoring subrecipients of the Enhanced Mobility Grant	Federal funding for monitoring subrecipients of the Enhanced Mobility Grant	Federal funding for monitoring subrecipients of the Enhanced Mobility Grant					
Workstations		Technology	Yearly refresh of older workstations, valued under \$5,000 per unit.	Yearly refresh of older workstations, valued under \$5,000 per unit.	Yearly refresh of older workstations, valued under \$5,000 per unit.	Yearly refresh of older workstations, valued under \$5,000 per unit.	Yearly refresh of older workstations, valued under \$5,000 per unit.	Yearly refresh of older workstations, valued under \$5,000 per unit.	Yearly refresh of older workstations, valued under \$5,000 per unit.					
Preventive Maintenance-Facilities		Facilities	Bus stop bases	Bus stop bases	Bus stop bases	Bus stop bases	Bus stop bases	Bus stop bases	Bus stop bases					
S. Tryon Bus Lot Repairs		Bus	Repair to the bus lot located at S. Tryon	Repair to the bus lot located at S. Tryon	Repair to the bus lot located at S. Tryon	Repair to the bus lot located at S. Tryon	Repair to the bus lot located at S. Tryon	Repair to the bus lot located at S. Tryon	Repair to the bus lot located at S. Tryon					
Preventive Maintenance - Bus		Bus	107,720	5,372,420	5,172,901	5,475,140	4,203,054	20,331,235	20,331,235					
Preventive Maintenance - Rail		Rail	196,459	850,000	850,000	850,000	850,000	3,596,459	3,596,459					
Preventive Maintenance - STS		STS	-	375,000	375,000	375,000	375,000	1,500,000	1,500,000					
570 Overhaul Engineering		Rail	The 570 Overhaul Engineering is necessary to provide support and QA services for the overhauls being performed by an off-site vendor. The engineering support will be provided for the following projects: Truck Overhaul, necessary maintenance electrical and mechanical upgrades of LRV systems and sub-system. This will cover development and implementation (base on historical information) and engineering to cover the OEM recommended maintenance services at directed intervals for vehicle systems. The systems covered are: Pantograph, Coupler, Trucks, Wheel Axles sets (traction motors and Gearboxes), Auxiliary Power inverter, Doors, HVAC, Propulsion, Communication, Destination Signs, Suspension system, Braking system Event recorder and Journal Bearings.			206,641	208,283	266,050	208,283	208,283	1,097,540			
570 Overhaul Equipment		Rail	The 570 Overhaul Program will cover the following projects: Truck Overhaul, necessary maintenance upgrades of LRV systems and sub-system. This project covers the OEM recommended maintenance services at directed intervals for vehicle systems. The systems covered are: Pantograph, Coupler, Trucks, Wheel Axles sets (traction motors and Gearboxes), Auxiliary Power inverter, Doors, HVAC, Propulsion, Communication, Destination Signs, Suspension system, Braking system Event recorder and Journal Bearings. This overhaul budget covers the 20 vehicle fleet. The 10 year overhaul preliminary estimates are included in this budget. The projected cost for the 10 year overhaul will be estimated \$12 million dollars. The 570 overhaul program will be performed by contractor.			2,795,930	2,258,866	2,326,632	2,258,866	2,258,866	11,899,160			
Grant-Funded Operating Projects Subtotal														
			\$	5,751,445	\$	10,589,669	\$	10,507,683	\$	10,059,269	\$	8,787,183	\$	45,695,249

## Appendix 7 – Grant-Funded Operating Projects



Grant Funded Operating Projects- State Share Only		FY2022 Proposed Budget	FY2023 Plan	FY2024 Plan	FY2025 Plan	FY2026 Plan	FY2022 - FY2026 TOTAL
Rideshare Program	Vanpool	\$ 137,683	\$ -	\$ -	\$ -	\$ -	137,683
Program to encourage as a viable alternative, the use of Public Transit through the Vanpool Program.							
Apprentice Program	Various	87,564	-	-	-	-	87,564
Program to create unique learning opportunities in various departments within CATS for college students who show interest in public transit.							
Grant-Funded Operating Projects Subtotal		\$ 225,247	\$ -	\$ -	\$ -	\$ -	225,247
Grant-Funded Operating Projects Total Federal and State Share Only		\$ 5,976,692	\$ 10,589,669	\$ 10,507,683	\$ 10,059,269	\$ 8,787,183	45,920,496

## Appendix 8 – Other Capital Projects Managed by CATS



### Charlotte Gateway Station

Sources of Capital Funding	Funding Share	Funding Amount
<u><i>Federal Railroad Administration Cooperative Agreement</i></u>		
Federal TIGER VII Grant Program (FRA)	57%	\$ 30,000,000
Match to TIGER VII Grant (Strategic Transportation Investments)	43%	22,719,131
<b>FRA Federal Project Total</b>	<b>100%</b>	<b>\$ 52,719,131</b>
Surface Transportation Block Grant		\$ 17,350,000
Strategic Transportation Investments (STI- Preliminary Engineering & Construction)		7,280,869
City of Charlotte funds for engineering, construction & other uses		9,034,986
<b>Non-FRA Federal Project Total</b>		<b>\$ 33,665,855</b>
<b>FRA Cooperative Agreement Total</b>		<b>\$ 86,384,986</b>
<u><i>Federal Transit Administration Grants</i></u>		
Federal Grants NC-04-006 & NC-04-0018 for engineering & construction	80%	\$ 22,030,772
Match to FTA	20%	5,507,693
<b>FTA Project Total</b>	<b>100%</b>	<b>\$ 27,538,465</b>
<u><i>Other Funding Sources &amp; Uses</i></u>		
Surface Transportation Block Grant		\$ 1,400,000
Strategic Transportation Investments (STI- Preliminary Engineering & Construction)		9,600,000
Proceeds from Sale of Land		11,842,625
NCDOT Rail Division PE Funds		1,925,375
City of Charlotte funds for engineering, construction & other uses		23,965,014
<b>Other Funding Sources Total</b>		<b>\$ 48,733,014</b>
<b>TOTAL PROJECT BUDGET</b>		<b>\$ 162,656,465</b>

## Appendix 8 – Other Capital Projects Managed by CATS



### CityLYNX Goldline Phase II

Sources of Capital Funding	Funding Share	Funding Amount
Federal Section 5309 Small Starts Federal Funds	50%	\$ 73,087,380
Local Funds Match to Small Starts (City of Charlotte)	50%	73,087,382
<b>Federal Section 5309 Project Total</b>	<b>100%</b>	<b>\$ 146,174,762</b>
100% Local Funds (City of Charlotte)		3,912,619
<b>TOTAL PROJECT BUDGET</b>		<b>\$ 150,087,381</b>
<b>Uses of Capital Funding ( as of 2/28/2021)</b>	<b>Budget Amount</b>	<b>Expenditures to Date</b>
10. Guideway & Track Elements	\$ 19,476,843	\$ 17,788,037
20. Stations, Stops, Terminals, Intermodal	2,204,700	2,039,700
30. Support Facilities: Yards, Shops, Admin Buildings	-	-
40. Sitework & Special Conditions	32,481,078	24,172,905
50. Systems	26,604,844	25,736,315
60. ROW, Land, Existing Improvements	1,201,415	716,102
70. Vehicles	39,747,841	31,525,391
80. Professional Services	22,528,395	18,848,220
90. Unallocated Contingency	3,842,265	-
100. Finance Charges	-	-
100% Local Funded Art in Transit	-	244,061
100% Local Funded	2,000,000	-
<b>TOTAL PROJECT EXPENSE</b>	<b>\$ 150,087,381</b>	<b>\$ 121,070,731</b>

## Appendix 9 – FY2022 Budget Schedule



Month	Date	Present/Deliver To	Details
Dec	30	City S&B Department	CEO Preliminary Budget
Jan	27	Metropolitan Transit Commission (MTC)	Presentation of Preliminary Budget: Overview
Feb	11	Transit Services Advisory Committee (TSAC)	Presentation of Preliminary Budget: Overview
	16	Citizens Transit Advisory Group (CTAG)	Presentation of Preliminary Budget: Overview
Apr	20	Citizens Transit Advisory Group (CTAG)	Presentation of CEO Recommended Budget to MTC
	28	Metropolitan Transit Commission (MTC)	Presentation of CEO Recommended Budget to City Council
Jun	14	Charlotte City Council	Adopt Budget



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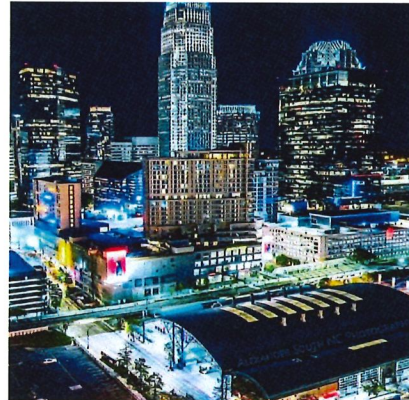


## FY2022 Proposed Operating, Debt Service and FY2022 -2026 Capital Budgets

Presented to

Metropolitan Transit Commission  
(MTC)

April 28, 2021



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## Budget Summary of Events

### FY2022 Budget Development Summary of Events

- ✓ Presentation of Preliminary Budgets
  - MTC - January 27, 2021
- ✓ TSAC Budget Presentation
  - February 11, 2021
- ✓ CTAG Preliminary Budget Presentation
  - February 16, 2021
- ✓ CTAG Presentation of Proposed Operating, Capital and Debt Service Budgets
  - April 20, 2021
- ✓ MTC Presentation of Proposed Operating, Capital and Debt Service Budgets
  - April 28, 2021

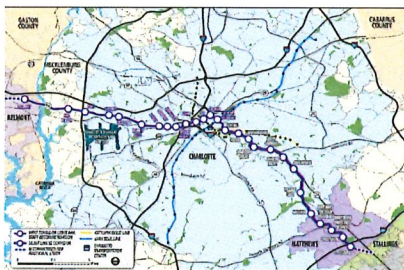


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- ✓ CityLYNX Goldline Phase II
- ✓ Silver Line
- ✓ Battery Electric Buses (BEB)



## COVID-19 Impact

- Employee Safety
- Ridership
- Revenue Shortfalls (Fares & Sales Tax)
- Cleaning Services
- PPE, Sanitizer, Mask
- Partitions & Driver Shields
- Facility Updates



## COVID-19 Impact

- CARES ACT Funding
  - CATS Share \$56,935,286
  - 100% Federal Funding no local Match Requirement
- CRRSAA (Coronavirus Response and Relief Supplemental Apportionments Act)
  - CATS Share \$51,090,454
  - 100% Federal Funding no local match requirement
- American Rescue Plan Act
  - Estimated CATS Share pending Spilt agreement \$82,696,619
  - 100% Federal Funding no local match requirement

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## FY2022 Proposed Budget

BUDGET SUMMARY				
	FY2021 Amended Budget (millions)	FY2022 Proposed Budget (millions)	Variance (millions)	Variance (%)
Operating Revenues	\$ 180.2	\$ 185.8	\$ 5.6	3.1%
CATS Control Account	-	-	-	0.0%
<b>Total Operating Revenue</b>	<b>\$ 180.2</b>	<b>\$ 185.8</b>	<b>\$ 5.6</b>	<b>3.1%</b>
Operating Expenditures	\$ 180.2	\$ 185.8	\$ 5.6	3.1%
Transfer to Capital	-	-	-	0.0%
<b>Total Operating Expenditures and Transfers</b>	<b>\$ 180.2</b>	<b>\$ 185.8</b>	<b>\$ 5.6</b>	<b>3.1%</b>
Debt Service Budget	\$ 103.8	\$ 62.1	\$ (41.7)	-40.2%
Capital Budget*	\$ 275.5	\$ 245.4	\$ (30.1)	-10.9%

\* Note: FY2022 Proposed Budget includes Carryover projects

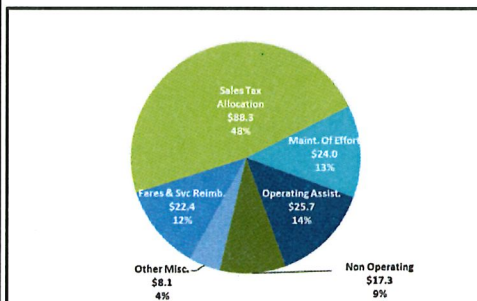
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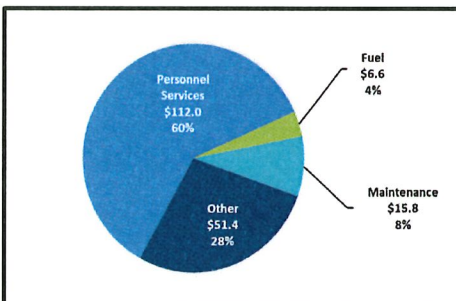
## FY2022 Proposed Operating Budget

### FY2022 Proposed Budget Summary

**Operating Revenue**  
**Total \$185.8 million**



**Operating Expenses**  
**Total \$185.8 million**



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## FY2022 Proposed Operating Budget

### FY2022 Overview of Key Changes

#### Key Changes in FY2022 vs FY2021 *(millions)*

**\$180.2 FY2021 Amended Budget**

- + 5.3 Fares
  - + 1.9 Service Income & Reimbursements
  - + 0.7 Maintenance of Effort
  - (3.1) Operating Assistance
  - + 0.8 Non-Operating Revenue
- \$185.8 FY2022 Proposed Budget**

#### Key Changes in FY2022 vs FY2021 *(millions)*

**\$180.2 FY2021 Amended Budget**

- + 1.6 Personal Services
- (0.2) Fuel (Diesel for BOD & STS)
- + 2.3 Maintenance
- + 1.9 Other Operating Expenses

**\$185.8 FY2022 Proposed Budget**



## FY2022 Proposed Operating Budget

### FY2022 Proposed Staffing

#### • City Positions

**579.75** Full Time Equivalent Regular City Positions

**1.00** Temporary Position

**NEW! 1.00** Service Level Change-Grant Funded GIS position (included in 579.75 )

#### • Contracted Positions

➤ **845.00** Full Time Equivalent Transit Management Of Charlotte Positions  
Bus Operations (Bus Operators, Maintenance & Administrative)

➤ **108.05** Full Time Equivalent Positions – Contracted Security Officers





## FY2022 Proposed Operating Budget

Performance Objectives				
Financial Performance Objectives				
	FY2020	FY2021	FY2021	FY2022
	Audited Actuals	Amended Budget	Year End Projection	Proposed Budget
SYSTEM SUBSIDY				
≤ 80% of Total Operating Cost	83.1%	86.8%	87.0%	83.4%
OPERATING RATIO (W/O Capital Interest)	16.9%	13.2%	13.0%	16.6%
PASSENGERS PER HOUR				
(Bus ≥ 20 passengers per hour)	12.7	15.1	10.2	12.6
(Light Rail ≥ 90 passengers per hour)	97.4	103.9	53.0	72.7
ADMINISTRATIVE OVERHEAD				
(≤ 15%)	11.10%	14.62%	14.37%	15.37%
GROSS DEBT SERVICE COVERAGE				
(> 3.0)	5.74	6.36	6.36	8.1
NET DEBT SERVICE COVERAGE				
(≥ 1.15)	1.49	1.15	1.04	1.43

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## FY2022 Proposed Capital Budget

### FY2022 Overview of Key Changes

SOURCES OF FUNDS	FY2022-2026 Preliminary	FY2022-2026 Proposed	Change from Preliminary
Federal Funding	\$ 60,824,118	\$ 76,796,526	\$ 15,972,408
State Funding	7,162,349	7,162,349	-
Local Funding	52,743,275	58,445,137	5,701,862
Carryover Funding	-	183,274,626	183,274,626
TOTALS	\$ 120,729,742	\$ 325,678,638	\$ 204,948,896

SOURCES OF FUNDS	FY2022-2026 Preliminary	FY2022-2026 Proposed	Change from Preliminary
State of Good Repair - Vehicle Replacement, Facilities & Others	\$ 67,910,501	\$ 83,784,771	\$ 15,874,270
Transit Safety & Security	3,357,776	3,357,776	-
Transit Long Range Capital Improvement	41,799,500	46,799,500	5,000,000
Transit Non-Revenue Vehicle	2,198,802	2,198,802	-
Transit New Equipment	5,463,163	6,263,163	800,000
Transit Other Programs	-	-	-
Carry Over Projects	-	183,274,626	183,274,626
TOTALS	\$ 120,729,742	\$ 325,678,638	\$ 204,948,896

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## FY2022-FY2026 Proposed Capital Budget

### 5-Year Capital Budget

#### \$120.7 M FY2022-FY2026 Preliminary Budget

\$ 15.9 M SOGR Facilities & Others  
\$ 5.0 M Transit Long Range Capital Improvement  
\$ 0.8 M Transit Other Equipment  
\$ 183.3 M Carryover Projects

#### \$325.7 M FY2022-FY2026 Proposed Budget



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## FY2022-FY2026 Proposed Capital Budget

SOURCES OF FUNDS	FY2022	FY2023	FY2024	FY2025	FY2026	TOTALS
Grants - Federal	\$ 27,065,271	\$ 17,310,314	\$ 10,082,009	\$ 10,534,223	\$ 11,804,709	\$ 76,796,526
Grants - State	1,320,065	2,512,798	1,126,780	1,145,322	1,057,384	7,162,349
Local ½% Sales Tax	33,741,056	8,911,641	6,936,250	5,745,460	3,110,730	58,445,137
Carry Over Project Balance	183,274,626	-	-	-	-	183,274,626
TOTALS	\$ 245,401,018	\$ 28,734,753	\$ 18,145,039	\$ 17,425,005	\$ 15,972,823	\$ 325,678,638

USES OF FUNDS	FY2022	FY2023	FY2024	FY2025	FY2026	TOTALS
State of Good Repair - Vehicle Replacement, Facilities & Others	\$ 29,877,102	\$ 13,486,840	\$ 13,487,663	\$ 12,874,234	\$ 14,058,932	\$ 83,784,771
Transit Safety & Security	1,300,065	348,897	326,136	696,339	686,339	3,357,776
Transit Long Range Capital Improvement	28,667,446	12,977,054	3,230,000	1,675,000	250,000	46,799,500
Transit Non-Revenue Vehicle	704,320	390,530	320,740	370,000	413,212	2,198,802
Transit New Equipment	1,577,459	1,531,432	780,500	1,809,432	564,340	6,263,163
Transit Other Programs	-	-	-	-	-	-
Carry Over Projects	183,274,626	-	-	-	-	183,274,626
TOTALS	\$ 245,401,018	\$ 28,734,753	\$ 18,145,039	\$ 17,425,005	\$ 15,972,823	\$ 325,678,638

#### Notes:

1. Excludes Grant-Funded Operating Projects totaling \$45.5 million for FY2022 – FY2026

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## FY2022-FY2026 Proposed Capital Budget

### \$325.7 million Funds 5-Year Capital Program

#### Key Capital Expenses:

- **State of Good Repair \$83.8 million**
  - Replace 62 buses; 55 STS Buses; 47 Vanpool Vans
  - Rail Car Expansion
  - Contingency for Facilities projects (FY22 – FY23 only)
  - Envision My Ride Bus Shelters
  - Fencing Replacements
  - Substation HVAC Replacement
  - Lighting Upgrades



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## FY2022-FY2026 Proposed Capital Budget

### \$325.7 million Funds 5-Year Capital Program (continued)

#### Key Capital Expenses:

- **Transit Safety and Security \$3.4 million**
  - Camera & Access Control Replacements
  - Guard Shacks & Bollards
  - Mobile Video Replacement
- **SilverLine Light Rail Design \$19.8 million**
  - FY2020 \$9.0m
  - FY2021 \$21.2m
  - Total 3-year funding \$50m
- **Transit Long Range Capital Improvement \$27.0 million**
  - ADA Enhancements and Improvements
  - Southend Station
  - Hambright Park & Ride
  - North Yard Land Acquisition



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## FY2022-FY2026 Proposed Capital Budget

### \$325.7 million Funds 5-Year Capital Program (continued)

#### Key Capital Expenses:

- **Transit Non-Revenue Vehicles \$2.2 million**
  - 18 replacement vehicles in FY2022
  - 45 replacement vehicles over 5-year Program

Non-Revenue Vehicles	FY2022	FY2023-FY2026	Total Vehicles
Bus Operations & Maintenance	8	17	25
Special Transportation Services	2	4	6
Facilities	2	4	6
Marketing	3	-	3
Safety & Security	3	-	3
Technology	-	2	2
TOTALS	18	27	45



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## FY2022-FY2026 Proposed Capital Budget

### \$325.7 million Funds 5-Year Capital Program (continued)

#### Key Capital Expenses:

- **Transit Equipment \$6.3 million**
  - Server Refresh
  - UPS Refresh
  - Network Infrastructure Refresh
  - ERP Initiatives
  - Steam Bay Lifts
  - Tug Replacement
  - Rail Shop Equipment
  - Friction Modifiers
  - Demand Response System Upgrade
  - SCADA Firewall Refresh
  - BOCC Workstations
  - Brake Rotor equipment
  - Contingency for IT Projects
  - Additions for new Bus Equipment
  - HASTUS Software



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## FY2022 Proposed Budget

BUDGET SUMMARY				
	FY2021 Amended Budget (millions)	FY2022 Proposed Budget (millions)	Variance (millions)	Variance (%)
Operating Revenues	\$ 180.2	\$ 185.8	\$ 5.6	3.1%
CATS Control Account	-	-	\$ -	0.0%
<b>Total Operating Revenue</b>	<b>\$ 180.2</b>	<b>\$ 185.8</b>	<b>\$ 5.6</b>	<b>3.1%</b>
Operating Expenditures	\$ 180.2	\$ 185.8	\$ 5.6	3.1%
Transfer to Capital	-	-	-	0.0%
<b>Total Operating Expenditures and Transfers</b>	<b>\$ 180.2</b>	<b>\$ 185.8</b>	<b>\$ 5.6</b>	<b>3.1%</b>
Debt Service Budget	\$ 103.8	\$ 62.1	\$ (41.7)	-40.2%
Capital Budget*	\$ 275.5	\$ 245.4	\$ (30.1)	-10.9%

\*FY2022 Proposed Budget Includes carryover projects



## FY2022 Proposed Budget

### Actions Required

- MTC Approval of FY2022 Proposed Budgets and Recommendation to City Council





## FY2022 Proposed Budget

### Next Steps

- City Council Proposed Budget Presentation – May 2021
- City Council Budget Adoption – June 2021

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THANK YOU

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**METROPOLITAN TRANSIT COMMISSION  
ACTION ITEM  
STAFF SUMMARY**

---

**SUBJECT: LYNX Silver Line Refined Locally  
Preferred Alternative (LPA) Staff  
Recommendation**

---

**DATE: April 28, 2021**

- 1.0 PURPOSE/SCOPE:** To purpose of this action item is to approve the refined Locally Preferred Alternative (LPA) for the LYNX Silver Line based on staff recommendations.

**BACKGROUND/JUSTIFICATION:** In February 2019, the MTC adopted the Locally Preferred Alternative (LPA) for the LYNX Silver Line. In January 2020, CATS initiated an alignment refinement process to study the LPA including a robust public involvement and stakeholder engagement campaign.

Over the past year, the LYNX Silver Line team was able to successfully engage with the public with three rounds of large scale live virtual public meetings, and a variety of other approaches including a virtual online map to collect public comment, project videos available on the CATS website and YouTube, neighborhood outreach, newspaper ads, social media posts, e-mail blasts, rider alerts on all CATS vehicles, handouts in libraries, and online surveys. Information was made available in both English and Spanish. The last round of public engagement concluded on March 11, 2021. Over 2000 survey responses were received, and the results indicate that the preliminary staff recommendation for the refined LPA has an 84% rate of public support.

The staff recommendations were presented at the March 24, 2021 MTC meeting. All jurisdictions along the corridor, have collaboratively participated in the study process, and the City of Belmont, Town of Matthews, Town of Stallings, and Town of Indian Trail have executed resolutions of support for the staff recommended LPA.

- 2.0 PROCUREMENT BACKGROUND:** The LYNX Silver Line program, currently consists of three separate contracts. The following is the background of each

- LYNX Silver Line Design and Environmental Services
  - Contract executed on March 3, 2020
- LYNX Silver Line Transit Oriented Development (TOD) Planning
  - Contract executed on March 20, 2020
- LYNX Silver Line Rail Trail Study
  - Contract executed June 5, 2020

- 3.0 POLICY IMPACT:** By taking this action the MTC will adopt the refined LYNX Silver Line Locally Preferred Alternative (LPA) as shown on Attachments A and update the 2030 Transit System Plan.

- 4.0 ECONOMIC IMPACT:** N/A

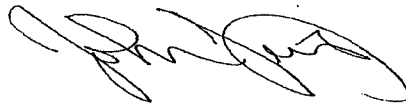
- 5.0 ALTERNATIVES:** N/A

- 6.0**    **RECOMMENDATION:** Staff recommends the following adoptions and directives:
- A.** Adopt the LYNX Silver Line Refined Locally Preferred Alternative alignment and stations as shown on Attachment A
  - B.** Direct staff to continue the design and environment study and initiate station area planning activities as part of the TOD study
  - C.** Identify measures to preserve the adopted alignment

**7.0**    **ATTACHMENT(S):**

Attachment A: LYNX Silver Line Locally Preferred Alternative  
Attachment B: Focus Area 1 Staff Recommendation  
Attachment C: Focus Area 2 Staff Recommendation  
Attachment D: Focus Area 3 Staff Recommendation  
Attachment E: Focus Area 4 Staff Recommendation  
Attachment F: Focus Area 5 Staff Recommendation  
Attachment G: Focus Area 6 Staff Recommendation  
Attachment H: City of Belmont Resolution of Support  
Attachment I: Town of Matthews Resolution of Support  
Attachment J: Town of Stallings Resolution of Support  
Attachment K: Town of Indian Trail Resolution of Support

**SUBMITTED AND RECOMMENDED BY:**

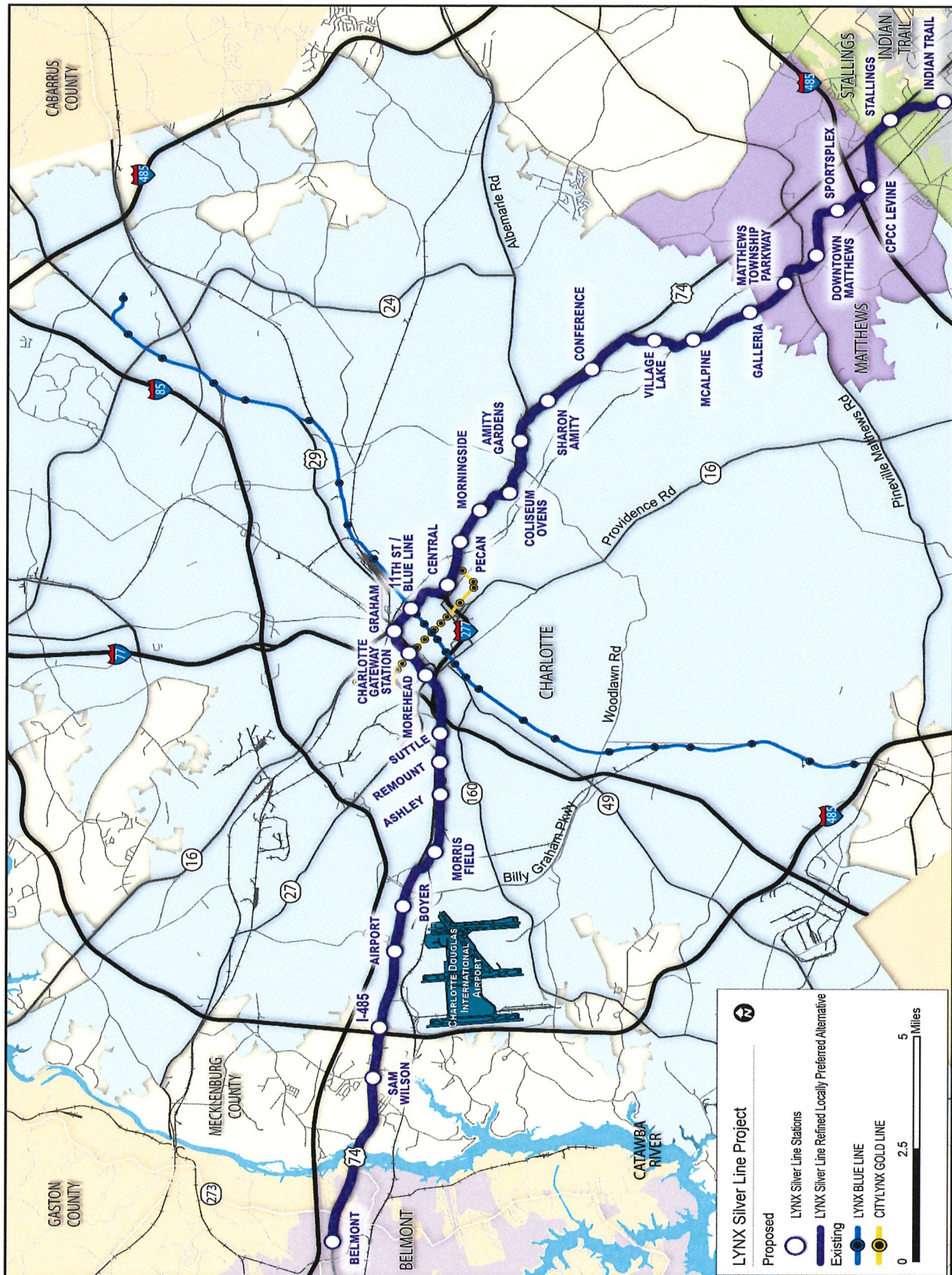


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**John M. Lewis, Jr.**  
**Chief Executive Officer, Charlotte Area Transit System**  
**Director of Public Transit, City of Charlotte**

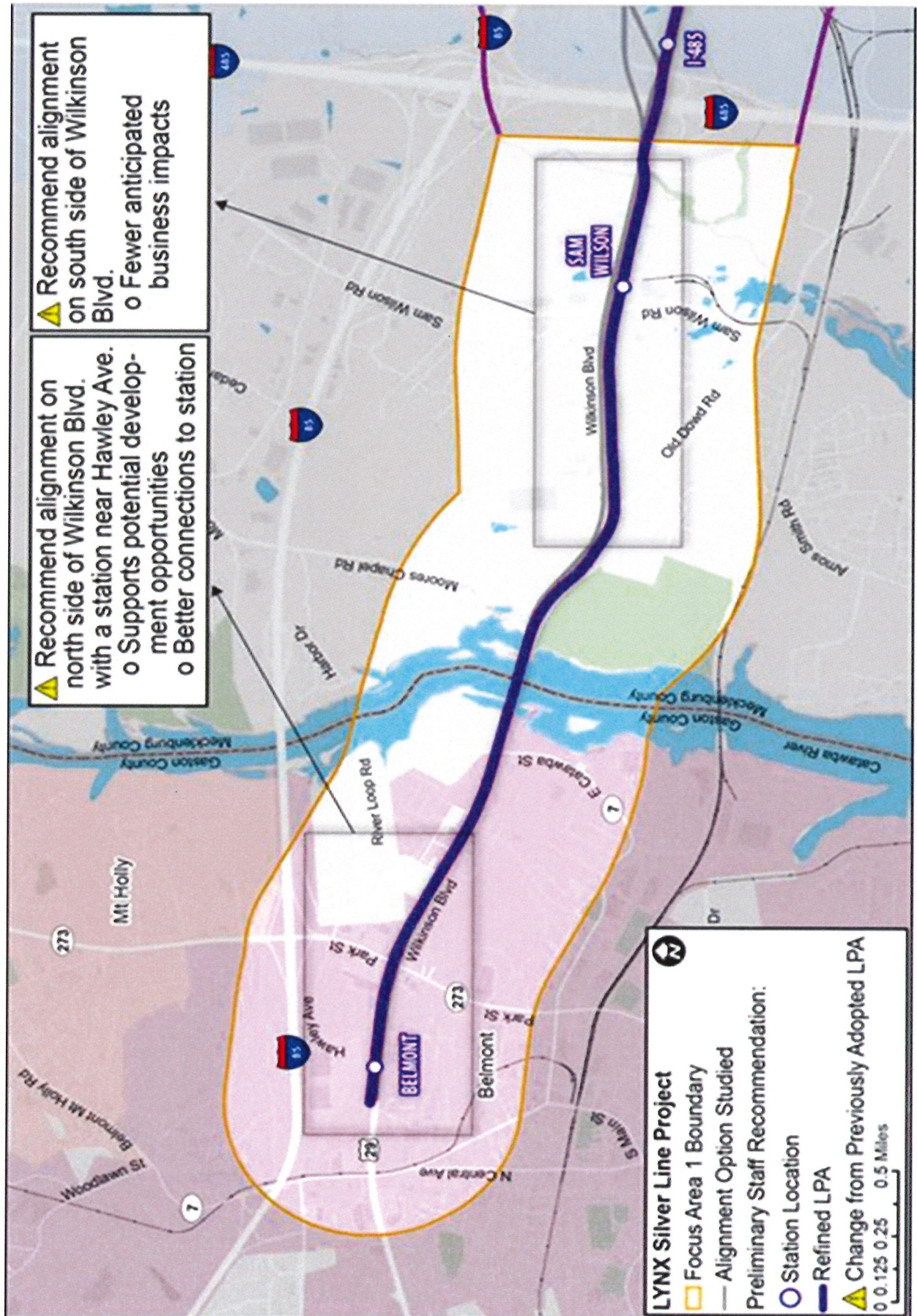


# Attachment A LYNX Silver Line Refined Locally Preferred Alternative



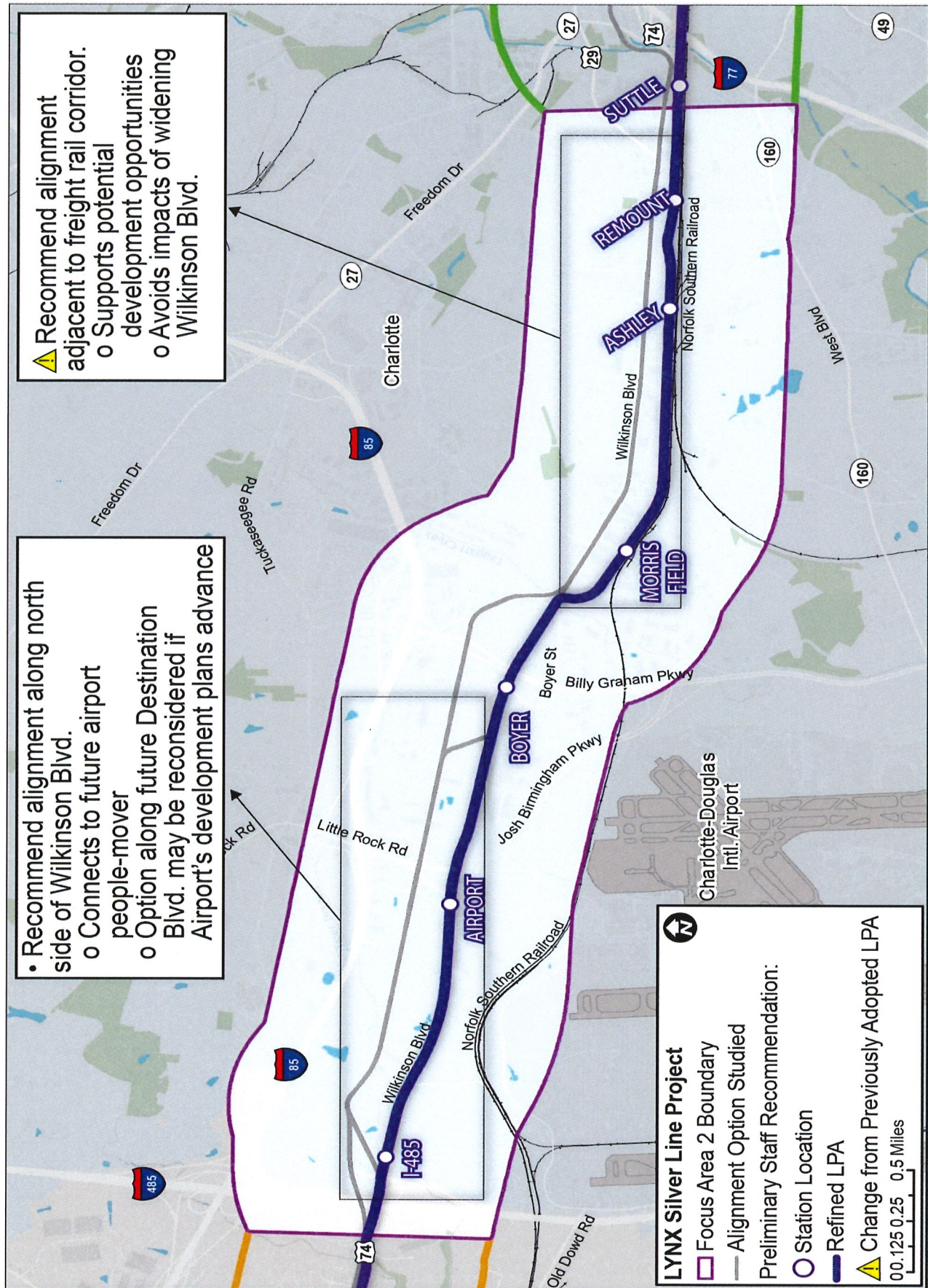


**Attachment B**  
**LYNX Silver Line Focused Area 1 – Staff Recommendation**



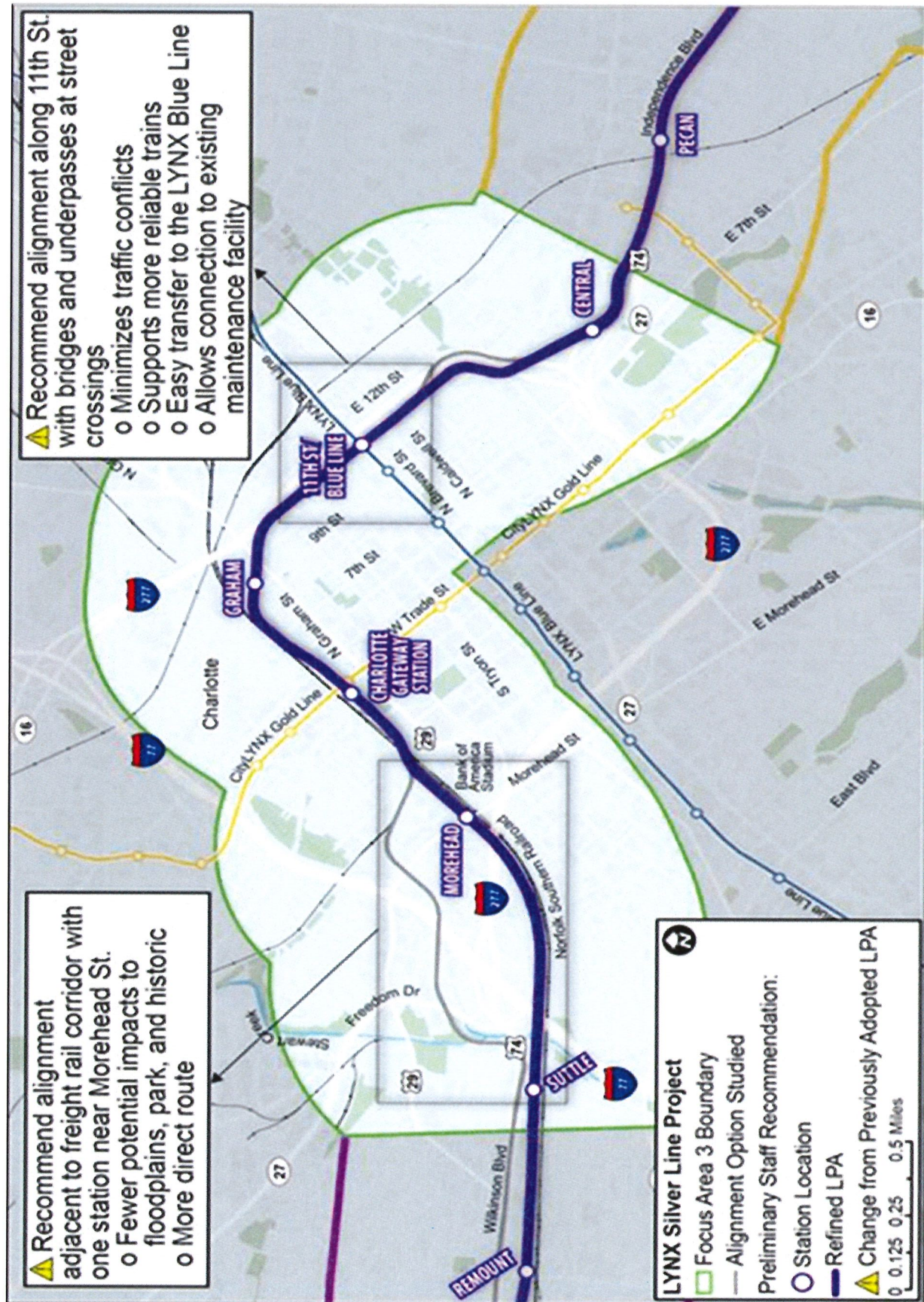


# Attachment C LYNX Silver Line Focused Area 2 – Staff Recommendation



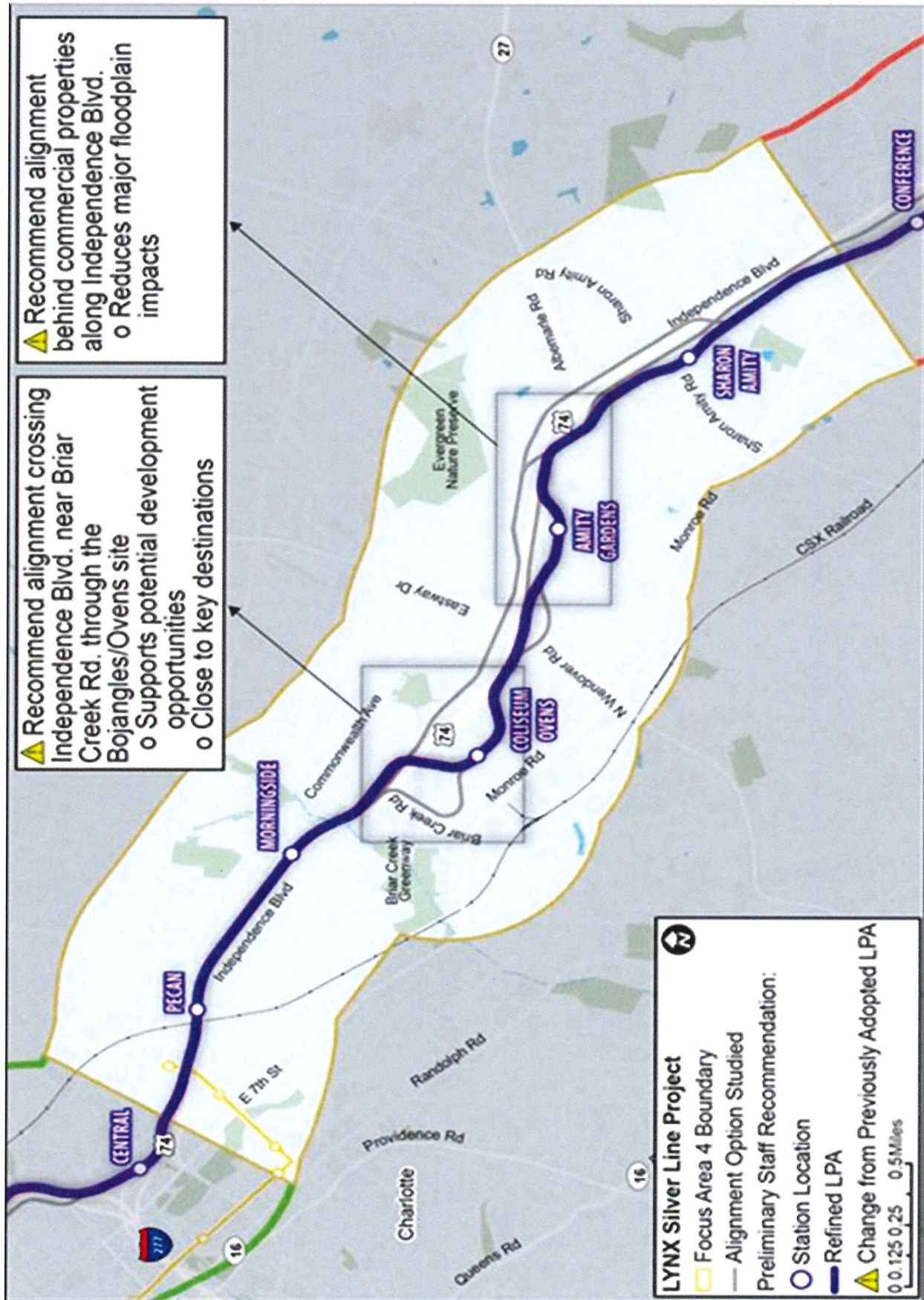


**Attachment D**  
**LYNX Silver Line Focused Area 3 – Staff Recommendation**



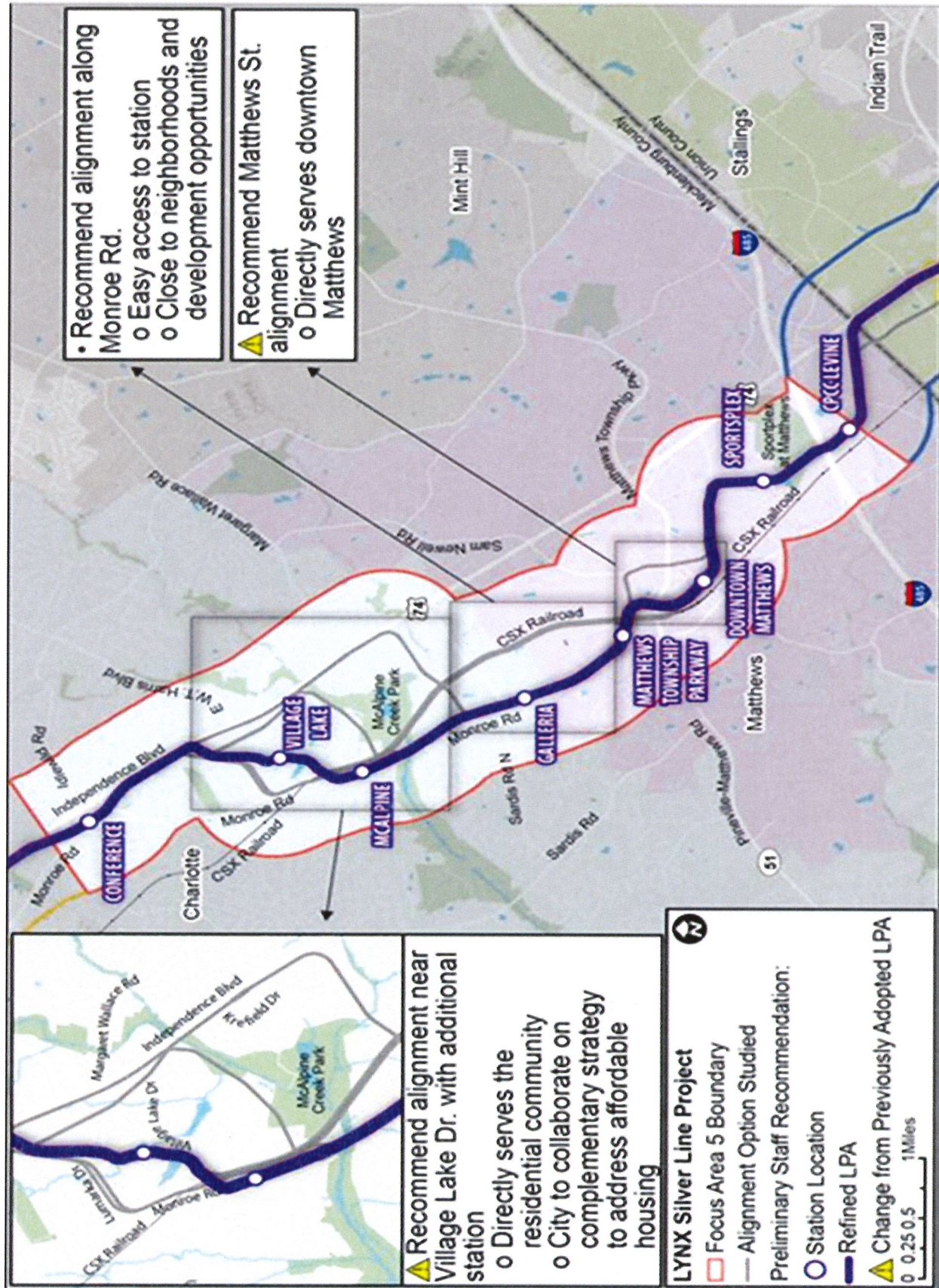


**Attachment E**  
**LYNX Silver Line Focused Area 4 – Staff Recommendation**



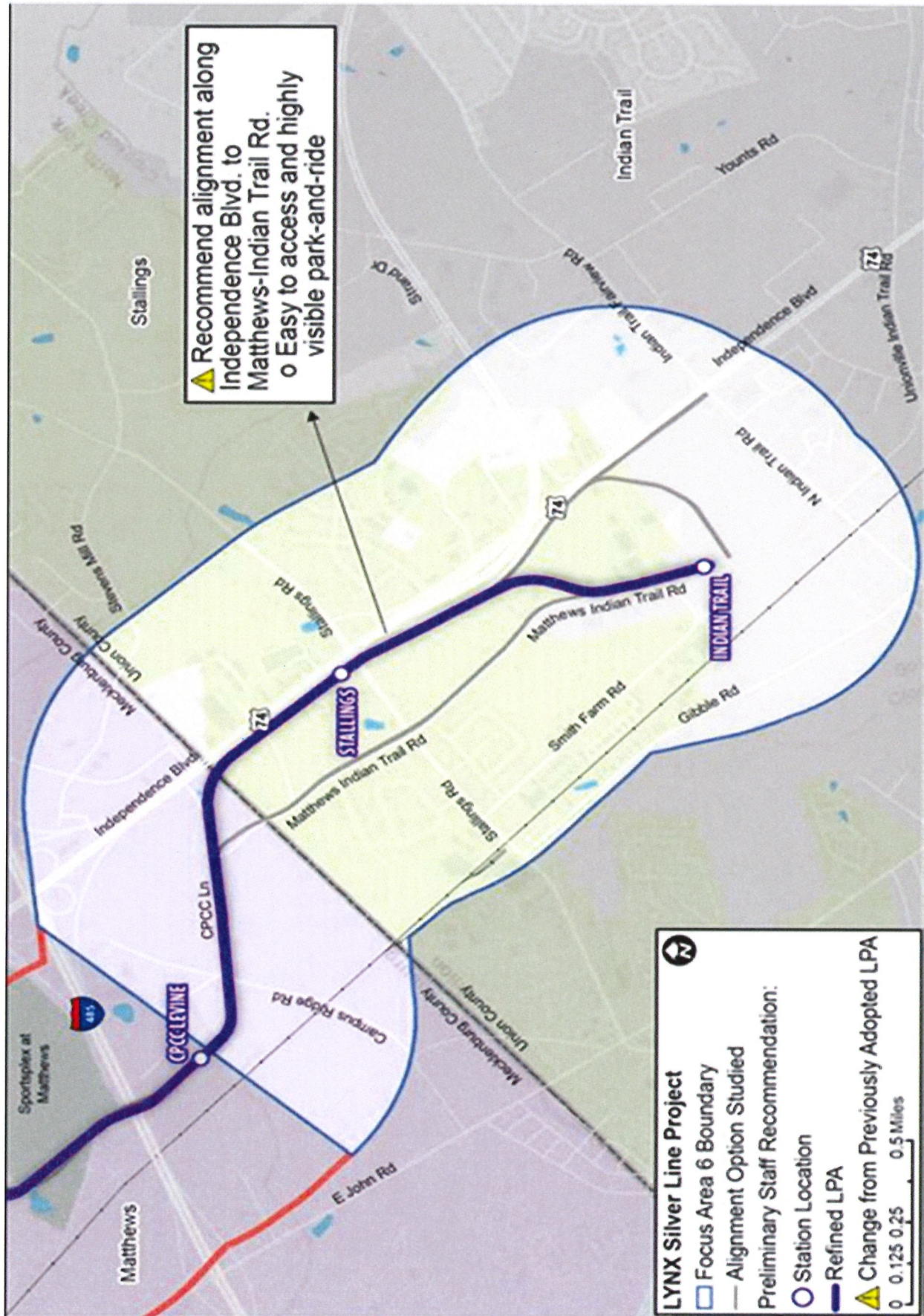


**Attachment F**  
**LYNX Silver Line Focused Area 5 – Staff Recommendation**





Attachment G  
LYNX Silver Line Focused Area 6 – Staff Recommendation





**Attachment H  
City of Belmont Resolution of Support**

STATE OF NORTH CAROLINA   )  
  )  
CITY OF BELMONT                    )

RESOLUTION # 2021.04.05

**LYNX SILVER LINE PROJECT**

**A RESOLUTION SUPPORTING THE LYNX SILVER LINE LOCALLY  
PREFERRED ALTERNATIVE**

**WHEREAS**, the LYNX Silver Line is a proposed 26-mile light rail project connecting Gaston and Mecklenburg Counties, and potentially Union County;

**WHEREAS**, the LYNX Silver Line will travel from the City of Belmont through the Center City Charlotte and the Town of Matthews, with a potential extension into Stallings and Indian Trail;

**WHEREAS**, in August 2018, Charlotte Area Transit System held a public meeting at Gaston College Kimbrell Campus to solicit public input on proposals to extend the LYNX light rail system across the Catawba River in to Belmont;

**WHEREAS**, in January 2020, the Charlotte Area Transit System initiated the Silver Line Design and Environmental Study;

**WHEREAS**, the LYNX Silver Line project team has hosted live presentations and Q&A sessions to allow for public participation;

**WHEREAS**, the LYNX Silver Line project team identified and evaluated alternative alignments and developed the staff recommendations for a preferred alignment and station locations;

**WHEREAS**, the benefits are many with public transit to include convenience, new personal opportunities, safety, financial savings, and environmental benefits;

**NOW, THEREFORE, BE IT ORDERED** by the City Council of the City of Belmont that:

- 1) The City of Belmont fully supports the updated LYNX Silver Line Preferred Alternative extending into Gaston County to the City of Belmont.
- 2) The City of Belmont will coordinate with Gaston County to evaluate funding options to support advancing the design of the extension.
- 3) City staff is directed to identify measures to preserve the light rail corridor.
- 4) City staff is directed to continue to participate in the LYNX Silver Line Transit Oriented Development study to develop recommendations for transit-supportive land use policies.

Adopted this 5th day of April 2021.

**ATTEST:**

  
Jamie Campbell, City Clerk

  
Charles R. Martin, Mayor



**Attachment I  
Town of Matthews Resolution of Support**

**LYNX SILVER LINE  
A RESOLUTION SUPPORTING THE REFINED LOCALLY PREFERRED  
ALTERNATIVE**

**WHEREAS**, the LYNX Silver Line is a proposed 26-mile light rail project connecting Gaston and Mecklenburg Counties, and potentially Union County;

**WHEREAS**, the LYNX Silver Line will travel from the City of Belmont through the Center City Charlotte and the Town of Matthews, with a potential extension into Stallings and Indian Trail;

**WHEREAS**, the Town of Matthews recognizes immense benefit of the LYNX Silver Line to the community;

**WHEREAS**, the benefits are many with public transit to include convenience, new personal opportunities, safety, financial savings, and environmental benefits;

**WHEREAS**, in January 2020, the Charlotte Area Transit System initiated the Silver Line Design and Environmental Study, which included an evaluation of a potential extension into Union County;

**WHEREAS**, the LYNX Silver Line project team has hosted live presentations and Q&A sessions to allow for public participation;


**WHEREAS**, the LYNX Silver Line project team identified and evaluated alternative alignments and developed the staff recommendations for a preferred alignment and station locations; and

**NOW, THEREFORE, BE IT ORDERED** by the Town of Matthews Board of Commissioners that

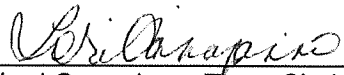
- 1) The Town of Matthews fully supports the refined LYNX Silver Line Locally Preferred Alternative that will be presented to the Metropolitan Transit Commission on April 28, 2021 (Exhibit A).
- 2) Town staff is directed to work with CATS to implement measures identified to preserve the light rail corridor.
- 3) Town staff is directed to continue to participate in the LYNX Silver Line Transit Oriented Development study to develop recommendations for transit-supportive land use policies and the Urban Design Framework.
- 4) Town staff is directed to continue to participate in the LYNX Silver Line Rail Trail project to develop recommendations for the alignment and branding of the rail trail.
- 5) Town staff is directed to further coordinate with LYNX Silver Line design team on the following:
  1. Ensure the design of non-rail infrastructure and stations in the corridor meets the Town of Matthews ordinances and standards, as applicable.

2. Parking solutions and access to stations and businesses.
3. Aesthetics of the alignment, including trackway, walls, stations, bridges and other systems elements.
4. Minimize the footprint of the rail in the Matthews Street section, in order to maximize the pedestrian and bicycle facilities.
5. Work with individual property owners regarding zoning compliance and/or property acquisition.
6. The location of the light rail within the adopted corridor, updating the Board as needed.

Adopted this 12th day of April 2021.

  
\_\_\_\_\_  
John F. Higdon, Mayor

**ATTEST:**

  
\_\_\_\_\_  
Lori Canapinno, Town Clerk

**Attachment J**  
**Town of Stallings Resolution of Support**



**Resolution Affirming the Stallings Town Council's  
Support of CATS Selected Alignment and Park and  
Ride Lot location for the LYNX Silverline within  
the Town Limits**

A RESOLUTION WHEREAS, the LYNX Silver Line is a proposed 26-mile light rail project from the City of Belmont in Gaston County, through Center City Charlotte and the Town of Matthews, with a potential extension into Union County. The Charlotte Area Transit System (CATS), Town of Stallings, and numerous other local governments collectively have been awarded a grant from the U.S. Department of Transportation Federal Transit Administration (FTA) to support planning efforts for the proposed LYNX Silver Line. CATS developed several alignment options running through the Town of Stallings; and

WHEREAS, the pre-project development and early scoping phase of the project utilizing a scorecard framework, and using that framework the CATS staff preliminary recommendation is that the Highway 74 to Matthews Indian Trail Road alignment is the preferred alignment, and that a park and ride facility should be in Stallings; and

WHEREAS, the Stallings' location would be around the end of the line and placement is ideal to allow all commuters and Union County residents to park and enter the light rail system while having the least amount of impact on existing residences and businesses.

WHEREAS, while from a development standpoint, the Town's land use plans would seem to support a walk-up station located on Matthews Indian Trail Road. However, if design is intentional and supporting resources are provided to the Town, the Town sees potential in CATS vision for a park and ride station in Stallings and how this type of facility could fit into the Town vision as identified by the Monroe Bypass Small Area Plan.

WHEREAS, the *STALLINGS* Comprehensive Land Use Plan Article 3 addresses the Town's need for identity and achieving this through increased streetscape, architecture, and connectivity. The following goals were established by the CLUP:

- I-1 Promote the many benefits of good community appearance and the importance of aesthetics to quality of life and economic development by developing a standard for landscape, streetscape, and architecture.
- I-1.1 Develop organizational structure for Town beautification and community involvement.
- I-1.2 Enhance community pride and identity by improving the public realm.
- I-1.3 Community gateways should incorporate design elements that greet and direct the public and evoke a sense of place; and

WHEREAS, a park and ride station in this area would need to support these goals and to ensure this occurs and compliance with the Town's land use plans is upheld, the Town supports the light rail with the following conditions:

1. A parking structure would be needed because surface parking would not further the Town's goals for identity through appearance. Require 50% of the street level of the parking structure have commercial use space.
2. The station should not be designed just for people traveling in from outside Stallings, parking their car, and traveling elsewhere. The design should equally incorporate and integrate a walk-up station to support those living and working in the immediately surrounding area.
3. The design should be designed to integrate into and encourage positive development aligned with the Town's land use plans.
4. Architecture for the parking deck would need to be attractive and provide a visual landmark for the Town.
5. Artwork would need to be incorporated into the station and deck.




6. Streetscape including landscaping on all roadways that the parking structure fronts would comply with Town streetscape goals.
7. Incorporation of connectivity that compliments the goals of the Stallings Parks, Recreation and Greenway Plan.
8. Coordinating with the Town on road connections that promote goals established in the Monroe Bypass Small Area Plan and encourage future development.
9. A transit overlay district will be needed to ensure the above occurs along with positive desired development (and undesired development is prevented).
10. The above need to be included in the silver line design/construction budget.

NOW, THEREFORE, the Town Council of the Town of Stallings resolves to affirm its support of CATS Selected Alignment and Park and Ride Location of the LYNX Silver Line within the Town Limits.

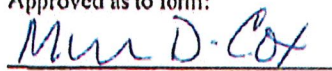
This the 22<sup>nd</sup> day of March 2021.

Attest:

  
Erin Nichols, Town Clerk

  
Wyatt Dunn, Mayor

Approved as to form:

  
Melanie Cox, Town Attorney

**Attachment K  
Town of Indian Trail Resolution of Support**

STATE OF NORTH CAROLINA   )  
  )  
TOWN OF INDIAN TRAIL        )

**RESOLUTION #R210309-01**

**LYNX SILVER LINE PROJECT**

**A RESOLUTION SUPPORTING THE LYNX SILVER LINE LOCALLY  
PREFERRED ALTERNATIVE EXTENSION TO INDIAN TRAIL**

**WHEREAS**, the LYNX Silver Line is a proposed 26-mile light rail project connecting Gaston and Mecklenburg Counties, and potentially Union County;

**WHEREAS**, the LYNX Silver Line will travel from the City of Belmont through the Center City Charlotte and the Town of Matthews, with a potential extension into Stallings and Indian Trail;

**WHEREAS**, on March 12, 2019, the Town of Indian Trail adopted a resolution requesting that the Local Preferred Alternative for the Silver Line be extended eastward into the Town of Indian Trail, Union County for evaluation of a potential terminus station in Indian Trail;

**WHEREAS**, in January 2020, the Charlotte Area Transit System initiated the Silver Line Design and Environmental Study, which included an evaluation of a potential extension into Union County;

**WHEREAS**, the LYNX Silver Line project team has hosted live presentations and Q&A sessions to allow for public participation;

**WHEREAS**, the LYNX Silver Line project team identified and evaluated alternative alignments for an extension to Stallings and Indian Trail and developed the staff recommendations for a preferred alignment and station locations;

**WHEREAS**, the benefits are many with public transit to include convenience, new personal opportunities, safety, financial savings, and environmental benefits; and

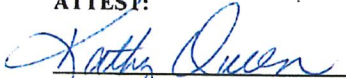
**NOW, THEREFORE, BE IT ORDERED** by the Town Council of the Town of Indian Trail that

- 1) The Town of Indian Trail fully supports the LYNX Silver Line Preferred Alternative extending into Union County to the Towns of Stallings and Indian Trail.
- 2) The Town of Indian Trail will coordinate with Union County and the Town of Stallings to evaluate funding options to support advancing the design of the extension.

- 3) Town staff is directed to identify measures to preserve the light rail corridor.
- 4) Town staff is directed to continue to participate in the LYNX Silver Line Transit Oriented Development study to develop recommendations for transit-supportive land use policies.

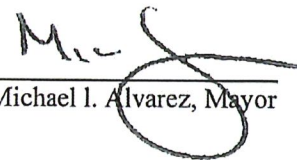
Adopted this 9<sup>th</sup> day of March 2021.

ATTEST:

  
Kathy Queen, Town Clerk

*Reviewed and approved by Attorney Karen Walter*



  
Michael I. Alvarez, Mayor

**RESOLUTION  
No. 2021-02**

**ADOPTION OF LYNX SILVER LINE STAFF RECOMMENDATIONS**

A motion was made by County Commissioner Leigh Altman (Mecklenburg County Board of Commissioners) and seconded by Mayor John Higdon (Town of Matthews) for the adoption of the following resolution and upon being put to a vote was duly adopted.

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

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

WHEREAS the 2019 adoption of the LYNX Silver Line Locally Preferred Alternative defined the Silver Line as one continuous light rail corridor from the Town of Matthews to Center City Charlotte and continuing west to the Charlotte Douglas International Airport and beyond to a western terminus in the City of Belmont in Gaston County, and

WHEREAS the MTC directed CATS staff to initiate Design and Environmental services for the LYNX Silver Line LPA, as defined above, and to investigate the feasibility of extending the Silver Line LPA eastward to a potential terminus in Union County, and

WHEREAS beginning in March of 2020 the LYNX Silver Line project team has worked with staff from the City of Charlotte, Town of Matthews, City of Belmont, Town of Stallings, Town of Indian Trail, North Carolina Department of Transportation, major stakeholders along the alignment, and the residents in the study area to refine the alignment and station locations, in an open, fair, comprehensive, and impartial manner, and

WHEREAS on April 12, 2021 the Town of Matthews adopted a Resolution Supporting the Refined Locally Preferred Alternative for the LYNX Silver Line, and

WHEREAS on April 5, 2021 the City of Belmont adopted a Resolution Supporting the LYNX Silver Line Locally Preferred Alternative, and

WHEREAS on March 22, 2021 the Town of Stallings adopted a Resolution Affirming the Stallings Town Council's Support of CATS selected alignment and park and ride location for the LYNX Silver Line within the Town Limits, and

WHEREAS on March 9, 2021 the Town of Indian Trail adopted a Resolution Supporting the LYNX Silver Line Locally Preferred Alternative Extension to Indian Trail, and



WHEREAS CATS staff presented the LYNX Silver Line staff recommendations and public involvement summary for information at the March 24, 2021 Metropolitan Transit Commission meeting,

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

1. The LYNX Silver Line Locally Preferred Alternative as adopted by the MTC in 2019 is hereby amended to constitute a 29-mile light rail alignment with 29 stations as shown in Attachment A.
2. CATS staff is directed to continue the design and environment study and initiate station area planning activities as part of the TOD study.
3. CATS staff is to identify measures to protect the adopted alignment.
4. This resolution shall take effect immediately upon its adoption.
5. Attachment:  
Attachment A: LYNX Silver Line Refined Locally Preferred Alternative

This resolution shall take effect immediately upon its adoption.

---

I, Vi Lyles, Chairman of the Metropolitan Transit Commission, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Metropolitan Transit Commission, duly held on April 28, 2021.

  
\_\_\_\_\_  
Chairwoman, Metropolitan Transit Commission





## Public Input



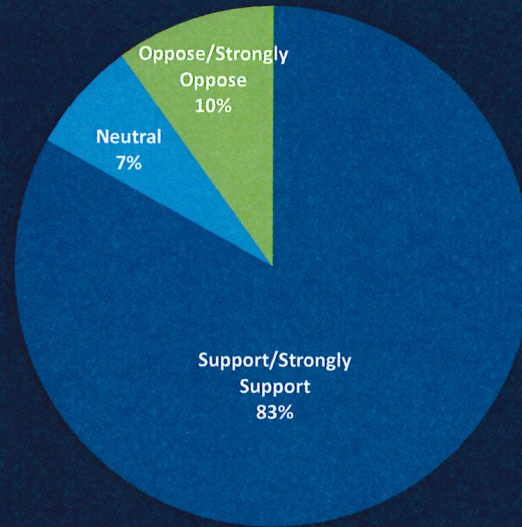
83% of survey participants support the staff recommendations



7% of survey participants are neutral of the staff recommendations



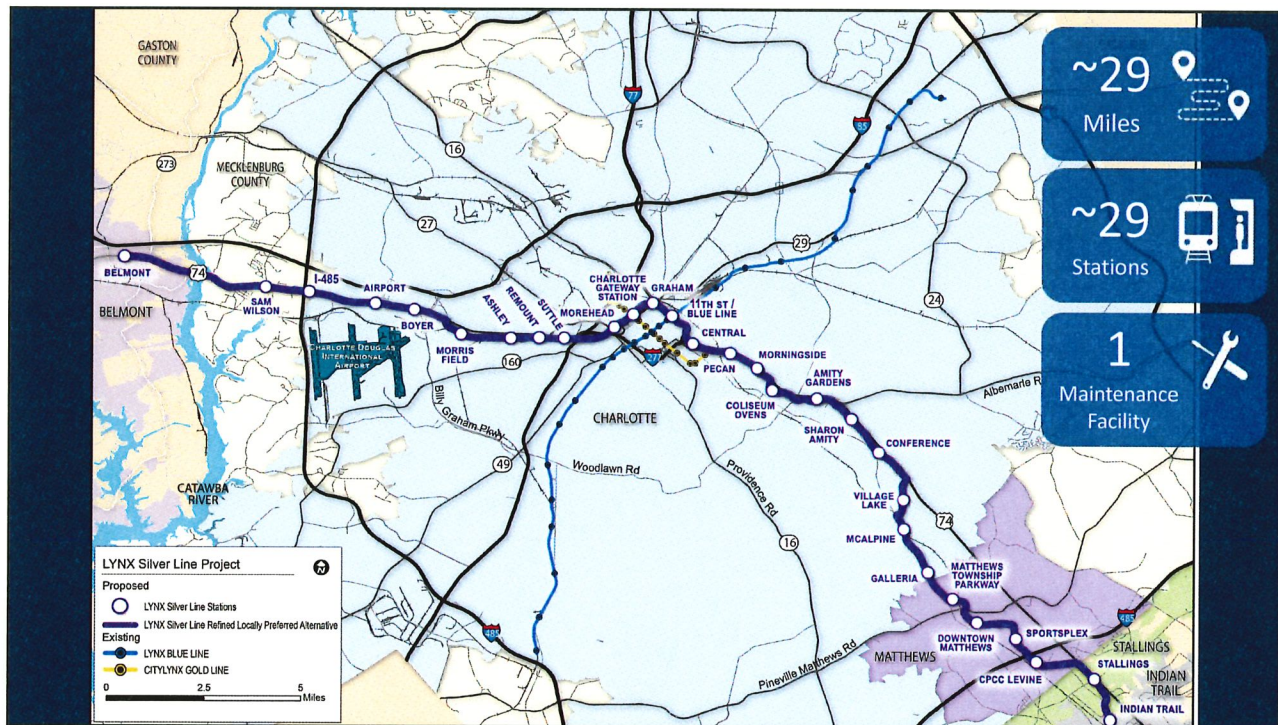
10% of survey participants oppose the staff recommendations



SILVER LINE



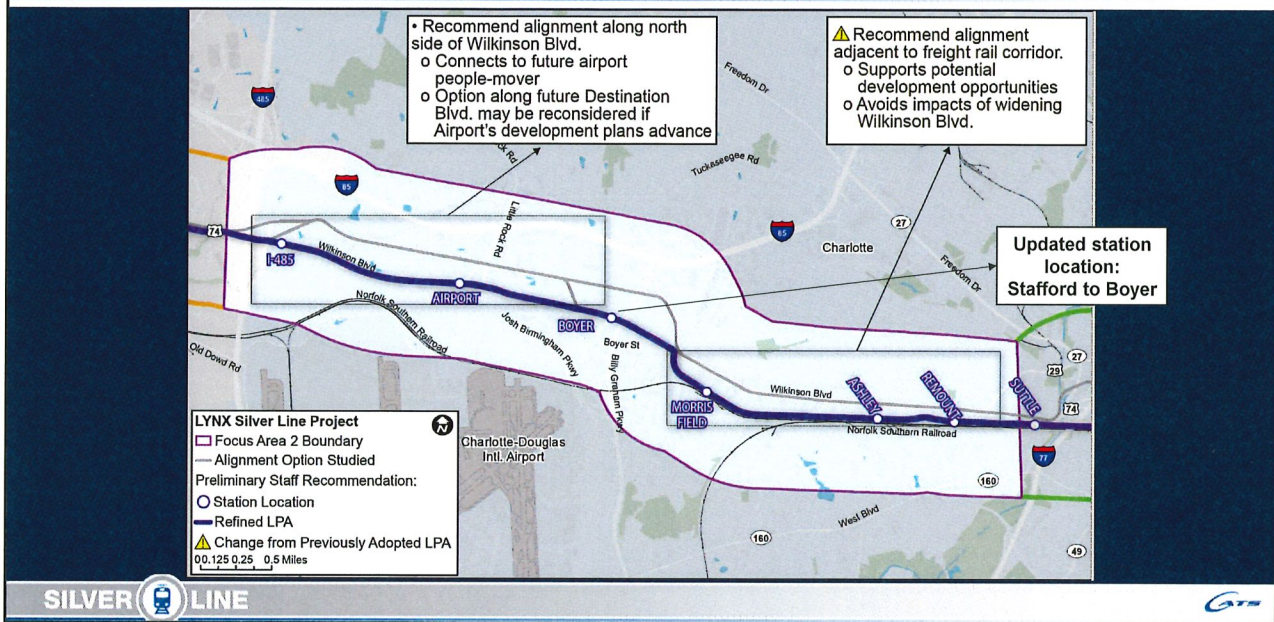
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4



## Focus Area 2: Wilkinson Boulevard (I-485 to West Morehead Street)



5

# Thank you!



6





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

Mode / Service	Mar-21	Mar-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	454,776	709,277	-35.9 %	4,162,472	8,157,064	-49.0 %	16,009	13,197	8,443
<b>Subtotal</b>	<b>454,776</b>	<b>709,277</b>	<b>-35.9 %</b>	<b>4,162,472</b>	<b>8,157,064</b>	<b>-49.0 %</b>	<b>16,009</b>	<b>13,197</b>	<b>8,443</b>
<b>Local Express</b>									
Arboretum Express	-	2,345	n/a	-	40,157	n/a	-	-	-
Harrisburg Road Express	303	1,277	-76.3 %	2,583	20,014	-87.1 %	13	-	-
Northcross Express	286	3,549	-91.9 %	2,304	73,285	-96.9 %	12	-	-
Idlewild Road Express	197	1,234	-84.0 %	2,657	17,254	-84.6 %	9	-	-
Independence Blvd Express	129	2,409	-94.6 %	1,081	35,631	-97.0 %	6	-	-
Lawyers Road Express	354	1,501	-76.4 %	2,693	22,509	-88.0 %	15	-	-
Matthews Express	-	1,899	n/a	-	32,175	n/a	-	-	-
Mountain Island Express	-	781	n/a	-	11,376	n/a	-	-	-
Northlake Express	326	3,311	-90.2 %	1,940	51,547	-96.2 %	14	-	-
North Mecklenburg Express	205	3,744	-94.5 %	1,933	97,362	-98.0 %	9	-	-
Huntersville Express	421	4,798	-91.2 %	3,140	13,858	-77.3 %	18	-	-
Rea Road Express	285	1,624	-82.5 %	2,530	27,874	-90.9 %	12	-	-
Steele Creek Express	-	649	n/a	-	11,489	n/a	-	-	-
Huntersville Greenhouse Express	176	243	-27.6 %	1,114	3,579	-68.9 %	8	-	-
<b>Subtotal</b>	<b>2,682</b>	<b>29,364</b>	<b>-90.9 %</b>	<b>21,975</b>	<b>458,110</b>	<b>-95.2 %</b>	<b>116</b>	<b>-</b>	<b>-</b>
<b>Regional Express</b>									
Gastonia Express	462	2,339	-80.2 %	4,641	32,256	-85.6 %	20	-	-
Rock Hill Express	251	1,600	-84.3 %	2,215	25,265	-91.2 %	11	-	-
Union County Express	220	1,216	-81.9 %	2,038	20,274	-89.9 %	10	-	-
<b>Subtotal</b>	<b>933</b>	<b>5,155</b>	<b>-81.9 %</b>	<b>8,894</b>	<b>77,795</b>	<b>-88.6 %</b>	<b>41</b>	<b>-</b>	<b>-</b>
<b>Community Circulator</b>									
Neighborhood Shuttles	13,855	24,488	-43.4 %	131,789	279,138	-52.8 %	486	444	224
Eastland Neighborhood Shuttle	7,736	12,061	-35.9 %	75,279	139,132	-45.9 %	258	239	210
Pineville-Matthews Road	1,357	2,063	-34.2 %	12,762	28,565	-55.3 %	53	33	-
Village Rider	3,555	5,388	-34.0 %	32,057	61,196	-47.6 %	128	87	65
<b>Subtotal</b>	<b>26,503</b>	<b>44,000</b>	<b>-39.8 %</b>	<b>251,887</b>	<b>508,031</b>	<b>-50.4 %</b>	<b>925</b>	<b>803</b>	<b>499</b>
<b>Human Services Transportation</b>									
Special Transportation Services	13,055	15,061	-13.3 %	102,550	183,628	-44.2 %	427	200	130
DSS	77	250	-69.2 %	614	2,451	-74.9 %	4	-	-
<b>Subtotal</b>	<b>13,132</b>	<b>15,311</b>	<b>-14.2 %</b>	<b>103,164</b>	<b>186,079</b>	<b>-44.6 %</b>	<b>431</b>	<b>200</b>	<b>130</b>
<b>Rideshare Services</b>									
Vanpool	2,883	8,560	-66.3 %	28,141	98,598	-71.5 %	125	-	-
<b>Subtotal</b>	<b>2,883</b>	<b>8,560</b>	<b>-66.3 %</b>	<b>28,141</b>	<b>98,598</b>	<b>-71.5 %</b>	<b>125</b>	<b>-</b>	<b>-</b>



Metropolitan Transit Commission  
Charlotte Area Transit System Ridership Report

Mar-21

Mode / Service	Mar-21	Mar-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	209,692	471,880	-55.6 %	1,900,475	6,656,582	-71.4 %	6,849	7,901	5,138
<b>Subtotal</b>	<b>209,692</b>	<b>471,880</b>	<b>-55.6 %</b>	<b>1,900,475</b>	<b>6,656,582</b>	<b>-71.4 %</b>	<b>6,849</b>	<b>7,901</b>	<b>5,138</b>
<b>Total</b>	<b>710,601</b>	<b>1,283,547</b>	<b>-44.6 %</b>	<b>6,477,008</b>	<b>16,142,259</b>	<b>-59.9 %</b>	<b>24,496</b>	<b>22,101</b>	<b>14,210</b>







## March | CATS Sales Tax Report FY2021

### January Receipts

#### Sales Tax Collections and Distribution – January 2021

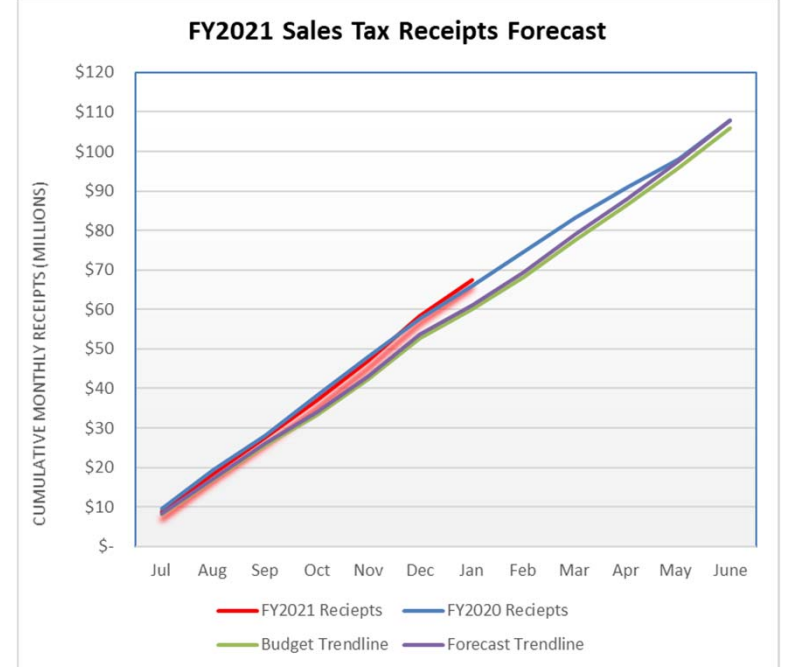
- The January 2021 receipts of \$9,134,772 were \$1,869,604 (25.73%) above budget target for the month
- The January 2021 receipts were \$1,735,219 (23.45%) above forecast for the month.
- The January 2021 receipts were \$856,736 (10.3%) above January of 2020

#### 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
- FY2021 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 January 30<sup>th</sup>, 2021
- Published by NC Secretary of Revenue on 4/12/2021 with actual receipts through January 2021
- CATS sales tax report only includes Mecklenburg County Article 43 sales tax



### FY2021 Budget Sales Tax Receipts (Actuals and Forecasts)

Jurisdiction		Population	% of Total	Jul 20 Actuals	Aug 20 Actuals	Sep 20 Actuals	Oct 20 Actuals	Nov 20 Actuals	Dec 20 Actuals	Jan 21 Actuals	Feb 21 Forecasts	Mar 21 Forecasts	April 21 Forecasts	May 21 Forecasts	Jun 21 Forecasts	Total
Charlotte	40.59%	863,985	40.4%	\$ 3,620,850	\$ 3,842,234	\$ 3,752,179	\$ 3,781,678	\$ 4,023,036	\$ 4,603,584	\$ 3,687,892	\$ 3,329,196	\$ 3,918,905	\$ -	\$ -	\$ -	\$ 34,559,553
Cornelius	1.46%	32,144	1.5%	130,199	138,159	134,921	135,982	149,674	171,273	137,206	123,861	145,800	-	-	-	1,267,076
Davidson	0.61%	13,261	0.6%	54,648	57,989	56,630	57,075	61,748	70,659	56,604	51,099	60,150	-	-	-	526,603
Huntersville	2.76%	62,528	2.9%	245,976	261,015	254,898	256,902	291,154	333,169	266,899	240,939	283,618	-	-	-	2,434,569
Matthews	1.51%	31,071	1.5%	134,304	142,516	139,176	140,270	144,678	165,556	132,626	119,726	140,933	-	-	-	1,259,784
Mint Hill	1.29%	27,692	1.3%	115,516	122,579	119,706	120,647	128,944	147,552	118,202	106,706	125,607	-	-	-	1,105,459
Pineville	0.43%	9,533	0.4%	38,598	40,958	39,998	40,313	44,389	50,795	40,691	36,734	43,240	-	-	-	375,717
Meck. County	51.35%	1,099,845	51.4%	4,581,383	4,861,495	4,747,550	4,784,875	5,121,289	5,860,320	4,694,652	4,238,036	4,988,730	-	-	-	43,878,330
<b>Total</b>	<b>100.00%</b>	<b>2,140,059</b>	<b>100.0%</b>	<b>\$ 8,921,474</b>	<b>\$ 9,466,946</b>	<b>\$ 9,245,058</b>	<b>\$ 9,317,741</b>	<b>\$ 9,964,913</b>	<b>\$ 11,402,907</b>	<b>\$ 9,134,772</b>	<b>\$ 8,246,296</b>	<b>\$ 9,706,983</b>				<b>\$ 85,407,090</b>

### FY2021 Budget Sales Tax Comparison Year over Year

Year-over-Year Comparison (FY21-FY20)	-7.9%	-3.3%	6.6%	-5.8%	1.1%	16.4%	10.3%	-4.2%	11.1%							-20.6%
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				<b>105,980,101</b>
% of FY21 Budget Achieved	8.4%	17.4%	26.1%	34.9%	44.3%	55.0%	63.6%	71.4%	80.6%							80.6%

YTD Budget **\$ 77,698,504**  
Variance **\$ 7,708,586**

### Prior Year Sales Tax Receipts: FY2017 – FY2021

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	<b>\$ 107,778,982</b>
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	<b>\$ 107,535,197</b>
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	<b>\$ 103,021,757</b>
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	<b>\$ 92,601,412</b>

