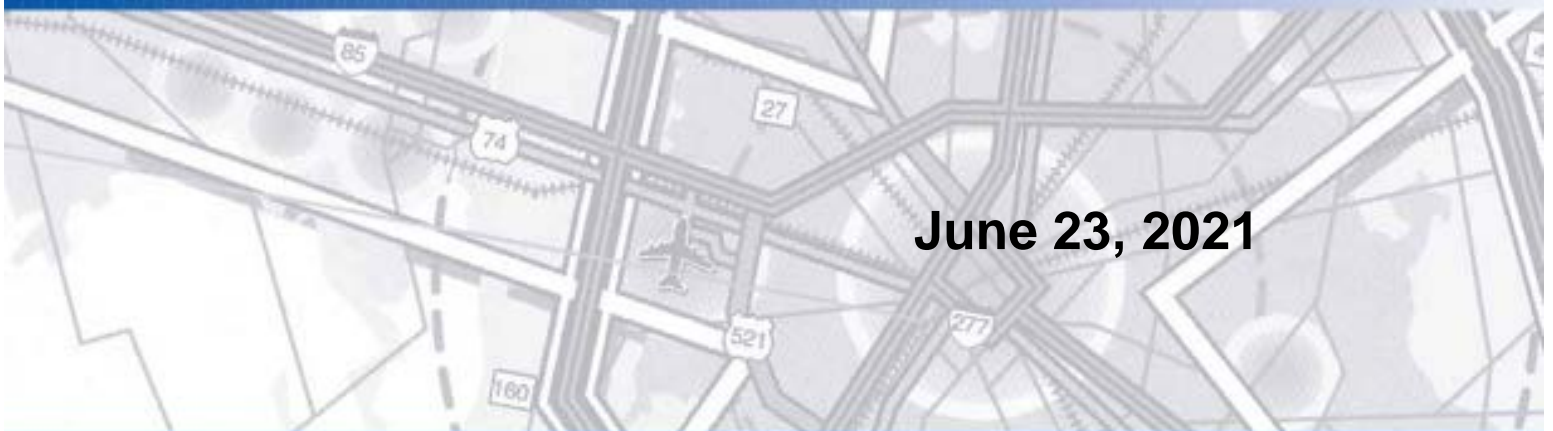


Metropolitan Transit Commission



June 23, 2021

METROPOLITAN TRANSIT COMMISSION

Wednesday, June 23, 2021

5:30pm

Charlotte-Mecklenburg Government Center

WebEx

AGENDA

- I. Call to Order Mayor Vi Lyles
 - Attendance (Roll Call)
- II. Approval of the May 26, 2021 Summary (**p.5-12**) 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) No Meeting
- V. Public Comments
- VI. Informational Items
 - Regional Express Service (**p.14-26**)..... Jason Lawrence
- VII. Action Items
 - 2021 MTC Summer Meeting Schedule (**p.28**) John Lewis, Jr.
 - Title VI CityLYNX Connector Service Equity Analysis (**p.30-37**) Jason Lawrence
- VIII. MTC Commissioners' Business..... Mayor Vi Lyles
- IX. Chief Executive Officer's Report (**p.39-42**) John Lewis, Jr
- X. Adjourn

**METROPOLITAN TRANSIT COMMISSION
MEETING SUMMARY
May 26, 2021
(Approved on June 23, 2021)**

Presiding: Mayor Vi Lyles, City of Charlotte

Present:

Commissioner Leigh Altman (MCBOCC)	Mayor Jack Edwards (Town of Pineville)
Taiwo Jaiyeoba (Assistant City Manager, Charlotte)	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)
Anthony Roberts (Town Manager, Huntersville)	Mayor Pro-Tem Marion Holloway (City of Monroe)
Mayor John Higdon (Town of Matthews)	E. L. Faison (City Manager, Monroe)
Brian Welch (Town Manager, Mint Hill)	Mayor William Dusch (City of Concord)

CATS Chief Executive Officer: John Lewis, Jr

I. Call to Order

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

II. Review of Meeting Summary

The meeting summary of April 28, 2021 was approved.

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

Krissy Oechslin (Chairwoman) reported the following recap from the May 2021 meeting: In our May TSAC second meeting we talked extensively about CATS's return to work strategy and how to calculate and implement service changes, as many of the people who have been working from home throughout the pandemic begin to return to work. We learned that local bus service is in many cases at peak pandemic service levels, reflecting the fact that many bus customers never stopped "going in to work" throughout the pandemic, and that there has been an increase in service to medical facilities and on certain Opportunity Corridors.

We also discussed changing service patterns, such as how there isn't the same sort of morning and evening rush as there was pre-pandemic, and many bus schedules now tend to follow a more regular frequency throughout the day as opposed to having distinct morning and evening peak periods. We are expecting a survey from CATS staff that will ask about TSAC members' employers' plans to bring employees back to the office. We hope that CATS is coordinating with leaders in Charlotte and all the towns to assess major employers' time lines for bringing workers back to the office.

We also heard an update on the bus priority study that we have also been hearing about here in MTC meetings.

And finally, we learned about the early stages of a pilot micro mobility project in South Charlotte in the Pine Valley neighborhood, which is east of South Boulevard behind the Carolina Pavilion shopping center. It would involve a bus service that's partially but not entirely fixed route, allowing customers to request pickup within a certain boundary of that route and to travel within a roughly 15-minute travel time area. It's still in the very early stages, but

everyone on TSAC is very interested in this project, and we plan to request continued updates as this innovative idea is further developed.

Discussion:

MAYOR LYLES (City of Charlotte): I wondered how the survey might go with the employers, if we are looking at businesses parks as well is the Center City or do we need to do anything more. Ms. Oeschlin, do you have any suggestion about looking at it in just the Center City or do we need to be looking at other major employment hubs?

MS. OECHSLIN: I'm not sure this is a direct answer to your question. I know one of the concerns, since TSAC is about half members are from the towns and they are pretty much certified by express buses. Now, the story with express bus service is different. What I was talking about was more for local buses. Those are at sometimes the same as pre-pandemic levels. Not all of the express buses have come back into full service, and it's been a continuing conversation. We talked about last time about the chicken and the egg, about do you bring the service back first before the riders are there.

I think it's a sort of a coordination of who's coming in from the towns and into where? Would that be Center City employers presumably are mostly served by the express buses, but we haven't seen the survey. I'm sure someone on CATS staff has much more detail on that.

IV. Citizens Transit Advisory Group (CTAG) Chairman's Report – No Meeting

V. Public Comments - None

VI. Informational Item

a. Silver Line Transit Oriented Development (TOD) Study

John Howard

John Howard – CATS TOD Study Project Manager – made a presentation on the Silver Line TOD Study, based on pages 17-29 in the MTC Agenda packet for May 26th, 2021 meeting.

Discussion:

MAYOR HIGDON (Town of Matthews): Do you believe you're still going to have to follow the socially distanced protocol all the way through July?

MR. HOWARD: Well, we're planning for the best and worst. We can be kind of nimble, but I think it would be best if we follow whatever guidelines that the County has for us, and we would want to make sure that we don't break any protocol with that, so that's why we are having kind of the two, kind of the staff-focused workshops and then we're going to have the outdoor public meetings. We're trying to look at a backup plan in case it rains or if something else happens, but that's the purpose of having those kinds of outdoor-type meetings.

MAYOR HIGDON (Town of Matthews): I understand, I'm just thinking July 22nd in Matthews is going to be pretty warm outside in Matthews.

MR. HOWARD: Yes, sir, absolutely. If something changes, then we'll be sure to pivot and let you all know. Any other questions or comments for me?

MAYOR LYLES (City of Charlotte): I'm really glad that Mayor Higdon spoke up, because I think this is an important time. If we're going to begin to talk about these expansions into

Stallings and Belmont, I was wondering if Mayor Pro Tem Paxton was on the call, because I think we have to have some connection here between the idea that this is where we're going or planning on going and to make sure that we have kind of an understanding that this is a beginning step. There's going to be an investment, and that will require those towns that are not within the MTC to determine when they are going to be able to participate, and if it's going to take five years that's better-known now than not.

I'm asking the question of have we as a team or a staff talked to Stallings and Belmont, not only about the planning for these areas but actually talking about what it means to go forward and to build expectations among your community for station area planning, so just has anybody talked about this?

CATS CEO LEWIS: Madam Chair, I'll start the answer to this and then I'll open up to staff and other board members if they want to weigh in. I'd like to split the conversation between the TOD study that John Howard just presented, which is a grant-funded effort and is a partnership between both the City and some of our non-Mecklenburg County jurisdictions. And so this is a fully funded effort that is looking at obviously how we utilize and maximize land use and zoning around our stations into the future.

Now, if I can flip over to the design and engineering project, with the authorization of the locally preferred alternative that the MTC authorized in April, we are now beginning to have them do further design and engineering of the corridor, and now is the time that we are reaching out to the non-Mecklenburg partners in this to begin those conversations. There was some discussion in Gaston County with their chamber a couple of weeks ago as they are working towards that effort. I won't speak for Mayor Reid. I know that he was attending there, and we're having the same conversations in Indian Trail and Stallings. But I do want to make sure that it's understood that the TOD plan is fully funded and it is more of a high level, but the design and engineering project that Andy Mock and his team are working on are starting to answer those exact questions.

MAYOR LYLES (City of Charlotte): I understand that it's funded as a study, but I often think about the Charlotte Trail where we didn't have funding, but we planned it. And people were very concerned after we planned something that we had no money to do it, and I just want to avoid that confusion among our residents or the residents of Stallings, Indian Trail, and Belmont. It's a good idea to actually determine how you can say that, maybe as Mr. Howard goes out how do you say this will require membership in the MTC and a commitment to funding transit. Now, there are all kinds of options on how to fund transit, but I think that we need to make sure that people understand that, and I would like that awareness to be pretty open and stated in a way.

CATS CEO LEWIS: Absolutely, Madam Chair, we hear you, and those conversations with that message is happening now.

MAYOR LYLES (City of Charlotte): We often look at the Blue Line and we think how great it is, but I think from the staff perspective after doing the Blue Line, I'd really like to hear from Mr. Howard what are the things that you think, from your perspective, were the top three things or maybe two if you don't have three, that you would see us changing as a result of station planning and design based upon what we did with the Blue Line?

MR. HOWARD: Yeah, that's a great question, and there's a lot of lessons that we did learn. We had a deep dive, again, pre-Covid, with our City staff and others about that very item, and some were more engineering based and some were more urban design focused. I think the one major take-away that we have in the plan now is looking at equity from a lens of being inclusionary in that respect.

I think having a housing strategy about that and talk about how do you leverage planning and development around these stations that we build the Silver Line, what can we do to make sure that we have control over property for housing, for example. And that's why we have Miles and his team on our team now, is to help us kind of think through that. I think that's critical.

I think another is we talk a lot about pedestrian safety and about safety in general, I think we'll carry those two things forward for sure. And there are many other items on that list, but I think those two really come to the forefront.

MAYOR LYLES (City of Charlotte): Well, I think that helps give the MTC some idea of some of the scope of what you'd be thinking about as well as our two advisory committees, I think that we really need to do more of those thoughts about what's going to be different and how we see this taking place and the timing and all of that. There's a lot going on right now, and I think we all want to make sure that we're sharing the information, and not just the good news but the challenges that we have in this process. I appreciate the equity in the housing and how we do that, and safety should always be at this point primary to us.

b. Connect Beyond Status Update

Michelle Nance / Jason Lawrence

Michelle Nance, AICP – Director, Regional Planning, Centralina Regional Council and Jason Lawrence – CATS Senior Transit Planner – made a presentation on the Connect Beyond Status Update, based on pages 31-48 in the MTC Agenda packet for May 26th, 2021 meeting.

Discussion:

CATS CEO LEWIS: I'm posing an issue. Following up, I was going to save this discussion for the Chief Executive Officer's report, but I think after hearing the report on Connect Beyond and what Jason and Michelle talked about, I think it's really important to understand the impact of one of our discussions that we had at MTC in March over our regional express service. There was some question about should we revisit the MTC policy that Jason mentioned that we share the costs of neighboring jurisdictions on a 50/50 basis to promote regional connectivity. That is what Connect Beyond is about, how do we continue as we grow as a region, how do we provide mobility options across jurisdictional lines.

As board members know, the current regional express service that we provide to Gaston County and to Rock Hill, South Carolina will come up for renewal in June. I believe that it would be premature to ask jurisdictions after they have already set their budgets to consider a change to that for the upcoming year, but we do have an opportunity to engage for their FY2023 budgets so that we can give them time to adjust. But I really believe that if we're going to continue to promote and need good partners across regional boundaries, that walking away from regional express service would be a disservice, not only in terms of the Connect Beyond tenets of this study that we are working towards but also the impact that it will have to us as an agency if we are no longer considered for federal funding is a regional provider of service.

I know Mayor Aneralla is not in attendance today. This was an issue that he had first brought up. But I think in terms of understanding the impact of this study, and particularly that example of that individual that has to take a four-hour trip on six different bus services today to

get to a medical appointment, that is the real-life impact of these kind of discussions. I will be bringing this item back to the board in June to ask for direction, but I didn't want to lose the opportunity to make the connection between what we are trying to attempt as a regional entity and the on-the-ground decisions that you all are making as an MTC board.

MAYOR LYLES (City of Charlotte): I have a couple of things that I would like to ask Jason and Michelle. Could you send all of us a list of the members of the 3 committees that you have, the elected, the technical, and the community-based, so we know who those folks are as we're having this conversation. That would be very helpful.

The second thing that I wanted to ask, you asked about who needs to be aware of this work. I'm going to say this, lesson learned from me with the mobility study, I think having briefings with the state legislator delegations in all of these communities that you are talking to, as you're maybe getting closer to the kinds of discussions strategies you're going to have, I would start briefing those folks that have to give us authorization to do it so that it's not 'here is our final report', but 'here's how we got there,' much like you've done with us.

Our chambers and economic development independent groups, I know that you have a community group with those representations from business, but when people are better informed, if you could really think about briefings for the chambers or our economic development groups, I think that that would be the Charlotte Business Alliance, the Lincolnton, the North Mecklenburg Chamber, these are folks that need to hear things like this in advance. Those would be two of my recommendations that we look at. Then the final thing I wanted to ask, is anybody else doing this well across the country?

MR. LAWRENCE: Well, first, all the other questions, absolutely. We can provide those, and I think those are excellent suggestions.

Across the country, I think we have often held up Denver as an example of how to get it done and funding multiple projects all at the same time. I think in Austin, the Project Connect, we've seen some really great inspirational approaches to how they are looking at equity, affordable housing, and a very, very ambitious regional plan. Actually Sam Sergeant, their Chief of Staff for that group, spoke at one of our TOD webinars, so we feel like Austin is doing some great work.

Even like the Nationals has a good regional plan. I know things didn't work out all the way for them with the recent vote, but it's still good plan. I think that there are some good examples out there, and we are looking and learning from each of those communities. Michelle, I don't know if you have any other examples that you'd like to share.

MS. NANCE: Those are really good examples. We are actually spreading out to a lot of regions to understand their successes, and frankly, where they were so successful. We want to learn from that. I'll just note that we have started meeting with legislators, actually back in January, some one-on-one, some in groups, to really at this point just inform them about this plan, to let them know how we are coordinating with the City and other agencies and departments and counties so that we have a unified message that we are all working together.

Great points about working with the economic development committees. We've made a few of those presentations. Dale and I are often on the road show doing this sort of thing. We should just record ourselves and hit Play, but we can certainly do more, and we will.

MAYOR LYLES (City of Charlotte): Thank you so much for this work because this the generational work that we're doing. I don't know how many of the mayors on this call attend

the U.S. Conference of Mayors meeting, but it is in Austin this year, so perhaps if anyone is going we should get a delegation to go down there and talk to them about this and spend some time. It's probably one of the better uses of our time instead of going to some budget meeting or some process meeting that they have. Let's think about that. If anybody is going, I'm going too plan on going, and if anybody else goes I would love to have that kind of opportunity to go and visit the folks in Austin and what they are doing. It's September and it's actually a physical going-in-person meeting and I'll send a note out, for the U.S. Conference.

MAYOR LYLES (City of Charlotte): I want to follow up to Mr. Lewis' point on the model for the funding where we have the regional transportation. I really do believe that budgets were prepared, and this is something that we ought to be prepared to do, and I wondered if, Mr. Lewis, is there a staff committee that's going to pull those Gaston and Rock Hill in? Are you going to start at the manager level, the transit authority levels? What's the next step in actually getting people to have this conversation?

CATS CEO LEWIS: Yes. We will reach out to our staff contacts at each of those jurisdictions, and since this is little more than our routine conversation about funding levels and service levels, we will ask that they perhaps raise this to more of a policy level within their jurisdictions, identify those contacts, and I will reach out to all the staff to make sure that it receives the attention that is warranted.

First, I want to make sure, again, we'll add this to the agenda for our June meeting, that the MTC receive some direction from the board. The current policy is that we split those regional service funds 50/50, and that has been the routine over the last 20+ years. If there's going to be a change, I would like to know that before we start engaging with our partners.

MAYOR LYLES (City of Charlotte): I agree with you. And the other thing that I think we need to know at this point is, I may not use the correct word, but so we have people in Charlotte who work in Rock Hill, we have people in Rock Hill who work in Charlotte, and I don't know what the proportionality is for that, but it seems to me that we're serving in these areas people coming from Gaston but there are also people from Charlotte that go to Gaston. We need to have some data before we just to do this. So at the June meeting, whatever data that you have, not just the costs but the utilization, and even what do other, I think like the other systems that work like we do, what do they do. So those would be the data points that I would say, they would be the funding, the historical funding; it would be how it's utilized. I don't know what it is and what that utilization is, and then the final thing, what are the models that other systems use to do this work.

CATS CEO LEWIS: Absolutely. I will say that those are things that we can do. The challenge we have with the ridership is that in the past we had very good data on overall ridership but not origin and destination, and so that just isn't the level of information that we currently have. Then we have the last year and three months of pandemic where express service pretty much went away, but that will be something we can build into in a future service that we have, but on the ridership I don't know that we are able to do that level of specificity on how many people started in Charlotte and went the other way. We only have overall ridership.

MAYOR LYLES (City of Charlotte): If we have to start tracking it starting this fiscal year, we could start tracking it, or is that possible?

CATS CEO LEWIS: That's correct, we can.

MAYOR LYLES (City of Charlotte): If we're talking about a change in the next fiscal year, it would seem to me that we should start tracking it this year even if it's a pandemic-related area. We can probably make some assumptions about the pandemic and its impact and when people get back.

CATS CEO LEWIS: Yes, ma'am.

MAYOR HIGDON (Town of Matthews): I don't want to speak for Mayor Aneralla, but I think another one of his concerns that there seem to be in an inequity based on how much towns within the county were paying compared to those out a number of miles. That was one of his concerns. I think he used Mint Hill as an example. I was going to bring that forward. It wasn't just in the amount of money but also in the number of miles of service.

MAYOR LYLES (City of Charlotte): Aren't the miles of service based upon origin of destination like business location, work location; is there something about that too?

CATS CEO LEWIS: Yes. I want to make sure that board members understand, and I will follow up with Anthony Roberts and Mayor Aneralla since he is not in attendance, but I wanted to make sure we clear up, all of our bus service is funded through the sales tax revenue, the farebox revenue and any state and federal service. We do not bill jurisdictions for the service they have. The Town of Matthews does not get a bill at the end of the year saying you had X amount of service this year. Neither does the Towns of Huntersville, Cornelius, Davidson, Mint Hill, etc.

We have gotten in that line along the conversation because of the sales tax conversation and how do we attribute sales tax generated in those jurisdictions and how is it spent, but there is no bill given out to any of the members. All of our service is funded through the sales tax revenue that comes in. I just wanted to clarify that.

MAYOR LYLES (City of Charlotte): All right. That should be a good meeting in June around this discussion topic. I just think getting the information out in advance so that people can have some time if they want to ask follow-up questions would be helpful, Mr. Lewis.

VII. Action Items

NCDOT Transportation Demand Management Grant

Blanche Sherman

Blanche Sherman – CATS Chief Finance Officer – made a presentation on the NCDOT Transportation Demand Management Grant, based on pages 50-52 in the MTC Agenda packet for May 26th, 2021 meeting.

Resolution: A motion to adopt the NCDOT Transportation Demand Management Grant was made by **Mayor Woody Washam (Town of Cornelius)**; seconded by **Commissioner Leigh Altman (Mecklenburg County)**. Motion carried unanimously.

VIII. MTC Commissioners' Business - None

IX. Chief Executive Officer's Report

1) Summer Meeting Schedule: We are heading into the summer season, and typically the MTC has decided to take at least the month of July, potentially August, off. We will add that to the agenda at the June meeting, but I just want to give that as a heads up, that each of you can have the opportunity to look at your schedules moving forward and we can make that determination in June..

2) CMGC Building Status: I have been informed that the Government Center here will be open for public business for council meetings, committee meetings, task force, et cetera, not to the general public or walk-in, but if it is the desire of the MTC we could have our June meeting in person once again, but we will also make sure we make accommodation for anyone who may want to remain virtual.

Discussion:

COMMISSIONER ALTMAN (Mecklenburg County): Yes, I think that's so important. We do want to have as much participation as possible, and it's a long ride for a lot of people. I'm new to this committee so I don't know how it was done before the pandemic, but I do think we should make every effort to be virtually inclusive going forward to accommodate as many people as possible.

MAYOR LYLES (City of Charlotte): I'm all in favor of taking July off, and hopefully we can do that. Our City Council only have one meeting and that's on zoning, and that's only because if you get behind on zoning you never catch up.

X. Other Business – None

XI. Adjourn

The meeting was adjourned at 6:49 p.m. by Mayor Vi Lyles – MTC Chairwoman (City of Charlotte).

NEXT MTC MEETING: WEDNESDAY, JUNE 23RD, 2021, STARTS AT 5:30 P.M.

**METROPOLITAN TRANSIT COMMISSION
INFORMATION ITEM
STAFF SUMMARY**

SUBJECT: Regional Express Services

DATE: June 23, 2021


-
- 1.0 PURPOSE/SCOPE:** The purpose of this information item is to update the MTC on the background, funding arrangements, and benefits of CATS regional express services.
- 2.0 BACKGROUND/JUSTIFICATION:** Under the guidance of MTC travel market and financial policies, CATS, in partnership with neighborhood counties, has provided regional express services for the past 21 years. Through current vanpool services, the CONNECT Beyond regional plan initiative, and the 2030 Transit System Plan, CATS and its partners across the region continue to improve quality of life, and expand the benefits of safe, reliable, and convenient transit services.
- 3.0 PROCUREMENT BACKGROUND:** N/A
- 4.0 POLICY IMPACT:** N/A
- 5.0 ECONOMIC IMPACT:** N/A
- 6.0 ALTERNATIVES:** N/A
- 7.0 RECOMMENDATION:** N/A
- 8.0 ATTACHMENT(S):** N/A

SUBMITTED AND RECOMMENDED BY:

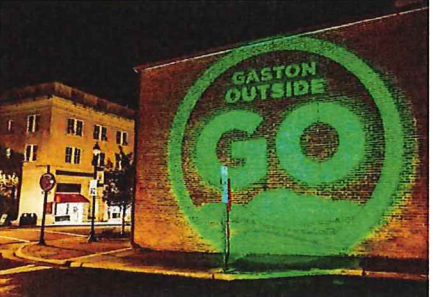


John M. Lewis, Jr.
Chief Executive Officer, Charlotte Area Transit System
Director of Public Transit, City of Charlotte








**Regional Express Services
Metropolitan Transit Commission
June 23, 2021**



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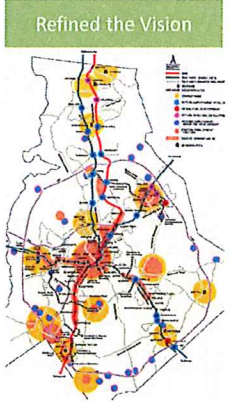


CATS developed from a regional dialogue

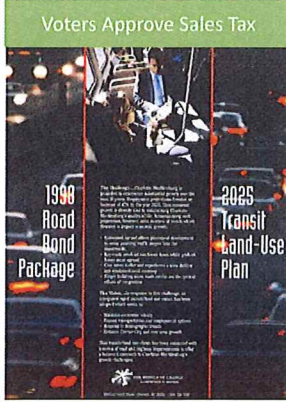
Developed the Vision



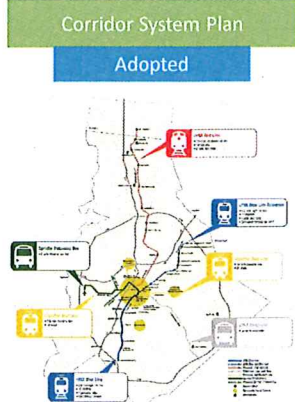
Refined the Vision




Voters Approve Sales Tax



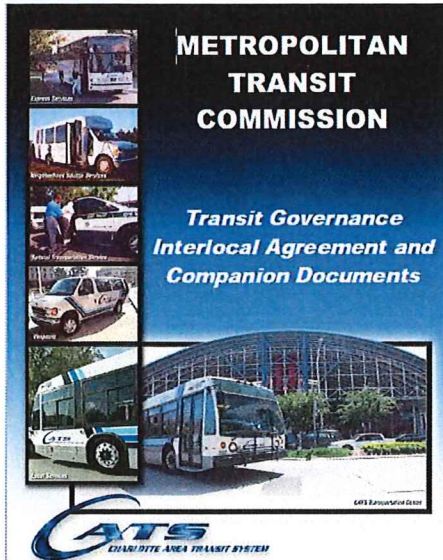
Corridor System Plan
Adopted




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Before MTC

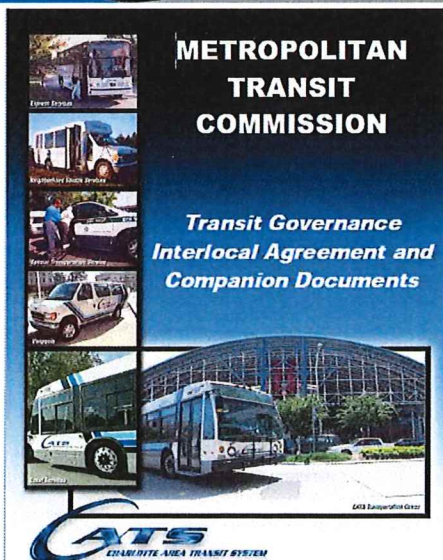


The 2025 Integrated Plan included a section on governance that called for the units of local government engaged in this regional effort to share responsibility and accountability for transit services under the following guiding principles:

- Provide for coordinated transit operations on a county-wide basis.
- Retain for the elected bodies the responsibility of approving long-range transit plans and the capital and operating programs that support these plans
- Ensure that public involvement is a component.
- Assure that Town interests are represented.
- Be flexible and expandable so jurisdictions outside Mecklenburg County could become part of the system.

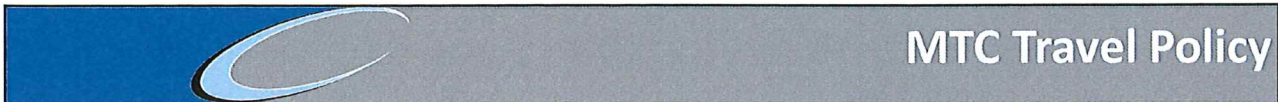
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MTC the Early Years



- 1999 - MTC Governance Structure adopted, amended in 2005
- Defined voting and non-voting (Ex-Officio) Members
- 2000 Travel Market and Financial policies adopted by MTC

4




MTC Travel Policy

PRIMARY MARKETS

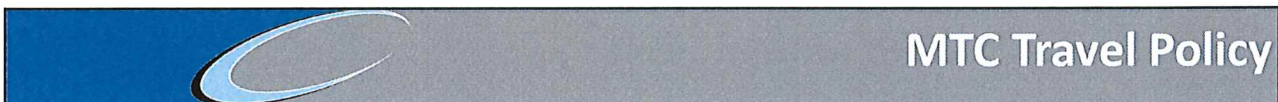
These markets must be well served to achieve the goals of the Centers, Corridors and Wedges Growth Framework as adopted by the City of Charlotte, and the goals of the individual town growth plans. These markets must also be well served to achieve the goals of the 2025 Transit/Land Use Plan as amended and updated by the 2030 Transit Corridor System Plan for CATS to achieve its Mission and Vision. The primary markets for CATS listed in priority order are:

1. All trips/all purposes by those individuals who do not have access to or cannot utilize private transportation and require public transit for mobility.
2. Existing customers from existing service areas.
3. All trips/all purposes to, from and within one of the five original corridors and major employment and activity centers and the connections between them.
4. All trips/all purposes to/from Activity Centers and Transit Oriented Developments (TOD) in the “wedges” between the original five corridors.
5. Commuter trips in congested travel corridors outside the original five corridors within the “wedges.”
6. **Commuter trips to/from surrounding counties in one of the original five corridors.**



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MTC Travel Policy

SECONDARY MARKETS

Lesser (or secondary) priority markets are those that will only be served when it is cost-effective to do so and when it will not detract from CATS' ability to serve its Primary Markets. Examples of Secondary Markets are:

- **Trips to/from non-TOD developments and areas regardless of location.**
- **Local trips totally outside Mecklenburg County.**
- **Inter-county trips outside of the original five corridors.**

The Primary Markets delineated above are the markets where CATS will strive to achieve an increasing share of the trips made each day. Therefore, these are the markets where transit will compete and thereby define what is meant by “transit competitive trips”.



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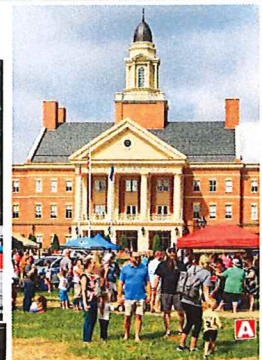
6.2 Reimbursements for Delivery of Service


Outside Mecklenburg County

Governmental units outside of Mecklenburg County shall reimburse CATS for service delivery in those areas. Any such cost reimbursement will be determined on a case-by-case basis, considering the extent to which the service is designed to serve Mecklenburg County residents; the degree to which the service benefits a particular group or organization; and whether the service exceeds CATS service standards and/or fare policies. For services designed to serve residents outside Mecklenburg County, CATS will cover a portion of the incremental operating cost of the service up to a maximum of 50% in recognition of the reduction in vehicular traffic on Mecklenburg County roadways. The MTC shall approve any such service and its associated reimbursement requirement prior to CATS entering into any contractual agreement to provide the service.

Regional Transit Benefits

- Extends reach of CATS services
- Reverse commute opportunity for Mecklenburg County residents
- CATS is a reliable branded provider
- Increase service area population provides a federal funding benefit
- Provides policy framework for regional partnerships

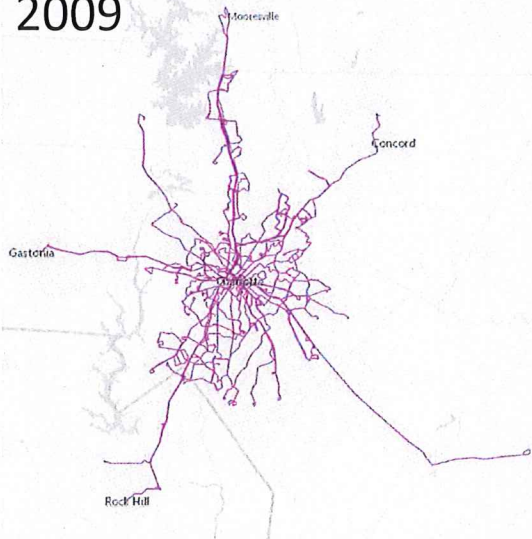





Service begins


- 1999– 80x Concord
- 2001 – 85X Gastonia, 82x Rock Hill, & 83X Mooresville
- 2002 – 74X Union County
- 2004 – 88X Lincoln County
- 2009 – 78X Celanese, 79X Concord Mills, 74X extended to Marshville

2009





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Funding Arrangements

- 50/50 Funding Arrangement
- Direct Bus Operation Costs = Direct Cost
- Total Direct Cost – Fare Revenue = Net Cost
- CATS funds 50% of Net Cost
- Partner funds 50% of Net Cost




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Funding Arrangements

FY2021 Hourly Rates:

Direct Bus Operation Costs:
\$86.44

Direct Bus & Maintenance Operations Costs:
\$109.67

Direct Bus & Maintenance Operation Costs, with
allocated Amin:
\$151.97

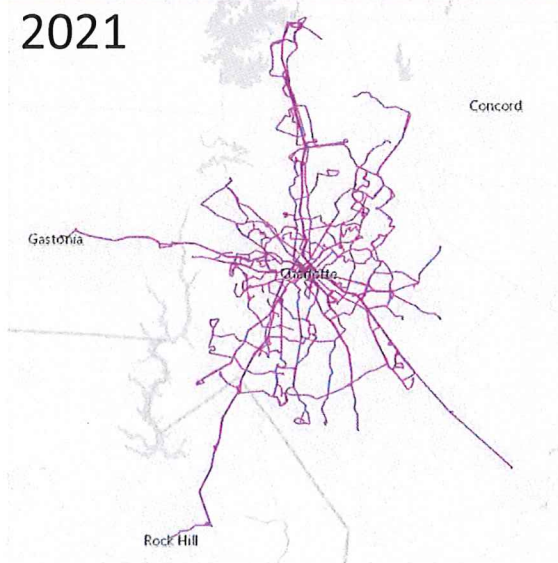
Fully Allocated Hourly Rate with all costs:
\$169.52




Service discontinued


- 2010 – 88x Lincoln County shortened to Mecklenburg County, renamed Mountain Island Express
- 2011 – 83x Mooresville & 78X Celanese
- 2013 – 79X Concord Mills
- 2018 – 80X Concord

2021

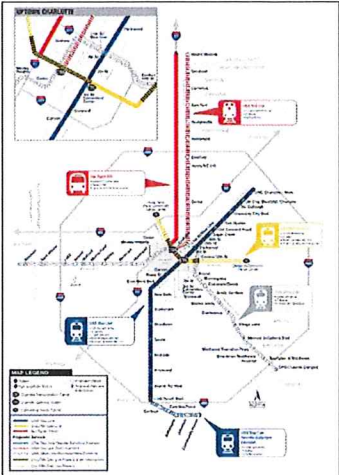
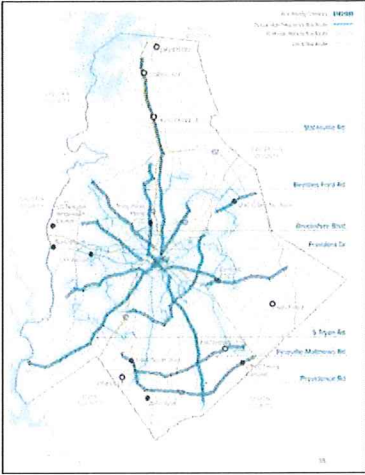




Connecting Efforts



**CONNECT
Beyond**
A Regional Mobility Initiative

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**Creating Mobility
Choice**



**Preparing for Future
Growth**



Advancing Equity



**Aligning Plans and
Local Visions**



**Planning for
Implementation**

14

High Capacity Transit & Mobility Corridors

- Urban and Urbanizing Areas
- Vision = Opportunity
 - Investment
 - Predictability
- Cross Community Coordination
 - Land use policy
 - Local mobility connections
 - Partnerships
 - Funding
- Community Education and Technical Assistance

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Austin
Project Connect

Atlanta
More MARTA & The ATL

Denver
FastTracks

Nashville
nMotion

Partnerships Are Important

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Spectrum of Partnerships

Fully Integrated	Partially Integrated	Regional Marketing Organizations	Regional Working Agreements	Emerging Partnerships
<ul style="list-style-type: none"> RTA responsible for planning, funding and operating transit system Examples: Denver, CO; Minneapolis, MN 	<ul style="list-style-type: none"> RTA responsible for part of planning and funding; not all of operations Examples: Chicago, IL, Valley Metro 	<ul style="list-style-type: none"> Regional org responsible for regional marketing, branding, planning Examples: Atlanta, GA, WeGo Transit (Nashville) 	<ul style="list-style-type: none"> Regional org (i.e. MPO) negotiates working agreements between operators Examples: Milwaukee, WI, CATS/MTC 	<ul style="list-style-type: none"> Region currently in planning stages of regional coordination Examples: Tampa, FL, Kansas City

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Regional Working Agreements

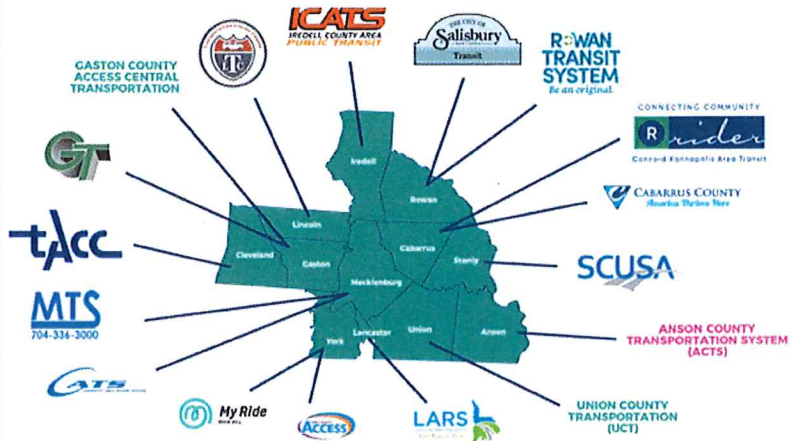
	Milwaukee	MTC
Governance Structure	Joint MPO/MPC: Role of broker between providers and does regional planning work. Use intergovernmental agreements; WI does not allow RTA structure	Metropolitan Transit Commission (MTC) is policy Board; comprised of both voting members from the local towns and cities within Mecklenburg County and non-voting members from the neighboring regions
Planning Role (Geography)	MPO, regional planning (4 county area)	MTC (Mecklenburg County plus regional routes)
Operator Role(s)	13 transit providers (all owned by LGs): Milwaukee operates 90% of services	CATS
Funding Sources	Federal funds go directly to operators; MPO just facilitates agreements when cross-jurisdictional State funds	Federal and state funds 0.5% sales tax – Mecklenburg only

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Transit Services in Our Region

- 2 States
- 12 Counties
- 6 Fixed-Route Providers
- 11 Community Transportation Providers
- 24.4M+ Total Transit Trips – All Agencies (2018)*
- \$200M+ in Total Operating Costs – All Agencies (2018)*

*Note: Does not include Rock Hill My Ride. In FY2020 My Ride had about 200k riders and \$1.75M operating budget



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Time & Money

Outbound Trip = 3 Hours, 59 Minutes

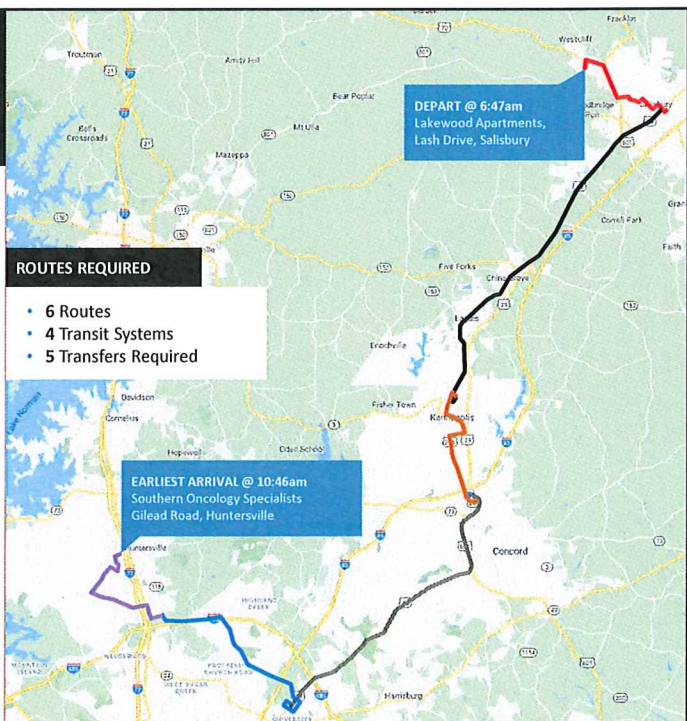
To get back, **depart no later than 1:57pm** from Southern Oncology (allows 3 hours, 11 minutes onsite)



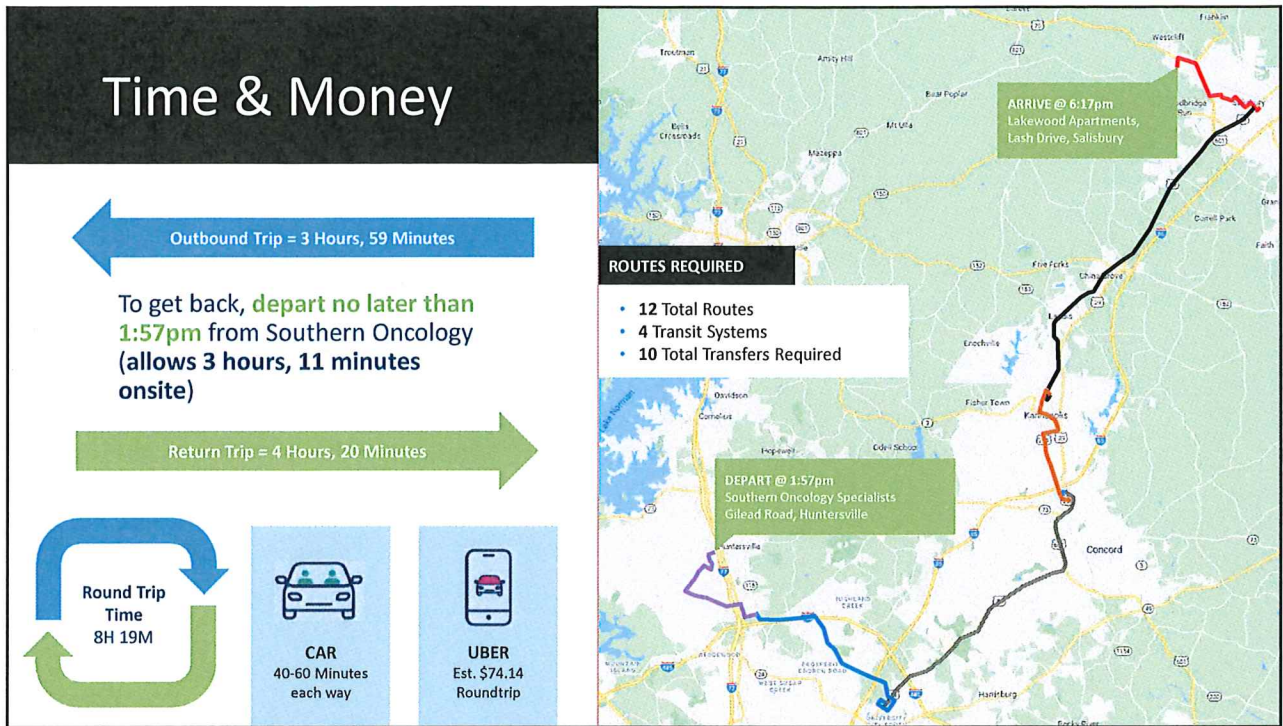
CAR
40-60 Minutes
each way



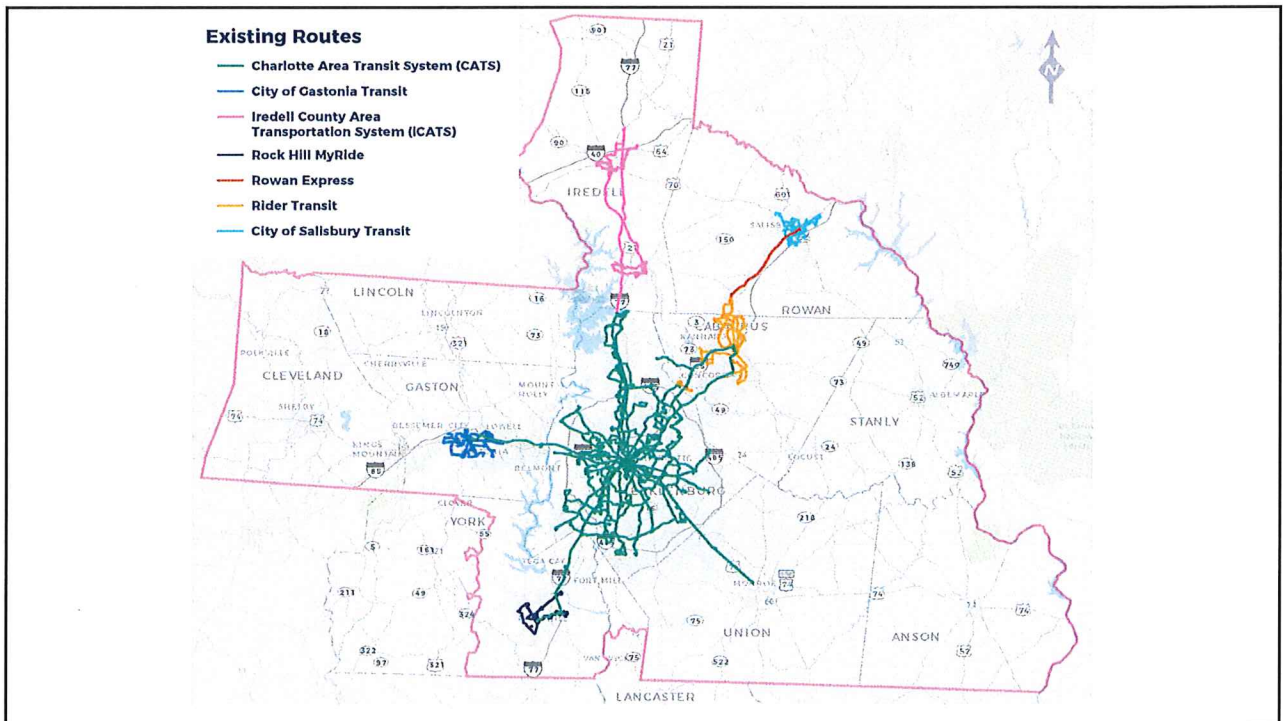
UBER
Est. \$74.14
Roundtrip



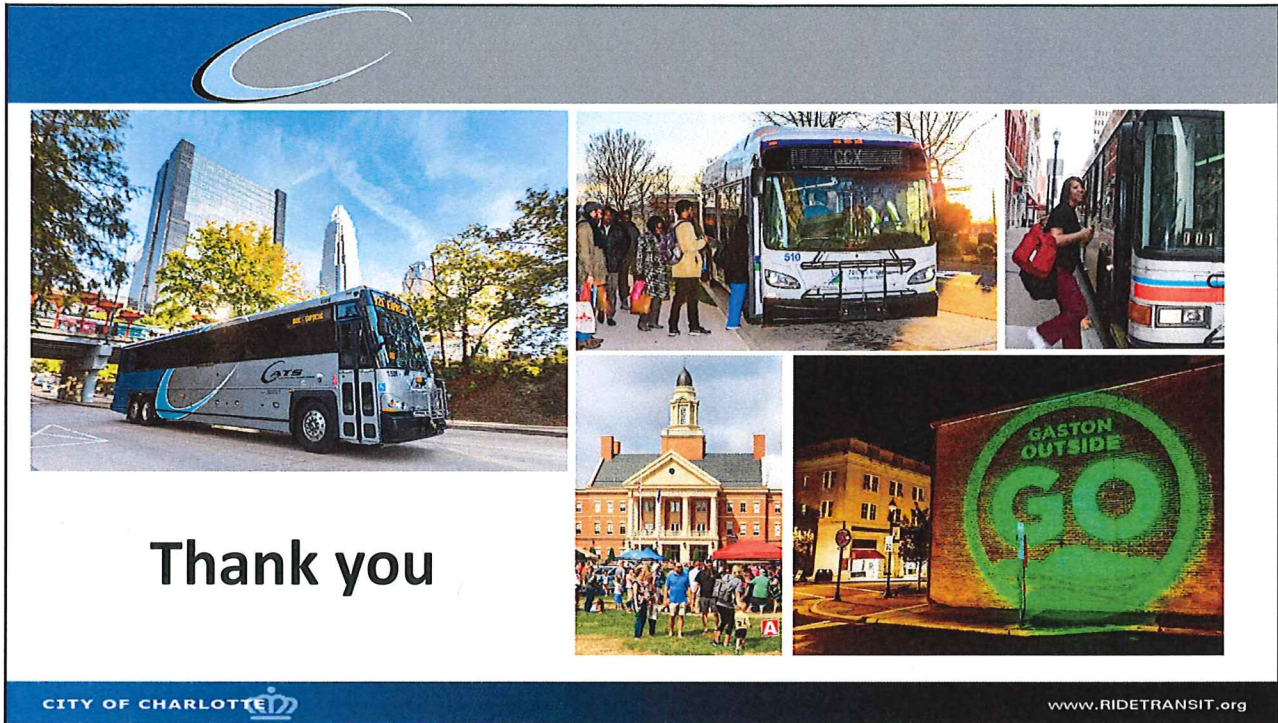
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**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

SUBJECT: 2021 Summer Meeting Schedule

DATE: June 23, 2021

- 1.0 PURPOSE/SCOPE:** This action will establish the Metropolitan Transit Commission's July - August 2021; meeting schedule.
- 2.0 BACKGROUND:** The MTC typically considers canceling summer meetings to support family activities, vacations, etc.
- 3.0 PROCUREMENT BACKGROUND:** Not applicable
- 4.0 POLICY IMPACT:** Not Applicable
- 5.0 ECONOMIC IMPACT:** Not Applicable
- 6.0 ALTERNATIVES:** Not Applicable
- 7.0 RECOMMENDATIONS:** MTC has the following options:
- Option 1: Cancel July MTC meeting
 - Option 2: Cancel August MTC meeting
 - Option 3: Cancel July & August MTC meetings
 - Option 4: Hold all schedule meetings
- 8.0 ATTACHMENT:** Not Applicable

SUBMITTED AND RECOMMENDED BY:



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

**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

SUBJECT: CityLYNX Gold Line Connector

DATE: June 23, 2021

- 1.0 PURPOSE/SCOPE:** The purpose of this information item is to present an overview and findings of the Title VI Analysis of the CityLYNX Connector
- 2.0 BACKGROUND/JUSTIFICATION:** As a recipient of federal funding CATS/City of Charlotte must conduct a Title VI Analysis on any Major Service Change to determine any negative impacts that disproportionately affect minority and low-income residents and riders, as a result of the change of services. This is a requirement of recipients of FTA funding and in support of Title VI of the Civil Rights Act of 1964.
- 3.0 PROCUREMENT BACKGROUND:** N/A
- 4.0 POLICY IMPACT:** N/A
- 5.0 ECONOMIC IMPACT:** N/A
- 6.0 ALTERNATIVES:** N/A
- 7.0 RECOMMENDATION:** Approve the findings of the Title VI Analysis of the CityLYNX Connector.
- 8.0 ATTACHMENT(S):** Title VI Review of Proposed Discontinuation for Replacement of the CityLYNX Gold Line Connector

SUBMITTED AND RECOMMENDED BY:



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

Attachment:
Title VI Review of Proposed Discontinuation
for Replacement of the CityLYNX Gold Line Connector



M E M O R A N D U M

TO: Arlanda Rouse, Civil Rights Officer
FROM: Pamela White, Service Development Manager
Charlotte Area Transit System - CATS
SUBJECT: Title VI Review of Proposed Discontinuation for Replacement of the
CityLYNX Gold Line Connector
DATE: June 18, 2021

The CityLYNX Gold Line Connector Service serve as temporary replacement service of the CityLYNX Gold Line Starter Service that was suspended in order to further advance the construction of Phase II of the CityLYNX Gold Line Streetcar service. The CityLYNX Gold Line Connector operates 1.5 miles East Trade St and Elizabeth Ave to Hawthorne St with one terminus at the Charlotte Transportation Center and the other terminus at the Novant Hospital main campus (formally Presbyterian). The CityLYNX Connector provides service connection to the LYNX Blue Line light rail station, the Spectrum Cable Arena, Charlotte/Mecklenburg Government District, Central Piedmont Community College and Elizabeth Ave shops and restaurants. As a result of the implementation of the Phase II of the CityLYNX Gold Line, CATS is proposing to replace the CityLYNX Gold Line Connector with the CityLYNX Gold Line Streetcar. Passenger traveling along this same corridor will be provided with service that is more frequent, expanded span of service, increase vehicle capacity, and enhanced transit amenities. CityLYNX Gold Line Streetcar will extend the current CityLYNX Connector service by a total of 2.5 miles. It will extend west by two miles, from the Charlotte Transportation Center to French Street in Charlotte's Historic West End. It will extend northeast by a half mile along Hawthorne Lane between Novant Presbyterian Hospital to Sunnyside Avenue, passing over I-74/Independence Boulevard. The expanded services will include 11 additional stops and S70 Siemens modern streetcar vehicles with hybrid technology. Each station stop will provide level-boarding for passengers, integration of art into the shelters and vehicles. In addition, various improvements have been made along the corridor in conjunction with the project.

The proposed replacement of the CityLYNX Gold Connector requires an Equitable Service Analysis. Thus, CATS is performing a Title VI Review to determine the potential impact to low income and minority passengers.

According to the American Community Survey Data, the CityLYNX Connector serves within Census tracts with an established minority percentage of 30.5% and low-income rate of 12.1%. These rates are significantly below the CATS' established minority rate of 49.02% and low-income rate of 15.93%.

Passengers utilizing the CityLYNX Connector board the vehicle at one of the six (6) established bus stops. These bus stops provide passengers with limited transit amenities ranging from bus shelters and trash receptacles to bus stop signs with a semi-seat.

Route Replacement Background

The CityLYNX Connector operates Monday thru Saturday 8:00am-12:15am and Sunday 9:00am-7:15pm. The CityLYNX Connector operates 25 minutes frequencies. When CityLYNX Gold Line Phase 2 opens for revenue service, the Connector is proposed to be replaced with CityLYNX Gold Line Streetcar.

Route	Span of Service		
	Weekday	Saturday	Sunday
CityLYNX Gold Line Connector	8:00am - 12:15am	8:00am - 12:15am	9:00am - 7:15pm
CityLYNX Gold Line	5:00am-2:00am	5:00am-2:00am	5:00am-2:00am

Route	Peak	Mid-Day	Night
CityLYNX Gold Line Connector	25	25	25
CityLYNX Streetcar Phase Two	20	20	20

Analysis Conclusion:

No Adverse Impact: The CATS Civil Rights staff reviewed the analysis and data and determined that replacement of service of the CityLYNX Connector with the CityLYNX Gold Line Streetcar will have no adverse impact on passengers. The CityLYNX Gold Line Streetcar will increase service area, vehicle capacity, service span, and service frequency, as well as provide public art, and better meet the mobility needs of the passengers.

For the purposes of Title VI Service Equity Analysis, there are no significant impacts to low income or minority populations.


A white CityLYNX Connector bus with the number 1091 on its side, parked on a street with trees in the background. The bus has a blue stripe and a bicycle rack on the front.

Title VI CityLYNX Connector Service Equity Analysis Metropolitan Transit Commission June 23, 2021

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A graphic of a stylized blue and white oval shape.

Title VI Purpose

Title VI Civil Right Act 1964

“No person in the United States shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

A graphic showing several hands of different skin tones cupping a small globe of the Earth.

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CATS Major Service Change

Title VI Analysis Required:

- Any change to an existing bus or light rail route that affects more than 25% of revenue miles
- Elimination of an existing transit route without replacement
- New service routes

CityLYNX Connector Title VI Analysis

- CityLYNX Gold Line Streetcar replaces more than 25% of revenue miles
- CityLYNX Streetcar is a new service



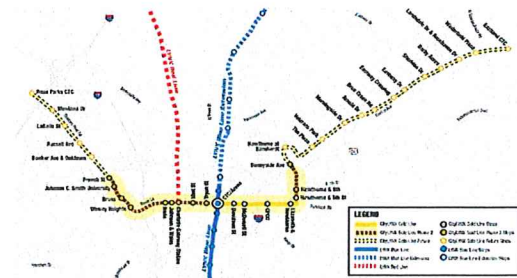
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CityLYNX Gold Line


- **Phase 1 (2015)**
 - Charlotte Transit Center to Novant Health Used "Vintage" trolley
- **Phase 2 Extension (2021 Under construction)**
 - Extends to Johnson C. Smith and Sunnyside Ave in Elizabeth
 - Vehicles upgraded to modern Siemens model
- **Phase 3 Extension (Future)**
 - Extension to Rosa Parks CTC and Eastland CTC
 - Design update to begin soon



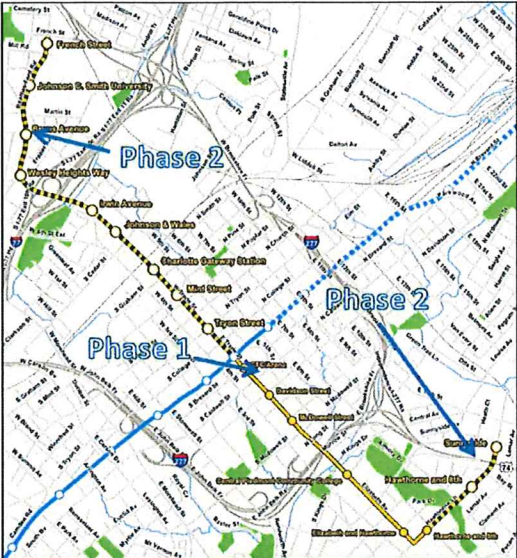


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CityLYNX Gold Line


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5



CityLYNX Connector



Time Warner Cable Arena

Central Piedmont Community College

Novant Hospital

Charlotte-Mecklenburg Government District

Elizabeth Ave

E 4th St

E 3rd St

E 2nd St

E 1st St

E Trade St

E College St

S College St

S Shreve St

S McDowell St

S Stonewall St


I-277

Implemented as temporary replacement service for CityLYNX Gold Line Phase 1 in June 2019

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Title VI CityLYNX Connector

Existing Service Area Demographics

Service Area	Minority Proportion of Population	Low Income Proportion of Population
CATS	49.02%	15.93%
CityLYNX Connector	30.5%	12.1%


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Title VI CityLYNX Connector

CityLYNX Connector

- 6 Station stops with limited transit amenities at stops
- 25 Minute frequency
- Service Span: Mon-Sun 8:00-12:15am and Sun 9:00-7:15pm

CityLYNX Gold Line Streetcar

- 17 stops with transit amenities at each stop
- 20 Minute frequency
- Service Span: Mon- Sun 5:00am -2:08am


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CityLYNX Connector Analysis

- CATS held a public meeting on May 11, 2021 and the public was provided with the opportunity to comment on the proposed changes for thirty day following the meeting.
- No Adverse Impact: The CATS Civil Rights staff reviewed the analysis and determined that replacement of service of the CityLYNX Connector with the CityLYNX Gold Line Streetcar will have no adverse impact on passengers. The CityLYNX Gold Line Streetcar will increase service area, vehicle capacity, service span, and service frequency, as well as provide public art, and better meet the mobility needs of the passengers
- Recommendation: MTC approval of the 2021 Service Equity Analysis for the CityLYNX Gold Line Streetcar



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

Mode / Service	May-21	May-20	Percent Increase/Decrease	YTD FY 2021	YTD FY 2020	Percent Increase/Decrease	Avg Daily Ridership per Month		
							WeekDay	Saturday	Sunday
Local									
BOD Local	473,776	411,885	15.0 %	5,095,151	8,945,542	-43.0 %	17,564	13,409	9,255
Subtotal	473,776	411,885	15.0 %	5,095,151	8,945,542	-43.0 %	17,564	13,409	9,255
Local Express									
Arboretum Express	-	-	n/a	-	40,157	n/a	-	-	-
Harrisburg Road Express	308	302	2.0 %	3,206	20,576	-84.4 %	15	-	-
Northcross Express	219	113	93.8 %	2,700	73,462	-96.3 %	11	-	-
Idlewild Road Express	197	148	33.1 %	3,020	17,511	-82.8 %	10	-	-
Independence Blvd Express	216	64	237.5 %	1,459	35,767	-95.9 %	11	-	-
Lawyers Road Express	314	188	67.0 %	3,315	22,901	-85.5 %	16	-	-
Matthews Express	-	15	n/a	-	32,190	n/a	-	-	-
Mountain Island Express	-	-	n/a	-	11,376	n/a	-	-	-
Northlake Express	221	68	225.0 %	2,441	51,674	-95.3 %	11	-	-
North Mecklenburg Express	314	52	503.8 %	2,515	97,474	-97.4 %	16	-	-
Huntersville Express	480	121	296.7 %	4,080	14,102	-71.1 %	24	-	-
Rea Road Express	247	142	73.9 %	3,023	28,107	-89.2 %	12	-	-
Steele Creek Express	-	-	n/a	-	11,489	n/a	-	-	-
Huntersville Greenhouse Express	150	95	57.9 %	1,440	3,821	-62.3 %	8	-	-
Subtotal	2,666	1,308	103.8 %	27,199	460,607	-94.1 %	134	-	-
Regional Express									
Gastonia Express	426	253	68.4 %	5,484	32,814	-83.3 %	21	-	-
Rock Hill Express	194	106	83.0 %	2,672	25,426	-89.5 %	10	-	-
Union County Express	230	149	54.4 %	2,456	20,513	-88.0 %	12	-	-
Subtotal	850	508	67.3 %	10,612	78,753	-86.5 %	43	-	-
Community Circulator									
Neighborhood Shuttles	13,600	13,386	1.6 %	158,790	304,015	-47.8 %	496	491	207
Eastland Neighborhood Shuttle	8,335	7,754	7.5 %	91,498	153,594	-40.4 %	278	266	240
Pineville-Matthews Road	1,504	1,204	24.9 %	15,679	30,653	-48.9 %	64	46	-
Village Rider	3,101	2,837	9.3 %	38,576	66,755	-42.2 %	116	92	53
Subtotal	26,540	25,181	5.4 %	304,543	555,017	-45.1 %	954	895	500
Human Services Transportation									
Special Transportation Services	13,009	8,332	56.1 %	128,516	198,052	-35.1 %	508	221	121
DSS	77	80	-3.8 %	768	2,531	-69.7 %	4	-	-
Subtotal	13,086	8,412	55.6 %	129,284	200,583	-35.5 %	512	221	121
Rideshare Services									
Vanpool	2,593	3,343	-22.4 %	32,908	105,966	-68.9 %	118	-	-
Subtotal	2,593	3,343	-22.4 %	32,908	105,966	-68.9 %	118	-	-



Metropolitan Transit Commission
Charlotte Area Transit System Ridership Report

May-21

Mode / Service	May-21	May-20	Percent Increase/Decrease	YTD FY 2021	YTD FY 2020	Percent Increase/Decrease	Avg Daily Ridership per Month		
							WeekDay	Saturday	Sunday
Rail									
LYNX Blue Line	244,755	197,039	24.2 %	2,363,118	7,037,407	-66.4 %	7,912	9,692	6,342
Subtotal	244,755	197,039	24.2 %	2,363,118	7,037,407	-66.4 %	7,912	9,692	6,342
Total	764,266	647,676	18.0 %	7,962,815	17,383,875	-54.2 %	27,237	24,217	16,218



May | CATS Sales Tax Report FY2021

March Receipts

Sales Tax Collections and Distribution – March 2021

- The March 2021 receipts of \$11,253,531 were \$1,722,838 (18.08%) above budget target for the month
- The March 2021 receipts were \$1,546,548 (15.93%) above forecast for the month.
- The March 2021 receipts were \$2,518,058 (28.8%) above March of 2020

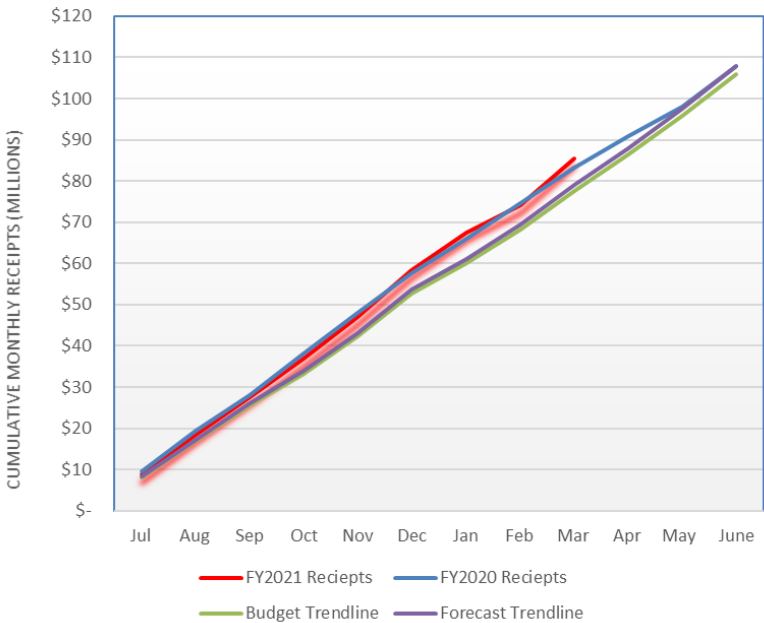
Sales Tax Budget Data

- FY2021 sales tax budget is \$105,980,101
- The updated FY2021 model forecasts year-end receipts of \$114,298,062 which is \$8,317,961 (7.8%) above the budget target of \$105,980,101
- FY2020 actual sales tax was \$107,778,982

Local Government Sales and Use Tax Distribution

- Source: North Carolina Department of Revenue Sales & Use Distribution Report for the month March 31st, 2021
- Published by NC Secretary of Revenue on 6/10/2021 with actual receipts through April 2021
- CATS sales tax report only includes Mecklenburg County Article 43 sales tax

FY2021 Sales Tax Receipts Forecast



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 Actuals	Mar 21 Actuals	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	\$ 2,739,644	\$ 4,543,278	\$ 3,596,897	\$ 3,816,363	\$ -	\$ 42,007,632
Cornelius	1.46%	32,144	1.5%	130,199	138,159	134,921	135,982	149,674	171,273	137,206	101,927	169,030	133,820	141,985	-	1,544,177
Davidson	0.61%	13,261	0.6%	54,648	57,989	56,630	57,075	61,748	70,659	56,604	42,050	69,733	55,207	58,576	-	640,921
Huntersville	2.76%	62,528	2.9%	245,976	261,015	254,898	256,902	291,154	333,169	266,899	198,272	328,804	260,313	276,196	-	2,973,599
Matthew s	1.51%	31,071	1.5%	134,304	142,516	139,176	140,270	144,678	165,556	132,626	98,524	163,387	129,353	137,246	-	1,527,636
Mint Hill	1.29%	27,692	1.3%	115,516	122,579	119,706	120,647	128,944	147,552	118,202	87,810	145,619	115,286	122,320	-	1,344,181
Pineville	0.43%	9,533	0.4%	38,598	40,958	39,998	40,313	44,389	50,795	40,691	30,229	50,129	39,687	42,109	-	457,897
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	3,487,541	5,783,551	4,578,817	4,858,195	-	53,359,667
Total	100.00%	2,140,059	100.0%	\$ 8,921,474	\$ 9,466,946	\$ 9,245,058	\$ 9,317,741	\$ 9,964,913	\$ 11,402,907	\$ 9,134,772	\$ 6,785,996	\$ 11,253,531	\$ 8,909,381	\$ 9,452,990		\$ 103,855,709

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%	-21.2%	28.8%	16.7%	35.1%			
FY21 Budget Target	\$ 8,099,962	\$ 8,738,429	\$ 8,861,388	\$ 7,605,667	\$ 9,030,896	\$ 10,469,767	\$ 7,265,169	\$ 8,096,533	\$ 9,530,693	\$ 8,747,576	\$ 9,281,313	\$ 10,252,708	105,980,101	
% of FY21 Budget Achieved	8.4%	17.4%	26.1%	34.9%	44.3%	55.0%	63.6%	70.1%	80.7%	89.1%	98.0%		98.0%	

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	\$ 107,778,982
FY2019	\$ 7,708,503	\$ 9,621,386	\$ 9,103,726	\$ 8,067,019	\$ 9,425,129	\$ 8,906,774	\$ 8,195,787	\$ 7,918,012	\$ 10,155,891	\$ 9,880,419	\$ 9,435,500	\$ 9,117,052	\$ 107,535,197
FY2018	\$ 8,147,197	\$ 8,436,960	\$ 8,784,051	\$ 7,883,713	\$ 8,884,437	\$ 9,324,267	\$ 6,897,695	\$ 7,842,800	\$ 9,303,951	\$ 8,539,748	\$ 9,277,676	\$ 9,699,263	\$ 103,021,757
FY2017	\$ 6,706,169	\$ 8,123,310	\$ 8,099,598	\$ 6,984,259	\$ 8,275,157	\$ 9,927,120	\$ 5,142,666	\$ 7,510,515	\$ 9,105,261	\$ 7,459,176	\$ 6,747,425	\$ 8,520,759	\$ 92,601,412

