



# Metropolitan Transit Commission



November 17, 2021



# **METROPOLITAN TRANSIT COMMISSION**

**Wednesday, November 17, 2021**

**5:00pm**

**Charlotte-Mecklenburg Government Center**

**WebEx**

## **AGENDA**

- I. Call to Order ..... Mayor John Higdon
  - Attendance (Roll Call)
- II. Approval of the October 27, 2021 Summary (**p.5-14**)..... Mayor John Higdon
- III. Report from the Chair of the Transit Service Advisory Committee (TSAC) ....Krissy Oechslin
- IV. Report from the Chair of the Citizens Transit Advisory Group (CTAG)..... Adam Pasiak
- V. Public Comments
- VI. Informational Items
  - LYNX Silver Line LPA Refinement & Recommendation (**p.16-33**) ..... Andy Mock
- VII. Action Items
  - Meeting Schedule Adjustments for 2022 (**p.35**) ..... John Lewis, Jr
- VIII. MTC Commissioners' Business
  - Regional Express Service .....Mayor John Aneralla
- IX. Chief Executive Officer's Report (**p.37-40**) ..... John Lewis, Jr
- X. Adjourn



**METROPOLITAN TRANSIT COMMISSION**  
**MEETING SUMMARY**  
**October 27, 2021**  
**(Approved on November 17, 2021)**

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

**Present:**

Mayor Vi Lyles (City of Charlotte)	Mayor Pro-Tem Renee Garner (Matthews)
Commissioner Leigh Altman (MCBOCC)	Brian Welch (Town Manager, Mint Hill)
Taiwo Jaiyeoba (Assistant City Manager, Charlotte)	Mayor Jack Edwards (Town of Pineville)
Mayor Woody Washam (Town of Cornelius)	Bill Thunberg (Representative, Mooresville)
Andrew Grant (Town Manager, Cornelius)	Michael Peoples, (City Manager, Gastonia)
Jamie Justice (Town Manager, Davidson)	Mayor William Dusch (City of Concord)
Mayor John Aneralla (Town of Huntersville)	

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

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**I. Call to Order**

The regular meeting of 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 September 22, 2021 was approved.

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

**Krissy Oechslin (Chairwoman)** reported the following recap: In our October TSAC meeting we received public comment about issues with the Gold Line, including communications with riders, headway between trains, and cars obstructing the alignment. Many of the issues the speaker raised echo concerns that TSAC members have shared. CATS staff responded to some of those issues in real time during the meeting and will be providing follow-up on any remaining questions. The issue of parked cars obstructing the Gold Line continues to be a concern. There were several suggestions that the City amp up parking enforcement, maybe sending a tow truck around with the streetcar to immediately enforce against cars that are parked such that they block the train, because it causes a major delay when that happens.

We received several updates, including the Envision My Ride Bus Priority study and its upcoming public meetings, as well as the CONNECT Beyond work plan.

We got an update on some of the safety issues that had been raised in our previous two meetings, specifically CATS looked further into how 911 responds to calls from along the CATS system including the Rail Trail, and it's also rolling out a new security staffing model so that there will be increased visibility of security officers throughout the system. We also learned that CATS is resuming fare inspections on Blue Line trains. We also received the CATS TRAX performance update.

The next TSAC meeting falls on Veteran's Day. TSAC voted to reschedule it to the day earlier, on Wednesday, November 10th.

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

**Adam Pasiak (Co-Chairman-Mecklenburg County)** reported the following recap: CTAG reconvened earlier this month after the regular summer break. On our agenda for our October meeting was a presentation from Mr. Andy Mock, the senior project manager for CATS, regarding the LYNX Silver Line update as well as a virtual online demonstration of the CATS-Pass app from Rachel Gragg.

During the update presentation from Mr. Mock on the Silver Line he was able to share some of the changes that had been made through some feedback sessions to the concept to better align some of the stations and the Silver Line itself in some areas to meet the needs of the neighborhoods that it will serve. Mr. Mock also was able to share with CTAG where the Silver Line project is currently within the project stage, what the next stages will be of the project life cycle, and the overall planning and what the next steps of that process will look like.

As well during that presentation it was shared that the Silver Line is potentially going to be rolled out into three different phases, which will better help our funding efforts, the first phase starting with the Center City to Matthews phase. Feedback from CTAG members on this update were generally positive. The questions from the CTAG members ranged from ridership projections on the Silver Line to budget-related questions surrounding the funding options and cost projections being published through the local media. Questions were received and answers thoughtfully in real time by CATS members, and in general, CTAG looks forward to the future updates from Mr. Mock and the CATS team as the planning stages continue the Silver Line.

As mentioned, also during our October meeting we received a live virtual presentation on the CATS-Pass app and how it functions in real time giving real-time data and feedback to riders. Ms. Gragg also shared some of the functionality updates that have been brought to the CATS-Pass app in the last few months and how we users will interact with being able to see buses live, how to plan routes, estimated times of arrival, stuff like that, and purchase fare and even pinpoint again where your bus is located within the route.

All the feedback, again, from the CTAG membership was positive. I don't know if any members had voiced questions about the CATS-Pass app in the past, and I really enjoyed seeing the updates and where it's progressed. Our next meeting is scheduled right now for November 16th at 7:30 AM and will be held virtually via WebEx.

## **V. Public Comments**

1) **CHRIS WALLACE** provided comments on Northern Corridor Local Routes - I'd like to thank the committee for the chance to comment today. I'm a resident of Huntersville-Cornelius-Davidson area for 16 years. I don't actually own a car. My primary method of transportation is by bike and CATS bus. And the concern I wanted to bring up today was that I've been watching closely with the development of the BRT survey and study and as you guys expand, the MetroRapid service up here, and the concern I have is that the area's local routes don't really have the connectivity or reliability to service those adequately.

And the areas of town in which the Park & Rides are located or looking to be located more than likely become overburdened with traffic during the peak hours of people come into and leave the parking lot, and then I and many of the other riders I ride with and talk to would like to see more connectivity along local routes to make accessing the Park & Rides more convenient, as well as the possibility of a bus route that services the length of NC 115 running from Davidson College perhaps down to the Bryton Town Center, as well as routes that more effectively can get you from commercial centers like Birkdale Village to downtown Huntersville.

## **Discussion:**

**CATS CEO LEWIS:** Thank you, Mr. Wallace, for your comments, both about the MetroRapid Express and the connectivity between local routes and express routes. We are continuing our I-77 Express study that Brian Nadolny will be talking about later. Connectivity to the express route and BRT is certainly a top priority. As we continue to expand service, as we continue to add frequency this connectivity from the northern towns to our growing express service will certainly be a priority. I think we'll hear more about that when Brian gives his presentation a little later.

**2) Bobby Compton (Chairman, Centralina Regional Council Board of Delegates)** provided comments on CONNECT BEYOND - As the chairman of the Centralina Regional Council board of delegates, with along with the MTC is a co-convenor of the CONNECT Beyond region mobility initiative, and I welcome the opportunity to share a few words as your Commission considers supporting the CONNECT Beyond plan.

This plan has come together across two states, 12 counties, and over the course of 18 months because of a shared interest in creating a single vision for our region's transportation network of the future. Through this plan we have created a vision of what we want to achieve and establish the blueprint of how to get there. Our region is poised for tremendous growth and opportunity in the coming years. As a lifelong resident of this region, I've witnessed our growth and prosperity, and with it I've seen the stress put on our transportation infrastructure as our population increases. We are a community nearing 3 million strong and expect it to add over 1 million more by 2045. What makes our region so special is the diversity of its communities made up of rural crossroads, suburban areas, small historic towns, and urban areas.

Residents who live and work in these different places have their own unique transportation needs and challenges. The CONNECT Beyond plan is built on the needs of communities and outlined strategies for making sure our neighbors and visitors can easily get to where they want and need to go. This plan allows communities the freedom to advance at their own pace based on their appetite for change, while still moving towards our shared vision. Creating a more complete mobility network will be critical to our region, meeting the challenges of the growth that is coming. This will not only increase opportunity and access for our residents to jobs, education and healthcare, it will increase our region's economic competitiveness, build stronger connections between rural and urban areas, and improve our environment.

And now we have the vision. Our work as community leaders begins as we set a course for implementation. Ensuring a well-functioning transportation network over the long term is complex and relies on multiple agencies for its success. The plan outlines clear areas for collaboration as needed and an approach for how to get there. Important conversations about how we work together as a region in decades to come and how we grow transportation revenues to support our anticipated needs were started during plan. These conversations need to be continued so we move forward together. Centralina looks forward continue these conversations and our continued partnerships with the Metropolitan Transit Commission and all of the organizations and communities involved in the plan.

When I was in the fire service, we depended on our neighboring communities through mutual aid agreements to attack our biggest challenges. This spirit of cooperation is the foundation for our success locally and regionally. That spirit is what drew me to Centralina and I suspect brought many of you tonight. A group of local leaders worked together to address shared challenges that are bigger than one community, and of course, transportation is one of those issues that know no boundaries. We need our elected community leaders to come

together to move the CONNECT Beyond plan forward. It will take continued coordination across all levels of government, agencies, and the public and private sectors to make that future a reality. The right transit plan is essential to meeting our mobility needs and creating more equitable, sustainable, and accessible community.

I am proud to report that the Centralina Regional Council board of delegates overwhelmingly endorsed the CONNECT Beyond plan earlier this month. I urge this body to show its support for the CONNECT Beyond plan tonight, and with it we'll be taking an important step together towards our shared vision.

## **VI. Informational Item**

### **a. Federal Bipartisan Infrastructure Plan**

**Dana Fenton**

**Dana Fenton – City of Charlotte Intergovernmental Relations Manager** – made a presentation on the Federal Bipartisan Infrastructure Plan, based on pages 17-23 in the MTC Agenda packet for October 27<sup>th</sup>, 2021 meeting.

#### **Discussion:**

**MAYOR HIGDON (Town of Matthews):** It sounds like the population along this line is a wealthier demographic, is that right? Has there been any discussion of how the funds will be distributed among the states? Is it whoever plays the game the best or applies for grants the best, or is it by population or what?

**MR. FENTON:** Yes, there was funding in the plan for states, a formula funding for the states, and of course, CATS receives quarterly funding from the federal government for transit activities, and distribution of those funds varies. Sometimes it could be by population. I know one of the grant programs not related to transportation, that every state will receive a flat amount of dollars, and then they could compete or try to get additional funding based upon those factors related to that specific program. It's going to vary pretty much depending upon the program.

**MAYOR HIGDON (Town of Matthews):** My hope is that North Carolina will be aggressive and try to get as much funding as possible.

### **b. LYNX Blue Line Economic Development**

**John Howard**

**John Howard – CATS Transportation Planner** – made a presentation on the LYNX Blue Line Economic Development, based on pages 25-36 in the MTC Agenda packet for October 27<sup>th</sup>, 2021 meeting.

#### **Discussion:**

**MAYOR HIGDON (Town of Matthews):** Wow, that's really exciting and I think a win-win-win for the community all around, the new development, the affordable housing. And one thing that I really like is I spent a good portion of my youth in the Charlotte area. I like to see the adaptive reuse of some of these buildings that otherwise probably would have been destroyed that are being rehabilitated and put to use in other ways. It's really exciting.

**BILL THUNBERG (Mooresville Representative):** Mr. Howard, did you take a look at the difference in values that would accrue from existing use and the friends that oriented development uses? What was the increase property tax values?

**MR. HOWARD:** We talked about having that information provided, but we have not gotten a real good hold on how to get accurate information about the tax value changes. But that is on our bucket list of things to do as far as how we look at valuation, but we just have not gotten good data yet in terms of those delta changes in the value based on tax value.

**BILL THUNBERG (Mooresville Representative):** Mr. Howard, there had been some discussion about using an increment, a predevelopment increment, and I guess the jurisdictions, in this case Charlotte, would agree to devote and perhaps the County would agree to devote that increment to funding transit through the increase in property values in the TOD areas. Has there been any further discussion of that?

**CATS CEO LEWIS:** Bill, you've raised a very important discussion. Periodically over the last decade or so the concept of tax increment financing, that is, capturing the incremental value associated with the investment that we put in, in rail infrastructure. The challenge that we have here in North Carolina is something we may want to discuss in greater detail with members of the General Assembly, is that the current law in North Carolina states that any values captured in these kinds of incremental financing zones must stay for uses within the zone. It really limits our ability to really capture the true value of those incremental raises in property tax.

You could pick any one of those locations along the alignment -- Scaleybark is one. When you look at the incremental revenue associated with that development, any of that can only be used to fund activities within that zone. We could not take revenue, as an example, that is derived from the Scaleybark LoSo development and use it to build or operate transit service in another area of the city or the region. In many other jurisdictions once you recoup that value, you're able to use it anywhere as long as it's a transportation use. That is not the case in North Carolina.

**BILL THUNBERG (Mooresville Representative):** I'm well aware of that restriction and that's a legislative -- if you take an action under that statute that's correct, but there's nothing to prohibit the City of Charlotte or any other jurisdiction from doing a contractual kind of arrangement, and so that may be something that we need to talk about off-line. But the City would have to agree to do something, and the County would have to agree, and they would sign a contract that the money would go into this fund and it would be limited to blah, blah, blah.

**CATS CEO LEWIS:** Sure.

**MAYOR HIGDON (Town of Matthews):** I think we all know that the tax revenue generation increase has got to be just phenomenal off the charts in some of these areas because some of them were really desolate, as shown in the presentation and weren't generating much tax revenue at all prior to Light Rail coming in.

#### **c. Metro Rapid North BRT Planning Study Update**

**Brian Nadolny**

**Brian Nadolny – CATS Transit Corridor Assistant Manager** – made a presentation on the MetroRapid North BRT Planning Study Update, based on pages 37-49 in the MTC Agenda packet for October 27<sup>th</sup>, 2021 meeting.

#### **Discussion:**

**MAYOR WASHAM (Town of Cornelius):** We have really some major momentums going on I think at this point with Exit 27 moving up pretty significantly into the MTP, and I just want

to bring that to your attention. There's so much going on at that exit, if it's left off of this plan, I think that's going to be probably a longer-term mistake in the overall plan. We've got a 300 bed, ultimately a 300 bed Atrium hospital going in there, a 110-acre development across the interstates, another 83 acres that is moving along fast with a lot of new road projects going through there. Once that interchange opens it's going to download a bunch of traffic off of Exit 28 which is going to be very significant. I really want to reiterate the fact that we think that is critically important for you to have on this list. I just provide that to you for feedback at this point, because once you come to Cornelius, you're going to hear that loud and clear.

**MR. NADOLNY:** And we heard that at our meetings, and we had a specific scope of work for this project so we wanted to make sure we made the existing Park & Ride lot the best mobility hub it can be. But we do see that Westmoreland as a future station and you're right, it could happen sooner, and we need to be on board so we're starting to have those conversations with the developments that are going on at that potential future interchange. We're already starting to think about that. I think there's a potential future hospital going on there, which would be an exciting way to service that through our service.

**MAYOR WASHAM (Town of Cornelius):** Exactly my point. A 300-bed hospital is not small. It's coming that way and that's going to be pretty quick. It depends on how this travel. I get that with the Exit 27, but with the influence of Atrium, the way it's moving I think it's going to be significantly faster than a lot of people project.

**MAYOR HIGDON (Town of Matthews):** With space being at a premium have any of these Park & Ride lots been considered incorporating working decks or is that cost prohibitive?

**MR. NADOLNY:** We would consider that. Obviously, it's on a site-by-site basis. In Mooresville we saw the land available. We really feel like we can get a high-quality lot without having to do a deck there. In Davidson it's much more congested so we're looking at whether a surface lot is the right way to go there or whether we have to work with different developers, going down there and try to work that up on a joint solution. So yeah, we are considering. Like at Northcross, we have the \* work. We think that we might reach capacity at some point so we're thinking how we would expand that capacity.

Sometimes you have land next door and other times you don't and then you might have to go up. We're thinking through all that stuff and we'll have that sort of phasing approach that when we reach a point where more parking is needed, we'll have ideas and plans in place.

**MAYOR HIGDON (Town of Matthews):** A lot of lots are being planned now with the eventuality of going up if necessary.

**MAYOR ANERALLA (Town of Huntersville):** As it relates to the Hambright Road Park & Ride. I'm sure you are aware we have a million square feet and we approved right below that. What's the timeline for breaking ground?

**MR. NADOLNY:** I don't know the exact date of breaking ground. We're going into design, but we've already reached those couple big hurdles, which is the transfer of the property and getting the environmental approved. Usually that design could take in general like a year, 18 months, and then you break ground and then that construction time frame. Again, I don't know the specifics enough of the project to know the details of the complexity of the structure.

**MS. BRIM:** Brian was correct. We are looking at about 18 months for the design. We are putting it out. We've been waiting for state funding to come in, but we're going ahead and putting it on out. I think the Mayor would be pleased to know that we are working with the developer and meeting with them. We've been meeting with them about every two weeks to make sure that we're coordinating as much as we can with that nice large development that is being proposed just south of the Hambright station.

**MAYOR WASHAM (Town of Cornelius):** One thing to add, Brian, and I'll do this quickly, is that our town board has just approved a very significant project adjacent to that Park & Ride, which is a very transit-oriented community with I guess workforce housing-type apartments to the tune of about 350 plus convention facility, hotel, and a good bit of retail there on that particular site. I think that's good planning on your part to think about expansion of that particular lot for that reason, if not others.

**d. Envision My Ride: Bus Priority Study Update**

**Bruce Jones**

**Bruce Jones – CATS Transportation Planner** – made a presentation on the Envision My Ride: Bus Priority Study Update, based on pages 51-60 in the MTC Agenda packet for October 27<sup>th</sup>, 2021 meeting.

**Discussion:**

**MAYOR HIGDON (Town of Matthews):** Certainly, a very comprehensive overview and I think Envision My Ride is really the definition of contiguous improvement and will make the breadth of experience more enjoyable.

**MAYOR ANERALLA (Town of Huntersville):** I want to thank Mr. Jones and Mr. Lewis and all the staff for especially looking at where we're going to put these bus stop enhancements in the future and changing the scoring system. I think that's going to be something that's going to be a game changer as we all grow over the course of the next few years. I just want to thank everybody for that effort.

**COMMISSIONER ALTMAN (Mecklenburg County):** I was just wondering, on page 54 of the entire agenda, slide 6, can you just tell me what does type A, B, and C mean?

**MR. JONES:** Those are the different standards that we have for the stops that we wrote out system-wide, and it's a matrix that we've identified. At minimum each stop will be type A, that's where we'll have an accessible boarding pad, additional signage as well. Then as we build up to the different tiers, we'll roll out additional amenities, as you can, see Type B has a bench and then other amenities associated with that as well. Then Type C is the larger scale that will have shelters.

The concept with the standard stops, that's the stop that we'll roll out throughout the entire network. What you see with the enhanced stops, the mobility center and plazas, those are the stop enhancements that we'll begin to roll out on the priority corridors. The mobility center is a little flexible in terms of where we roll that out, so that's more so where we had end of the line service and then also where we have the potential for us to enhance that first mile/last mile connectivity with on-demand service. In towns like Mint Hill where we don't currently have local service, that will be an opportunity for us to provide connections to and from some of our high-frequency routes.

**COMMISSIONER ALTMAN (Mecklenburg County):** Is the rule that new construction must be ADA compliant, and the old construction is grandfathered in, is that the deal?

**MR. JONES:** It is. We're moving towards, though, with our ADA transition plan of making all of our stops accessible where possible, so at minimum we would have the boarding pad and sidewalk connectivity. So that's the goal that we're working towards.

**COMMISSIONER ALTMAN (Mecklenburg County):** But all new construction is compliant from the get-go.

**MR. JONES:** Right.

**KRISSY OECHSLIN (TSAC Chairwoman):** I know one of the proposed bus treatments is dedicated bus lanes. And we did have that pilot project on Central Avenue which is one of the identified corridors for getting some sort of bus treatment, and as we saw, there was a lot of public opposition to that bus lane. I'm obviously biased because I take the line every day, but it is one of the highest, if not the highest, ridership of all those local routes in CATS.

I was wondering if there was any sort of plan to maybe better sell the public on the benefit of a dedicated bus lane, even for people that drive, because there was so much opposition to it from people who don't take the bus who didn't seem to see the value of having a dedicated bus lane. I was wondering if there was any plan for that.

**MR. JONES:** That's part of the ongoing conversation that we have. Of course, as we continue to identify our potential recommendations, we'll have to have the conversation on do we want to convert existing infrastructure or build a new fixed skyway if you will, for a bus-only lane, so I think that's an ongoing discussion that we'll need to have. I do think that as we continue to identify some of the other corridor segments there may be potential for us to identify maybe corridor-based BRT like Brian mentioned on some of the corridors, and that might approach the possibility of us implementing dedicated lanes where possible, but I think it's an ongoing discussion to your question.

**CATS CEO LEWIS:** Also, as it relates to the Central Avenue pilot. There were certainly lessons learned from that about how we would roll out these kinds of projects in the future, and upfront marketing and communication is certainly a major takeaway from that project. As we work to continue, right now we're in that edification phase, but once we move towards implementation, that is certainly a key foundation of moving those concepts forward.

## **VII. Action Items**

### **a. Fare Equity Analysis City LYNX Gold Line**

**Arlanda Rouse**

**Arlanda Rouse – CATS Civil Rights Officer** – presented an action item for the Fare Equity Analysis City LYNX Gold Line, based on pages 62-84 in the MTC Agenda packet for October 27<sup>th</sup>, 2021 meeting.

**Resolution:** A motion to accept the Fare Equity Analysis City LYNX Gold Line was made by **Mayor John Aneralla (Town of Huntersville)**; seconded by **Mayor Woody Washam (Town of Cornelius)**. Motion carried unanimously.

**b. CONNECT Beyond Regional Work Plan**

**Jason Lawrence**

**Jason Lawrence – CATS Senior Transportation Planner** – presented an action item for the CONNECT Beyond Regional Work Plan, based on pages 86-97 in the MTC Agenda packet for October 27<sup>th</sup>, 2021 meeting.

**Discussion:**

**MAYOR ANERALLA (Town of Huntersville):** I want to thank everybody for this collaborative effort that occurred over the last 18 months and, you know, certainly needed to be. I know there's been previous plans and I'm glad we have an update and so forth.

My concern is, as a North Mecklenburg resident, that this document is going to be used next year to pass a 1% sales tax with the note on the plan that the Red Line is the first of the lines to be built in 2033. With no agreement from Norfolk Southern I think once again it's disingenuous to have a timeline or a date for the Red Line to be built. And I do note on the presentation given to the City Council yesterday there's an asterisk next to the Red Line that says, "We'll see." I think it's a hard sell for somebody who lives in North Mecklenburg to support a plan for a sales tax that has a "We'll see" because we've been seeing nothing for over 20 years and this will be another 10.

I won't support it, but I do support the overall idea of a regional plan. I know it's going to be used to pass the sales tax next year. I just think it's once again disingenuous to say the Red Line is the first thing to be built when we don't have an agreement in hand.

**MAYOR WASHAM (Town of Cornelius):** I'm just saying that I'm budding for the plan. I think the plan is absolutely critically important. It is disconnected to me to say how we pay for it and i.e., the sales tax part of it so I just want to make that clear, my support of this particular plan. I think it's critically important to have a plan in place. How we pay for it is probably the next step we're going to have to figure out.

**MAYOR LYLES (City of Charlotte):** I think this is going to be essential to have a plan no matter what the details are and how we fund it, what's next, all of that. I think this plan is necessary to begin a meeting level of conversation and dialogue. I appreciate the opportunity to support it and understand that we've got a lot more work to do. I want to thank particularly the Centralina Council of Government because they stepped in and they've done a fantastic job. Geraldine, I can't say enough about her team and just really appreciate the understanding that we put into this that made it possible tonight. Thank you very much.

**Resolution:** A motion to accept the CONNECT Beyond Regional Work Plan was made by **Commissioner Leigh Altman (Mecklenburg County Board of County Commissioners)**; seconded by **Mayor Woody Washam (Town of Cornelius)**. Motion carried by a vote of 7 **In Favor** – 1 **Against** (Huntersville).

**c. CATS Agency Safety Plan (ASP) Revision 1**

**David Moskowitz**

**David Moskowitz – CATS Transit Safety and Security Manager** – presented an action item for the CATS Agency Safety Plan (ASP) Revision 1, based on pages 99-248 in the MTC Agenda packet for October 27<sup>th</sup>, 2021 meeting.

**Resolution:** A motion to accept the CATS Agency Safety Plan (ASP) Revision 1 was made by **Mayor John Higdon (Town of Matthews)**; seconded by **Mayor John Aneralla (Town of Huntersville)**. Motion carried unanimously.

**d. Remaining 2021 MTC Meeting Schedule**

**John Lewis, Jr**

**John Lewis, Jr. – CATS Chief Executive Officer** – presented an action item for the Remaining 2021 MTC Meeting Schedule, based on page 250 in the MTC Agenda packet for October 27<sup>th</sup>, 2021 meeting.

**Resolution:** A motion to:

- 1) Reschedule the Wednesday, November 24<sup>th</sup>, 2021 meeting to meet on Wednesday, November 17<sup>th</sup>, 2021 from 5pm-6pm
- 2) Cancel the December 2021 MTC meeting

was made by **Mayor John Aneralla (Town of Huntersville)**; seconded by **Mayor Woody Washam (Town of Cornelius)**. Motion carried unanimously.

**VIII. MTC Commissioners' Business**

**MAYOR ANERALLA (Town of Huntersville):** First of all, I want to thank staff. My understanding is they have installed a bus stop bench at one of our four that have been identified. Thank you. We are still looking for an interlocal for the other three. I just wanted to see what the status of that was. I will take off-line but at some point, I would still like to discuss the cross-jurisdictional service agreements. I know we discussed it last month but I don't want to deal with it tonight so I will talk to you all later.

**MR. LAWRENCE:** We've been working very closely with you all, with your staff on this, and we are thankful to get the benches installed at Bryton-Walmart a couple weeks ago. Right now, we have a rough template of an agreement that our attorney staff has been working on with Huntersville assistant town manager and your town attorney on Friday to talk through a couple of the issues as in regard to procurement and how projects are bid and let. As we go work through this process for reimbursement this will federalize the project, so we've got to look at contracts and talk about how time is allotted and talk about how invoices and billing would come to us and how that reimbursement would work.

We have I think a general structure now that we can work with, and we'll be meeting with your town staff on Friday to help firm that up, and we'll have future updates, and we've got a good start right now to talk about the agreement.

**MAYOR ANERALLA (Town of Huntersville):** Thank you for working through. I know we're breaking some new ground here. I certainly wouldn't mind it being ready for November 17th. All right, thank you all.

**IX. Chief Executive Officer's Report - None**

**X. Other Business – None**

**XI. Adjourn**

The meeting was adjourned at 7:57 p.m. by Mayor Vi Lyles – MTC Chairwoman (City of Charlotte).

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NEXT MTC MEETING: WEDNESDAY, NOVEMBER 17<sup>TH</sup>, 2021, STARTS AT 5:00 P.M.



**METROPOLITAN TRANSIT COMMISSION  
INFORMATION ITEM  
STAFF SUMMARY**

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**SUBJECT: LYNX Silver Line Locally  
Preferred Alternative (LPA) Refinement and  
Preliminary Project Phasing Staff Recommendation**

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**DATE: November 17, 2021**

- 1.0 PURPOSE/SCOPE:** To present the summary of the preliminary LYNX Silver Line round #4 public engagement results, and the preliminary staff recommendation for five refinements to the Locally Preferred Alternative (LPA) alignment and stations, and project phasing, for information in anticipation of adoption at the January MTC meeting.
- 2.0 BACKGROUND/JUSTIFICATION:** The purpose of the first phase of the Silver Line Design and Environmental services contract, which began on March 3, 2020, was to evaluate the Silver Line LPA, adopted in 2019, in coordination with local stakeholders and inclusive of a robust public engagement campaign. This included identifying the risks and uncertainties of the adopted alignment and developing strategies to mitigate against them, as well as to progress the definition of the project before advancing more detailed design and environmental review. The refinement process included land use planning, engineering evaluation, environmental screening, and stakeholder engagement to further define the project.

On April 28, 2021, the MTC adopted a Locally Preferred Alternative (LPA) for the LYNX Silver Line, consisting of a 29-mile light rail alignment and 29 station locations. The adopted Silver Line alignment includes sections within Union and Gaston County as well as within Mecklenburg County.

Since that April MTC meeting, the Silver Line team has been advancing 15% design, including the evaluation of additional refinements to the adopted LPA based on engineering analysis and public feedback. Three potential station refinements and two potential alignment refinements were identified. In concert with the efforts of the Transformational Mobility Network (TMN) team, the Silver Line team has also developed a preliminary staff recommendation for a Silver Line phasing approach.

The specific refinements and preliminary phasing recommendation were presented to the public through focused neighborhood meetings and broader virtual public meetings conducted on October 19 and October 20. A survey to solicit public feedback was also prepared and remains open until November 28, 2021.

- 3.0 PROCUREMENT BACKGROUND:** The LYNX Silver Line program, currently consists of four 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
  - LYNX Silver Line Safety and Security Consultant Contract
    - Contract executed October 15, 2021

4.0 **POLICY IMPACT:** N/A

5.0 **ECONOMIC IMPACT:** N/A

6.0 **ALTERNATIVES:** N/A

7.0 **RECOMMENDATION:** This item is presented as information in preparation for action at the January 2022 MTC meeting.

8.0 **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**

# LYNX SILVER LINE

## Metropolitan Transit Commission

November 17, 2021



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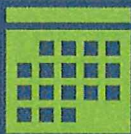
## Today's Purpose



LYNX Silver Line  
light rail update



Five proposed  
design  
refinements



Proposed  
phasing strategy



Answer  
questions

SILVER LINE



2

## Overview of LYNX Silver Line

29

Miles



29

Stations



Maintenance  
Facility



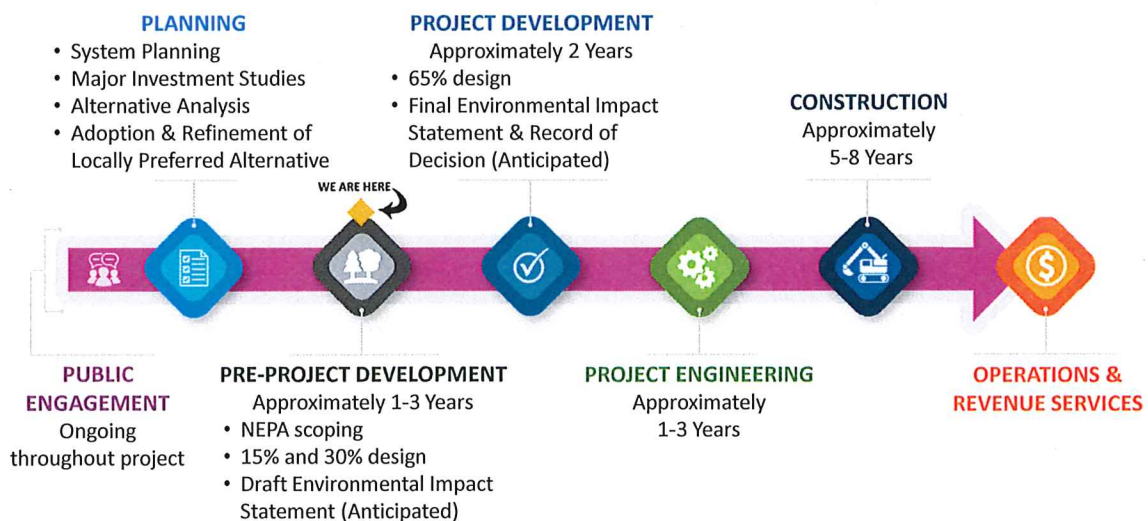
- In January 2020, CATS began refining the LYNX Silver Line Locally Preferred Alternative (LPA).
- The refinements to the LPA were adopted by the MTC in April 2021.
- CATS will advance the LYNX Silver Line into more detailed design and environmental review.

SILVER LINE



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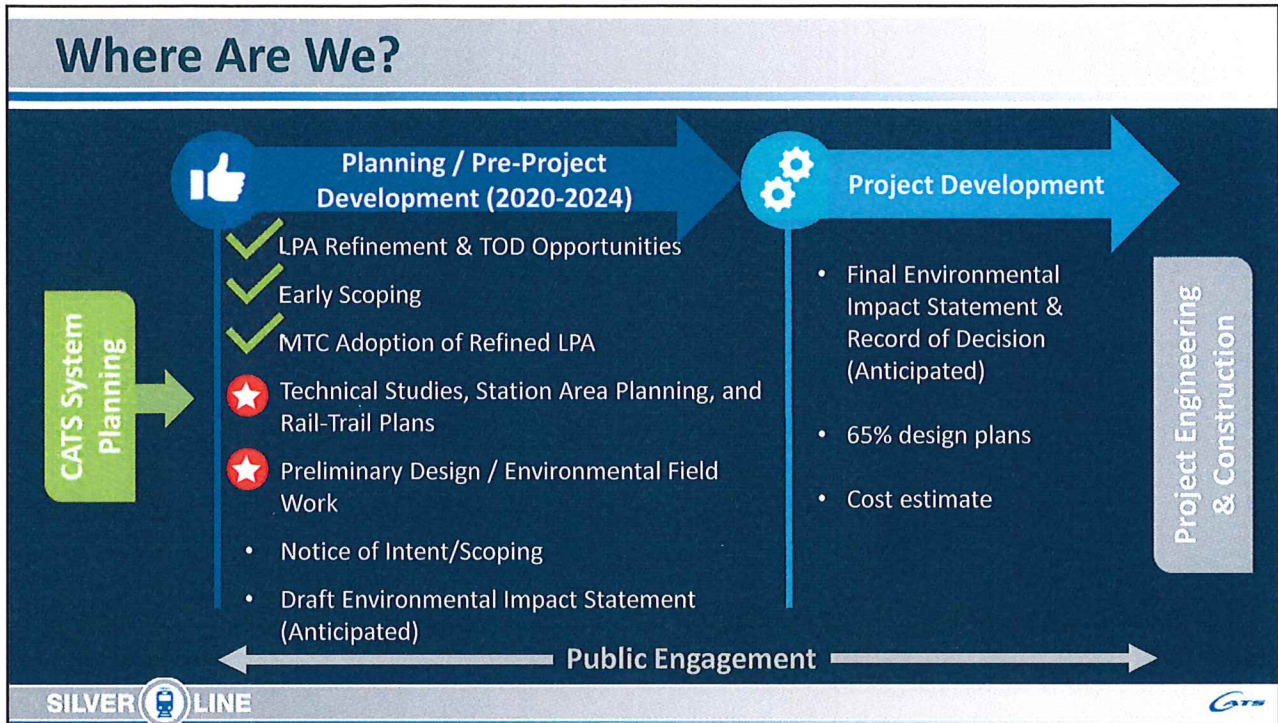
## Project Life Cycle



SILVER LINE



4



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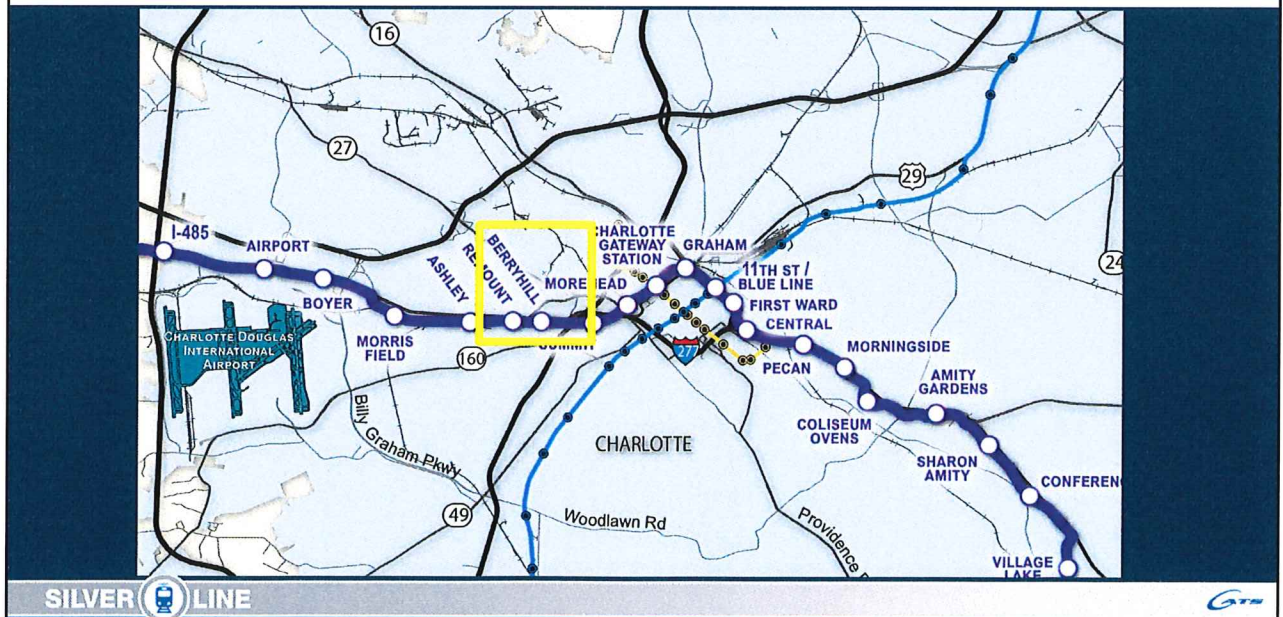
6

# Staff Proposed Refinements



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## # 1: Station Shift from Suttle Avenue to Berryhill Road



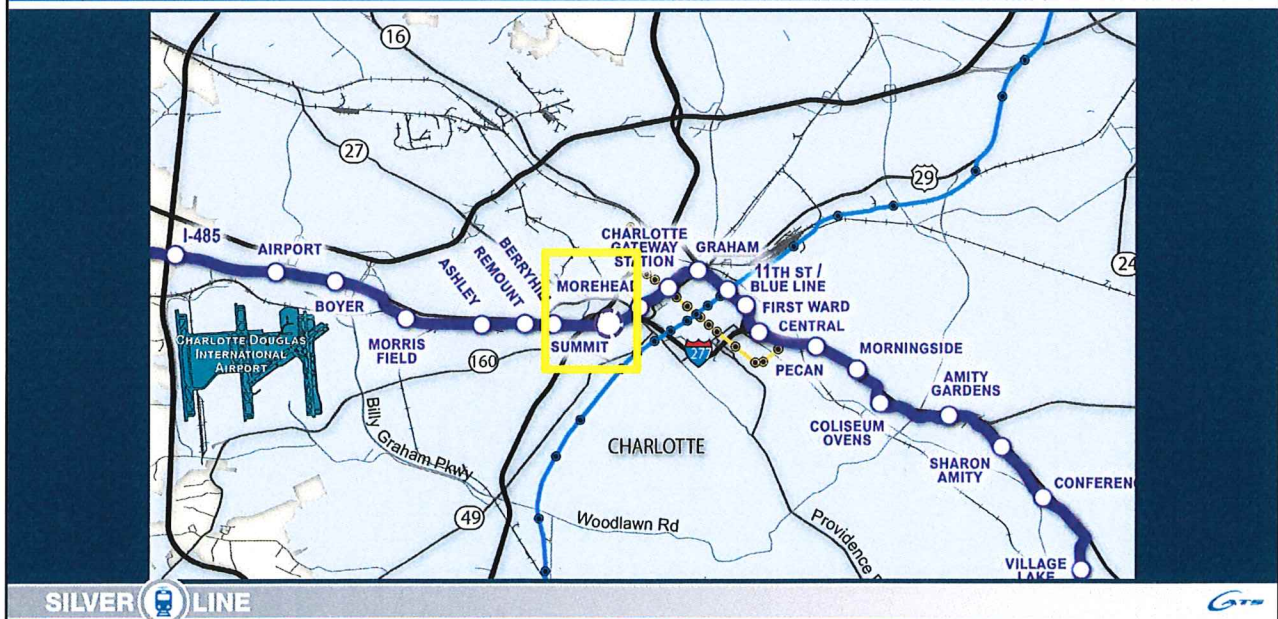
8

## # 1: Station Shift from Suttle Avenue to Berryhill Road



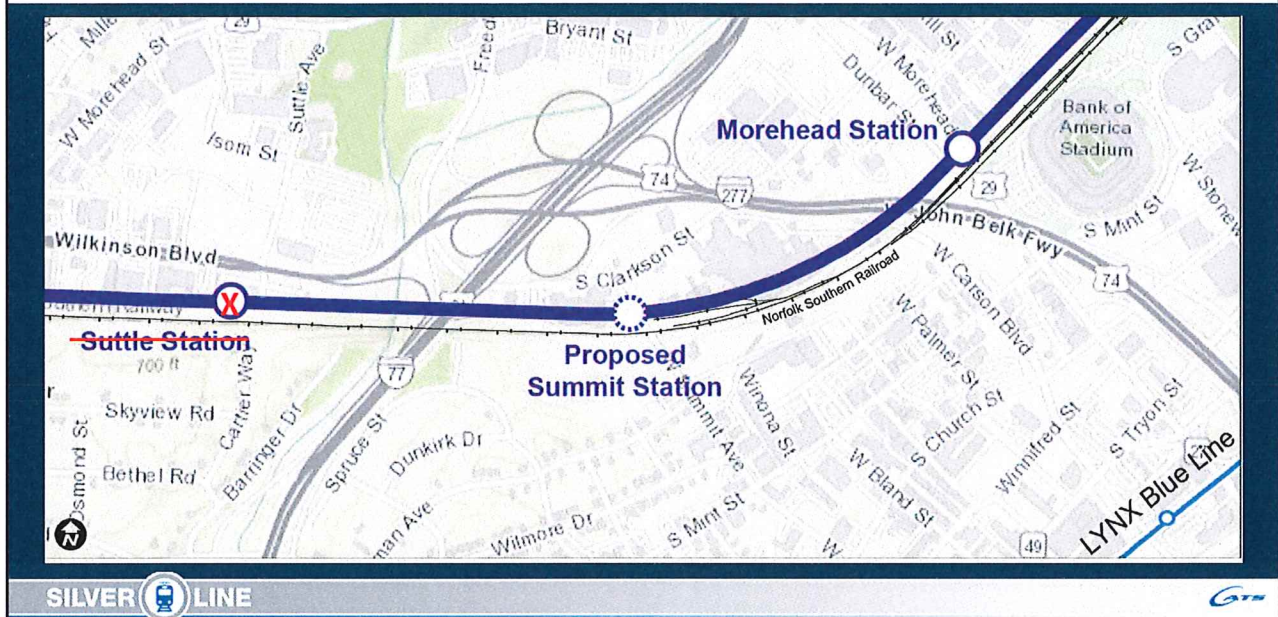
9

## #2: New Station at Summit Avenue



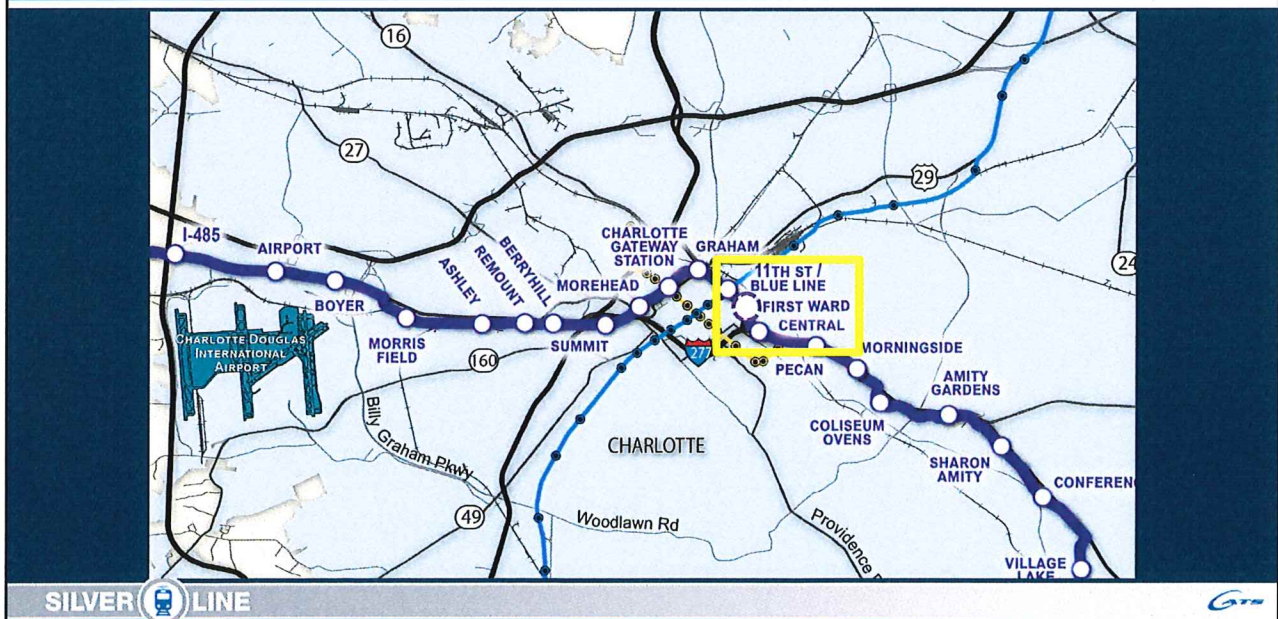
10

## #2: New Station at Summit Avenue



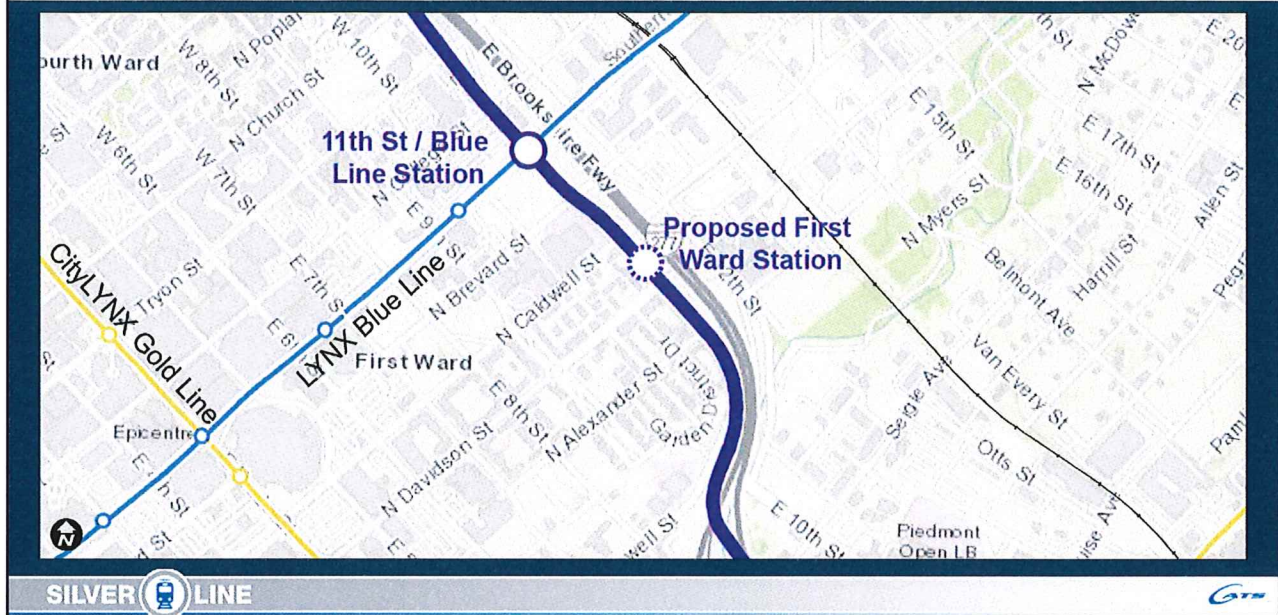
11

## #3: New Station in First Ward



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### #3: New Station in First Ward

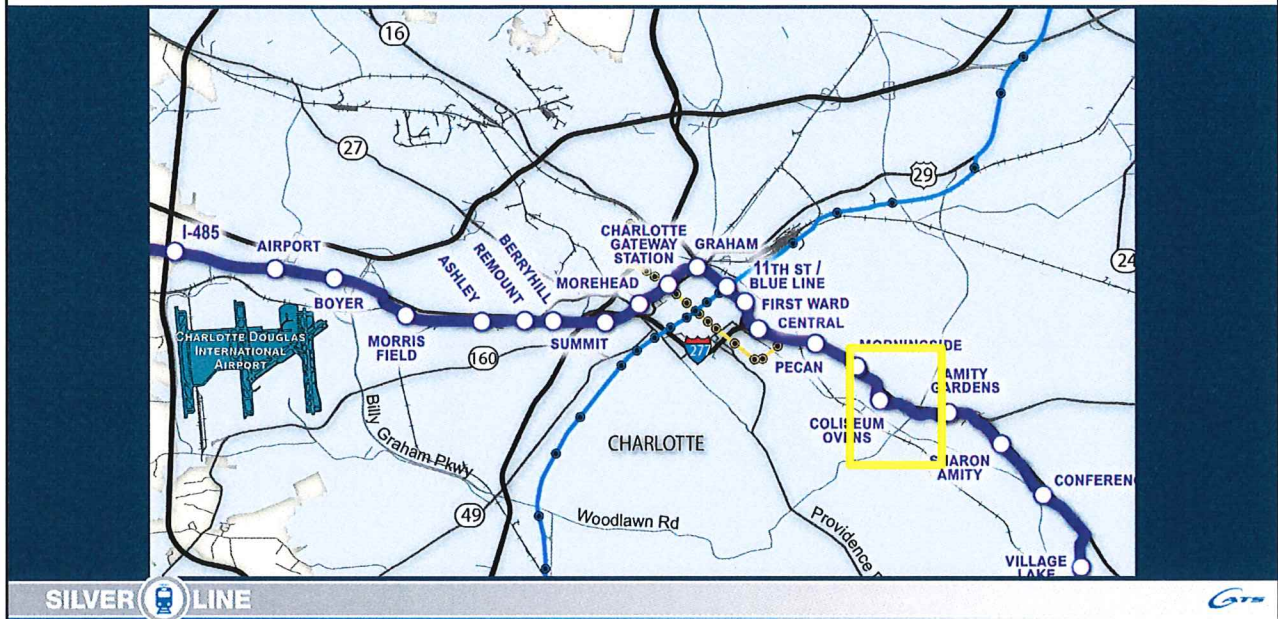


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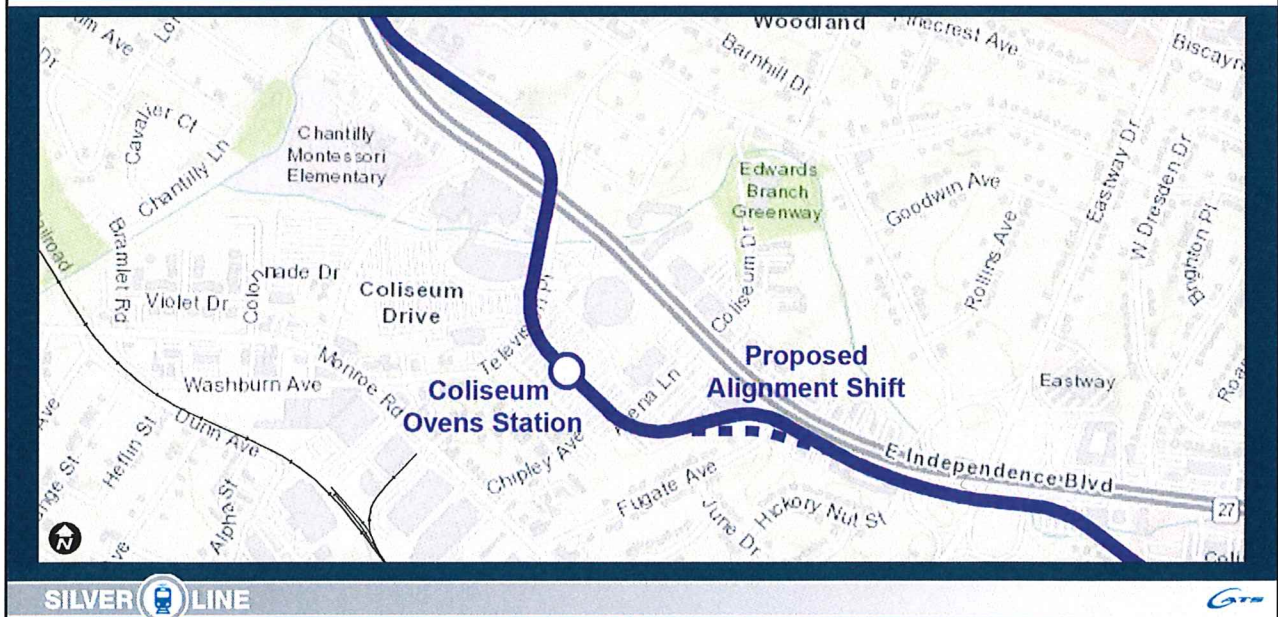
14

## #4: Alignment Shift Eastward Toward Fugate Avenue



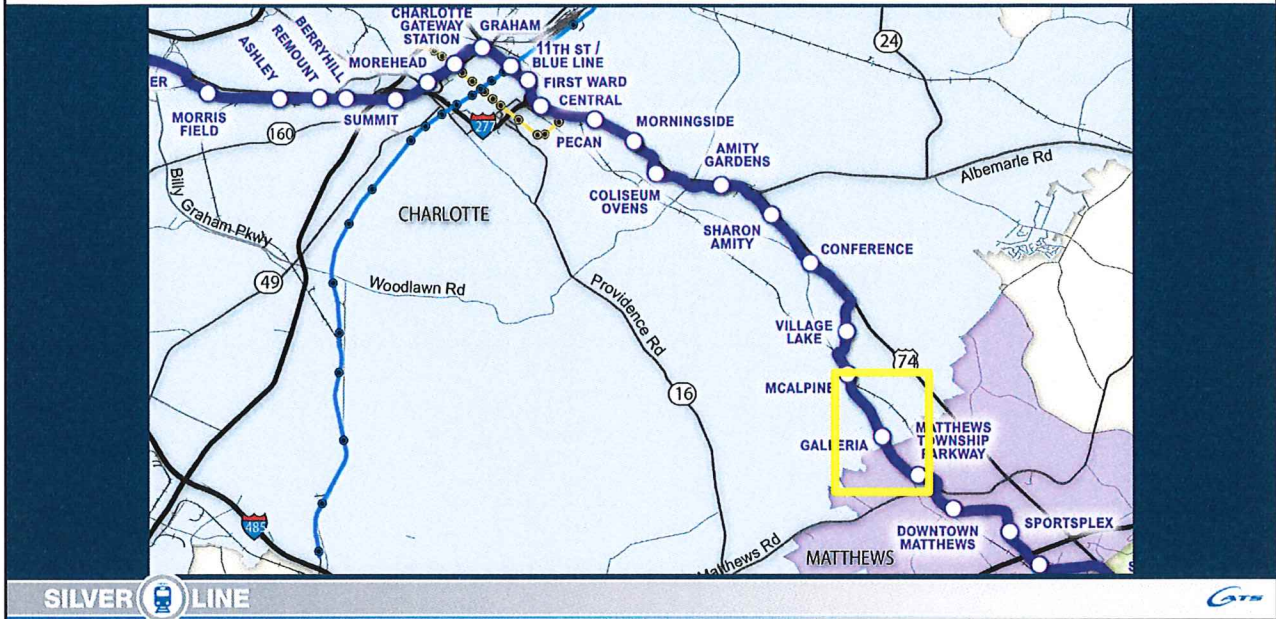
15

## #4: Alignment Shift Eastward Toward Fugate Avenue



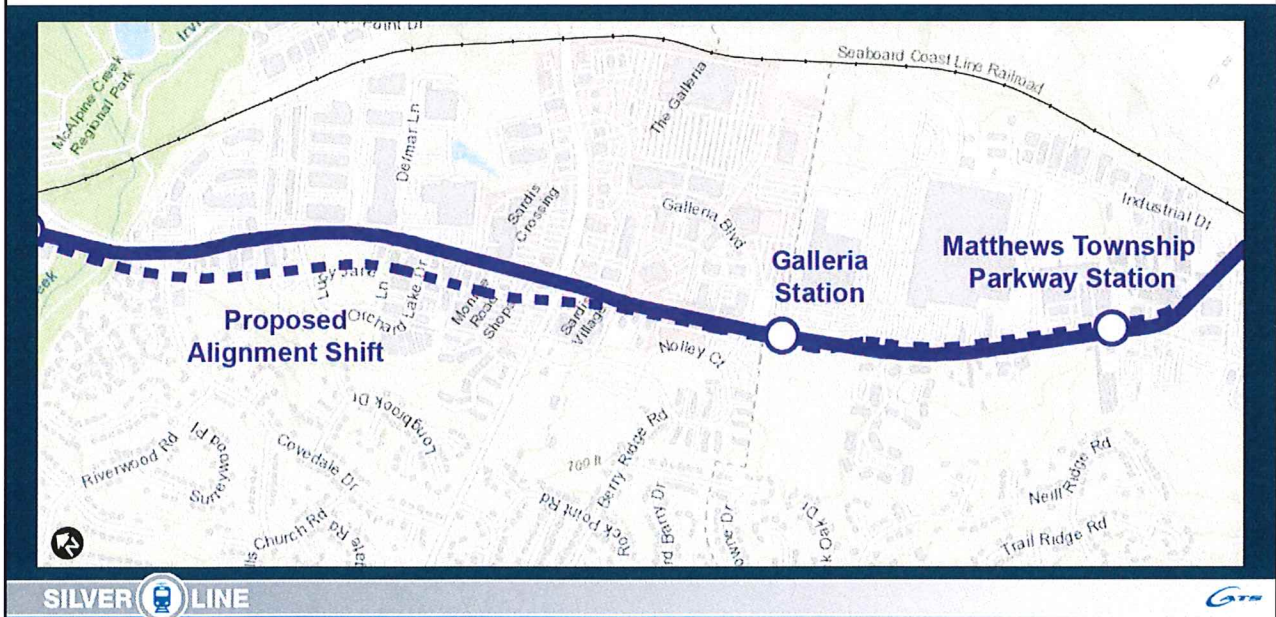
16

## #5: Alignment Shift out of the Center of Monroe Road



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## #5: Alignment Shift out of the Center of Monroe Road



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## Existing Conditions

SILVER LINE

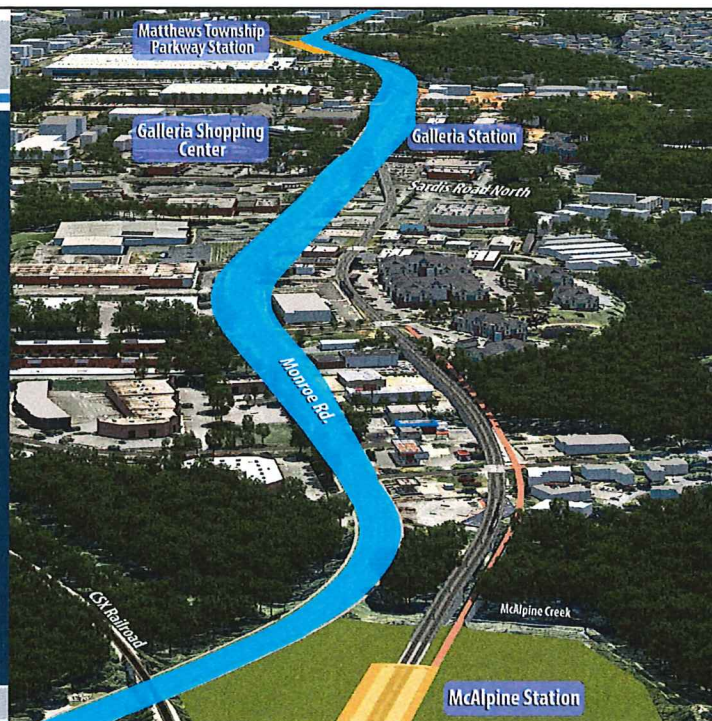


GTN

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## Silver Line Median Running "Footprint"

SILVER LINE

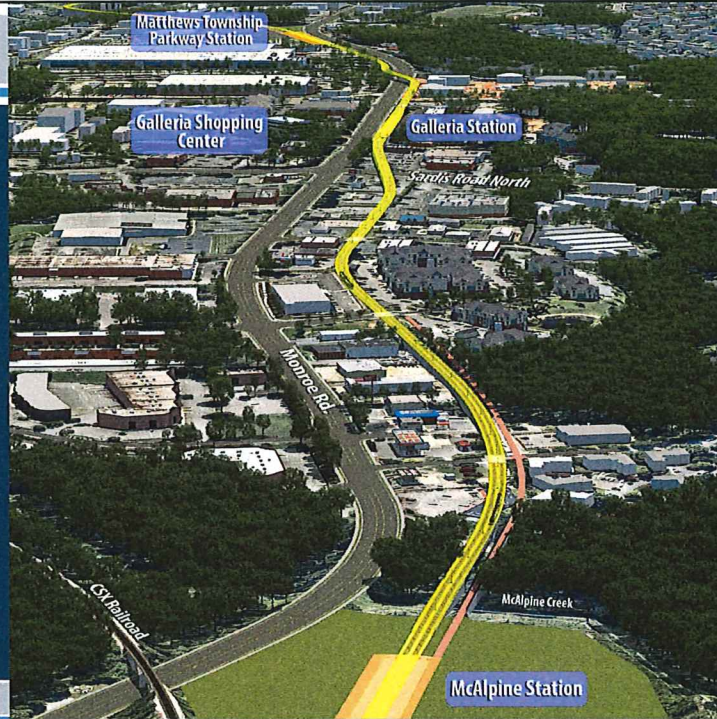


GTN

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## Silver Line Rear Side Running “Footprint”

SILVER LINE



LYNX

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## Proposed Staff Implementation and Phasing Recommendation



LYNX

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## Why Do We Need to Phase the LYNX Silver Line?

Limited New Starts funding for any particular project phase

Federal funding is extremely competitive

Long Implementation Schedule

Schedule duration is approximately 1 year per mile based on peer research (min 9 year, max 20)

Local / regional financial commitments needed

Local funding availability from jurisdictions served

Precedent implementation models from Denver, Seattle, Dallas, etc.

Phasing allows for more effective cash flow and earlier opening of some segments

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## Major Considerations for Phasing

Service to Key Destinations

- Phased segment options must be able to operate on their own and serve a clear purpose

Cost Effectiveness: Ridership and Cost Estimates

- Segments serving key destinations are likely to have higher ridership
- More cost-effective segments are more likely to receive federal funding

Project Length/Schedule

- Longer segments require more time to implement

Maintenance Facility and Storage Yard

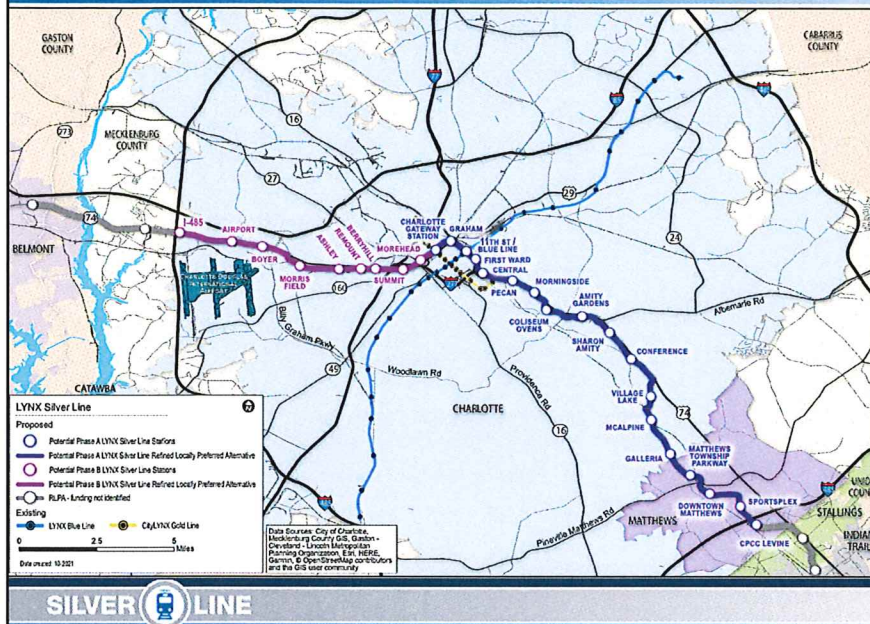
- Maintenance facilities are required for daily operations and acceptance of vehicles

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## LYNX Silver Line Phasing Staff Recommendation



**Phase A: Southeast**  
Center City Terminus:  
Charlotte Gateway Station to  
Matthews




\* Alternative terminus locations are being evaluated in coordination with the financial team and local stakeholders

**Phase B: West**  
Charlotte Gateway Station  
to I-485

**Other Phases**  
Regional Funding Required

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## LYNX Silver Line Phasing Staff Recommendation

	PHASE A: SOUTHEAST Charlotte Gateway Station (CGS) to Matthews	PHASE B: WEST CGS to I-485
 Length	Approximately 15 miles	Approximately 7 miles
 Average Weekday Ridership in 2050 (preliminary)	Approximately 19,000 riders	Approximately 10,000 riders
 Key Destinations Served	<ul style="list-style-type: none"> <li>CGS</li> <li>LYNX Blue Line</li> <li>Town of Matthews</li> <li>Sportsplex</li> <li>CPCC Levine Campus</li> </ul>	<ul style="list-style-type: none"> <li>CGS</li> <li>CLT Airport</li> <li>I-485 at Wilkinson Boulevard</li> </ul>

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## Public Engagement October 19 – November 28



190+ Survey Participants



570 Live Virtual Public Meetings Video Views



460+ Online Open House Participants\*



20+ Emails, Voicemail, and Letters



Almost 100 Live Virtual Public Meeting Attendees

\*Numbers are based on information received October 19 – November 3. The comment period is extended to November 28. A full summary will be developed following the comment period.

SILVER LINE



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## Public Input 10/19 – 11/3 – All Comment Themes

164 Comments received via public meetings, the survey, email, and voicemail

- Phasing: ~14% (28 comments)
- Neighborhood Impacts: ~13% (25 comments)
- Stations: ~13% (25 comments)
- Acquisitions: ~9% (18 comments)

Comments related to phasing suggest Phase B to the airport should be construction first

Many comments related to neighborhood impacts were interested in impacts specific to their community

Phasing comments cite overall project schedule due to phasing

Comments related to stations include direct station connect to Blue Line or Gold Line

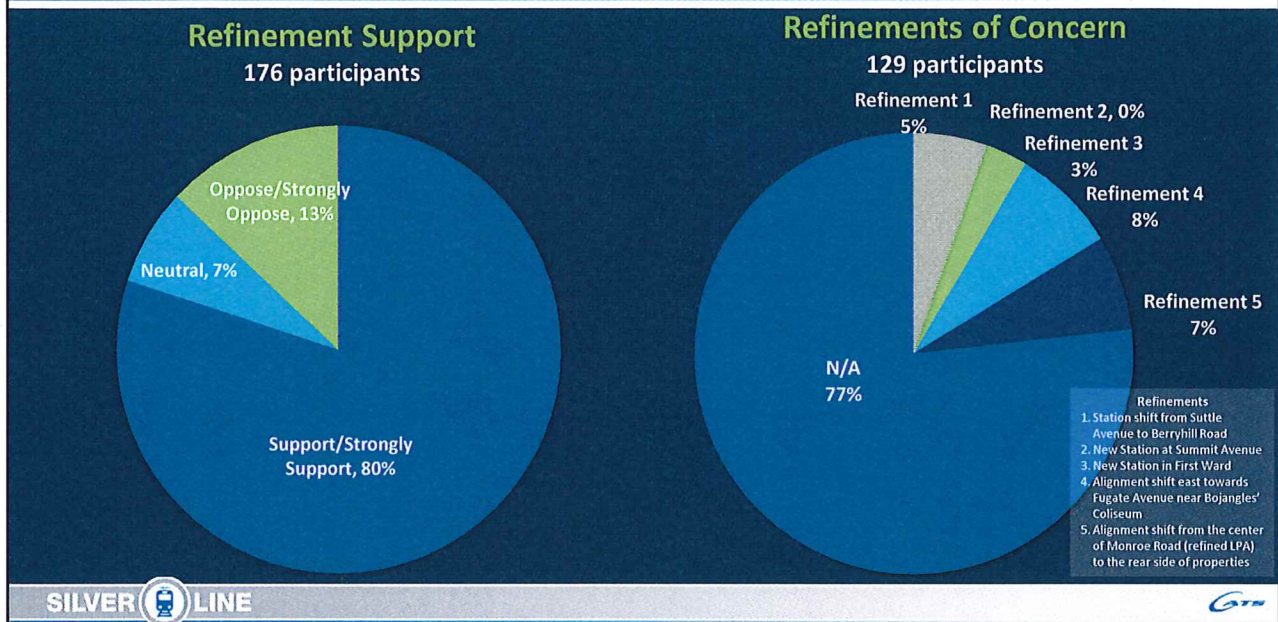
Comments related to property acquisition concern timeline for acquisitions, cost, and questions about specific parcel acquisitions

SILVER LINE



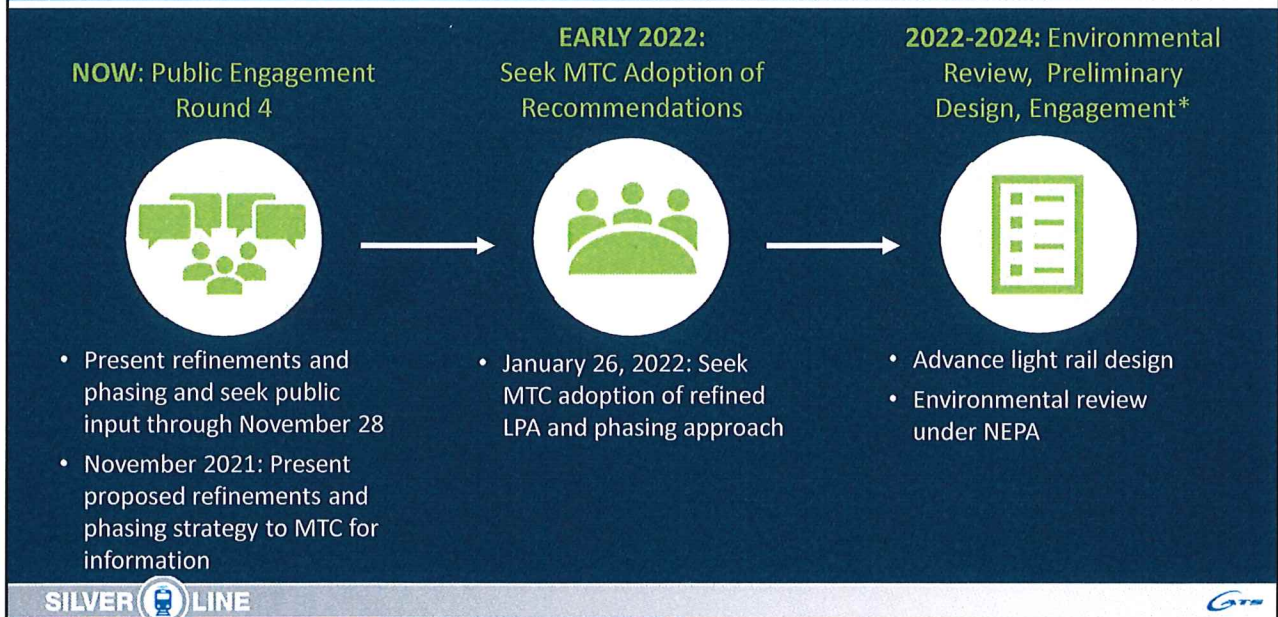
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## Public Input 10/19 – 11/3 - Refinements



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## Next Steps



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# Thank you!





**SUBJECT: January & April 2022 Meeting Schedule      DATE: November 17, 2021**

- 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  
Charlotte Area Transit System Ridership Report  
Oct-21

Mode / Service	Oct-21	Oct-20	Percent Increase/Decrease	YTD FY 2022	YTD FY 2021	Percent Increase/Decrease	Avg Daily Ridership per Month		
							WeekDay	Saturday	Sunday
<b>Local</b>									
BOD Local	484,941	505,795	-4.1 %	1,910,922	1,954,512	-2.2 %	17,804	13,093	9,125
<b>Subtotal</b>	<b>484,941</b>	<b>505,795</b>	<b>-4.1 %</b>	<b>1,910,922</b>	<b>1,954,512</b>	<b>-2.2 %</b>	<b>17,804</b>	<b>13,093</b>	<b>9,125</b>
<b>Local Express</b>									
Harrisburg Road Express	625	300	108.3 %	2,247	1,300	72.8 %	30	-	-
Northcross Express	622	306	103.3 %	1,695	1,025	65.4 %	30	-	-
Idlewild Road Express	738	406	81.8 %	1,955	1,475	32.5 %	35	-	-
Independence Blvd Express	851	159	435.2 %	2,361	555	325.4 %	41	-	-
Lawyers Road Express	476	357	33.3 %	1,564	1,407	11.2 %	23	-	-
Northlake Express	420	212	98.1 %	1,603	909	76.3 %	20	-	-
North Mecklenburg Express	1,300	400	225.0 %	3,741	1,035	261.4 %	62	-	-
Huntersville Express	1,233	454	171.6 %	3,609	1,484	143.2 %	59	-	-
Rea Road Express	634	354	79.1 %	2,057	1,244	65.4 %	30	-	-
Huntersville Greenhouse Express	127	111	14.4 %	452	575	-21.4 %	6	-	-
<b>Subtotal</b>	<b>7,026</b>	<b>3,059</b>	<b>129.7 %</b>	<b>21,284</b>	<b>11,009</b>	<b>93.3 %</b>	<b>336</b>	<b>-</b>	
<b>Regional Express</b>									
Gastonia Express	855	592	44.4 %	2,699	2,378	13.5 %	41	-	-
Rock Hill Express	513	310	65.5 %	1,515	1,016	49.1 %	24	-	-
Union County Express	308	285	8.1 %	1,264	1,087	16.3 %	15	-	-
<b>Subtotal</b>	<b>1,676</b>	<b>1,187</b>	<b>41.2 %</b>	<b>5,478</b>	<b>4,481</b>	<b>22.2 %</b>	<b>80</b>	<b>-</b>	
<b>Community Circulator</b>									
Neighborhood Shuttles	12,203	16,620	-26.6 %	50,024	61,240	-18.3 %	426	422	227
Eastland Neighborhood Shuttle	7,695	9,280	-17.1 %	30,221	36,106	-16.3 %	247	262	239
Pineville-Matthews Road	1,221	1,586	-23.0 %	5,153	5,872	-12.2 %	47	48	-
Village Rider	3,488	3,704	-5.8 %	13,624	15,391	-11.5 %	132	90	57
<b>Subtotal</b>	<b>24,607</b>	<b>31,190</b>	<b>-21.1 %</b>	<b>99,022</b>	<b>118,609</b>	<b>-16.5 %</b>	<b>852</b>	<b>822</b>	<b>523</b>
<b>Human Services Transportation</b>									
Special Transportation Services	14,286	12,515	14.2 %	56,986	46,034	23.8 %	709	277	144
DSS	2,456	1,195	105.5 %	12,463	2,347	431.0 %	105	60	2
<b>Subtotal</b>	<b>16,742</b>	<b>13,710</b>	<b>22.1 %</b>	<b>69,449</b>	<b>48,381</b>	<b>43.5 %</b>	<b>814</b>	<b>337</b>	<b>146</b>
<b>Rideshare Services</b>									
Vanpool	2,988	3,599	-17.0 %	12,100	14,465	-16.3 %	142	-	-
<b>Subtotal</b>	<b>2,988</b>	<b>3,599</b>	<b>-17.0 %</b>	<b>12,100</b>	<b>14,465</b>	<b>-16.3 %</b>	<b>142</b>	<b>-</b>	
<b>Rail</b>									
LYNX Blue Line	330,714	254,885	29.8 %	1,190,814	894,809	33.1 %	10,611	11,833	9,745



Metropolitan Transit Commission  
Charlotte Area Transit System Ridership Report

Oct-21

Mode / Service

	Oct-21	Oct-20	Percent Increase/Decrease	YTD FY 2022	YTD FY 2021	Percent Increase/Decrease	Avg Daily Ridership per Month		
							WeekDay	Saturday	Sunday
CityLynx Gold Line	37,395	-	n/a	76,525	-	n/a	1,290	1,266	796
<b>Subtotal</b>	<b>368,109</b>	<b>254,885</b>	<b>44.4 %</b>	<b>1,267,339</b>	<b>894,809</b>	<b>41.6 %</b>	<b>11,901</b>	<b>13,099</b>	<b>10,541</b>
<b>Total</b>	<b>906,089</b>	<b>813,425</b>	<b>11.4 %</b>	<b>3,385,594</b>	<b>3,046,266</b>	<b>11.1 %</b>	<b>31,929</b>	<b>27,351</b>	<b>20,335</b>





October | CATS Sales Tax Report FY2022

August Receipts

Sales Tax Collections and Distribution – August 2021

- The August 2021 receipts of \$10,659,682 were \$1,606,021 (17.7%) above budget target for the month
- The August 2021 receipts were \$861,292 (8.8%) above forecast for the month.
- The August 2021 receipts were \$1,192,736 (12.6%) above August of 2020

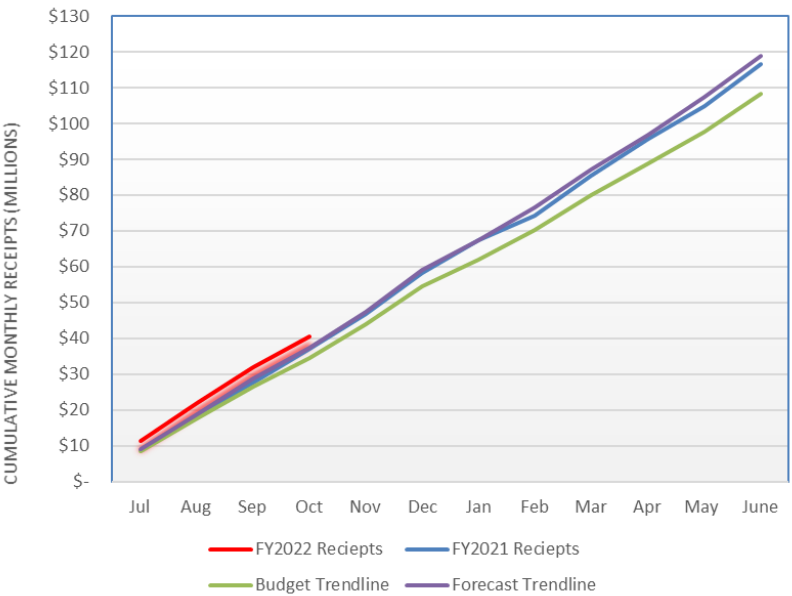
Sales Tax Budget Data

- FY2022 sales tax budget is \$108,235,200
- The FY22 model forecasts year-end receipts of \$121,165,759 which is \$12,930,559 (11.95%) above the FY22 budget target of \$108,235,200
- FY2021 actual sales tax was \$116,669,192

Local Government Sales and Use Tax Distribution

- Source: North Carolina Department of Revenue Sales & Use Distribution Report for the month August 31<sup>st</sup>, 2021
- Published by NC Secretary of Revenue on 11/9/2021 with actual receipts through August 2021
- CATS sales tax report only includes Mecklenburg County Article 43 sales tax

FY2022 Sales Tax Receipts Forecast



FY2022 Budget Sales Tax Receipts (Actuals and Forecasts)

Jurisdiction		Population	% of Total	Jul 21 Actuals	Aug 21 Actuals	Sep 21 Forecasts	Oct 21 Forecasts	Nov 21 Forecasts	Dec 21 Forecasts	Jan 22 Forecasts	Feb 22 Forecasts	Mar 22 Forecasts	April 22 Forecasts	May 22 Forecasts	Jun 22 Forecasts	Total
Charlotte	40.59%	863,985	40.4%	\$ 4,585,539	\$ 4,326,315	\$ 4,032,710	\$ 3,461,247	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,405,811
Cornelius	1.46%	32,144	1.5%	164,887	155,566	145,009	124,460	-	-	-	-	-	-	-	-	589,922
Davidson	0.61%	13,261	0.6%	69,208	65,295	60,864	52,239	-	-	-	-	-	-	-	-	247,607
Huntersville	2.76%	62,528	2.9%	311,511	293,901	273,955	235,134	-	-	-	-	-	-	-	-	1,114,500
Matthews	1.51%	31,071	1.5%	170,086	160,471	149,581	128,384	-	-	-	-	-	-	-	-	608,523
Mint Hill	1.29%	27,692	1.3%	146,293	138,023	128,656	110,424	-	-	-	-	-	-	-	-	523,395
Pineville	0.43%	9,533	0.4%	48,882	46,119	42,989	36,897	-	-	-	-	-	-	-	-	174,886
Meck. County	51.35%	1,099,845	51.4%	5,801,983	5,473,992	5,102,501	4,379,440	-	-	-	-	-	-	-	-	20,757,917
Total	100.00%	2,140,059	100.0%	\$ 11,298,388	\$ 10,659,682	\$ 9,936,265	\$ 8,528,225									\$ 40,422,560

FY2022 Budget Sales Tax Comparison Year over Year

Year-over-Year Comparison (FY22-FY21)	16.7%	8.9%	14.6%	-13.8%												-62.4%
FY22 Budget Target	\$ 8,479,780	\$ 9,053,661	\$ 9,001,133	\$ 8,076,718	\$ 9,319,809	\$ 10,570,984	\$ 7,547,377	\$ 8,322,267	\$ 9,596,200	\$ 8,752,853	\$ 9,128,597	\$ 10,385,820	\$ 108,235,200			
% of FY22 Budget Achieved	10.7%	20.7%	30.1%	38.1%												38.1%

Prior Year Sales Tax Receipts: FY2018 – FY2021

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
FY2021	\$ 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	\$ 10,287,447	\$ 8,942,957	\$ 11,945,450	\$ 116,669,192
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

