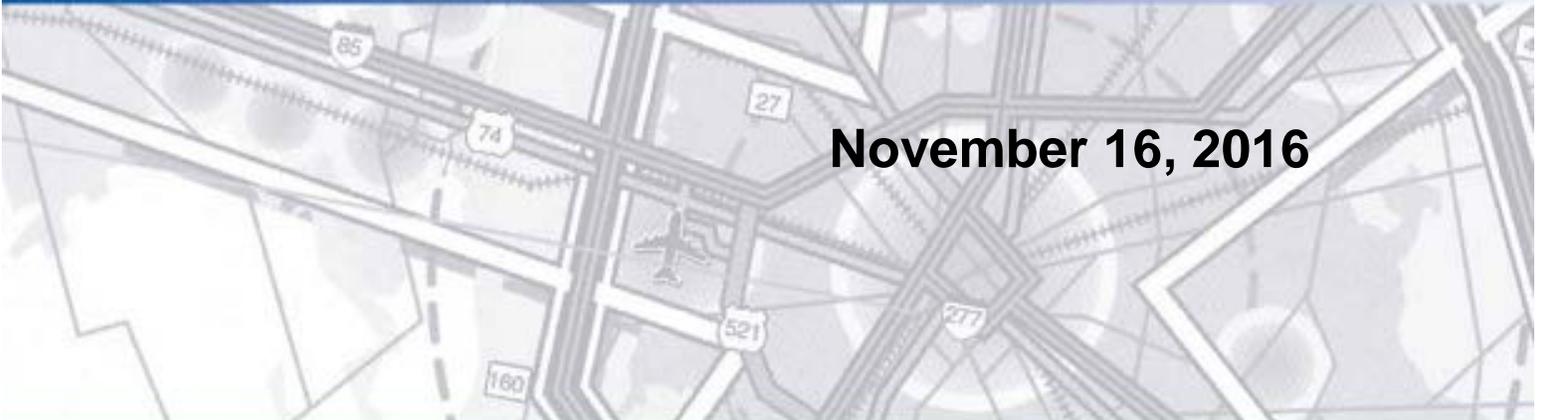


Metropolitan Transit Commission



METROPOLITAN TRANSIT COMMISSION

Wednesday, November 16, 2016

5:00pm

Charlotte Mecklenburg Government Center

Room 267

AGENDA

- I. Call to OrderCommissioner Trevor Fuller
- II. Approval of the September 28, 2016 Summary.....Commissioner Trevor Fuller
- III. Report from the Chair of the Transit Service Advisory Committee (TSAC) ... Michael Warner
- IV. Report from the Chair of the Citizens Transit Advisory Group (CTAG)..... Matt Covington
- V. Public Comments
- VI. Chief Executive Officer’s Report John Lewis, Jr
- VII. Action Items
 - Transit Demand Management Grant..... Olaf Kinard
 - 2017-2018 Federal & State Legislative Agendas John Lewis, Jr
 - CATS Financial Policies Proposed Amendments.....Dee Pereria
 - LYNX Silver Line RecommendationJason Lawrence
 - Refresh of 2030 System Plan – West Corridor & Center City John Muth
 - Regional Transit Public Engagement Series.....John Muth/Michelle Nance
 - Cancellation of December 2016 MTC Meeting..... John Lewis, Jr
- VIII. Information Items
- IX. Other BusinessCommissioner Trevor Fuller
- X. Adjourn

METROPOLITAN TRANSIT COMMISSION

MEETING SUMMARY

September 28, 2016

Presiding: Trevor Fuller (Chairman, Mecklenburg County Commission)

Present:

Mayor Jennifer Roberts (Charlotte)

Debra Campbell (Charlotte Assistant City Manager)

Michael Warner (TSAC Chair)

Dena Diorio (Mecklenburg County Manager)

Mayor Chuck Travis (Cornelius)

Mayor John Woods (Davidson)

Mayor John Aneralla (Huntersville)

Bill Coxe (Huntersville Town Planner)

Mayor Jim Taylor (Matthews)

Hazen Blodgett (Matthews Town Manager)

Mayor Jack Edwards (Pineville)

Bill Thunberg (Mooresville Representative)

Chief Executive Officer: John Lewis, Jr.

I. Call to Order

The regular meeting of the Metropolitan Transit Commission was called to order at 5:35 p.m. by MTC's Vice Chair, Mayor Woods. Commissioner Fuller joined the meeting a few minutes later.

II. Review of Meeting Summary

The meeting summary of August 24, 2016 was approved as written.

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

Michael Warner

Mr. Warner reported that TSAC met on September 8. Curtis Bridges, Principal Planner with the Charlotte Regional Transportation Planning Organization (CRTPO) provided an overview of that board's work. Olaf Kinard, CATS Director of Marketing, Communications & Technology, reported on the new fare box installation in the bus fleet. The new fare boxes will provide for greater reliability and accountability and have flexibility for future upgrades including a plan to add ticket purchase functionality to CATS' mobile app.

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

No report

V. Public Comments

Jack Miller said that he was a representative of the Board of Directors for the Monroe Road Advocates (MoRA), an advocacy group for residents, businesses and communities in the Monroe Road corridor between Sharon Amity Road and Sardis Road North. MoRA held its annual Town Hall earlier this month and attendees heard about the LYNX Silver Line and answered a three-question survey. Survey respondents felt that light rail was vitally important for the Monroe Road corridor and overwhelmingly supported the proposed plan for the LYNX Silver Line.

VI. Action Items

a. Sponsorship Policy

Olaf Kinard

Mr. Kinard informed MTC members that since this was not an MTC Information Item last month, they could defer action this month. CATS has had interest and desire for naming and

sponsorships. Sponsorships could help defray costs for purchases such as hybrid vehicles for Streetcar to avoid overhead wires Uptown. CATS would like to enhance the existing policy to include options for sponsorships and naming rights similar to the policy currently used by the City, as well as adjusting commercial speech and making other small technical edits. John Joye, City Assistant Attorney, said changes in policy require both City and MTC approval since the interlocal agreement that established MTC delineated the City as the financial agency. The City's sponsorship policy is not an advertising policy. Advertisements are regulated by the First Amendment; sponsorships are not regulated by the First Amendment at the same level. Sponsorships allow use of CATS assets, services, programs and initiatives. In allowing sponsorships and naming rights, MTC will stay in line with its advertising policy. A number of restrictions would apply, using the more restrictive between CATS and City policies. For example, the CATS policy allows advertising of alcohol but the City policy does not, so no alcohol sponsorships would be allowed. Some of the proposed changes include: wording that commercial speech would be allowed, in-kind support would be allowed, staff has deleted the word "proprietary" from the proposed amended policy, the list of authorized assets such as bus shelters and bus stops are added to the amended policy. The approval procedures for naming rights and sponsorships are almost the same, requiring both MTC and City Council approval. Naming rights and sponsorships for less than \$100,000 would come to the City Manager or Deputy City Manager for approval; items over \$100,000 would go to the Charlotte City Council for approval.

Discussion: Mayor Taylor asked about alcohol advertisements. Mr. Kinard said that alcohol ads are allowed in advertising, but there is a gentleman's agreement that alcohol advertising will not be used on shuttle buses, which go through neighborhoods. A train can have an alcohol advertisement, but the stations will not have alcohol advertisements. Mr. Thunberg asked if this would show in the revenue line for advertising. Mr. Kinard said that it would be in advertising, but may be a separate line for Naming Rights. Revenue collected would go to CATS, less any fees applicable to the agency that handles the sponsorship contract. Commissioner Fuller asked about the typical length of sponsorship. Mr. Kinard said that usually sponsorships are for a shorter period than naming rights; naming rights are usually for a significant period of time. One transit line had a multimillion dollar naming rights deal that spanned 25 years with the hospital served by that line. Commissioner Fuller asked what the arguments are against sponsorships, and about what things we need to address. Mr. Kinard said that in the naming and sponsorship policy, there is a section with a consideration list to help determine the impact of a potential sponsorship. The section includes items such as whether the proposed sponsorship would affect the public's perception of CATS, whether it would offend a portion of the citizenry; the importance of the sponsorship to CATS, MTC and the City; whether it would create a financial or administrative burden and many other items. Commissioner Fuller said that we would want a way to influence the decision; Mr. Kinard said that we have great control over sponsorship approval. Mr. Joye agreed that CATS will have a great level of control. Mr. Kinard said that whatever jurisdiction we are in, the ordinances have to allow for naming rights and sponsorship. Mayor Travis asked what the next step was. Mr. Joye said that once the policy is approved, CATS can move forward with the policy since the City already has a policy in place. Mayor Travis said that it seemed that we should give an opportunity for public comment. Mr. Lewis said that staff had thought that this was not controversial since staff is not bringing a sponsorship proposal, but there is no urgency, so this item could wait. Mayor Taylor asked what the projected revenue would be; Mr. Kinard said that we are hoping to get revenue of about \$3 million.

The quicker we can get the policy in place, the quicker we can solicit interest. Mr. Joye said that any specific items would come to MTC for approval. Mr. Lewis said that there has been interest in naming rights for Streetcar, but we have no mechanism now to conduct those conversations. Mr. Coxe asked what happens if we have a corporate sponsorship and the corporate name changes during the naming rights period. Mr. Kinard said that the contract specifies what will happen; typically, we have in the contract that we can back out of the contract if the corporation changes its name. Mr. Joye said the decision on whether to terminate or not terminate would likely come to MTC.

Mayor Travis motioned that the motion be tabled to allow time for public comment, and to obtain feedback from the Charlotte City Council. The motion was seconded by Mayor Edwards, but failed to carry in the vote. After further discussion, the final motion was made.

Resolution: Mayor Aneralla motioned to approve the amendment of MTC Advertising Policy MTC-07; Mayor Woods seconded the motion, which passed unanimously.

VII. Information Items

a. **2017-2018 Federal and State Legislative Agendas**

Dana Fenton

Mr. Fenton, Intergovernmental Relations Manager with the City of Charlotte, reviewed the 2015-2016 Federal and State Legislative Agendas. The federal agenda supports securing federal resources for the build-out of the 2030 Transit Corridor System Plan. The state agenda supports repeal of the light rail cap. Although the 2016 General Assembly repealed the light rail cap, it replaced it with a state funding limitation of ten percent of project costs on commuter rail and light rail projects, which is inconsistent with the “date driven” decision-making approach of the Strategic Transportation Investments Program. The proposed 2017-2018 federal agenda supports continuing federal resources for the build-out of the 2030 Transit Corridor System Plan, including federal funding for construction of the LYNX Blue Line Extension (BLE) and commuter rail floor funding to support the eventual construction of the LYNX Red Line. The state agenda supports continued efforts to complete the regional transportation plan, including continuing state funding for the BLE and the State Maintenance Assistance Program, as well as ensuring that all modes of public transportation can compete on a level playing field with other transportation modes.

Discussion: Mr. Coxe asked if the “level playing field” of the state agenda included repeal of the ten percent cap. Mr. Fenton said that there are no specific efforts; we would like to keep further erosion of rail funding off the table, but people were exhausted at the end of this legislative year. We may have to hold for a couple of years and survey the landscape before investing further efforts.

b. **CATS Financial Policies Proposed Amendments**

Dee Pereira

Ms. Pereira, CATS Chief Financial Officer, Assistant Director of Public Transit, said that MTC reviews the CATS Financial Policies every three years. The policies were last reviewed in 2013, so it is time for their regular review. The CATS Financial Policies provide the framework and guidance for use of financial resources. Significant changes occurred in 2013 when we were emerging from the recession and also needed to come up with a cash flow plan to move the BLE project forward. Changes were implemented to provide stability for the organization in case we saw another recession. The first change implemented in 2013 was that in addition to the \$100 million fund balance, CATS is also required to maintain a

Revenue Reserve Fund (RRF). CATS experienced a difficult few years as money as set aside to fill the RRF. The second important change implemented was the Sales Tax Trend Line, to stabilize the sales tax. There are years where we greatly exceed sales tax revenue projections and years where revenue falls below projections. The trend line ensures a fairly stable level of growth for the organization. The difference between the trend line and actual receipts goes into the RRF until it reaches \$30 million. The third significant change of 2013 was in Cash Flow Management. Recommended revisions for 2016 include administrative changes to add definitions and improve the order of the document as well as performance and policy objectives. The current performance objective focuses on farebox revenue; we would like to focus instead on the system subsidy, to measure how much we are subsidizing the system so we can evaluate how we are managing that. Staff would like to change wording for the Debt Service Coverage Ratio portion of the document to recognize all grant-eligible funds and align with the methodology of our bond and long term financial plan documents.

One of the changes staff is considering is the methodology for the \$100 million Transit Fund Balance. Transit debt is issued by the City of Charlotte. Sales tax revenue cannot be pledged as collateral for transit financing since we do not control that revenue source. We benefit from the City's strong credit rating by having transit debt issued by the City. Rating agencies and the Local Government Commission recognize \$100 million as a sufficient balance to avoid a negative impact on the City's credit rating. CATS does not control its main revenue source. Transit debt, the TIFIA loan and the BLE's Federal Full Funding Grant Award were approved based on the maintenance of the \$100 million fund balance. CATS recommends maintaining the \$100 million year end fund balance, but recommends tying to a methodology that is responsive to the purpose of the year-end fund balance of ensuring the ability to repay debt, preserve short-term operations and guard against unusual impacts on sale tax revenues such as recession, as well as ensuring that the fund balance will be equivalent to the annual debt service expense and allow annual contributions to capital expenses. CATS recommends the new CATS Control Account to make more sales tax available for new and advancing projects when the balance in the RRF is at \$30 million. The CATS CEO will recommend use of the funds to MTC during the budget process. If the RRF dips below \$30 million, it must be repaid first; but otherwise, the funds could be used for capital or operating programs.

Discussion: Mayor Aneralla asked about the subsidy. If we are below the amount required by policy, what does it trigger? Ms. Pereira said that we always budget to be at 80 percent or lower, but if something happens, we are required to adjust our budget to meet the 80 percent. Mr. Lewis added that this could include a service cut, but we have multiple tools. Mr. Thunberg asked what data supported the 80 percent figure. Ms. Pereira said that farebox revenue is approximately 20-22 percent. If you look at the subsidy for the current budget, we are at about 76 percent, so it was based on this one year and the historic fare box return. It should be reevaluated on a regular basis, since there may be years where we are not able to grow our budget. Mayor Taylor commented that the 80 percent was a conservative figure. Ms. Pereira said that it could be viewed as conservative, but we need to test it as we go along. Commissioner Fuller asked what the practical difference is between making this policy change and what we have been doing. Ms. Pereira said that we wanted to highlight subsidy management. We need to set a goal to manage the costs of the subsidy. Ms. Pereira said that this will come up for action at the next meeting.

c. LYNX Silver Line Update

Jason Lawrence

Mr. Lawrence, CATS Transportation Planner, said that staff is nearing the end of the LYNX Silver Line study. It has been a collaborative process between CATS, the City of Charlotte and Town of Matthews and neighborhoods along the corridor. Mr. Lawrence reviewed the history of system plan decisions in the Southeast Corridor served by the LYNX Silver Line. In 2011, MTC directed CATS staff to bring back a process and plan for an alignment study to evaluate a rail transit alignment on the Southeast Corridor that is not in the median of Independence Boulevard.

Significant public engagement happened in the alignment study process. Over a thousand people attended over 60 neighborhood and public meetings. CATS will provide an operations plan for bus routes in the Southeast Corridor to determine how bus and rail can work together. The rail alignment evaluation process identified the preferred alignment. People want the reliability of connections in a fixed rail guideway. CATS considered 18 segment options in the process and came up with four options which were further refined into two options that scored well based on objective criteria, looking at property and building impacts, impacts on streams and parks and where the communities of Matthews and Charlotte want their rail options to be. It came down to vision. The final alignment selected blends access to existing and potential activity hubs along Independence Boulevard and Monroe Road with proximity to downtown Matthews. The preferred alignment runs along the side of Independence Boulevard to the Village Lake Drive area, then crosses to run in the median of Monroe Road to Sam Newell Road to the Independence Pointe Parkway. The proposed alignment is 13 miles long from I-277 to the CPCC Levine Campus and has 13 stations and eight to ten park and rides with stops including the Novant Health Matthews Medical Center and the Mecklenburg County Sportsplex at Matthews. The recommendation includes seven to ten miles of Rail Trails, building on the LYNX Blue Line's Rail Trail success. Further study needs to be done to determine a specific alignment in Uptown.

The project will provide opportunities to rebuild some existing infrastructure. The interchange between Independence Boulevard and Monroe Road covers a great amount of acreage and is not very walkable. It will have to be rebuilt, which will give the opportunity to improve mobility while we make that transit investment. Once the alignment is set, station area planning can begin. The staff recommendation strengthens the land use vision for Independence Boulevard and provides opportunities for new dialogue about Monroe Road. There are new station area opportunities in Matthews along Monroe Road. There are a lot of questions – coordination will be critical and further design will be needed. Corridor preservation will include asking questions about what specific destinations to serve and how to integrate with the LYNX Blue Line and future West Corridor to the Airport.

Discussion: Mayor Taylor thanked Mr. Lawrence and said there has been tremendous progress. This is highly recommended and enthusiastically endorsed by Matthews. There is a lot of work to be done to make it come to fruition. This is a great alignment and will do a tremendous amount of good all the way along the alignment. Mayor Aneralla asked if cost comes into play. Mr. Lawrence said that the alignments are very close to each other, but as far as understanding the cost between the two, the larger question for this study was how it fits into the overall vision. The project will develop over time and cost will be evaluated. We wanted to get the right alignment first and then move forward. Mr. Coxe said that from the standpoint of corridor preservation, the state put a hold on the Transportation Corridor

Official Map Act, but in the General Assembly's last Short Session, they allowed a study committee to report back on techniques for corridor preservation. Mr. Coxe said that the Transportation Corridor Official Map Act morphed from being a highway act to one that would also include transit corridors. He suggested that it would be wise to stay invested in that process. Commissioner Fuller asked how close this was to the Monroe Bypass. Mr. Lawrence said that the Monroe Bypass ends just before the Union County line. Our alignment leaves Independence Boulevard at Village Lake Drive, so they are not close. Mr. Thunberg asked for a comment on how the study accomplished the goals of reliable efficient connections. Mr. Lawrence said that this alignment provides a successful tradeoff between time and allowing greater land use connections by exiting Independence Boulevard and running along Monroe Road into Matthews. Transforming Independence Boulevard into more of a freeway in some sections can also transform land use. We think of these station locations as areas. A lot of the conversation will happen as we work with the land use aspect and look at exact station locations.

Mayor Travis said that he was jealous that we are talking about the LYNX Silver Line and not the LYNX Red Line. He said he saw evidence of how we can use smart growth in the region. Taking the planning into the community and creating connectivity at the stations is important. He commended Mr. Lawrence's work and asked that he continue onto LYNX Red Line. Commissioner Fuller suggested that we could look at opportunities to take this further into Union County and even into Anson County. Mr. Lawrence said that future consideration of the CSX line may be considered in the long-range vision. Getting across I-485 was critical, so getting to CPCC Levine's campus was important. Commissioner Fuller said that this shows how we can create a vision for the community and region and how our thinking here can easily attach to our regional thinking. He commended Mr. Lawrence and everyone who had worked on this plan and said this is really exciting.

VIII. Chief Executive Officer's Report

John Lewis

Under the CEO's report, Mr. Lewis discussed the following:

a. CATS Kudos:

Mr. Lewis said he wanted to recognize and applaud CATS' personnel during the challenges the City has faced over the past week. CATS bus operators and other staff has been on 24-hour rotation since last Wednesday night. He is proud to lead such an outstanding group.

Discussion: Mayor Roberts said that we were using buses to transport police personnel from staging areas to Uptown. The bus operators were in the middle and saw protesters and did their jobs. This is not something they signed up for, but they did their jobs. It is a unique example of collaboration on an emerging situation. She said that everyone did a fabulous job and thanked CATS on behalf of the City of Charlotte.

b. Staffing Update:

Tangee Mobley joined the team in early September as General Manager of Bus Operations and Special Transportation Services. She began her career in Washington, DC as a bus operator and has worked in several transit organizations.

John Muth introduced Jenna Nichols, a Senior Project Engineer with CATS working on Phase 2 of the LYNX Blue Line Capacity Expansion project to expand the remaining stations from two-car to three-car platforms.

c. Technology Update:

Fare box installations are complete on the entire bus fleet. We expect these modern, high-tech fare boxes will result in more accurate ridership and fare revenue data in October. Next steps for the program are ticket vending machines for the BLE and evaluating the current LYNX Blue Line ticket vending machines for retrofitting or replacement.

d. Financial Update:

Mr. Lewis said that an action item on Financial Policies will be brought for consideration at the next meeting. Sales tax revenue continues to come in very strong and outperform budget. After the first quarter, we are already at 30 percent of budgeted sales tax revenue for the year. Staff will also discuss the refresh for the 2030 Transit Plan. It is critical to move forward. The region is growing so quickly; we do not want the region to grow beyond what transit can provide. We also need to study the Uptown Corridor and the West Corridor to the Airport. It is critical from a timing standpoint to move to that next level to take advantage of the growth. Mr. Lewis said that he hopes to bring to MTC a refreshed 2030 Transit Plan in the next year. By this time next year, the BLE will have opened and the question will be “what’s next?” We want to know what that 2030 Transit Plan refresh could look like and how we could fund it. Mr. Lewis said he intends to bring models on how to fund the entire plan. We cannot bring a plan to the public and say we will build it over a generation. The sense of MTC is that we need to build out the system as one effort, as we saw in Denver. The 2030 Transit Plan refresh will outline goals and intention. A funding request will bring a Centralina Council of Governments effort into a regional discussion, to continue and expand the conversation with our partners in the region on how the 2030 Transit Plan can accommodate needs now and in the future. Our plans now include supporting the regional effort and needs in other jurisdictions.

Discussion: Commissioner Fuller said that he is very excited about this. Mayor Woods said he looks forward to the next meeting.

IX. Other Business

Mayor Roberts announced that she will be in Charleston next week at the U.S. Conference of Mayors Institute of City Design. They will look at the Charlotte Gateway Station project. Several well-known architects and planners will offer their advice, at no cost, on the project.

X. Adjourn

The meeting was adjourned at 7:15 p.m. by Commissioner Fuller.

NEXT MTC MEETING: WEDNESDAY, **NOVEMBER 16, 2016, 5:00** P.M. (Note: the October 2016 MTC meeting is cancelled; the November meeting is 30 minutes earlier than usual.)

**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

SUBJECT: NCDOT Transportation Demand Management Grant

DATE: November 16, 2016

- 1.0 PURPOSE/SCOPE:** The Charlotte Area Transit System serves as the regional Transportation Demand Management organization for the North Carolina Department of Transportation (NCDOT) in the Charlotte-Mecklenburg region.
- 2.0 BACKGROUND:** NCDOT provides funding to support the outreach and management of TDM activities across the state. In each large urban area NCDOT works through one organization to support this initiative. In Mecklenburg County and the surrounding counties, CATS serves this role. CATS promotes and develops TDM programs at area businesses and organizations through its Employer Transportation Coordinator program established in the mid-1990s. The activities encourage the use of alternative forms of transportation including carpooling, vanpooling, riding public transit, biking and walking and establishing other initiatives like telecommute and flex-time policies in the workplace. In addition, CATS works with area organizations and governmental agencies like the Charlotte Chamber of Commerce, the Mecklenburg County Air Quality Commission and the Mecklenburg County Air Quality program to advance the program.
- 3.0 PROCUREMENT BACKGROUND:** In order to receive the grant for FY2018, NCDOT requires board approval of the TDM program and to recognize the need to follow state statutes and policies to support the program.
- 4.0 POLICY IMPACT:** N/A
- 4.0 ECONOMIC IMPACT:** Provides for 50% of the funding of TDM activities in the amount of \$126,000.
- 5.0 ALTERNATIVES:** (1) Approve the resolution
(2) Reject the resolution
- 6.0 RECOMMENDATIONS:** Approve the resolution to continue the regional program and offset CATS' operating expenses.
- 7.0 ATTACHMENT:** Resolution

SUBMITTED AND RECOMMENDED BY:



**John M. Lewis, Jr.
CEO, Charlotte Area Transit System
Director of Public Transit, City of Charlotte**

TRANSPORTATION DEMAND MANAGEMENT PROGRAM RESOLUTION

FY 2018 RESOLUTION

Applicant seeking permission to apply for Transportation Demand Management Program (TDM) funding, enter into agreement with the North Carolina Department of Transportation, provide the necessary assurances, and the required local match

A motion was made by (*Board Member's Name*) _____ and seconded by (*Board Member's Name or N/A, if not required*) _____ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, Article 2B of Chapter 136 of the North Carolina General Statutes and the Governor of North Carolina have designated the North Carolina Department of Transportation (NCDOT) as the agency responsible for administering federal and state public transportation funds; and

WHEREAS, the North Carolina Department of Transportation receives funds from the North Carolina General Assembly to provide assistance for TDM programs; and

WHEREAS, the purpose of these transportation funds is to provide grant monies to local agencies for the provision of TDM program services and activities;

WHEREAS, Charlotte Area Transit System (CATS) hereby assures and certifies that it will comply with the state Statutes, regulations, executive orders, and all administrative requirements related to the applications made to and grants received from the North Carolina Department of Transportation;

NOW, THEREFORE, be it resolved that the Chief Executive Officer of Charlotte Area Transit System is hereby authorized to submit a grant application for state funding, provide the required local match, make the necessary assurances and certifications and be empowered to enter into an agreement with the NCDOT to provide TDM management services and activities.

I, Commissioner Trevor Fuller, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Metropolitan Transit Commission duly held on the 16th day of November, 2016.

Signature of Certifying Official

****Note that the authorized official, certifying official, and notary public should be three separate individuals.***

Seal Subscribed and sworn to me (*date*) _____

*Notary Public **

Seal

Printed name and address

My commission expires (*date*) _____

**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

SUBJECT: 2017-2018 Federal & State Agendas

DATE: November 16, 2016

- 1.0 PURPOSE/SCOPE:** This action will adopt a resolution identifying the MTC's 2017-2018 federal and state legislative priorities. This will serve as the basis for the MTC's interaction with the Mecklenburg Federal and State Delegations. Competition for federal funding is highly competitive and requires a focused and unified message. The MTC will use this to guide their advocacy efforts on behalf of the MTC. MTC members will present this strategy to their local governing bodies for adoption and use when lobbying for transit funding.
- 2.0 BACKGROUND:** The MTC is the transit policy board, responsible for reviewing and recommending short and long-range public transportation plans and is empowered to identify transit projects for consideration and advancement by the Mecklenburg Congressional Delegation. The MTC may establish strategies for advancing transit projects in the region. The MTC received a briefing at its September 28, 2016 meeting on the legislative environment at the federal and state levels.
- 3.0 PROCUREMENT BACKGROUND:** Not applicable
- 4.0 POLICY IMPACT:** The MTC establishes policy for priority and funding of transit capital projects in the region.
- 5.0 ECONOMIC IMPACT:** The MTC policy direction will determine the funding strategy and proposed schedules for advancement of transit projects.
- 6.0 ALTERNATIVES:** Approve the attached resolution, or Revise the attached resolution.
- 7.0 RECOMMENDATIONS:** The MTC adopts Resolution 2016 - 05 adopting its 2017-2018 Federal Legislative Agenda and 2017-2018 State Legislative Agenda for submittal to the Mecklenburg Federal and State Delegations and other appropriate parties.
- 8.0 ATTACHMENT:** 2017-2018 Federal Legislative Agenda
2017-2018 State Legislative Agenda

SUBMITTED AND RECOMMENDED BY:



**John M. Lewis Jr.
CEO, Charlotte Area Transit System
Director of Public Transit, City of Charlotte**



**METROPOLITAN TRANSIT COMMISSION
2017 – 2018 FEDERAL LEGISLATIVE AGENDA**

**Support continuation of federal resources for the build-out of the
2030 Transit Corridor System Plan**

- Secure the FY 18 share of federal funding for construction of the LYNX Blue Line Extension (~ \$75 million)
- Support continuation of commuter rail floor funding to support eventual construction and operation of LYNX Red Line



**METROPOLITAN TRANSIT COMMISSION
2017 – 2018 STATE LEGISLATIVE AGENDA**

Support continued efforts to complete the regional public transportation vision

- Continue State funding for the LYNX Blue Line Extension
- Support efforts to develop the Gateway Station
- Ensure that all modes of public transportation can compete on a level playing field with other modes of transportation
- Continue State funding for State Maintenance Assistance Program

**RESOLUTION
No. 2016-05**

**ADOPTION OF 2017-2018 FEDERAL LEGISLATIVE AGENDA
& 2017-2018 STATE LEGISLATIVE AGENDA**

A motion was made by _____ and seconded by _____ for the adoption of the following resolution and upon being put to a vote was duly adopted.

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

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

WHEREAS the implementation of the 2030 Transit Corridor System Plan will require substantial federal, State, local and private resources to bring to fruition, and

WHEREAS the competition for federal and state funding is highly competitive and requires a focused and unified message, and

WHEREAS the Metropolitan Transit Commission received a briefing on the issues likely to be faced in the 2017 sessions of the U.S. Congress and NC General Assembly at its meeting in September 2016,

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

1. The Metropolitan Transit Commission hereby adopts this Resolution 2016-05 and the attached 2017-2018 Federal Legislative Agenda & 2017-2018 State Legislative Agenda.
2. CATS Chief Executive Officer is directed to work cooperatively with the Mecklenburg Congressional Delegation, U.S. Department of Transportation, North Carolina General Assembly, North Carolina Department of Transportation, and any other party as appropriate, in promoting the adopted agendas.
3. CATS Chief Executive Officer is directed to seek administrative grants from the federal government that further the development of the 2030 Transit Corridor System Plan.
4. This resolution shall take effect immediately upon its adoption.

This resolution shall take effect immediately upon its adoption.

I, Trevor Fuller, MTC Chairperson do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Metropolitan Transit Commission, duly held on November 16, 2016.

Signature of MTC Chairperson

**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

**SUBJECT: CATS Financial Policies
2016 Amendment**

DATE: November 16, 2016

- 1.0 PURPOSE/SCOPE:** Approve revisions to CATS 2013 Financial Policies effective November 16, 2016.

Key policy revisions/additions include:

Administrative Changes

1. Section 2.0
Introduced a section on "Definitions".
2. Section 3.0
Introduced a section on "Flow of Funds"
3. Section 6.4
Identification of reports submitted to the MTC

Performance Changes

1. Section 4.4
Update methodology for calculation of Net and Gross Debt coverage ratios to include all grant funds which are received as revenue for payment of debt service costs.
2. Section 5.6.A.
Implement a System Subsidy objective which will require the percentage of annual operating cost (not offset by revenue generated from passengers through ticket and pass sales and service and activity center reimbursements) to be \leq 80% of operating cost

Policy Changes

1. Section 8.6
Introduce a methodology for maintaining the \$100 million year end fund balance.
2. Section 3.3
Introduce "CATS Control Account". This account provides additional resources for use in CATS operating or capital programs which must be approved by the MTC through the regular annual budget process.

Other changes include more specific definitions and organization of information.

- 2.0 BACKGROUND/JUSTIFICATION:** On October 25, 2000, the MTC adopted CATS Financial Policies. Since that time there have been several amendments to the Financial Policies with the most recent amendment dated May 2013. CATS Financial Policies provide guidance and a framework for management of the financial resources of the Charlotte Area Transit System.

- 3.0 **PROCUREMENT BACKGROUND:** Does not apply.
- 4.0 **POLICY IMPACT:** Revision of CATS Financial Policies will establish new standards for achievement of CATS Mission in implementing the 2030 Transit Corridor System Plan.
- 5.0 **ECONOMIC IMPACT:** The goal is long term financial stability and cost effectiveness of the transit program. The MTC will be carrying out its fiduciary responsibilities in utilizing the sales tax revenues approved by the voters of Mecklenburg County and the funds received from other government and private sources.
- 6.0 **RECOMMENDATION:** Approve November 16, 2016 CATS Financial Policies (attached)
- 7.0 **ATTACHMENT(S):** CATS Financial Policies, November 16, 2016

SUBMITTED AND RECOMMENDED BY:



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

1.0 PURPOSE

These Financial Policies provide a comprehensive framework for the management of financial resources of the Charlotte Area Transit System (CATS). They provide guidelines for decision-making by the CATS governing board, the Metropolitan Transit Commission (MTC), and management on how financial resources shall be utilized to fulfill the mission of the transit system, meet obligations, and protect the public interest.

1.1 Objectives

- 1.1.A. Cost effective allocation and use of CATS financial resources in achieving the system's mission.
- 1.1.B. Compliance with applicable Federal, State, and Local laws, regulations, and guidelines governing transit funding.
- 1.1.C. Use of sound business and accounting practices in managing CATS financial affairs.

1.2 Legal Authority

- 1.2.A. Transit Governance Interlocal Agreement amended November 28, 2005, from *inter alia* the following:
 - Article 43 of Chapter 105 of the North Carolina General Statutes (Sessions Laws 1997, ch. 417, sec. 1)
(Local Government Public Transportation Sales Tax Act)
 - N.C.G.S. 160A-460 *et seq.*
(Interlocal joint exercise of powers)
 - N.C.G.S. 160A-311 *et seq.*
(Municipal public enterprises)
 - N.C.G.S. 153A-274 *et seq.*
(County public enterprises)
- 1.2.B. Federal Requirements (U.S. Department of Transportation, Federal Transit Administration (FTA))
 - OMB Super Circular 2 CFR 200
 - 49 CFR, Parts 18 (The Common Rule), 21, 23, 24, 663
 - FTA Circular 5010.1D (including References)

1.2.C. State Requirements

- The Local Government Budget and Fiscal Control Act
- A compilation of laws, excerpted from the N.C. General Statutes that identify basic legal requirements under which local governments must operate.

1.3 Scope

These Financial Policies cover major categories of CATS financial activity. CATS Chief Executive Officer shall submit a proposed Transit Program to the MTC by January 31 of each year. The MTC shall approve the Program by April 30 of each year; after which the Charlotte City Council must approve the Transit Program Budget. If either of the dates fall on a weekend, the preceding Friday shall prevail. Upon approval, the Charlotte City Council shall fund the Transit Program through budget and/or project ordinances.

The annual Transit Program shall consist of the following:

- Transit Debt Service Fund delineating income and expenditures associated with the Transit Debt Service Program; and pass-through funds from the Transit Sales Tax revenues to other funds
- Transit Revenue Reserve Fund (RRF) delineating funds transferred from the Transit Debt Service Fund which are intended to act as a hedge against income fluctuations ensuring financial stability for optimal debt financing.
- Transit Operating Fund delineating operating income, reserves and operating expenditures for the provision of transit services
- Transit Capital Fund delineating income and expenditures for the Transit Community Investment Plan (CIP)

1.4 Fiscal Year

The City's Fiscal Year is July 1 through June 30.

2.0. DEFINITIONS

CATS is the Charlotte Area Transit System which is a Department of the City of Charlotte.

CATS Control Account created in 2016 is a control cost center in the Transit Capital Program which will receive revenue from sales tax funds, as described in Section 3.1.



CEO is the Chief Executive Officer of the Charlotte Area Transit System

Cost Allocation Plan (CAP), approved by the Federal Transit Administration and updated annually in compliance with Federal regulations. CATS CAP provides the approved overhead rate that may be applied on direct project administration costs.

Finance Charge Reimbursements in any Fiscal Year is the amount of Federal or State grant reimbursements under a Full Funding Grant Agreement or other grant agreements which are eligible to pay a portion of annual debt service costs.

Fiscal Year-End Fund Balance is an unrestricted balance that must be available in the Transit Fund at the end of each fiscal year.

Metropolitan Transit Commission (MTC) is the transit governing board for the Charlotte Area Transit System (CATS) whose primary function is approval of transit policy and budgets.

Operating Allocation is the amount of Transit Sales Tax revenue derived from the Sales Tax Trend Line available for transfer to the Transit Operating Fund after deducting debt service payments.

Revenue Reserve Fund (RRF) was created in 2013 to capture annual Transit Sales Tax revenue in excess of the annual Sales Tax Trend Line. The maximum RRF fund balance is set at \$30 million. Funds from the RRF will be used by CATS in years when the annual Transit Sales Tax revenue is below the Sales Tax Trend Line.

Sales Tax Trend Line defines average long-term growth rate for the Transit Sales Tax. The sales tax trend line was established in 2013 and the average annual growth rate provides stability in funds for operating programs.

Transit Sales Tax is the Mecklenburg County voter approved ½% Sales & Use tax authorized by Sub Chapter VIII of Chapter 105 of the North Carolina General Statutes, Article 43 Local Government Public Transportation Sales & Use Tax Act. Proceeds from the tax must be used exclusively for the purpose of public transportation.

3.0. FLOW OF FUNDS

3.1 Transit Sales Tax

One half percent (1/2%) of local sales and use taxes approved for public transportation systems in Mecklenburg County by the General Assembly of North Carolina Sessions Law - 1997. The tax is distributed during the year to three eligible parties, i.e. City of Charlotte, Mecklenburg County and the Town of Huntersville. The Transit Governance Interlocal Agreement requires each eligible party to transfer its sales tax receipts to the City of



Charlotte/CATS within five business days of receipt of these funds from the State of North Carolina.

All Transit Sales Tax revenue is deposited into the CATS debt service fund for debt service payments. Revenue deposited into the Debt Service Fund is managed as follows:

- Annual amount budgeted for debt service payments and fees are retained in the Transit Debt Service Fund.
- Any actual sales tax revenues in excess of the Transit Sales Tax Trend Line is transferred to the Transit Revenue Reserve Fund (RRF) until the balance in the RRF reaches \$30 million. Once the RRF balance is at \$30 million, these funds are transferred to the "CATS Control Account" in the Transit Capital Fund.
- The balance, referred to as "Operating Allocation", is transferred to the Transit Operating Fund.

3.2 Sales Tax Trend Line

The 2013 Sales Tax Trend Line may be adjusted periodically, based on changes in source of revenues or any other significant changes that may impact the Transit ½% Sales & Use Tax.

3.3 CATS Control Account

Transit sales tax revenue that has been transferred into this control account based on Section 3.1. The Transit CEO may recommend use of such funds, for operating or capital programs, to the Metropolitan Transit Commission as a part of the CEO Recommended Budget in January of each year.

4.0 DEBT SERVICE PROGRAM

4.1 The Transit Debt Service Fund will receive all transit sales tax revenue. The distribution of these funds will conform to the Flow of Funds identified in Section 3.1.

4.2 The Debt Service program receives revenue from debt financing, loan proceeds, premiums, grant funds used to offset debt service payments and fees and local sales tax revenue; payments include principal and interest costs on short- or long-term debt (annual debt service costs) associated with financing of capital assets for the transit system, fees and other specialized costs associated with this program.

4.3 The main components of the Transit Debt Service Program will be:

- Bus & Rail Equipment/Amenities/Facilities Program: Debt service costs associated with the purchase of buses, rail cars, other rolling stock, equipment, construction and real estate not associated with the development of the Rapid Transit Program.



- Rapid Transit New Starts Programs: Debt service costs associated with the development and build out of New Starts, Small Starts, Core Capacity, TIGER, or other rapid transit development and construction programs.
- Other: Any other transit related fees and programs as approved by the MTC.

4.4 Debt Service Program: Financial Performance Objectives

Debt service coverage ratios establish a guide for levels of annual operating costs relative to current and future debt service costs.

4.4.A. Net Debt Service Coverage Ratio:

The Net Debt Service Coverage Ratio (NDSCR) requires debt service revenue to exceed debt service cost by 15% (1.15x). NDSCR is calculated as follows:

- i) Numerator: Operating Balance (as defined in Section 5.5) plus Finance Charge Reimbursements
- ii) Denominator: annual debt service cost less Federal and State Matching Funds used to offset debt service.

4.4.B. Gross Debt Service Coverage Ratio

Gross Debt Service Cost Ratio (GDSCR) requires that the income from Transit Sales Tax + Maintenance of Effort + Finance Charge Reimbursements be 3.0 times (3.00x) the annual debt service cost net of Federal and State Matching Funds used to offset debt service.

The maintenance of debt service coverage ratios together with other performance measures provide multiple measures for the soundness of CATS financial plans.

Note: The above financial performance measures are established as policy objectives for the MTC and CATS management to strive to achieve in managing the affairs of the transit system and may be temporarily suspended, temporarily modified or amended upon management review.

4.5 CATS Debt Policy

- Principal maturity for debt will be linked to asset life and will not exceed thirty-five (35) years.



- Variable rate or other short-term debt may be issued for capital purposes in anticipation of receipt of approved Federal and/or State grants, with the goal of repaying a portion or all of the debt issued upon receipt of funds.
- Issuance of debt must be linked to:
 - a) Adequate encumbrance capacity to let contracts for the capital program in the most cost effective sequence.
 - b) Cash flow requirements
 - c) Fund Balance (per Section 8.6) to guard against anticipated/ unanticipated risks.
- Sales Tax revenue and eligible grant funds will be used for the payment of annual debt service costs.

5.0 TRANSIT OPERATING PROGRAM

5.1 Purpose

The Transit Operating Fund is CATS' general operating fund, which will be used to account for all financial transactions required for the operation of the public transportation system. The two primary components of this fund will be:

- A. Operating Income (Income Sources)
- B. Operating Expense

Annually, the difference between Operating Income and Operating Expense is the **Operating Balance**. The Operating Balance is transferred to the Transit Capital Program for funding a portion of the Transit Capital Program.

5.2 CATS Comprehensive Financing Model

The CATS Comprehensive financing model allocates sales tax revenues according to the Flow of Funds in Section 3.1 of this document. The model will be reviewed annually and adjusted if necessary based on debt service changes, reserve requirements, sales tax trendline adjustments or financial performance. The review shall be conducted as part of the budget process.

5.3 Operating Income

Operating Income is defined as funding sources to be used for approved annual operating costs. The primary sources of operating income are as follows:

5.3.A. Maintenance-Of-Effort

Annual appropriation to the Transit Fund from governmental units within Mecklenburg County that engaged in public transportation in fiscal year 1998.



The initial amounts were equal to the units' net local expenditures for public transportation systems in fiscal year 1998. The amended amounts for each fiscal year as identified in CATS approved budget shall be received by the City of Charlotte's Finance Department by December 31 of each year from:

- City of Charlotte
- Mecklenburg County
- Town of Huntersville

5.3.B. Passenger Fares

Actual revenue received from riders and service sponsors on all modes of the public transportation system operated or paid for by CATS.

5.3.C. Service Reimbursement

Contractual reimbursement from public/private agencies for special public transportation services, and from governmental units outside of Mecklenburg County for extensions of CATS public transportation service into surrounding counties and/or communities.

5.3.D. Operating Allocation

Sales Tax Revenue that is transferred to the Transit Operating Fund from Transit Debt Fund in accordance with Flow [of](#) Funds described in Section 3.1. of this document.

5.3.E. Interest Income

Income from the investment of reserve funds and other unused fund balances in the CATS Transit Funds. Investment will be handled by the City of Charlotte's Finance Department in accordance with North Carolina G.S. 159-30. The City's investment policy for CATS funds shall minimize credit and market risks while maintaining a competitive yield.

5.3.F. Operating Assistance Income

Annual operating assistance funds received from the North Carolina Department of Transportation, the United States Department of Transportation, the Federal Transit and/or Highway Administration, the United States Department of Homeland Security and/or other governmental agencies in support of operating expenses for new and ongoing direct transportation and/or transportation related services.

5.3.G. Other Operating Revenue

Any other sources of revenue for CATS approved by the Metropolitan Transit Commission and/or the Charlotte City Council. Examples include, but are not limited to, salvage from sale of assets, concessions, rents, advertising proceeds, joint development payments, value capture revenue and other types of payments and/or reimbursements.

5.4 Operating Expenses

Operating Expenses are defined as the day-to-day costs incurred for public transportation service delivery, administrative overhead, and other changes and/or adjustments. The Program for such expenditures shall be approved by the Metropolitan Transit Commission in accordance with section 1.3. The Charlotte City Council funds the programs through budget and/or project ordinances.

5.4.A. Transit Service Delivery Costs

This expense category shall include:

- Base Service: Services that have been previously approved by the MTC and are in effect at the time the annual Transit Program is presented each year.
- Expanded Service: Additional services to be implemented and funded in the ensuing fiscal year. Services in this category shall be included in a 5-Year Countywide Transit Services Plan and CATS Comprehensive Financing Plan, which will be periodically reviewed.

5.4.B. Administrative Overhead Costs

Direct and Indirect costs that are incurred for common or joint purposes in support of one or more Transit Service Delivery or capital programs. Costs are allocated to programs based on allocation methods that comply with Federal, State and local guidelines.

CATS CAP rates may be applied to project administration costs in accordance with Federal regulations.

5.4.C. Adjustments

This expense category may include transfers to other funds (i.e. Transit Capital Fund and/or other miscellaneous adjustments).

5.5 Operating Balance



Annually, the difference between Operating Income and Operating Expense is the Operating Balance. Subject to Section 3.1 (Transit Sales Tax), the Operating Balance may be utilized to fund a portion of the Capital Program.

5.6 Transit Operating Program: Financial Performance Objectives

The following Financial Performance Objectives are established to guide the development of the annual program and budget and to measure and/or control operating expenses and revenues.

5.6.A. System Subsidy

The percentage of annual operating cost that is not offset by revenue generated from passengers through ticket and pass sales and service and activity center reimbursements shall be budgeted at less than or equal to 80%.

(Subsidy = Operating cost less Revenue from fares and service)

5.6.B. Cost Growth per Vehicle Revenue Hour

The annual increase in the cost per revenue hour of service shall be equal to or less than the rate of inflation for Transportation as identified by the U.S. Department of Labor, Bureau of Labor Statistics Data or +3.6%, whichever is greater. A unit of service is defined as one vehicle revenue hour. Cost per vehicle revenue hour is derived by dividing annual service delivery cost by total annual revenue hours of service.

Rail cost growth should be calculated using rail car revenue hours.

5.6.C. Administrative/Overhead Cost

Administrative costs in support of direct services shall not be higher than 15% of Transit Service Delivery costs.

5.6.D. Unlinked Passenger Trips per Vehicle Revenue Hour

The number of passengers per revenue hour on fixed route and demand response services is a measure of service effectiveness. System-wide passengers per revenue hour shall be maintained at a level greater than or equal to 20 passengers per hour for bus operations, 90 passengers per hour for rail operations and passengers per hour for streetcar operations.

6.0 GENERAL POLICIES: OPERATING PROGRAM

6.1 Interest Income



The City of Charlotte Finance Department shall invest the cash balances in CATS Transit Fund in accordance with North Carolina G.S. 159-30.

All investments shall be insured or registered or shall be securities held by the City and/or its agents in the City's name. The City's investment of CATS funds shall minimize credit and market risks while maintaining a competitive yield.

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.

- Activity Center Circulation Services

Transit services providing circulation and distribution within activity centers or specific geographic areas located within Mecklenburg County will be provided in accordance with the CATS Service Policy. Any cost reimbursement for such services will be determined on a case-by-case basis considering the degree to which the service is designed to benefit a specific group of stakeholders and whether the service exceeds CATS service standards and/or fare policies. Stakeholders may be required to reimburse CATS for up to 100% of the annual revenue service costs of the service. The MTC shall approve any such service and its associated reimbursement requirement prior to CATS entering into any contractual agreement with the stakeholders to provide the service.

CATS may elect to utilize a net cost calculation, taking into account future revenue generated, due to the expanded service.

- Special Service Requests

Non-routine requests for transportation services by public and/or private groups will be provided in accordance with CATS Service Policy and Federal, State, and Local regulations.

6.3 Fare Policy

The MTC approved Fare Policy provides for an increase in fare levels every two years to ensure that fare revenues keep pace with inflation and reflect a fair-share contribution by riders to the costs of operating the transit system.

An increase of either \$0.25 (twenty-five cents) or the average of 2-year inflation (whichever is higher) is recommended for the base cash fare every two years. Fares for all other services shall likewise be adjusted to maintain their relationship to the base cash fare.

The MTC may recommend changes in transit fares, outside of the two year cycle, in recognition of significant changes in transit costs.

Fare changes will be included in the Transit Operating Program, which must be approved by the MTC.

6.4 Management Reporting Requirements

The Chief Executive Officer of CATS shall provide the Metropolitan Transit Commission with the following reports:

1. An annual budget (operating and capital) recommendation by January 31 of each fiscal year
2. Annual financial statements as reported in the City's Comprehensive Annual Financial Report for the prior fiscal year
3. Monthly report on sales tax receipts
4. Monthly ridership report
5. Reports, as requested by the MTC, on any major events or trends that impact financial performance

7.0 REVENUE RESERVE FUND

The Transit Revenue Reserve Fund serves as a hedge against income fluctuations to ensure financial stability for CATS operations. It is funded from annual Transit Sales Tax in excess of the Sales Tax Trend Line. The maximum balance to be maintained in the RRF is \$30 million.

The Revenue Reserve Fund will be used to maintain a stable Operating Allocation.

8.0 TRANSIT CAPITAL PROGRAM



- 8.1 The Transit Capital/Community Investment Plan describes capital income and capital expenditures to be incurred to meet capital needs arising from long-term plans, asset maintenance or other capital needs. It sets forth each project in which CATS will be involved and specifies the resources estimated to be available to fund/finance the projected expenditures. The CATS CEO shall submit a proposed 5-year Capital/Community Investment Plan to the MTC by January 31 of each year. The MTC shall approve the Plan by April 30 of each year; after which time the capital program is submitted to the Charlotte City Council for approval. If either of the dates falls on a weekend, the preceding Friday shall prevail.

Upon approval of both boards, the Charlotte City Council shall fund the Program through budget and/or project ordinances.

- 8.2 The Transit Capital Program will be used to account for the procurement, planning/design, acquisition, construction and reconstruction/rehabilitation of major capital facilities, services and equipment. It may include Federal and State grants, debt financing as well as local funds to be used for capital acquisition and construction with and without the benefit of grant funding including transfers from the Operating Balance, project-related reimbursements, debt financing, public-private partnerships (3P) or other sources of capital funding.

8.3 Capital Income Sources

CATS will strive to obtain income for its capital program from the following sources:

8.3.A. Federal Grants

Contributions of funds from the Federal Government which can be used/expended for specified purposes. These types of grants are usually restricted by the grantor for the acquisition and/or construction of fixed assets, preventive maintenance and/or state of good repair of the assets and associated capitalized costs. There may be a local match required for this type of income.

8.3.B. Federal Loan Programs

Low interest loan/credit programs offered by the Federal Government to fund transit infrastructure. Examples of these programs are the Railroad Rehabilitation & Improvement Financing (RRIF) and the Transportation Infrastructure Finance and Innovation Act (TIFIA).

8.3.C. State Grants

Contributions of funds from the State of North Carolina. These types of grants may be utilized for capital improvement programs and

operations purposes. The local match for this type of income varies depending on the type of grant award.

8.3.D. Public-Private Partnerships/Joint Development Proceeds/Contributions

Public-private partnerships that generate equity or other revenue or services utilized for projects contained in the Capital Investment Plan. Projects may qualify for alternative methods of financing that are offered in the financial markets if such financings are in compliance with criteria established by the debt issuing entity representing the request of the MTC. Special sale, lease, or other arrangements with project partners for the use of or construction of facilities; income from naming rights of transit facilities; etc., shall be included in this income category.

8.3.E. Operating Balance

Operating Income less Operating Cost is defined as Operating Balance and, subject to Section 3.1, may be utilized for the Capital Investment Program or transferred to the Transit Fund Balance.

8.3.F. Special Payments

Any other sources of income, which will be utilized for funding the CATS Capital Program.

8.3.G. Debt Financing

A specified sum of money (face value or principal amount) borrowed with a written promise to repay at a specified day/date in the future. All or a substantial portion of the interest on this money may be included in the face value of the security. This money shall be borrowed for the purposes of funding the acquisition and/or construction of fixed assets and for the expansion or preventive maintenance of assets.

8.4 Capital Expenditures

Capital Expenditures are defined as expenditures incurred to meet capital needs arising from the CATS long-term plan, asset capital maintenance or other capital needs. It sets forth each project in which CATS may be involved and specifies the resources estimated to be available to finance the projected expenditures.

8.4.A. Capital Investment Plan



There shall be four (4) main components in the CATS Capital Investment Plan:

- **Bus/Bus Amenities/Facilities.** Current and new equipment and facilities, e.g. Buses, Vans, Park-n-Ride Lots, Bus Facilities, Intelligent Transit Systems, etc., and capital maintenance of these assets shall be included in this category.
- **Rail/Amenities/Facilities**
Current and new rail equipment and facilities and maintenance of these assets shall be included in this category.
- **Other Capital**
Non-revenue equipment, Safety & Security, and Technology.
- **Rapid Transit: Major Investment/Environmental Studies, Project Development, Preliminary Engineering, Right-Of-Way Acquisition, Construction and Purchase of Revenue Equipment** for new rapid transit systems in the corridors and the future capital maintenance of these assets shall be included in this category of expense.

8.4.B. Capital Expenditure

Items/acquisitions that have a useful life in excess of one year and an acquisition cost of greater than or equal to \$5,000.

Direct and eligible indirect costs, which are related and add value to a capital project, shall also be defined as capital expenditures.

8.4.C. Debt Service Payments

The principal, interest, issuance costs, and other payments on short or long-term debt.

8.5 Transit Capital Fund: Performance Policy Objectives

8.5.A. Pursuit of Grant Financing

CATS shall seek to obtain maximum Federal and State financing by pursuing all appropriate funding available for public transportation systems.

8.5.B. Project Benefits Measurement

To determine the benefit and priorities of specific transit projects, Benefit Cost Analysis (in accordance with Federal Transit Administration guidelines) or similar methodologies, may be utilized to provide the MTC and CATS Management with an assessment of the benefits provided by projects and alternatives that may be considered.

8.5.C. Maintenance of Assets (vs. System Expansion)

A portion of the annual Capital Investment Plan will be allocated to the proper maintenance of transit capital assets including regular replacement of revenue vehicles and equipment and the rehabilitation or replacement of facilities.

8.5.D. Capital Investment

The MTC shall review Operating Income each fiscal year and, subject to Section 5.3, determine the amount to be allocated to the Capital Programs.

8.6 Unrestricted Fund Balance

The unrestricted fund balance serves as a contingency fund to support maintaining services in case of substantial loss of revenue, such as repeal of the transit sales tax, or unforeseen increases in costs. Several factors dictate the maintenance of a significant fund balance, including cash flow for operating expenses, meeting debt service commitments and maintaining state of good repair on transit assets.

The unrestricted fund balance requirement at the end of the fiscal year will be the greater of \$100 million or the amount calculated as the sum equivalent to the following:

- i. Annual Debt Service Expense. This may be determined up to the maximum annual debt service (MADS)
- ii. Up to six (6) months of the annual Operating & Maintenance expense
- iii. Annual Operating Balance, i.e. annual contribution of sales tax revenue budgeted for transfer from the Operating to the Capital budget

The level of unrestricted fund balance will be evaluated annually and any changes below the minimum amount must be approved by the MTC prior to adoption of the annual transit program in March of each year. Operating and capital shortfalls can be covered by a loan from the unrestricted fund balance. The total loan during a fiscal year cannot exceed \$50 million.

The annual fiscal year end unrestricted fund balance will be reported when the annual audit is completed.

8.7 Capital Program Financing

Pursuant to current N.C. State Statutory authority, the City of Charlotte is the issuing entity for the debt and all financings will be issued in compliance with City debt policies, financial practices established by the City for management

of its various credit entities and will require the approval of the North Carolina Local Government Commission.

8.7.A. Balanced Strategy

Funding of the Transit Capital Program shall be a balanced and will endeavor to fund capital needs for a combination of sources including:

- Pay-As-You-Go (PAYGO)
- Grants and/or Loans from Federal/State/Other Sources
- Debt Finance
- Special Loans (Public or Private)

8.7.B. Funding strategy will emphasize the use of PAYGO as a means to meet local program funding requirements with debt used as a secondary source. The level of PAYGO funding will be dependent on a number of factors including availability of funds from Sales Tax and other sources, the appropriate levels of retained fund balances, economic and other factors.

8.7.C. Federal Formula and State Matching Funds

Federal Formula type funds and State matching grants for these Federal grants will be utilized (1) first to pay annual debt service costs on eligible debt financing; (2) any balance will be utilized for payment of other capital projects.

8.7.D. Types of Debt Financing

i) As of July 1, 2007 NC law provides for three borrowing methods for the funding of capital and grant anticipation needs:

- General Obligation Bonds: Authorized by voters who signify their willingness to pledge the taxing power of the debt issuing entity, e.g. City of Charlotte, to pay the debt service costs.
- Certificates of Participation (COPS) in Installment Payment Contracts: Asset backed financings that pledge the asset as the only security if installment payments are not made. Used for acquisition of municipally owned assets.
- Grant Anticipation Notes: Financing for project cash flow purposes backed by guaranteed funding from the Federal and/or State Governments.

ii) Federal and/or State Government Loan Programs

Railroad Rehabilitation & Improvement Financing Loans (RRIF)
Loans issued by the Federal Railroad Administration for rail line, facility, safety and equipment.

Transportation Infrastructure Finance and Innovation Act (TIFIA)
Loans issued by the U.S. Department of Transportation for surface transportation projects of national and regional significance.

Other types of Federal and/or State Loan programs offered by the Federal or State governments for the purposes of building or maintaining transit infrastructure.

iii) Public-Private Partnerships

Financing of the private sector that qualifies for funding under criteria by the debt issuing entity.

9.0 GENERAL POLICIES: CAPITAL PROGRAM

9.1 Reimbursements/Cost Sharing

9.1.A. Outside Mecklenburg County Service Improvements

CATS will not pay for any portion of the capital cost for the extension of any rapid transit service outside Mecklenburg County or any subsequent capital improvements to such a service. Counties outside Mecklenburg County must cover any capital costs incurred by CATS to extend service to such counties.

9.1.B. Cost Sharing

Capital improvements designed to benefit a specific stakeholder or organization that is in excess of CATS normal design standards and policies will be subject to cost sharing arrangements. Stakeholders and/or benefiting organizations may be required to reimburse CATS up to 100% of the incremental cost of the capital improvement.

10.0 PERIODIC REVIEW AND AMENDMENT

10.1 The Financial Policies delineated herein shall be subject to review and revision by the MTC at least every three (3) years. This does not preclude the MTC from revising specific policies included herein nor from adding policies should the MTC determine that the best interest of the public and/or CATS would be served by making such a revision.



- 10.2 Amendments or revision to these financial policies may be initiated or proposed by any member of the Metropolitan Transit Commission or by the Chief Executive Officer of CATS.
- 10.3 Proposed amendments or revisions to these Financial Policies shall be subject to review and study by the Citizens Transit Advisory Committee.
- 10.4 CTAG shall make recommendation on any proposed amendment or revision to the MTC.
- 10.5 The MTC must approve any amendment or revision by majority vote before said amendment or revision shall become official policy of CATS.

Summary of changes:

Entire document: minor wording changes to improve clarity. Changes include more specific definitions and reorganization of several sections to offer an easier flow of information.

- 1.0 Scope (1.3) Revised bullets for Transit Debt Service Fund & Transit Revenue Reserve Fund (RRF); fourth bullet revised wording now reads Transit Community Investment Plan (CIP), formally Transit Capital Investment Plan
- 2.0 Definitions added; formally section Transit Operating System (moved down to section 5.0) "in 2011" removed in Cost of Allocation definition; "was calculated based on the trend line of the one-cent Countywide sales tax revenue (with adjustments)" removed from Sales Tax Trend Line definition
- 3.0 Flow of funds, formally Debt Service Program moved down to 4.0; Transit Sales Tax (3.1); Sales Tax Trend Line (3.2); CATS Control Account (3.3) provides additional resources for use in CATS operating or capital programs which must be approved by the MTC through the regular annual budget process; Receives Sales Tax funds when balance in RRF is a \$30 million, CATS CEO recommends use of funds to MTC during Budget process, May be utilized for capital or operating programs
- 4.0 Debt Service Program, formally section 3.0, Transit Capital Program information moved down to section 8.0; Debit Service Coverage Ratio: System Subsidy, less than or equal to 80% of operating expense excluding income from ticket/pass service reimbursement; no change in coverage ratios, but recognize all grant eligible funds, and align with Bond & LTFP documents; "Formula" removed from "Federal and State Matching Funds" in 4.4A ii & 4.4B
- 5.0 Transit Operating Program formally section 2.0; Periodic Review and



Amendment moved down to section 10.0 Purpose (5.1) insertion of The Operating Balance is transferred to the Transit Capital Program for funding a portion of the Transit Capital Program. CATS Comprehensive Financing Model (5.2) reference to section 3.1 Flow of Funds section , added Sales Tax trendline adjustments; Operating Home (5.3) removed amounts for City of Charlotte (\$18,400,000), Mecklenburg County (\$181,866), and Town Of Huntersville (\$17,500). Passenger Fares (5.3B) and service sponsors inserted after riders. Operating Allocation (5.3D) entire section revised. Transit Service Delivery Costs (5.4A) second bullet now includes CATS Comprehensive Financing Plan. Administrative Overhead Costs (5.4B) added CATS Cap rates may be applied to project admin costs. System Subsidy (5.6 A) formally section 2.6 letter A Operating Ratio, percentage of annual operating expense not offset by revenue generated previously 20% now less than or equal to 80%. Cost Growth per Vehicle Revenue Hour (5.6B), formally section 2.6 letter B Cost Growth, +3.6%, which is greater added. 5.6D Unlinked Passenger Trips per Vehicle Revenue Hour, formally section 2.6 letter D Passenger Per Hour.

- 6.0 General Policies: Operating Program, formally section 2.7 General Policies; Management Reporting Requirements (6.4), list of financial reports provided by CATS to the Metropolitan Transit Commission revised
- 7.0 New: Revenue Reserve Fund, funded from annual Transit Sales Tax, maximum balance to be maintained in RRF \$30 million
- 8.0 Transit Capital Program, formally section 4.0, Unrestricted Fund Balance (8.6) formally section 4.5 letter E revised, criteria added.
- 9.0 General Policies: Capital Program, section revised, formally 4.7 general policies. Management Report Requirements (4.7 letter B) section removed
- 10.0 Periodic Review and Amendment, formally section 5.0

Previous Revision: March 26, 2013

**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

SUBJECT: LYNX Silver Line Staff Recommendation

DATE: November 16, 2016

1.0 PURPOSE/SCOPE: The purpose of this action item is to approve the LYNX Silver Line Staff Recommendation as Locally Preferred Alternative (LPA). This action will update the 2030 Transit System Plan with a new LPA for the LYNX Silver Line.

2.0 BACKGROUND/JUSTIFICATION: With the 2006 adoption of the 2030 Transit System Plan by the MTC, Bus Rapid Transit (BRT) was selected as the Locally Preferred Alternative (LPA) for the LYNX Silver Line with the following conditions:

- BRT be selected as the LPA with implementation of BRT delayed for at least five years to allow the future reconsideration of Light Rail. Additionally CATS' staff is directed to take the necessary steps in design and engineering with North Carolina Department of Transportation (NCDOT) on the US 74 Highway Project so that light rail could be considered in the future.

Between 2006 and 2011, concentrated land use and transportation planning efforts were directed at the segments of Independence Blvd within the City Of Charlotte. The ULI Rose Center Fellowship Report proposed that rapid transit in the corridor should not be in the median of Independence Blvd. A key finding of the Independence Blvd Area Plan (2009) recommended that development in the corridor should be focused at key nodes. With the results of those studies, the MTC in 2011 passed the following actions that directed CATS staff to:

- Remove special provisions in the 2030 Transit System Plan that required preservation of Rapid Transit in the median of Independence Blvd.
- Work closely with NCDOT and Charlotte Department of Transportation (CDOT) to incorporate bus services into the design of the Independence Blvd Managed Lanes.
- Bring back a process and plan/schedule for an alignment study to evaluate a rail transit alignment in the Southeast Corridor that is not in the median of Independence Blvd.
- Ensure that the alignment study will review the technologies of light rail, streetcar and commuter rail, and recommend a rail transit alignment, which will involve examining all potential rail alternatives in the corridor, including those previously studied.
- Study a connection between the CityLYNX Gold Line and the LYNX Silver Line
- Study up to the Mecklenburg County Line and into Union County

Staff has completed the work over the past 15 months and has presented several updates to the MTC during that time. The details of the staff recommendation are covered in the attachments.

3.0 PROCUREMENT BACKGROUND: N/A

4.0 POLICY IMPACT: By taking these actions, the MTC will establish the LPA for the LYNX Silver Line that will update the 2030 Transit System Plan

5.0 ECONOMIC IMPACT: N/A

- **ALTERNATIVE:** Adopt a transit technology, alignment, station locations for the LYNX Silver Line LPA

6.0 RECOMMENDATION: Staff recommends approval of the Locally Preferred Alternative (LPA) to be included in as detailed in Attachment A

7.0 ATTACHMENT(S):

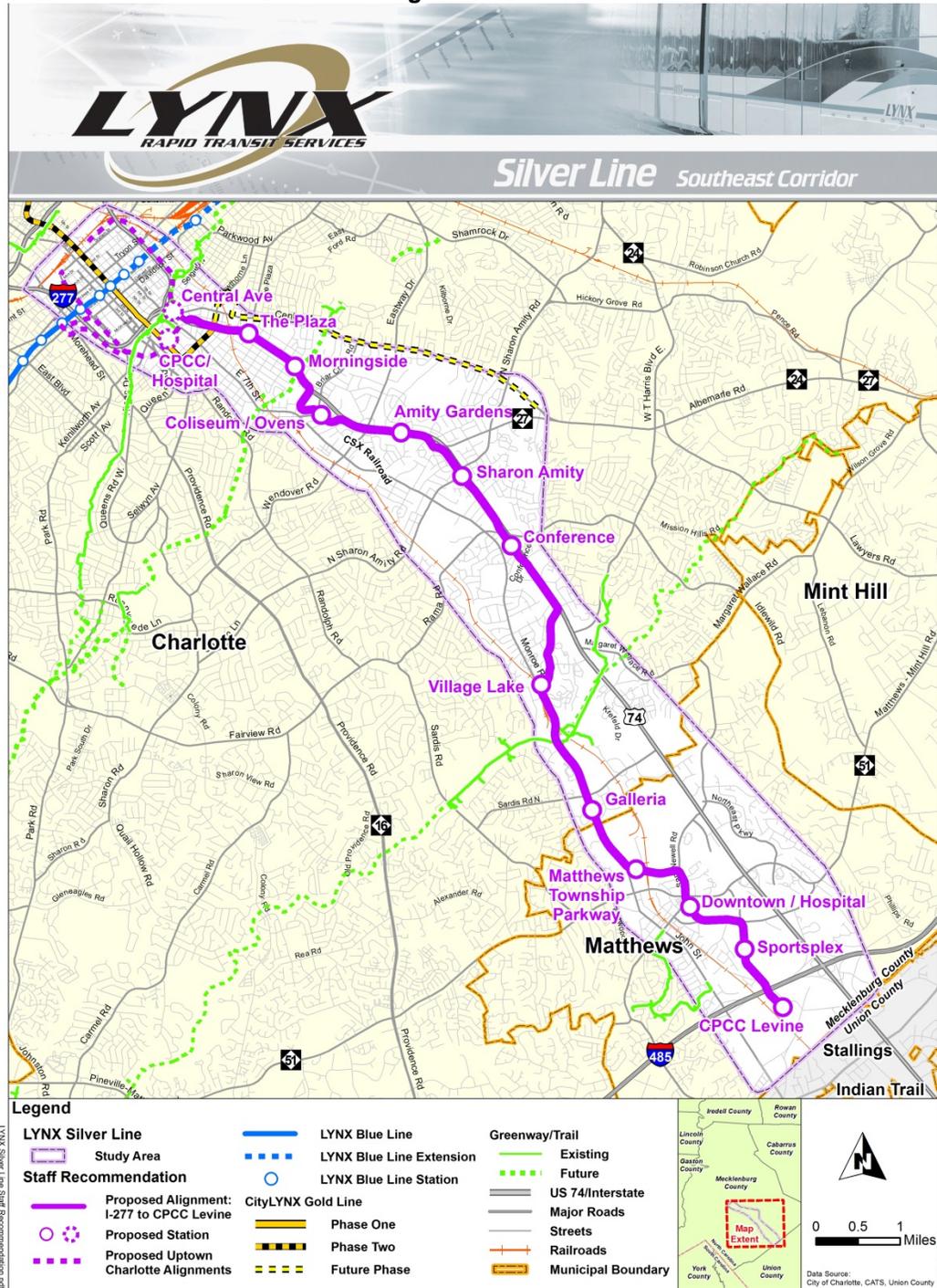
- (A)** LYNX Silver Line Light Rail Staff Recommendation Map
- (B)** LYNX Silver Line possible Uptown Charlotte alignments
- (C)** LYNX Silver Line Rail Alignment Evaluation Process Summary
- (D)** Public Engagement Summary

SUBMITTED AND RECOMMENDED BY:



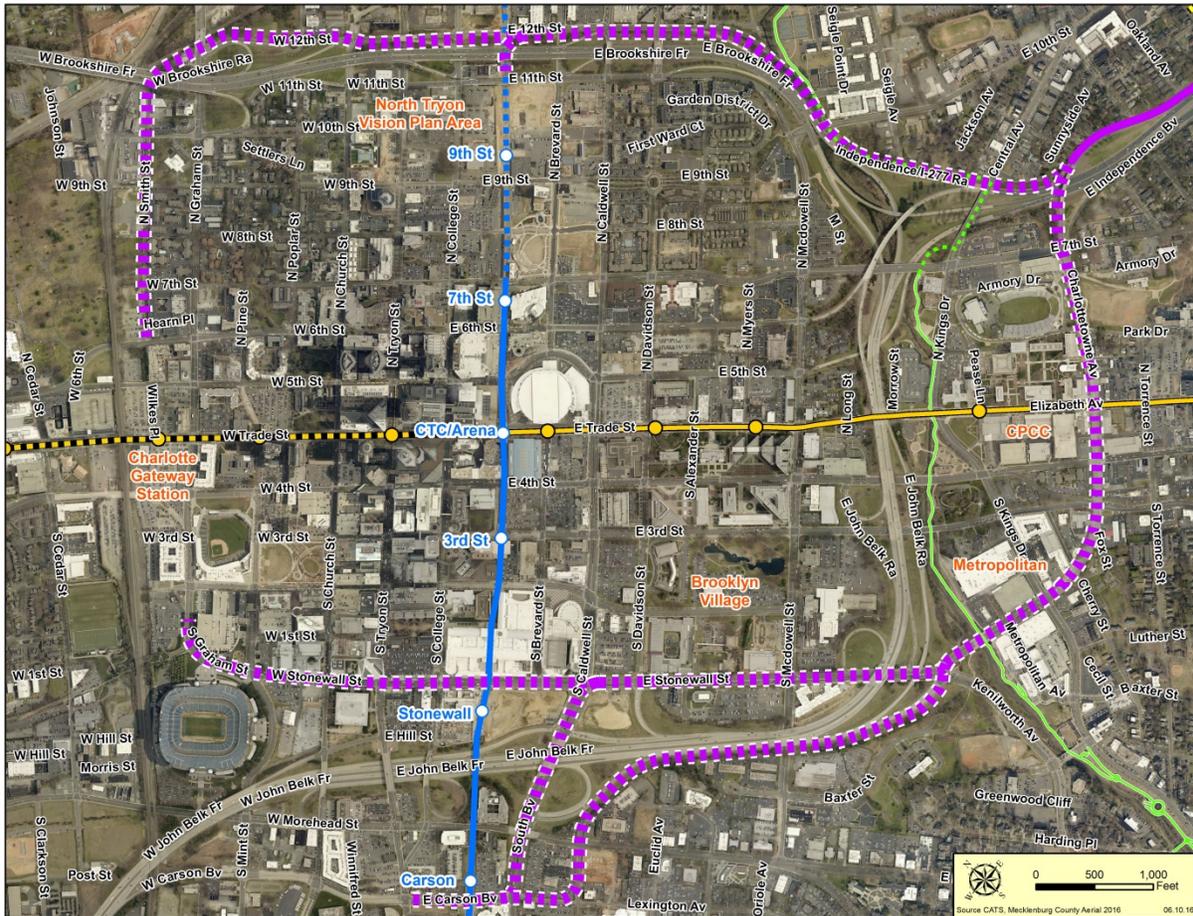
John M. Lewis, Jr.
Chief Executive Officer, Charlotte Area Transit System
Director of Public Transit, City of Charlotte

LYNX Silver Line Light Rail Staff Recommendation



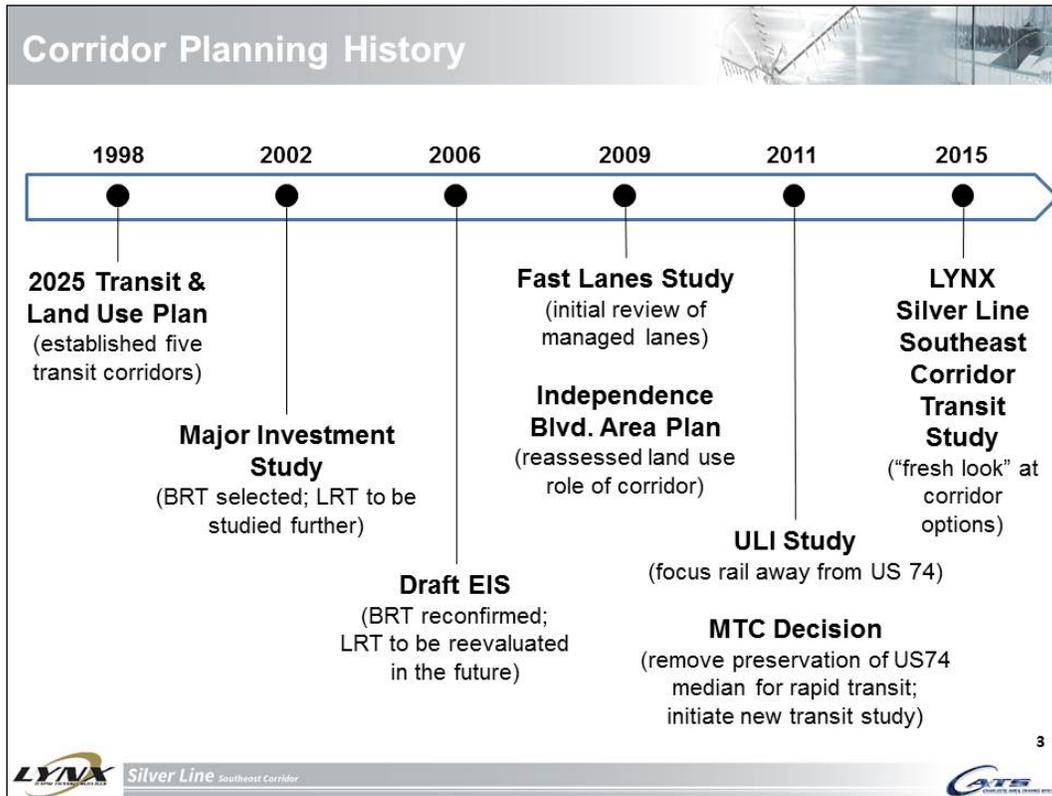
- 12.7 mile long Light Rail alignment from I-277 to CPCC Levine that is side running along the north side of Independence Blvd then transitioning around Briar Creek to the south side of Independence Blvd with a continuation of running along the south side until the Village Lake Drive Area then transitioning to median running Monroe Rd to Sam Newell Rd to Independence Pointe Parkway
- 13 stations with 8-10 Park and Rides
- 7-10 miles of Rail Trails

LYNX Silver Line Light Rail Uptown Charlotte Alignment Options

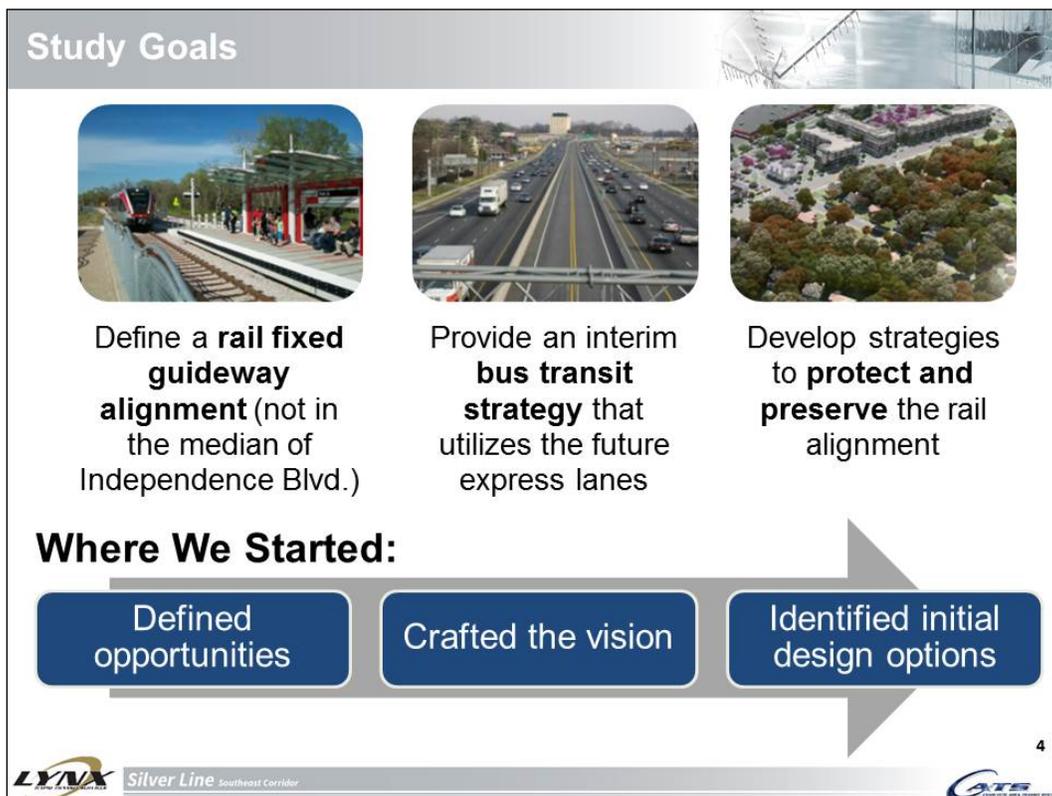


- All six of the Uptown Charlotte route options were advanced for further evaluation.
- Stakeholders were supportive of the concept of viewing the Silver Line as part of a longer east-west rail corridor across Mecklenburg County that would connect Uptown Charlotte, Matthews, and Charlotte-Douglas International Airport.
- Depending on the route through Uptown Charlotte, the Silver Line corridor has the opportunity to support other CATS initiatives and Center City Charlotte development projects such as the Charlotte Gateway Station, Metropolitan, Brooklyn Village, Central Piedmont Community College, Stonewall Corridor, and the Charlotte Transportation Center/Arena.
- It is difficult to select a single preferred option in Uptown without a more detailed analysis that takes into account what the maximum transit investment should be
- Given that a goal of this study is to support the vision for the overall CATS system, advancing the various options in Uptown Charlotte provides the greatest flexibility to compliment other initiatives as projects moves forward.
- Staff recommends the Silver Line Uptown Charlotte Alignments be studied as part of a System Integration/West Corridor Study

LYNX Silver Line Rail Alignment Evaluation Process Summary

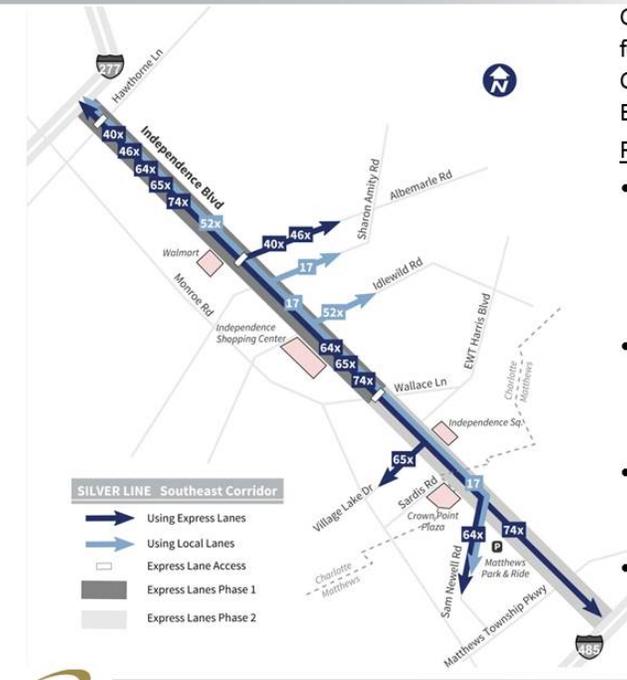


3



4

Bus Transit Strategy



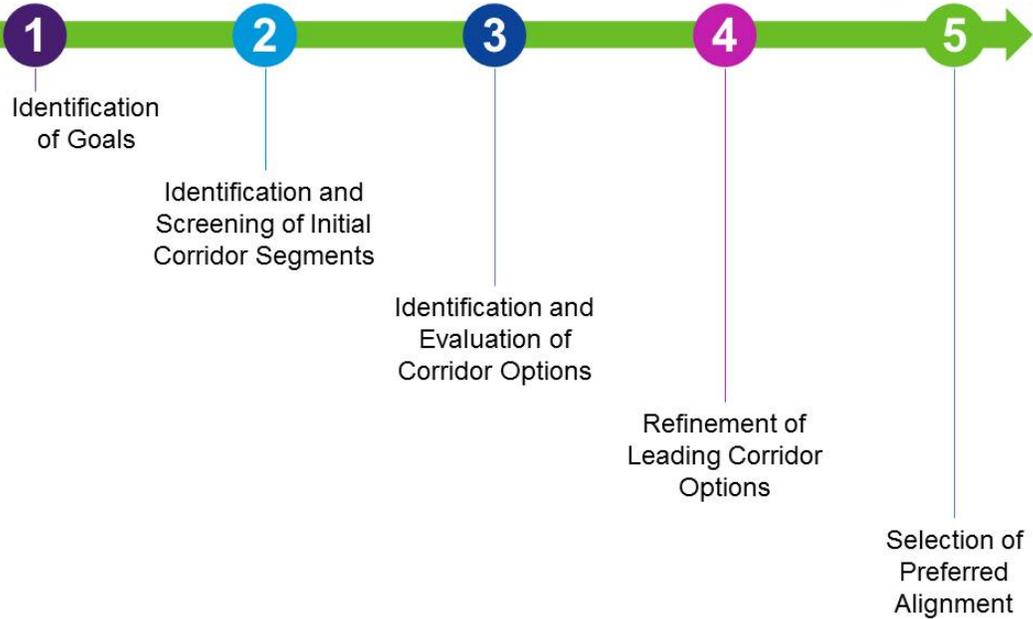
CATS will provide an operations plan for all bus routes in the Southeast Corridor with a focus on the US 74 Express Routes.

Recommendation highlights:

- An express route plan for 40x, 46x, 52x, 64x, 65x, 74x that maximizes the existing and future express lane access points
- Future Park and Ride recommendations near Conference Dr and Sardis Rd N
- Enhanced bus service on Central Ave and Albemarle Rd
- Route recommendations to be used in upcoming CATS Comprehensive Operational Analysis



Evaluation Process



Trade Off Exercise

Please indicate your preference for each trade-off using the appropriate colored sticker

SPEED VS. NEIGHBORHOOD ACCESS?

I want a fast rail line, even if it means there are fewer stops along the line.
 Very Strong
Neutral
Very Strong
 I want to be able to get to lots of nearby destinations, even if it means a slower trip because more stops are served.

RELIABILITY VS. PROPERTY IMPACTS?

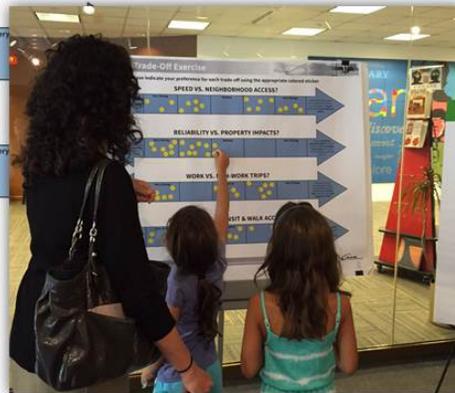
I want an efficient and reliable system, even if it means significant property must be acquired for a dedicated right-of-way.
 Very Strong
Neutral
Very Strong
 I want to minimize property impacts, even if it results in less consistent travel times due to rail routes sharing travel lanes with cars.

WORK VS. NON-WORK TRIPS?

Rail service should focus on work trips, with frequent service during peak hours to key work locations, even if it means less service at other times.
 Very Strong
Neutral
Very Strong
 Rail service should focus on non-work trips, with frequent service during peak hours to key work locations, even if it means less service at other times.

CAR ACCESS VS. TRANSIT & WALK ACCESS?

I want to drive to a rail transit station, even if it requires a longer station with more property impacts.
 Very Strong
Neutral
Very Strong
 I want to be able to walk or bike to a rail station, even if it requires a longer station with more property impacts.



Interactive Map Activity

Evaluation Process

1

2

3

4

5

Identification of Goals

June 2015 – September 2015



- Provide **reliable and efficient connections** within the corridor including **the use of dedicated guideway**.
- Build upon efforts to **coordinate land use and transportation planning** in the corridor.
- Reflect varying land use characteristics through **responsive station siting and design** elements.
- Support the **vision for the overall CATS system**.

Evaluation Process

1

2

3

4

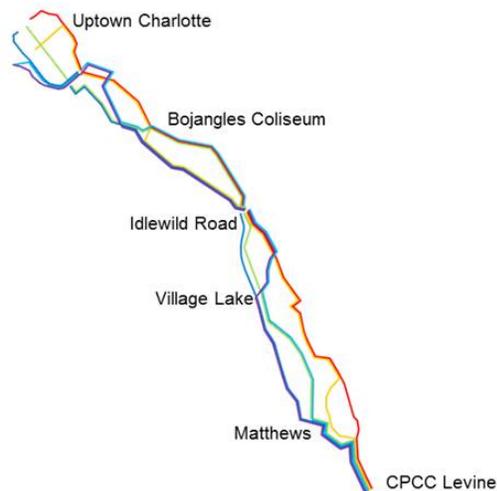
5

Identification and Screening of Initial Corridor Segments

October 2015 – January 2016

18 segment options

- Identification of a wide range of possible routes by segment
- Screening based on objective criteria linked to goals
- Segments eliminated that require shared lanes or CSX right-of-way; decision to further examine freight rail alignments as part of future regional commuter rail study



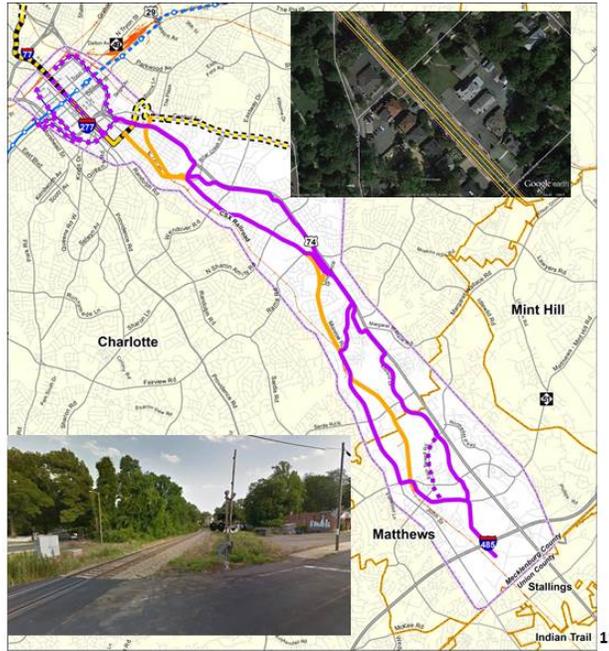
Streetcar and CSX

Options where required widening is inconsistent with neighborhood

- Widening on 7th Street through Elizabeth
- Monroe Rd. between Conference and Village Lake is single-family residential

CSX ROW

- Rail alignment along CSX ROW would be inconsistent with the land use and mobility goals of the study area
- Significant property and neighborhood impacts
- Future regional commuter rail study?



Evaluation Process



Identification and Evaluation of Corridor Options

February 2016 – April 2016

4 corridor options

- Identification of four corridor-wide options focusing on side-running along Independence Blvd. and median-running on Monroe Rd.
- Public feedback gathered on route preferences
- Two leading corridor options identified; "inner" portion of Monroe Road eliminated
- Viewed as part of longer Airport- Matthews rail transit corridor



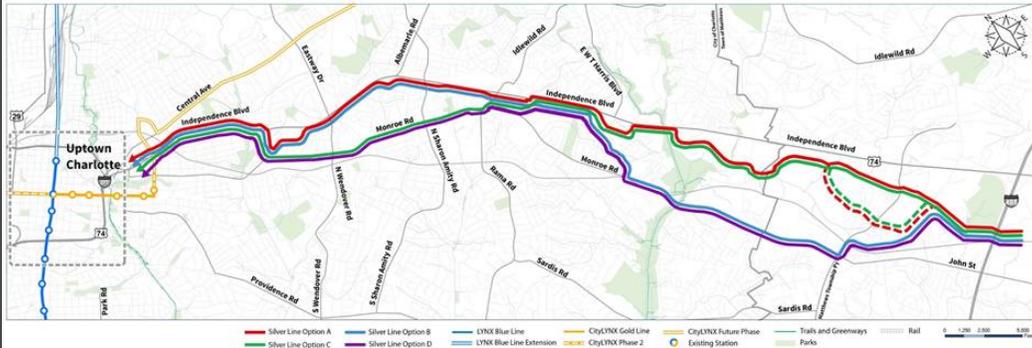
April 2016 Public Workshop Alignment Options

A. Along the side of Independence Blvd to Independence Pointe Parkway with Sam Newell Design Option

C. Independence Blvd and Monroe Road

B. Widened Monroe Road with segments along the side of Independence Blvd

D. Widened Monroe Road

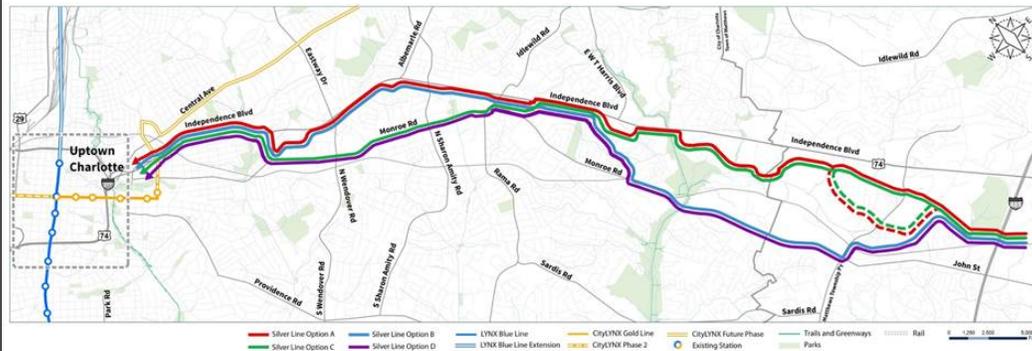


Silver Line Southeast Corridor



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Public Feedback



Option	First Choice	Second Choice
A: Along the side of Independence	53%	15%
B: Independence to Monroe	19%	41%
C: Monroe to Independence	9%	31%
D: Widened Monroe	19%	13%



Silver Line Southeast Corridor



14

Evaluation Process



Refinement of Leading Corridor Options

May 2016 – July 2016

2 leading options

- Both remaining options “score well” based on objective criteria
- Final decision based primarily on consistency with local corridor-level vision for land use and transit
- Main difference in options is route through Matthews; additional design options considered to blend the two leading options



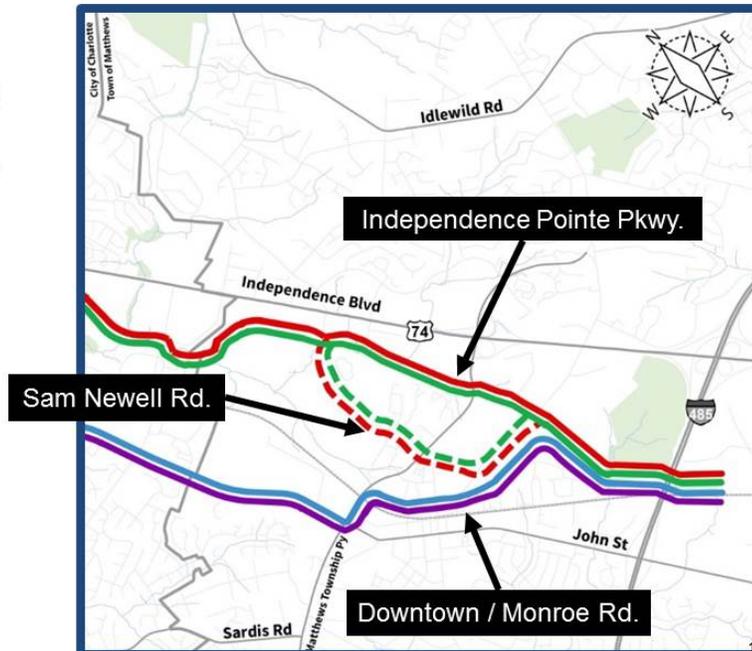
Charlotte-Matthews Connections

Commonalities:

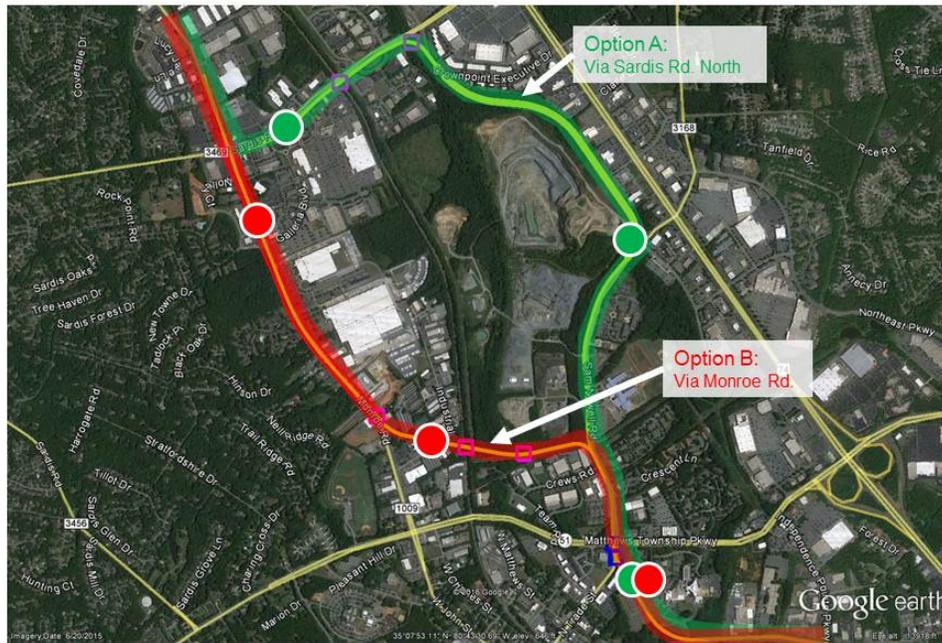
1. All end at CPCC Levine
2. All directly serve the Sportsplex

Differences:

1. Service to Downtown Matthews
2. Areas served from Matthews-Mint Hill Rd. to Charlotte city limits



Charlotte-Matthews Connections



Silver Line Southeast Corridor



18

Evaluation Process

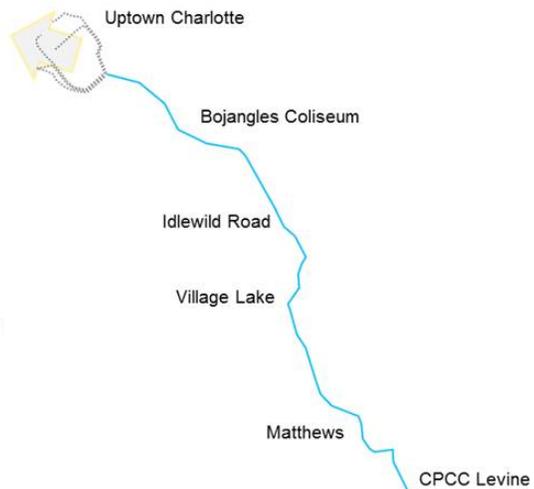


Selection of Preferred Alignment

August 2016 – October 2016

1 preferred alignment

- Final alignment selected based on further consultation with Charlotte and Matthews
- Route blends access to existing and potential activity hubs along Independence Blvd. and Monroe Rd., with close-by access to Downtown Matthews
- Uptown options connecting to West Corridor to be evaluated in future study; Trade St. option eliminated



Silver Line Southeast Corridor



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Public Engagement Summary

Over the past 18 months, this project has worked to develop a strategy between the City of Charlotte and the Town of Matthews to link their communities through a major transit line consistent with the region's long-range transit vision plan. As part of the study, CATS completed a significant public involvement program to ensure that the effort to define a transit mode and project right of way was inclusive and visible to residents, visitors, businesses, civic organizations and community organizations along the defined Silver Line corridor.

This effort was advanced through two major outreach phases designed to collect public comment and incorporate that feedback into primary recommendations for the project. The first phase of the public involvement effort involved a

visioning program to determine what types of rail and bus alternatives the public would like to see along the corridor. The second phase of the program focused directly on the selection of a defined rail transit mode for the corridor and a preferred alignment that would guide the next stage of the planning

process. To coordinate with the public in an effective and robust manner, several strategies were used over the course of the study to ensure the community involvement was inclusive and far-reaching. These involvement tools included the following:



- Stakeholder Meetings;
- Interactive Public Workshops;
- Community Based Focus Groups; and
- Online Engagement
-

The project team aggressively promoted each phase of outreach through a variety of traditional and new marketing tools: a press release, mailers, bus notices, print, radio, and television advertisements, email blasts, the Nextdoor community web application, and CATS' social media platform portfolio. The marketing campaign leveraged already existing relationships that CATS has with local and regional media, community organizations and visibility of their fixed route bus service in the City of Charlotte. Additionally, the project team made a concerted effort to reach underserved minority communities, translating outreach materials into multiple languages and placing advertisements in local newspapers that are widely read in the Latino and Asian American communities.

In addition to the two rounds of public meetings (seven total meetings) held between June 2015 and September 2016, over fifty additional stakeholder meetings were held to present on the progress of the project and receive feedback. Over 1,000 meeting attendees were a part of the LYNX Silver Line public outreach. Locations and dates are detailed in the table on the following page.

Meeting	Date
Town of Matthews Board of Commissioners	June 22, 2015
Land Acquisitions / Street Connections Public Meeting	June 23, 2015
Metropolitan Transit Commission (MTC) Meeting	June 25, 2015
East CIP Team Meeting	July 8, 2015
TSAC Meeting	July 9, 2015
NCDOT/CDOT Stakeholder Meeting	July 23, 2015
Charlotte City Council Briefing	July 27, 2015
Metropolitan Transit Commission (MTC) Meeting	August 25, 2015
Oakhurst Neighborhood Festival	August 27, 2015
Chantilly Neighborhood Meeting	September 17, 2015
Matthews Transportation Advisory Committee	September 17, 2015
Charlotte Chamber of Commerce - East Chapter	September 22, 2015
Oakhurst Neighborhood Meeting	September 23, 2015
Monroe Road Community Association	October 7, 2015
Joint Independence Blvd Area Meeting	October 27, 2015
CRTPO Technical Coordinating Committee Meeting	November 5, 2015
Metropolitan Transit Commission (MTC) Meeting	November 18, 2015
CRTPO Progress Update	November 18, 2015
Eastway Park - Sheffield Park Neighborhood	November 19, 2015
Matthews Small Area Plan for John St / 485	December 1, 2015
Citizen Transit Advisory Group (CTAG)	December 15, 2015
Focus Group - Central Avenue	February 10, 2016
Matthews Stakeholder Alignment Workshop	February 10, 2016
Focus Group - Monroe Road	February 17, 2016
Charlotte Center City Partners	March 16, 2016
Matthews Transportation Advisory Committee	March 17, 2016
Charlotte MOVES: Transportation Plan Updates 2016	March 22, 2016
Metropolitan Transit Commission (MTC)	March 23, 2016
Matthews Rotary Club	April 4, 2016
CRTPO Technical Coordinating Committee Meeting	April 7, 2016
Transit Services Advisory Committee (TSAC) Meeting	April 14, 2016
Eastway Park / Sheffield Park	April 21, 2016
CPCC Stakeholder Meeting	April 22, 2016
Metropolitan Transit Commission (MTC) Meeting	April 27, 2016
Sustain Charlotte	April 27, 2016
UNCC Transportation Class Presentation	May 2, 2016
EPIC Energy Seminar - UNCC	May 3, 2016
Novant Health Stakeholder Meeting	May 9, 2016
Monroe Road Advocates (MORA)	May 19, 2016
Coliseum Station Area Planning Workshop	May 23, 2016
Metropolitan Transit Commission (MTC) Meeting	May 25, 2016
Eastern Hills Baptist Church	June 7, 2016
Matthews Leadership Workshop	June 7, 2016
Matthews Chamber of Commerce	June 8, 2016
Coventry Wood Neighborhood Board	June 11, 2016
Matthews Route Workshop	June 14, 2016
Amity Gardens Neighborhood Meeting	July 12, 2016
Matthews Transportation Advisory Committee	July 20, 2016
Amity Gardens, Eastway Sheffield Community Meeting	August 16, 2016
Matthews Board of Commissioners	August 22, 2016
"Quad" Meeting	September 7, 2016
Charlotte City Council	September 12, 2016
MoRA Town Hall Meeting	September 15, 2016
Charlotte EAST Board meeting	September 20, 2016
WTS Charlotte Metro Chapter	September 21, 2016

**RESOLUTION
No. 2016-06**

**ADOPTION OF LYNX SILVER LINE STAFF RECOMMENDATION AS THE LOCALLY
PREFERRED ALTERNATIVE**

A motion was made by _____ and seconded by _____ for the adoption of the following resolution and upon being put to a vote was duly adopted.

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

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

WHEREAS the 2006 adoption of the 2030 Transit System Plan by the MTC, Bus Rapid Transit (BRT) was selected as the Locally Preferred Alternative (LPA) for the LYNX Silver Line with the conditions that BRT be selected as the LPA with implementation of BRT delayed for at least five years to allow the future reconsideration of Light Rail.

WHEREAS the LYNX Silver Line Project team has worked with staff from the City of Charlotte, Town of Matthews, North Carolina Department of Transportation, and the residents in the study area to determine the rail technology, optimally locate station sites, and validate alignment issues in an open, fair, comprehensive, and impartial manner, and

WHEREAS staff recommends that the previous BRT LPA be replaced to reflect selection of the light rail alignment and station locations as detailed in Attachment A:

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

1. The LYNX Silver Line light rail alignment and station locations recommendations contained in Attachment A hereto are hereby adopted for use in all necessary planning, site design, engineering, and environmental studies to advance the project.
2. This resolution shall take effect immediately upon its adoption.

Attachment A – LYNX Silver Line Staff Recommendation including the light rail alignment and station locations

I, Trevor Fuller, MTC Chairperson do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Metropolitan Transit Commission, duly held on November 16, 2016.

Signature of MTC Chairperson

**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

**SUBJECT: Refresh of 2030 System Plan -
West Corridor and Center City**

DATE: November 16, 2016

- 1.0 PURPOSE/SCOPE:** Seek MTC approval to build upon the recent Silver Line work and advance the study of the West (Airport) Corridor and Center City System integration.
- 2.0 BACKGROUND/JUSTIFICATION:** In 1998, the 2025 Integrated Transit/Land Use Plan established a vision for the citizens of Mecklenburg County to approve a ½ percent sales tax dedicated to public transportation and was the basis for the formation of the Metropolitan Transit Commission. The Plan outlined a framework for potential improvements to the transit system including implementation of rapid transit in five primary corridors, a modern streetcar corridor, and the Charlotte Gateway Station.

Since 1998, significant progress has been made growing the bus system and in implementing portions of the System Plan, namely:

- LYNX Blue Line – opened November 2007
- LYNX Blue Line Extension – under construction with planned Fall 2017 opening
- CityLYNX Gold Line Phase 1 – opened July 2015
- CityLYNX Gold Line Phase 2 – currently in construction bid process
- Sprinter Enhanced Bus service along Wilkinson Boulevard to the Airport

Many factors point to the need for a strategy to refresh the System Plan:

- Continued high rate of growth in the Charlotte-Mecklenburg multi-county region
- Constrained Financial Plan limiting future growth in the CATS system
- Need for additional local revenues
- Public's desire for continued investment in transit infrastructure

CATS already has several "refresh" work efforts underway on 2030 Corridor System Plan elements that were last adopted by the MTC in November 2006. Those are:

- The current LYNX Silver Line work to update the Locally Preferred Alternative for a light rail alignment.
- The Comprehensive Operations Analysis currently underway to evaluate CATS bus route structure to determine the most efficient deployment of existing bus resources to provide mobility options that benefit the most citizens.
- The North Corridor Mobility Study to identify how best to leverage the I-77 Mobility Project and provide enhanced bus services to the northern towns.
- Ongoing discussions with USDOT and the railroads to determine how to implement the long-term solution of commuter rail (LYNX Red Line) in the North Corridor.

To continue the momentum of the Silver Line work, Staff is recommending the initiation of a new study of the West Corridor and overall Center City transit system integration. Specifically, CATS is seeking MTC approval of funding to conduct a study that will:

- Identify the preferred alignment for light rail in the West Corridor to serve the Airport and areas beyond.
- Identify and evaluate the best options for linking the Southeast and West corridors through downtown as a single light rail corridor extending from Matthews to the Airport. The study will also identify options for accommodating additional future rail corridors with strategies on how to protect those options.

3.0 PROCUREMENT BACKGROUND: Not Applicable

4.0 POLICY IMPACT: The proposed action advances the MTC desire to update/refresh key elements of the 2030 Corridor System Plan.

5.0 ECONOMIC IMPACT: Not Applicable

6.0 ALTERNATIVES: Not Applicable

7.0 RECOMMENDATION: Staff recommends that the MTC approve the following:

- Approve up to \$1,500,000 for this purpose. We will use a portion of the funds approved for 2030 Transit Corridor System Plan in the FY2017 CIP budget . The additional funds will be requested in the FY2018 CIP.
- Direct staff to proceed with consultant solicitation for a study to determine the Locally Preferred Alternative (LPA) technology and alignment for the West (Airport) Corridor.
- As part of the same study, determine how best to connect the LYNX Silver Line LPA with the West Corridor LPA in downtown Charlotte that results in a well-coordinated integrated transit system. The study will also consider how future, additional rail corridors should best access the Center City.

8.0 ATTACHMENT(S): 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: Regional Transit Public Engagement Series

DATE: November 16, 2016

1.0 PURPOSE/SCOPE: Request Metropolitan Transit Commission approval of staff participation and \$165,000 in funding towards the Regional Transit Public Engagement.

2.0 BACKGROUND/JUSTIFICATION:

On May 27, 2015, Jim Prosser, Executive Director of the Centralina Council of Governments presented the results of the CONNECT our Future effort that occurred from 2012 to 2015. That work encompassed the 14-county, bi-state region centered around Mecklenburg County. An extensive public engagement process, with over 8,400 participants, led to a regional growth framework that was endorsed by the CONNECT our Future Consortium, representing elected officials, private sector leaders, and non-profit and institutional stakeholders across 14 counties. Regional transit was a topic that emerged in urban, suburban, and even rural areas of the region.

The top priorities identified for the CONNECT Region were:

- Parks & Open Space
- More Transportation Choices
- Support our Communities
- Support Local Farms
- Cost of Providing Services
- Improved Water Quality
- Improved Air Quality
- Work Closer to Home
- More Housing Choices
- Cost of My Commute

Recently, there has been renewed discussion of the need to expand the regional transit conversation beyond the boundaries of Mecklenburg County. Over the past several months, CATS staff have been involved in discussions with the Centralina Council of Governments and others on a process to build upon the CONNECT our Future work.

The initial work efforts are envisioned as follows:

- Focus Groups and Thought Leader Engagement (local, state, and federal levels)
- Public Opinion Survey
- Planning Process Design

The proposed organization/execution of the work effort is envisioned as follows:

- Centralina Council Of Governments (CCOG) – Project Manager and future funding partner (including convener and public engagement manager)
- Charlotte Area Transit System (CATS) – public transit technical support
- Centralina Economic Development Commission (CEDC) – economic development coordination

- Charlotte Regional Transportation Planning Organization (CRTPO) – future funding partner and technical support

3.0 **PROCUREMENT BACKGROUND:** Not Applicable

4.0 **POLICY IMPACT:** Informs 2030 Transit Corridor System Plan

5.0 **ECONOMIC IMPACT:** Not Applicable

6.0 **ALTERNATIVES:** Not Applicable

7.0 **RECOMMENDATION:** Staff recommends that the MTC approve the following:

- Direct staff to collaborate with the Centralina Council of Governments (CCOG) on efforts to initiate the Regional Transit work to develop a strategy for engaging surrounding counties in a dialog regarding regional public transportation needs.
- Approve use of up to \$165,000 from the approved FY2017 budget for this effort.
- Negotiation of an agreement with Centralina Council of Governments
- Direct staff to take the negotiated agreement to Charlotte City Council for approval and execution

8.0 **ATTACHMENT(S):** Regional Transit Public Engagement Series Overview

SUBMITTED AND RECOMMENDED BY:



John M. Lewis, Jr
CEO, Charlotte Area Transit System
Director of Public Transit, City of Charlotte



Regional Transit Public Engagement Series

Background

As one of the fastest growing regions in the country, there is recognition that long-term transit planning efforts should be accelerated if we are to remain a leading, competitive region nationally and globally. The three-year HUD Sustainable Communities Regional Planning Initiative, known locally as CONNECT Our Future, engaged over 8,400 stakeholders across 14 counties on a variety of growth related topics. Transportation choice emerged as a top priority in the first ever bi-state regional growth framework. The extensive discussion revealed that regional transit held interest in urban, suburban, and rural communities, for a variety of reasons including transportation, access, economic development, and place making. In general, stakeholders and local leaders are increasingly concluding that regional transit planning:

- Is not just about moving people, but also supports economic accessibility, mobility, housing choice, innovation, workforce development, and broadband opportunities;
- Results in economic activity, growth, and private sector investment;
- Demonstrates to federal agencies that a regional, multi-functional approach is worthy of their attention, participation, and funding;
- Clarifies and identifies our competitive advantage;
- Is necessary to achieve a multi-county, coordinated transit system on an expedited timetable.

Scope

The foundation for successful transit planning is public understanding and an early determination of community values and interests surrounding transit. A comprehensive approach to public participation is a key determinant of the ultimate success of these investments, and increases the likelihood that investments achieve the maximum possible benefit for the widest variety of constituents.

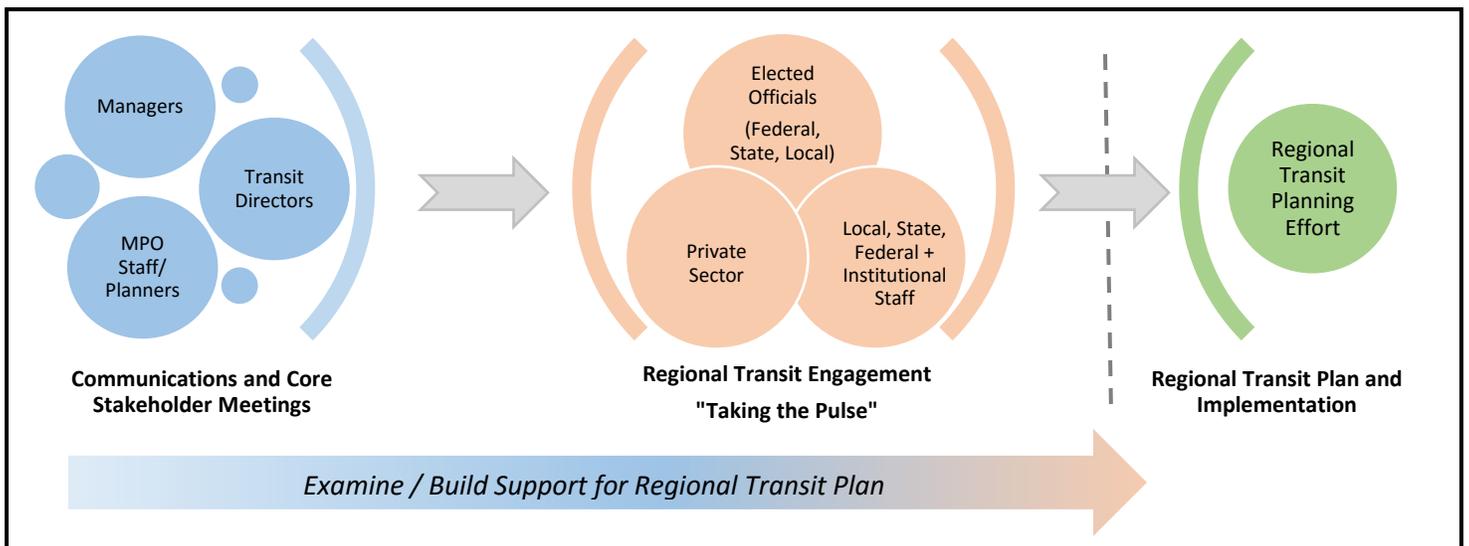
Centralina, in collaboration with CATS, would like to engage regional partners in a transit discussion that will provide important information to guide future transit planning efforts. Engagement will include a public opinion survey, county-level meetings with elected officials and local government staff, economic development organizations, institutions, transportation and transit organizations, Federal and State elected officials and staff. This work will be instrumental to the update of the 2030 Transit System Corridor Plan, future transit planning in communities outside of Mecklenburg, and the identification of future transit corridors, regional transit hubs, transit modes, and station locations. This work stems from the CONNECT Our Future outcomes and cooperation with CATS staff around the exploration of a regional transit planning initiative, with the first step being region-wide engagement focused on gathering feedback on interest and values related to a regional transit plan.

Study Area

As a starting place, the study area for the engagement will include community stakeholders from Cabarrus, Gaston, Iredell, Lincoln, Mecklenburg, and Union counties in North Carolina and the urbanized areas of Lancaster and York counties in South Carolina. This study area represents MTC counties, plus Lincoln and Lancaster counties. This project area may be adjusted through mutual agreement between CATS and CCOG based on project timeline and resources. Urbanized areas are defined as those areas that are part of the Rock Hill-Fort Mill Transportation Study Metropolitan Planning Organization at the time the contract is initiated. **See attached map.**

Regional Transit Public Engagement Series

	Phase 1: Communications and Core Stakeholder Meetings	Phase II: Regional Transit Engagement – Taking the Pulse
Purpose	To achieve clarity among regional partners and stakeholders regarding the purpose, timeline, and goals of broader regional transit engagement.	To create an engagement summary document that includes county specific feedback regarding the level of interest in transit, concerns, opportunities, and new partners, preferred transit destinations, transit modes, potential transit utilization, funding mechanisms supported, and the regional appetite for financially supporting a regional transit plan.
Goals	<ul style="list-style-type: none"> • Provide context/background for regional transit discussion • Assess local benefit/value proposition • Introduce concept of innovation hubs and economic growth along corridors • Outline proposed next steps, time frame • Determine interest level, missing stakeholders, etc. • Forecast phase II engagement and next steps 	<p><i>In addition to Phase I Engagement Goals:</i></p> <ul style="list-style-type: none"> • Obtain information that will guide the development of a regional transit work plan • Examine support for regional transit planning in each county • Outline proposed next steps, costs associated with a regional transit plan, and participation levels • Build interest and increase participation of Metropolitan Transit Commission (MTC) Ex-Officio members • Gather opinions on transit type, potential use, funding mechanisms, etc. • Continue discussion towards defining key corridors • Lay the groundwork for a regional transit planning effort
Who?	County and municipal managers; transit directors; MPO staff	Local, State, and Federal elected officials; County and municipal managers; transit directors, MPO staff; economic development organizations; private sector interests; institutional leaders; key Local, State, and Federal government staff
Products	Task 1A: Develop a Public Engagement Plan Task 1B: Create Communication Materials Task 1C: Create/maintain Project Website Task 1D: Implement Phase I Engagement Task 1E: Summarize Engagement Task 1F: Presentation to MTC	Task 2A: Design Phase II Engagement Series Task 2B: Refine Communication Materials Task 2C: Implement Phase II Engagement Task 2D: Conduct Public Opinion Survey Task 2E: Summarize Engagement Task 2F: Presentation to MTC Task 2G: Regional Transit Summit
Outcome	Regional clarity on purpose, timeline, and goals of regional transit engagement.	Regional clarity on background, context, and next steps for regional transit discussion/plan, understanding of which geographies are ready for near term planning, understanding of community leader opinions on preferred destinations, transit type, next steps, challenges, and opportunities.
Time Frame	January 2017 - May 2017	June 2017 – March 2018 Regional Summit in First Quarter 2018



Metropolitan Transit Commission
Charlotte Area Transit System Ridership Report
Oct-16

Mode / Service	Percent			YTD		Percent Increase/Decrease	Avg Daily Ridership per Month		
	Oct-16	Oct-15	Increase/Decrease	FY 2017	FY 2016		WeekDay	Saturday	Sunday
Local									
BOD Local	1,264,953	1,355,534	-6.7 %	4,878,387	5,314,363	-8.2 %	48,657	28,641	19,987
Subtotal	1,264,953	1,355,534	-6.7 %	4,878,387	5,314,363	-8.2 %	48,657	28,641	19,987
Local Express									
Arboretum Express	5,084	5,352	-5.0 %	20,607	21,994	-6.3 %	242	-	-
Carmel Road Express	1,435	1,816	-21.0 %	6,043	6,388	-5.4 %	68	-	-
Harrisburg Road Express	4,127	4,752	-13.2 %	15,819	16,956	-6.7 %	197	-	-
Huntersville Express	7,904	9,600	-17.7 %	33,294	37,476	-11.2 %	376	-	-
Idlewild Road Express	3,272	3,194	2.4 %	11,677	11,889	-1.8 %	156	-	-
Independence Blvd Express	5,173	5,297	-2.3 %	19,694	21,281	-7.5 %	246	-	-
Lawyers Road Express	4,056	3,688	10.0 %	15,508	15,581	-0.5 %	193	-	-
Matthews Express	4,183	4,892	-14.5 %	17,756	19,305	-8.0 %	199	-	-
Mountain Island Express	1,526	1,700	-10.2 %	6,095	6,650	-8.3 %	73	-	-
Northlake Express	6,018	4,015	49.9 %	21,327	13,944	52.9 %	287	-	-
North Mecklenburg Express	16,194	15,444	4.9 %	60,234	58,930	2.2 %	771	-	-
Rea Road Express	3,012	2,943	2.3 %	11,949	12,442	-4.0 %	143	-	-
Steele Creek Express	2,333	2,511	-7.1 %	10,145	10,188	-0.4 %	111	-	-
University Research Park Express	11,768	12,096	-2.7 %	49,232	48,855	0.8 %	560	-	-
Airport Connector - Northlake	6,331	5,052	25.3 %	25,289	20,301	24.6 %	224	173	153
Airport Connector - Archdale	5,113	5,138	-0.5 %	20,177	19,716	2.3 %	168	151	166
Subtotal	87,529	87,490	0.0 %	344,846	341,896	0.9 %	4,014	324	319
Regional Express									
Concord Express	2,541	4,167	-39.0 %	9,521	14,443	-34.1 %	121	-	-
Gastonia Express	3,293	3,657	-10.0 %	13,032	14,166	-8.0 %	157	-	-
Rock Hill Express	2,817	3,276	-14.0 %	11,970	12,900	-7.2 %	134	-	-
Union County Express	2,694	2,819	-4.4 %	10,253	11,786	-13.0 %	128	-	-
Subtotal	11,345	13,919	-18.5 %	44,776	53,295	-16.0 %	540	-	-
Community Circulator									
Neighborhood Shuttles	114,807	117,493	-2.3 %	392,381	392,223	0.0 %	5,489	1,304	723
North Meck Village Rider	8,848	9,007	-1.8 %	36,827	37,050	-0.6 %	327	215	182
Beatties Ford Neighborhood Shuttle	18,441	17,254	6.9 %	62,556	65,310	-4.2 %	788	306	72
Eastland Neighborhood Shuttle	19,841	23,362	-15.1 %	82,069	95,763	-14.3 %	725	491	429
Pineville-Matthews Road	4,442	6,057	-26.7 %	19,505	19,587	-0.4 %	186	106	-
Subtotal	166,379	173,173	-3.9 %	593,338	609,933	-2.7 %	7,515	2,422	1,406
Activity Center Circulators									
Gold Rush	22,041	29,282	-24.7 %	85,647	125,285	-31.6 %	1,049	-	-
Subtotal	22,041	29,282	-24.7 %	85,647	125,285	-31.6 %	1,049	-	-



**Metropolitan Transit Commission
Charlotte Area Transit System Ridership Report**

Oct-16

Mode / Service

Mode / Service	Percent			YTD		Avg Daily Ridership per Month			
	Oct-16	Oct-15	Increase/Decrease	FY 2017	FY 2016	Increase/Decrease	WeekDay	Saturday	Sunday
Human Services Transportation									
Special Transportation Services	26,253	25,935	1.2 %	98,991	97,503	1.5 %	1,090	356	317
DSS	496	758	-34.6 %	2,191	3,066	-28.5 %	27	-	-
Subtotal	26,749	26,693	0.2 %	101,182	100,569	0.6 %	1,117	356	317
Rideshare Services									
Vanpool	13,104	16,472	-20.4 %	55,332	70,356	-21.4 %	624	-	-
Subtotal	13,104	16,472	-20.4 %	55,332	70,356	-21.4 %	624	-	-
Rail									
LYNX Blue Line	414,223	415,740	-0.4 %	1,671,040	1,659,570	0.7 %	15,914	8,829	7,177
CityLynx Gold Line	36,205	43,003	-15.8 %	145,992	160,466	-9.0 %	1,511	580	315
Subtotal	450,428	458,743	-1.8 %	1,817,032	1,820,036	-0.2 %	17,425	9,409	7,492
Total	2,042,528	2,161,306	-5.5 %	7,920,540	8,435,733	-6.1 %	80,941	41,152	29,521



Local Government Sales and Use Tax
for Public Transportation
Article 43

Cash Basis Report as of: **11/9/2016**
Month Receiving: October 2016
Month Reported: August 2016
Retail Sales for: July 2016

FY2017	Population	% of Total	Calendar Year 2016						Calendar Year 2017						FY2017	
			Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total	
Charlotte	803,392	40.68%	3,234,824.41	3,165,359.56	3,565,748.67	2,728,020.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12,693,953.45
Cornelius	28,540	1.45%	114,915.12	112,447.43	126,671.00	96,911.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	450,944.78
Davidson	12,000	0.61%	48,317.50	47,279.93	53,260.41	40,747.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	189,605.37
Huntersville	53,821	2.73%	216,708.01	212,054.41	238,877.36	182,756.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	850,395.91
Matthews	30,010	1.52%	120,834.01	118,239.22	133,195.40	101,902.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	474,171.44
Mint Hill	25,454	1.29%	102,489.47	100,288.60	112,974.20	86,432.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	402,184.60
Pineville	8,526	0.43%	34,329.58	33,592.39	37,841.52	28,951.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	134,714.62
Mecklenburg County	1,013,199	51.30%	4,079,603.55	3,991,997.85	4,496,949.17	3,440,447.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16,008,998.02
Total	1,974,942	100.00%	7,952,021.67	7,781,259.38	8,765,517.71	6,706,169.44										31,204,968.20

FY2017 Budget	85,203,921
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% of Budget Achieved	9.3%	18.5%	28.8%	36.6%												36.6%
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Monthly Variance - Current Year vs Prior Year	31.3%	3.4%	12.9%	-10.2%												
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FY2016	6,057,389.20	7,522,357.00	7,762,100.76	7,470,371.00	6,971,746.44	7,551,676.98	6,188,499.27	6,607,520.25	9,383,261.20	6,142,552.22	6,944,203.67	7,858,189.28	86,459,867.27
FY2015	5,451,931.53	6,786,194.26	8,266,179.57	6,087,773.72	6,938,944.86	5,932,063.05	7,114,002.61	6,853,208.62	8,378,347.26	5,947,800.63	5,641,898.28	6,914,522.80	80,312,867.19