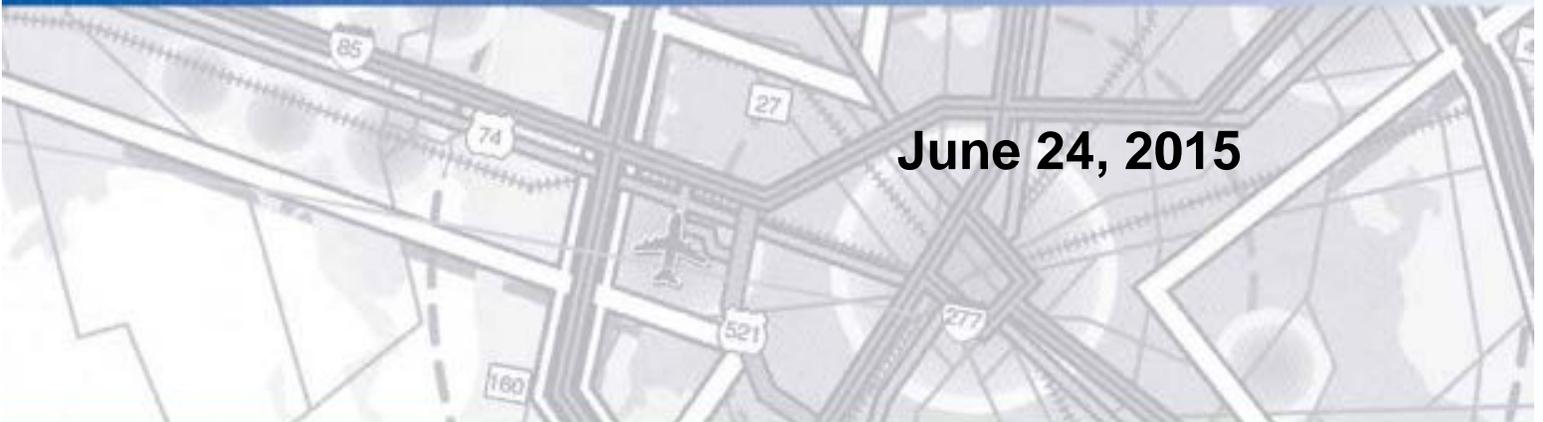


# Metropolitan Transit Commission



**June 24, 2015**



# **METROPOLITAN TRANSIT COMMISSION**

**Wednesday, June 24, 2015**

**5:30 pm**

**Charlotte Mecklenburg Government Center**

**Room 267**

## **AGENDA**

- I. Call to Order ..... John Muth
- II. Election of Temporary Chair to Preside over Meeting ..... MTC Presiding Official
- III. Approval of the May 27, 2015 Summary ..... MTC Presiding Official
- IV. North Carolina Public Transportation Association’s Rodeo Results ..... Larry Kopf
- V. Report from the Chair of the Transit Service Advisory Committee (TSAC)..No June Meeting
- VI. Report from the Chair of the Citizens Transit Advisory Group (CTAG).....No June Meeting
- VII. Transit Funding Working Group Update .....No June Meeting
- VIII. Public Comments
- IX. Action Items – No Action items for June
- X. Information Items
  - CATS Fare Technology Strategy ..... Olaf Kinard
  - LYNX Silver Line Update .....Jason Lawrence
  - LYNX Blue Line Capacity/Extension Update.....Andy Mock/Kelly Goforth
  - LYNX Gold Line Update.....David McDonald
- XI. Chief Executive Officer’s Report ..... John Muth
- XII. Other Business ..... MTC Presiding Official
- XIII. Adjourn



**METROPOLITAN TRANSIT COMMISSION**

**MEETING SUMMARY**

**May 27, 2015**

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**Presiding:** Mayor John Woods (Davidson)

**Present:**

Ron Carlee (Charlotte City Manager)

Scott Jernigan (TSAC Chair)

Dena Diorio (Mecklenburg County Manager)

Mayor Chuck Travis (Cornelius)

Greg Ferguson (Huntersville Town Manager)

Mayor Jim Taylor (Matthews)

Ralph Messera (Matthews)

Bill Thunberg (Mooresville Representative)

Mayor Jack Edwards (Pineville)

**Interim Chief Executive Officer:** John Muth

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**I. Call to Order**

The regular meeting of the Metropolitan Transit Commission was called to order at 5:35 p.m. by MTC's Co-chair, Mayor Woods. Mayor Clodfelter was unable to attend the meeting.

**II. Approval of Meeting Summary**

The meeting summary of April 22, 2015 was approved as written.

**III. Introduction of the CATS Bus Rodeo and Rail Rodeo Winners**

**Larry Kopf/Allen Smith**

Mr. Kopf, CATS Chief Operations Planning Officer and Manager of Bus Operations, asked the bus Rodeo winners to come to the front. To enter the competition, competitors must have a safe driving record, good attendance record and no valid customer complaints for the previous year. Mr. Kopf introduced winners in the STS/Para Transit Rodeo. Cindy James, a 17-year employee finished in third place. Nechel Dunlap, a 1.5-year employee and veteran, won second place in her first time in the competition. Philip Underwood is the champion of the competition and a 10-year employee.

In the 2015 Bus Maintenance Rodeo, CATS employees came in ninth place in the national competition. The winning CATS team this year, who will represent CATS next year in the national competition scheduled for Charlotte, included Greg Patch, a 27-year employee who has now been on the winning team six times; Billy Belcher, a 16-year employee, and Ben Thompson, a 12-year employee who was working and unable to attend tonight's meeting.

The third place winner of the 40 Foot Bus Competition is Leonard Adams. Second place is Carmen Aleman, who has been a top-three finisher seven times. Once again, the first place finisher is Lonnie "Hollywood" Earnhardt, the longest-winning champion of the competition and distant cousin of Dale Earnhardt. Mr. Earnhardt represented CATS again in the national competition and in the customer service competition.

Mr. Smith, CATS General Manager of Rail Operations, said that due to streetcar testing and light rail expansion, rail rodeo participants are all working and could not attend tonight. Participation

in the rail rodeo is voluntary and an opportunity for the participants to show their knowledge and abilities.

Rail Car Maintenance winners include first place winner Eugene Capote, second place winner Anthony Calabiano and third place winner John Fletcher. First place winner in the Rail Operator competition was Tiffany Jerry, who has been an Operator for only about a year. Kevin Hooks took second place and Metro Coston took third place. Unfortunately, due to vacations and other scheduling conflicts, the rail car maintenance winners will not be able to attend national competition this year, but Ms. Jerry and Mr. Hooks will attend the Operator competition. MTC members applauded the winners in each competition in appreciation for their efforts.

**IV. Employee Recognition**

**Olaf Kinard**

Mr. Kinard, CATS Director of Marketing, Communications & Technology, said he wanted to recognize a different sort of employee achievement. He asked Kimberly O'Nele to come up. She and Robin Fletcher, who was unable to attend tonight's meeting, work in CATS' Call Center. Ms. Fletcher received the first of two phone calls on March 9 by an angry, profane gentleman who made a bomb threat. Ms. Fletcher responded with the usual procedures, including alerting Safety & Security and the police. When the gentleman called again 45 minutes later to reiterate his bomb threat, Ms. O'Nele received his call. Staff found out later that he has called in threats to schools and other organizations in the area. Ms. O'Nele calmed him and engaged him in conversation. One of his issues was that he was looking for a wife. She said she could help him with that and asked personal details including his name and phone number, ostensibly to set up a dating profile for him. The gentleman was later caught by police. MTC members applauded Ms. Fletcher's and Ms. O'Nele's quick-thinking and resourcefulness.

**V. Federal Transit Administration (FTA) Region 4 STAR Award**

**John Muth**

Mr. Muth said that CATS received a system award from FTA Region 4, FTA's Superstar Award for a transit agency that consistently demonstrated outstanding transit service for an area whose population exceeds 200,000. FTA's award recognized that CATS is the largest transit system between Atlanta and Washington, DC. The award reflects CATS' excellence in bus, paratransit, light rail and vanpool and reflected CATS' expansion projects and plans to expand transit options, including light rail expansion and streetcar service initiation.

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

**Scott Jernigan**

Mr. Jernigan reported that TSAC met on May 14. The committee voted to approve the service changes and received a presentation on the Operating and Debt Services program. TSAC will not meet in June, but will meet in July.

**VII. Transit Funding Working Group Update**

No report.

**VIII. Public Comments**

None

**IX. Action Items**

**a. MTC Policy 06 Transit Service Guidelines**

**Pamela White**

Mr. Muth said that CATS likes to have MTC review policies about every three years. The first two policies tonight do not involve major changes. Ms. White, CATS Manager of Service Development, asked MTC members to approve the Transit Service Guidelines, which

outlines principles CATS utilizes to make the services safe, reliable, comfortable and easy to use. They are measuring tools to make corrective actions when services fall short of the goals. The Guidelines were unanimously approved by TSAC. This is the current policy; staff does not propose any changes to the Guidelines.

**Discussion:** Mayor Taylor clarified that there were no changes from the last update. Ms. White replied that there were no changes.

**Resolution:** Ms. Diorio motioned to approve the Transit Service Guidelines; Mayor Travis seconded the motion, which passed unanimously.

**b. MTC Policy 07 Transit Advertising**

**Olaf Kinard**

Mr. Kinard said that this was the third-year required review of Transit Advertising. The only minor change is the addition of digital advertising, which was implied but not specified before. This policy allows digital advertising with the caveat that, as a City department, CATS will follow City policy on digital advertising and apps. There will probably be an update in the next 6-12 months with an update to the policy as the BLE parking deck vertical spaces become potentials for rental income.

**Discussion:** None.

**Resolution:** Mayor Taylor motioned to approve the new Transit Advertising policy; Mr. Carlee seconded the motion, which passed unanimously.

**c. MTC Summer Schedule**

**John Muth**

Mr. Muth said that MTC has typically cancelled one of the summer meetings. Staff has reviewed the schedule over the next few months. There will be a presentation in June on the LYNX Silver Line. Mr. Muth recommended that the July 22 meeting was a good meeting to consider cancelling for the summer schedule. There would be no meeting in July, but there would be an MTC meeting in June and August.

**Discussion:** None.

**Resolution:** Mayor Taylor motioned to cancel the July 22 MTC meeting; Mayor Travis seconded the motion, which passed unanimously.

**IX. Information Items**

**a. USDOT Bonding Education**

**Arlanda Rouse**

Mr. Rouse, CATS Civil Rights Officer, referred MTC members to the presentation in their packet. As a recipient of federal funding, CATS has an obligation to promote small businesses. CATS will bring a USDOT Bonding Course to the City of Charlotte. The course will be hosted by the South Atlantic Region of the Small Business Transportation Resource Center, part of USDOT's office of Small and Disadvantaged Business Utilization, which provides technical assistance and financial services to disadvantaged businesses. Education on bonding is a financial service. Local businesses are at capacity; there are only a limited number of small businesses bidding on the LYNX Blue Line Extension (BLE). CATS is trying to generate opportunities for small businesses as well as ensure that they are not over-capacity. The bonding program will assist businesses with this evaluation. Normally, CATS does a one- or two-hour seminar. The bonding course will last six evenings extended over

three weeks, hosted in the Charlotte Mecklenburg Government Center. CATS will educate business owners on how to apply to do business with the City and provide business skill resources such as accounting, construction site safety and how to estimate and bid a project. A bonding agent will direct small business owners through the course so they can be bonded at the course's conclusion. After the course's conclusion, CATS will follow the businesses for up to a year to make sure that they are bonded and track their success.

**Discussion:** Ms. Diorio asked how many were signed up. Mr. Rouse replied that individuals from 20 companies have signed up. A large enrollment was not expected since companies must meet minimum criteria for company size and number of employees. Mayor Woods said that in his banking experience, he saw companies that could not apply for contracts because they were too small or could not obtain bonding. He thought this will help businesses in other industries as well.

**b. Corridor System Plan Update**

**John Muth**

Mr. Muth reviewed the System Plan, beginning in 1994 with the concept of five primary transportation and development corridors. The 2025 Transit/Land Use Plan was developed in 1998 to see how transit might be integrated into the five corridors. Progress on the 2030 Transit System Plan includes LYNX Blue Line light rail service and Sprinter Enhanced Bus service. In addition, the BLE and CityLYNX Gold Line Phase I are under construction and CityLYNX Gold Line Phase 2 and LYNX Silver Line are under study. Unfunded projects include the LYNX Red Line, CityLYNX Gold Line extensions to Beatties Ford Road, Central Avenue and the airport, as well as LYNX Silver Line and Charlotte Gateway Station. The Transit Funding Working Group, a working committee of MTC, has developed possible funding strategies which could be useful for the unfunded projects, including TIFIA/RRIF loans and pay-as-you-go capital such as TIFs, SAD/MSD, Pennies for Progress and an expanded sales tax.

In 1998, the Charlotte Mecklenburg population was projected to grow from 480,000 to 965,000 by 2025. In 2014, the US Census Bureau estimated that Mecklenburg County's population is already over a million people. We have exceeded the 1998 projections a full decade early. This rapid population growth emphasizes the need for transit. Mecklenburg County is the region's major employment destination, with over 150,000 people commuting into Mecklenburg County daily. However, since 2006, funding sources have become less sure and Norfolk Southern has taken a position on the use of the O-line precluding transit. Air quality remains a concern. The CONNECT Our Future project was a three-year process spearheaded by the Centralina Council of Governments (CCOG) that brought together organizations across the 14-county bi-state region to develop a plan for growth. The public ranked increased transportation choices as a high priority in the study.

Many signs point to the need for an updated transit plan. Key components of the 2050 Regional Plan will be leveraging the full length of the LYNX Blue Line when the BLE is finished to maximize bus-rail connections throughout the county. Other opportunities include leveraging CityLYNX Gold Line, ensuring that the Human Transportation Services Plan for STS and DSS serve optimally, investigating opportunities for new regional express bus service and possibly reinstating discontinued routes.

There may be opportunities to provide enhanced and regional bus service in the planned Fast Lane network in I-77 or US-74 and the Monroe Bypass, as well as on I-485. The West

Corridor to the airport has not been viewed as cost effective by FTA; however, the growth in the area as well as at the airport raises the point that we need to examine the corridor again to see if light rail is now appropriate. The LYNX Red Line remains a key component of the long-term plan. There could be potential to add more express bus service in that area. There is a lot of potential for commuter rail from outlying counties in the long-term plan but the State will need to be a major partner in developing an overall regional commuter rail plan. All future commuter rail corridors would come into downtown Charlotte and terminate at the future Charlotte Gateway Station.

Staff receives questions on extending LYNX Blue Line to the Speedway, Concord Mills or the Phillip Morris development site to the north, or to downtown Pineville, Ballantyne or Fort Mill, SC to the south. There are a lot of mobility needs in the community. In the past, there were additional corridors considered beyond the five primary corridors in the current System Plan. These corridors should possibly be reconsidered for study along with additional corridors identified during the CONNECT process. A number of partners would need to be involved in developing a regional transit strategy. Some benefits would be to raise public awareness, participation and collaboration among regional partners and building on several key initiatives.

**Discussion:** Mayor Woods recognized Jim Prosser from CCOG. CCOG's report provides a framework for the region to work with neighboring counties, which is key to creation of a regional system. The CONNECT report will be rolled out to the counties in June. Mayor Woods said that he felt that this should be used as a framework to build grassroots demand for transit services throughout the region. Charlotte is the hub, but people have to get into Charlotte. At some point, employees will not be able to reach their destinations with any ease. In the northern areas of the county, people are beginning to plan their schedules around expected congestion. Mr. Thunberg said that since 1998, almost all the elected officials who were involved in the original plan have moved on to other areas. He said that raising public awareness was important, but also having an open discussion with elected officials in surrounding counties was a good place to start. He said that he feels there are elected officials who have no idea what the vision of the transit system is and who would not be able to answer simple questions about it. Mayor Woods thanked Mr. Prosser for his work. Mayor Taylor asked who was working on the LYNX Silver Line study. Mr. Muth replied that it was an internal team of City of Charlotte and Town of Matthews staff as well as a consultant group. Mr. Coxe added that close collaboration with the business community was critical to the success to the earlier efforts, as well as the sales tax referendum. He encouraged continuing collaboration with the business community.

**X. Chief Executive Officer's Report**

**John Muth**

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

**a. Financial Update:**

Sales tax revenue through May is \$5.6 million. With one month remaining in the fiscal year, CATS has reached budget targets for the year.

Mr. Kopf referred MTC members to the April ridership report. Ridership took a downturn in April. Staff is analyzing what might be the cause. So far, staff cannot pinpoint a cause, but is

looking at the number of rainy days and whether there are any systems issues that need correction.

**b. BLE Update:**

Mr. Muth reminded MTC members that the three items for the BLE project enhancements were the expanded maintenance facility, the bridge over the rail corridor at the Sugar Creek Station and the extension of the pedestrian bridge at the JW Clay parking deck. Staff continues to work with NCDOT. Mr. Muth said he and Blue Line Projects Director Danny Rogers made a presentation about the project enhancements at the May Multimodal Committee of NC's Board of Transportation (NCBOT). NCBOT members asked whether major institutions that would benefit from the extension of the pedestrian bridge including the University might contribute towards the cost of the pedestrian bridge at the JW Clay Blvd. station. UNC Charlotte has committed to \$600,000 in support of the project; discussions are underway with Carolinas Medical Center about their possible participation. The current plan is to take the enhancements for NCBOT approval in July.

Staff met with USDOT in May on CATS' TIFIA application. The presentation was well-received. Staff continues to work with USDOT as the application moves through their process. Mr. Muth said that CATS hopes to close on the loan in September. He will keep MTC members updated on the loan's progress.

**XI. Other Business**

None

**XII. Adjourn**

The meeting was adjourned at 6:35 p.m. by Mayor Woods.

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NEXT MTC MEETING: WEDNESDAY, JUNE 24, 2015, 5:30 P.M.



**METROPOLITAN TRANSIT COMMISSION  
INFORMATION ITEM  
STAFF SUMMARY**

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**SUBJECT: CATS Fare Technology Strategy**

**DATE: June 24, 2015**

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**1.0 PURPOSE/SCOPE:** The infrastructure and strategy to collect passenger fares has evolved rapidly over the past decade. As CATS looks to implement new services and procure replacement revenue collection technology over the next five years, a comprehensive strategy is necessary to ensure the fare collection system is appropriate for today and the next 10 -15 years.

**2.0 BACKGROUND:** Nationally, there are many different payment options from cash, to credit/debit cards, to contactless/smartcards, to Apple Pay, Google Wallet, NFC, bar code and many more. However, today CATS fare collection system cannot accept most of these types of payment options.

CATS has several different services each with a different method and technology for collecting passenger fares; and each technology are at different levels of currency. The bus farebox system was originally installed in 1998 and incorporates mid-1990s computer and payment methods while the LYNX Blue Line uses early 2000 technology, has been operational for over eight years and lacks the ability to scale to newer innovative options. Both of these systems have increasing maintenance issues which cause outages, lost revenue and increased staff time to keep them operational.

The Blue Line Extension will be implementing new, up-to-date technology that will be the foundation for how CATS will move forward with its fare collection strategy to allow for contactless/smartcard technology, mobile phone payment, and bar code payment along with traditional media. Staff will present current technology and the strategy to advance fare collection into a more efficient and customer friendly environment that make riding public transit easier and more convenient.

**3.0 PROCUREMENT BACKGROUND:** Not Applicable

**4.0 POLICY IMPACT:** NA

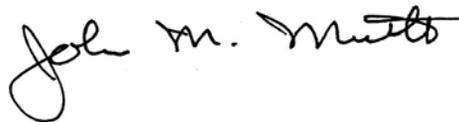
**5.0 ECONOMIC IMPACT:** NA

**6.0 ALTERNATIVES:**

**7.0 RECOMMENDATIONS:**

**8.0 ATTACHMENT:**

**SUBMITTED AND RECOMMENDED BY**



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**John Muth  
Interim CEO, Charlotte Area Transit System  
Director of Public Transit, City of Charlotte**



**METROPOLITAN TRANSIT COMMISSION  
INFORMATION ITEM  
STAFF SUMMARY**

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**SUBJECT: LYNX Silver Line Transit Study**

**DATE: June 24, 2015**

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**1.0 PURPOSE/SCOPE:** CATS was directed by the MTC in 2011 to develop a new rail alternative for the LYNX Silver Line. With that directive, CATS began preparation for the LYNX Silver Line/Southeast Corridor Transit Study.

- RFP was advertised in December 2013
- Consultant Parsons Brinckerhoff was selected in March 2014
- City Council approved CATS entering into a contract with Parsons Brinckerhoff in July 2014
- Contract with Parsons Brinckerhoff was finalized and executed in November 2014

The project officially began in February 2015. CATS, City of Charlotte staff, NCDOT, and the town of Matthews have been actively developing a proactive public engagement plan, analyzing existing conditions, and setting goals for the project. At this point there are three overarching goals that will guide this study:

- Define a fixed rail guideway alignment that serves future transportation needs and promotes the land use plans/policies of both the Independence Blvd Area Plan and the Town of Matthews.
- Provide an interim transit strategy that utilizes the future managed lanes proposed on Independence Blvd.
- Coordinate with land development strategies to protect and preserve the fixed guideway alignment.

Throughout the rest of 2015, the study will progress through the following activities.

- Stakeholder (including Council representatives) interviews June 2015
- Neighborhood outreach August - November 2015
- Initial Public Meetings August 2015
- Draft alternatives Fall 2015

**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

3.0 **PROCUREMENT BACKGROUND:** N/A

4.0 **POLICY IMPACT:** N/A

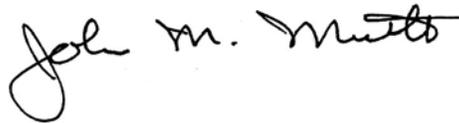
5.0 **ECONOMIC IMPACT:** N/A

6.0 **ALTERNATIVES:** N/A

7.0 **RECOMMENDATION:** None

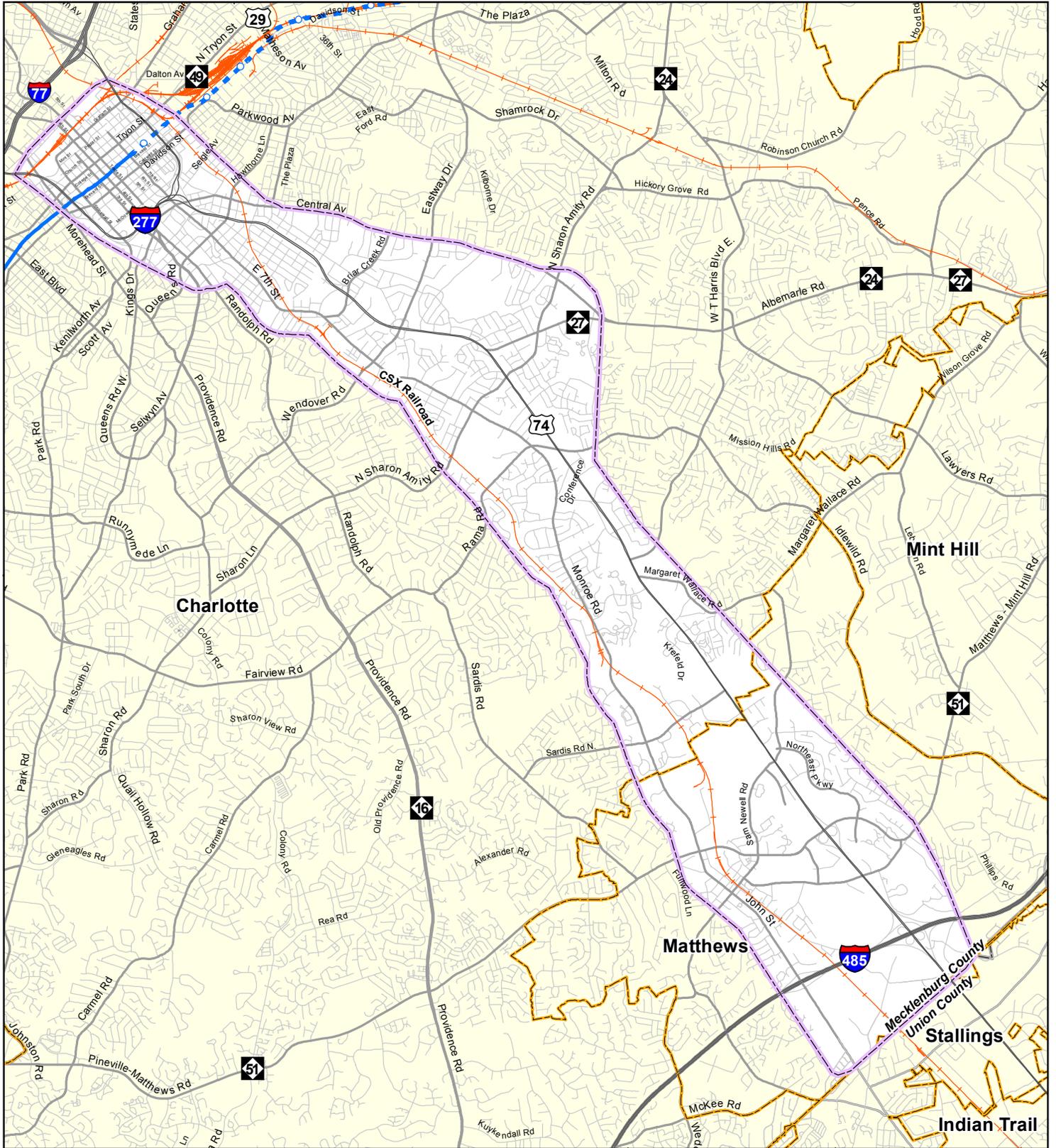
8.0 **ATTACHMENT(S):** LYNX Silver Line/Southeast Corridor Study Area Map

**SUBMITTED AND RECOMMENDED BY:**



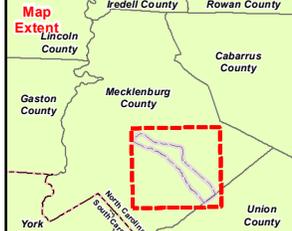
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**John Muth**  
**Interim CEO, Charlotte Area Transit System**  
**Interim Director of Public Transit, City of Charlotte**



**Legend**

	LYNX Silver Line Study Area		Interstate/US Highway 74
	LYNX Blue Line		Major Roads
	LYNX Blue Line Extension		Streets
	LYNX Blue Line Station		Railroads
			Municipal Boundary



0 0.5 1 Miles

Data Source: City of Charlotte, CATS, Union County



**METROPOLITAN TRANSIT COMMISSION  
INFORMATION ITEM  
STAFF SUMMARY**

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**SUBJECT: LYNX Blue Line Extension /  
Blue Line Capacity Expansion Update**

**DATE: June 24, 2015**

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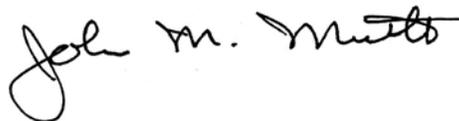
- 1.0 PURPOSE/SCOPE:** The LYNX Blue Line Extension (BLE) project will extend the light rail line by 9.3 miles with 11 new stations. The BLE has been under construction since January 2014. Utility relocations are complete and major civil construction is underway in Segment A (railroad corridor) and Segments B/C (North Tryon Street corridor). The project is within budget with ninety-four percent of contracts awarded and is currently scheduled to open in summer 2017.

The Blue Line Capacity Expansion (BLCE) project will extend four of the existing Blue Line (South Corridor) stations from a 2-car platform to a 3-car platform, and add four traction power substations. The BLCE started construction in May 2014, and is currently scheduled to be complete by the end of 2015.

Staff will provide an update on the current status of the BLE and BLCE projects.

- 2.0 BACKGROUND/JUSTIFICATION:** N/A
- 3.0 PROCUREMENT BACKGROUND:** N/A
- 4.0 POLICY IMPACT:** N/A
- 5.0 ECONOMIC IMPACT:** N/A
- 6.0 ALTERNATIVES:** N/A
- 7.0 RECOMMENDATION:** None
- 8.0 ATTACHMENT(S):** None

**SUBMITTED AND RECOMMENDED BY:**



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**John Muth  
Interim CEO, Charlotte Area Transit System  
Interim Director of Public Transit, City of Charlotte**



**METROPOLITAN TRANSIT COMMISSION  
INFORMATION ITEM  
STAFF SUMMARY**

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**SUBJECT: CityLYNX Gold Line Update**

**DATE: June 24, 2015**

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**1.0 PURPOSE/SCOPE:** The CityLYNX Gold Line is a 10 mile streetcar system that is being constructed in phases. The project has been part of the MTC adopted Transit Corridor System plan since 2002 and was reaffirmed in the 2030 Transit Corridor System Plan adopted in 2006.

Phase 1 will provide a 1.5-mile route from the Charlotte Transportation Center to Novant Health Presbyterian Medical Center. Phase 1 has six stops that will connect to the CTC and its 70 CATS bus routes and the LYNX Blue Line. The CityLYNX Gold Line Phase 1 Project is nearing completion and is scheduled for opening on July 14, 2015 and will operate with the replica Gomaco Trolley vehicles already in the CATS fleet.

Phase 2 will extend phase1 by 2.5-miles:

- 2-miles to the west through the remainder of Uptown to connect to the future Charlotte Gateway Station and to Johnson C. Smith University, and
- 0.5-miles to the east across Independence Blvd to Sunnyside Avenue.

Phase 2 will add 11 stops and replace the replica trolleys with modern streetcars that will accommodate level boarding at all stops. The resulting alignment will be a 4-mile streetcar system serving the entire Uptown and the adjoining neighborhoods to the east and west. The CityLYNX Gold Line Phase 2 has been recommended for funding by the Federal Transit Administration and included in the President's Budget for a Small Starts Grant Funding in FY2016.

Staff will provide updates on the current project status of the Gold Line CityLYNX Phases 1 & 2.

**2.0 BACKGROUND/JUSTIFICATION:** N/A

**3.0 PROCUREMENT BACKGROUND:** N/A

**4.0 POLICY IMPACT:** N/A

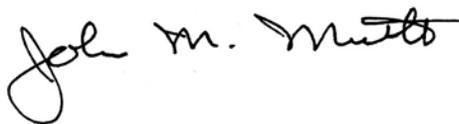
**5.0 ECONOMIC IMPACT:** N/A

**6.0 ALTERNATIVES:** N/A

**7.0 RECOMMENDATION:** None

**8.0 ATTACHMENT(S):** None

**SUBMITTED AND RECOMMENDED BY:**



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**John Muth  
Interim CEO, Charlotte Area Transit System  
Interim Director of Public Transit, City of Charlotte**



Month Receiving: June 2015  
 Month Reported: April 2015  
 Retail Sales for: March 2015

Local Government Sales and Use Tax  
 for Public Transportation  
 Article 43

6/15/2015

FY2015	Population	% of Total	Calendar Year 2014						Calendar Year 2015						FY2015 Total
			Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
Charlotte	789,248	40.78	2,224,140.60	2,768,459.23	3,372,226.06	2,483,535.35	2,829,871.46	2,419,240.42	2,901,264.29	\$ 2,794,906	\$ 3,416,895	\$ 2,425,659	\$ 2,300,904	\$ 2,819,912	\$ 32,757,013
Cornelius	27,655	1.43	77,434.53	96,385.25	117,405.68	86,465.49	99,157.80	84,769.42	101,659.38	\$ 97,933	\$ 119,727	\$ 84,994	\$ 80,623	\$ 98,809	\$ 1,145,363
Davidson	11,711	0.61	32,781.10	40,803.69	49,702.47	36,604.26	41,990.13	35,897.11	43,049.47	\$ 41,471	\$ 50,700	\$ 35,992	\$ 34,141	\$ 41,842	\$ 452,195
Huntersville	52,309	2.70	145,690.24	181,345.32	220,894.50	162,681.65	187,555.43	160,340.03	192,287.13	\$ 185,238	\$ 226,462	\$ 160,765	\$ 152,497	\$ 186,895	\$ 2,016,961
Matthews	29,464	1.52	82,528.07	102,725.34	125,128.47	92,153.07	105,644.02	90,314.45	108,309.24	\$ 104,339	\$ 127,559	\$ 90,554	\$ 85,897	\$ 105,272	\$ 1,137,895
Mint Hill	24,734	1.28	69,298.82	86,258.47	105,070.38	77,380.93	88,684.47	75,815.83	90,921.83	\$ 87,589	\$ 107,081	\$ 76,017	\$ 72,107	\$ 88,372	\$ 955,298
Pineville	8,276	0.43	23,137.38	28,799.84	35,080.73	25,835.82	29,673.84	25,367.99	30,422.46	\$ 29,307	\$ 35,829	\$ 25,435	\$ 24,127	\$ 29,569	\$ 319,449
Mecklenburg County	991,867	51.25	2,796,920.79	3,481,417.12	4,240,671.28	3,123,117.15	3,556,367.72	3,040,317.80	3,646,088.82	\$ 3,512,426	\$ 4,294,094	\$ 3,048,384	\$ 2,891,602	\$ 3,543,851	\$ 38,378,336
<b>Total</b>	<b>1,935,264</b>	<b>100.00</b>	<b>5,451,931.53</b>	<b>6,786,194.26</b>	<b>8,266,179.57</b>	<b>6,087,773.72</b>	<b>6,938,944.86</b>	<b>5,932,063.05</b>	<b>7,114,002.61</b>	<b>\$ 6,853,209</b>	<b>\$ 8,378,347</b>	<b>\$ 5,947,801</b>	<b>\$ 5,641,898</b>	<b>\$ 6,914,523</b>	<b>80,312,867.19</b>

FY2015 Budget	73,086,703.00													
% of Budget Achieved		7.5%	16.7%	28.1%	36.4%	45.9%	54.0%	63.7%	73.1%	84.6%	92.7%	100.4%	109.9%	109.9%
Cumulative Variance vs. Prior Year		(1,119,969.14)	180,448.89	3,294,443.88	3,190,141.96	6,787,838.68	6,319,688.59	6,007,365.38	7,819,181.14	10,463,009.70	10,455,629.67	10,645,596.42	10,773,924.97	15.5%

FY2014	6,571,900.67	5,485,776.23	5,152,184.58	6,192,075.64	3,341,248.14	6,400,213.14	7,426,325.82	5,041,392.86	5,734,518.70	5,955,180.66	5,451,931.53	6,786,194.25	69,538,942.22
FY2013	6,355,157.64	5,650,804.72	5,504,893.31	3,343,928.36	4,975,863.05	5,699,557.41	6,028,111.49	5,204,722.61	5,413,718.80	6,142,525.14	5,863,468.99	6,105,319.16	66,288,070.68
FY2012	6,056,291.90	4,644,833.82	5,315,178.76	5,983,005.36	3,689,490.68	5,527,859.96	6,926,286.14	5,062,221.27	5,340,125.53	6,579,528.45	4,968,837.27	5,826,359.19	65,920,018.33
FY2011	4,666,444.80	4,620,202.07	4,282,764.84	4,851,640.65	4,966,254.31	2,234,805.12	6,509,205.90	4,846,532.63	4,433,434.13	5,143,210.04	5,185,321.91	4,224,972.53	55,964,788.93
FY2010	4,173,400.38	4,888,561.61	4,640,120.77	4,884,646.62	4,152,560.16	5,007,164.32	5,220,608.85	4,505,953.52	4,433,247.02	5,085,373.19	5,161,040.98	5,224,371.87	57,377,049.29
FY2009	6,405,893.30	5,784,382.68	5,953,151.18	4,659,479.65	5,049,145.89	4,480,124.86	6,869,160.10	5,068,672.92	4,694,575.04	4,931,369.78	4,523,320.08	3,324,071.78	61,743,347.26



**Metropolitan Transit Commission**  
**Charlotte Area Transit System Ridership Report**  
**May-15**

Mode / Service	Percent			YTD		Percent Increase/Decrease	Avg Daily Ridership per Month		
	May-15	May-14	Increase/Decrease	FY 2015	FY 2014		WeekDay	Saturday	Sunday
<b>Local</b>									
BOD Local	1,309,836	1,428,096	-8.3 %	14,888,897	15,160,860	-1.8 %	50,686	33,125	21,760
<b>Subtotal</b>	<b>1,309,836</b>	<b>1,428,096</b>	<b>-8.3 %</b>	<b>14,888,897</b>	<b>15,160,860</b>	<b>-1.8 %</b>	<b>50,686</b>	<b>33,125</b>	<b>21,760</b>
<b>Local Express</b>									
Arboretum Express	5,243	6,005	-12.7 %	64,275	63,793	0.8 %	262	-	-
Carmel Road Express	1,643	2,015	-18.5 %	20,234	21,595	-6.3 %	82	-	-
Harrisburg Road Express	4,250	4,136	2.8 %	45,994	43,291	6.2 %	212	-	-
Huntersville Express	7,997	8,018	-0.3 %	88,492	92,635	-4.5 %	400	-	-
Idlewild Road Express	2,974	3,460	-14.0 %	34,302	36,193	-5.2 %	149	-	-
Independence Blvd Express	5,234	5,540	-5.5 %	60,347	57,626	4.7 %	262	-	-
Lawyers Road Express	3,423	3,701	-7.5 %	39,405	41,954	-6.1 %	171	-	-
Matthews Express	4,654	4,907	-5.2 %	53,281	51,021	4.4 %	233	-	-
Mountain Island Express	1,649	1,628	1.3 %	19,502	17,763	9.8 %	82	-	-
Northlake Express	2,733	2,801	-2.4 %	29,198	28,133	3.8 %	137	-	-
North Mecklenburg Express	13,416	15,272	-12.2 %	160,005	171,625	-6.8 %	671	-	-
Rea Road Express	3,244	4,317	-24.9 %	41,796	45,995	-9.1 %	162	-	-
Steele Creek Express	2,322	4,018	-42.2 %	33,742	49,281	-31.5 %	116	-	-
University Research Park Express	13,125	14,630	-10.3 %	153,970	165,399	-6.9 %	656	-	-
Airport Connector - Northlake	4,983	-	n/a	46,806	-	n/a	166	146	155
Airport Connector - Archdale	4,688	-	n/a	42,465	-	n/a	161	136	132
<b>Subtotal</b>	<b>81,578</b>	<b>80,448</b>	<b>1.4 %</b>	<b>933,814</b>	<b>886,304</b>	<b>5.4 %</b>	<b>3,922</b>	<b>282</b>	<b>287</b>
<b>Regional Express</b>									
Concord Express	4,443	6,635	-33.0 %	45,990	58,798	-21.8 %	645	-	-
Gastonia Express	3,349	3,544	-5.5 %	39,791	40,698	-2.2 %	167	-	-
Rock Hill Express	2,831	3,014	-6.1 %	34,385	35,927	-4.3 %	142	-	-
Union County Express	2,973	3,488	-14.8 %	36,878	39,374	-6.3 %	149	-	-
<b>Subtotal</b>	<b>13,596</b>	<b>16,681</b>	<b>-18.5 %</b>	<b>157,044</b>	<b>174,797</b>	<b>-10.2 %</b>	<b>1,103</b>	<b>-</b>	<b>-</b>
<b>Community Circulator</b>									
Neighborhood Shuttles	65,314	74,721	-12.6 %	1,004,087	1,021,203	-1.7 %	3,888	1,507	728
North Meck Village Rider	9,498	9,902	-4.1 %	103,697	107,689	-3.7 %	356	271	170
Beatties Ford Neighborhood Shuttle	16,449	19,989	-17.7 %	185,107	201,812	-8.3 %	701	392	79
Eastland Neighborhood Shuttle	25,613	27,037	-5.3 %	280,112	293,157	-4.4 %	943	730	516
Pineville-Matthews Road	3,913	4,189	-6.6 %	48,374	34,473	40.3 %	167	114	-
<b>Subtotal</b>	<b>120,787</b>	<b>135,838</b>	<b>-11.1 %</b>	<b>1,621,377</b>	<b>1,658,334</b>	<b>-2.2 %</b>	<b>6,055</b>	<b>3,014</b>	<b>1,493</b>
<b>Activity Center Circulators</b>									
Gold Rush	40,164	44,186	-9.1 %	534,877	543,808	-1.6 %	2,008	-	-
<b>Subtotal</b>	<b>40,164</b>	<b>44,186</b>	<b>-9.1 %</b>	<b>534,877</b>	<b>543,808</b>	<b>-1.6 %</b>	<b>2,008</b>	<b>-</b>	<b>-</b>



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

**May-15**

Mode / Service	Percent			YTD		Percent Increase/Decrease	Avg Daily Ridership per Month		
	May-15	May-14	Increase/Decrease	FY 2015	FY 2014		WeekDay	Saturday	Sunday
<b>Human Services Transportation</b>									
Special Transportation Services	21,835	19,750	<b>10.6 %</b>	228,683	208,311	<b>9.8 %</b>	914	293	236
DSS	684	1,030	<b>-33.6 %</b>	9,171	12,387	<b>-26.0 %</b>	35	-	-
<b>Subtotal</b>	<b>22,519</b>	<b>20,780</b>	<b>8.4 %</b>	<b>237,854</b>	<b>220,698</b>	<b>7.8 %</b>	<b>949</b>	<b>293</b>	<b>236</b>
<b>Rideshare Services</b>									
Vanpool	16,884	19,404	<b>-13.0 %</b>	208,281	212,222	<b>-1.9 %</b>	843	-	-
<b>Subtotal</b>	<b>16,884</b>	<b>19,404</b>	<b>-13.0 %</b>	<b>208,281</b>	<b>212,222</b>	<b>-1.9 %</b>	<b>843</b>	<b>-</b>	<b>-</b>
<b>Rail</b>									
LYNX	416,869	461,201	<b>-9.6 %</b>	4,611,306	4,635,642	<b>-0.5 %</b>	16,005	12,420	5,780
<b>Subtotal</b>	<b>416,869</b>	<b>461,201</b>	<b>-9.6 %</b>	<b>4,611,306</b>	<b>4,635,642</b>	<b>-0.5 %</b>	<b>16,005</b>	<b>12,420</b>	<b>5,780</b>
<b>Total</b>	<b>2,022,233</b>	<b>2,206,634</b>	<b>-8.4 %</b>	<b>23,193,450</b>	<b>23,492,665</b>	<b>-1.3 %</b>	<b>81,571</b>	<b>49,134</b>	<b>29,556</b>

