I. **Call to Order**
   CTAG Co-Chairman

II. **Approval of March 16th, 2021 Meeting Summary** (p.3-4)

III. **Electric Bus Pilot Update**
    Allen Smith III

IV. **LYNX Silver Line Staff Recommendations** (p.6-14)
    Andy Mock

V. **FY2021 Amended Operating & Debt Service Budgets** (p.16-24)
    Blanche Sherman
    **FY2021 Amended Capital Investment Plan**

VI. **FY2022 Operating & Debt Service Budgets** (p.26-38)
    John Lewis Jr/Blanche Sherman
    **FY2022-26 Capital Investment Plan - Recommendations**

VII. **CEO Comments**
    John Lewis, Jr.

VIII. **Other Business**

IX. **Adjourn**
Present: Adam Pasiak, Mecklenburg County, CTAG Co-Chairman
Michael Cataldo, Charlotte City Council
Jeffrey Parker, Mecklenburg County
Donald Rhodes, Town of Matthews
Jessi Healey, Town of Mint Hill

Staff: John Lewis Jr, Bradley Thomas, Allen Smith III, Blanche Sherman, David Moskowitz, Krystel Green, Jason Lawrence, Jennifer Fehribach, Rachel Gragg, Deltrin Harris, Jill Brim, Paulus Ford

Meeting time 7:30 a.m. – 9:00 a.m.

I. **Call to Order**
The regular meeting of CTAG was called to order at 7:33 a.m. by CTAG Co-Chair Adam Pasiak.

II. **Approval of Meeting Summary from February 16th, 2021** – Approved

III. **eTransEnergy (Battery Electric Bus)** (presentation attached)
Allen Smith, III. CATS’ Chief Operating Officer presented the eTransEnergy (Battery Electric Bus) Presentation. Sustainability, carbon footprint and emissions, were mentioned. Those particular issues will evolve as the process continues to move forward. As the information from the data becomes available, then a standard of procedures will be developed that will cover sustainability and emissions and protection for City/Mecklenburg County from any harmful issues that would arise in the testing stages.

As this program continues, it will give CATS an opportunity to level the Duke Energy partnership and evaluate the best path forward in eventually converting the entire bus fleet over to electric.

IV. **CEO Comments**
1) Vaccine Available for CATS – The City working in partnership with Atrium and Novant Health; has made vaccinations available for front-line workers and all of CATS employees. We are working through the challenges of staff availability, education and some mild side effects of the vaccine.
2) CATS is in line for another round of aid from the recently signed CARES Act. The priorities (as stated in the previous rounds of support)
   a. Continue to cover service
   b. Provision to our customers
   c. Make up loss revenue for lower ridership during the pandemic
   d. Providing protective equipment and technology for our employees and customers
V. **Other Business**
Express Route Increase – Working with the business in the uptown area, plus the Transit Service Advisory Committee (TSAC), to monitor and be in position to increase, not just express routes, but all routes, as the pandemic subsides and the new normal of business is established within the area.

VI. **Adjourn**
The meeting was adjourned at **7:57am**

**NEXT CTAG MEETING: APRIL 20TH, 2021 AT 7:30 AM**
LYNX Silver Line
Staff Recommendations
CTAG
April 20, 2021

Agenda

Update on Public Outreach and Engagement

Proposed Staff Recommendations
Stakeholder Support of Staff Recommendation

Belmont, Matthews, Stallings and Indian Trail Board of Commissioners have all executed resolutions of support for the LYNX Silver Line Refined Locally Preferred Alternative

Where Are We?

Planning / Pre-Project Development (2020-2024)
- LPA Refinement & TOD Opportunities
- Early Scoping
- MTC Adoption of Refined LPA
  - Technical Studies, Station Area Planning, and Rail-Trail Plans
  - Notice of Intent/Scoping
  - Preliminary Design
  - Draft Environmental Impact Statement (Anticipated)

Cats System Planning

Project Development
- Final Environmental Impact Statement & Record of Decision (Anticipated)
- 65% design plans
- Cost estimate

Project Engineering & Construction

Public Engagement
Public Outreach & Engagement

- Mailers (English / Spanish)
- E-blasts
- Yard Signs
- Social Media Posts & Ads
- Rider Alerts
- Media
- Newspaper Ads
- AskCATS
- Neighborhood Meetings
- Printed Material Drops
- PIO Pre-Meeting
- Online Open House
- Virtual Public Meetings
- Recordings of Meetings
- City Government Channel
Public Participation

- Comments Received October 15, 2020 – March 11, 2021
- Survey Period: February 2 – March 11, 2021

- 470+ Virtual Public Meeting Attendees
- 2,000 Survey Participants
- 3,300+ Virtual Public Meeting Video Views
- 2,000+ Comments (Survey comments, email, phone calls)
Public Input

- 83% of survey participants support the staff recommendations
- 7% of survey participants are neutral of the staff recommendations
- 10% of survey participants oppose the staff recommendations

Sample Comments from Silver Line Survey

- We need the Silver Line to help development along Monroe Rd and into Matthews. We are ready to pay some taxes to get this done. Please! Let’s do this!
- Secure funding and build it as quickly as possible!
- Absolutely in favor of this initiative. This extension of public transportation will be an incredible boon to the entire corridor.
- This line is LONG overdue. I’m a little concerned that by the time it is completed you’ll already be behind neighboring development.
- I can’t wait for the Silver Line!! It’s about time!
- Very excited there is now a recommendation for a direct connection into downtown Matthews. This is both a needed stop and will help with current congestion
- Very excited about the Ashley and Remount stations being between Wilkinson Blvd and West Blvd in focus area 2. I live there and think it would be great for the neighborhood / new development.
- Gaston County desperately needs another option for transit into Meck County. The Silver Line would be perfect for access to airport/uptown.
- I live in Oakhurst - focus area 4. Let’s start building this thing!
- Please start work now. We cannot wait.

Top Concerns:
- Potential property impacts
- Changes in neighborhood character
- Desire for direct connection to existing airport terminal
- Business impacts during construction
Focus Area 3: Center City (West Morehead Street to Charlottetowne Avenue)

- Recommend alignment adjacent to freight rail corridor with one station near Morehead St.
  - Fewer potential impacts to floodplains, parks, and historic
  - More direct route

- Recommend alignment along 11th St. with bridges and underpasses at street crossings
  - Minimizes traffic conflicts
  - Supports more reliable trains
  - Easy transfer to the LYNX Blue Line
  - Allows connection to existing maintenance facility

Focus Area 4: Independence Boulevard (Charlottetowne Avenue to Idlewild Road)

- Recommend alignment crossing Independence Blvd. near Briar Creek Rd. through the Bojangles/Owens site
  - Supports potential development opportunities
  - Close to key destinations

- Recommend alignment behind commercial properties along Independence Blvd.
  - Reduces major floodplain impacts

LYNX Silver Line Project
- Focus Area Boundary
- Alignment Option Studied
- Preliminary Staff Recommendation:
  - Station Location
  - Refined LPA
  - Change from Previously Adopted LPA
  - 0.125 0.25 0.3 Miles
Focus Area 5: Independence Boulevard (Idlewild Road to just south of I-485 at CPCC Levine)

- Recommend alignment along Monroe Rd.
  - Easy access to station
  - Close to neighborhoods and development opportunities

A. Recommend Matthews St. alignment
  - Directly serves downtown Matthews

LYNX Silver Line Project
- Focus Area 6 Boundary
- Alignment Option Studied
- Preliminary Staff Recommendation:
  - Station Location
  - Refined LPA
- Change from Previously Adopted LPA

Focus Area 6: Union County Extension

- Recommend alignment along Independence Blvd. to Matthews-Indian Trail Rd.
  - Easy to access and highly visible park-and-ride
Next Steps

**Complete: Public Engagement Round 3**
- Present preliminary staff recommendations and seek public input

**EARLY 2021: MTC Adoption of Recommendations**
- March: Present staff recommendation to MTC for information
- April: MTC to adopt refined LPA

**2021-2024: Environmental Review, Preliminary Design, Engagement**
- Advance light rail design
- Environmental surveying
- Station Area Planning
- Rail Trail alignment defined
- Affordable housing strategy developed

---

Thank you!

[Logos of ATS and LYNX]
SUBJECT: CTAG Recommendation

DATE: April 20, 2021

FY2021 Transit Operating Budget Amendments
FY2021 Transit Capital Investment Plan (CIP) Budget Amendments
FY2021 Transit Debt Service Amendment

1.0 ACTION: In compliance with the Transit Governance Interlocal Agreement, the Citizens Transit Advisory Group is required to make a recommendation to the Metropolitan Transit Commission concerning the CATS’ FY2021 operating and capital budget amendments based on the chief executive officer’s recommendation.

2.0 BACKGROUND/JUSTIFICATION:
On April 22, 2020, the Metropolitan Transit Commission took action to approve the FY2021 Transit Operating Budget and the FY2021-2025 Transit Capital Investment Plan (CIP) budget. The CATS FY2021 Operating Budget and FY2021-2025 Capital Investment Plan (CIP) were presented in compliance with the Transit Governance Interlocal Agreement. The balanced budgets were developed in compliance with CATS Financial Policy guidelines and objectives.

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

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

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

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<tr>
<th>Revenue</th>
<th>FY2021 Adopted Budget</th>
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<tr>
<td>Fare Revenue</td>
<td></td>
<td>7,686,163</td>
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<tr>
<td>SMAP</td>
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<td>11,063,205</td>
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<tr>
<td>Service Reimbursements &amp; Service Income</td>
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<td>315,136</td>
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<tr>
<td>CARES Funding</td>
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<td><strong>FY2021 Amended Operating Revenue</strong></td>
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<td>Decrease in Expenses due to COVID</td>
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<tr>
<td><strong>FY2021 Amended Operating Expenses</strong></td>
<td></td>
<td>$ 180,209,226</td>
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</table>

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

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

☑ Additional Changes to the FY2021 CIP Budget are as follows:
  - Southend Station and Hambright Parking Ride project funding in the amount of $700,000 and $1,269,500 are being moved to FY2022 and outer years due to delays in the projects.
  - Battery Electric Bus (BEB) Pilot Program $14,016,759
    o Through a partnership with Duke Energy and their newly announced eTransEnergy business, CATS will implement a BEB pilot program to purchase 18 buses and 20 chargers.
    o The following funding sources ($9,047,424) were presented to MTC on November 18, 2020 and formally adopted through this action to support both the purchase of Electric Buses and Chargers
      ▪ Low-No Grant Funds $3,723,712
      ▪ Volkswagen Settlement Grant Funds $1,280,000
      ▪ Local Funding to Match Grant Awards $4,043,712
Additional funding in the amount of $4,969,335 is needed to complete the purchase and successfully implement the pilot program:

- Formula 5307 Funding for Electric Buses $977,420
- Formula 5307 Funding for Chargers $2,693,442
- Local Funding for Electric Buses $625,113
- Local Funding for Chargers $673,360

- Battery Electric Bus purchase $867,127

- Through the Diesel Emissions Reduction Grant from the NC Department of Environmental Quality: Division of Air Quality, State funding will go towards the cost of purchasing one (1) bus.

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<tr>
<th>FY2021 Capital Fund</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
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<td>$ 2,786,583</td>
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<td>1,221,775</td>
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<td>BEB Pilot Program (Chargers)</td>
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<td>673,360</td>
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<td>320,000</td>
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<td>476,920</td>
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<td>Electric Bus-NC DERA Award</td>
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<td>300,207</td>
<td>476,920</td>
<td>857,127</td>
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<tr>
<td>COVID Bus Shields</td>
<td>1,640,194</td>
<td></td>
<td></td>
<td>1,640,194</td>
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<tr>
<td>Ham outright Park &amp; Ride</td>
<td>(939,430)</td>
<td>(203,120)</td>
<td>(126,950)</td>
<td>(1,269,500)</td>
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<td>Southend Station</td>
<td>(700,000)</td>
<td>(700,000)</td>
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<tr>
<td><strong>Total</strong></td>
<td>$10,950,134</td>
<td>$1,467,087</td>
<td>$4,992,155</td>
<td>$17,409,376</td>
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</table>

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

3.0 PROCUREMENT BACKGROUND: N/A

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

A. CATS Mission, Vision and Strategic Goals
B. CATS Financial Policies (Rev. 2016)
C. The 2030 Transit Corridor System Plan
D. CATS Service and Fare Policies

5.0 ECONOMIC IMPACT: N/A

6.0 ALTERNATIVES: N/A

7.0 RECOMMENDATION: CTAG recommends adoption of this amendment to the MTC.
8.0 ATTACHMENT(S): N/A

SUBMITTED AND RECOMMENDED BY:

[Signature]

John M. Lewis, Jr.
Chief Executive Officer, Charlotte Area Transit System
Director of Public Transit, City of Charlotte
FY2021 Amended Operating & Debt Service Budgets
FY2021 Amended Capital Investment Plan

Overview of Key Changes

Presented to

Citizen Transit Advisory Group

April 20, 2021

Agenda

FY2021 Amended Budget

I. Key Changes from Adopted Operating Budget

II. Key Changes from Adopted Debt Service Budget

III. Key Changes from Adopted Capital Budget

IV. Next Steps
# FY2021 Amended Budget Summary of Changes

## BUDGET SUMMARY

<table>
<thead>
<tr>
<th></th>
<th>FY2021 Adopted Budget (millions)</th>
<th>FY2021 Amended Budget (millions)</th>
<th>Variance (millions)</th>
<th>Variance (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Revenues</td>
<td>$175.6</td>
<td>$180.2</td>
<td>$4.6</td>
<td>2.6%</td>
</tr>
<tr>
<td>Total Operating Revenue</td>
<td>$175.6</td>
<td>$180.2</td>
<td>$4.6</td>
<td>2.6%</td>
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<tr>
<td>Operating Expenditures</td>
<td>$175.6</td>
<td>$180.2</td>
<td>$4.6</td>
<td>2.6%</td>
</tr>
<tr>
<td>Total Operating Expenditures and Transfer</td>
<td>$175.6</td>
<td>$180.2</td>
<td>$4.6</td>
<td>2.6%</td>
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<tr>
<td>Debt Service Budget</td>
<td>$50.9</td>
<td>$103.8</td>
<td>$52.9</td>
<td>103.9%</td>
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<tr>
<td>Capital Budget*</td>
<td>$258.1</td>
<td>$275.5</td>
<td>$17.4</td>
<td>6.7%</td>
</tr>
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</table>

*Includes Carryover Projects

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# Key Changes in Operating Budget

**Operating Revenues**

- $175.6 M FY2021 Adopted Budget
  - $7.7M Decrease in Fare Revenue
  - $0.3M Decrease in Service Reimbursements
  - $23.7M Increase in Operating Assistance (CARES ACT)
  - $11.0M Decrease in Non-Operating Revenue (Elimination of SMAP)
- $180.2 M FY2021 Amended Budget

**Operating Expenses**

- $175.6 M FY2021 Adopted Budget
  - $2.6 M Cleaning Services
  - $0.5 M PPE, Awareness Materials, Storage Rentals, Cleaning Supplies
  - $1.2 M Partitions, Driver Shields and Equipment
  - $0.5 M Service Planning
- $180.2 M FY2021 Amended Budget
FY2021 Amended Debt Service Budget Changes

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

<table>
<thead>
<tr>
<th>Project</th>
<th>FY2021 Adopted Principal &amp; Interest (millions)</th>
<th>FY2021 Amended Principal &amp; Interest (millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue Line Extension</td>
<td>Federal - $5.5</td>
<td>$58.9</td>
</tr>
<tr>
<td></td>
<td>State - $25.4</td>
<td>$25.6</td>
</tr>
<tr>
<td></td>
<td>Local - $9.6</td>
<td>$9.9</td>
</tr>
<tr>
<td>Blue Line &amp; Transit Facilities</td>
<td>Local - $6.6</td>
<td>$6.6</td>
</tr>
<tr>
<td>South Tryon Bus Garage</td>
<td>Federal - $2.9</td>
<td>$2.9</td>
</tr>
<tr>
<td></td>
<td>Local - $0.8</td>
<td>$0.8</td>
</tr>
<tr>
<td>Total FY2021 Amended Debt Service</td>
<td>$50.9</td>
<td>$103.8</td>
</tr>
</tbody>
</table>

Key Changes in Capital Budget

$258.1 M FY2021 Adopted Budget*

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

$275.5 M FY2021 Amended Budget*

*Includes Carryover Projects
CTAG Recommendation of MTC Approval of the FY2021 Budget Amendment

Next Steps

April 28, 2021  MTC Approval of CEO's Recommended FY2021 Budget Amendment
SUBJECT: CTAG’s Recommendation to MTC
FY2022 Transit Operating Budget
FY2022 Transit Debt Service Budget
FY2022-2026 Transit Capital Investment Plan (CIP)

1.0 ACTION:
In compliance with the Transit Governance Interlocal Agreement, the Citizens Transit Advisory Group is required to make a recommendation to the Metropolitan Transit Commission concerning the CATS budgets and CIP by April 30 of each year.

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

3.0 RECOMMENDATION:
CTAG recommends adoption of the CATS Chief Executive Officer following budgets:
A. FY2022 Proposed Operating Budget
B. FY2022 Proposed Debt Service Budget
C. FY2022-2026 Proposed Community Investment Plan

4.0 ATTACHMENT(S): FY2022 Proposed Operating & Debt Service Budgets and FY2022-FY2026 Proposed Community Investment Plan Overview of Key Changes PowerPoint & Resolution of Recommendation

SUBMITTED AND RECOMMENDED BY:

John M. Lewis, Jr.
CATS Chief Executive Officer
City of Charlotte Director of Public Transit
The Transit Governance Interlocal Agreement identified that the Citizens Transit Advisory Group is responsible to review CATS Chief Executive Officer’s proposed operating budgets and programs and five-year capital programs and make recommendation to the Metropolitan Transit Commission.

The Citizens Transit Advisory Group (CTAG) received CATS Chief Executive Officer’s proposed budgets, programs and five-year capital plan in February 2021.

CTAG has studied and reviewed all documents and information presented by CATS staff from February thru April 2021, and offers the following recommendation to the Metropolitan Transit Commission:

1. Adopt the FY2022 Operating Budget and Programs (dated April 28, 2021)
2. Adopt the FY2022 Debt Service Budget (dated April 28, 2021)
3. Adopt the FY2022-2026 Capital Investment Plan (dated April 28, 2021)

CTAG’s recommendation was made by __________, seconded by __________ and duly approved by CTAG for presentation to the Metropolitan Transit Commission on April 28, 2021.

________________________________________  ______________________________________
Co-Chair, City of Charlotte                  Co-Chair, Mecklenburg County
(Edward Tillman)                            (Adam Pasiak)
Citizens Transit Advisory Group              Citizens Transit Advisory Group

April 20, 2021
FY2022 Proposed Operating, Debt Service and FY2022-2026 Capital Budgets
Presented to Citizen Transit Advisory Group (CTAG) April 20, 2021

Budget Summary of Events

FY2022 Budget Development Summary of Events
✓ Presentation of Preliminary Budgets
  • MTC - January 27, 2021
✓ TSAC Budget Presentation
  • February 11, 2021
✓ CTAG Preliminary Budget Presentation
  • February 16, 2021
✓ CTAG Presentation of Proposed Operating, Capital and Debt Service Budgets
  • April 20, 2021
✓ MTC Presentation of Proposed Operating, Capital and Debt Service Budgets
  • April 28, 2021
Budget Highlights

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

COVID-19 Impact

- Employee Safety
- Ridership
- Revenue Shortfalls (Fares & Sales Tax)
- Cleaning Services
- PPE, Sanitizer, Mask
- Partitions & Driver Shields
- Facility Updates
COVID-19 Impact

- CARES ACT Funding
  - CATS Share $56,935,286
  - 100% Federal Funding no local Match Requirement

- CRRSAA (Coronavirus Response and Relief Supplemental Apportionments Act)
  - CATS Share $51,090,454
  - 100% Federal Funding no local match requirement

- American Rescue Plan Act
  - Estimated CATS Share pending Spilt agreement $82,696,619
  - 100% Federal Funding no local match requirement

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FY2022 Proposed Budget

**BUDGET SUMMARY**

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<thead>
<tr>
<th></th>
<th>FY2021</th>
<th>FY2022</th>
<th>Variance</th>
<th>Variance</th>
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<td>Amended Budget (millions)</td>
<td>Proposed Budget (millions)</td>
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<td>(%)</td>
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<tr>
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<td>$ 185.8</td>
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<td>CATS Control Account</td>
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<td>$ 180.2</td>
<td>$ 185.8</td>
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<tr>
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<td>$ 180.2</td>
<td>$ 185.8</td>
<td>$ 5.6</td>
<td>3.1%</td>
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<tr>
<td>Transfer to Capital</td>
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<td>$ 275.5</td>
<td>$ 245.4</td>
<td>$(30.1)</td>
<td>-11.1%</td>
</tr>
</tbody>
</table>

* Note: FY2022 Proposed Budget includes Carryover projects
FY2022 Proposed Operating Budget

FY2022 Proposed Budget Summary

Operating Revenue

Total $185.8 million

Operating Expenses

Total $185.8 million

FY2022 Proposed Operating Budget

FY2022 Overview of Key Changes

Key Changes in FY2022 vs FY2021 (millions)

- $180.2 FY2021 Amended Budget
  - + 5.3 Fares
  - + 1.9 Service Income & Reimbursements
  - + 0.7 Maintenance of Effort
  - - (3.1) Operating Assistance
  - + 0.8 Non-Operating Revenue

$185.8 FY2022 Proposed Budget

Key Changes in FY2022 vs FY2021 (millions)

- $180.2 FY2021 Amended Budget
  - + 1.6 Personal Services
  - - (0.2) Fuel (Diesel for BOD & STS)
  - + 2.3 Maintenance
  - + 1.9 Other Operating Expenses

$185.8 FY2022 Proposed Budget
FY2022 Proposed Operating Budget

FY2022 Proposed Staffing

- **City Positions**
  - 579.75 Full Time Equivalent Regular City Positions
  - 1.00 Temporary Position

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

- **Contracted Positions**
  - 845.00 Full Time Equivalent Transit Management Of Charlotte Positions
    Bus Operations (Bus Operators, Maintenance & Administrative)
  - 108.05 Full Time Equivalent Positions – Contracted Security Officers

---

FY2022 Proposed Operating Budget

<table>
<thead>
<tr>
<th>Performance Objectives</th>
<th>Financial Performance Objectives</th>
<th>FY2020 Audited Actuals</th>
<th>FY2021 Amended Budget</th>
<th>FY2021 Year End Projection</th>
<th>FY2022 Proposed Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>SYSTEM SUBSIDY</td>
<td>83.1%</td>
<td>86.9%</td>
<td>87.0%</td>
<td>83.4%</td>
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</tr>
<tr>
<td>OPERATING RATIO (W/O Capital Interest)</td>
<td>16.9%</td>
<td>13.2%</td>
<td>13.0%</td>
<td>16.6%</td>
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<tr>
<td>PASSENGERS PER HOUR</td>
<td>12.7</td>
<td>35.1</td>
<td>10.2</td>
<td>12.6</td>
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<tr>
<td>(Light Rail ≥ 50 passengers per hour)</td>
<td>97.4</td>
<td>103.9</td>
<td>53.0</td>
<td>72.7</td>
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<tr>
<td>ADMINISTRATIVE OVERHEAD</td>
<td>11.10%</td>
<td>14.62%</td>
<td>14.37%</td>
<td>15.37%</td>
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<tr>
<td>(≤ 15%)</td>
<td></td>
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<tr>
<td>GROSS DEBT SERVICE COVERAGE</td>
<td>5.74</td>
<td>6.36</td>
<td>6.36</td>
<td>8.1</td>
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<tr>
<td>(≥ 3.0)</td>
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<tr>
<td>NET DEBT SERVICE COVERAGE</td>
<td>1.49</td>
<td>1.15</td>
<td>1.04</td>
<td>1.43</td>
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</tr>
<tr>
<td>(≥ 1.15)</td>
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<td></td>
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</tbody>
</table>
FY2022 Proposed Capital Budget

FY2022 Overview of Key Changes

<table>
<thead>
<tr>
<th>SOURCES OF FUNDS</th>
<th>FY2022-2026 Preliminary</th>
<th>FY2022-2026 Proposed</th>
<th>Change from Preliminary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funding</td>
<td>$ 60,824,118</td>
<td>$ 76,796,526</td>
<td>$ 15,972,408</td>
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<tr>
<td>State Funding</td>
<td>7,162,349</td>
<td>7,162,349</td>
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<tr>
<td>Local Funding</td>
<td>52,743,276</td>
<td>58,805,337</td>
<td>5,701,662</td>
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<tr>
<td>Carryover Funding</td>
<td></td>
<td>183,274,626</td>
<td>183,274,626</td>
</tr>
<tr>
<td>TOTALS</td>
<td>$ 120,729,742</td>
<td>$ 335,678,638</td>
<td>$ 204,948,896</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SOURCES OF FUNDS</th>
<th>FY2022-2026 Preliminary</th>
<th>FY2022-2026 Proposed</th>
<th>Change from Preliminary</th>
</tr>
</thead>
<tbody>
<tr>
<td>State of Good Repair - Vehicle Replacement, Facilities &amp; Others</td>
<td>$ 67,910,501</td>
<td>$ 83,784,773</td>
<td>$ 15,874,270</td>
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<tr>
<td>Transit Safety &amp; Security</td>
<td>3,357,776</td>
<td>3,357,776</td>
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<tr>
<td>Transit Long Range Capital Improvement</td>
<td>41,799,500</td>
<td>46,799,500</td>
<td>5,000,000</td>
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<tr>
<td>Transit Non-Revenue Vehicle</td>
<td>2,198,802</td>
<td>2,198,802</td>
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<tr>
<td>Transit New Equipment</td>
<td>5,463,363</td>
<td>6,263,363</td>
<td>800,000</td>
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<tr>
<td>Transit Other Programs</td>
<td></td>
<td></td>
<td>-</td>
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<tr>
<td>Carryover Projects</td>
<td>-</td>
<td>183,274,626</td>
<td>183,274,626</td>
</tr>
<tr>
<td>TOTALS</td>
<td>$ 120,729,742</td>
<td>$ 335,678,638</td>
<td>$ 204,948,896</td>
</tr>
</tbody>
</table>

FY2022-FY2026 Proposed Capital Budget

5-Year Capital Budget

$120.7 M FY2022-FY2026 Preliminary Budget

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

$325.7 M FY2022-FY2026 Proposed Budget
FY2022-FY2026 Proposed Capital Budget

SOURCES OF FUNDS

<table>
<thead>
<tr>
<th></th>
<th>FY2022</th>
<th>FY2023</th>
<th>FY2024</th>
<th>FY2025</th>
<th>FY2026</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grants - Federal</td>
<td>$27,045,271</td>
<td>$17,310,314</td>
<td>$10,682,009</td>
<td>$10,534,223</td>
<td>$11,804,709</td>
<td>$76,796,526</td>
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<tr>
<td>Grants - State</td>
<td>$1,320,065</td>
<td>$1,512,798</td>
<td>$1,176,780</td>
<td>$1,149,322</td>
<td>$1,057,884</td>
<td>$7,162,949</td>
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<td>Local 5½% Sales Tax</td>
<td>$33,741,056</td>
<td>$8,311,641</td>
<td>$6,936,160</td>
<td>$5,745,460</td>
<td>$3,110,700</td>
<td>$58,445,137</td>
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<tr>
<td>Carry Over Project Balance</td>
<td>$183,274,626</td>
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<td>-</td>
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<td>-</td>
<td>$183,274,626</td>
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<tr>
<td>TOTALS</td>
<td>$245,401,918</td>
<td>$28,736,753</td>
<td>$18,145,039</td>
<td>$17,425,005</td>
<td>$15,972,823</td>
<td>$325,678,638</td>
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</table>

USES OF FUNDS

<table>
<thead>
<tr>
<th></th>
<th>FY2022</th>
<th>FY2023</th>
<th>FY2024</th>
<th>FY2025</th>
<th>FY2026</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>State of Good Repair - Vehicle Replacement, Facilities &amp; Others</td>
<td>$29,877,102</td>
<td>$13,486,840</td>
<td>$13,487,663</td>
<td>$12,874,234</td>
<td>$14,058,932</td>
<td>$83,784,771</td>
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<tr>
<td>Transit Safety &amp; Security</td>
<td>$1,300,005</td>
<td>$348,897</td>
<td>$326,136</td>
<td>$696,339</td>
<td>$686,339</td>
<td>$3,357,776</td>
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<tr>
<td>Transit Long Range Capital Improvement</td>
<td>$28,667,446</td>
<td>$12,977,054</td>
<td>$3,230,000</td>
<td>$1,675,000</td>
<td>$250,000</td>
<td>$46,799,500</td>
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<tr>
<td>Transit Non-Revenue Vehicle</td>
<td>$704,920</td>
<td>$390,530</td>
<td>$320,740</td>
<td>$370,000</td>
<td>$413,212</td>
<td>$2,188,802</td>
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<tr>
<td>Transit New Equipment</td>
<td>$1,577,459</td>
<td>$1,531,432</td>
<td>$780,500</td>
<td>$1,809,492</td>
<td>$564,340</td>
<td>$6,263,163</td>
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<tr>
<td>Transit Other Programs</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Carry Over Projects</td>
<td>$183,274,626</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$183,274,626</td>
</tr>
<tr>
<td>TOTALS</td>
<td>$245,401,918</td>
<td>$28,736,753</td>
<td>$18,145,039</td>
<td>$17,425,005</td>
<td>$15,972,823</td>
<td>$325,678,638</td>
</tr>
</tbody>
</table>

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

FY2022-FY2026 Proposed Capital Budget

$326.7 million Funds 6-Year Capital Program

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

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

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

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FY2022-FY2026 Proposed Capital Budget

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

Key Capital Expenses:
- Transit Non-Revenue Vehicles $2.2 million
  - 18 replacement vehicles in FY2022
  - 45 replacement vehicles over 5-year Program

<table>
<thead>
<tr>
<th>Non-Revenue Vehicles</th>
<th>FY2022</th>
<th>FY2023-FY2026</th>
<th>Total Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Operations &amp; Maintenance</td>
<td>8</td>
<td>17</td>
<td>25</td>
</tr>
<tr>
<td>Special Transportation Services</td>
<td>2</td>
<td>4</td>
<td>6</td>
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<tr>
<td>Facilities</td>
<td>2</td>
<td>4</td>
<td>6</td>
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<tr>
<td>Marketing</td>
<td>3</td>
<td>-</td>
<td>3</td>
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<tr>
<td>Safety &amp; Security</td>
<td>3</td>
<td>-</td>
<td>3</td>
</tr>
<tr>
<td>Technology</td>
<td>-</td>
<td>2</td>
<td>2</td>
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<tr>
<td><strong>TOTALS</strong></td>
<td><strong>18</strong></td>
<td><strong>27</strong></td>
<td><strong>45</strong></td>
</tr>
</tbody>
</table>

---

www.RIDETRANSIT.org
FY2022-FY2026 Proposed Capital Budget

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

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

FY2022 Proposed Budget

<table>
<thead>
<tr>
<th>BUDGET SUMMARY</th>
<th>FY2021 Amended Budget (millions)</th>
<th>FY2022 Proposed Budget (millions)</th>
<th>Variance (millions)</th>
<th>Variance (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Revenues</td>
<td>$180.2</td>
<td>$185.8</td>
<td>$5.6</td>
<td>3.1%</td>
</tr>
<tr>
<td>CATS Control Account</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Operating Revenue</td>
<td>$180.2</td>
<td>$185.8</td>
<td>$5.6</td>
<td>3.1%</td>
</tr>
<tr>
<td>Operating Expenditures</td>
<td>$180.2</td>
<td>$185.8</td>
<td>$5.6</td>
<td>3.1%</td>
</tr>
<tr>
<td>Transfer to Capital</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Operating Expenditures and Transfers</td>
<td>$180.2</td>
<td>$185.8</td>
<td>$5.6</td>
<td>3.1%</td>
</tr>
<tr>
<td>Debt Service Budget</td>
<td>$103.8</td>
<td>$62.1</td>
<td>$(41.7)</td>
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<tr>
<td>Capital Budget</td>
<td>$235.5</td>
<td>$245.4</td>
<td>$(10.1)</td>
<td>-10.1%</td>
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</tbody>
</table>

*FY2022 Proposed Budget includes carryover projects
FY2022 Proposed Budget

Actions Required

- CTAG recommendation of MTC Approval FY2022 Proposed Operating, Debt Service, and Capital Investment Budgets

FY2022 Proposed Budget

Next Steps

- MTC Approval of FY2022 Proposed Budgets and Recommendation to City Council
- City Council Proposed Budget Presentation – May 2021
- City Council Budget Adoption – June 2021
THANK YOU