

**METROPOLITAN TRANSIT COMMISSION**  
**Meeting Summary**  
**February 24, 2010**

**DISCUSSION SUMMARY**

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Presiding: Jennifer Roberts (Chairman, Mecklenburg County Commission)

Present: Jim Schumacher (Charlotte Assistant City Manager)  
Mayor Anthony Foxx (Charlotte)  
Tom Cox (CTAG Co-chair)  
Terry Lansdell (TSAC Co-chair)  
Sarah Nuckles (SCDOT Representative)  
Mayor Jeff Tarte (Cornelius)  
Anthony Roberts (Cornelius Town Manager)  
Mayor John Woods (Davidson)  
Mayor Jill Swain (Huntersville)  
Greg Ferguson (Huntersville Town Manager)  
Ralph Messera (Matthews)  
Brian Welch (Mint Hill Town Manager)

Chief Executive Officer: John Muth for Carolyn Flowers

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**I. Call to Order**

The regular meeting of the Metropolitan Transit Commission was called to order at 5:30 pm by MTC's Vice-chair, Mayor John Woods.

**II. Review of Meeting Summary**

The meeting summary of January 27, 2010 was approved as written.

**III. Transit Services Advisory Committee Chair's Report**

**Terry Lansdell**

Mr. Lansdell reported that TSAC met on February 11. TSAC welcomed CATS CEO Carolyn Flowers. TSAC also welcomed a new committee member representing the Vanpool program. After a question and answer session with Ms. Flowers, TSAC heard a presentation on operating criteria for the route performance monitoring system, which evaluates route productivity and efficiency. Staff also presented the adopted travel markets policy, which guides staff in service development. Mr. Lansdell said that the MTC last reviewed the policy in December 2007; it may be helpful for new MTC members to review the document. TSAC also received news of the proposed rate increase; further discussion is on next month's agenda.

**IV. Citizens Transit Advisory Group Chair's Report**

**Tom Cox**

Mr. Cox reported that CTAG met on February 16, and welcomed a new member from Matthews, George Sottilo. CTAG also heard the information that will be covered in tonight's MTC meeting.

**V. Public Comment on General Items**

Michael Morgan spoke on the February 1 service changes. He took Route 17 to Matthews on a Saturday, and discovered that service had only been extended on weekdays. The bus turned

around in Crown Pointe, which is not active on the weekend. Mr. Morgan stated that the system does not “connect the dots,” and buses do not go where people want to be. Independence Pointe should be a super stop for Matthews to connect the dots. Mr. Morgan said Route 77X does not stop to allow connections. He has asked for a connection on Sam Furr Road, but CATS says the location is not a safe stop. There are many opportunities to increase fare revenue by creating more connections for people to connect from bus to bus. Mr. Morgan encouraged MTC members to look at the proposals on his website, [weridethebus.com](http://weridethebus.com).

Charles Strickland was surprised that MTC and CTAG do not require CATS to be more accountable to raise the farebox and increase the route structure so it attracts more people. Mr. Strickland thought the Board should make CATS accountable for where routes go. He encouraged the media to help get the word out so the public would give the feedback CATS needs on how to structure routes so the bus is more convenient and routes go where people want to go.

Robert Kimrey spoke about an experience he had last Saturday where he met a family with two children who had taken the Winston-Salem bus via a regional connector to High Point to take Amtrak to Charlotte, then a local bus downtown to take the 79X to Concord Mills for a birthday party. Mr. Kimrey concluded saying we have a great system, but if we can expand it to a true regional system integrating all services, it will be even better.

**Discussion:** Mr. Muth commented that CATS is very interested in finding ways to increase revenue and run an efficient system. Mr. Morgan and Mr. Strickland are very knowledgeable about the system. Staff have met with them several times and welcomes their feedback.

**VI. Action Items**

a. None.

**VII. Information Items**

**a. Proposed FY 2011 Transit Operating Budget**

**Dymphna Pereira**

Dymphna Pereira, CATS Chief Financial Officer, the operations managers for rail and bus, Rocco Paiano and Larry Kopf, and John Muth provided the transit operating budget and an overall perspective of the recession’s impact on CATS’ program over the last three years.

Ms. Pereira said that CATS financial policies have been approved by the MTC and are updated every three years. The next update will be in December 2010. CATS uses these financial policies in developing budgets and long-term financial plans.

Ms. Pereira showed a graph of recent actions taken by 98 transit agencies drawn from a 2009 survey by the American Public Transportation Association, representing over half of transit ridership in the country. Ms. Pereira reviewed the FY11 operating budget, which will be in line with financial policies. Highlights of the program are that the sales tax is projected to be at \$59.6 million, which is about equal to the FY2005 sales tax revenue level. Another highlight is that the budget includes a \$0.25 fare increase, projected to generate about \$2.4 million. Current operating expenses are at the FY2007 level, before rail service was initiated. Fuel is budgeted at \$2.35 per gallon.

The budget includes about \$3.6 million in cost reductions. Ms. Pereira reviewed the cost reduction measures for FY11, both one-time and long-term proposals. One-time measures include a plan to flex an additional \$1.7 million from Federal Formula grants to the bus preventive maintenance (PM) program, for a total of \$6 million from the Formula grants for bus and rail preventive maintenance. This is a fairly high percentage to use for operating expenses from Federal Formula dollars, which are intended for use in capital projects, but must be done for this year. Many agencies are taking similar measures to meet operating expenses. CATS will also place a short-term freeze on administrative and management vacancies and for one year, will reduce special incentives for pass and ticket sales. Long-term proposals include eliminating trolley service. Charlotte Trolley has requested that MTC allow the service through the summer, and CATS promised to bring their request to MTC's attention. CATS also proposes to eliminate STS II, which is a non-ADA-required service, and transfer those resources to the ADA-required Special Transportation Service (STS). CATS will submit a grant to the State to cover a revamped service for STS II customers. Other eliminations proposed include the Guaranteed Ride Home service offered to Express and Vanpool riders, and the DSS Taxicab Service for the elderly. CATS is negotiating with DSS staff now to find alternatives. However, this is not a pure mass transit service, so CATS is targeting it for elimination. Ms. Pereira described other services also targeted for elimination or reduction, including the Wheels for Learning program. CATS would like to reduce service change frequency to twice a year from three times a year. Revenue service hours drive the cost of operations, but they also provide ridership. CATS experienced ridership growth through FY09; ridership declined by about 5.5 percent in FY10, and is anticipated to drop further in FY11. Ms. Pereira introduced Rocco Paiano, CATS General Manager Rail Operations and Larry Kopf, CATS Chief Operations Planning Officer and Interim Manager of Bus Operations.

Mr. Paiano said that CATS provides four types of transportation services: rail, bus, STS, and Vanpool, in addition to support services, bringing the total budget to \$95.4 million. Mr. Paiano gave an overview of Rail Operations.

Mr. Kopf discussed Bus Operations, the largest division in CATS and the only division entirely composed of non-City employees. Bus Operations is contracted out to Transit Management of Charlotte. CATS projects about 780,000 service hours for bus operations in FY11, 45,000 fewer hours than FY09. Downsizing has had benefits in a smaller fleet size and lower maintenance and parts costs. CATS has deferred some increases in the labor contract.

All the Operations Divisions are supported by Support Services, which includes Safety and Security, Facilities Management, Revenue Management, Customer Service, and Service Planning and Special Operations. The cost of the Administrative and Management areas are also allocated to direct service delivery.

Mr. Muth discussed the budget impact of revenue reductions. Mr. Muth reviewed the sales tax revenue projected for FY11, and emphasized that CATS is trying to serve ridership at about the FY09 levels with resources based on FY05. He reviewed four fare increase scenarios and the impact each would have on the budget and on customers. Each option, other than a 25 cent fare increase, will involve service cuts. Mr. Muth reviewed the next steps in the budget process.

**Discussion:** Mr. Roberts asked whether there were any cost savings involved in eliminating STS II. Ms. Pereira said those resources will be transferred to STS to be able to accommodate more ADA-required trips. Mr. Roberts asked when breaking out major operating services in addition to support services, if the management cost of \$6.5 million was in addition to \$95.4 million for operating services. Ms. Pereira said that the \$6.5 million noted is the management overhead assigned to the direct service delivery programs. A portion of administrative and management overhead is assigned to the capital program. Mr. Roberts asked the farebox recovery rate for services besides Vanpool, which has a recovery of 60 percent. Ms. Pereira said actual farebox recovery, as indicated in the agenda packet, is about 24.7 percent for combined bus, rail and STS services.

Mr. Messera asked if the farebox recovery policy slide should indicate greater than 20 percent and not less than 20 percent. Ms. Pereira apologized for the error. Mr. Messera asked what percentage of STS calls were missed currently. Mr. Kopf said that CATS has not denied any ADA-required trips, but has denied non-ADA trips. We are required by law to provide trips within  $\frac{1}{4}$  mile of bus routes. Mr. Kopf said that STS is being covered currently, but there is not a lot of margin. CATS makes about 3,000 trips per year for STS II, and is denying about 900 per month in STS II and STS that are beyond  $\frac{3}{4}$  of a mile, due to a lack of capacity. Sometimes CATS asks riders if they can go on a different day or time. Mr. Messera asked the cost per hour for operating regular local service. Mr. Kopf replied that the cost is \$65 per hour for regular direct local service. Mr. Messera asked for the overhead rate. Ms. Pereira replied that CATS normally calculates bus, STS, vanpool overhead together, with rail calculated separately. CATS can calculate them separately and reply in the next question and answer document. Mr. Messera asked about trolley service and special events. For special events, if a group was willing to cover 100 percent of the cost, would CATS still consider using the trolley service. Ms. Pereira replied that no groups have proposed to cover 100 percent of the cost. Typically, for regular service on weekends, CATS has assumed the cost. There has been a slightly different arrangement for excursion services. Mr. Paiano added that for special events, CATS tries to maximize service and maintain service at 10-minute headways. It is difficult to run trolleys at that frequency; they run more slowly and require more time for boarding. Mr. Messera asked about charter service, running trolleys on excursion basis. Mr. Paiano said that CATS would consider running trolleys on an excursion basis if the cost of the service was covered 100 percent. Mr. Messera said that the bus pie chart gave no allocation for insurance, but rail showed 18 percent of costs allocated for insurance. Mr. Paiano said that CATS pays a high level of insurance because light rail operates adjacent to an operating railroad and so CATS is required to have a high level of insurance over and above regular insurance. Mr. Messera asked about the on-time rate for buses. Mr. Kopf responded that buses are considered on-time if they are not more than 5 minutes late and less than a minute early at all time points.

Mayor Tarte clarified that CATS financial policies are updated every three years. Six out of nine voting members were not present for the most recent financial policy update. The CATS budget is big and hard to put in context. Mayor Tarte requested help to understand the context. He felt it may be helpful to have a budget workshop to determine how the cuts impact the most needy riders, and whether that a good thing to do, what the alternatives are, and whether taking actions in one area will increase risk in other areas, and what the ratio is against the industry standard. Ms. Pereira explained that CATS plans to pay for PMs from a different source than operating dollars. CATS is not reducing the budget for PMs but

plans to use about \$1.7 million from Federal Formula funds, which would typically be used for procurement of buses and other assets. Mayor Tarte said he would appreciate some time to put things in perspective to know how CATS ratios compare to industry standards.

Mayor Swain thought it might be helpful for staff to have office hours to meet with mayors individually before the March MTC meeting, since members will have different questions. Ms. Pereira noted that CATS participates in the National Transit Database, which is required of all transit agencies receiving Federal funds. Many of CATS performance objectives come from this database. Ms. Pereira offered to send the link to the database so MTC members can compare performance indicators with industry standards, and offered to set up a workshop if that would be helpful. Mr. Messera commented that the financial policies developed in 2000 were compared with industry benchmarks. Mr. Lansdell asked what the 1.1 percent reduction in passengers meant in terms of farebox revenue. Mr. Kopf replied that he would check on the answer and respond. Mr. Lansdell commented that there are 3,300 spaces at the rail park and rides. CATS projects capital expenditures of \$8-12 million to build additional park and rides. Mr. Muth said that the capital budget, including bus park and ride construction, will be discussed at the meeting next month.

## VII. Information Items

### b. 2030 Corridor Plan

John Muth

Commissioner Roberts introduced Mr. Muth. He presented a corridor system plan overview, beginning with the 2025 Integrated Transit and Land Use Plan developed in 1998 after an intensive 9-month process, which identified and evaluated possible transit methods for each corridor. The 1998 plan involved minimal engineering work and had no corridor prioritization or implementation plan. In 2002, CATS completed the 2025 Corridor System Plan, after conducting Major Investment Studies in all corridors, including integrating all corridors with the Center City area and preparing a financially feasible Implementation Plan, which allowed CATS to develop a schedule that included inflation impacts.

Mr. Muth reviewed the System Plan development process. The 2002 Implementation Plan developed criteria and a plan to build out the system incrementally. Mr. Muth reviewed reasons to update the 2030 Corridor System Plan.

**Discussion:** Mayor Woods asked about the split central station in downtown Charlotte. He asked why the stations were designed that way and what it would take to make one grand central station where transfers could be made more readily. Mr. Muth said the plan is based on several items. The Charlotte Transportation Center (CTC) was a public-private partnership with the City of Charlotte and Bank of America on city-owned land. The location was well-positioned for a light rail corridor. The width of the light rail corridor in the middle of town does not allow for additional tracks beyond the two existing light rail tracks. Over the years, CATS has been working with the State, which would like to move the Amtrak station downtown to serve Amtrak and high speed rail. Those services run on tracks compatible with freight traffic, and require greater spacing from light rail tracks. Passenger, high speed rail and commuter rail require a 26-foot separation from other modes. There would be difficulty getting into the light rail corridor from the current commuter/passenger rail alignments. Staff could describe the difficulties and decisions better in a workshop with MTC members. A single central station may have to be located underground to avoid all obstacles, which would be very expensive. CATS felt the 2030 Plan integrated all services

into downtown with transit services connecting north-south and east-west corridors. Some other cities have commuter rail on the fringe of downtown. If the passenger and commuter rail at the Charlotte Gateway Station (CGS) is served with streetcar and regular bus service along Trade Street, the stations will have frequent regular connections. Mayor Woods felt that a map of downtown with locations of existing light rail and heavy rail connections would be helpful. He asked whether the stimulus award for rail yard improvements would have an impact on CATS operations. Mr. Muth said that the State received \$545 million for high-speed rail. Of that, the State plans to use \$120 million to grade-separate the CSX line beneath the Norfolk Southern (NS) line. This will place the CSX line beneath the future Red Line. CATS' current cost estimate includes an at-grade crossing for the Red Line. Grade separating commuter rail from the freight line will increase reliability and safety for the project at a nominal cost. Stimulus funds do not fund the CGS, but NCDOT Secretary Conti feels the funds may help jump-start the CGS. Mr. Muth said that CATS can provide more information on that as well.

Mayor Tarte requested that when CATS updates the 2030 Plan, the plan addresses the question of why aspects will or will not work. Mayor Tarte has commented in the past that he would not use a train-bus connection to an airport. Recently, he flew to Boston. The 45-mile cab ride from the airport was \$136. For the return trip to the airport, he rode the train, which transferred once to a bus. His \$2 train-bus ride was seamless, which convinced him that a train-bus connection can work well if the transfer is easy. Mr. Muth added that the new CATS Airport Sprinter service initiated in September goes to the airport. CATS hopes to be awarded the bus livability grant that would allow a better connection with the airport for riders on Central Avenue and Beatties Ford Road.

Mayor Foxx asked about the Federal regulatory environment. He asked if CATS has a sense of the timing of Federal regulatory changes, and whether staff will be able to take projects through the new regulations to see where projects score. Mr. Muth said CATS does not anticipate changes to be finalized this spring. The rulemaking process may take 5-10 months, based on the last time rules were changed. CATS intends to be active in providing comments that will work best for our projects, as will the rest of the industry. Once CATS has an idea of what the criteria will be, CATS can test current projects against the criteria and make comments.

Mayor Foxx asked if there was an effort to match up the funding stream to the scope of the 2030 Plan. It is clear that the local revenue stream does not support all the 2030 Plan projects. Mr. Muth responded that staff have reviewed the plan, CATS has tried to refine the financial plan to be within the guidelines of available funding. CATS will continue to refine the financial plan. Mayor Foxx asked how CATS determines the long-term trend line for fuel prices and the costs avoided by using transit rather than traveling by private vehicle. Mayor Swain pointed out that air quality and the cost of road repair work into that formula. Mr. Muth responded that CDOT is investigating many of those measures. The Texas Transportation Institute calculates congestion rankings and how much congestion costs in each community. Charlotte is one of the communities included in their analysis. Staff can provide MTC members with information for the context of financial plans. Mayor Foxx felt a business case could be made for transit investment, as the cost of travel by private vehicle is high. Mayor Swain commented that companies that relocate from Europe who discover

that the area does not have rail want to know when it is coming. They view transit as a no-brainer and coming transit as a sign of progress.

Mayor Tarte asked staff to send MTC members an electronic copy of the 2030 Plan documents and the Land Use documents. He asked the group to begin work to develop an update for the Plan. Mr. Muth said that the proposed workshop would be helpful to discuss all the factors involved and an appropriate timetable. Mr. Messera added that it may be premature to update the plan before the FTA rule changes are finalized. Members agreed to begin work on an update for the 2030 Plan but wait to finalize the plan and budget until after FTA completes rulemaking. Mr. Muth will develop a process for updating the Plan over several months including, holding a workshop to familiarize MTC members with previous plans, discussing evaluation criteria for previous plan updates, and discussing any other criteria the MTC deem appropriate. Shortly after the FTA rulemaking is announced, staff will present to MTC the new rules and discuss what CATS' comments should be.

Mayor Tarte invited Bill Coxe, Transportation Planner for the Town of Huntersville, to comment on the discussion. Mr. Cox stated that the 1998 Transit Land Use Plan was the first time this community developed a transportation plan to foster a planned land use pattern. The area has never been able to come up with a financially feasible way of crafting a transportation plan that reflects how the area should grow. Land use, social benefits, and development patterns are fundamental to what we are trying to accomplish. Commissioner Roberts asked whether the MTC should wait for surrounding counties to ask to be included in the 2030 Plan, or should MTC make plans now based on perceived future interest. Mr. Muth said the 1998 plan was developed in advance of the sales tax, so people could see the potential of transit. At the time, CATS studied all surrounding corridors. Commissioner Roberts said there may be more interest in regional projects. Mr. Muth agreed that it may be helpful to invite members of adjacent counties to participate in this workshop.

**Resolution:** Mayor Tarte motioned to develop an update of the 2030 Plan, beginning with a workshop and plan to finish the plan in the next fiscal year at a time to be determined. Mayor Swain seconded the motion. Mr. Muth said staff will present a 12-month timetable next month on items to consider in the 2030 Plan Update. The motion carried unanimously.

**c. North Corridor (Red Line) Work Plan**

**Brian Nadolny**

Mr. Muth introduced Brian Nadolny, Interim Project Manager for the North Corridor LYNX Red Line. Mr. Nadolny reviewed the TIGER discretionary grant process and awards. He detailed the Work Plan for the North Corridor LYNX Red Line commuter rail project, with estimated budget figures for each Work Plan item. Budgeted items in the Work Plan involved exploring funding sources and performing planning and design work for stations, trackwork, and other areas to maintain competitiveness for a New Starts submittal if FTA rule changes result in the Red Line being more competitive for Federal funding. The cost of the budgeted items in the Work Plan recommended for inclusion in the FY2011 budget total \$393,000 to \$525,000.

**Discussion:** Mayor Woods requested time on the March 24 agenda for a presentation on the ULI North Study results. He would also like to schedule the presentation with the Charlotte City Council in March or as soon as possible, as the study shows tremendous opportunities and potential. Commissioner Roberts encouraged Mayor Woods to present the study

results to the County Commissioners as well, and he agreed. Mayor Tarte thought members should discuss the budgetary impact of funding North Corridor Work Plan items. Mr. Muth said CATS would address that in the presentation in March. Mayor Swain asked Mr. Nadolny if it is possible that the new station would change ridership numbers. Mr. Nadolny felt that the station would not impact ridership enough to change the project's status for New Starts; however, it is a Development potential benefit, therefore CATS wants to explore it further. Mayor Swain asked that the scheduled peer review be moved up on the schedule, to take place before the North towns begin their review of funding options. Reviewing funding options other projects have used would be helpful in the towns' funding decisions.

Mayor Woods suggested forming a task force to take charge of implementing the items on the Red Line Work Plan and find funding for the project, as well as to continue work on the BLE. He indicated that some of the budgetary work that needs to be done can be delegated to the Lake Norman Transportation Commission and the towns and mayors. He felt that someone from Charlotte should be involved, as well as a County Commissioner to sit on task force. Mayor Woods stated that this is not solely a North Corridor issue and will require hard work to develop, and he invited Mr. Messera to consider participating in the task force. The task force will continue work on the Northeast Corridor and find funding for the North Corridor, to reduce costs and be ready for any New Starts issues that are announced. Mayor Woods will contact Commissioner Roberts before the next meeting to discuss the task force.

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

**John Muth for Carolyn Flowers**

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

**a. Ridership Report:**

Mr. Muth reported that the ridership report was included in the meeting's summary materials.

**b. Legislative Update:**

**Bill Carstarphen**

Mr. Carstarphen presented an update on MTC's adopted 2010-2011 State Legislative Objectives. House Bill 1005 allowed for State participation in mass transit projects lacking Federal participation, so MTC/CATS will work to secure State matching funds through HB1005 for Red Line project design and construction costs. In 2006, the State ended appropriations for matching funds for Federal New Starts projects. MTC/CATS will work to re-initiate State matching fund appropriations for Federal New Starts projects. In addition, MTC/CATS would like to finalize a State Full Funding Grant Agreement (FFGA) for the BLE, if possible in advance of the Federal FFGA for the Northeast and North Corridors.

MTC/CATS will focus on amending State Maintenance Assistance Program (SMAP) policy to make rail transit eligible for operating assistance. MTC/CATS will also work to include Mecklenburg County in HB 148 for an additional ½ cent Local Option Transit Sales Tax. Mecklenburg was the only county left out of the bill. The fourth area of focus is state-wide public transit. MTC/CATS will work to secure NC General Assembly approval of an increase in budget appropriations for capital, operating assistance, and New Starts matching funds. MTC/CATS will seek legislative support from members of the Mecklenburg delegation, key House and Senate leaders, Chairpersons of the transportation, finance, and appropriations committees, as well as House and Senate members from around the State.



Mr. Carstarphen described the proposed schedule of activities for the rest of this fiscal year. CATS will seek meetings with Board of Transportation members and NCDOT officials and will ask for MTC member participation. CATS hopes MTC members will communicate with NC Congressional Delegation members through letters requesting support for the BLE's FTA appropriation. MTC members are encouraged to attend the American Public Transit Association Legislative Conference and visit with the NC Congressional Delegation as well as Senate and House Committee Chairs, and attend the FTA meeting. It is extremely beneficial if locally elected officials are part of meetings as well as CATS staff. CATS is scheduling a presentation to the Joint Legislative Transportation Oversight Committee in Raleigh, probably in April. This committee is a gatekeeper for all transportation legislation and appropriations.

**Discussion:** Mr. Messera asked the dates for the APTA meeting in Washington. Mr. Muth responded that the meeting will be March 13-17. Mayor Foxx commented that he has heard concerns that discussion about transit and local revenue sources is counter to revenue support for overall transportation. He asked for conversation about seeking more authority for transportation generally, and allowing for more decisions to be made at the local level. Mr. Carstarphen noted that CATS has historically focused on all transportation needs. He has heard in Raleigh that a possibility may be to authorize local governments to be more flexible and initiate items they have not been authorized to do in the past, but it will take a great deal of work. Mayor Foxx noted that Governor Perdue said she wants communities to think entrepreneurially and assume responsibility for areas for which the State has difficulty paying.

**IX. Public Comment on Agenda Items**

Charles Strickland welcomed Mayor Foxx. At Sunday's Northeast Coalition meeting, he learned that 62,000 jobs have left Uptown Charlotte. Mr. Strickland stated that he has petitioned for the train to operate later. Two-car trains at night give people more space, and he hoped that CATS will continue two-car trains late at night. Mr. Strickland said that if express service began and ended later than currently scheduled; it would attract more riders and increase revenue.

**X. Other Business**

Mr. Messera noted that there is a Mecklenburg-Union Metropolitan Planning Organization (MUMPO) meeting scheduled on March 24 to adopt the area's Long Range Transportation Plan. He suggested that the meeting time for the March 24 MTC meeting may need to be adjusted. MUMPO usually starts at 7:00, so the MTC meeting may need to start at 5:00. MTC members discussed the agenda items for March 24, which include the capital budget presentation, ULI North Study results, and the public hearing on the fare increase. A motion was made to change the start time for the March 24, 2010 MTC meeting to 5:00. The public hearing would begin at 5:30 as previously announced and other business will be discussed earlier.

**Resolution:** MTC members voted unanimously to begin the March 24, 2010 MTC meeting at 5:00, with the public meeting on the proposed fare increase to begin at 5:30.

**XI. Adjourn**

The meeting was adjourned at 8:00 pm by Commissioner Roberts.

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NEXT MTC MEETING: WEDNESDAY, MARCH 24, 2010, 5:00 PM