

TRANSIT SERVICES ADVISORY COMMITTEE
Meeting Summary
Thursday February 12, 2015

PRESENT:

Scott Jernigan, Charlotte
Rob Cornwell, Davidson
Anthony Wesley, Charlotte
Christine Bryant, Huntersville
D. Evans, Charlotte
Walter Horstman, Matthews
Michael Warner, Charlotte

STAFF: Theron Barrino, Scott Colburn, Larry Kopf, Brian Horton, Terrence Watson, Olaf Kinard,

Meeting Time 4:00-5:30 PM

I. Call to Order and Approval of the January Meeting Summary

Co-Chairman Scott Jernigan called the meeting to order at 4:00 p.m.,
The January meeting summary was approved as written.

II. Public Comment on Agenda Items:

There was no one from the public at the meeting to give comment.

III. Action Item:

A. Elect Chairman

The committee voted and elected Scott Jernigan as Chairman

IV. Information Items:

A. Equity Analysis City LYNX Goldline Phase One

Terrence Watson CATS Civil Rights Officer explained On March 25, 2015, the final

version of the Service Equity Analysis for the CityLYNX Gold Line Phase One (Streetcar Starter Project) will be presented to the Metropolitan Transit Commission (MTC). As a recipient of federal funding, CATS/City of Charlotte is required to conduct an analysis to attempt to find and address any negative impacts that disproportionately affect minority and low income residents and riders, as a result of changes to the Gold Rush Red Line bus service due to the implementation of CityLYNX Goldline Phase One project.

The analysis took into account:

- First that 56.3% of Central Piedmont Community College Students identify as minorities according to a 2012-2013 report by the U.S. Department of Education. CPCC main campus is primary destination on the current Redline bus route. Included was the observation that 21.07% of passengers from the eastern section of the route (to be the CityLYNX Goldline) beginning CPCC continue past CTC toward Johnson C. Smith.
- Second the analysis took into account that majority of riders boarding at the west side of the route starting at Johnson C. Smith University get off at the Charlotte Transportation Center and only a small percentage (5.93%) continue on to section of the route that will become the CityLYNX Goldline Phase One.
- The percentage of minority and low income residents along the portion of the route are lower in comparison the CATS entire service area.

The analysis found primarily positive impacts along with others within acceptable limits Including:

CityLYNX Gold Line Vehicles will have more seating and standing space.

CityLYNX Gold Line Stations are in the same general walking distances as the existing Gold Rush Red Line stops. Several stops were consolidated into single stations.

CityLYNX Gold Line will expand service to nights, weekends and earlier in the morning the wait times at stations between vehicle arrivals will increase by 3 minutes.

CityLYNX Gold Line Stations will have Expanded & Standard Amenities including covered shelters, benches, lighting and trash receptacles.

Anthony Wesley expressed concern about Free Fare on the LYNX Gold Line saying the homeless get on the system and stay there creating a problem for other riders. Larry stated CATS has a plan to extend the LYNX Gold Line and when the extension is in place CATS plans to charge a fare for the ride. But for Phase One that is only a mile and a half long and will operate with old vehicles and there are fare box issues and, it will not be cost effective for CATS to charge a fare. Larry continued saying The LYNX Gold Line is a City project CATS will only be operating the Streetcar so CATS budget will be reimbursed by the City.

B. Real Time Mobile App update

Olaf Kinard CATS Public and Communications Manager updated the committee about the real time mobile app saying CATS has been in contract with the vendor and the vendor had agreed to exclude UBER so CATS moved forward and has written a contract

with the vendor. Once the contract is in place it should be 4-6 weeks for the app to be up and running.

C. Route Performance

Brian Horton CATS Planning and Special Operations Planner presented an update on Route Performance Measures for all 72 bus routes in the CATS system. The measures were calculated for both calendar years 2013 and 2014, comparing 2013-2014 trends, as well as 2014 rankings. Each route is scored four times-- both by passengers per hour and net cost per passenger, and both by route type (local, express, shuttle, circulator) and system wide. A route that performs as equally well as the average would score 1.0, below average less than 1.0, and above average over 1.0. The four ratio measures are then averaged to create a composite index score for each route. Highlights for 2014 include the Gold Rush slipping below Route 9-Central Avenue as the top-scored route, due to construction of CityLYNX Gold Line. It is also important to note that some routes may score low overall, like the Route 51 – Pineville-Matthews Road, but still show dramatic improvement year-over-year. Questions mostly focused on TSAC members seeking a better understanding of the methodology.

Rob Cornwell asked when the service hour started for the route. Brian explained the analysis starts when the bus starts picking up passengers.

Walter Horstman asked how it works for the express buses with reverse commutes. Brian stated the reverse commute hours are taken out.

V. Service Issues

D Evans stated a customer wanted to know if the bus will ever extend all the way down Sardis Road. Larry stated there are no plans at this time to extend Sardis Road route.

Anthony Wesley reported since TSAC last meeting with the fare inspector update, that he has actually seen a fare inspector.

Rob Cornwell asked if there was a rule about bringing bikes on the bus. Scott Colson stated bikes are not allowed on the buses. Theron Barrino senior operator stated bikes on the bus would be a safety issue because they are not secured.

VI. Chairman's Report

Scott stated there was no Chairman's report because there was no MTC meeting.

VII. Manager of Operation Report

Larry Kopf CATS Transit Operations Manager stated that President Obama's budget has \$115 million in the budget for the Blue Line Extension that will save CATS from having to borrow as much money for the project. However the budget still has to be approved by Congress. In addition the budget has \$75 million for the extension of the Streetcar Project and CATS would have to do a \$75 million match which is already in CATS budget.

Larry also wanted to be sure the committee knew that John Muth is the Acting CEO of CATS and that a search firm has been hired to start the process of a search for a permanent CEO for CATS.

Larry gave the committee members printed out sheets of a survey for bus announcements. The members were asked to complete the survey for 10 one way trips when they are riding the buses to make sure the system is working properly.

Next TSAC MEETING: THURSDAY MARCH 12, 2015