

CITIZENS TRANSIT ADVISORY GROUP (CTAG)
Meeting Summary
March 19, 2013
DISCUSSION SUMMARY

Present: Hugh Wrigley, CTAG Co-Chair
Todd Steiss, Town of Huntersville
Henry Antshel, City of Charlotte
Kate Payerle, City of Charlotte
George Sottilo, Town of Matthews
Rob Watson, Mecklenburg County
Christy Kluesner, Charlotte Mecklenburg Schools
Matt Covington, Mecklenburg County

Staff: John Muth, Allen Smith, III, Marvin Bohon, Larry Kopf and Wanda Braswell,
Meeting time 7:30 a.m. – 8:15 a.m.

I. Call to Order

Mary Barker, CTAG Co-Chair, called the meeting to order at 7:30 a.m.

II. Approval of February 19, 2013 meeting summary

The meeting summary was approved as written.

III. FY2014-2015 Operating Program

Operating Staff

Mr. Muth introduced the topic as a tag team approach with the transit programs. Larry Kopf, Chief Operating Planning Officer, started the presentation by explaining that the bus operation division is managed by McDonald Transit Management. McDonald engages in the negotiations on behalf of CATS. BOD has 596 operating, 139 mechanics and 94 administrative employees. The fleet has an average life of seven years.

Q: What do we do with the buses after seven years?

A: The average age is seven years but we keep them up to 14 years. Then we auction them off.

Q: What is the average residual value?

A: We sell a vehicle for \$5000.00

Q: Do we pay cash or finance the buses?

A: We buy buses with federal grants. It is paid out of formula funds with 80 percent federal, 10 percent state and 10 percent local match.

In FY2014-2015, we will have an increase in service hours because of a local route on NC 51 from Pineville to Matthews. That route is funded with federal CMAQ funds.

Q: Is there talk of adding Eastfield?

A: A CMAQ for Eastfield is in the next fiscal year.

Q: How many passengers does CATS carry per mile?

A: I do not recall that information; however, we carry just over 26 passengers per service hour.

CATS purchased 40 percent of fuel this year on the future market. We also buy on the spot market but we are at the mercy of that price. Special Transportation Service is for passengers with disabilities and live within $\frac{3}{4}$ of a mile of a local fixed route. CATS goes beyond that federal requirement. Passengers can book rides on the web and by phone.

In the CIP, CATS will include five year vehicle replacements; maintenance programs (engines, transmissions and preventive maintenance); fare box system upgrade; radio upgrade to digital and an upgrade to the schedule system.

Q: How many days in advance to make reservations?

A: One day.

Q: Is DSS a federal requirement to fund?

A: It is not a requirement. CATS and the County negotiated a deal to assist disabled customers with transportation.

Marvin Bohon, General Manager of Safety and Security, explained the role of safety and security in the system. MAP-21 applies guidelines on the bus system that we did not have in the past; working to establish basic safety standards. Transit security has 64 personnel which include four CMPD officers. Transit safety has all training for rail and for BOD. It is a six-week course.

Q: How has it worked before without a private company?

A: We had a private company but expanded their role to maintain order while working with CMPD.

Q: Does low preventable accident number help with funding?

A: It helps with our insurance rates.

Q: Do you pay one premium for all vehicles?

A: Yes.

Q: How has the percentage of security for the operating budget trended?

A: The Allied Barton contract is up for renewal.

Q: What is the greatest cost?

A: People. Allied Barton staff are certified officers as are the CMPD personnel.

Allen Smith, III, General Manager for Rail Operations, explained that light rail is the first in the region. We have 9.6 miles, 15 stations with seven park and ride locations. The rail side of the budget is low compared to other agencies. The great training helps keep a low preventable accident rate.

Q: What is the monthly to daily riders?

A: Average ridership per monthly is 407,096; daily is 15,111; Saturday is 11, 502; Sunday is 7,027.

Q: What is the daily average of passengers?

A: 12,000 to 14,000

MAP-21 and State of Good repair:

A new formula-based State of Good Repair program is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT).

MAP-21 funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development

Importance of "State of Good Repair"

The "state of good repair" standard is met when all capital assets are functioning at their ideal capacity and are within their design life.

Important steps to achieve this standard:

- Asset management
- Maintaining our rolling stock and infrastructure as needed to meet CATS defined level of service
- Performing maintenance, repair, rehabilitation and renewal according to set policy (e.g., replacing rolling stock according to a set time interval)
- Reducing or eliminating the backlog of unmet capital needs
- Establishing a life-cycle policy for system preservation, including maintenance, repair, rehabilitation, renewal and replacement activities, and modeling the application of the policy on physical assets

Q: Are we reimbursed for DSS service?

A: No. We agreed to support human transportation.

Q: Does DSS screen clients?

A: Yes. DSS has a process to screen clients.

Q: Is there a lag time for the return trips on STS?

A: Under ADA requirements, passengers are permitted to negotiate the pick-up time (an hour before/ an hour after). We can manage pick-up time because we have several vehicles on the road. We accommodate appointment times and work schedules.

IV. CEO's Report

John Muth reported that Carolyn missed the meeting because she was meeting with our bonding agencies.

Discussion: The discussed cancelling the June, July and August meeting; however, it could be helpful to give tours to the newer group members.

Adjourn

The meeting was adjourned at 8:15 a. m.

NEXT CTAG MEETING: APRIL 16, 2013, 7:30 A.M.