

**METROPOLITAN TRANSIT COMMISSION**  
**Meeting Summary**  
**July 22, 2009**

**DISCUSSION SUMMARY**

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Presiding: Mayor Patrick McCrory (Charlotte)

Present: Curt Walton (Charlotte City Manager)  
Jennifer Roberts (Chair, Mecklenburg County Commission)  
Harry Jones (Mecklenburg County Manager)  
Mayor Jeff Tarte (Cornelius)  
Anthony Roberts (Cornelius Town Manager)  
Mayor John Woods (Davidson)  
Leamon Brice (Davidson Town Manager)  
Mayor Jill Swain (Huntersville)  
Mayor Lee Myers (Matthews)  
Ralph Messera (Matthews)  
Brian Welch (Mint Hill Town Manager)  
Mike Rose (Pineville Town Administrator)  
Rick Sanderson (TSAC Acting Chair)

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 5:30 pm by MTC's Chairperson, Mayor Patrick McCrory. At Mayor McCrory's request, the MTC members introduced themselves to the citizens present at the meeting.

**II. Review of Meeting Summary**

The Meeting Summary of May 27, 2009 was approved as written.

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

**Rick Sanderson**

TSAC did not meet in July, so Mr. Sanderson reported on the June meeting. TSAC discussed two proposed changes in the bylaws, term limits and attendance requirements. TSAC recommends three-year terms for members. Members must be at a meeting for 50 percent of the meeting for it to count for attendance purposes. To be considered for reappointment, members will be required to attend at least 75 percent of meetings. TSAC voted to expand the committee to include a rider from the Vanpool program. TSAC's next steps will be to coordinate with CTAG on the bylaws changes, and to bring the bylaws changes to MTC's consideration. TSAC endorsed CATS staff proposal to increase Vanpool fares, noting that the last increase was in 2005. TSAC also endorsed two new proposed regional express services. A number of members of the public have attended TSAC meetings to request service to Concord Mills. Funding for the Concord Mills Express Service would come from a combination of sources, including CATS, the City of Concord, Lowes Motor Speedway, and a job access grant. TSAC also supported the proposed service to York County, which will be totally funded by Rock Hill. CATS staff gave TSAC members a presentation on STS. Mr. Sanderson said that STS is important to disabled members of the

community, and some newer TSAC members were unfamiliar with the service. Members learned how eligibility is determined for riders and how trips are taken. TSAC's next meeting is August 13 at the Rail Vehicle Maintenance Facility; the agenda includes a tour of the operations there.

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

No report, as CTAG did not meet this month.

**V. Public Comment on Agenda Items**

None.

**VI. Action Items**

**a. York County Service**

**Larry Kopf**

Mr. Muth introduced Larry Kopf, CATS Manager of Service Development, to discuss two proposed new services. Mr. Kopf gave a brief summary of CATS existing regional express services. CATS currently has six regional express services throughout the area, and one regional shuttle connecting Fort Mill with the LYNX Blue Line at the I-485 station. The regional express services intercept riders outside the county, which helps reduce traffic congestion within Mecklenburg County and improve air quality. Regional express service ridership has grown steadily in the past ten years. The traditional funding arrangement, adopted by the MTC, is a 50/50 funding arrangement, with CATS paying 50 percent of the cost and the regional partner paying the other 50 percent. The proposed new services have a more favorable funding arrangement. The Celanese Corridor Express Service was proposed by the City of Rock Hill. This route is in their plan, and they approached CATS to partner in the new service. CATS responded that it would be unable to fund the service due to budgetary constraints. Rock Hill then committed to cover 100 percent of the operating cost for this service. There would be six trips daily, three morning and three evening trips. The fare for the service would be \$3.00 each way, and TSAC also endorsed this service. CATS proposes to start the service in October of this fiscal year.

**Discussion:** Mr. Messera asked if the service would connect with Rock Hill's transit. Mr. Kopf said he did not have that answer yet. Rock Hill is partnering with the county to help fund the service, but he does not know how it will connect with their other transit. Mayor McCrory said that this was a very positive sign of regional outreach, to partner with other systems across county and state borders, and shows the success of the CATS system. Mayor Tarte asked whether the cost of buses, such as depreciation, was included in the cost. Mr. Kopf replied that capital costs are not included, that CATS generally asks for the operating costs plus two percent from its funding partners.

**Resolution:** Commissioner Roberts motioned to accept the service, which was seconded. Mayor McCrory asked for a vote on the proposed service to York County. The motion carried unanimously.

**b. Concord Saturday Service**

**Larry Kopf**

The proposed Concord Mills Express Service would travel from Uptown Charlotte via highways and US-29/North Tryon Street to Lowes Motor Speedway and terminate at Concord Mills Mall. Mr. Kopf said that this service has been requested by customers. This

would be a Saturday-only service. Fifty percent of the tentative funding comes from a job access reverse commute grant, 12.5 percent of the funding would come from Lowes Motor Speedway and 12.5 percent from the City of Concord. CATS would pay approximately 25 percent of the cost of the proposed service. TSAC endorsed the service in June. A number of customers who have requested the service attended the TSAC meeting. The fare would be \$3.00 each way. CATS proposes to start the service in October of this fiscal year.

**Discussion:** Mayor Tarte said that he would vote against the Cabarrus express bus. He stated that the idea is spectacular, but that he feels this is the absolute wrong time to be spending funds for services outside our county. He also felt that the purpose of the service, to take people shopping to a mall in another county that is not providing a critical service, was not a purpose he could support. Mayor Tarte stated that he would rather encourage people to spend money and provide services to malls in our county, so the sales tax revenue stays here. Mayor McCrory pointed out that Concord Mills Mall is one of the largest employment centers in the region, so a lot of people in Mecklenburg County need transportation to jobs at the mall, which is on the county line. Mayor McCrory said that one of the things we have tried to stress among this body is that political boundaries do not make a lot of difference in the everyday lives of our constituents. The customer wants us to work together with regional partners. Mayor Swain said she considered this an access issue. She said that a number of people in the county are looking for jobs. If they have access to the mall for employment, this may help them. Mayor McCrory also noted that the area in Mecklenburg County before the mall's exit is one of the biggest bottlenecks in the county.

Mayor Myers commented that when the MTC was founded, members committed to spending funds only in Mecklenburg County. Mr. Kopf said that the persons who have requested the service are citizens of Mecklenburg County who would like transportation to Concord Mills Mall. In addition, people in Concord may like to travel to Uptown Charlotte to shop, stay in Uptown Charlotte hotels, go to the NASCAR Hall of Fame, or take the service to Lowes Motor Speedway. CATS staff tried to come up with a favorable funding arrangement. The cost to CATS would be a little over \$11,000 per year. Mr. Kopf noted that the proposed schedule is designed to accommodate the major shift times for the workers. The bus will run all day, not just in the morning and evening. Mr. Kinard added that CATS had worked with the area's hospitality group, HTA, to partner with local hotels and sell passes so their employees can also access the service. In addition, Mr. Kinard said that non-attainment ozone readings tend to be highest in Concord and Rowan County due to wind patterns, and this service may help reduce those numbers. Mr. Kopf said that CATS estimated the service would carry about ten riders per trip, totaling about 130 people per day, but CATS hopes to do better. Mayor Tarte asked why CATS is proposing a Saturday-only service and not a daily service. Mr. Kopf indicated that the proposed service represents a small investment, and may test the market for future expansion. Mr. Brice commented that the Mecklenburg County sales tax is not all paid by Mecklenburg County residents. This service provides a way of giving back. Mayor McCrory noted that we also have routes in Gaston County. Mr. Jones asked what type of service Mecklenburg County residents asked for to Concord Mills. Mr. Kopf said that they were asking for more than Saturday service, but CATS has concerns about budget issues. He reiterated that this is a way of testing the waters. If the service is successful, CATS can consider expanding it in the future; if it is not successful, it is a small investment.

**Resolution:** Mayor McCrory asked for a vote on the proposed Concord Mills Express Service. The motion carried with twelve members voting in favor; Mayor Tarte and Mr. Welch opposed the motion.

## VII. Information Items

### a. Vanpool Fare Policy

Dietrich Brown

After Mayor McCrory turned the meeting over to Mayor Myers, Dietrich Brown, CATS Vanpool Manager, gave an overview of the Vanpool program, which was designed as an alternative to driving alone. The program was started in the late 80's. CATS proposed fare increase is only the second increase in ten years. The current fare is based on the commute distance, factoring in the running and fixed costs of running the Vanpool program. CATS is making two recommendations for MTC members to consider. The first recommendation is to include the Vanpool program in CATS fare policy. The second recommendation is to increase Vanpool fares by fifteen percent this October. The Vanpool program currently has 80 active Vanpools; ridership has increased by an average of eleven percent yearly. The last Vanpool increase was thirteen percent in 2005. The current proposed increase would improve fare box recovery for the program to approximately 63 percent. CATS held a public meeting in June with six attendees to discuss the proposed recommendations. TSAC has endorsed the Vanpool fare increase. Mr. Brown showed a slide with examples of how the fare increase would affect riders from various regions. The more riders there are on a van, the less expensive the fare is for each rider. He indicated that the monthly fares include gas and vehicle maintenance; riders do not pay extra for gas and maintenance. Mr. Brown pointed out that the Vanpool service is not currently included in CATS fare policy. CATS would like for the Vanpool service to be included in CATS fare policy, subject to fare review every two years. A two year review would allow for frequent modest increases, rather than large increases adopted at longer intervals. Mr. Brown said that CATS would ensure that Vanpool fares are reviewed when other services are reviewed, as CATS has received questions in the past when other CATS fares were raised but Vanpool fares were not. Mr. Brown concluded by saying that CATS will bring two action items for consideration at the August 2009 MTC meeting: the proposed 15 percent fare increase for the Vanpool program, and inclusion of the Vanpool service in CATS fare policy. Mr. Brown said that CATS will inform Vanpool riders of any changes that may take place.

**Discussion:** Mayor Tarte asked if CATS offers any subsidies or discount for low-income riders. Mr. Brown said that there have been subsidies for routes with low ridership, but not necessarily for low income. Occasionally, employers will subsidize a vanpool to encourage the use among their employees. CATS has also subsidized routes with low ridership. Mr. Muth pointed out that the MTC agenda packet for this meeting provided a draft of the proposed fare policy illustrating how the Vanpool program would be included in the fare policy. Commissioner Roberts asked why the proposed increase was 15 percent. Mr. Brown replied that currently, CATS collects only 55 percent of the cost of the service. CATS hopes that a 15 percent increase is a reasonable cost for the passengers and customers to bear. MTC members agreed to consider the items in August for action.

**b. LYNX Survey Results**

**Olaf Kinard**

Olaf Kinard, CATS Director of Marketing & Communications, said that due to budget constraints, CATS concentrated on a survey of LYNX riders, as CATS has several years of data on bus services. This survey used the same or similar questions that have been used in bus surveys, with nuances to accommodate for differences between bus and rail systems. CATS conducted about 988 surveys. Mr. Kinard reviewed the demographics of who is riding LYNX, and contrasted that with express service and local bus riders. Ridership demographics show that the LYNX service is maintaining riders, with a majority indicating they have used the service longer than nine months, although CATS is also gaining new ridership. Prior to the start of LYNX service, 72 percent of riders did not use transit. A majority of LYNX riders, 73 percent, drive to a park-and-ride lot. Sixty-eight percent use LYNX for work, with others using for special events or dining uptown. Mr. Kinard said that people desire entertainment events along the line, so they wish to use the service for uses other than work. Passengers viewed safety and security station amenities as essential, while water fountains and vending machines are of low importance. Eighty-six percent of riders did not want smoking at stations; the ability to have covered drink containers on the train was split about 50/50. Thirty-two percent of riders dislike overcrowding, eleven percent want the rail line to be longer. Mr. Kinard noted that wait times for trains and a desire for service at later hours were also a concern. Rider satisfaction is high, higher than for the bus. Mr. Kinard said that the top ten customer service items riders listed reflect a desire for safety and more service, which are also concerns for bus riders. Mr. Kinard concluded by saying that we are reaching a new segment of the population who did not previously use CATS services, giving CATS a greater market share. CATS still needs to work to ensure that CATS has a safe system, that the customer is safe, and feels safe. CATS also needs to communicate about service changes in a timely manner and improve the ease of use for the ticket vending machines (TVM).

**Discussion:** Mayor Swain remarked that it seemed curious that people did not list housing as something they would desire near the rail line, since the commuter rail is being designed with transit oriented development (TOD) near stations. Mr. Kinard conjectured that a large number of customers park at the end of the line station after driving from their homes, and so housing near the line is not a concern for them. Previous surveys indicated that 30 percent of seniors would like to live at a TOD, while about 40 percent of young professionals would like to live at a TOD, but these were surveys of the general public and not transit riders. Mr. Muth pointed out that the 62 percent of people who drove alone before LYNX service began is indicative of the type of data that FTA model formulas do not reflect. We hope to work with the FTA on an updated model to incorporate this information. Mayor Tarte indicated that it is a lot of information, and wondered if CATS had seen opportunities and recommendations in this data for changes or improvements. Mr. Kinard observed that the slide indicating things riders desired near a station could be used in designing land use planning, to help create foot traffic, which helps create retail, which creates sales dollars, which creates property tax. Mr. Kinard said that CATS needs to concentrate on providing quality service in the areas that riders listed as the top ten things most important to them. Mr. Kinard concluded that the biggest items CATS needs to concentrate on are safety, timely communication of service changes, and improving the TVMs. Mr. Kinard indicated that these customer service elements are areas in which CATS can work to improve, but some may be perception issues, forming areas in which CATS can work to improve the customer's perception of service.

**c. North Davidson Bus Facility Renovations**

**David McDonald**

Mr. Muth reminded MTC members that the FTA has awarded CATS a grant under the American Recovery and Reinvestment Act (ARRA) to fund the North Davidson Bus Facility renovations. David McDonald, CATS Interim Development Division Manager, presented an update for the project. The bus operations facility was constructed in 1980-81, almost 30 years ago. It is showing signs of its age. Mr. McDonald reviewed the history of the building's usage and master plan. The current renovation is designed to meet expansion needs and to delay the need for a third Bus Maintenance facility. The renovation will replace and modernize the building's exterior skin system, to improve the look for the surrounding neighborhood and to improve its efficiency. HVAC, electrical, and technology systems will also be replaced and upgraded. Phase 1 of the project renovates the bus maintenance facility and employee parking. Contract A of the project is out for bid now, with 16 plan holders, so CATS feels the bids will be competitive. Bids are scheduled to be in early August; CATS will approach City Council for award in late August. The administrative staff building renovation is in Contract B. Contract C will be for construction of the employee parking deck. Phase I is fully funded with stimulus and other Federal and local funds. Phase 2, the future STS facility, will be a future phase and is not funded at this time. The current facility for STS, a leased building on Spratt Street, is very overcrowded. CATS hopes to occupy the Alexander Street site for the future STS facility and give up the current lease on Spratt Street. Ultimately, the STS facility would have a building and a two-level parking deck for the vehicles, using the upper two-thirds of the Alexander Street parcel. Mr. McDonald noted that CATS is not the only entity that would like to use that land. Mr. McDonald said that CATS has developed a number of joint use concepts for the site of the proposed STS facility. The current concept for the site recommends a joint use. In addition to construction of a new CATS STS facility and in collaboration with Park and Recreation and Trinity Episcopal School, the Alexander Street Park would be expanded on this parcel.

**Discussion:** Commissioner Roberts asked whether the facility would be more energy efficient. Mr. McDonald replied that we seek to make the building and its HVAC systems as efficient as possible, although LEED rating is not being sought for this project. Mr. McDonald said that the skin replacement is replacing the current panels of the exterior skin, which are leaking, and the building has had problems with mold. The new exterior will look more modern and extend the life of the building, and will also correct the mold problem. Mr. Messera asked about parcel ownership. Commissioner Roberts asked about the location of the soccer field. Mr. McDonald indicated that it would be below the STS facility, as the land slopes down. CATS is working with the County on an agreement for some shared parking for nights and weekends for Park and Recreation events.

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

**John Muth**

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

**a. Ridership:**

Mr. Muth reported that June ridership was down about seven percent. Overall, ridership is still up 12.2 percent over FY08. LYNX ridership is still high, with over 15,000 riders daily. Saturday and Sunday ridership remains higher than anticipated, and is higher than bus ridership. Mr. Muth noted that July to October of '08, ridership reached 9.7 million customers, during the time of high gas prices. At that point, CATS was on pace to end the

year with 27 to 28 million in ridership. CATS ridership ended up right at 26 million. Mr. Muth pointed out that when CATS reports ridership for July to October 2009, the numbers are likely to be down from the numbers for comparable months in 2008.

**Discussion:** None.

**b. Upcoming MTC agenda**

Mr. Muth reported that the MTC's agenda in August will include two actions on Vanpool policy and fares. There will be an information item on the proposed bylaw changes to CTAG and TSAC, having to do with attendance and terms. He added that the MTC will probably have a discussion on mission, vision and goals, travel markets, budgets and the monthly budget update.

**Discussion:** None.

**c. Senate Banking Committee Symposium**

Mr. Muth attended a three-hour Senate Banking Committee Symposium in Washington, DC on June 19 to discuss the New Starts process. Mr. Muth shared with the Senate Banking Committee members CATS' challenges with the process, and areas where the process could be improved for greater efficiency. As an example, he told the Committee members the scope changes that were necessary to cut costs to reduce the perceived excess capacity in the rail system that FTA's model calculations indicated were not necessary. Many of the items cut, such as reducing station platform lengths for two-car trains instead of three-car trains as the platforms were originally designed, now seem unfortunate, as ridership has greatly exceeded the forecasts derived from FTA's models. Retrofitting the stations to accommodate three-car trains will cost more than was saved originally. Mr. Muth said that there were good discussions in the symposium on the New Starts process.

**Discussion:** Mayor Swain asked whether Charlotte-Mecklenburg Schools (CMS) has come to CATS to help with after-school program transportation, as they are suffering in this downturn. Mr. Kopf replied that Bill Cox has approached him for transportation help with an after-school program that was losing its funding. CATS will with him on that. Mr. Kopf said that was the only contact he has had with CMS about transportation.

**d. Photo for Annual Report**

Mr. Muth noted that CATS wants to take a photo of MTC for the annual report at the next meeting.

**Discussion:** None.

**IX. Other Business**

Mr. Muth gave special recognition to bus, Special Transportation Services (STS), and rail operators who competed in local and state rodeo competitions this year. Stephen Keiper, General Manager Bus Operations Division, said that they have conducted local bus maintenance rodeo competitions for the last few years, testing mechanics on their ability to find faults and correct them. Mr. Keiper said that bus operator rodeo competitions have been held for decades. The winner of this year's local bus operator competition was Lonnie Earnhardt, an

operator for over 30 years who has won first place in the state three times, and done well in national competitions as well. James Wimbish, an operator with over 20 years of experience, came in second. Mr. Keiper said that Junior Bush has 34 years of service and also did well in the state competition. Mr. Keiper said that this team always represents CATS well and was the overall state champion this year.

Vincent Brown, CATS Assistant General Manager for STS, introduced the CATS Special Transportation drivers who won the state championship for the Special Transportation Rodeo. STS driver Richard Fox was unable to attend tonight's meeting. Linville Plexico, who finished first locally this year and third overall in the state competition, has been with CATS STS since 2004. Mr. Brown said that Mr. Plexico has been instrumental in the CATS STS team's winning record for the past three years. Approximately 65 drivers competed this year. Mr. Henry Minnett, was the overall state STS champion driver last year. Unfortunately, he was unable to attend and compete in the national rodeo due to budget constraints. This year, he placed second overall in the state. Mr. Brown noted that the champion drivers have had no customer complaints or accidents in the past year, reflecting their excellent skills in providing day-to-day service.

Rocco Paiano, CATS General Manager Rail Operations, said that CATS conducted its first local Rail Rodeo, which was also North Carolina's first Rail Rodeo, on July 11. Mr. Paiano announced that the winner of CATS first Rail Operator rodeo was Fred Sader, CATS Senior Rail Operator. Mr. Paiano noted that Mr. Sader has several firsts. Mr. Sader was the first trolley operator hired, and CATS' first rail operator. The winner in the Rail Maintenance category was Patrick Mills, an Electro Mechanic in the Railcar Maintenance group, who was with Charlotte-Mecklenburg Utilities before transferring to CATS about a year ago. Mr. Mills passed a written test as well as hands-on applications for the competition. MTC and audience members applauded the winners of the various rodeo competitions. Mayor McCrory expressed appreciation to the winners for representing the system and Charlotte region well.

Mayor Myers introduced Budd Berro, who is the Director of the Governor's Piedmont Regional Office. Mayor Myers said that Mr. Berro represents the governor's office. Mr. Berro said he was happy to be here as a representative of the first office to cover the Piedmont area for the Governor. He said that his office represents the Governor as she cannot be everywhere. He reviewed the purpose of his new office, which works with this body as well as MUMPO. His office also works on legislation, policy and constituent service. Mr. Berro concluded that they are here to help and to communicate with Raleigh so they know what is going on in this area.

**X. Public Comment**

Charles Strickland stated that he was in favor of service to Concord Mills. He thought the route would be better served if it went through Highland Creek to draw people into the Mall, but said that the service will be beneficial. Mr. Strickland mentioned that the Route 20 bus to Carolina Place Mall should operate at least until Carolina Place Mall closes. He brought a letter with six items of concern to him for distribution to the City and County Managers and Mayor McCrory. Mr. Strickland stated that he has a safety concern with regard to light rail. He is concerned that there are only one-car trains during non-rush hour days. He sees children who must stand because of crowding in one-car trains during non-rush hour times. In two-car trains, everyone could be sit. Disabled people in wheelchairs have a hard time getting to wheelchair accessible areas because the train is too crowded; it is three-quarters full most of the time by the time it



leaves the I-485 Station. Mr. Strickland stated that CATS needs to have two-car trains at all times. The next item on Mr. Strickland's list concerned the bus that serves Ballantyne. He stated that bus does not go where anyone wants to go in Ballantyne. Mr. Strickland delineated the route, which he said avoids all the restaurant and work centers. He stated that the bus only runs during the day till 8pm, not at nights and on weekends. Mr. Strickland knows disabled people who are trapped in these areas when the buses are not running. Mr. Strickland said that it was irresponsible for the CATS system not to help people in this area. He stated that the economic climate of Charlotte has changed. The current system set up to funnel everyone in and out of downtown, but jobs are moving to the outlying areas. Mr. Strickland stated that it takes two hours to get to the Arboretum from his house, as he has to go all the way to downtown and then all the way out. Mr. Strickland said that we need outer-ring buses that can connect the outer lines. Mr. Strickland said that he thinks it is time for Charlotte to look into changing the routing system to see what and how things can be changed, in a way that is economically feasible but also beneficial to everyone who wants to use the system.

Eileen Adams, who said she was a resident of New Orleans prior to Hurricane Katrina, indicated that she is a spokesperson for the STS advisory system. She complimented Charlotte's system compared to the system in New Orleans. Ms. Adams said she loves the fixed route buses, because they stay on the route and on time and most of the lifts work properly. However, Ms. Adams said that if she takes STS, her bus may have five people that have to be dropped off before her, so the times are less reliable. Ms. Adams said that the LYNX is beautiful, but when trains are full, she must wait to get on. She shared about a time she tried to take the bus beginning around 4:00pm. Ms. Adams said that it took her two hours to get home as train after train was full with no room for her to board. She said that there is a button to push to indicate to the operators that the passenger needs extra time to board, but that is of limited help. Other passengers are in the way and they do not want to move to allow her to board and maneuver her way to the wheelchair area. She stated that she would like to have signage that says that the wheelchair area is reserved for people with wheelchairs, and said she needs to be in that area as a safety issue. Ms. Adams said that she has had two chairs damaged on fixed route buses, and CATS has not reimbursed her. She stated that CATS supervisors like to tell people to take the next route if a bus is full or a lift is broken, but the lifts on next bus may not work either. She needs to be able to count on being able to take the bus. There are times when not being able to take a bus or get to the doctor in a timely manner may present medical issues, as when a person needs to get home to take insulin or take care of an ostomy bag.

**Discussion:** Mr. Muth said that he is in the process of responding to Mr. Strickland's letter. There is designated seating in light rail vehicles for wheelchairs, but Mr. Muth acknowledged that it may not work as well if the train is packed. Mr. Muth said that CATS will look at how to balance the use of the two-car trains with the single trains. Mr. Strickland acknowledged that the area is marked, but said that it is often taken by people with bicycles who are not able to get to the bicycle racks. Mr. Strickland said that the LYNX system is much too congested. He said that it is a great service, but people are getting discouraged because the single trains are so full.

## **XI. Adjourn**

The meeting was adjourned at 7:00 pm by Mayor Myers.

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NEXT MTC MEETING: WEDNESDAY, AUGUST 26, 2009, 5:30 PM