

**TRANSIT SERVICES ADVISORY COMMITTEE**  
**Meeting Summary**  
**Thursday March 11, 2010**

PRESENT: Rick Sanderson, Charlotte  
Terry Lansdell, Charlotte  
Jenifer Falls, Huntersville  
Rob Cornwell, Davidson  
P. Wilson McCrory, Charlotte  
D. Evans, Charlotte  
Scott Jernigan, Charlotte  
Don Carnahan, Cornelius  
Anthony Wesley, Charlotte

**STAFF:** Paul Renaud, Duretta Weicken, Dwayne Pelfrey, Theron Barrino, Pamela White, Judy Dellert-OKeef, Larry Kopf, John Trunk, Joseph Boucher, Rocky Paiano

MEETING TIME: 4:00-5:30 PM

## I. Call to Order and Approval of February Meeting Summary

Chairman Rick Sanderson called the meeting to order at 4:00 p.m. The February meeting summary was approved as written.

## **II. Information Items:**



Pamela White CATS Transit Services Planner presented the proposed June 2010 service change that involves Rt. 1 Mount Holly, extending Rt. 17 Commonwealth, modifying Rt.25 Clanton Road, rerouting Rt. 235 Jackson Park, The Gold-Rush, and minor scheduling and running time adjustments.

Rick asked if the route 25 bus would stop twice at the New Bern Station. Larry stated the bus stops once on the way out and once on the way back.

Jenifer Falls asked what an application center is. Larry stated it is a place for enrolling students to various programs.

Jenifer stated if the Gold Rush eventually loses funding could CATS start charging a minimal fare and using a box similar to a church contribution box for payment. Larry stated CATS' has considered posing a fare for the Gold Rush but has not moved forward at this time.

Wilson McCrory asked if other systems have gone from a free fare to a nominal fare. Larry stated CATS has not done research on fares in respect to other Cities at this time.

Anthony Wesley asked what the reason is for decrease in services to the regional routes. Pam stated the regional partners have budget restraints. Also with the economy ridership has been down. Larry stated MTC policy states when service is provided beyond the county line, the service must be at least 50% supported by the entity where the service is being provided so if the entity cuts back on their funding, we have to cut service to meet policy.

Terry Lansdell asked what ridership was doing from Mooresville. Larry stated the Mooresville route had a drop in ridership for February.

Terry stated Lincoln County previously had high ridership and wanted to know what the current ridership is. Pamela stated Lincoln Country decreased the number of trips and the ridership had a significant drop but recently there has been a slight increase in ridership. Larry stated the route is still doing ok but if they discontinue funding CATS won't have any alternative but to stop service. However CATS may offer Vanpool service to Lincoln County if bus service has to be discontinued.

Terry asked what regional express routes have the highest ridership. Larry stated the highest regional ridership is on routes 80X and 85X.

Don Carnahan asked how the other Counties know what their monthly ridership has been. Pamela stated the other counties get a monthly report that tells them the total of riders for the month as well as the average riders per day.

## B. CATS Budget Presentation

CATS Staff

Dee Pereira CATS Chief Financial Officer presented CATS FY2010 budget recalling the decline of sales tax, loss of revenue from NCDOT and riders fare. Dee explained how CATS has balanced the FY2010 budget to maintain core services.

Rocky Paiano General Manager for Rail Operations reminded the committee of the four major operating services. Rail, Bus Operations, Special Transportation Services, Vanpool services, and Support Services which operate under a 95.4 million dollar budget and gave a brief overview of rail operations.

Larry Kopf CATS Chief Operations Planning Officer reviewed the Bus Operations Division stating the BOD is the only division of CATS that is not made up of City employees. Larry continued to explain how the budget is distributed for the key cost of drivers, Special transportation services, Vanpool, the five direct support services, Administration and Management.

Anthony asked why CATS uses private agencies to operate the bus system. Larry stated that North Carolina uses a private agency due to legal constrictions.

Jenifer Falls asked if there was still money to spend on the proposed North and Northeast corridors. Dee answered that 75% of the funds for the future corridors comes from State and Federal governments so CATS is moving forward.

Scott Jernigan asked how legislation is supporting Charlotte rail system with the state maintenance assistance funds. Dee answered the elected officials lobby the local state delegations to be sure Charlotte gets a fair share of the maintenance assistance. Also they lobby for the total amount of funds delegated to NCDOT so as the system grows there will be adequate funds for distribution.

Scott asked what the cost differences are for having CMPD Officers versus a private force for security. Dee replied CATS pays \$100,000 for CMPD officers and \$53-\$57,000 for private police. Scott asked if private police had authority over incidences on buses. John Trunk stated that Allied Barton CATS private security has authority over the transit but not the buses, CMPD responds to bus incidences.

Anthony asked if there was further consideration for revenue by bus advertising. Dee stated that MTC did not want to pursue bus advertising when CATS first addressed it to them but CATS will bring it back to MTC in the future.

Wilson asked if bus advertising was profitable enough to pursue. Dee stated when the economy was good bus advertising was worth about two million dollars but now CATS would need to reevaluate.

Terry stated for the record he would rather not see advertising on buses.

Terry asked if CATS could extend service hours on rail to 2am with the budget restraints. Rocky stated the budget does not allow the extension of hours for rail at this time.

Terry asked what causes Workers Compensation incidences with bus operators. Larry stated most cases are not from accidents but from repetitive motions from turning the steering wheels. Larry went on to explain that CATS has hired Dr.'s to represent CATS in the workers compensation court cases and that CATS has made a more effective list of transitional duties for the organization. Dwayne Pelfrey stated CATS is being more cautious and using better hiring practices to keep from bringing in new employees with existing conditions.

Terry stated the MTC wanted a comparison analysis on the fare increase and he found that to protect core services the \$1.75 fare is a national trend in comparison with other cities. Terry went on saying that there should be more consideration from this fare increase forward on the non service free parking amenities.

#### **IV. Public Comment on agenda items:**

Charles Strickland commented on the rail system.

**V. Service Issues** **All**

Because of time restraints, Rick asked committee members to email any service issues to Larry.

**VI. Chairman's Report** **Rick Sanderson**

Waved report due to time restraints.

**VII. Interim Manager of Operations Report** **Larry Kopf**

Waved report due to time restraints.

NEXT TSAC MEETING: THURSDAY APRIL 8, 2010 4:00 PM