

Greg Edds, Chairman
Jim Greene, Vice-Chairman
Mike Caskey
Judy Klusman
Craig Pierce



Aaron Church, County Manager
Sarah Pack, Clerk to the Board
John W. Dees, II, County Attorney

Rowan County Board of Commissioners

130 West Innes Street • Salisbury, NC 28144
Telephone 704-216-8181 • Fax 704-216-8195

MINUTES OF THE MEETING OF THE ROWAN COUNTY BOARD OF COMMISSIONERS

February 16, 2026 – 6:00 PM

J. NEWTON COHEN, SR. ROOM

J. NEWTON COHEN, SR. ROWAN COUNTY ADMINISTRATION BUILDING

PRESENT:

Greg Edds, Chairman
Jim Greene, Vice-Chairman (entered where noted)
Craig Pierce, Commissioner
Judy Klusman, Commissioner
Mike Caskey, Commissioner

County Manager Aaron Church, County Attorney Jay Dees, Clerk to the Board Sarah Pack and Finance Director Anna Bumgarner were also present.

Call to Order

Chairman Edds called the meeting to order at 6:00 p.m. Chaplain Michael Taylor provided a solemnizing prayer. Chairman Edds lead the Pledge of Allegiance.

Consider Additions to the Agenda

Chairman Edds said that the following items would be added to the agenda:

- Add Two Seats to the Agriculture Advisory Board (Added to Board Appointments)
- Set a Public Hearing: Personnel Ordinance Text Amendment (Consent Item II)

Consider Deletions From the Agenda

Commissioner Pierce asked to pull Consent Item G, *Approve Coughenour Property Purchase and Associated Budget Amendment* and place it on the Regular Agenda as Item H. He also asked for clarification on Consent Item I, *RCC Concourse & Exterior Signage Project – ADW Architects – Furniture Design Services*, which was moved to the Regular Agenda as Item I.

***Clerk's note: the order of these items was changed during the meeting. These changes are reflected later in the minutes. ***

Consider Approval of the Agenda

On motion of Pierce, seconded by Klusman, the Board voted 4-0 to approve the agenda as amended.

Consider Approval of the Consent Agenda

On motion of Pierce, seconded by Klusman, the Board voted 4-0 to approve the Consent Agenda as amended, as follows:

A. Consider Approval of the Minutes - 1/20/26 Regular Meeting

B. Budget Amendments, as follows:

6400- Animal Services	Appropriate funds to cover contracted out Spays and neuters for cats and dogs	\$13,000
4330- Emergency Services	Appropriate funds for replacement radios for fire districts	\$14,664
6200- Parks & Rec	Appropriate funds to recognize funds recived from NC Dept of Natural Cultural Resources	\$60,000
4330- Emergency Services	Transfer funds to cover Contract 26194 for EMS Location study	\$157,400
4125- Finance	Transfer funds to EDC account for Lead generation activitues	\$45,000
4112- General Government	Transfer funds to cover purchase of property	\$5,010
4112- General Government	Appropriate funds to cover Womble contract for attorneys	\$60,000

C. Change Order # 10 - Holden Building Co. - RCC-Health Department Project

D. Free Health Screenings at Rowan County Parks

E. Amendment #2 — The HG High Road, Inc (Veterans Social) — RCC Lease

F. Refund to Blue Cross Blue Shield

G. ~~Approve Coughenour Property Purchase and Associated Budget Amendment (**Moved to Regular Agenda**)~~

H. Farmland Preservation Fund Revision and Agricultural Growth Zone Grant

I. ~~RCC Concourse & Exterior Signage Project — ADW Architects — Furniture Design Services (**Moved to Regular Agenda**)~~

J. Approve — Content & Placement — Commemorative Signage — Sloan Park

K. GRANTS: NC Science Museums Grant Funding Award

L. Proclamation recognizing Libraries with Heart Awareness Month in Rowan County

M. GRANTS: 2026 Community Waste Reduction and Recycling Grant Program

N. Statement of Work (SOW) - Radio Communications Consulting - Federal Engineering

O. GOVERNMENT RELATIONS: BUILD Grant Letter of Support

P. Work Authorization — Architectural Services for Property Selection & Design – Emergency Services - ADW

Q. Grant Agreement (1 of 2) for Airfield Lighting Rehabilitation

R. Grant Agreement (2 of 2) for Airfield Lighting Rehabilitation

S. Sole Source - NCPLDA - FY26-30

T. Revised Resolution for Novant Health on Involuntary Commitment Transports

U. 2025 NC Office of State Human Resources Substantial Equivalency Monitoring Forms

V. Schedule Public Hearing-Road Naming-Jacob Bost Rd

W. Change Order #1- Salcoa Contracting, Inc. - Dan Nicholas Park Wildlife Restroom Renovations

X. Change Order #1 - Lafave's Construction Co. - Recycling Roof Replacement

Y. Health Department Water Service

Z. Award/Approve Dan Nicholas Park Bathhouses & Restroom Renovations — GCL Development, LLC.

- AA. VTS and Tax Refunds for Approval*
- BB. Project Funding Request with Novant Health for P&R*
- CC. Reallocation of budgeted funds to Rowan EDC*
- DD. GRANTS: Approve Accepting Scrap Tire Disposal Grant Program Award*
- EE. Request to Set Public Hearing - FY27 Fare Increase*
- FF. Schedule quasi-judicial hearing for SUP 01-26; Kevin Settineri, for March 2, 2026*
- GG. Sole-Source - Carolina Recordings Systems LLC FY26-32 - Revised*
- HH. Policy Exemption — Spay/Neuter Surgery Agreement—Community Pets Mobile Veterinary Clinic*
- II. Set a Public Hearing: Personnel Ordinance Text Amendment (**Agenda Addition**)*

Public Comment Period

Chairman Edds opened the floor for Public Comment and closed it after everyone wishing to speak had done so.

Jim Fetchero gave handouts to the Board regarding passenger train travel (Attachment A). He discussed passenger train service in North Carolina.

Bobby Kemp discussed his concerns regarding veterans in Rowan County.

Special Recognitions

County Manager Aaron Church and the Board recognized graduates of the Civic Leadership Academy and presented each person with a certificate.

Vice-Chairman Greene entered the meeting at 6:26 p.m.

Public Hearing – North Hills Christian School

County Attorney Jay Dees introduced Attorney Connor Crews of McGuireWoods LLP. Mr. Crews said North Hills Christian School is seeking to borrow money through a conduit revenue bond issuance by the Public Finance Authority, a Wisconsin governmental body (“PFA”), that serves as an issuer of conduit bonds for nonprofit organizations (including independent schools like North Hills) across the country. In order for interest on these bonds to be exempt from federal income tax, federal tax rules require an elected body with jurisdiction over the nonprofit organization’s financed facilities approve the issuance “in principle” after holding a public hearing. Because the School’s facilities are located in the County, the Board of Commissioners is eligible to serve as that elected body and provide the necessary approval after a public hearing. The School—not the County—will have the sole responsibility to repay the debt incurred through the bond issuance, and approval will not subject the County to any liability.

The School requests that the Board of Commissioners take two actions: (1) hold the required public hearing, and (2) adopt a resolution approving the issuance of the bonds.

At 6:38 p.m. Chairman Edds opened the Public Hearing and closed it after no one wished to speak.

On motion of Pierce, seconded by Greene, the Board voted 5-0 to approve a Resolution Approving In Principle the Issuance of Not to Exceed \$18,000,000 of the Public Finance Authority Education Revenue Bonds for North Hills Christian School.

Public Hearing & Incentive Request – Project Paddock

Scott Shelton, Rowan EDC Vice President, said the company behind Project Paddock has been in business for ten years and is seeking to expand its manufacturing capabilities. The company is currently evaluating potential properties in other counties in North Carolina and the western United States for a new facility. A property in Rowan County is among the candidates for this new facility. If our community was selected, the company would create 25 new jobs over the next three years, as well as invest \$32 million in real and business personal property for this project. The company plans to begin operations at its chosen location in early 2027.

There do not appear to be any regulatory barriers to this project moving forward. The company will work with local officials and the Rowan County Building Inspections Department to navigate the appropriate review and permitting process. There are no components of the proposed project that appear outside the normal scope of operations for these types of facilities.

Rowan County's adopted Investment Grant Program provides a five-year grant to companies investing in our community. The grant is established by a contract between the company and the County. The company must pay their taxes in full each year based on the actual tax value of the property or investment to be eligible to receive the grant. If the company meets all of the criteria in the contract, a grant is issued to the company based on a percentage of taxes paid. Rowan County uses a scoring system to determine incentive eligibility and grant levels. This system awards points based on important factors such as capital investment, total job creation, average salary, employee health insurance coverage, and industry sector. Each of the three grant levels requires a minimum number of points scored.

Based on the project parameters provided to the Rowan EDC by the company and other representatives, Project Paddock' scored a total of 5 points which would qualify it for a Level 1 Grant (scoresheet included on page 8). This grant would be equivalent to 40% of the new taxes paid. The company is requesting a Level 1 Grant under this program for the amount and duration adopted in the policy. In order to illustrate the financial impact of this potential project on the County we have projected revenue returns over a 10-year period.

If Rowan County were chosen, Project Paddock plans to begin operations in early 2027. The overall investment timeline is based on information provided to the Rowan EDC by the company and other representatives. The evolving nature of County tax rates, assessed value of the installed equipment, and construction timelines require certain assumptions in order to develop a functioning model. To establish a baseline, the following constants were applied:

- The County tax rate is fixed at the current rate of \$0.58
- The company invests an estimated \$17 million in real property improvements by the end of 2026
- The company invests a total of \$15 million in business personal property by the end of 2028 with the initial investment of \$7 million being made by the end of 2026

- Depreciation for business personal property was estimated using the State of North Carolina's 2026 Depreciation Schedule B
- Twelve-year lifespans were assumed for all business personal property depreciation

In application, it is unlikely that all assumptions will hold constant. The model provides general trends of expected revenues and expenditures. Incorporating the above framework, the following outcomes are projected:

- During the five incentivized years, the County would stand to collect \$819,308 in revenue and provide incentive grants totaling \$327,723. The County would retain \$491,585 of revenue during the incentive term.
- Modeled with a 10-year horizon, the County would stand to collect an estimated \$1,570,060, disburse a \$327,723 grant and retain an estimated \$1,242,337 of new revenue.

This project appears to have several benefits and no apparent liabilities. If Rowan County were chosen, Project Paddock would create a total of 25 new full-time jobs, as well as add millions to the County's tax base. The project would also generate approximately \$1.24 million of new net tax revenue for the County over a ten-year period. The average wage is approximately \$81,000 annually.

At 6:44 p.m. Chairman Edds opened the Public Hearing and closed it after no one wished to speak.

On motion of Pierce, seconded by Klusman, the Board voted 5-0 to approve a Level 1 Grant to Project Paddock for the terms stated in the County's adopted Incentive Grant Program policy.

Presentation – RCC Storage Building Revision

Craig Powers, Director of Engineering, introduced Phillip Steele, Managing Principal of ADW Architects.

Mr. Steele said the proposal includes constructing a new pre-engineered metal building adjacent to the existing community center to provide practical storage for agricultural and maintenance equipment, integrated with the site's landscape features including trees, pathways, drainage, and future expansions.

Base Bid Design

- Building dimensions: 40'-2" x 72'-8" (2,925 gross square feet).
- Features a simple rectangular layout with multiple large overhead garage-style doors, fire extinguishers, exposed steel structure with blanket insulation, suspended fans, and basic site elements like dumpster location and accessible parking.

Add Alternate Design

- Larger building: 40'-2" x 90'-4" (3,628 gross square feet), adding one extra bay for increased capacity.
- Includes extended footprint, additional doors, and minor site adjustments for circulation.

Estimated Costs

- Building cost: \$507,678; Site work: \$67,296
- Add alternates: Skylights (\$4,841); Additional bay (\$114,995)
- Sub-total construction (with alternates): \$694,810
- Owner contingency (5%): \$34,740
- Total construction estimate: \$729,550
- Design cost: \$67,500
- Total estimated project cost (including all alternates): \$797,050

Proposed Schedule

- **Bidding Schedule** (4 weeks): Bid posting (February 5, 2026); Pre-bid meeting (February 13, 2026); Questions due (February 20, 2026); Bids due (March 6, 2026).
- **Construction Schedule**: 6 months.

There was general discussion regarding how the building would be used and design elements that reflect those usages. Commissioner Pierce requested an Alternate with a partition wall.

On motion of Pierce, seconded by Greene, the Board voted 5-0 to approve this project (including an alternate with a partition wall) to go out to bid.

Presentation – RCCC GO Bonds

Anna Bumgarner introduced Amy Vitner, Managing Director at First Tryon Advisors.

Ms. Vitner presented an overview of Rowan County's proposed issuance of approximately \$45 million in General Obligation (GO) Bonds to fund capital projects for Rowan-Cabarrus Community College.

The proposed financing includes a competitive bond sale on March 10, 2026, with closing scheduled for March 31, 2026, at which time bond proceeds would be available. Key milestones include:

- February 16, 2026 – Adoption of bond resolution details by the Board
- March 2, 2026 – Approval of the FY 2025 audit
- March 3, 2026 – Distribution of offering documents
- March 10, 2026 – Bond sale
- March 31, 2026 – Closing and receipt of funds

She reviewed preliminary repayment scenarios comparing a 15-year and 20-year term:

- A 15-year term results in lower total interest cost (approximately \$12.6 million) but higher annual debt service, with the debt retired by 2041.
- A 20-year term results in lower annual debt service but higher total interest cost (approximately \$18.4 million), extending repayment through 2046.

As of June 30, 2025, Rowan County's total long-term governmental debt is approximately \$129.6 million, all at fixed interest rates, with an average interest rate of approximately 3.92%. Debt levels are low and manageable.

There was general discussion about funding sources. Commissioner Pierce advocated for paying the debt as it is incurred rather than all at once and immediately beginning to pay the interest. Chairman Edds explained his thoughts on paying down debt with cash. The question is whether to pay existing debt.

Ms. Vitner reported that governmental debt service as a percentage of expenditures has historically remained low and is budgeted at approximately 7.0–7.1% for FY 2025–2026. Issuance of the proposed bonds is projected to temporarily increase this percentage to approximately 8.6% before declining. Peer comparisons indicate Rowan County remains near median ranges for comparable North Carolina counties.

Ms. Vitner concluded that Rowan County has the financial capacity to support the proposed bond issuance. The increase in debt ratios is expected to be modest and temporary, and the financing is considered affordable within the County’s existing budget framework. Establishing formal debt affordability guidelines was recommended for future planning, including a capital expenditure plan.

Ms. Bumgarner said the bond ratings have remained the same. There was general discussion regarding other funding options and market rates.

Connor Crews, McGuireWoods LLP, weighed in on types of bonds and the county’s relationship with each.

Approve RCCC GO Bond Resolution

On motion of Greene, seconded by Caskey, the Board voted 4-1 (Pierce opposed) to approve a Resolution authorizing the issuance and sale of general obligation community college bonds, series 2026 of the County of Rowan, North Carolina, pursuant to a bond order heretofore approved and providing for the form, details and payment thereof.

Commissioner Klusman stepped out of the meeting at 7:42 p.m.

Board Appointments

On motion of Caskey, seconded by Greene, the Board voted 4-0 to make the following board appointments:

- *Ken E. Deal to an At Large seat on the Bostian Heights Volunteer Fire Department Fire Commissioner Board.*
- *Diane Elizabeth Burney to a County seat on the Enochville Volunteer Fire Department Board of Trustees.*
- *Ephraim R. Sloan to an At Large seat on the Historic Landmarks Commission.*

On motion of Pierce, seconded by Caskey, the Board voted 4-0 to accept Bethany Perez’ resignation from the Local Emergency Planning Committee.

On motion of Pierce, seconded by Greene, the Board voted 4-0 to make the following board appointments:

- Sarah Lucas-Hooton to the Rowan County Health Department Representative seat on the Local Emergency Planning Committee.
- Wesley Jackson, Jr. to the Rowan County HAZMAT Coordinator seat on the Local Emergency Planning Committee.

On motion of Pierce, seconded by Greene, the Board voted 4-0 to make the following board appointments:

- Jonathan Wayne Jenkins to a County seat on the Locke Volunteer Fire Department Fire Commissioner Board.
- Todd M. Kidd to a County seat on the Miller Ferry Volunteer Fire Department Board of Trustees.

On motion of Pierce, seconded by Greene, the Board voted 4-0 to make the following board appointments:

- Dr. Anthony Davis to a County seat on the Rowan Economic Development Council.
- Cynthia Mynatt to a County seat on the Rowan Economic Development Council.
- Cliff Ritchie to a County seat on the Rowan Economic Development Council.
- R. Victor Wallace to a County seat on the Rowan Economic Development Council.

On motion of Pierce, seconded by Greene, the Board voted 4-0 to accept John Hall's resignation from his At Large seat on the Rowan Transit System Advisory Board and to accept Nicholas Bader's resignation from his At Large seat on the Therapeutic Recreation Board.

Commissioner Klusman rejoined the meeting at 7:44 p.m.

On motion of Pierce, seconded by Caskey, the Board voted 5-0 to make the following board appointments:

- Mark Jennings to an ETJ seat on the Town of Rockwell Planning and Zoning Board.
- Drew Shaver to an ETJ seat on the Town of Rockwell Planning and Zoning Board.
- Dallene Yontz to an ETJ seat on the Town of Rockwell Planning and Zoning Board.

Add Two Seats to the Agriculture Advisory Committee

Chairman Edds explained the need for commissioner representation on the Agriculture Advisory Board in order to converse with the agriculture community.

On motion of Edds, seconded by Caskey, the Board voted 5-0 to approve the addition of two ex officio Commissioner seats on the Agriculture Advisory Committee.

On motion of Edds, seconded by Pierce, the Board voted 5-0 to appoint Greg Edds and Jim Greene to the Commissioner seats on the Agriculture Advisory Board.

RCC Concourse & Exterior Signage Project – ADW Architects – Furniture Design Services (Pulled from Consent Agenda)

Clerks's Note: this item was moved up in the agenda order.

Director of Engineering Craig Powers said this item can be removed from the agenda until a later date.

On motion of Pierce, seconded by Greene, the Board voted 5-0 to remove the RCC Concourse and Exterior Signage Project – ADW Architects – Furniture Design Services from the agenda.

Approve Coughenour Property Purchase and Associated Budget Amendment (Pulled from Consent Agenda)

Clerks’s Note: this item was moved up in the agenda order.

County Attorney Jay Dees explained that this request involved a piece of property that the County needed to acquire.

On motion of Pierce, seconded by Greene, the Board voted 5-0 to approve (1) the purchase of 0.231-acre parcel from Paul Coughenour and Wife for \$5,000 to satisfy the request of Three Rivers Land Trust for Rowan County to comply with its underlying conservation easement that prohibited the transfer of this parcel which occurred more than 20 years ago but was recently discovered in an audit of its conservation easement along Grants Creek adjacent to the airport, and (2) the corresponding budget amendment for \$5,010.00 that includes additional \$10.00 for recording fees.

Financial Report

Anna Bumgarner, Finance Director, presented the financial report through January 2026:

- Cumulative expenditures through January were up 6.1% compared to the same time last year
- Cumulative revenues through January were up 0.2%.
- Current year property tax through December was up 5.5%.

Current-year property tax collections through December have grown strongly to \$99.87 million in FY2026, up 5.5% from FY2025 and significantly higher than earlier years. Cumulative sales tax receipts through October total \$14.88 million in FY2026, a modest 3.3% rise over FY2025 but still below the FY2024 peak of \$17.04 million, while October’s monthly sales tax came in at \$3.645 million.

The county’s investment portfolio as of December 31, 2025, totals \$274.03 million and remains conservatively positioned, with 86.87% in the North Carolina Capital Management Trust yielding 3.74%, 11.89% in U.S. Treasuries and government agencies yielding 1.189%, and 1.23% in money market instruments; year-to-date interest earnings since July 1, 2025, amount to \$6.10 million, though the overall portfolio yield declined 31 basis points from the prior year due to falling rates. Overall, the report reflects rising expenditures and solid property tax growth, stable revenues, modest sales tax performance, and continued strong returns from a low-risk investment strategy.

Closed Session

On motion of Edds, seconded by Pierce, the Board voted 5-0 to enter into closed session pursuant to NCGS 143-318.11(a)(1) to consider approval of the minutes of the Closed Session held on January 20, 2026, as described by NCGS 143- 318.10(e), and pursuant to NCGS 143-318.11(a)(3), to consult with an attorney.

Resume Open Session

At 8:50 p.m. Open Session resumed.

On motion of Edds, seconded by Pierce, the Board voted 5-0 to approve an increase in the contract with Womble Bond Dickinson from \$80,000 to \$135,000.

On motion of Edds, seconded by Caskey, the Board voted 5-0 to authorize the Chief Finance Officer to execute a fund balance appropriation/budget amendment for \$60,000 to cover the cost of the contract increase.

Adjournment

At 8:51 p.m., on motion of Pierce, seconded by Edds, the Board voted 5-0 to adjourn.

Sarah Pack, CMC, NCCCC
Clerk to the Board



February 3, 2026

Ms. Sarah Pack, Clerk to the Board
Rowan County Administration Building
130 West Innes Street
Salisbury, NC 280

Dear Ms. Pack:

First a little about us: All Aboard Charlotte is a 501(c3) non-profit organization which is part of All Aboard Carolinas, also known as the Carolina Association for Passenger Trains. We are an organization of citizens dedicated to the improvement and expansion of passenger rail service as part of a balanced transportation policy. All Aboard Carolinas was established in 1982. We are not affiliated with Amtrak or any state DOT.

We are writing to you today regarding a serious situation that limits Salisbury from taking full advantage of the Piedmont train service. On July 10, 2023, the NC DOT Rail Division implemented a new timetable for the Piedmont & Carolinian passenger train service which connects nine cities along North Carolina's Piedmont corridor between Charlotte and Raleigh. This change added a fourth Piedmont round-trip representing a 33 percent increase in service.

However, to achieve a Charlotte to Raleigh travel time of under three hours on certain trains the Kannapolis and Salisbury stops were dropped. Our association is concerned that passengers are being turned away due to the elimination which limits travel flexibility. We have talked to the folks at the Rail Division of NC DOT and they told us they have no intention of adding back these stops. The only way we are going to be able to correct this situation is by asking you and all the local officials in your area to contact our North Carolina Senators and State Representatives and ask them to pressure the Rail Division to reinstate all stops for all trains. Issuing a proclamation would go a long way to let the Rail Division of NC DOT Rail know how folks in the missed cities and towns along the route feel about this situation. Please help us with this situation which helps your local constituents get better passenger train service which they pay for but are unable to use.

Please review our attached information which goes into depth on the issue. We look forward to discussions concerning this important issue with you. Please don't hesitate to contact us for further information regarding this poor policy.

Sincerely,

Jim Fetchero
President, All Aboard Charlotte
jfetch@aol.com
(704) 364-6471



**RESULTS OF ELIMINATING CERTAIN STOPS
ON THE PIEDMONT TRAIN SERVICE
POSITION STATEMENT – ROWAN COUNTY
ALL ABOARD CHARLOTTE**

To achieve faster travel time between Charlotte and Raleigh Piedmont train #71 in the morning does not stop in Salisbury even though the train passes the station every day. Furthermore, neither does Piedmont train #76 in the evening. There is no train for passengers who wish to arrive in Salisbury from Raleigh and High Point and all points in between in the early morning time frame. The earliest train to arrive in Salisbury along the Piedmont corridor is at 12:25 pm. This also means that passengers who would like to travel from Salisbury to Charlotte first thing in the morning must wait until the 12:25 train arrives in Salisbury and gets them to Charlotte at 1:10 pm. Very hard to conduct a full day of business in Charlotte with this ridiculous schedule!

In the opposite direction, passengers who are looking for an evening departure from Salisbury towards High Point – Greensboro – Durham – Raleigh and all points in between, have only the 3:01 pm departure followed by a 8:22 pm departure as the last train of the day. This gives them a five hour gap and makes the trip a lot less appealing with such poor service.

If train #76 stopped at Salisbury the approximate departure time would be 5:45 pm giving them a another option for their travel plans. For someone spending the day in Charlotte their options for the afternoon are departing Charlotte at 2:20 pm and 7:45 pm, giving a five hour gap again, which is not very customer service oriented. It should be noted that Kannapolis, High Point and Burlington all have trains passing through their towns without stopping reducing the utility of our passenger service.

We at All Aboard Charlotte do not believe that this is what the taxpayers of North Carolina are paying for or want. The various towns are denied transportation options all for the sake of about 12 minutes in savings in travel time between Raleigh and Charlotte. And with the poor on-time performance of our trains, even the fastest scheduled trains on this corridor rarely get to the last stop on time. We feel this is a very misguided decision on the part of the NC DOT Rail Division.

Our conclusions:

1. We believe the skipping of stops in Salisbury and Kannapolis (and other cities) has violated the overall purpose of the Piedmont passenger train service, which is to connect ALL the cities in the corridor on ALL trains.

2. Skipping stations with lower passenger traffic is not the way to increase ridership at those stations since it penalizes existing train riders and makes it more difficult for residents and visitors to travel at more convenient times.
3. The elimination of passenger train service to and from these various stations merely to reduce the timetable arrival times in Charlotte and Raleigh by 12 minutes is both unfair and inequitable.
4. The impact of skipping stops at stations such as Kannapolis and Salisbury and others has negatively affected same-day round-trip work, business, tourism, and medical visits to those cities.
5. Considering the expansion of academic research activities, plus the commercial and residential growth that is occurring in Salisbury and Kannapolis, the skipping of either stop by either of the two Raleigh-bound Piedmont trains is inconvenient to same-day visitors.
6. Basing operational decisions on cutting a full-length trip from just over 3 hours to just under 3 hours (if it is achieved) only benefits passengers riding the whole length of the trip (Raleigh to Charlotte, or Charlotte to Raleigh). For any other passengers (say, those riding from Cary to Greensboro), this savings in total trip time is meaningless. Yet four cities including Kannapolis get skipped for this.
7. Any cities along the Piedmont corridor that are in the process of building a train station (e.g., Harrisburg, Lexington, and Hillsborough) should do so with the expectation of receiving full Piedmont service. Anything less is counter to the principle upon which Piedmont Service was founded to maximize opportunities for passenger rail connectivity for all cities, citizens, and visitors along the Raleigh/Charlotte corridor.

These conclusions are weighing heavily on the minds of individuals (particularly the transportation-disadvantaged) who reside in and/or visit those communities since limited service means that they have had to either severely adjust their train travel plans, or find non-train alternatives, or just give up trying to make the trip.

To sum up, the NCDOT Rail Division's 2023 decision to implement limited-service trains has been harmful especially as the affected communities were not given much advance warning of the timetable change and were given no opportunity to provide input.

As the NCDOT's Rail Division considers whether to retain the skipped-stop services or revert to all Piedmont trains stopping at all stations it needs to hear loud and clear from these cities about the community-wide impacts that limited service has produced.

We request that you and the Rowan County issue a resolution addressed to state legislators in Raleigh and the NC DOT Rail Division making the above points and requesting that all trains stop in Salisbury and other affected stops as soon as possible.

We would be happy to talk in more detail at a future Rowan County Board of Commissioners meeting to further discuss this lack of full transportation opportunity to citizens of Salisbury and Rowan County. We strongly feel that Rowan County is being ignored in the Rail Division's transportation planning and would like to correct the situation, but we need your help.

Ten Daily Trips Between Raleigh & Charlotte

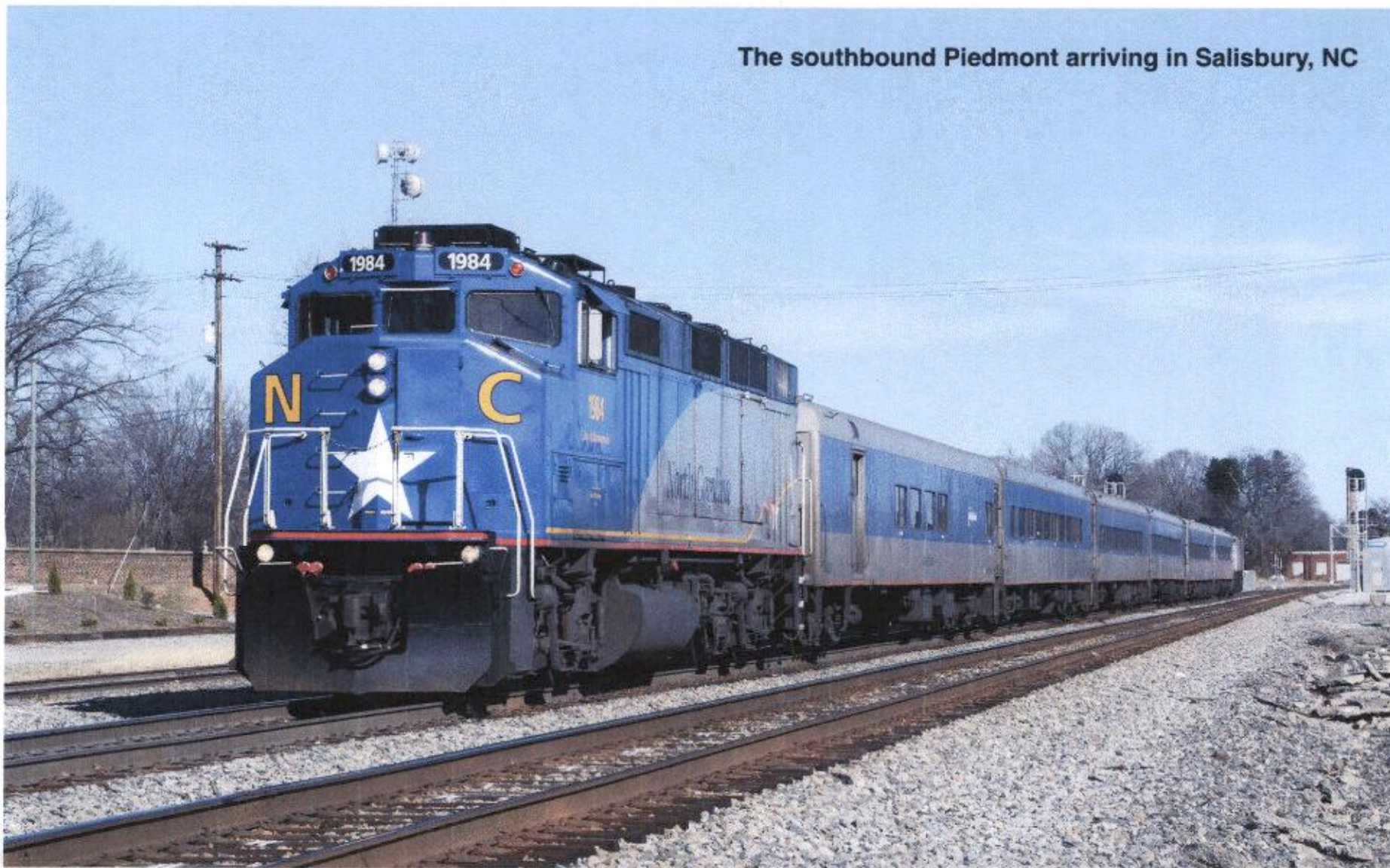
EFFECTIVE JAN. 13, 2025

SOUTH-BOUND	TRAIN 71 Piedmont	TRAIN 73 Piedmont	TRAIN 75 Piedmont	TRAIN 77 Piedmont	TRAIN 79 Carolinian	NORTH-BOUND	TRAIN 80 Carolinian	TRAIN 72 Piedmont	TRAIN 74 Piedmont	TRAIN 76 Piedmont	TRAIN 78 Piedmont
■ Raleigh	6:30 AM	10:00 AM	12:45 PM	3:15 PM	5:30 PM	■ Charlotte	6:45 AM	10:25 AM	2:20 PM	5:50 PM	7:45 PM
■ Cary	6:42 AM	10:12 AM	12:57 PM	3:27 PM	5:43 PM	■ Kannapolis	7:10 AM	10:50 AM	2:45 PM	5:25 PM	—
■ Durham	7:02 AM	10:32 AM	1:17 PM	3:47 PM	6:04 PM	■ Salisbury	7:28 AM	11:06 AM	3:01 PM	—	8:22 PM
■ Burlington	—	11:08 AM	1:55 PM	4:26 PM	6:48 PM	■ High Point	8:02 AM	11:40 AM	3:35 PM	—	8:56 PM
■ Greensboro	8:01 AM	11:35 AM	2:20 PM	4:51 PM	7:16 PM	■ Greensboro	8:24 AM	11:59 AM	3:54 PM	6:25 PM	9:15 PM
■ High Point	—	11:52 AM	2:37 PM	5:08 PM	7:32 PM	■ Burlington	8:46 AM	12:21 PM	4:15 PM	—	9:37 PM
■ Salisbury	—	12:25 PM	3:11 PM	5:41 PM	8:06 PM	■ Durham	9:27 AM	1:02 PM	5:01 PM	7:23 PM	10:17 PM
■ Kannapolis	8:59 AM	12:42 PM	3:27 PM	—	8:23 PM	■ Cary	9:47 AM	1:28 PM	5:22 PM	7:45 PM	10:38 PM
■ Charlotte	9:28 AM ^{ar}	1:10 PM ^{ar}	3:55 PM ^{ar}	6:21 PM ^{ar}	8:56 PM ^{ar}	■ Raleigh	10:13 AM	1:41 PM ^{ar}	5:36 PM ^{ar}	7:59 PM ^{ar}	10:52 PM ^{ar}

- Schedules are subject to change.
- Times are departure times unless indicated by (ar) for arrival times.
- Carolinian Trains 79 and 80 continue service to DC and NY.

- Checked Baggage
- Connecting bus service to and from Winston-Salem

The southbound Piedmont arriving in Salisbury, NC



The Alamance News

SINCE 1875

Burlington residents, mayor rail against new Amtrak schedule that reduces train stops in city

Tomas Murawski: July 27, 2023: Commuters in Burlington and other parts of central North Carolina are apparently not “all aboard” with a new train schedule that the state’s transportation department has rolled out for Amtrak’s passenger service.



The N.C. DOT’s rail division recently debuted this adjusted schedule in order to reduce the travel time for business commuters who use the federally-owned rail service to shuttle back and forth between Charlotte and Raleigh.

This train is one of several that still stops in Burlington despite a scheduling overhaul that has struck the city from some of Amtrak’s rush hour rounds. The rail division boasts that this new, streamlined timetable provides “more departures and some reduced travel times for passengers between North Carolina’s two largest cities.” Yet, in order to achieve this increased efficiency, the state agency has found it expedient to remove Burlington and a couple of other, mid-sized communities from portions of Amtrak’s rush hour itinerary.

The rail division’s new schedule hasn’t exactly drawn a toot of support from passengers in Burlington since the new timetable took effect on July 10. In fact, the mood at the city’s rail depot has been decidedly sour, according to Bob Lawrence, a railway attendant at this facility. “Everything [has been] negative,” Lawrence recalled on Monday afternoon as he awaited the arrival of an Amtrak train that still stops in Burlington. “That’s all I’ve heard. I think one lady even lost her job – although I couldn’t swear to it.”

The grumbling of passengers also appears to have reached the ears of Burlington’s municipal leaders since the new schedule’s implementation.

Last week, Burlington’s mayor Jim Butler publicly addressed some of these grievances during the latest regularly-scheduled meeting of Burlington’s city council. Butler pointed out that the changes which have vexed rail passengers in Burlington are also steaming commuters in High Point, Salisbury, and Kannapolis – which have, likewise, been shortchanged in the rail division’s new timetable. Meanwhile, John Andoh, Burlington’s transit manager, conceded that he has recently fielded complaints from three local commuters who feel like they’ve been “disenfranchised” by the state’s scheduling changes.

In any event, Butler said that he has already taken up these concerns with some of the top-ranking officials in the DOT's rail division. "They readily admit that they didn't include municipalities enough in their discussion points," the mayor went on to elaborate during last week's council meeting. "But, I don't know, at this point, what's going to be done."

The rail division, for its part, largely glossed over these reductions in service when it issued a celebratory news release on July 10 to announce its new timetable for Amtrak. The state agency focused, instead, on the benefits that the changes will presumably bring to people who travel between North Carolina's state capital and the Queen City.

"Features of the new schedule include five round trips daily between Raleigh and Charlotte," the news release goes on to emphasize, "a new 1:00 p.m. departure from Raleigh, a 6:30 a.m. departure from Raleigh and a 5:30 p.m. departure from Charlotte with limited stops and scheduled trip times of just under three hours, and schedule adjustments departing Charlotte at 2:20 p.m. and a later option at 7:45 p.m."

Yet, the costs that these changes have wrought on Burlington and other communities are evident enough in the rail division's actual schedule.

According to this new timetable, Amtrak's first southbound train of the day, which leaves Raleigh at 6:30 a.m., no longer makes stops at Burlington, High Point, or Salisbury before it pulls up to the platform in Charlotte at 9:28 a.m. These same three communities are also skirted by a northbound train that departs Charlotte at 5:30 p.m. and which ultimately arrives in Raleigh at 8:29 p.m.

Strangely enough, none of the three bypassed cities are omitted from the itineraries for the two commuter trains that run opposite those whose stops have been streamlined. Indeed, the new schedule for Amtrak's first northbound train of the day makes every stop between its departure from Charlotte at 6:45 a.m. and its arrival in Raleigh at 10:05 a.m. Meanwhile, a southbound train that departs Raleigh at 5:30 p.m. also hits every station along the way before it pulls into Charlotte some 3 hours and 26 minutes later.

Although the rail division didn't linger on its service reductions when it touted the revised schedule on July 10, the state agency does seem to have anticipated some of the objections that have since emanated from the communities that have drawn the short straw.

Prior to the schedule's implementation, the state agency issued a one-page fact sheet that tries to address some potential concerns with the new timetable. The fact sheet concedes, for example, that Burlington, High Point, and Salisbury would be dropped from the itinerary for two of Amtrak's commuter trains. It also admits that two other trains would rush past Kannapolis despite stopping in each of the other communities that Amtrak serves between Charlotte and Raleigh. The fact sheet nevertheless contends that the DOT hasn't completely abandoned passengers in these four, newly de-prioritized cities.

"Burlington, High Point, Salisbury and Kannapolis all retain four...stops in each direction as they do today," this one-page publication adds. "But schedule times have been adjusted to account for

time constraints and accommodate the new daily round trip. Riders in Burlington, High Point, Salisbury and Kannapolis will still be served by the Carolinian, which travels north to Washington D.C. and New York. Salisbury and High Point will continue to be served by five trains a day, including the Amtrak Crescent that travels to Washington D.C., New York, Atlanta, and New Orleans.”

In the meantime, a campaign to reverse the rail division’s adjustments seems to be gathering pace in Burlington and other communities that have sidetracked by the new schedule.

During last week’s city council meeting in Burlington, Butler revealed that he has been working with his counterpart in High Point to convince the rail division’s top brass to restore rush hour service to their respective cities.

“We’re still in discussions about it,” he added. “But I wanted to let everyone know we didn’t sit idly by. We were caught off guard just like the public.”

SAMPLE RESOLUTION



TOWN OF LANDIS RESOLUTION REQUESTION NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RAIL DIVISION AND AMTRAK TO CEASE SKIPPING PASSENGER TRAIN STOPS BETWEEN RALEIGH AND CHARLOTTE.

WHEREAS, Reliable and accessible passenger rail service is essential for the mobility, economic vitality, and quality of life of the citizens of Landis and the surrounding communities; and

WHEREAS, Passenger trains operated by NC DOT Rail Division in conjunction with Amtrak between Raleigh and Charlotte provide a critical connection for residents who rely on rail transportation for work, education, medical care, and commerce; and

WHEREAS, Recent service practices have resulted in the skipping of scheduled stops along this corridor, including stops in Kannapolis that directly impact Landis citizens and other neighboring towns; and

WHEREAS, Such skipped stops reduce the dependability of passenger rail as a transportation option, create undue hardship for citizens who rely on these stops, and diminish the overall accessibility of the state-supported rail service.

NOW, THEREFORE, BE IT RESOLOVED BY THE BOARD OF ALDERMEN OF THE TOWN OF LANDIS:

The Town of Landis is committed to advocating for equitable and consistent transportation services that service the needs of its residents.

The Town of Landis respectfully urges North Carolina Department of Transportation Rail Division, along with Amtrak to cease skipping scheduled passenger stops in Kannapolis and Salisbury and any other stops between Raleigh and Charlotte.

APOPTED THIS THE _____ DAY OF _____, 2026

ATTEST:

On June 10, 2025, CAPT member Dr. David Robinson filed a request with the NCDOT Rail Division for monthly passenger activity at the nine Piedmont Service stations by train (Piedmont and Carolinian) for the two-year fiscal year period from October 1, 2022, through September 30, 2024.

This 24-month period comprises 9 months prior to the July 10, 2023, timetable change when Trains 71 and 72 were added to the Piedmont Service. The requested data was provided to Dr. Robinson on August 10, 2025, and he immediately acknowledged its receipt and expressed his appreciation to the NCDOT Rail Division.

Since that date, Dr. Robinson has been analyzing the data to determine what effect the timetable change had on passenger activity at the three stations (Burlington, High Point, and Salisbury) skipped by Piedmont Trains 71 and 76 and at the one station (Kannapolis) skipped by Piedmont Trains 77 and 78.

Systemwide (Piedmont plus Carolinian, all nine stations), Dr. Robinson determined that the monthly average passenger activity increased from 63,937 in the 9-month

pre-timetable change period to 79,110 in the 15-month post-timetable change period, a 23.7 percent increase.

For Piedmont trains alone, the increase was 25.2 percent, while the Carolinian posted a 19.9 percent increase.

A station-by-station analysis revealed that the average monthly Piedmont Service passenger activity at the five "full-service" stations (Raleigh, Cary, Durham, Greensboro, and Charlotte) served by all Piedmont trains experienced a 27.9 percent increase after the timetable change, whereas the three "limited-service" stations (Burlington, High Point, and Salisbury) skipped by Piedmont Trains 71 and 76 only grew by 4.1 percent.

Average monthly passenger activity at Kannapolis (skipped by Piedmont Trains 77 and 78) grew by 11.0 percent.

STATION PASSENGER ACTIVITY INCREASES AFTER TIMETABLE CHANGE			
STATION	PIEDMONT	CAROLINIAN	PIEDMONT+CAROLINIAN
FULL-SERVICE	Increase		
Raleigh	22.9 %	19.6 %	21.8 %
Cary	37.2 %	20.6 %	33.1 %
Durham	26.8 %	19.1 %	24.5 %
Greensboro	29.8 %	17.3 %	26.3 %
Charlotte	27.4 %	23.2 %	26.5 %
LIMITED-SERVICE	Increase		
Burlington	2.3 %	5.7 %	3.4 %
High Point	3.1 %	23.1 %	9.2 %
Salisbury	7.9 %	8.6 %	8.1 %
Kannapolis	11.0 %	31.3 %	17.2 %

Clearly, the timetable change (and the growing train travel popularity) benefited the five "full-service" stations more than the four "limited service" stations. Dr. Robinson is still analyzing the monthly and daily passenger activity data by train, direction of travel, and time of day for all stations, and will report his findings in a subsequent issue of *From the Cab*.

Station (Code)	Ridership (Ons + Offs)
Burlington (BNC)	28,753
Cary (CYN)	128,875
Charlotte (CLT)	328,008
Durham (DNC)	140,523
Fayetteville (FAY)	57,166
Gastonia (GAS)	1,989
Greensboro (GRO)	197,052
Hamlet (HAM)	4,287
High Point (HPT)	40,811
Kannapolis (KAN)	37,187
Lexington (BBQ Festival) (LEX)	1,075
Pinehurst (U.S. Open) (PIH)	2,470
Raleigh (Permanent) (RGH)	261,008
Raleigh (State Fair) (NSF)	4,347
Rocky Mount (RMT)	53,771
Salisbury (SAL)	25,032
Selma - Smithfield (SSM)	17,770
Southern Pines (SOP)	7,123
Wilson (WLN)	60,911
Total:	1,398,158

NC PIEDMONT CORRIDOR STATIONS					Ridership	CHANGE	Ridership	CHANGE	Ridership	CHANGE	Ridership	CHANGE
	Carolinian	Piedmont	Crescent	Silver Star	FY 2021	21-22	FY 2022	22-23	FY 2023	23-24	FY 2024	21-24
Burlington	2	6	-	-	12,573	68%	21,070	27%	26,767	7%	28,753	129%
Cary	2	8	-	2	33,569	131%	77,521	24%	96,312	34%	128,875	284%
Charlotte	2	8	2	-	104,735	93%	202,386	29%	261,510	25%	328,008	213%
Durham	2	8	-	-	42,927	94%	83,173	35%	112,383	25%	140,523	227%
Greensboro	2	8	2	-	66,808	76%	117,854	34%	157,429	25%	197,052	195%
High Point	2	6	2	-	16,442	70%	28,081	36%	37,966	12%	42,401	158%
Kannapolis	2	6	-	-	11,072	96%	21,666	43%	31,071	20%	37,187	236%
Raleigh	2	8	-	2	93,417	89%	176,364	24%	219,538	19%	261,008	179%
Salisbury	2	6	2	-	10,189	81%	18,408	23%	22,666	10%	25,032	146%
TOTAL					391,732	91%	746,443	29%	965,642	23%	1,188,839	203%

NOTES
 CAROLINIAN Charlotte-New York City-Charlotte
 PIEDMONT * Raleigh-Charlotte-Raleigh
 CRESCENT New Orleans-New York City-New Orleans
 SILVER STAR ** Miami-New York City-Miami

* On July 10, 2023, two PIEDMONT trains began skipping stops at Burlington, High Point, Salisbury, and Kannapolis (last three months of FY 2023)
 ** SILVER STAR was replaced by FLORIDIAN, 11/10/24 (FY 2025), now Miami - Chicago - Miami

History for <u>Amtrak 71</u> at CLT (Charlotte, NC)				
Origin Date	Sch Ar	Act Ar	Comments	Ar Delay (mins)
09/28/2025 (Su)	09/28/2025 9:28 AM (Su)	9:22AM	Ar: 6 min early.	-6
09/29/2025 (Mo)	09/29/2025 9:28 AM (Mo)	9:27AM	Ar: 1 min early.	-1
09/30/2025 (Tu)	09/30/2025 9:28 AM (Tu)	10:46AM	Ar: 1 hr, 18 min late.	78
10/01/2025 (We)	10/01/2025 9:28 AM (We)	9:37AM	Ar: 9 min late.	9
10/02/2025 (Th)	10/02/2025 9:28 AM (Th)	9:32AM	Ar: 4 min late.	4
10/03/2025 (Fr)	10/03/2025 9:28 AM (Fr)	9:26AM	Ar: 2 min early.	-2
10/04/2025 (Sa)	10/04/2025 9:28 AM (Sa)	9:39AM	Ar: 11 min late.	11
10/05/2025 (Su)	10/05/2025 9:28 AM (Su)	9:47AM	Ar: 19 min late.	19
10/06/2025 (Mo)	10/06/2025 9:28 AM (Mo)	9:36AM	Ar: 8 min late.	8
10/07/2025 (Tu)	10/07/2025 9:28 AM (Tu)	9:29AM	Ar: 1 min late.	1
10/08/2025 (We)	10/08/2025 9:28 AM (We)	9:44AM	Ar: 16 min late.	16
10/09/2025 (Th)	10/09/2025 9:28 AM (Th)	9:27AM	Ar: 1 min early.	-1
10/10/2025 (Fr)	10/10/2025 9:28 AM (Fr)	9:36AM	Ar: 8 min late.	8
10/11/2025 (Sa)	10/11/2025 9:28 AM (Sa)	9:25AM	Ar: 3 min early.	-3
10/12/2025 (Su)	10/12/2025 9:28 AM (Su)	9:30AM	Ar: 2 min late.	2
10/13/2025 (Mo)	10/13/2025 9:28 AM (Mo)	9:28AM	Ar: On time.	0
10/14/2025 (Tu)	10/14/2025 9:28 AM (Tu)	9:47AM	Ar: 19 min late.	19
10/15/2025 (We)	10/15/2025 9:28 AM (We)	9:26AM	Ar: 2 min early.	-2
10/16/2025 (Th)	10/16/2025 9:28 AM (Th)	10:22AM	Ar: 54 min late.	54
10/17/2025 (Fr)	10/17/2025 9:28 AM (Fr)	9:32AM	Ar: 4 min late.	4
10/18/2025 (Sa)	10/18/2025 9:28 AM (Sa)	9:39AM	Ar: 11 min late.	11
10/19/2025 (Su)	10/19/2025 9:28 AM (Su)	9:40AM	Ar: 12 min late.	12
10/20/2025 (Mo)	10/20/2025 9:28 AM (Mo)	9:28AM	Ar: On time.	0
10/21/2025 (Tu)	10/21/2025 9:28 AM (Tu)	9:29AM	Ar: 1 min late.	1
10/22/2025 (We)	10/22/2025 9:28 AM (We)	9:33AM	Ar: 5 min late.	5
10/23/2025 (Th)	10/23/2025 9:28 AM (Th)	9:29AM	Ar: 1 min late.	1
10/24/2025 (Fr)	10/24/2025 9:28 AM (Fr)	9:39AM	Ar: 11 min late.	11
10/25/2025 (Sa)	10/25/2025 9:47 AM (Sa)	10:05AM	Ar: 18 min late.	18
10/26/2025 (Su)	10/26/2025 9:28 AM (Su)	9:35AM	Ar: 7 min late.	7
10/27/2025 (Mo)	10/27/2025 9:28 AM (Mo)	9:33AM	Ar: 5 min late.	5
Average Ar delay: 10 minutes late				
Median Ar delay: 5 minutes late				

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History for Amtrak 71 at CLT (Charlotte, NC)					
Origin Date	Sch Ar	Act Ar	Comments	Service Disruption	Cancellations
10/15/2025 (We)	10/15/2025 9:28 AM (We)	9:26AM	Ar: 2 min early.		
10/16/2025 (Th)	10/16/2025 9:28 AM (Th)	10:22AM	Ar: 54 min late.		
10/17/2025 (Fr)	10/17/2025 9:28 AM (Fr)	9:32AM	Ar: 4 min late.		
10/18/2025 (Sa)	10/18/2025 9:28 AM (Sa)	9:39AM	Ar: 11 min late.		
10/19/2025 (Su)	10/19/2025 9:28 AM (Su)	9:40AM	Ar: 12 min late.		
10/20/2025 (Mo)	10/20/2025 9:28 AM (Mo)	9:28AM	Ar: On time.		
10/21/2025 (Tu)	10/21/2025 9:28 AM (Tu)	9:29AM	Ar: 1 min late.		
10/22/2025 (We)	10/22/2025 9:28 AM (We)	9:33AM	Ar: 5 min late.		
10/23/2025 (Th)	10/23/2025 9:28 AM (Th)	9:29AM	Ar: 1 min late.		
10/24/2025 (Fr)	10/24/2025 9:28 AM (Fr)	9:39AM	Ar: 11 min late.		
10/25/2025 (Sa)	10/25/2025 9:47 AM (Sa)	10:05AM	Ar: 18 min late.		
10/26/2025 (Su)	10/26/2025 9:28 AM (Su)	9:35AM	Ar: 7 min late.		
10/27/2025 (Mo)	10/27/2025 9:28 AM (Mo)	9:33AM	Ar: 5 min late.		
10/28/2025 (Tu)	10/28/2025 9:28 AM (Tu)	9:41AM	Ar: 13 min late.		
10/29/2025 (We)	10/29/2025 9:28 AM (We)	9:37AM	Ar: 9 min late.		
10/30/2025 (Th)	10/30/2025 9:28 AM (Th)	9:43AM	Ar: 15 min late.		
10/31/2025 (Fr)	10/31/2025 9:28 AM (Fr)	9:27AM	Ar: 1 min early.		
11/01/2025 (Sa)	11/01/2025 9:28 AM (Sa)	9:34AM	Ar: 6 min late.		
11/02/2025 (Su)	11/02/2025 9:28 AM (Su)	9:25AM	Ar: 3 min early.		
11/03/2025 (Mo)	11/03/2025 9:28 AM (Mo)	9:36AM	Ar: 8 min late.		
11/04/2025 (Tu)	11/04/2025 9:28 AM (Tu)	9:46AM	Ar: 18 min late.		
11/05/2025 (We)	11/05/2025 9:28 AM (We)	9:28AM	Ar: On time.		
11/06/2025 (Th)	11/06/2025 9:28 AM (Th)	9:38AM	Ar: 10 min late.		
11/07/2025 (Fr)	11/07/2025 9:28 AM (Fr)	9:31AM	Ar: 3 min late.		
11/08/2025 (Sa)	11/08/2025 9:28 AM (Sa)	10:00AM	Ar: 32 min late.		
11/09/2025 (Su)	11/09/2025 9:28 AM (Su)	9:35AM	Ar: 7 min late.		
11/10/2025 (Mo)	11/10/2025 9:28 AM (Mo)	9:25AM	Ar: 3 min early.		
11/11/2025 (Tu)	11/11/2025 9:28 AM (Tu)	9:46AM	Ar: 18 min late.		
11/12/2025 (We)	11/12/2025 9:28 AM (We)	9:34AM	Ar: 6 min late.		
11/13/2025 (Th)	11/13/2025 9:28 AM (Th)	9:36AM	Ar: 8 min late.		
				<u>Average</u> Ar delay: 9 minutes late	
				<u>Median</u> Ar delay: 7 minutes late	