



CHARLOTTE

MOVES

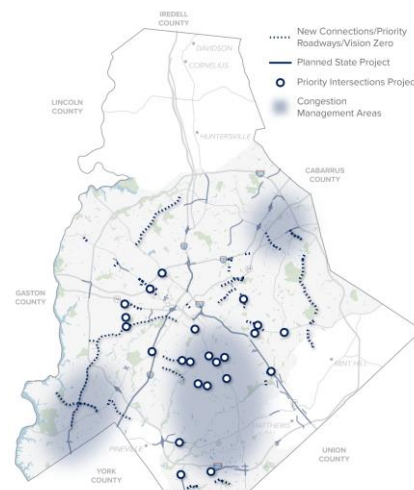
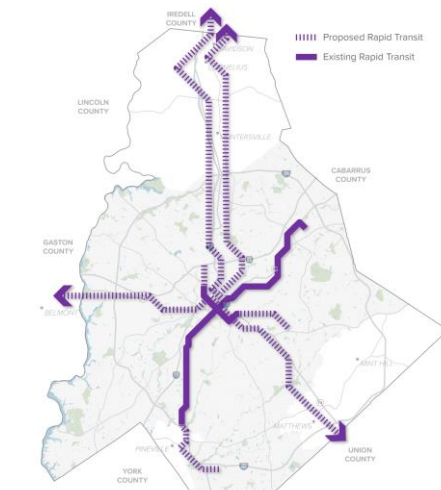
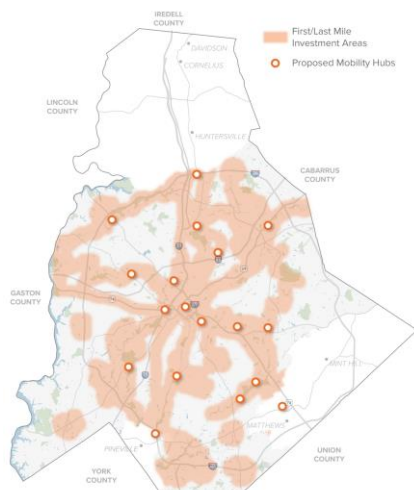
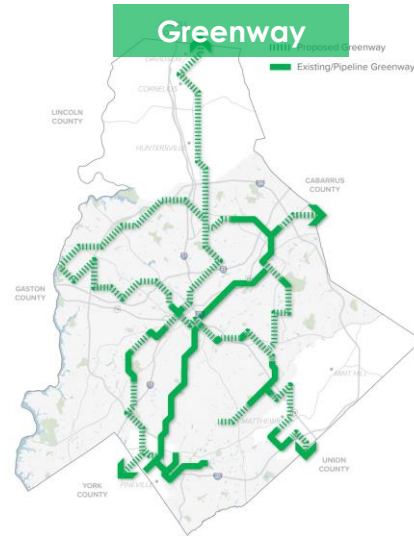
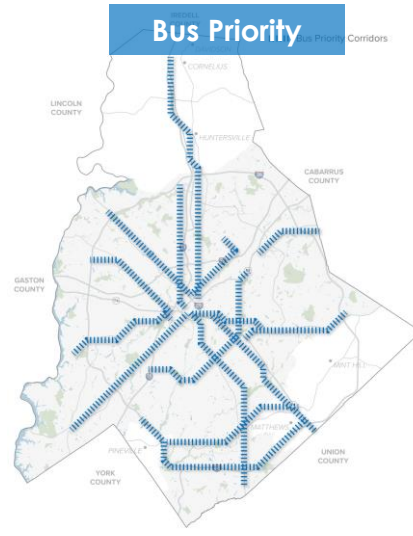
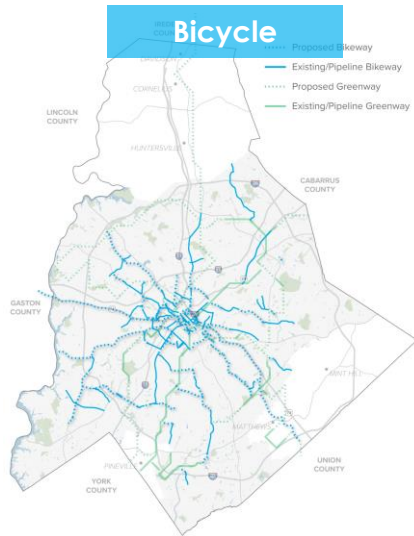
TASK FORCE

NC First Commission
November 18, 2020



Transformational Mobility Network

- Vision
- Evaluation
- Funding Strategy



Pedestrian

Rapid Transit

Roadway

“Charlotte will provide **safe** and **equitable** mobility options for all travelers regardless of age, income, ability, race, where they live, or how they choose to travel.

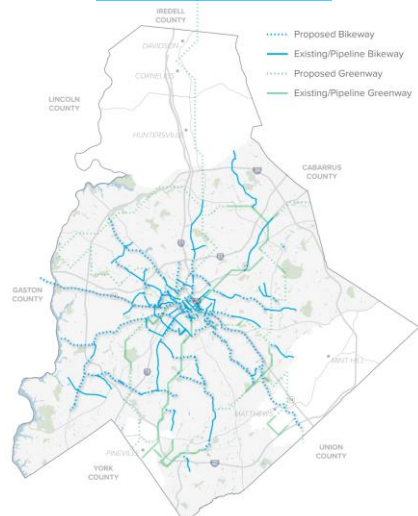
An integrated system of transit, bikeways, sidewalks, trails, and streets will support a **sustainable, connected, prosperous, and innovative** network that connects all Charlotteans to each other, jobs, housing, amenities, goods, services, and the region.”

- From Charlotte Future 2040 Plan

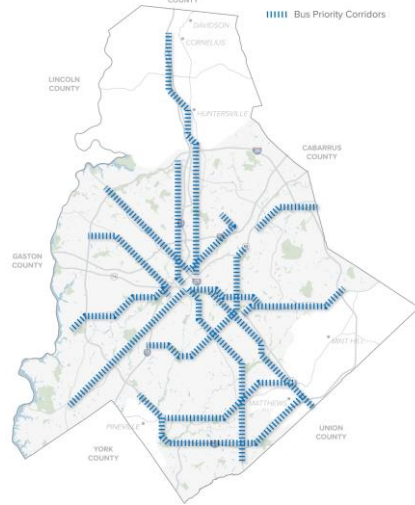


Transformational Mobility Network | Why We Need One

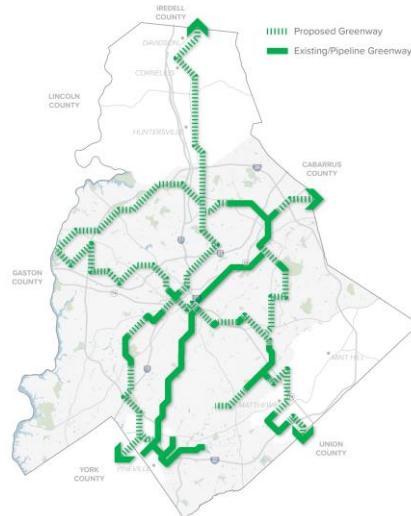
Bicycle



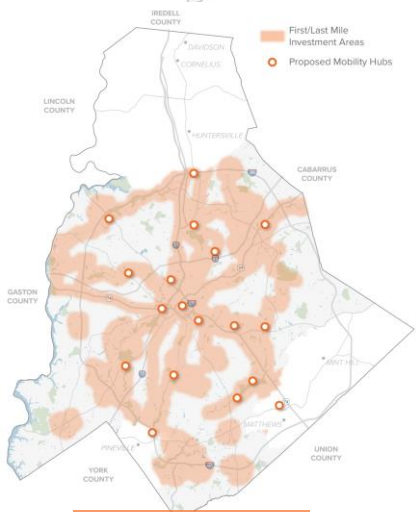
Bus Priority



Greenway

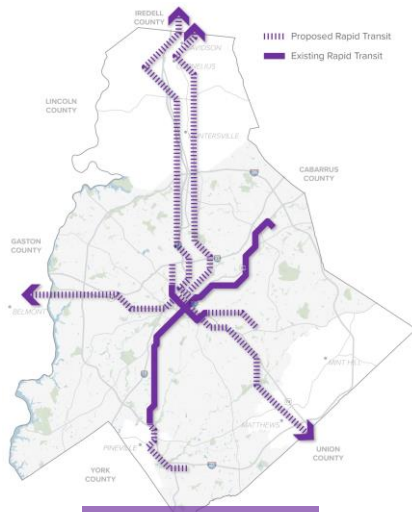


- First/Last Mile Investment Areas (orange shaded area)
- Proposed Mobility Hubs (orange circle)



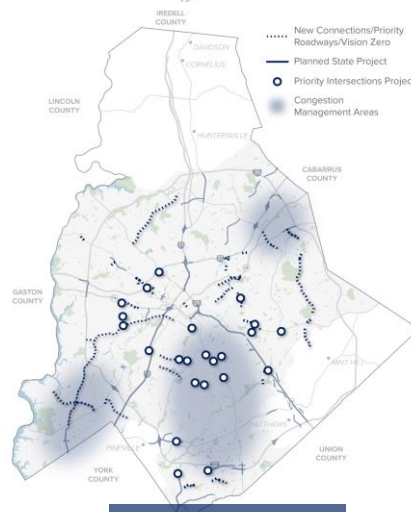
Pedestrian

- Proposed Rapid Transit (dashed purple line)
- Existing Rapid Transit (solid purple line)



Rapid Transit

- New Connections/Priority Roadways/Vision Zero (dotted black line)
- Planned State Project (solid black line)
- Priority Intersections Projects (black circle)
- Congestion Management Areas (shaded blue area)



Roadway

OUR WHY?

Changing needs are increasing and outpacing the implementation of our transportation plans.

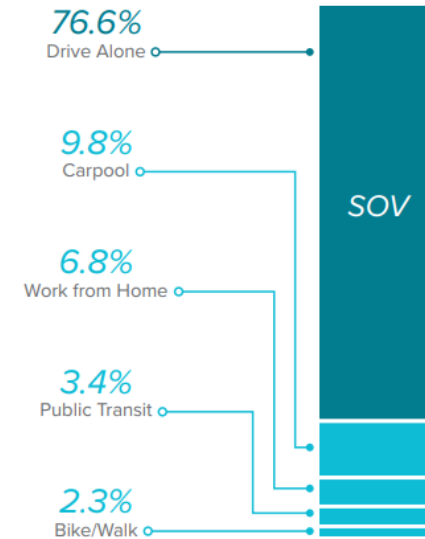
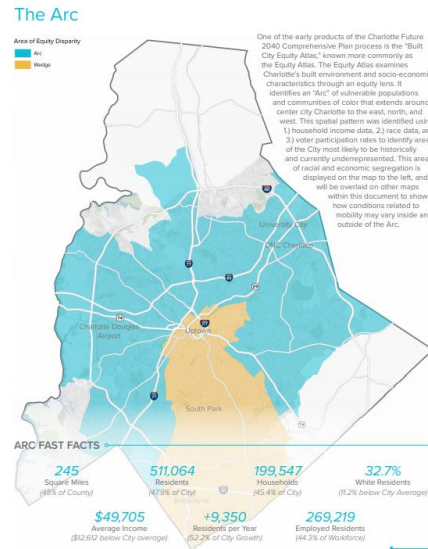
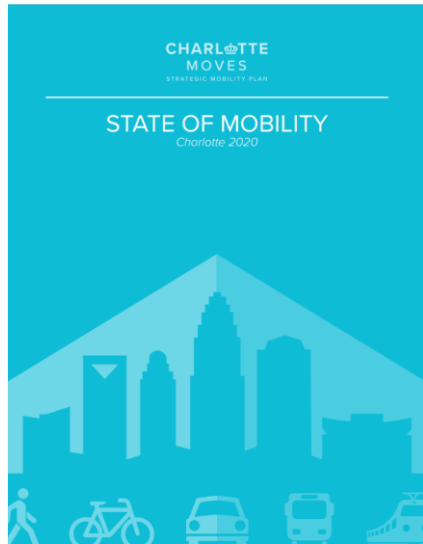
We will be unable to advance additional rapid transit investments without a new revenue stream*

We will position itself to compete successfully with a significant investment in mobility infrastructure.

We need to increase multimodal investments to implement the Transportation Action Plan.



Transformational Mobility Network | Why We Need One



This section of the report will establish the need for a transformational investment in transportation.

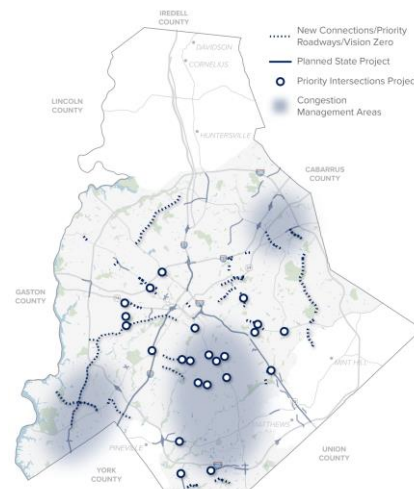
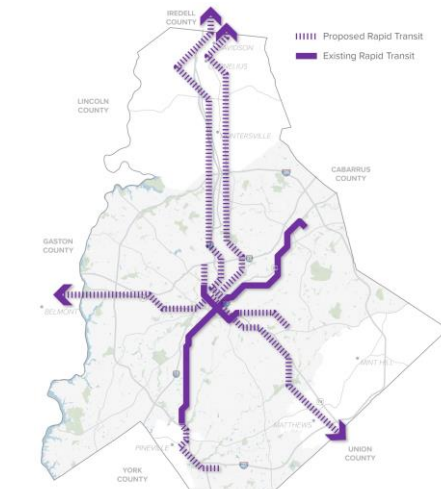
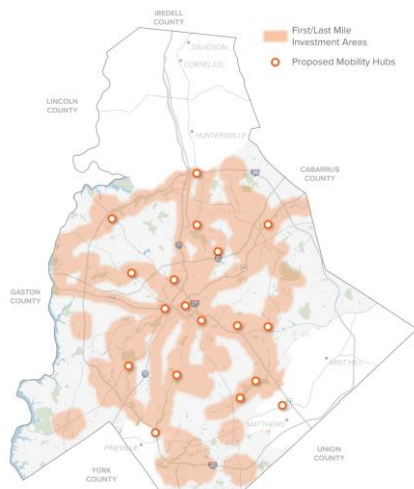
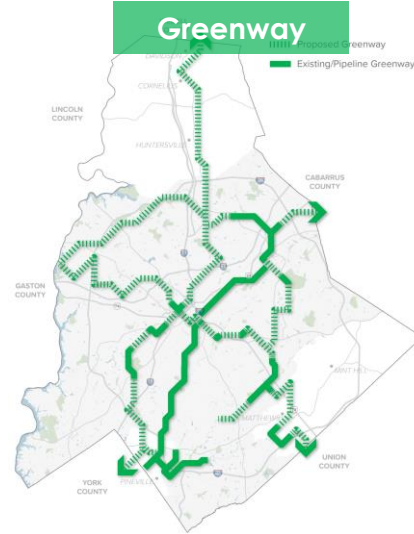
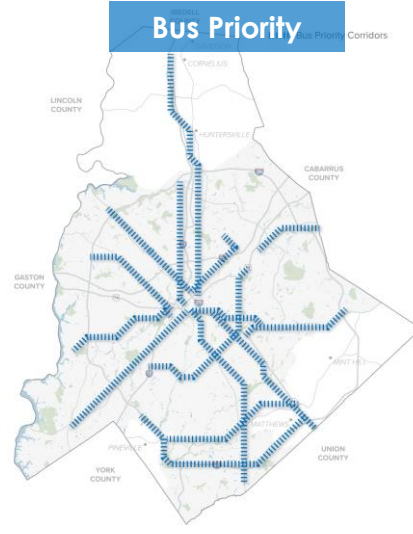
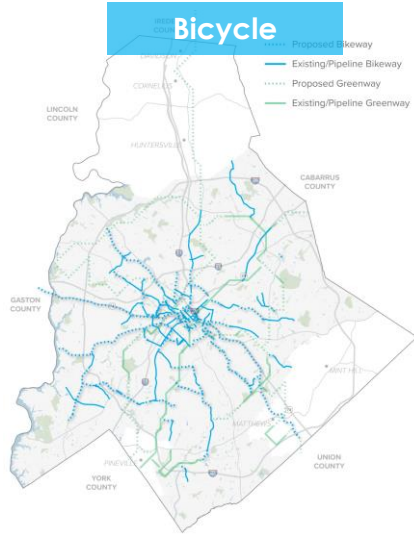


Funding Strategy



Transformational Mobility Network Funding Strategy

Program Characteristics



Pedestrian

Rapid Transit

Roadway

Program Characteristics:

- Multimodal program of projects & investments
- Funding Eligibility dependent on inclusion in the TM Network
- Derived from adopted plans and policies and TF input
- Influenced by final Funding/Financing Plan



Recommended Funding Strategy



TIME & DURATION

Construction:
10+ Years

Financing:
30 Years

Exact duration influenced by
an agreed upon Financial Plan
and construction program



PROGRAM SCALE & AMOUNT

Total Program:
\$8 to \$12 Billion

Local Portion:
\$4 to \$6 Billion

Program Includes design,
construction, operation,
maintenance & financing



FUNDING SOURCES

Primary New Sources:
Transit Sales Tax
Dedicated Property Tax

Partnerships:
State & Federal Grants

Existing Sources:
Planned Capital Investment



	Description	Authority/Approval	Scale	Local Gap %
Transit Sales Tax	Transit Dedicated Sales Tax Geography: County Directly pledged to new Revenue Bond financing	State Authority City Council Approval Voter Referendum	\$\$\$\$\$ Moderately stable	
	Dedicated Property Tax Geography: City of Charlotte Source for additional General Obligation Bond financing	City Council Approval	\$\$ Stable	
Other	Further evaluation will determine if other sources are appropriate (motor vehicle license, transit ad revenue, P3, etc.)	TBD	\$ TBD	

** Exact funding ratio-will be refined in the Financing & Funding Plan*

Local
Gap

Guiding Principles

- Scale** – Generate enough revenue?
- Stability** – Reliable or susceptible to fluctuations?
- Equity** – Unfairly burden certain residents or businesses?
- Feasibility** – Achieve sufficient political support?
- Geography** – City, County or Region?



Recommended Funding Strategy Funding Source – Transit Sales Tax



FUNDING SOURCES

TRANSIT SALES TAX

Sales Tax Comparison

Sales Tax	City	Local Portion for Transit/Transportation	
10.25%	Chicago	1.25%	Transit
9.5%	Los Angeles	2.0%	Transit & Transportation
9.25%	Oakland	1.0%	Transit & Transportation
9.25%	Nashville	None	No state income tax
8.9%	Atlanta	1.5%	Transit
8.5%	San Francisco	1.0%	Transit & Transportation
8.31%	Denver	1.0%	Transit
8.25%	Austin/Dallas/Houston	1.0%	Transit, no state income tax
8.0%	Cleveland	1.0%	Transit
7.5%	Durham	0.5%	Transit
7.25%	Charlotte	0.5%	Transit
7.25%	Raleigh	0.5%	Transit



Charlotte Moves
Transformational Mobility Network

Tax & Fee Comparison

(Largest cities in North Carolina)

	Charlotte	Raleigh	Cary	Wilmington	Concord	Greensboro	Durham	Winston-Salem	Greenville	Fayetteville	High Point
Property Tax											
Property Tax Rate (City)	0.3481	0.3552	0.3500	0.4984	0.4800	0.6625	0.5317	0.6374	0.5200	0.4995	0.6475
Property Tax Rate (County)	0.6169	0.6000	0.6000	0.5550	0.7400	0.7305	0.7122	0.7435	0.6797	0.7990	0.7305
Combined Tax Rate	0.9650	0.9552	0.9500	1.0534	1.2200	1.3930	1.2439	1.3809	1.1997	1.2985	1.3780
Combined Property Tax Bill	\$2,073	\$2,052	\$2,041	\$2,263	\$2,621	\$2,992	\$2,672	\$2,966	\$2,577	\$2,789	\$2,960
Sales Tax											
Sales Tax Rate (local portion)	2.50%	2.50%	2.50%	2.25%	2.25%	2.00%	2.75%	2.25%	2.25%	2.25%	2.00%
Average Sales Taxes	\$450	\$450	\$450	\$405	\$405	\$360	\$495	\$405	\$405	\$405	\$360
Fees											
County Fees (Waste & Vehicle)	\$40	\$20	\$35	\$0	\$0	\$0	\$15	\$0	\$120	\$0	\$0
City Average Annual Water/Sewer Bill	\$817	\$887	\$1,016	\$883	\$779	\$603	\$806	\$772	\$907	\$907	\$967
Storm Water	\$129	\$66	\$0	\$100	\$62	\$47	\$87	\$54	\$80	\$72	\$48
Vehicle	\$60	\$60	\$60	\$0	\$60	\$60	\$0	\$0	\$60	\$10	\$40
Waste	\$68	\$173	\$234	\$256	\$27	\$0	\$0	\$0	\$192	\$190	\$168
Recycling	\$0	\$55	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Fees	\$1,113	\$1,262	\$1,345	\$1,240	\$928	\$710	\$908	\$826	\$1,359	\$1,179	\$1,223
Total Taxes and Fees	\$3,636	\$3,764	\$3,835	\$3,908	\$3,953	\$4,062	\$4,074	\$4,197	\$4,341	\$4,373	\$4,543



Ballot Measure Outcomes

Mobility Related Ballot Measures

2020 Results

Public Transit Measures on the Ballot	53
Wins for Transit (92.16%)	47
Losses for Transit	4
Revenue Total	\$1,884,911,547
Known Transit Revenue	\$926,265,547

Revenue Types	
Property Tax	36
Sales Tax	11
Bond	4
Payroll	1

APTA – Center for Transportation Excellence

Mobility Related Ballot Measures

Outcomes

Austin, TX Multi-Modal

Total Revenue (\$): **175,000,000**
Revenue Type: **Property Tax**
Results: **Passed (58%-42%)**

San Antonio, TX Transit

Total Revenue (\$): **38,500,000**
Revenue Type: **Sales Tax**
Results: **Passed (68%-32%)**

Seattle, WA Transit

Total Revenue (\$): **45,000,000**
Revenue Type: **Sales Tax**
Results: **Passed (82%-18%)**

Gwinnett County, GA Transit

Total Revenue (\$): **404,000,000**
Revenue Type: **Sales Tax**
Results: **Failed (50.14%-49.86%)**

Recent Trends

2020: 92%
2019: 80%
2018: 82%
2016: 69%



APTA – Center for
Transportation Excellence

Denver, CO Transit

Total Revenue (\$): **40,000,000**
Revenue Type: **Sales Tax**
Results: **Passed (64%-36%)**



CHARL[👑]OTTE

MOVES

Remaining Schedule of Meetings:
Nov. 18 & Dec. 3, 2020
6:00pm

City Council Presentation
Dec. 14, 2020
5:00pm