<u>AGENDA</u>

Meeting Type:	SPECIAL
Date:	04/26/1997
PRESENTATION'	5 year Transportation
City of Charlotte, City Clerk's Office	Plan

FIVE YEAR TRANSPORTATION PLAN

Supporting Studies:

- 1. Transit Corridors Study, Barton-Aschman Associates, 1989
- 2. Charlotte Transitional Analysis, Parsons Brinckerhoff, March, 1994
- 3. Charlotte Public Transportation Review and Analysis, Barton-Aschman Associates, October 1994
- 4. "Committee of 100" Final Report, October 1994
- 5. Bus Rapid Transit for Charlotte: Issues and Opportunities, McCormick Rankin International, February, 1996
- 6 Uptown Charlotte Transportation and Parking Study, JHK & Associates, September, 1996
- 7 Draft 2015 Plan

Other Supporting Information

- 1 Ridership Surveys
- 2 Surveys of General Public
- 3. Community Leaders Surveys
- 4 Input from Employers and Neighborhood Organizations
- 5 Internal Studies

Recommended Charlotte 5-Year Transportation Plan

- Roads and Streets
- Transit/Transitways
- Land Use
- Funding

5 YEAR TRANSPORTATION PLAN A 5 YEAR SPRINGBOARD TO THE FUTURE

ROADS AND STREETS

Goals:

- 1. Keep pace with 2015 needs toward finite road system
- 2. Improve Pedestrian and Bicycle Access

Recommendations (5 Year)

Unfunded City Share of 5 Year Needs

1. Fund City Roadbuilding to meet 2001 Needs

\$9 5M

(Needed in year 5 of Plan)

2. Select Option to Address Unfunded State Roads Needs

Freeways
Non-Freeways

\$434M

\$ 64M

\$370M

<u>Options</u>

- a Fund all or portion locally
- b Lobby State
- c Both
- 3 Make easier for citizens to walk and bike
 - a. Authorize staff to rewrite regulatory requirements for sidewalks, bicycle paths, streetscape
 - b Propose Bicycle Path Master Plan (with County and State)
 - c Evaluate Benefit/Cost of bicycles, pedestrian, streetscape amenities during project planning
 - d Fund Bicycle Paths (State to match)

\$0 25M

e Continue Sidewalk Program (already funded)

Cost (5 Year)

	<u>Cıty</u>	State
Roads	\$9 5M	\$434M
Bicycle Paths	\$ <u>.25M</u>	<u>\$0.25M</u>
Total	\$9 75M	\$434 25M

Renefits

- Relieve congestion
- Support economic vitality
- Improve quality of life

TRANSIT AND TRANSITWAYS

Goals:

- 1 Minimize congestion/reduce travel
- 2. Address needs of Transit dependent workers
- 3. Benefit Economic centers/citizens
- 4. Pursue alternative to congestion give people a choice
- 5. "Double Ridership by 2010" (12.5 million/yr. to 25 million/yr.)

I. Recommendations to Improve Existing Bus Transit System (5 Year)

Unfunded City Share	of
5 Year Needs	

		5 Year Needs
	Increase passenger trips from 12.5 million to 17.5 million per year by 2002 (on pace to double by 2010). a. Extend hours, areas of operation, add Park N Ride b. Create hubs at Economic Centers, add express to Uptown, add crosstown service and incorporate more small buses for feeder service to hubs	\$ 7.7M \$ 8 5M
2	Meet Federal ADA requirements	\$ 1 5M
3	Expand Vanpool 33% per year (privatize) Expand Carpool matches 20% per year (privatize)	\$.5M
4	Aggressively Pursue Funding Partnerships -Initiate County-wide service discussions (i.e., County, Matthews, Pineville) -Initiate Region-wide Service Discussions (Monroe, Gastonia, Mooresville)	\$ 8M
5	Add Customer Service Enhancements -Internet Enhancements -Enhanced Telephone Service -More Shelters -More Monitors -Smart Card	\$ 1 OM

6 Other

- -Tie fares to economic indicators regularly adjust
- -Adjust farebox recovery rates (service or geography)
- -Marketing plan tied to target markets and ridership goals Take advantage of new bus technology (propulsion, size, amenities)

II. Recommendations to Develop and Implement an Approach to a Rapid Transit System (5 Year)

			Unfunded City Share of 5 Year Needs
		sitway approach, prepare Master priorities for implementation	\$ 0.5M
2.	Protect Land	/Right-of-Way	\$ 4 5M
3.	Implement In	ndependence Blvd. Transitway Demo Project	\$ 9.7M
4.		vice/construct projects in priority corridors ter plan and benefit/cost study	\$ 2 5M
<u>ost</u> (:	5 Year)		
		<u>City</u>	
	Transit	\$20.0M	

Benefits

• Meets recommended ridership targets

\$37.2M

• Added mobility choices

Total

- Improved access to workers/shoppers
- Benefits economic growth

Transitways \$17.2M

Transitways provide an alternative to congestion to attract ridership

LAND USE

Goals:

- Develop complementary land use plan utilizing "centers and corridors" concept to support ridership needs, provide for citizens who desire higher density/enhanced mobility and attract development/redevelopment.
- 2. Ensure development standards promote pedestrian/bicycle mobility and transit accessibility
- 3. Create incentives to encourage development to incorporate facilities which lower cost of transportation service provision

Recommendations: (5 Year)

- 1. Adopt 2015 Plan (in preparation)
- 2 Authorize staff to propose development regulations which promote connectivity and pedestrian mobility
- 3 Develop comprehensive land development plans for the 5 major corridors including potential transit station areas
- 4 Develop and adopt urban corridor standards

<u>Cost</u> \$0 2M

Benefits

- Creates complementary land use and transportation plan
- Attracts development/redevelopment along 5 corridors
- Lowers public transportation costs
- Increases sidewalk and bicycle paths
- Provides mobility options
- Benefits quality of life
- Proactive versus reactive land use/transportation strategy

5-YEAR FUNDING REQUIREMENTS

	City	<u>State</u>	Federal
Roads/Bicycle	\$ 9.75M	434.25M	
Transit	\$ 20.0M	2 1M	4.2M
Transitways	\$ 17.2M	13.1M	2 3M
Land Use	\$ 0.2M	0	0
TOTAL	\$47.15M	\$449.45M	\$6 5M

Assumptions

Capital Funding

25% Local - 25% State - 50% Federal

Operating

\$2 Million/Year State

Independence Transitway Project 50% Local - 50% State

Transitway ROW Protection 50% Local - 50% State

<u>FUNDING</u>

Goals:

- 1. Approve Plan Concept.
- 2. Secure a consistent and adequate local funding source for transportation needs.
- 3. Secure State authorization for new funding sources, if required.
- 4. Secure State and Federal funds to support/match local funding.
- 5. Address State shortfall for Charlotte road needs

Recommendations:

1. Choose options to address 5 Year Plan's funding requirements

Local Sources

- Draw down a portion of Transportation
 Fund Balance for a part of the Plan: \$10,000,000 (Current Balance)
- Increase allocation from General Fund

Auto Privilege Tax	<u>Rate</u>	Per Year	5th Year
(transfer existing)	\$5	\$1,400,000	\$ 7,000,000
Sales Tax (transfer existing)	1/2 %	\$7,000,000	\$ 35,000,000

Endorse Governor's Transit 2001 Commission Recommendations which provide new sources of local revenue

Potential New Sources Proposed by Governor's Transit 2001 Commission

Vehicle Registration Surcharge	Rate	Per Year	5th Year
	\$5/Vehicle	\$ 1,400,000	\$ 7,000,000
Rental Vehicle Gross Receipts	10%	\$ 4,300,000	\$ 21,500,000
Real Estate Transfer Tax	1 %	\$32,500,000	\$162,500,000
Sales Tax	1/2 %	\$36,600,000	\$183,000,000
Parking Tax	On Fee Paid Pkg	Yield Unknown	

Other Options

Transportation Bonds (Property Tax)

\$20M Capacity per 1¢

- 3. Pursue \$50M earmark to be used within next decade to continue Transitway Implementation System through ISTEA, Re-authorization. Local match of \$50M would need to be addressed if funding approved at a later date
- 4. Consider addressing unfunded State road needs:
 - a. Fund all/part locally
 - b. Lobby State for more funding
 - c Both
- 5. Develop a process to continue communicating and steering Plan at local, State and Federal levels

Benetifts:

- -Takes advantage of political environment at State and Federal levels
- -Provides different options to secure ongoing funding sources.