



CHARLOTTE

MOVES

TASK FORCE

Agenda



1. Welcome (10 min) (Mayor Gantt)

- a. Update on City Council Meeting Oct. 26th (Mayor Gantt/Taiwo)
- b. Update on 2020 National Transportation/Transit Ballot Initiatives (Taiwo)

2. TMN Outcomes: (15 min)

- a. Outcomes of the Transformational Mobility Network (Stephen)

3. Funding Strategy & Implementation: (45 min)

- a. Funding Strategy follow up & discussion (Stephen & Kelly)

4. Public Comment (15 min) (Mayor Gantt)

5. Next Steps (5 min) (Mayor Gantt/Taiwo)



Ballot Measure Outcomes

Taiwo Jaiyeoba

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%)**



TMN Outcomes

Stephen Stansbery



WHAT DID WE MEASURE?

Current Multimodal Network



Transformational Mobility
Network (TMN)

HOW DID WE MEASURE IT?

Spatial analysis of the current multimodal network and the TMN.

Utilized **CRTPO travel demand model** data to assess future year conditions.

Assumed a **horizon year of 2050** for evaluation of TMN and future growth.

WHAT ARE THE RESULTS?

Results were organized around four themes based on feedback from the Charlotte MOVES Task Force:

Health, Safety, Equity and Access to Opportunity, and Regional Growth and Connectivity





CHARLOTTE FUTURE 2040 OBJECTIVE

1A | Increase access to fresh, healthy food opportunities

MEASURE | Access to Grocery Stores within 1/2 mile of TMN



Roadway

Bicycle

Pedestrian

Greenway

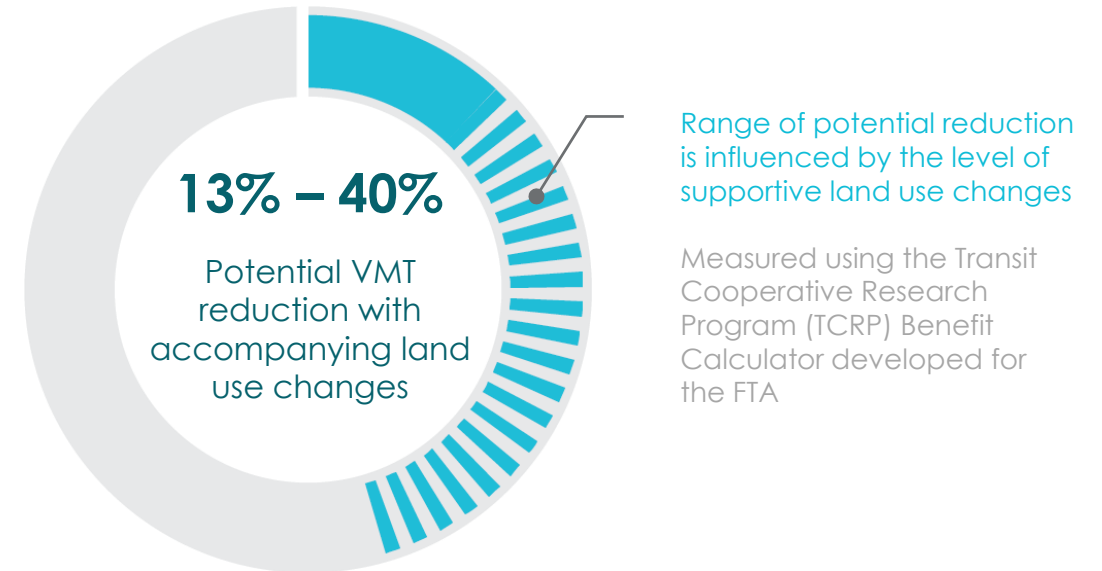
Bus Priority

Rapid Transit

CHARLOTTE FUTURE 2040 OBJECTIVE

5D | Increase the share of trips made without a car to broaden the connectivity and capacity of our transportation infrastructure

MEASURE | VMT Reduction resulting from transit implementation and TOD



Roadway

Bicycle

Pedestrian

Greenway

Bus Priority

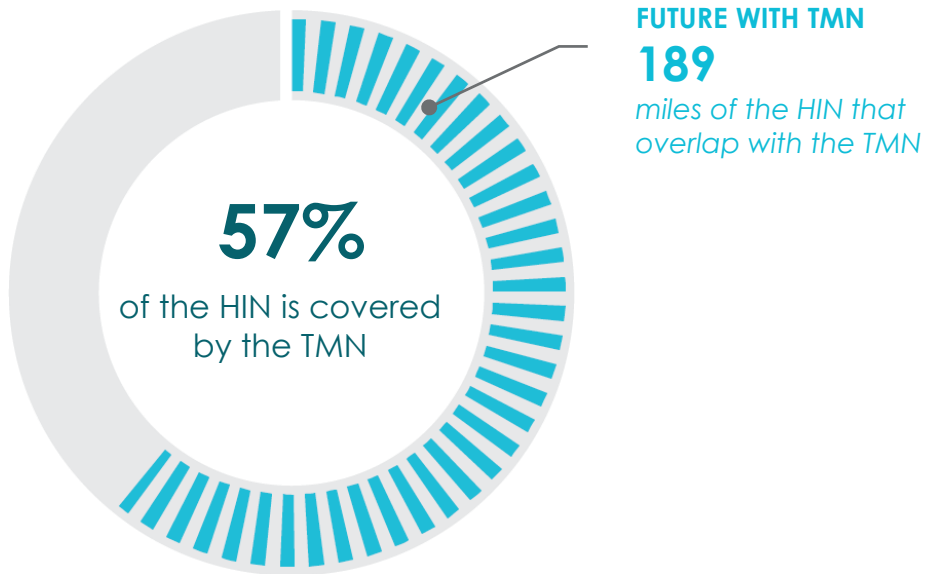
Rapid Transit



CHARLOTTE FUTURE 2040 OBJECTIVE

5A | *Eliminate transportation-related fatalities and serious injuries to make our streets safe for everyone*

MEASURE | Vision Zero High Injury Network (HIN) overlap



Roadway

Bicycle

Pedestrian

Greenway

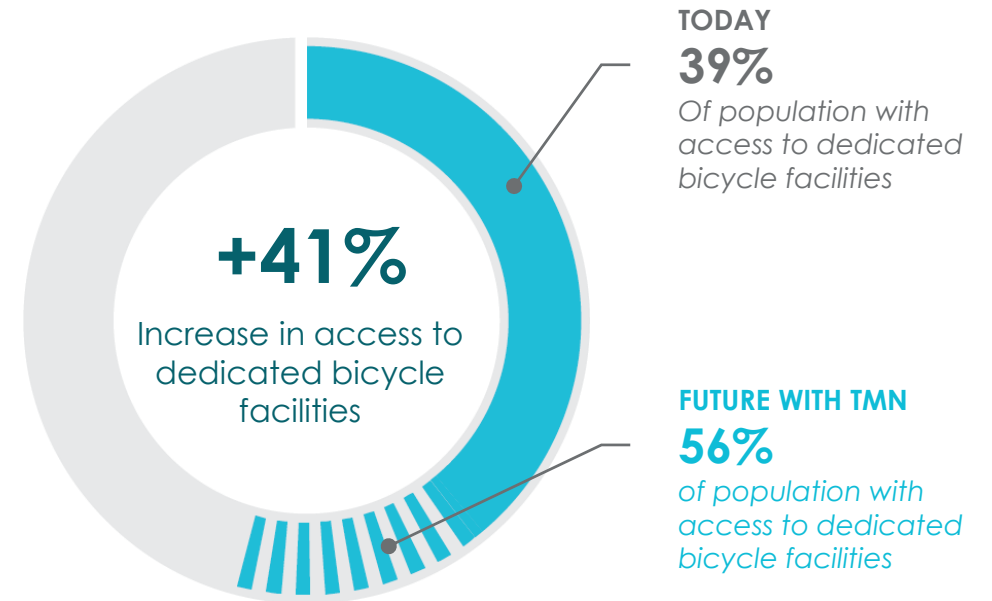
Bus Priority

Rapid Transit

CHARLOTTE FUTURE 2040 OBJECTIVE

5D | *Increase the share of trips made without a car to broaden the connectivity and capacity of our transportation infrastructure*

MEASURE | Population within 1/2 mile of dedicated bicycle facilities



Roadway

Bicycle

Pedestrian

Greenway

Bus Priority

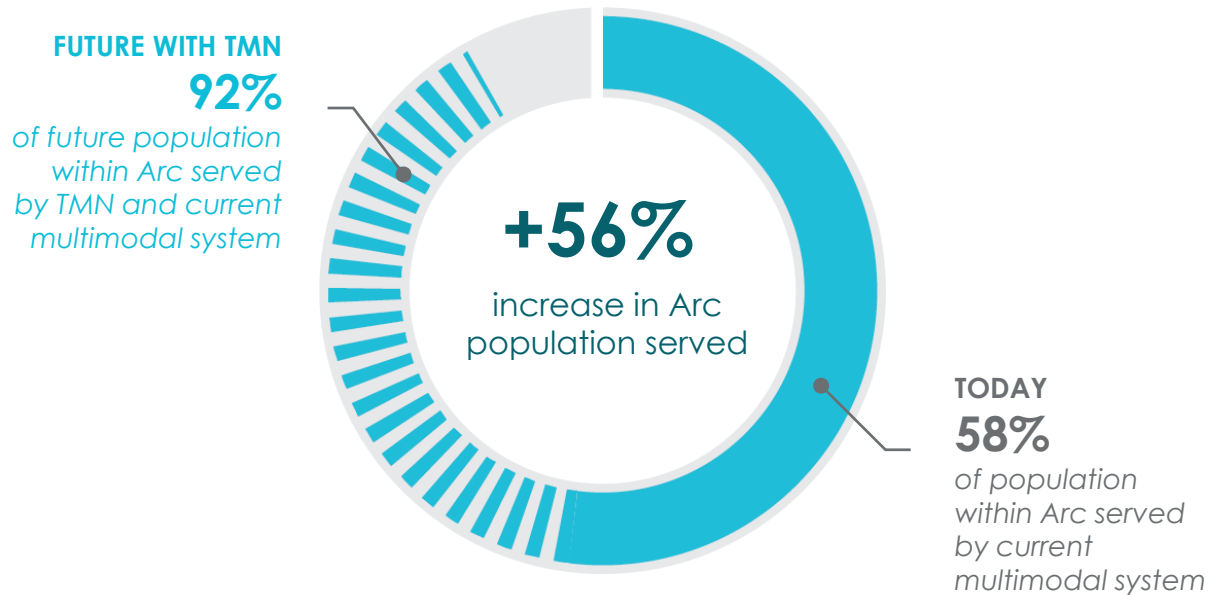
Rapid Transit



CHARLOTTE FUTURE 2040 OBJECTIVE

5B | Increase access in our historically underinvested communities and modes of transportation to support equitable and affordable mobility options

MEASURE | “Arc” population served by TMN (within ½ mile)



CHARLOTTE FUTURE 2040 OBJECTIVE

5B | Increase access in our historically underinvested communities and modes of transportation to support equitable and affordable mobility options

MEASURE | Low-wage jobs within 1/2 mile of TMN (jobs paying less than \$1,250 per month)

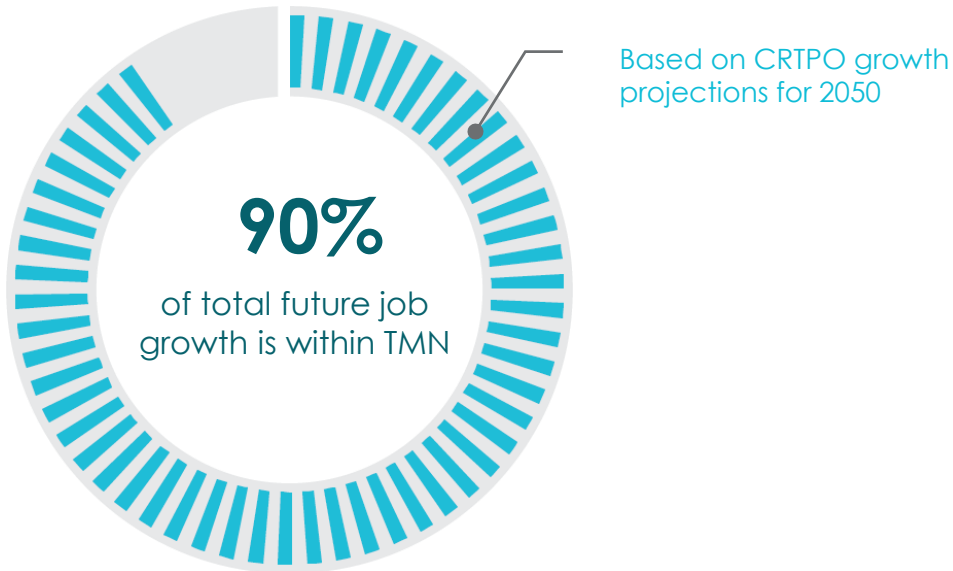




CHARLOTTE FUTURE 2040 OBJECTIVE

4E | Increase the number of moderate - to high-intensity developments along regional transit and trail routes

MEASURE | New job growth within 1/2 mile of TMN



Roadway

Bicycle

Pedestrian

Greenway

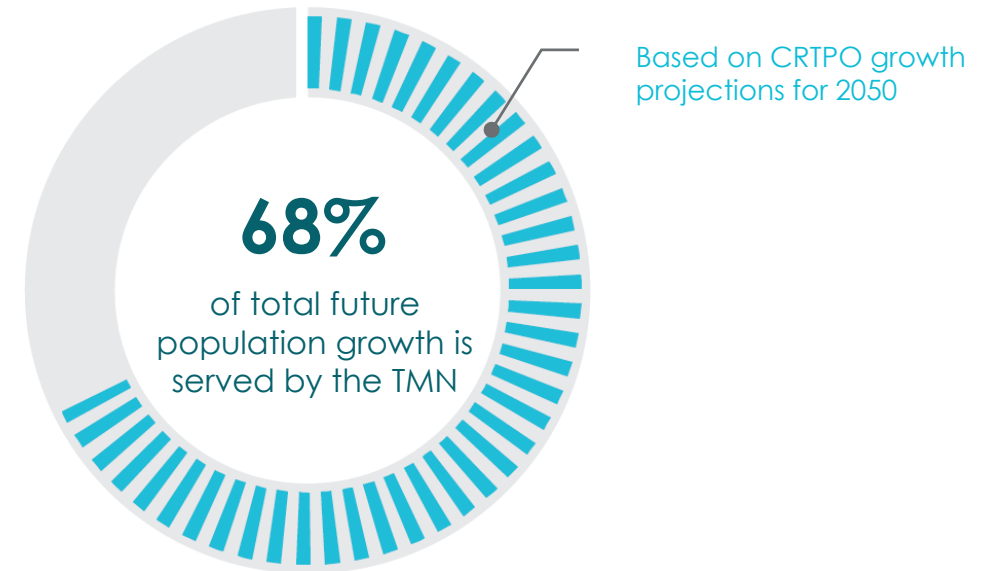
Bus Priority

Rapid Transit

CHARLOTTE FUTURE 2040 OBJECTIVE

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MEASURE | New population growth within 1/2 mile of TMN



Roadway

Bicycle

Pedestrian

Greenway

Bus Priority

Rapid Transit



Funding Strategy

Stephen Stansbery & Kelly Flannery



Funding Strategy



PROGRAM SCALE



GAP ANALYSIS



FUNDING MENU

Task Force Deliverable

- Program size (TMN projects)
- Partnerships
- Cost Range
- Exceed existing revenues?
- Gap amount
- Existing sources
- New Sources
- Characteristics & Authority

Financial Plan



FINANCE & FUNDING PLAN

City Council & City Manager

- Existing Debt
- Competing Interest
- Partner Agencies
- Financial Ratings
- Public Support



Charlotte Moves
Transformational Mobility Network

Recommended Funding Strategy



TIME &
DURATION



PROGRAM SCALE
& AMOUNT



FUNDING
SOURCES

CHARLOTTE
MOVES
TASK FORCE





Recommended Funding Strategy Time & Duration



TIME & DURATION

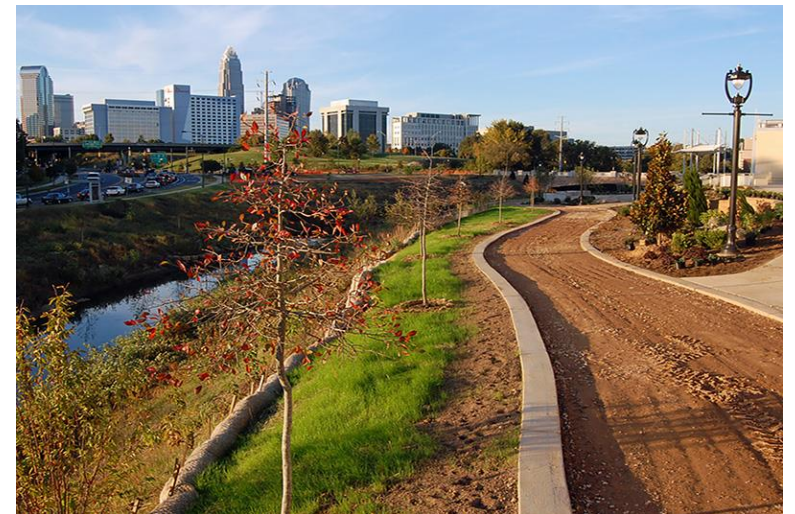
Construction:
10+ Years

Financing:
30 Years

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

influence:

- Construction program development
- ROW acquisition
- Construction duration
- Finance and Funding Plan





Recommended Funding Strategy Program Scale & Amount



PROGRAM SCALE & AMOUNT

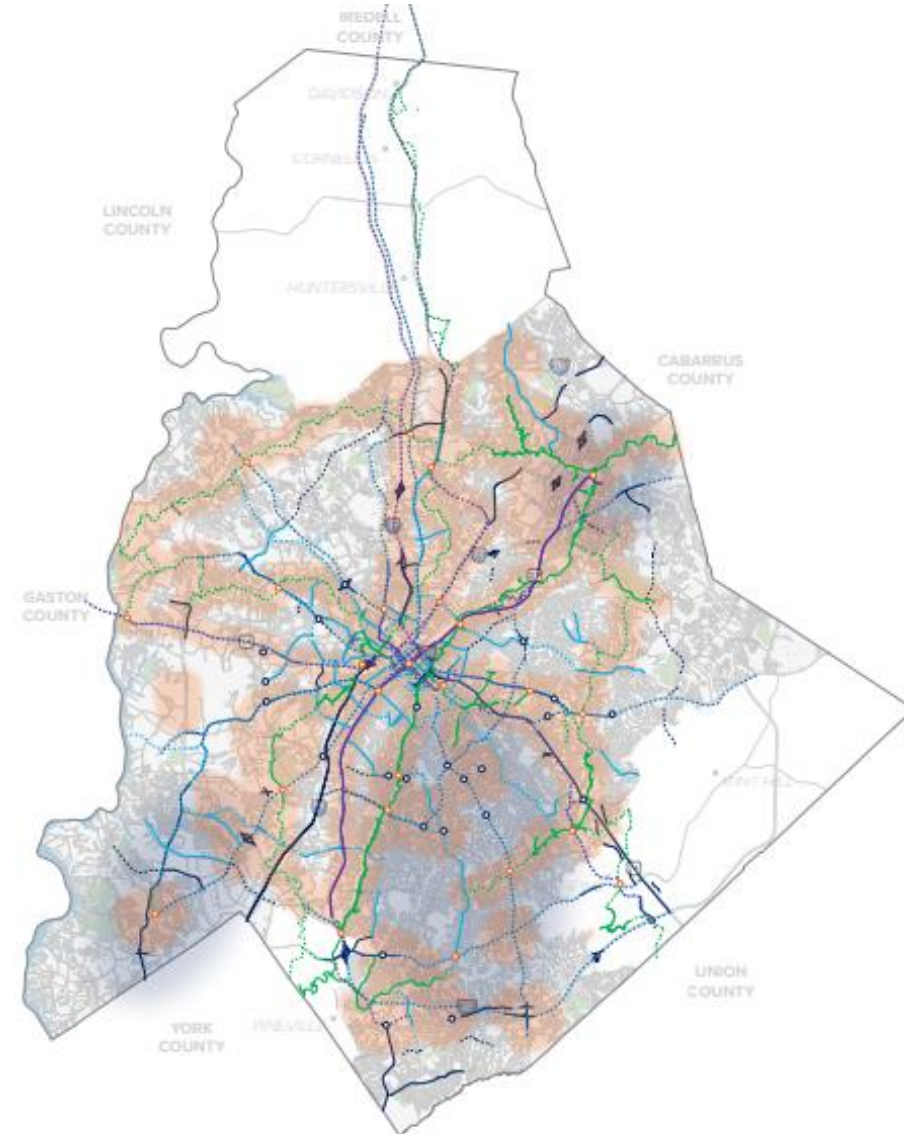
Total Program:
\$8 to \$12 Billion

Local Portion:
\$4 to \$6 Billion

Program Includes design,
construction, operation,
maintenance & financing.

influence:

- Calibration of the Transformational Mobility Network
- Refined cost estimates as project development occurs
- Secured partnership commitments
- Local funding commitments





Recommended Funding Strategy

Funding Source



FUNDING SOURCES

Primary New Sources:
Transit Sales Tax
Dedicated Property Tax

Partnerships:
State & Federal Grants

Existing Sources:
Planned Capital Investment

influence:

- Level of Partnership (state and federal)
- Support/scale of local funding sources
- Requirements/limits of funding sources
- Funding & Financing Plan

Local Gap
City/County funding

Local
City/County funding

State
Projects of
Regional need

Federal
Competitive
Transit Funding

**Local
Gap**

**Planned
Capital
Investment**

**Transit
funds/grants**

**Transit
Administration
(FTA) grants &
formula funds**



Recommended Funding Strategy Funding Source – Transit Sales Tax

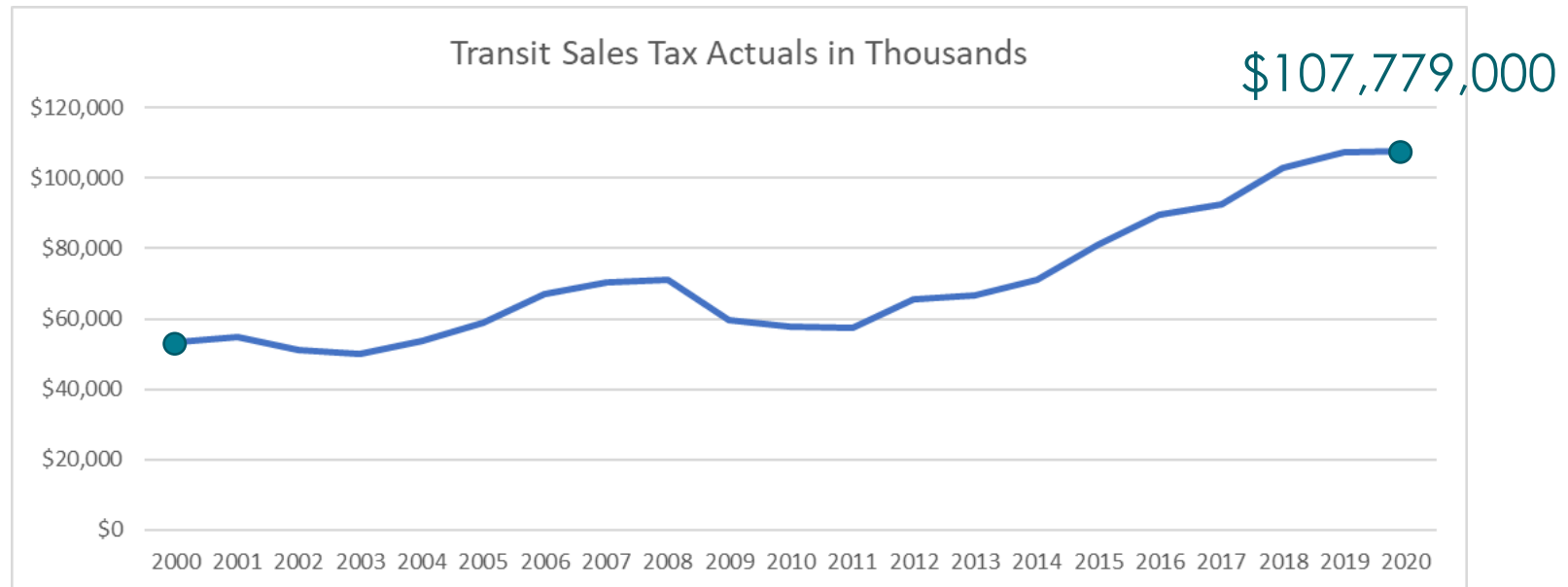


FUNDING SOURCES

TRANSIT SALES TAX

Characteristics

Assessed Rate.....	0.5%
Ave Growth.....	3.58%/Yr.
Designated Use...	Design Construction Operations



Roadway

Bicycle

Pedestrian

Greenway

Bus Priority

Rapid Transit



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



Recommended Funding Strategy

Funding Source – Transit Sales Tax



FUNDING
SOURCES

TRANSIT SALES TAX

Potential Additional Revenue

Rate Increase	Annual Revenue*
0.25%	\$55 Mil
0.50%	\$110 Mil
1.00%	\$220 Mil

**Actual influenced by volume and value of total transactions*



Recommended Funding Strategy

Funding Source –Property Tax



FUNDING
SOURCES

DEDICATED
PROPERTY TAX

Potential Additional Revenue

Rate Increase	Annual City Revenue	Example Tax Increase*
1¢	\$14 Mil	\$21.48
2¢	\$28 Mil	\$42.96
3¢	\$42 Mil	\$64.44
4¢	\$57 Mil	\$85.92

**Example Annual Property Tax Bill Increase:*

City portion calculated on the 2020 Median Home Value of \$214k with a \$2,072.82/year property tax bill (combined City/County)

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Bicycle

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Greenway

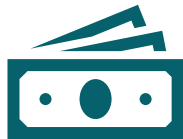
Bus Priority

Rapid Transit



Recommended Funding Strategy

Other Funding Source – Example



FUNDING SOURCES

EXAMPLE:

VEHICLE REGISTRATION FEE

Potential Additional Revenue

City Fee Increase*	Additional Annual Revenue
\$1	\$880K
\$5	\$4.4 Mil
\$10	\$8.8 Mil

*Current City Fee: \$30 (\$25 to CATS, \$5 to General Fund)

Example: Vehicle Tax & Fee (\$12,000 vehicle value)

Property Tax (City)	\$41.77
Property Tax (County)	\$74.03
Vehicle Fee (City)	\$30
Registration Fee (State)	\$38.75
Total	\$184.55



Gap Analysis

Comparison of existing funding with program cost

Evaluate how existing funding is prioritized

Recognize the influence of partnerships

Identify the local funding gap required to support the program

Local Gap
City/County funding

Local
City/County funding

State
Projects of
Regional Need

Federal
Competitive
Transit Funding

Local Gap

Planned
Capital
Investment

Transit
funds/grants

Transit
Administration
(FTA) grants &
formula funds

**\$4 to \$6
Billion**

**\$4 to \$6
Billion**

Roadway

Bicycle

Pedestrian

Greenway

Bus Priority

Rapid Transit
(rail program)

Transformational Mobility Network: **Characteristics:**

- Multimodal program of projects & investments
- Derived from adopted plans and policies
- Priority on projects that deliver the outcomes of the Transformational Mobility Network
- Influenced by final Funding/Financing Plan



Transformational Mobility Network Funding Strategy

Application of the Funding Strategy

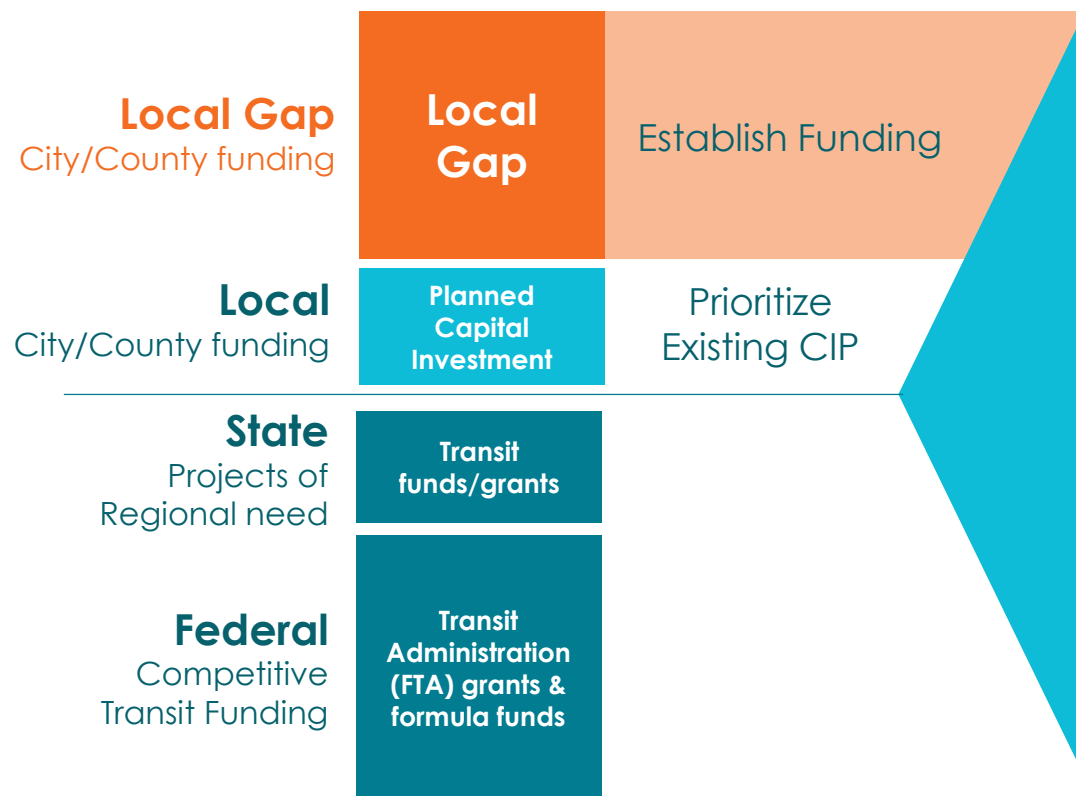
	Description	Authority/Approval	Rate Range	Per Year	30 Years
Transit Sales Tax	Geography: County Dedicated to new Revenue Bond financing	State Authority City Council Approval Voter Referendum (Tax)	0.25% to 1.0%	\$55 to \$220 Million	\$1.6 to \$6.6 Billion
Dedicated Property Tax	Geography: City of Charlotte Source for additional General Obligation Bond financing	City Council Approval (Tax) Voter Referendum(Bonds)	1¢ to 4¢	\$14 to \$57 Million	\$420 Million to \$1.7 Billion
Other Sources	Example: Vehicle Registration Tax	State Authority City Council Approval	Varies	+/- \$10 Million	+/- \$300 Million
New Funding Sources				\$79 to \$287 Million	\$2.3 to \$8.6 Billion
Planned Capital Investment (Transportation Bonds)				\$50 Million	\$1.5 Billion

**\$3.8 to
\$10.1 Billion**



Transformational Mobility Network Funding Strategy

Financing & Funding Plan



City Council & City Manager

Financing & Funding Plan:

Combination of financing tools and new/existing funding sources & partners

Considerations:

Guiding Principles
(new funding sources)

Competition for
Resources

Maintaining Fiscal
Sustainability

Funding Options:

Transit Sales Tax
Property Tax (increase)
Other - TBD

Financing Tools:

General Obligation (GO) Bonds
Cert. of Participation (COPS)
Revenue Bonds (Transit Sales Tax)
Federal Loans (TIFIA)
Tax Increment Grants (TIG)
Tax Increment District



Recommended Funding Strategy



TIME & DURATION

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10+ Years

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and construction program



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Next Steps

November 18 | *Task Force*

- Review of Task Force Recommendations
- Discuss revisions

December 3 | *Task Force*

- Review & Input on Task Force Recommendations and Report
- Invited Public Comment & Input

December 14 | *Council Briefing*

**Delivery to Mayor
& City Council**

Summary of Task Force Recommendations
& Council Discussion