



# CHARLOTTE

## MOVES

TASK FORCE



# Agenda

## 1. Welcome (10 min) (Mayor Gantt)

- a. Update on City Council Meeting Oct. 26<sup>th</sup> (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

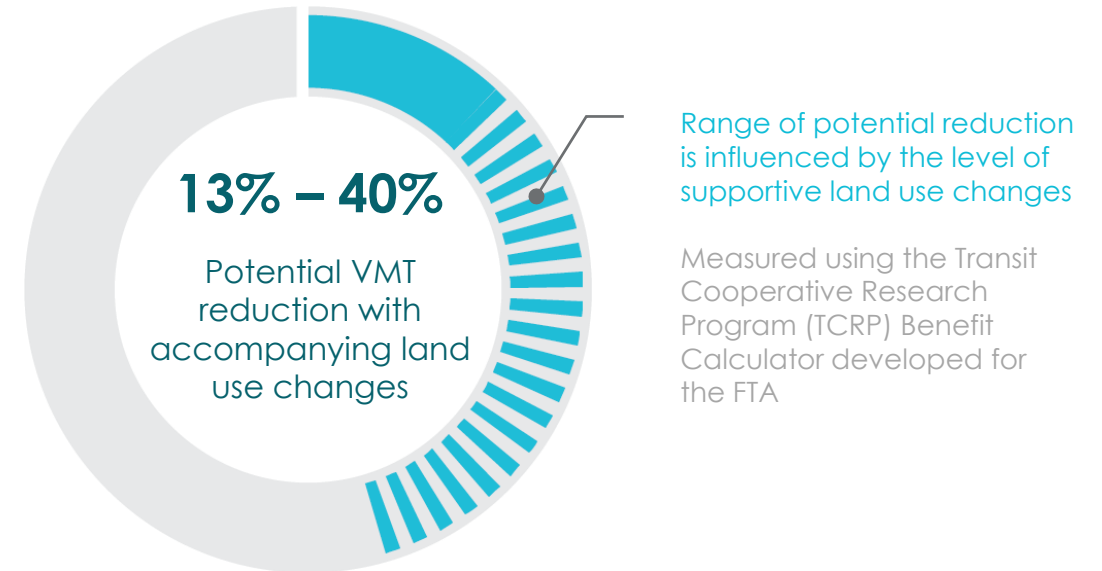
Bus Priority

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

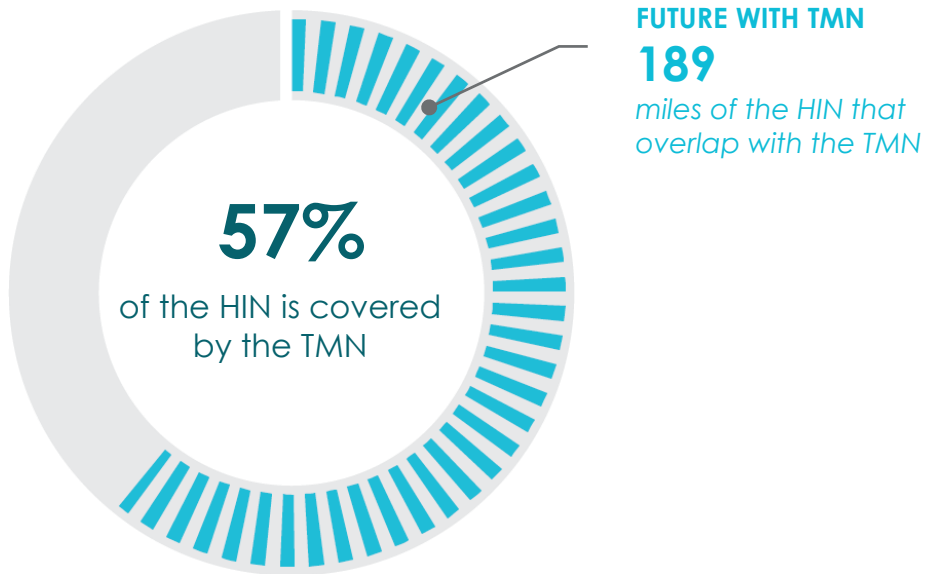




## CHARLOTTE FUTURE 2040 OBJECTIVE

**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

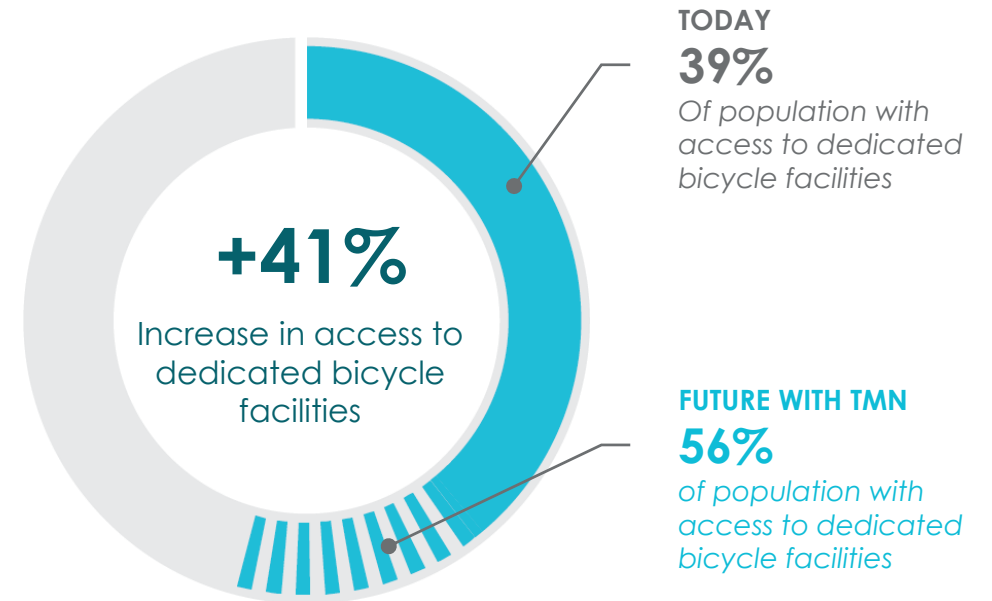
Bus Priority

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

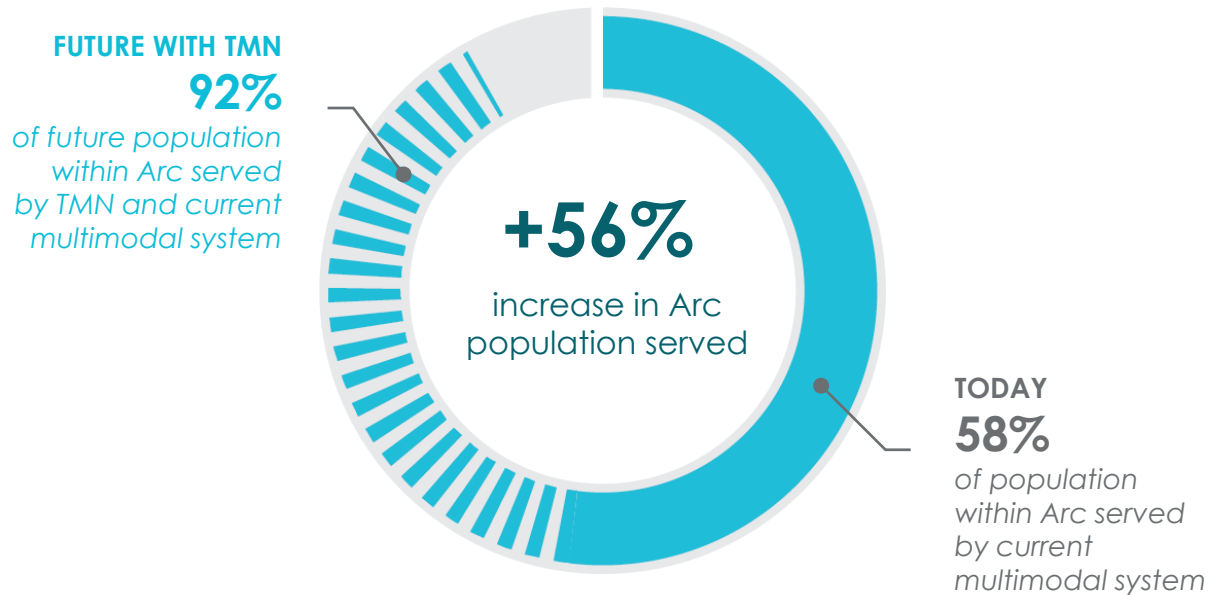
Rapid Transit



### 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)



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



Roadway

Bicycle

Pedestrian

Greenway

Bus Priority

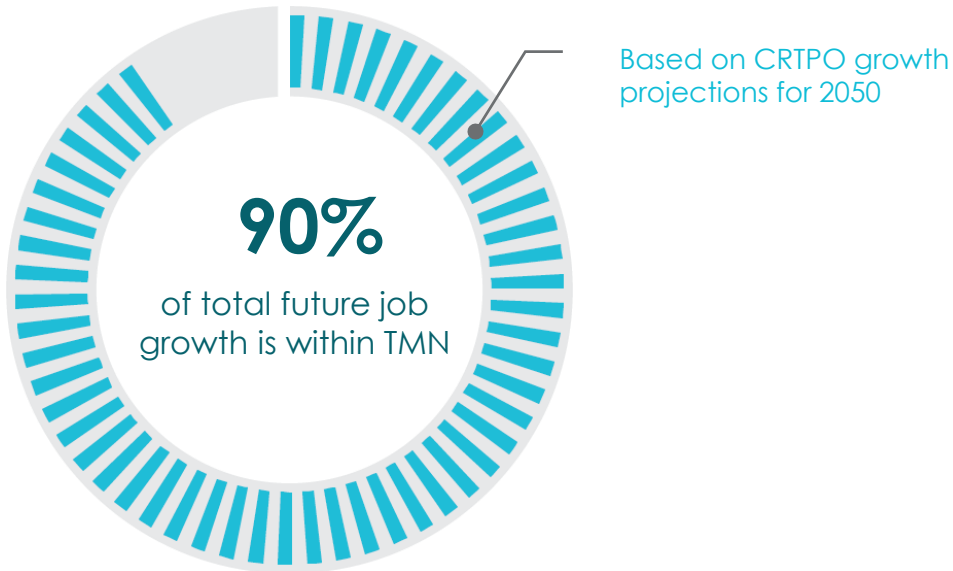
Rapid Transit



### 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

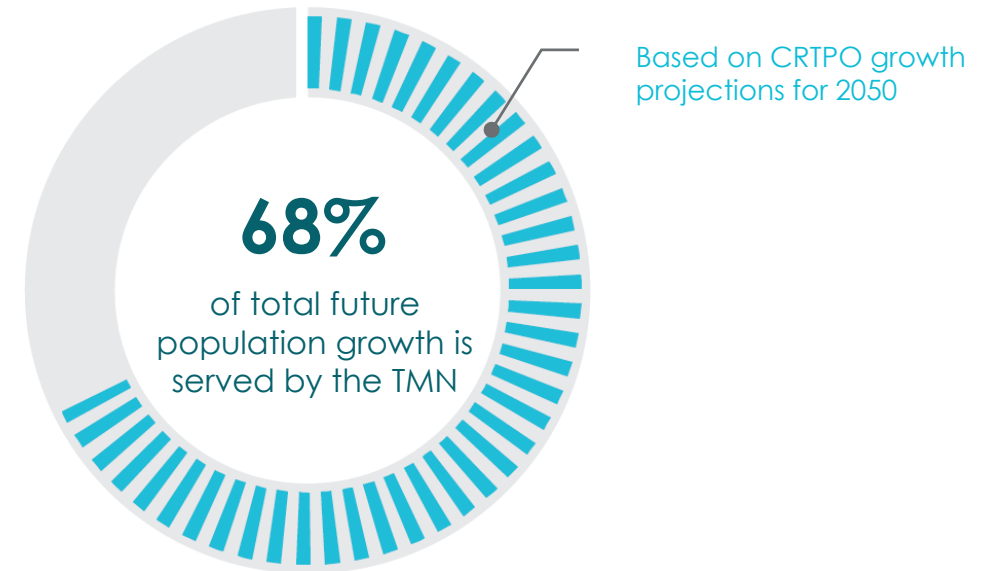
Bus Priority

Rapid Transit

### CHARLOTTE FUTURE 2040 OBJECTIVE

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

#### 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

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**CHARLOTTE**  
MOVES  
TASK FORCE





# Recommended Funding Strategy Time & Duration



## TIME & DURATION

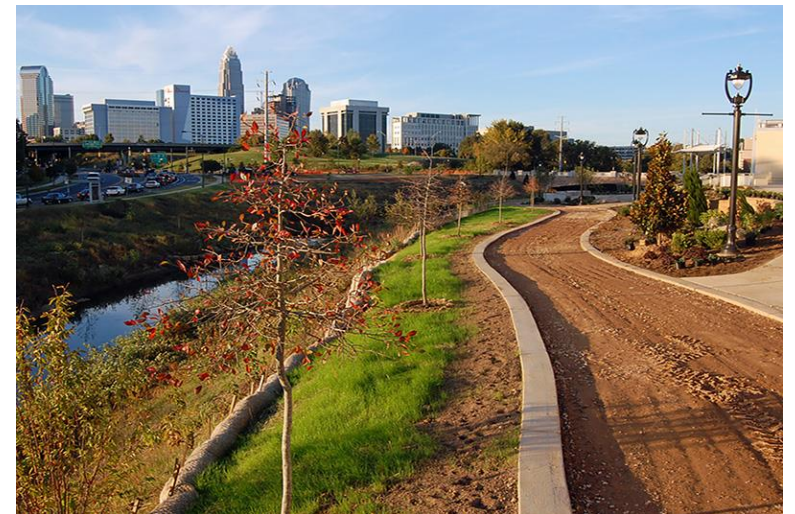
Construction:  
**10+ Years**

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

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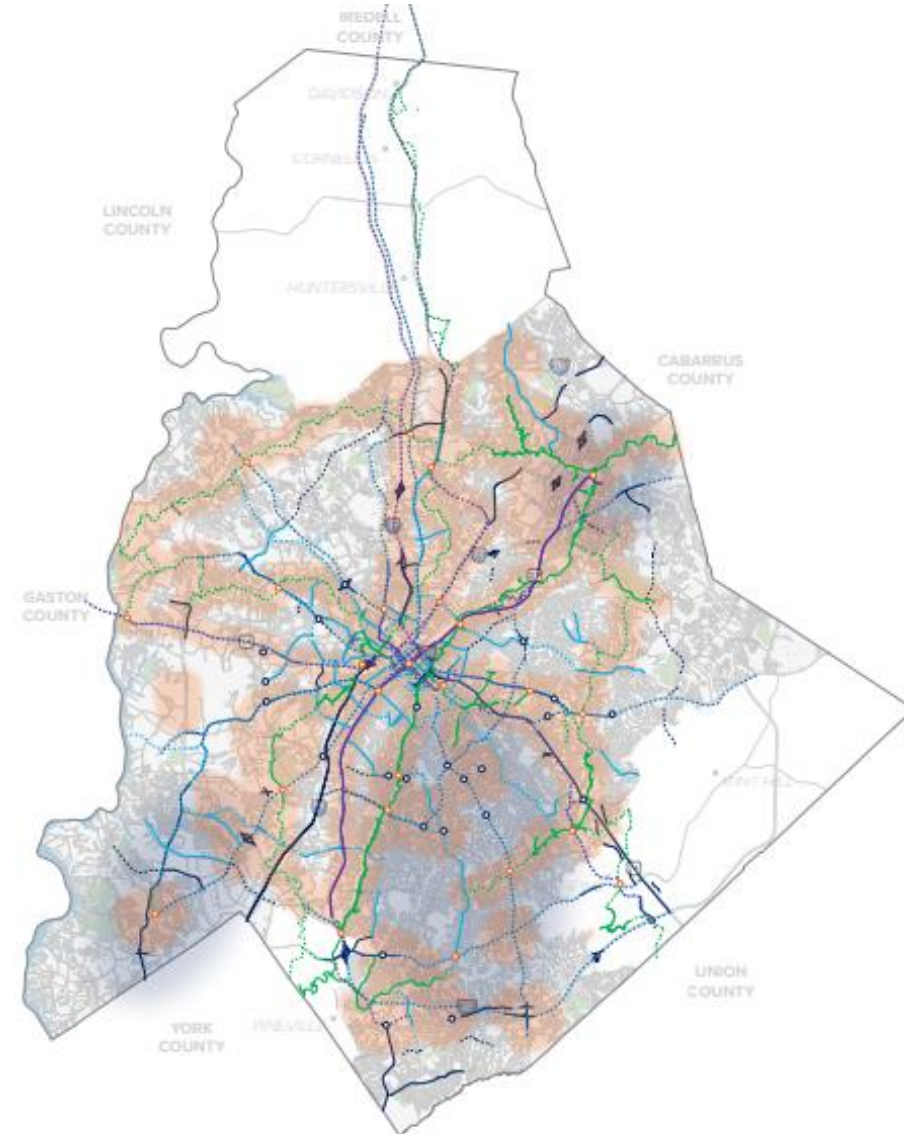
Total Program:  
**\$8 to \$12 Billion**

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

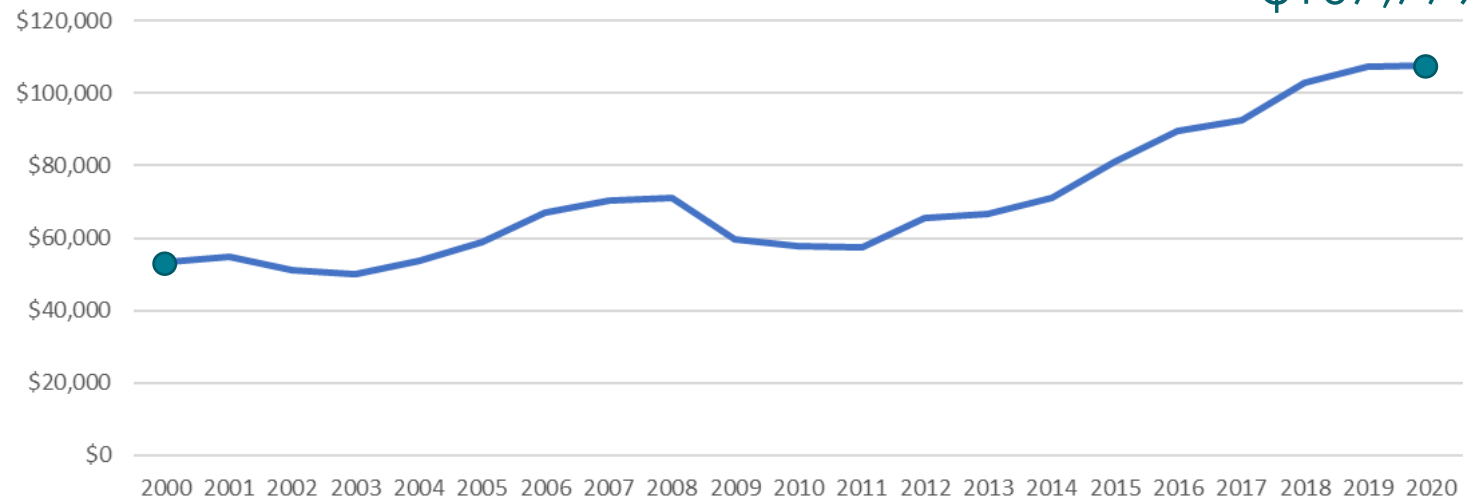
## TRANSIT SALES TAX

### Characteristics

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



Transit Sales Tax Actuals in Thousands



\$107,779,000

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
<b>7.25%</b>	<b>Charlotte</b>	<b>0.5%</b>	<b>Transit</b>
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)*

Roadway

Bicycle

Pedestrian

Greenway

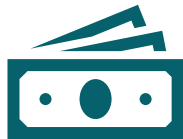
Bus Priority

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  
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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
<b>Transit Sales Tax</b>	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
<b>Dedicated Property Tax</b>	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
<b>Other Sources</b>	Example: Vehicle Registration Tax	State Authority City Council Approval	Varies	+/- \$10 Million	+/- \$300 Million
<b>New Funding Sources</b>				<b>\$79 to \$287 Million</b>	<b>\$2.3 to \$8.6 Billion</b>
<b>Planned Capital Investment (Transportation Bonds)</b>				<b>\$50 Million</b>	<b>\$1.5 Billion</b>

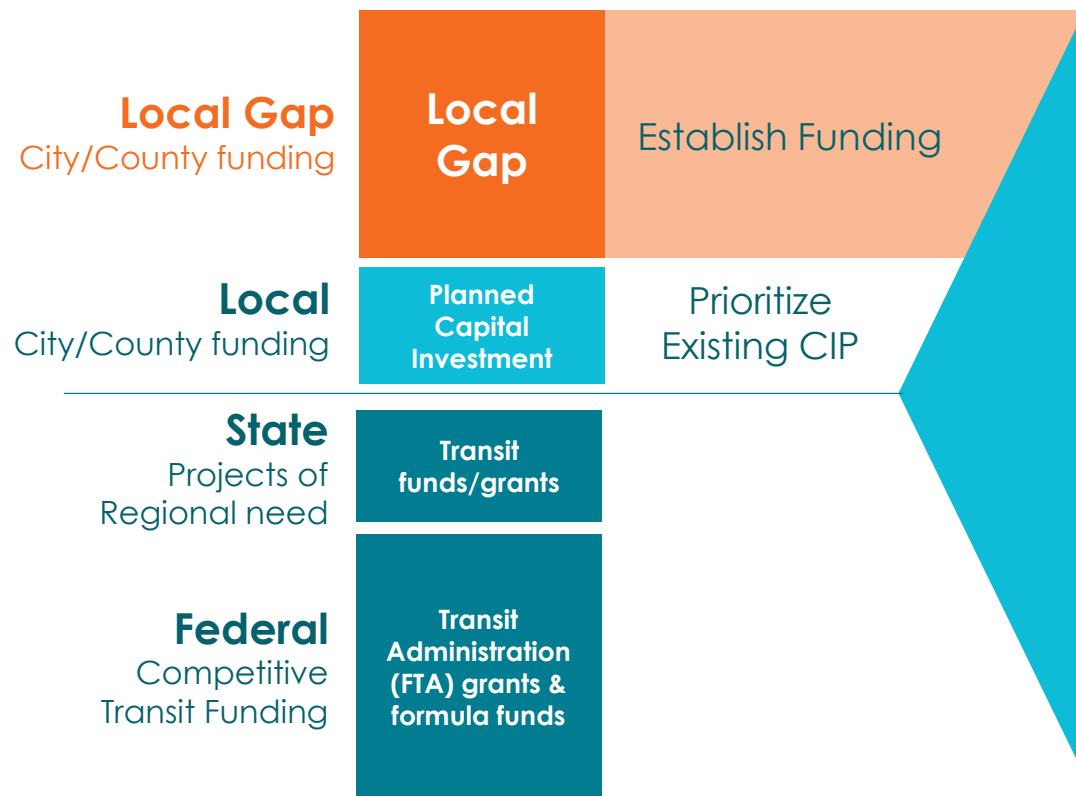
**\$3.8 to  
\$10.1 Billion**





## 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

Construction:  
**10+ Years**

Financing:  
**30 Years**

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



## PROGRAM SCALE & AMOUNT

Total Program:  
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## FUNDING SOURCES

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Partnerships:  
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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