

CHARLOTTE

MOVES

TASK FORCE



Agenda

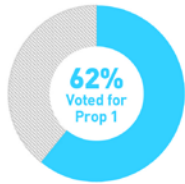
- 1. Welcome** (10 min) (Mayor Gantt)
- 2. Needs:** What are our priorities? (N/A)
 - a. Reminder: More discussion to come on this as part of draft memo*
- 3. Strategy & Outcomes:** How do we get there? (25 min)
 - a. Discussion of DRAFT Transformational Mobility Network (Mayor Gantt)
 - b. Measuring Success (Stephen Stansbery)
- 4. Implementation – Funding & Financing Strategy:** What will it cost?
How do we pay for it? (30 min) (Kelly Flannery & Stephen Stansbery)
- 5. Public Comment** (Mayor Gantt) (20 min)
- 6. Next Steps & Meeting Closing** (Taiwo, Mayor Gantt) (5 min)



Transformational Mobility Network Outcomes

Understanding of the influence of the TMN

Seattle Transportation Benefit District by the Numbers



In 2014, Seattle voters approved Proposition 1 to fund the purchase of increased Metro service and additional transit programs for Seattle residents.

This voter-approved funding measure includes a \$60 vehicle license fee and 0.1% sales tax increase to generate about \$45 million annually to improve transit availability and access for 6 years (2014-2020).

After just one year—these investments are paying off.

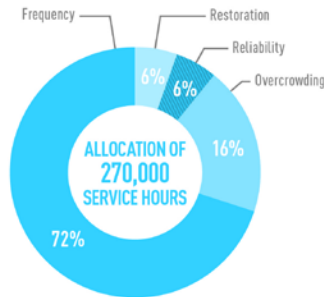
PROP 1 IS HAVING A BIG IMPACT!



270,000 annual service hours added—equivalent to 61 buses running 12 hrs. per day, 365 days a year.

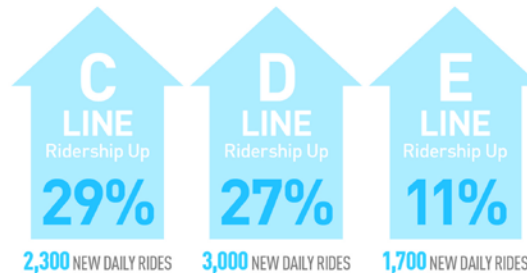
Service was added on 85% of Seattle routes. That's 56 of 66 routes!

- ↑ **Restored Routes:** 5 of 9 routes saved from planned elimination
- ↓ **Less Overcrowding:** 37 routes have more bus trips
- 🕒 **More Reliable:** 54 routes are now more reliable
- 🕒 **More Frequent:** 38 routes run more frequently



RAPIDRIDE GETS MORE RAPID...AND MORE RIDERS!

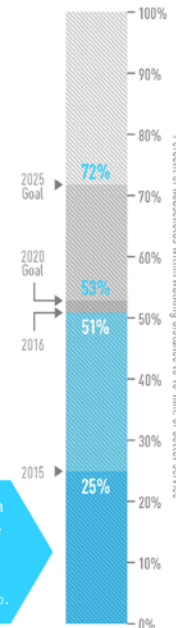
37% more RapidRide hours serve 7,000 more daily riders



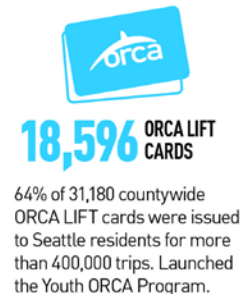
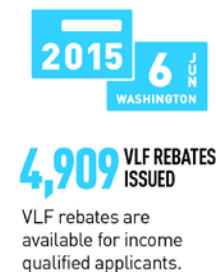
ACCESS TO TRANSIT IS GETTING MORE CONVENIENT



With 51% of households within walking distance to 10-minute or better service, we're more than 2/3 of the way to our Move Seattle 2025 goal of 72%.



INVESTING IN MORE ACCESS AND AFFORDABILITY



Emphasis Areas for Charlotte Moves

- Health
- Safety
- Access to Opportunity
- Equity
- Regional Growth & Connectivity

Learning From Others

Making the case for Investing In Mobility



Chris Walton | Director

Broward
County
Florida



Annick C. Beaudet
Assistant Director

Austin
Texas

WHY

Acknowledge transportation as a primary ingredient to sustaining a vibrant, competitive and equitable community.

WHAT

Ensure that your approach is multimodal and benefits the entire community.

HOW

Identify program scale, financial need, financial options, and financial plan.

WHO

Build a diverse coalition of support

"If we want different outcomes, we need to do something different"

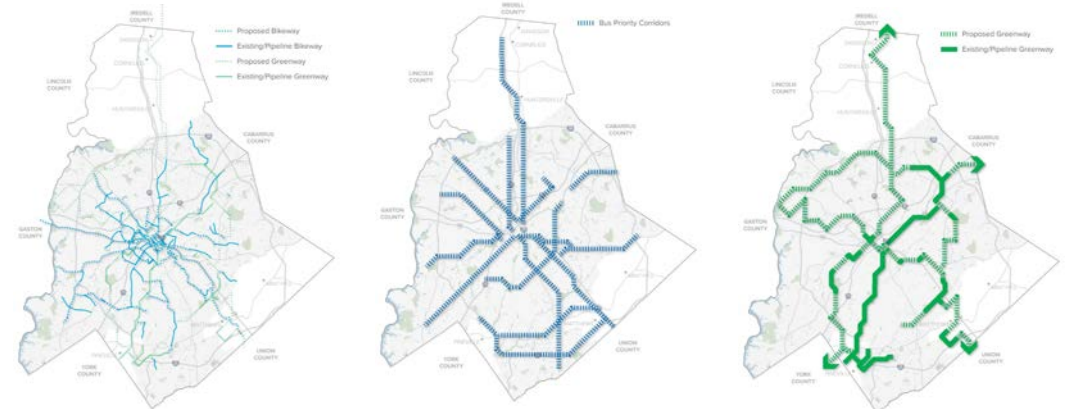
Purpose & Observations

Making the case for Investing In Mobility

WHY?

- ✓ Charlotte's changing needs are increasing and outpacing the implementation of our transportation plans.
- ✓ Charlotte will be unable to advance additional rapid transit investments without a new revenue stream*
- ✓ Charlotte would need to increase multimodal investments to implement the TAP.

WHAT?



Transformational Mobility Network



*Cost Source: Transportation Action Plan and 2030 Transit System Plan

Funding Strategy



PROGRAM SCALE



GAP ANALYSIS



FUNDING MENU

Financial Plan



FINANCE & FUNDING PLAN

Task Force Deliverable

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

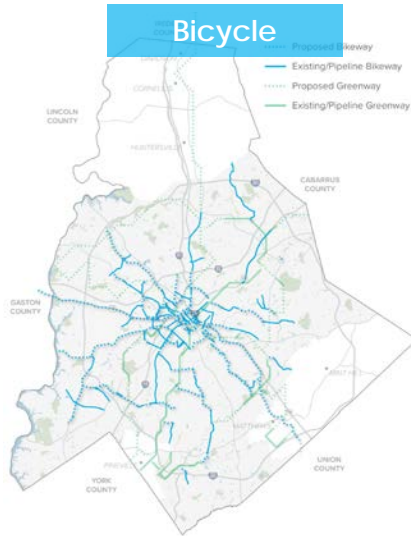
City Council & City Manager

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

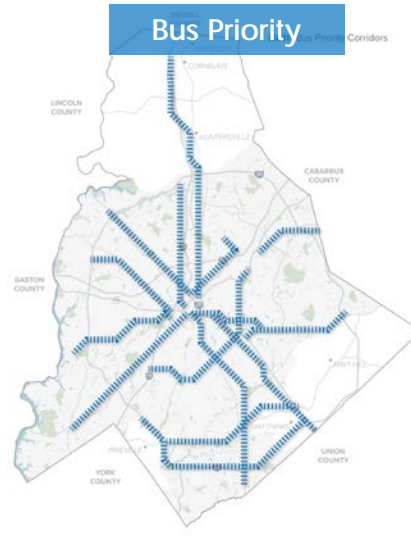


Transformational Mobility Network Funding Strategy

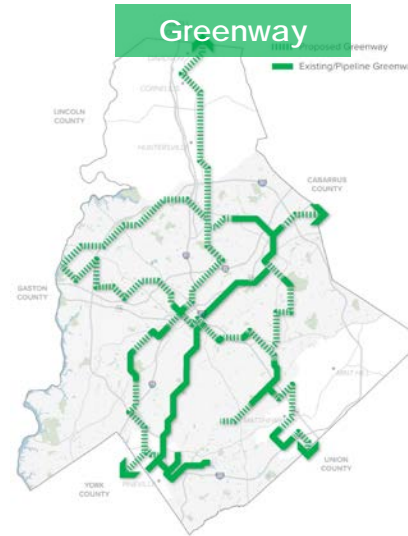
Program Characteristics



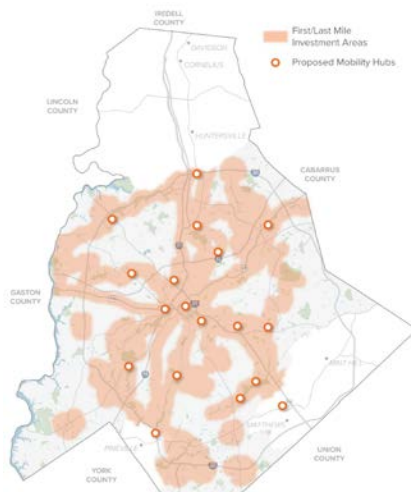
Bicycle



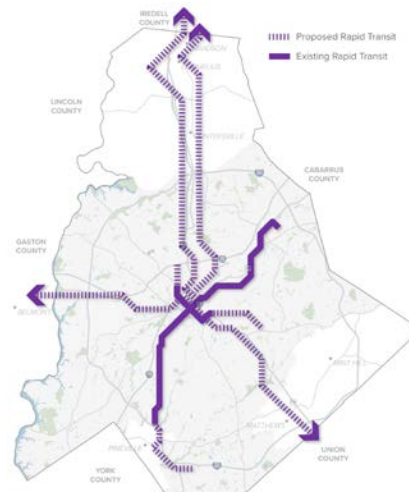
Bus Priority



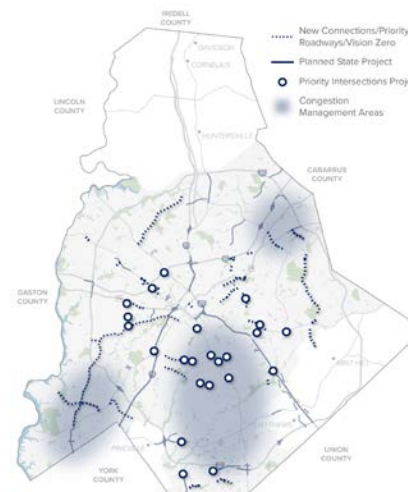
Greenway



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



Local
Capital
Investment



Transit
funds/grants



Transit
Administration
(FTA) grants &
formula funds

Local

City/County funding

State

Projects of regional
need

Federal

Competitive transit
funding

Transformational Mobility Network: **Characteristics:**

- Multimodal program of projects & investments
- Funding Eligibility dependent on inclusion in the TM Network
- Derived from adopted plans, policies & TF input
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**Partnerships are a
cornerstone of our success.**

Roadway

Bicycle

Pedestrian

Greenway

Bus Priority

Rapid Transit



Transformational Mobility Network Funding Strategy

Program Scale

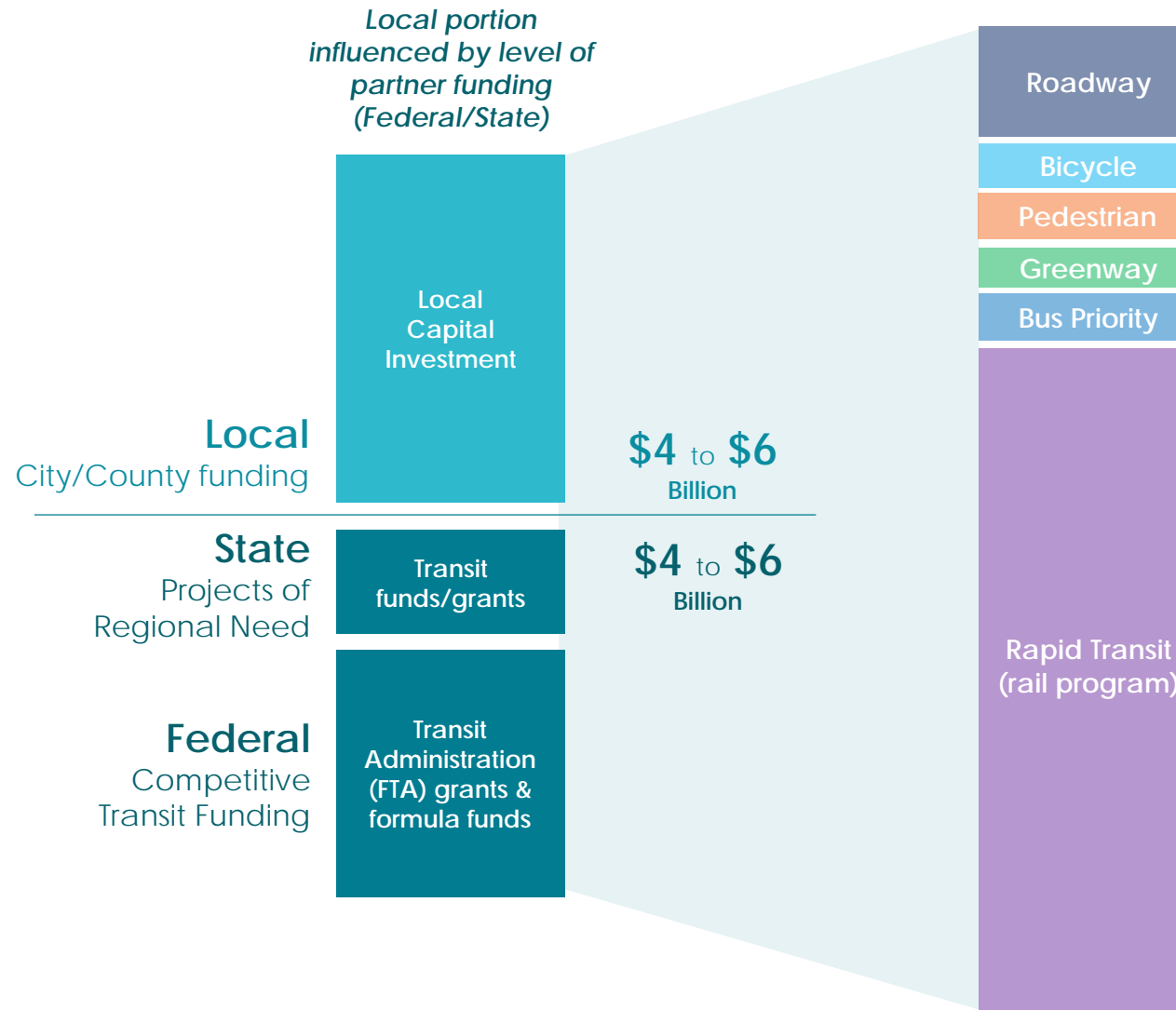


Program Scale

\$8 to \$12
Billion

Influenced by:

CATS 2030 Transit System Plan
City Transportation Action Plan



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



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

Menu of Program Funding Options

	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	
Property Tax	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

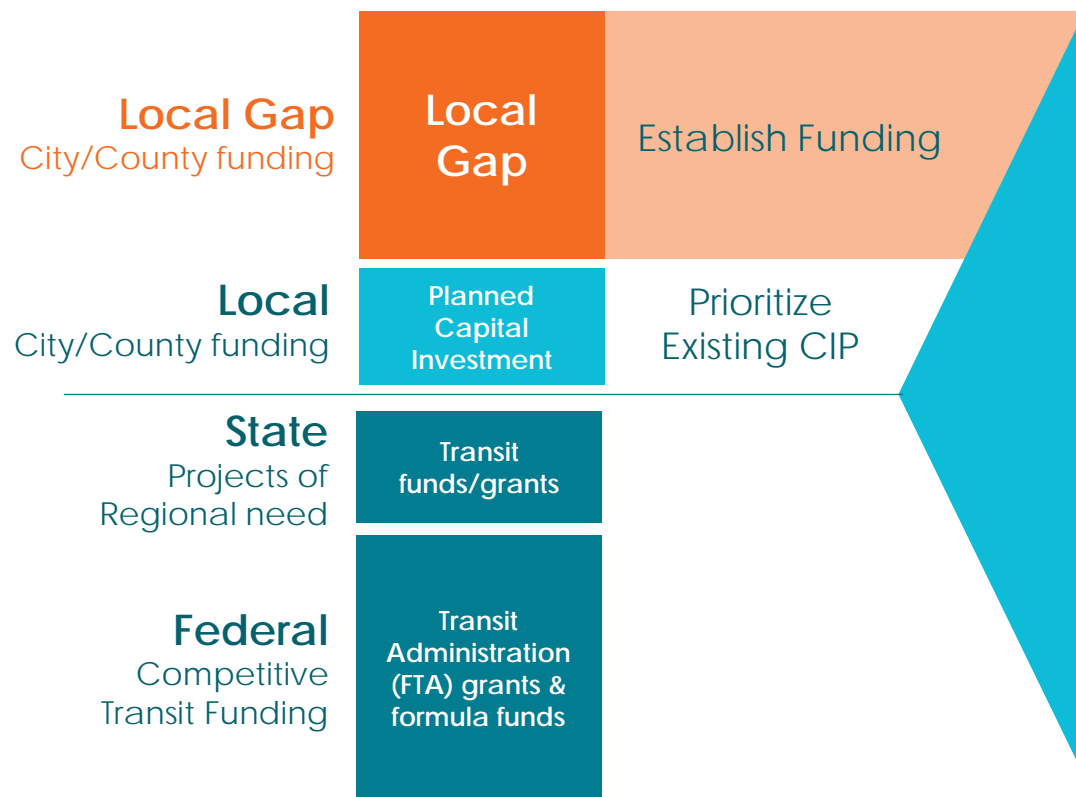
Guiding Principles

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?



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



Public Comment

Mayor Gantt



Next Steps

November - December

- Needs Statement
- Transformational Mobility Network – Outcomes
- Funding Strategy – Additional discussion
- Delivery to City Council

NEXT MEETING: November 10TH