

Austin InterCity Visit

Community for a Multimodal System

\$12 Billion Shortfall!

The difference between known funding sources (including federal and state) and identified road needs for Mecklenburg County over the next 25 years.

- "Identified Road Needs" means a good system- not an excellent system and contemplates completion of the 2030 Transit Plan

The Charlotte urban area has one fourth the Population of the Atlanta urban area, and yet at peak times Charlotte experiences three fourths of the same congestion delays as Atlanta

	Charlotte	Atlanta
Population Urban Area	950,000	4,170,000
Annual Congestion Score per Traveler	45	50

Source: 2007 TTI Annual Mobility Report, 2005 data

AREA DEVELOPMENT

What are the top site selection factors of corporate decision makers?

Most Important:

1. Highway Accessibility
2. Availability of skilled labor
3. Labor Costs
4. Low Union Profile
5. Energy Availability & Costs
6. Environmental Regulations
7. Available Land
8. Tax Exemptions
9. State & Local Incentives
10. Availability of Advanced Telecommunications Technology

Committee of 21 Committee Report

• Congestion • Congestion • Congestion
April 27, 2009

Interstates Local Roads

Who Appointed

- 7 from the City of Charlotte
- 7 from Mecklenburg County
- 7 from the Charlotte Chamber

Charge to the Committee

- Prioritize Roads
- Identify Dedicated and Reliable Funding Sources
- Advocate for our Recommendations

Governance

Guiding Principals

- Must be politically viable
- Strive to relate fees to users
- Road Decisions are appropriately consistent with public transportation system and adopted land use plans
- Accountability, Transparency and with limited political influence
- Seek to leverage dollars
- Encourage public/private partnerships

Funding Options

Challenge - What options are available solely to Mecklenburg County Residents?

- Sales Tax Increase
- Payroll Tax
- Toll Roads
- Sin Taxes
- Impact Fees
- Tax on Transit Tickets
- Property Tax Increase
- Vehicle Miles Travelled Tax
- Gas Tax Increase
- Land Transfer Tax
- Driveway Tax
- Center City Access Fee
- Parking Surcharge
- Rental Car Tax
- Traffic Violation Fee
- Airport Tax
- Tax Increment Financing
- Hotel Occupancy Tax



Final Funding Recommendations

- Vehicle Registration Fee Increase
- 1/2 Cents Sales Tax Increase
- Toll Roads
- Vehicle Miles Travelled Fee

Final Funding Recommendations

Vehicle Registration Fees

- Increase current fee by up to \$30
- Dedicated solely to road maintenance
- Relates to road users
- Generate approximately \$18 million annually



Final Funding Recommendations

1/2 Cent Sales Tax Increase

- Collection system already in place
- Approximately 30% should come from non Mecklenburg residents
- To be used for local roads including State maintained local roads
- Generate approximately \$80 Million annually



Final Funding Recommendations

Toll Roads

- Would generate revenues from non Mecklenburg residents
- Relates to road users
- Technology makes tolling much easier
- Would apply to I-77, I-85 and I-485
- Would be used for improvements to the interstates
- Would generate substantial sums



Final Funding Recommendations

Vehicle Miles Travelled Tax

- Recognizes that vehicles are increasingly using alternative fuels
- Relates to road users
- Would be *In Lieu of* the Gas Tax
- Retain portion allocable to Air Quality programs
- Has technology and legal issues



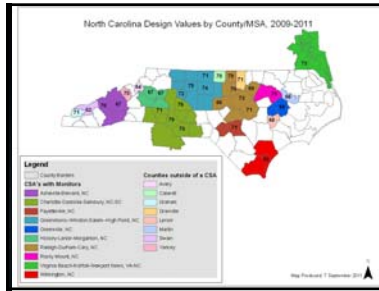
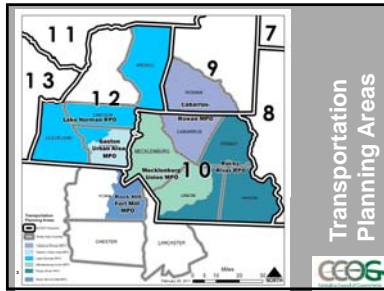
Governance Recommendation

- Oversight of the 1/2 cent sales tax
- Focus on clarity, transparency, accountability and with limited political influence
- Formed by Interlocal Agreement-similar to MTC-regional in nature
- Provides for funds distribution rules with 10 year measures for fairness
- Rigorous and transparent road prioritization process and accountability for implementation
- Each municipality determines voting protocol for representative



Governance - Continued

- Citizen representation through membership
- Promote public/private initiatives to save costs and accelerate road improvements
- Initial staff support through TCC and administrative support from CDOT
- Maintenance of effort and assurance of fair and proportionate share of state road allocations
- Details and draft Interlocal Agreement should be completed before seeking voter approval



Pennies for Progress

- November, 1997
 - 1% sales Tax
 - Raised \$100 million
 - Expired in 2004
- November, 2003
 - Continued 1% sales tax for 7 more years
 - Targeted to raise \$173 million
- August, 2011
 - Continues 1% sales tax for seven more years
 - Passed with 82% approval rate

THANK YOU 

Graphic with four images illustrating transportation modes: a bus stop, a traffic jam, a cyclist, and an airport.