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 contemplated completion of the 2030 Transit Plan

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

<table>
<thead>
<tr>
<th>Road Type</th>
<th>Current Space (mil ft²)</th>
<th>Needed Space (mil ft²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstates</td>
<td>60</td>
<td>12</td>
</tr>
<tr>
<td>Local Roads</td>
<td>100</td>
<td>20</td>
</tr>
</tbody>
</table>

Charlotte
- Population: 860,000
- Annual Congestion Hours per Traveler: 45

Atlanta
- Population: 4,170,000
- Annual Congestion Hours per Traveler: 60

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.

Source: 2007 TTI Annual Mobility Report, 2005 data

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

April 27, 2009
Committee of 21 Committee Report

- Congestion
- Congestion
- Congestion

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 Traveled Tax
- Gas Tax Increase
- Land Transfer Tax
- Parking Surcharge
- Rental Car Tax
- Tax Increment Financing
- Airport Tax
- Hotel Occupancy Tax

Final Funding Recommendations

- Vehicle Registration Fee Increase
- 1/2 Cents Sales Tax Increase
- Toll Roads
- Vehicle Miles Traveled 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-485 and others
- Would be used for improvements to the interstates
- Would generate substantial sums

Final Funding Recommendations

Vehicle Miles Traveled 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
- Formally Intergovernmental Agreement for Mecklenburg regional interests
- Designed to fund distribution plan with 10 year measures for fairness
- Account for transportation planning 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 CDOT and administrative support from COT
- Maintenance of effort and assurance of fair and proportionate share of State road allocations
- Details and draft Intergovernmental Agreement should be completed before seeking voter approval
Transportation Planning Areas

November, 1997 - Increased sales tax to 1% raised $100 million. Tax expired in 2004.

November, 2003 - Continued 1% sales tax for 7 more years to raise $173 million.

August, 2011 - Continued 1% sales tax for 7 more years. Passed with 82% approval rate.

Thank you.