

Committee of 21 Final Report

Appointed by Mecklenburg
County, City of Charlotte and
Charlotte Chamber

General Purpose of Group

- To prioritize area road needs
- Identify long term funding options
- Advocate for best funding choice
- Benchmark research and review best practices
- Recommend solution for both capital and maintenance needs

Financing Plan Caveats

- Due to current economic conditions, proposed funding should be delayed for up to 2 years or when local officials deem appropriate
- Any new, local funding should only be adopted with an understanding they would leverage State and Federal funds

Four Revenue Sources ID'd

- Vehicle registration fees
- New half cent sales tax for roads
- Interstate tolls
- Vehicle miles traveled fee

Vehicle Registration Fees

- Seek State authority to raise annual fee to \$60 per vehicle
- Revenues generated in a municipality would be used for roads maintenance in that municipality
- Revenue potential countywide--\$18 million

Half Cent Sales Tax

- Seek State authority to hold referendum for a dedicated half cent sales tax for roads construction and improvement
- Not subject to repeal
- Pay-as-you-go or for bonded debt
- Estimated annual yield--\$65 to \$80 million

Tolls for Interstates

- Establish tolls for I-85, I-77 and I-485
- For construction, widening and maintenance
- All revenues kept locally
- Require State, Federal 'maintenance of effort'
- No estimate of annual revenue generated

Vehicle Miles Traveled (VMT)

- Evaluate moving from gas tax to VMT
- In lieu of gas tax, not in addition to
- Used for County roads construction and maintenance
- Revenue estimates—at least equaling the current gasoline tax

Additional Suggestions

- Seek public/private partnerships to get roads built
- Acquire right-of-way early
- Better coordinate land use planning and transit oriented development (TOD)
- Seek revisions to 'Equity Formula' for allocating State transportation funds

Governance of Effort

- Eight party interlocal agreement
- Combination of elected and civic leaders
- Representing Meck County, seven municipalities plus citizens
- Elected officials to be a majority
- Revenues to be administered by Meck County
- Staffing to be provided by City of Charlotte

Operational Principles

- State roads eligible for funding from half cent sales tax (excluding interstates)
- Maintenance of current funding levels required by municipalities and State
- All unincorporated areas assigned to towns ETJ
- Consider future merger of roads and transit governance into one entity

Next Steps

- Full discussion of recommendations, alternatives considered
- Develop local consensus on funding priorities and timing
- Confer with Mecklenburg Legislative Delegation on new legislation
- Organize and support referendum