



February 4, 2009

To: Curt Walton
From: Boyd Cauble
Subject: Transit Funding Authorization

The City of Charlotte was notified Monday that Representative Carney was introducing an Intermodal Transportation bill that included an additional ½ % sales tax authority for transit for metropolitan counties, including Mecklenburg. The authority would require voter approval similarly to the original ½% sales tax for transit. However, Senator Clodfelter has objected to Mecklenburg County being included in the legislation.

The Delegation from the Raleigh area and other groups supporting the Intermodal bill were concerned that the bill would die if Senator Clodfelter objected. Based upon their concern and Senator Clodfelter's objection, Representative Carney advised the City yesterday that the Mecklenburg authority would be removed from the bill.

After meeting with Senator Clodfelter, it became clear he would oppose any additional transit funding authority for Mecklenburg unless the following issues were successfully addressed.

- Dedicated funding for the Street Car.
- Commitment for the light rail alternative in the Independence Corridor.
- Reorganization of the MTC which gives the City of Charlotte more authority.

Representative Carney stated she was pulling Mecklenburg County from the proposed bill so the bill could progress with full support of the existing coalition. In addition to Senator Clodfelter's objection, the Charlotte Chamber has advised her that they would oppose the additional transit tax without funding for roads. She said she would file a separate bill on behalf of Charlotte if "things worked out." She also stated that the bill could be amended later to include authorization for additional funding for Mecklenburg County.

There is currently a positive mood for the Intermodal bill. Charlotte is the model for what can be successfully accomplished with transit in the urban areas of North Carolina. Our success has led other cities to seek funding authority for transit. Speaker Hackney has indicated his support for the Intermodal bill and specific support for the Triangle's need for transit. A "stand alone" funding bill for our region in the future, if Council later desires such a bill, will be much more difficult to achieve outside this larger multi-county bill, which currently has strong support in metropolitan areas.

C: Mecklenburg Delegation