



Committee Of 21  
Meeting # 5  
September 15, 2008  
**MINUTES**

**ATTENDANCE**

<b>Committee Members</b>				
<b>NAME</b>	<b>PRESENT</b>		<b>NAME</b>	<b>PRESENT</b>
Ned Curran, Chair	YES		Pat Mumford	YES
Johnsie Beck	NO		Peter Pappas	YES
Mark Casper	YES		Ken Randall	YES
Cindy Chandler	YES		Wendy Spanbauer	NO
John Crosland	YES		Allen Tate	YES
Frank Emory	NO		Betty Turner	YES
Ray Eschert	YES		Virginia Keogh	NO
Claire Fallon	NO		Ed McMahan	YES
Anthony Fox	NO		Randy Kincaid	YES
David Howard	YES		Charles Knox	YES
Steve Iannarino	YES			
<b>Non- Committee Members</b>				
Vi Lyles, Lee Institute	YES		Natalie English, Chamber	YES
Doug Bacon, Lee Institute	YES		Tim Richards, City	YES
Danny Pleasant, CDOT	YES		Norm Steinman, City	YES
Deborah Goldberg, City	YES		Bobbie Shields, County	YES
Dina Diorio, County	YES		Mary Thomsen, REBIC	YES
Bill Coxe, Huntersville and MUMPO-TCC	YES		Valaida Fullwood, Lee Institute	YES
Andy Grzymiski, City	YES		Angela Maynard, City	YES
Greg Gaskins, City	YES		Joel Levy, City	YES

**WELCOME AND REVIEW OF MEETING OBJECTIVES**

Committee Chair Ned Curran called to order the 5th meeting of the Committee of 21 at 11:08 am. The meeting took place at the Government Center, Room 280. Curran reviewed the agenda and plans to discuss funding sources. He noted that was too early in the process to talk about a particular funding source. Guests along the perimeter introduced themselves.



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## **OVERVIEW OF CITY AND COUNTY FUNDING SOURCES**

Handouts: (1) Committee of 21 Analysis; (2) Additional information on Selected Revenue Sources

Greg Gaskins, Director of Finance for the City of Charlotte, provided information on funding sources generated at a prior meeting. He noted that an assumption in the funding model addresses the need for a vehicle to accumulate debt so capital projects could begin right away.

Two funding sources were not included in the overview: airport tax (did not meet set criteria because it is federally funded) and tax increment financing (too difficult to calculate and too many assumptions regarding development).

The group noted the need to add a new criterion: Keep maintenance and capital revenues separate. Members also suggested adding two new sources of revenue to the short list: (1) Penny property tax (city, county) and (2) Vehicle registration (due to ease of administration and implementation).

Steinman reviewed long-term transportation costs and funding gaps, which were initially presented at a prior meeting. The projected costs total \$12 billion over a 25-year time period, or \$500 million per year.

### Capital Category/ Construction of Roadways (state, county)

- Projected expenditure: \$14 billion
- New construction revenue: \$3.5 billion
- Funding gap: \$10.5 billion

### Maintenance (resurfacing, traffic signals, bridge inspection, etc)

- Projected expenditure: \$6 billion
- Revenue: \$4.5 billion
- Funding gap: \$1.5 billion

### Totals

- Projected expenditures (capital and maintenance combined): \$20 billion
- Revenue: \$8 billion
- Funding gap: \$12 billion



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## **BENCHMARK CITIES PRESENTATION**

Handout: Guiding Principles Comparison Matrix

Norm Steinman delivered a PowerPoint presentation on benchmark cities. One example discussed was Pennies for Progress in York County, South Carolina. The model included a defined list of projects across the state with a sunset and was funded through a one-cent sales tax. It was first approved in 1997 and approved again in 2003. Steinman also noted that metro areas in California benefited from a decision to give more authority at the local level (MPOs). Local groups have roughly 75% of authority and the state department of transportation has 25%, which is an entirely different process than in NC.

Danny Pleasant noted that governance models would be the focus of the next meeting. He stated that governance covers a range of functions, including capital construction, maintenance/operations, management of revenue, debt and infrastructure, planning and priority setting.

Curran adjourned the meeting at 1:08 pm.