

CABARRUS COUNTY LONG RANGE PUBLIC TRANSPORTATION MASTER PLAN

JW CLAY BLVD



CONNECTING COMMUNITY



Concord Kannapolis Area Transit

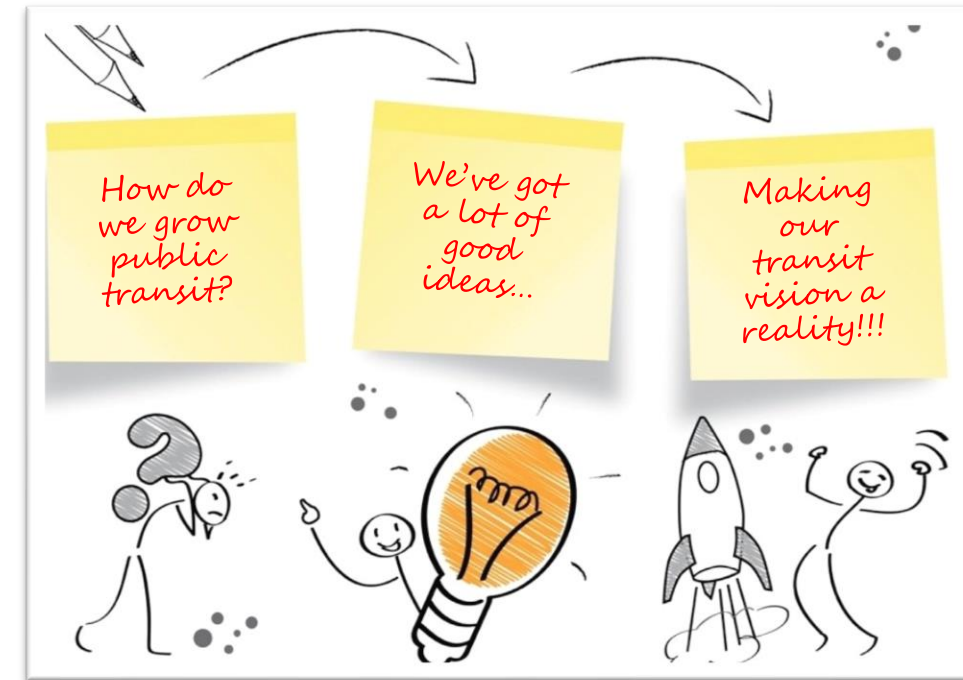


CABARRUS COUNTY
America Thrives Here

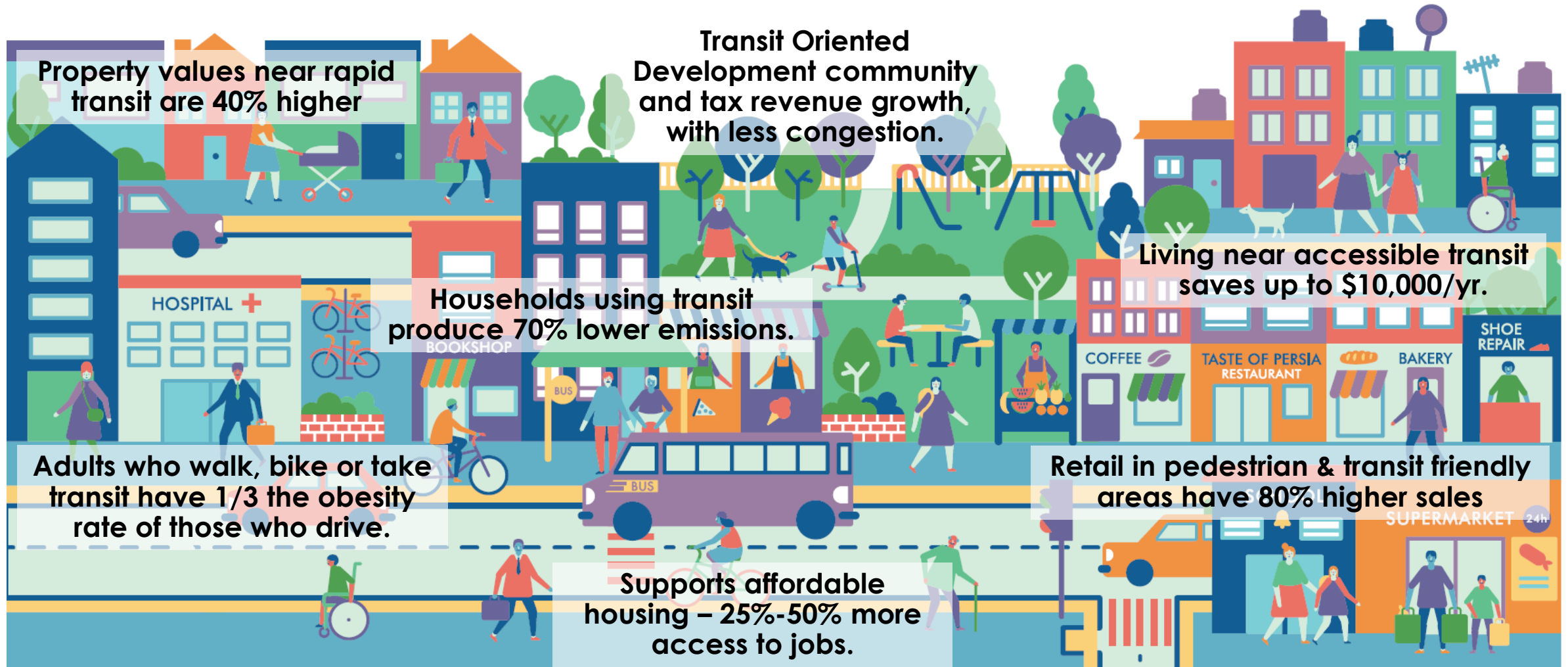
March 2020

WHY THIS PLAN, AND WHY NOW?

- Cabarrus County is rapidly growing: ***need to develop a pathway to long term local and regional public transit options now***
- How do we grow the system and plan responsibly?
- Learn from riders and non-riders what would make transit an effective mobility option for them
- Study consolidation of Rider Transit and CCTS
- Develop realistic cost information and financing options



WHY GROW PUBLIC TRANSIT?



PUBLIC TRANSIT IN CABARRUS COUNTY TODAY

- Two separate, disconnected systems
- Unserved areas and underserved areas
- 8 bus routes (7 local, 1 regional)
- 38 Vehicles (10 Buses, 28 Demand Response)
- 92 employees
- \$6.82M annual budget (combined)
- ~525,000 passenger trips annually
- 60-75 minute frequency



CURRENT CONDITIONS

- 2017 LEHD Data estimates that **58,194 people/day** commute between Cabarrus and Mecklenburg Counties each work day
- Current transit challenges
 - **Need longer service hours**
 - **More frequent service**
 - **More fixed route service**
 - **Increased demand response service area**
- Cabarrus County expected to grow 50% or more over next 20 years
- Mobility for everyone will become more and more challenging if we don't take action

Concord Mills & Bruton Smith Blvds



Poplar Tent Rd. & Concord Pkwy



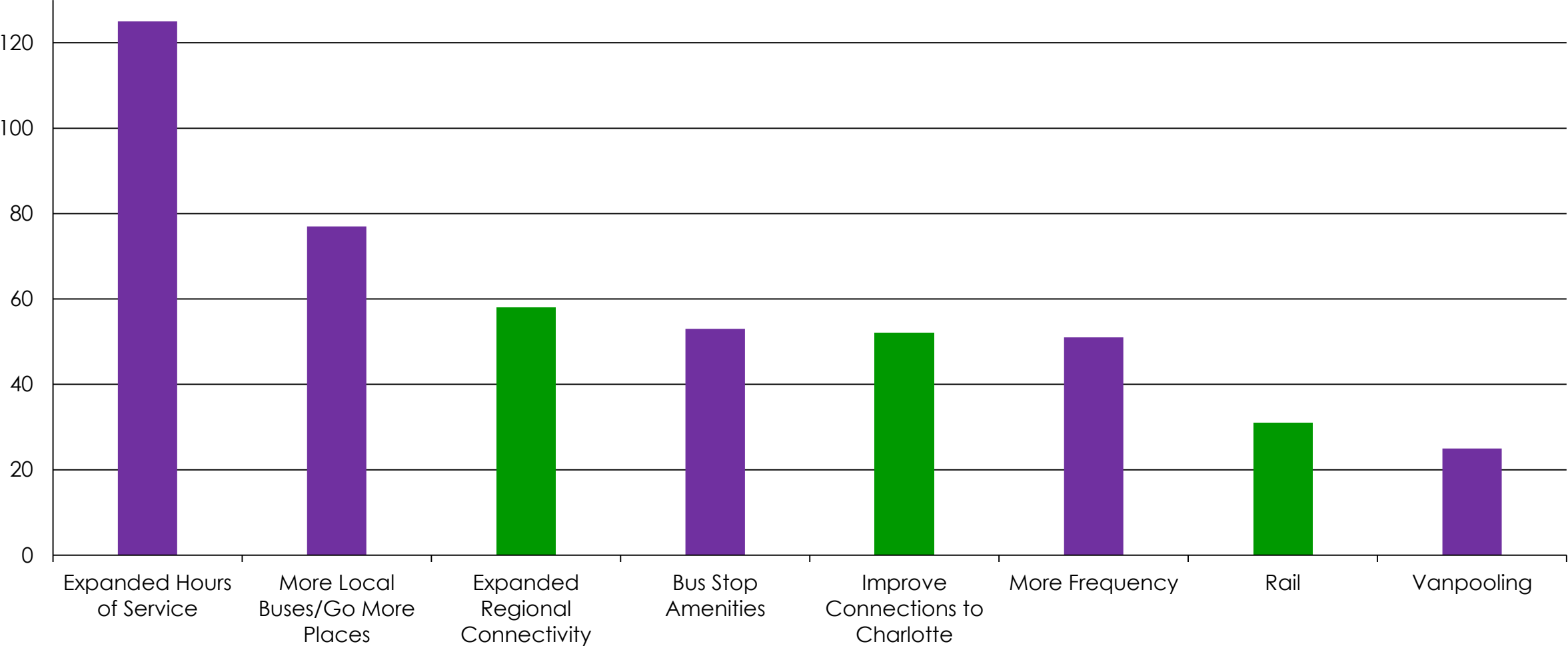
COMMUNITY ENGAGEMENT SUMMARY

- **Surveys (777)**
 - Fixed Route On Board Survey
 - Demand Response/ADA Passenger Survey
 - Community Survey
- **Stakeholder Meetings (100)**
 - Transit Riders
 - Social Service Agencies
 - City, County and other Governmental Agencies
 - Businesses and Employers
- **Community Events & Public Meetings (400)**
 - Kannapolis Fire Safety Festival
 - El Puente Latino Festival
 - Cabarrus Brewing Company
 - 26 Acres Brewing Company
 - RCCC
 - Rider Transit Center



COMMUNITY ENGAGEMENT SUMMARY

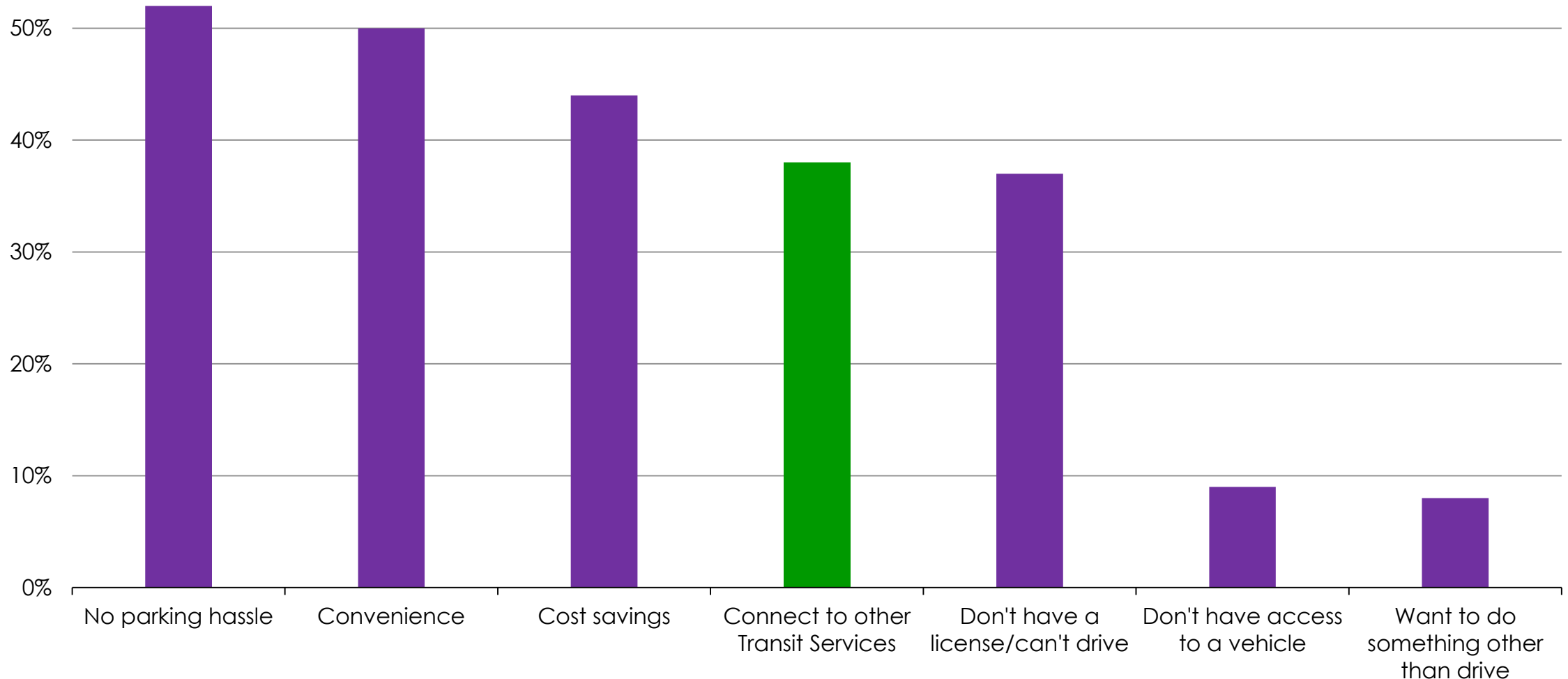
Highest Priorities for the Next 20 Years



COMMUNITY ENGAGEMENT SUMMARY

ON-LINE COMMUNITY INPUT RESULTS

What are the primary reasons you would use a bus in the future?



SYSTEM CONSOLIDATION

Benefits of merging CCTS and Rider Transit:

- **Improve efficiency and service delivery** countywide
- More flexible staffing; improved workflow (i.e. – grants)
- Purchasing efficiencies
- **Avoid duplication of services**
- Improved trip coordination (local, regional)
- Potential financial incentives (NCDOT)
- **“Seamless Service”** – one fleet, call center, brand



Improve service quality and customer experience

PUBLIC TRANSPORTATION IN CABARRUS COUNTY

A 20 YEAR VISION

Major Service Enhancements

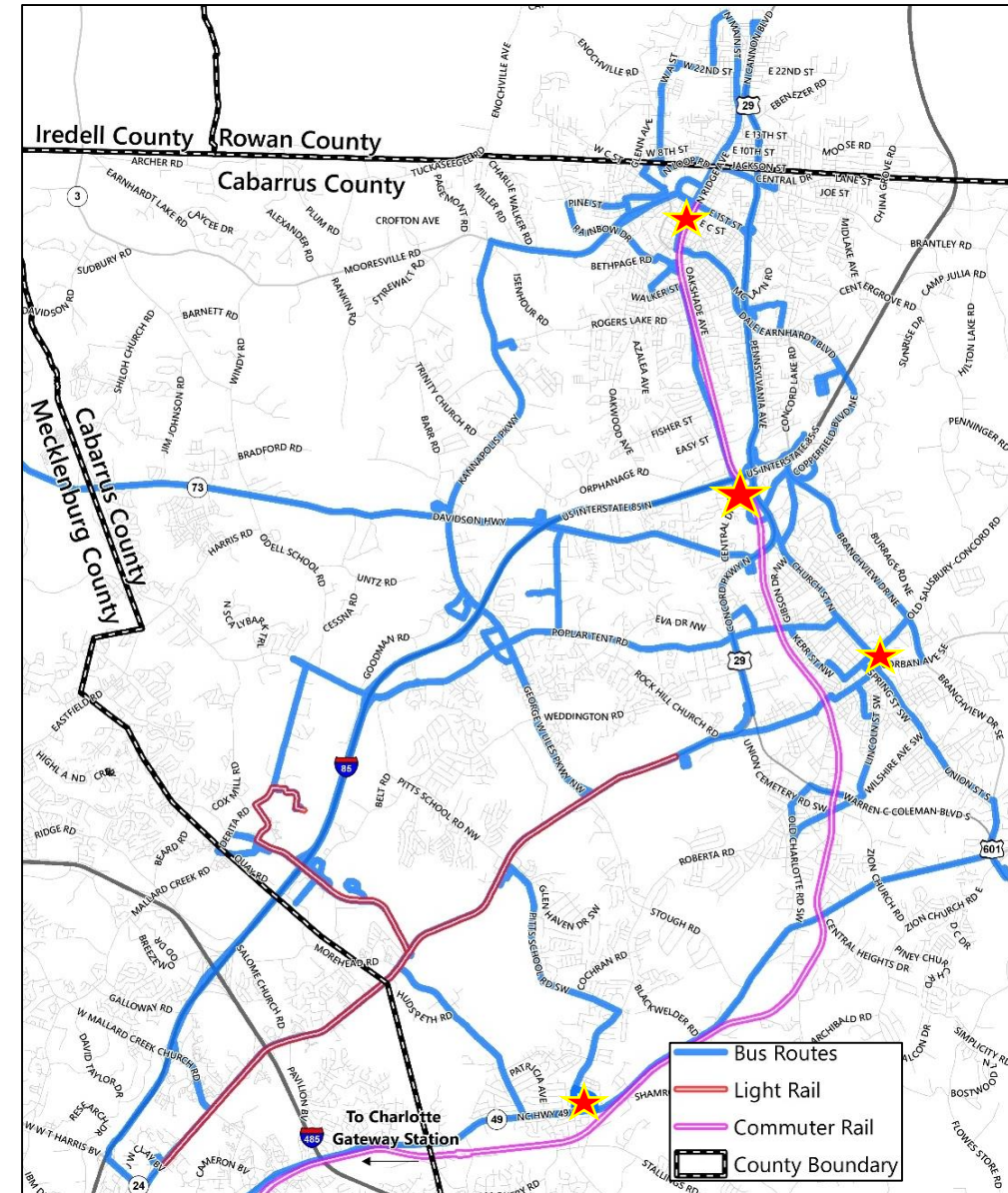
Year 1-3	Year 4-6	Year 7-8	Year 9-11	Year 12-14	Year 15-20
<p>Extend Hours of Service for Fixed Route Buses</p> <p>Initiate Consolidation of CCTS and Rider</p> <p>ID Vanpool Partners</p>	<p>Double frequency of buses</p> <p>Implement Countywide Demand Response Service</p>	<p>Increase Bus Routes (8)</p> <p>Establish true 30 minute service</p> <p>Open Downtown Concord and Kannapolis Hubs</p>	<p>Double frequency of bus service</p> <p><u>(15 minutes)</u></p>	<p>Increase Bus Routes (4)</p> <p>Open Harrisburg Hub</p>	<p>High Capacity Transit</p> <ul style="list-style-type: none"> • Light Rail • Bus Rapid Transit (BRT) • Commuter Rail <p>1 New Bus Route</p>

THE 20 YEAR VISION

- **One system**
- **No unserved areas**
 - 21 bus routes
 - Countywide Demand Response 3 new hubs
- **Admin & Maintenance Facility**
- **194 vehicles** (108 Bus, 86 DR)
- **560 employees**
- **\$70.56M annual budget** (Year 20)
- **6,400,000 to 6,900,000** passenger trips (no HCT)
- 15 minute frequencies = **World Class Transit Service**



Regional High Capacity Transit
BRT/LRT Corridors
Commuter Rail



Total 20 Year Investment

Bus and Demand Response System (non-HCT)

Operating: \$759,482,819

Personnel: \$54,070,056

Capital: \$201,374,000

Total Cost:

\$1,014,926,875

High Capacity Transit Options

\$1.5-\$4 Billion



FUNDING MECHANISMS

**This is going to cost a lot...
...how can we pay for it???**

- Potential funding mechanisms
 - Local funding
 - One cent Sales Tax (non-rail)
 - TOD/Value Capture (HCT)
 - Federal funding
 - Formula funding
 - Discretionary funding
 - CIG funding
 - State funding
 - Private partnerships





20 YEAR TRANSIT FUNDING

Dedicated Transit Revenue Is Critical:

Case for a One Cent Sales Tax

\$783,266,087

FTA Formula Funding (1%)	= \$ 49,996,935
NCDOT Funding (1%)	= \$ 15,707,459
Rider Farebox (Year Of \$)	= \$ 50,246,582
CCTS Medicaid Revenue	= <u>\$ 31,398,707</u>
Non-Sales Tax Revenue	= \$ 147,349,683

*** Assumes No Formula Growth, Discretionary Grants***

HIGH CAPACITY TRANSIT FUNDING MECHANISM OPTIONS

Value Capture

- Leverage increased property tax values (\$3.5 billion increase along CATS Blue Line)
- Transit supportive land uses
- Require appropriate local zoning land use regulations and urban design standards
- Provides financial equity

Public Private Partnerships



How Does This Compare With Other Regions and Communities?

Case Study: Denver/Boulder vs Charlotte/Concord & Kannapolis

Denver, CO Population 2018 = 732,144

Boulder's Population 2018 = 107,125

Boulder Square Miles = 25.85

Boulder Transit Budget (2018) = \$50.4M

Boulder 2035 Transit Plan = \$117.7M

Charlotte, NC Population 2018 = **889,019**

Concord + Kannapolis 2018 = **148,257**

Concord/Kannapolis Square Miles = **92.84**

Rider/CCTS Budget (2018) = **\$6.2M**

CCLRPTMP Budget (2035) = **\$64.92M**



2018: Cabarrus County vs North Carolina

Greensboro Sq. Miles = 60.3
Greensboro Population = 292,265
Transit Budget = \$23,550,641

Wilmington Sq. Miles = 17.2
Wilmington Population = 123,432
Transit Budget = \$8,756,176

Winston-Salem Sq. Miles = 133.7
Winston-Salem Population = 247,222
Transit Budget = \$20,000,000

Asheville Sq. Miles = 45.25
Asheville Population = 91,587
Transit Budget = \$8,525,392

Cary Sq. Miles = 59.42
Cary Population = 170,330
Transit Budget = \$7,104,000

Hickory Sq. Miles = 29.8
Hickory = 41,044
Transit Budget = \$5,300,000 (2017)

Concord's Population 2018 = 96,635
Kannapolis's Population 2018 = 51,622
Concord/Kannapolis Population = 148,297
Cabarrus County Population 2018 = 211,342
Concord/Kannapolis total sq. miles = 92.84
Cabarrus County sq. miles = 361.75
Rider & CCTS 2018 Budget = \$6.2M

Charlotte/Concord/Gastonia

Charlotte is now the 16th largest U.S. city, 22nd largest metro region in the U.S.

Other major American cities smaller than Charlotte (2019 U.S. Census Est.):

- **Indianapolis**
- **Seattle**
- **Denver**
- **Washington, D.C.**
- **Boston**
- **Nashville**
- **Memphis**
- **Detroit**
- **Portland**
- **Oklahoma City**
- **Las Vegas**
- **Louisville**
- **Baltimore**
- **Milwaukee**
- **Tucson**
- **Sacramento**
- **Kansas City**
- **Miami**
- **Oakland**
- **Minneapolis (and St. Paul)**
- **New Orleans**
- **Cleveland**
- **Tampa**
- **Pittsburgh**
- **Cincinnati**
- **Orlando**
- **Salt Lake City**

Case Study: Charlotte vs Cabarrus County

Charlotte, NC Pop 2018 = **889,019**

Charlotte Square Miles = **308**

Mecklenburg County Pop = **1,093,901**

Charlotte Transit Operating & Capital Budget (2019) = \$200.6M

- does not include \$115.6M in debt service
- \$218M in carry over Capital projects
- 5 year Capital plan = \$357.3M
- \$100M debt reserves
- \$30M operating reserves
- \$110M ½ cent sales tax revenue

70+ bus routes, **22M** passenger trips

304 Buses, **84** DR vehicles, **45** Vanpools

1,530 employees

Concord + Kannapolis Pop 2018 = **148,257**

Concord/Kannapolis Square Miles = **92.84**

Cabarrus County Square Miles = **361.75**

Cabarrus County Pop (**2040**) = **350,000+/-**

Rider/CCTS Budget (2019) = **\$6.8M**

CCLRPTMP Operating and Capital Budget (2040) = \$70.56M

- \$44.15M 1 cent sales tax revenue (Yr 20)

21 Bus Routes, **6.75M** passengers trips

108 Buses, **86** DR vehicles, **5+** Vanpools

559 employees

Numbers Are Great...

...but how will this REALLY Impact our Community?

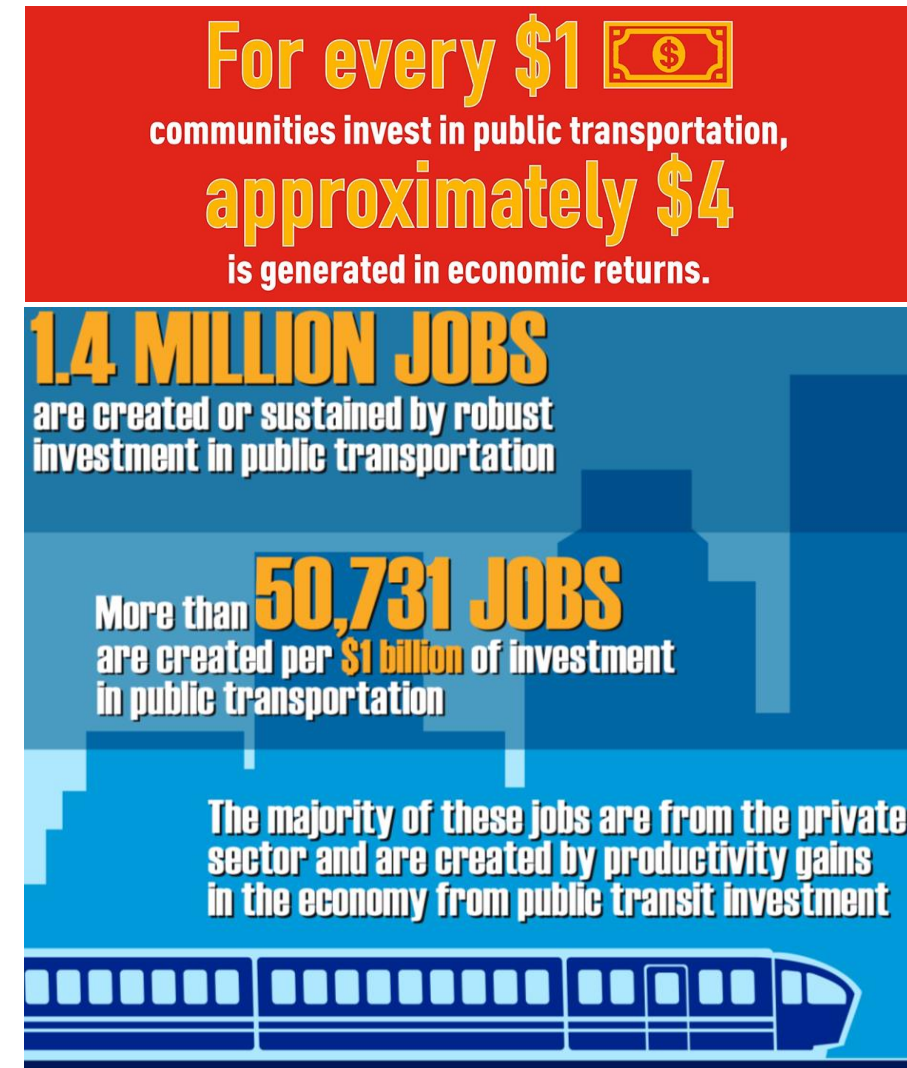
Transit provides a Return on Investment beyond fare recovery by

- Providing access to educational, social and recreational opportunities
- Providing access to health care and healthier food
- Providing access to jobs, access to a broader workforce
- Generating more jobs, property and sales tax, more money within the community

Transit and Economic Development

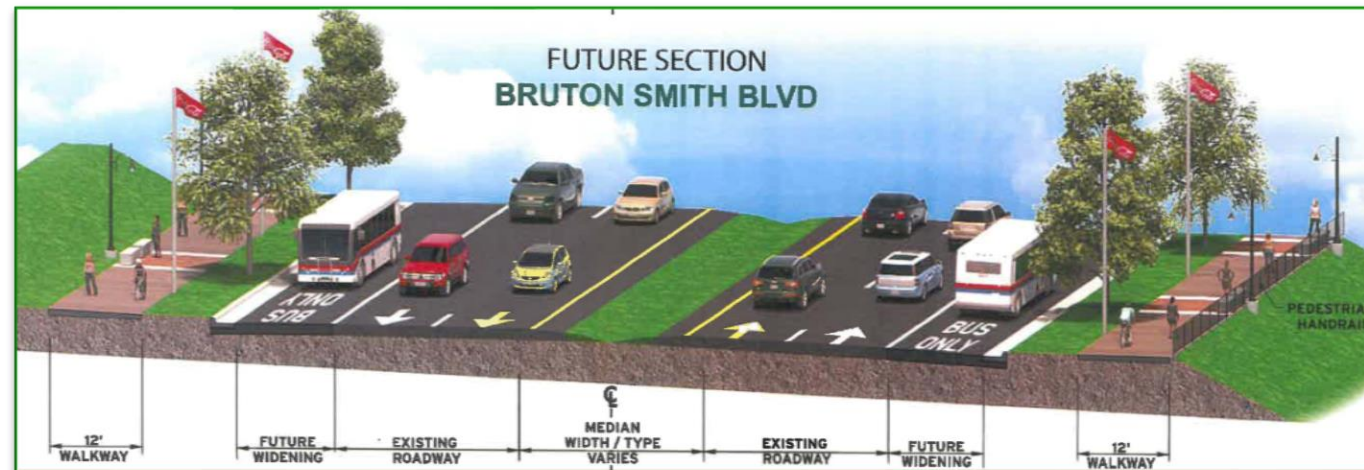
Increasingly, companies are prioritizing (and often requiring) transit as a key element when making a decision on where to locate or expand.

- Amazon HQ2 project made “**direct access to rail, train, subway/metro, bus routes**” a cornerstone of their decision matrix on where to locate their multi-billion-dollar project.
- McDonald’s HQ moved from 97% car access to 10% car access by moving to an area with robust transit.
- Businesses increasingly want to be near bus and train lines, as they struggle to attract and keep top talent who increasingly don’t want to drive.



Transit and Cabarrus County Economic Development

- Amazon, FedEx, other companies have asked about transit access for employees
- The Cabarrus EDC regularly receives questions about the availability of transit service related to potential economic development projects
- Transit is an integral part of Charlotte Motor Speedway's plan for development of their site and improved access along the Exit 49 corridor



OUR PLAN AND REGIONAL TRANSIT GROWTH

- **12 County Regional Transit Master Plan**
- **Establishing High Capacity Transit** is key
 - **Develop Transit supportive** land uses
 - **Direct growth** into HCT corridors
- **Better transit = successful, livable communities**
 - social equity (housing, healthcare, education, employment)
 - control sprawl
 - spur economic development



QUESTIONS?