



Black Political Caucus of Charlotte-Mecklenburg

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PRESS RELEASE

FOR IMMEDIATE RELEASE

Charlotte, NC – February 28, 2022. Black Political Caucus Charlotte-Mecklenburg Press Conference regarding its Proposed Transformational Mobility Network Tax recommendations.

The Black Political Caucus (BPC) is concerned about the impacts of the proposed transit expansion and tax plan on Black residents and communities. The cost of this ten to 20-year Plan will likely exceed \$13 billion. Advocates laud it as a regional transit plan that strengthens and grows the economy. It is considered an economic development initiative at its core. Federal (Federal Transit Administration - FTA) and State (North Carolina Department of Transportation - NCDOT) funding is needed to complete the project. The County sales tax is the primary funding source as it will fund half of the costs.

Its hallmarks and most costly initiatives include: a) extending the current light rail line to Pineville and Ballantyne, b) building a new light rail line connecting Matthews to Uptown, the Charlotte Douglas International Airport, and the northern border of Gaston County two miles south of the Airport, and c) building a new commuter rail service for North Mecklenburg if railroad access is secured. At the same time, there are other less effective, less costly people-mover initiatives such as the streetcar and greenway extensions. These projects will significantly affect the Black communities' access to efficient transportation, affordable housing and homeownership, upward mobility, and other economic opportunities.

The BPC will address additional concerns at its press conference at 4:00 p.m., Tuesday, March 1, 2022, at the Charlotte-Mecklenburg Government Center Front Plaza. The press conference precedes the City, County, and Charlotte Regional Business Alliance officials' visit to Austin, TX. This delegation will have an opportunity to evaluate the recently passed Austin transit tax referendum that includes anti-displacement measures. The BPC proposes incorporating anti-displacement funding, a commitment to enhancing minority vendor participation, and affordable housing in transit-orientated developments into the Transformational Mobility Network proposal.

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