



NC FIRST COMMISSION MEETING MINUTES

DATE: November 22, 2019 **TIME:** 9:00 a.m. **LOCATION:** Transportation Board Room

MEETING CALLED BY	Nancy McFarlane, Co-Chair
COMMISSION ATTENDEES	<p>Attending:</p> <ul style="list-style-type: none"> • The Honorable Nancy McFarlane, Co-Chair • Ward Nye, Co-Chair • Jesse Cureton (by phone) • Stephen De May • The Honorable Julie Eiselt • Peter Hans • The Honorable William Lapsley • Kim Saunders (by phone) • Sallie Shuping-Russell • Michael Walden, Ph.D. • James Trogdon (Advisory Member) • Anthony Lathrop (Advisory Member) <p>Absent:</p> <ul style="list-style-type: none"> • Ronnie Chatterji, Ph.D. • The Honorable Janet Cowell • The Honorable Brenda Lyerly • Patrick Woodie <p>Guests:</p> <ul style="list-style-type: none"> • Senator Harper Peterson • Representative John Torbett

AGENDA TOPICS

1. CALL TO ORDER - NANCY MCFARLANE, CO-CHAIR	
DISCUSSION SUMMARY	<p>The meeting was called to order by Co-Chair Nancy McFarlane at 9:05 a.m.</p> <ul style="list-style-type: none"> • Advisory Member Tony Lathrop commented that the NC First meetings have been very productive. Mr. Lathrop went on to speak about where the NC First Commission has been and where it's going, the changing demographics of North Carolina, the uncertainty of federal funding, as well as his experience with having used the I-95 corridor project to track the mileage of his vehicle. He mentioned that other states are working on raising revenue however they are not thinking of new ways to gain funding besides using the gas tax. He is interested in the presentation on the Road Usage Charge from Utah DOT today. • Co-Chair McFarlane introduced honored guests and speakers and presented a video on technology now and in the future, which was sponsored by VISA. She also mentioned that the April 2020 meeting of the NC First Commission will be a traveling meeting and will likely be in Greensboro. • NCDOT staff have produced two briefs for the Commission, one is Highway Use Tax and the other is Rural Transportation Issues in NC. • Secretary Trogdon issued an announcement about the 2020 Transportation Summit on January 8th and 9th. He encouraged everyone who is interested to register and attend. We will be rolling out a report from the



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NC First Commission on the recommendations on where we go in the future of transportation and the opportunities over the next two decades at the 2021 Transportation Summit.

2. Lessons Learned in Utah and Around the Country - Carlos Braceras, Executive Director, Utah Department of Transportation (UDOT), 2018-19 President of the American Association of State Highway and Transportation Officials.

DISCUSSION SUMMARY	<p>Mr. Carlos Braceras presented Lessons Learned in Utah and Around the Country, Funding the Future of Transportation. He advised that Utah will begin a voluntary Road Usage Charge (RUC) (tax by mile) program on January 1, 2020. It will provide electric and hybrid vehicle owners the option to pay 1.5 cents per mile or a flat annual registration fee. Utah is the second state in the nation to adopt a RUC. UDOT’s Strategic Goals are Zero Fatalities, Preserving Infrastructure and Optimizing Mobility. Discussion and questions that came from his presentation included:</p> <ul style="list-style-type: none"> • Will the RUC roll out apply to all vehicles? No, gas vehicles are not involved. This means less of a reliance on the gas tax. • Has there been any push-back from legislature? Yes, the biggest problem is not general fund monies, but getting projects completed faster. • North Carolina gets a lot of thru-traffic and we are a major corridor for east coast travelers. How does UDOT deal with travelers across state lines? UDOT has Geo-fencing over the top of the road; this tell them how many miles of Utah roads are being used UDOT uses transponders and license plate readings, tolls and occupancy detection. The biggest money maker is the fees from offenders. • Is the Vehicle Miles Traveled (VMT) plan becoming more popular? Yes, a pilot grant program in UT has been created which helps pay for the implementation of this program. If NC is interested, be active in the congressional grant program. • What is your highest level of tolls? UT has six different zones, and the highest toll is \$2 right now, but it can be adjusted administratively. • UDOT chose to focus on electric / hybrid vehicles for their pilot. Are there other areas to focus on for a pilot and what are the benefits to customers? UDOT is dealing with a fairness issue, since they found that electric vehicles weren’t paying for their share. Also, they are looking at fleet vehicles and mobility companies such as Uber and Lyft. • How do you envision monthly or yearly billing? What happens if a mileage counting device isn’t plugged in? If you’re enrolled in the program and you remove the device, you will be billed for the entire (highest) amount than may be due. If the device is removed, then inserted again, it will be realigned with the odometer. • How does the payment work? It works like a wallet. \$25 is deposited from a credit card. When the balance is down to \$10, more money is added from the credit card. • Has there been push-back from electric vehicle owners? Yes, and we should be incentivizing their contribution to the clean air quality. This is why the RUC could help them.
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3. The Movement of People in the Future - Alex Gibson, Director of Mobility Strategy, TransLoc

DISCUSSION SUMMARY	<p>Mr. Alex Gibson discussed how the movement of people will change in the future. Mr. Gibson focused on advances in public transit and the automotive industry. Discussion and questions that came from the presentation included:</p> <ul style="list-style-type: none"> • Can your technology be used to improve the cost imbalance of public transportation? Yes, it can be used to optimize services and tools. For example, the software can analyze whether they should have 10 vehicles serve 20 people, or five vehicles serve 18 people. • A question about what a machine-readable sign might be. It is a sign that a camera in a vehicle can read (i.e., a stop sign or a speed limit sign). The sign must be interpretable and not too complex. For example,
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	<p>a parking sign with dates and times would be tough. A machine-readable sign itself is not electronic, but it is high-contrast or easier for a machine to read in another way.</p> <ul style="list-style-type: none"> • A request that Mr. Gibson would reflect on the pilot program with GO Triangle. The pilot with GO Triangle in Research Triangle Park (near IBM and Cisco) had a goal to reduce fixed routes and improve service in the middle of the day. The conclusion was that it was not cost-effective to run. IBM pays nothing for bus service, however, they should; they pay for power and water, so they should pay for transportation.
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4. Creating Smart Cities – Adoption of Technological Innovations and Infrastructure Improvements - Rana Sen, Managing Director, Transportation and Smart City Initiative Lead, Deloitte Consulting, and Mandy Bishop, Program Manager, Smart Columbus, City of Columbus, Ohio

DISCUSSION SUMMARY	<p>Mr. Rana Sen and Ms. Mandy Bishop discussed how cities can become more innovative. The City of Columbus, Ohio’s vision is to reinvent mobility. Columbus won the coveted USDOT Smart City Challenge in 2016 and leveraged the \$40 million grant into \$500 million in investment with the help of private funding. Columbus focuses on reducing single-occupant rides, improving mobility data, and increasing electric vehicles. Columbus ended its one-year self-driving shuttle pilot in September, which transported 15,000 people.</p> <p>There was no time for questions at the end of the presentation. Some key points included the following:</p> <ul style="list-style-type: none"> • Mr. Sen spoke on the mobility landscape which is evolving rapidly, five guiding principles (opportunity, inclusivity, sustainability, experience and safety), the ecosystem of deliberate collaboration between public and private sectors, four different approaches to policy and regulation, as well as inclusion, stakeholder engagement and human-centered design. • Ms. Bishop spoke on the vision and mission of the City of Columbus, Ohio. She mentioned that cities tend to be data-rich but cannot access the data or understand it as well as transportation departments, which receive a lot of funding from the feds. • Ms. Bishop mentioned that we need to have data system that can ingest the data, process it, and filter out the data that isn’t needed. She clarified that the City of Columbus doesn’t collect data that they don’t need; they do not collect (Personally Identifiable Information) PII.
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5. NC Moves 2050 Plan - Amna Cameron and Burt Tasaico, Office of Strategic Initiatives and Program Support, Alpesh Patel, Senior Associate/ Office Director, Integrated Planning and Policy, Cambridge Systematics and David Jackson, Principal, Cambridge Systematics

DISCUSSION SUMMARY	<p>Amna Cameron and Burt Tasaico explained that this will be the first of three presentations on NCDOT’s long-range plan, which is under consideration. The team will come back in February 2020, before the public comment period, so the NC First Commission members can design and frame questions about funding (this component of the plan is the financial side of things); the final report will be presented in September. Alpesh Patel and David Jackson previewed the NCDOT’s long-term planning efforts – the NC Moves 2050 Plan – which is policy-based and includes the development of a financial needs analysis that may be used by the NC FIRST Commission to set revenue targets. Mr. Patel focused on the present through 2030, and Mr. Jackson focused on 2030 through 2050. Discussion and questions that came from the presentations included:</p>
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- Mr. Patel stated that out of the \$76 million needed for the Mobility and Modernization needs, the Highway needs will continue to dominate (\$55 million) for the next 10 years, given the projected growth of another 2 million people into the state over the next 15 years (mostly in the Piedmont crescent). Commute times will be extended. The non-Highway needs (\$21 million) will be driven by micro-mobility solutions as congestion grows. We are expecting an incremental shift away from single-occupancy vehicles.
- Mr. Jackson commented that as we move from 2030 to 2050, we begin to Explore, there is Uncertainty, Trend Diversity and Research on what we have learned from drivers and opportunities. This helped them create four different future scenarios (Innovative, Globally Connected, Renewed, Unstable) of what 2050 might look like in North Carolina, which inform the discussion of needs.
- A query on the assumption data that was mention: is this data available to everyone? A technical report is being finalized and will be made available.
- Secretary Trogdon stated that the analysis on the four future scenarios was done for modeling purposes. He assured everyone that NCDOT will try to find the right blend of all the futures that were presented so no one will be in the Unstable scenario. We will find the optimal blend to fit our regions, and we will react to what our communities and regions do.
- It was commented that a certain county commission has voted to separate from the regional transportation system. How will that impact our land use design guidelines for city & county, bus and multi-modal resources, how will that impact our strategic planning, and how will you stress that and prioritize that (e.g., about 500 bus stops are missing canopies, but they are 12 inches from a main state road)? Those micro issues are essential to any planning; those dollars add up. Secretary Trogdon pointed this questioner to David Howard, an expert in that area.

Meeting Adjourned: 12:12 p.m.

Next Meeting date is Friday, February 28, 2020 at 9:00 a.m.

NC FIRST Commission meeting minutes submitted by Becky Boone, Governance Office