



# NC F1RST COMMISSION MEETING MINUTES

**DATE:** May 3, 2019    **TIME:** 9:00 AM    **LOCATION:** Transportation Board Room

<b>MEETING CALLED BY</b>	Ward Nye, Co-Chair
<b>COMMISSION ATTENDEES</b>	Ward Nye, Co-Chair Aaron Chatterji, Ph.D. Stephen De May The Honorable Julie Eiselt Peter Hans The Honorable William Lapsley The Honorable Brenda Lyerly Kim Saunders Sallie Shuping-Russell Michael Walden, Ph.D. Patrick Woodie James Trogdon (Advisory Member) Anthony Lathrop (Advisory Member) Michael Fox (Guest)

## AGENDA TOPICS

<b>1. INTRODUCTIONS - WARD NYE, CO-CHAIR</b>	
<b>DISCUSSION SUMMARY</b>	<p>Co-Chair Nye welcomed the group, thanked everyone for participating, and briefly outlined the Commission's task to "come up with a long-term visionary way that we can fund transportation in North Carolina that has the capacity to endure." He also remarked on the change North Carolina has undergone, the revolutionary change in transportation that is likely to occur in the next ten to twenty years, and the opportunity to open economic corridors of prosperity.</p> <p>He continued by asking Commission members and staff to introduce themselves briefly.</p>
<b>2. TESTIMONY / NCDOT OVERVIEW - JIM TROGDON, SECRETARY, NCDOT</b>	
<b>DISCUSSION SUMMARY</b>	<p>Secretary Trogdon began by inviting the Chairman of the Board of Transportation, Mike Fox, to address the Commission.</p> <p>Chairman Fox remarked that the work of the Commission "may be one of the more important things we do." He said "it is important for us to plan now and bring together a group with diverse backgrounds and experiences." He concluded his remarks by thanking the Commission Members.</p> <p>Secretary Trogdon also thanked the Commission members and provided an overview of the North Carolina Department of Transportation (NCDOT), to include Department mission, leadership, priorities, state population growth trends, current sources of transportation revenue, and current levels of transportation expenditures.</p>



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The challenge Secretary Trogdon conveyed is to provide safe, affordable, eco-friendly mobility that is seamless while dealing with transportation disruptors and declines in motor fuel, highway use and DMV revenues.

The remainder of the presentation provided more detailed information regarding the Department’s geographical footprint, modal Divisions and facilities maintained or supported by them, the Division of Motor Vehicles, and the other transportation authorities (Turnpike, Ports, Global Transpark).

Secretary Trogdon invited participation in the next Transportation Summit, January 8 and 9, 2020, and concluded his presentation by charging the Commission Members to address transformational investments, innovative solutions and a diversified portfolio that will make it possible for North Carolina to grow and sustain its transportation infrastructure in the future, “delivering the right things in transportation at the right levels in the right modes with the right type of integration.”

### 3. TESTIMONY / TRANSPORTATION DISRUPTORS - SHAILEN BHATT, PRESIDENT AND CEO, ITS AMERICA

<b>DISCUSSION SUMMARY</b>	<p>Mr. Bhatt, a former Secretary of Transportation in Delaware and Colorado, and a Deputy in Kentucky, delivered a presentation on Transportation Disruptors.</p> <p>Key Points:</p> <ul style="list-style-type: none"> <li>• Mr. Bhatt remarked that we are past the era of getting more for less. Now we’re getting less for less.</li> <li>• In the 20<sup>th</sup> century, the United States grew the biggest economy in the world and the backbone was infrastructure.</li> <li>• We are competing globally. We are delivering projects today in a world that is very different.</li> <li>• The work of the Commission is very important because it is the buffer between the political world and what is right to do.</li> <li>• The work of a DOT is to save lives and make lives better.</li> <li>• Our transportation systems are underbuilt 6 hours a day and overbuilt 18 hours a day.</li> <li>• Connected vehicle technology can increase capacity.</li> <li>• The greatest need is to figure out a replacement for the gas tax.</li> <li>• Mr. Bhatt predicts the future will be connected, autonomous, shared and electric.</li> </ul> <ol style="list-style-type: none"> <li>1. Connected: Connecting vehicles to other vehicles and to infrastructure using the 5.9 GHz band.</li> <li>2. Autonomous: Self-driving vehicles.</li> <li>3. Shared: Ride-sharing and personal mobility devices for first mile / last mile.</li> <li>4. Electric: Electric vehicles.</li> </ol> <ul style="list-style-type: none"> <li>• Rural transit presents a great opportunity for autonomous vehicles and shared mobility.</li> <li>• Using big data, we can begin to predict where and when accidents will occur.</li> <li>• Technology has evolved from overhead signs in 2005, to connected vehicles in 2010, to self-driving cars in 2014, to the auto truck demo in 2016.</li> </ul>
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## 4. THE FUTURE OF MOBILITY IN NORTH CAROLINA - JULIE WHITE, DEPUTY SECRETARY FOR MULTI-MODAL TRANSPORTATION, NCDOT

### DISCUSSION SUMMARY

Deputy Secretary White shared her vision of mobility in North Carolina with a presentation on Changing Mobility Through Innovation.

Key Points:

- Since 2010, North Carolina has gained about 850,000 people. By 2037, our total population is expected to reach 12.68 million.
- Much of the growth will be fueled by those under 18 and those over 65, who are more likely to desire transportation options beyond driving.
- It is important to envision a future in North Carolina where seamless mobility serves as a key driver of economic health, quality of life, and connections to one another and the world.
- Communities of the future – and the economies of the future – will feature connected transportation systems and transportation options.
- Our statewide rail network is extensive but focusing on a few key corridors would connect population and economic hubs, strengthening our rural and urban centers.
- Transit-oriented development focuses on creating dense, walkable, transit-supported neighborhoods with a mix of residential, office and retail developments. Between 2006 and 2018, development along the Blue Line South Corridor in Charlotte attracted more than \$2 billion in investment. This is possible in other parts of North Carolina.
- Shared micromobility – like bikes and scooters – have grown in popularity.
- Protected bike lanes and walkable streets allow citizens to move around their communities easily, while reducing congestion on roadways and limiting carbon emissions.
- The state will have two autonomous transit vehicles ready to deploy in November.
- Autonomous vehicles and on demand transit can allow seniors to age in place, in the communities they have lived in and where they want to stay.
- Transitioning buses statewide to an all-electric fleet would cost less to upkeep and harness the latest technology to reduce carbon emissions.
- A transportation network with complimentary modes including robust electric bus systems in mid-size communities and frequent headway buses and bus rapid transit routes in our urban centers can help build communities of all sizes.
- Not far in the future we will be able to hail an unmanned helicopter to shuttle us between cities through the air, freeing roadways and utilizing the capacity of air space.
- Air travel is becoming more important than ever to connect our people and our cities to the global economy, even for smaller communities.
- North Carolina's 72 publicly-owned airports need more than \$7 billion over the next seven years to accommodate growth and remain competitive.
- A system of high-speed passenger ferries can move tourists and residents alike between our coastal communities such that we become a multimodal destination where you can leave your car behind and travel by ferry, bus, golf cart, and sidewalk for your entire vacation.
- NCDOT can be at the forefront by partnering with local communities and trying innovative ideas and building programs around successful ones.
- Dedicated innovation funding is needed so we can become a test bed of seamless mobility and seize the opportunities for growing our economy that come along with that.



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## 5. MUNICIPAL PLANNING FOR TRANSPORTATION DISRUPTORS - ERIN WYNIA, CHIEF LEGAL COUNSEL, NC LEAGUE OF MUNICIPALITIES

### DISCUSSION SUMMARY

Erin Wynia described the NC League of Municipalities (NCLM), identified NCLM priorities, and identified a variety of funding alternatives to consider.

Key Points:

- The NCLM has over 540 N.C. cities and towns as members. Its core mission is to advocate for the collective interests of cities and towns before state policy-makers.
- The Cities' and Towns' 2030 Vision has two relevant principles that apply in the context of the discussion today: a desire for urban and rural cooperation, and a commitment to adapt to the significant cultural and demographic changes our communities face.
- Local officials want to partner in creating economically successful communities, and a robust transportation system is a key to this economic success.
- Specific goals include facilitating economic development, accommodating demographic shifts, and moving goods and people in and out of regional job centers and within those regional job centers.
- Municipal officials are emphasizing multi-modalism to achieve first mile / last mile solutions and choice, and are thinking of their transportation systems through a shared mobility lens that encompasses bike share, electric scooter share, car share, and on-demand transit.
- Municipal priorities include complete streets, incorporating complete infrastructure into all projects and planning (including broadband), and placing more value on alternative transportation amenities that increase economic development such as greenways and bike paths.
- Policies will be needed to accommodate increased requests to use the public right-of-way for Internet of Things devices or other privately- and publicly-owned wireless communications devices, and rules will be needed to govern the use and sharing of electronic data generated by all the devices in the public right-of-way.
- NCLM Legislative Priorities:
  1. Boost Powell Bill funding for local transportation facilities
  2. Seek greater authority to build broadband infrastructure that will work alongside transportation infrastructure to contribute to the economic success of communities
  3. Authorize additional municipal revenue options for transportation
- Policy-makers need new ideas for generating revenue. Some possibilities include:
  1. Mileage-based pricing
  2. Fees on ride-sharing and vehicle subscriptions
  3. Congestion pricing
  4. HOV lanes for a fee
  5. Pre-tax transit passes from employers
  6. Fees / taxes on parking decks (commuters)
  7. Local option sales taxes
  8. Developer fees



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**6. REGIONAL PLANNING FOR TRANSPORTATION DISRUPTORS -  
MATT DAY, PRINCIPAL PLANNER, TRIANGLE AREA RPO, AND CHRIS LUKASINA, EXECUTIVE DIRECTOR, CAPITAL AREA MPO**

**DISCUSSION  
SUMMARY**

Matt Day, Chair of the North Carolina Association of Rural Planning Organizations (NCARPO), began the presentation by describing the Metropolitan Planning Organizations (MPO) and Rural Planning Organizations (RPO) in North Carolina.

Key Points:

- The 18 MPOs in North Carolina are established under Federal law and serve urban areas with populations over 50,000, and the surrounding areas that are expected to become urban in the near future.
- The 18 RPOs in North Carolina are established under State law and serve all areas of the state that are outside of the MPOs.
- MPOs and RPOs provide transportation planning services at the regional level, including:
  1. Development of long-range transportation plans (Comprehensive Transportation Plans, Metropolitan Transportation Plans, Area/Corridor Studies, Bicycle/Pedestrian Plans, Transit Plans, etc.)
  2. Prioritization of projects through the Strategic Transportation Investments (STI) process
  3. Development of a Transportation Improvement Program (MPOs only)
  4. Participation in project development activities on funded projects
  5. Sharing information and serving as a liaison between local governments and NCDOT
  6. Serving as a forum for public involvement in transportation decision making
- Needs in urban communities and rural communities differ, but there are many opportunities for collaboration between MPOs and RPOs on common issues and they already work together on a number of regional and statewide initiatives and committees. Additional opportunities for cooperation between urban areas and rural areas include:
  1. Coordination on project submittals to the STI prioritization process and the sharing of local input points
  2. Joint plans that span MPO / RPO boundaries
  3. Working collaboratively on individual projects that span MPO / RPO boundaries
- There are fuzzy distinctions between planning boundaries and between what is typically described as urban or rural. There are some relatively large communities located in RPOs that face issues typically thought of as urban such as congestion and transit needs, and there are some small communities on the outer edges of MPOs that are primarily facing rural issues and needs.
- There is also a fuzzy distinction when discussing urban projects and rural projects, since the benefits of projects often extend far beyond the immediate project area (eg the East End Connector in Durham is an urban project but it also provides a major benefit to travelers from rural Granville County).
- MPOs and RPOs across the state are facing some major challenges:
  1. Competition for limited funding available through the STI process.
  2. In general, rural projects have a harder time competing with urban projects due to lower volumes and less congestion.
  3. The need to plan for and implement projects that make needed improvements to long corridors that pass through multiple urban and rural communities.
  4. Identifying ways to fund and build the types of projects that may not traditionally do well through the STI scoring process (eg modernization of substandard roads, small projects of local importance, economic development-related improvements, and multimodal projects).

Chris Lukasina, President of the North Carolina Association of Metropolitan Planning Organizations (NCAMPO), picked up the presentation by continuing the discussion of challenges.



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**Key Points:**

- Anticipated resources may not be enough to meet future needs that will result from population and congestion growth. Funding levels in all areas continue to fall short of identified needs.
- New solutions for transportation issues are needed but the current funding paradigms may be preventing creative, effective solutions from being implemented.
- The Strategic Transportation Investment (STI) program and additional funding through HB 97 demonstrated the use of a transparent, needs based, data driven approach to identify the most cost-effective transportation investments in the state.
- All revenue options should be looked at, ones that provide dependable transportation funding that can be used in a flexible manner to support the diverse needs of the state.
- Constantly reviewing the State's transportation priorities and identifying best practices from other states (eg Minnesota's Transportation Economic Development program), and even other countries, may provide guidance for continued improvement in North Carolina.
- Demographic changes that have an impact on transportation planning in North Carolina include increasing growth rates in metro areas, aging and diversifying populations, and encroaching urban/suburbanization. All of these affect infrastructure and service needs.
- Economic changes include growth in the digital and service sectors and increasing pressure and reliance on our state's freight network and logistics chains. Economic engines have an impact on transportation connectivity and access needs.
- The need for system resiliency, maintaining key nodes and links in the transportation network, in urban and rural areas has been amplified in recent years. Resiliency includes hazard mitigation and the ability to respond to and ultimately recover from natural disasters such as floods and landslides, System resiliency also affects maintenance and modernization needs. Parts of the state with good resiliency have fared well. Those with a lack of good alternatives when key nodes are no longer accessible do not.
- Deployment of emerging technologies like electric vehicles, connected / autonomous vehicles, and the smart grid have already begun. There is a need to make backbone investments that are versatile and can evolve to meet changing needs.
- Teleworking / Telecommuting has increased in urban areas but congestion "benefits" are overshadowed by growth. Sustained investment in broadband infrastructure is needed.
- Expanding mobility services such as ridesharing apps, scooters, bikeshare, and autonomous transit, will also be required. The policy and regulatory environment needs to address this.
- An emerging technology that is showing great promise in reducing delays and increasing reliability without adding lanes is managed roadways. Managed roadways provide real-time demand management to manage traffic and the available capacity.

**7. COMMISSION DISCUSSION - CHAIRMAN WARD NYE**

**DISCUSSION SUMMARY**

Co-Chair Nye mentioned that there are nine meetings leading up to Commission completion at the 2021 Transportation Summit and this first meeting was the beginning of an educational process. He encouraged the members of the Commission to begin thinking about what they need to get educated about (eg what are other states doing that has worked well, what have other states tried that has not worked well, and look beyond our borders to Canada, Europe and Asia).

Meeting Adjourned: 12:01 PM