

Joint Meeting of the MPO Policy Boards

December 1, 2020

MPO Board Members – Please do the following:

1. Turn on your video (needed for roll call)
2. Type your name and affiliation in the “chat” function -- and use the chat for questions and comments during the meeting
3. Change your screen name (if needed) to list your name and organization in the following format – “Name (Affiliation)”
 - i. Right click on your name in the participant list, and select the option to change how your name is displayed.
4. Who to text if you have difficulties during the meeting:
Aaron Cain @ 919-699-2436





Agenda

1. Roll Call
2. Public Comment
3. Joint MPO Transportation Policy Priorities
4. 2050 Metropolitan Transportation Plan
Schedule and Scenario Framework
5. Next Steps





Joint MPO Transportation Policy Priorities

1. Hear from Congressman Price on Federal prospects
2. Hear from Beau Mills and Kevin Leonard on State prospects
3. Consider a more detailed ***Invest for Success*** Priority
4. Consider revisions to the ***Demand Management and Technology*** Priority
5. Consider revisions to the ***Active Transportation*** Priority



NCLM & NCACC Update

Joint Meeting of CAMPO and DCHC MPOs, Dec. 2020

Kevin Leonard, Executive Director, NCACC
Beau Mills, Director of Urban Affairs, NCLM



Outline

Elections & 2021 Landscape

Outlook for Transportation

Questions & Discussion

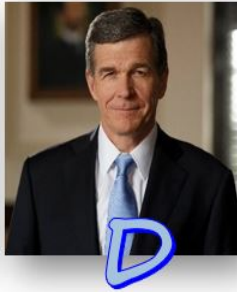


NC Council of State Races (cont.)

- All Council of State incumbents maintained their seats
 - Attorney General Josh Stein (D)
 - Auditor Beth Wood (D)
 - Commissioner of Agriculture Steve Troxler (R)
 - Commissioner of Insurance Mike Causey (R)
 - Secretary of State Elaine Marshall (D)
 - Treasurer Dale Folwell (R)



Most Votes



NC Legislature

NC House

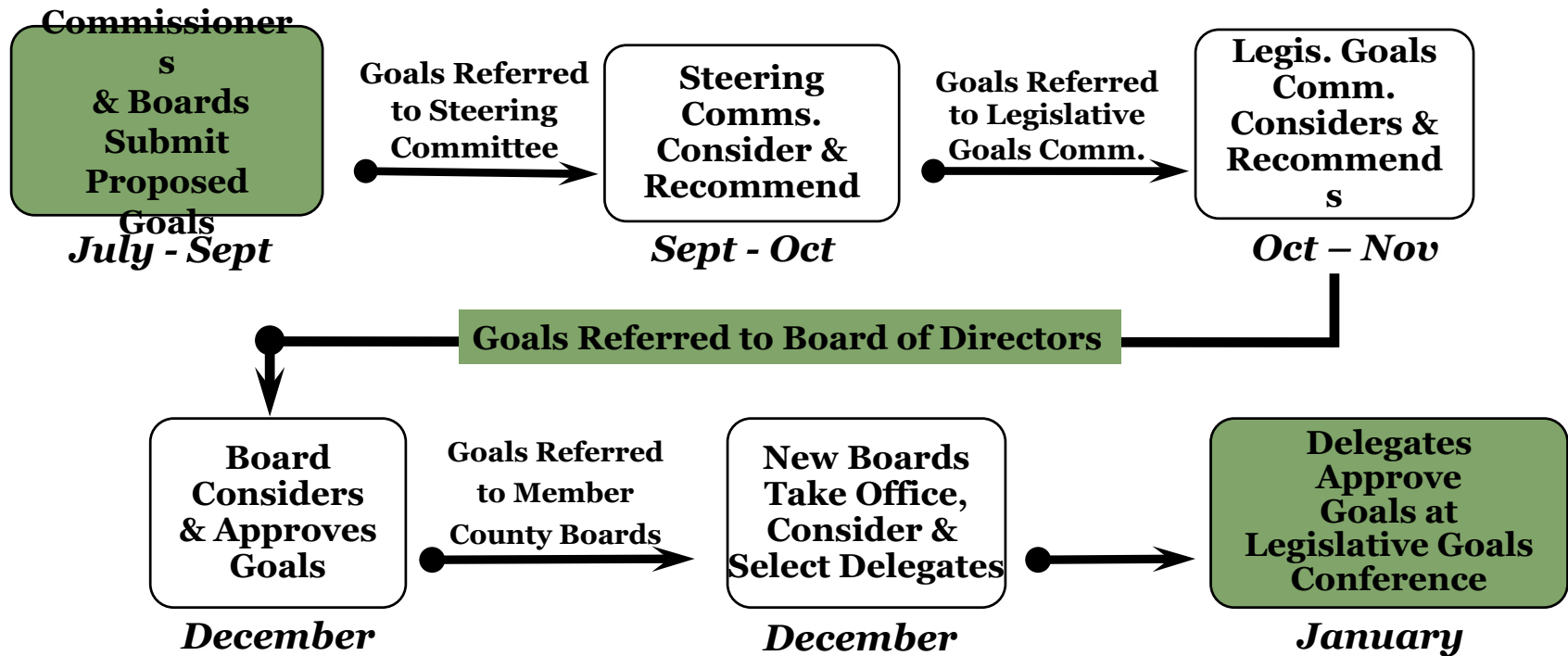
- NC GOP had net gain of 4 seats
- 69-51 R (61 for Majority, 72 for Supermajority)
- The House GOP picked up **6 seats**:
 - Wake County
 - Mecklenburg County
 - Watauga County
 - Cumberland County
 - Moore County
 - Haywood County

NC Senate

- NC GOP had net loss of 1 seat, kinda
- 28-22 R (25 for Majority, 30 for Supermajority)
- The Senate GOP picked up **1 seat**:
 - New Hanover County



NCACC Legislative Goals Process



Policy Development Process



NC Transportation Update

NCDOT financial challenges – short-term (disasters, legal settlements and COVID) and long-term (inadequate and outdated revenue sources)

- NCGA “zeroed-out” TRANSIT due to CARES Act funds supplanting state funds – airports and transit only DOT units to receive COVID aid
- NCDOT Board changes includes loss of 6 subject specific members (i.e., transit and environment board slots) and addition of 6 NCGA appointments (3 each for Speaker and Pres Pro Tem)
- While the short-term crisis may stabilize – the long-term challenges REMAIN



NC Transportation Update

NCGA IMMEDIATE FOCUS will be on the impact of possible COVID Relief from CONGRESS

- After that, they will then BEGIN to work on STATE BUDGET – have not actually passed a full state over the last two years – “mini-budgets”
- Will need to replace transit funds (SMAP and ROAP) – relatively small dollar, but serves as a bellwether
- Challenging outlook for NEW funding sources - and borrowing



NC Transportation Update

Engage and BUILD COALITIONS

- Work with *BOTH* NCLM and NCACC to support INFRASTRUCTURE and local option financing options
- ENGAGE with Local and State level efforts to improve transportation
 - NC FIRST Commission – [NCDOT](#) initiated
 - NC Chamber of Commerce - [Destination 2030](#) is a coalition focused on new funding structure
 - Local Chambers of Commerce – incl. regional efforts (RTA)
 - State-wide groups such as [NC Public Transportation Coalition](#)
 - BE ready to support [NATIONAL efforts for INFRASTRUCTURE](#)
- BUILD an URBAN/RURAL coalition for transportation



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Triangle Regional Transportation Policy Priorities

- ❖ Invest for success
- ❖ Make investments reliable & predictable
- ❖ Enable critical corridor investments to be more cost effective
- ❖ Remove funding barriers for small towns and rural areas in division with large MPOs



Triangle Regional Transportation Policy Priorities

- ❖ Make NC a leader in active transportation investments
- ❖ Strengthen support for demand-management and technology
- ❖ Recognize statewide projects in all modes



Invest For Success



INVEST FOR SUCCESS



Enable critical transportation infrastructure across all modes to be addressed sooner with a statewide transportation bond.



Create a new funding source for multi-modal mobility investments tied to economic development projects in small towns, rural areas, and along major corridors in metro regions.

The BuildNC bond is a good start, but it needs to support major multi-modal investments, not just highways. While the bond would let us invest faster, it does not increase total investment; it lets us spend tomorrow's revenue today. The state needs an economic development-focused revenue source for investments that are not well suited to the long and constrained process of the Strategic Transportation Investments (STI) program.



- Minnesota's Transportation Economic Development Program could be a model for a nimble, economic-based effort -

❖ Priority in Current Document

- ❑ A summary level priority, not a detailed priority
- ❑ Two emphases:
 - Support for passage of statewide transportation bond
 - New state funding source for multi-modal investments tied to economic development hubs in small towns, rural areas and along major metro corridors



Invest For Success



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- Minnesota's Transportation Economic Development Program could be a model for a nimble, economic-based effort -

❖ Status

- ❑ BuildNC Bonds have been approved, but are limited to highway investments
- ❑ NC Moves Plan recently completed Public Comment; the draft was light on discussion of new funding sources
- ❑ NC First Commission identified several possible funding sources; consideration likely to begin in 2021





Invest For Success

❖ Potential Revisions to Policy Priority

- ❑ Expand to develop a more detailed priority document, as with *Demand Management & Technology* and *Active Transportation*
- ❑ Emphasize two key regional needs for a state partner:
 - Dedicated, recurring state funding as a match for competitive federal funds, such as BUILD, passenger rail and Capital Investment Grants
 - A state revenue source for multi-modal investments serving key job hubs in small towns, rural areas and along major metro corridors
- ❑ Stress that the region seeks a “handshake,” not a “handout,” a partner that can match regional action with state action
- ❑ Clarify next steps for the MPOs and what local communities can do to pursue successful investments

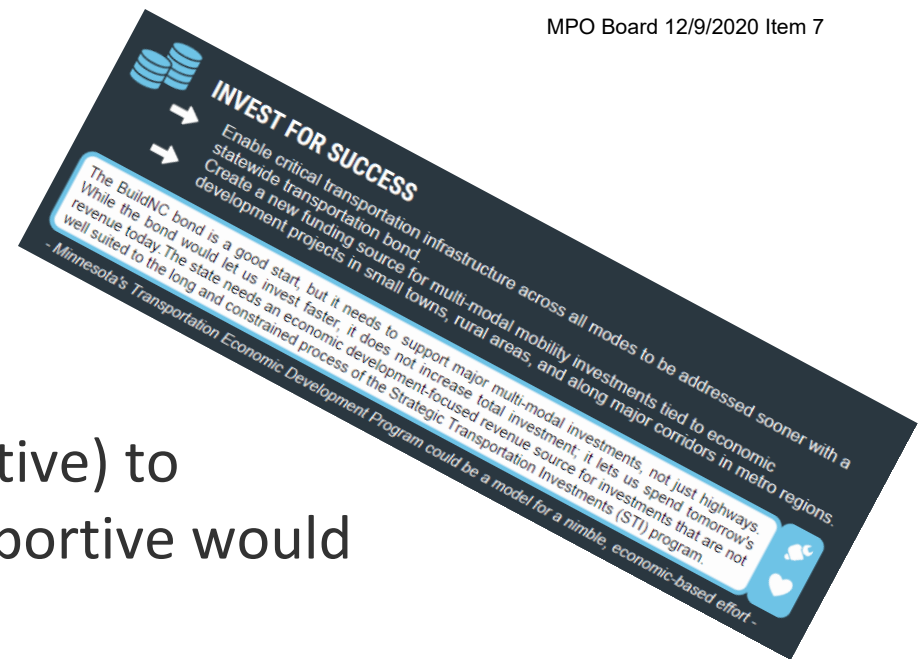




Invest For Success

❖ Feedback and Guidance

- ❑ Polling and Chat
- ❑ On a scale of 1 (very supportive) to 5 (not supportive), how supportive would your community be to:
 - Dedicated, recurring state funds to match competitive federal grants
- ❑ On a scale of 1 (very supportive) to 5 (not supportive), how supportive would your community be to:
 - A state revenue source for multi-modal investments serving key job hubs in small towns, rural areas and along major metro corridors



Strengthen Support for Demand Management and Technology

❖ Priority in Current Document

- ❑ One of two current detailed priorities
- ❑ Two focus areas:

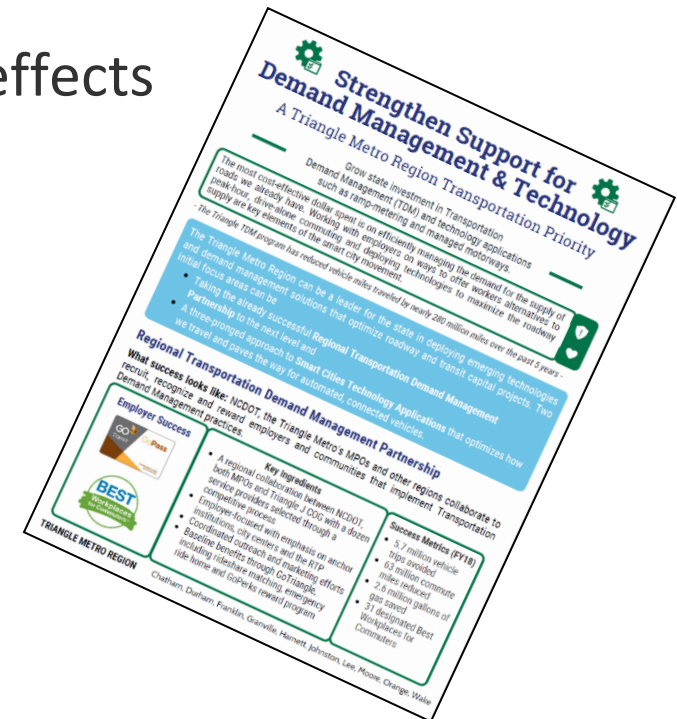
- Take Regional Transportation Demand Management Partnership to “next level”
- 3-pronged Technology Approach:
 - Active Freeway Management
 - Traffic Signal Systems Network
 - Regional Hubs Program



Strengthen Support for Demand Management and Technology

❖ Status

- ❑ NCDOT fiscal condition had severe effects on regional TDM partnership
- ❑ NCDOT reorganized to create Integrated Mobility Division which includes TDM
- ❑ Regional TDM telework toolkit website saw huge increase in traffic with COVID
- ❑ Completed regional Intelligent Transportation Systems (ITS) Plan with specific recommendations to be led by MPOs



Strengthen Support for Demand Management and Technology

- ❖ Potential Revisions to Policy Priority
 - ❑ Strengthen the language on the importance of a sustained, stable state revenue source to match MPO and service provider funding commitments
 - ❑ Add a specific MPO “next step” tied to one of the 3 prongs in the priority and based on one of the new ITS Plan’s recommendations
 - ❑ Explicitly incorporate equity considerations into TDM program monitoring and funding decisions



Strengthen Support for Demand Management and Technology

❖ Feedback and Guidance

- ❑ Polling and Chat
- ❑ On a scale of 1 (very supportive) to 5 (not supportive), how supportive would your community be to:
 - Stronger call for sustained, stable state funding to match MPO funding
 - MPO “Next Step” to begin implementing the Regional ITS Plan
 - Incorporating equity into TDM funding decisions and monitoring program



Make NC a Leader in Active Transportation Investments

❖ Priority in Current Document

- ❑ Restore state funding for standalone bike and pedestrian projects
- ❑ Lower the local match requirements to incentivize more investments
- ❑ Prioritize side paths for busy, high-speed roads
- ❑ Modify procedures to make design, funding and maintenance easier
- ❑ Emphasize the use of flexible funding



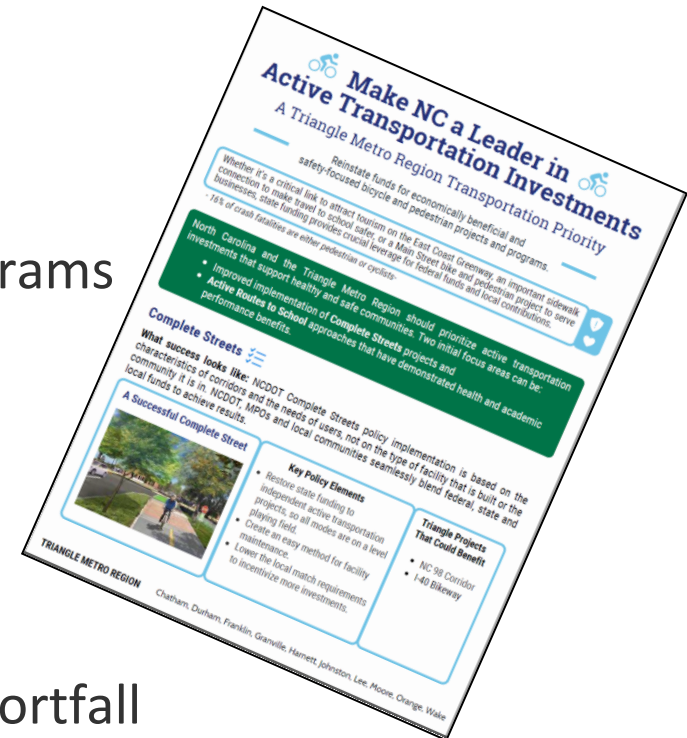
Make NC a Leader in Active Transportation Investments

❖ Status: Changed Conditions Since 2018

- ❑ Revised Complete Streets Policy
- ❑ Integrated Mobility Division
- ❑ Funding for Safe Routes to Schools programs
- ❑ Great Trails State Plan

❖ Status: Current Challenges

- ❑ Bike/ped crash fatalities trending upward – 17 percent increase
- ❑ Project delays due to NCDOT funding shortfall
- ❑ Impacts of COVID
- ❑ Less investment than peer states for independent bike/ped projects



Make NC a Leader in Active Transportation Investments

❖ Potential Revisions to Policy Priority

- ❑ Increase safety funding proportional to bike/ped fatalities
- ❑ Monitor implementation of Complete Streets Policy and design flexibility
- ❑ Maintain emphasis on schools, but expand focus to active and safe routes to work, food, transit, parks



Make NC a Leader in Active Transportation Investments

❖ Feedback and Guidance

- ❑ Polling and Chat
- ❑ On a scale of 1 (very supportive) to 5 (not supportive), how supportive would your community be to:
 - Increased safety funding proportional to bike/ped fatalities
 - Increased staff time on Complete Streets Policy and design flexibility monitoring
 - Expanding the focus to include active and safe routes to work, groceries, transit and parks



Next Steps on Policy Priorities

- ❖ Based on feedback today, staff will bring a revised and expanded document for consideration at January MPO board meetings



2050 Metropolitan Transportation Plan

-- Schedule and Scenario Framework --

1. The 12 steps to the 2050 Metropolitan Transportation Plan
2. Framework for Creating Development & Mobility Investment Scenarios
3. Conversation Starters (participants are encouraged to type into the chat any thoughts you have during this agenda item)
4. Next Steps



2050 Metropolitan Transportation Plan

1. Build the Planning Tools
 - a. CommunityViz Growth Allocation (TJCOG)
 - b. Triangle Region Transportation Model (ITRE-NCSU)
2. Determine Vision, Goals, Objectives, Performance Measures, Targets
3. Establish the Scenario Framework
4. Create the Development & Mobility Investment Foundations for Each Scenario
5. Adopt Population and Job Guide Targets to 2050
6. Analyze a “Learning Scenario” based on *Connect2045* and updated population and job data and forecasts





2050 Metropolitan Transportation Plan

7. Conduct a “Deficiency and Needs” Analysis
8. Refine and Use Tools to Create Detailed Scenarios
9. Conduct Alternatives Analysis of Scenarios
10. Select a Preferred Scenario
11. Complete 2050 MTP Report
12. Adopt the 2050 MTP and Demonstrate Air Quality Conformity (late 2021/early 2022)





Scenario Framework

❖ *"Prediction is very difficult, especially if it's about the future."*

-- Nils Bohr, Nobel laureate in Physics

Connect 2050 Scenario Matrix (example from 2045 MTP)

Connect 2050 Scenario Matrix (example from 2045 MTP)							
			Mobility Investment Foundation				
			Existing & Committed	Constrained	Moderate	Aspirational	Comprehensive Transport Plan
	Development Foundation	Existing or Underway	This cell is the base for all scenarios				
		Existing Zoning		✓			
		Community Plans			Community Plans Scenario		
		Aspirational			✓	Aspirational Scenario	
		Build-Out					If unlimited \$ and capacity growth

Note: **Green cells** were scenarios analyzed in 2045 MTP; check-marked cells were considered for analysis, but not analyzed in detail.





Poll Questions & Conversation Starters

1. Poll Question: On a scale of 1 (high understanding) to 5 (low understanding), how would you describe your understanding of why we develop and analyze scenarios as part of the MTP?
2. Poll Question: On a scale of 1 (high understanding) to 5 (low understanding), how would you describe your understanding of how we will develop and analyze scenarios as part of the MTP?
3. [Type in chat] If our transportation investment decisions are to avoid being “silo-ed,” what are 1 or 2 other policy issues that should be front and center in 2050 MTP scenario discussions?



Next Steps on 2050 MTP Scenarios

- ❖ Based on feedback today, staff will develop additional material for discussion at future MPO board meetings





Next Steps

1. Policy Priorities: MPO Boards will consider a revised document at their January meetings
2. 2050 Metropolitan Transportation Plan Scenarios: MPO Boards will receive additional background information in early 2021, and will be engaged in scenario development

Thank you for your participation!

