

Advancing the Plan Committee Meeting Agenda

Co-Chairs Mayor Darrell Hinnant and Mayor Vi Lyles will convene a meeting of the Advancing the Plan Committee of the Centralina Regional Council **on Friday, July 28 at 8:30 am**. Doors will open at 8:00 am for networking and refreshments. The meeting will be held in person at the Centralina office located at 10735 David Taylor Dr., Suite 250, Charlotte, NC 28262.

Time	Item	Presenter
8:00 - 8:30 a.m.	Refreshments & Communications Exercise Preparation: We want to hear about how you are communicating about CONNECT Beyond and this Committee's work. Also seeking input on additional communication tools needed.	Exercise will be available at members' seats
8:30 - 8:40 a.m.	Call to Order	Co-Chair Mayor Vi Lyles
	Welcome Comments from Co-Chairs	
	Review of Meeting Agenda and Objectives; Also provide a reminder of Year-end Committee Goals	
Regular Business Item: <i>Regular business item is the approval of Committee meeting minutes.</i>		
8:40 - 8:45 a.m. Item 1 5 minutes Page 5	Approval of May 19, 2023, meeting minutes Approval of May 19, 2023, Advancing the Plan Committee meeting minutes. The minutes from the meeting will be distributed to all Committee members and should be approved if correct. Action/Recommendation Motion to approve May 19, 2023, meeting minutes. Preparation: Please review May 19, 2023 meeting minutes.	Co-Chair Mayor Vi Lyles
Committee Work Session: <i>Work session items will be led by CONNECT Beyond project team members and technical experts.</i>		
8:45 – 9:00 a.m. Item 2 15 minutes Page 8	Ideas in Action - CONNECT Beyond Project Update: Staff will share information on the latest CONNECT Beyond implementation activities, including legislative activities, grant requests and introduce	Jason Wager



Time	Item	Presenter
	<p>On-call CONNECT Beyond Implementation consultants.</p> <p>Preparation: Please review summaries of recent grant submissions.</p>	
<p>9:00 – 10:00 a.m. Item 3 60 minutes Page 12</p>	<p>Intro: Peer region model research was assembled based on Committee inputs at previous meetings and through survey results.</p> <p>Peer Region Research and Discussion: Geraldine will review peer region models that provide insights and lessons for the following guiding principles:</p> <ul style="list-style-type: none"> • Strengthen Economic Competitiveness of Our Region • Increase Investment • Increase Local Input • Improve Regional Service and Access • Improve Operational Efficiencies <p>Engagement Activity: <i>In a large group discussion, members will share reactions and feedback to peer region research and each's approach to model building blocks: (1) Transit functions; (2) Formation/Governance.</i></p> <p>Preparation: Review peer region model research in agenda packets. It is very important that Committee members <u>come to the meeting prepared so we can focus our time on engagement.</u></p>	<p>Geraldine Gardner</p>



Time	Item	Presenter
10:00 - 10:20 a.m. Item 4 20 minutes	<u>Throughline for Committee Year-end Goals</u> Co-Chairs will review Committee year end-goals and identify progress made on each goal to date. Co-Chairs will then look forward to the remaining Committee meetings and outline key milestones. Engagement Activity: <i>Members will discuss topics for remaining meetings and identify any key information needed to be presented at meetings.</i>	Co-Chair Mayor Vi Lyles and Geraldine Gardner
Closing Comments & Adjournment		
10:20 - 10:30 a.m. 10 minutes	Closing Comments & Forecast for Next Meeting	Michelle Nance and Co-Chair Mayor Vi Lyles
10:30 a.m.	Adjournment	Mayor Vi Lyles

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CENTRALINA

REGIONAL COUNCIL

Item 1



**Advancing the Plan Committee Meeting Minutes
May 19, 2023**

Jurisdictions/Organization	Committee Members Present	Centralina Staff and Guests Present
City of Kannapolis City of Salisbury Gaston Business Alliance Anson County City of Gastonia Gaston County Charlotte Regional Business Alliance City of Kings Mountain Gaston County Mecklenburg County Town of Davidson Huntersville NC Department of Transportation Cabarrus County City of Charlotte Town of Waxhaw	Darrell Hinnant Karen Alexander Pat Mumford Jarvis Woodburn Jennifer Stepp Bob Hovis Janet LaBar Scott Neisler Kim Eagle Leigh Altman Rusty Knox Melinda Bales Tony Lathrop Mike Downs Ed Driggs Ron Pappas	Michelle Nance, Centralina Jason Wager, Centralina Narissa Claiborne, Centralina Sarah Niess, Centralina Geraldine Gardner, Centralina Luke Lowry, Centralina Guests Bob Cook, CRTPO

Call to Order

Co-Chair Mayor Hinnant, City of Kannapolis, called the meeting to order and proceeded with brief introductions of all meeting attendees. Mayor Hinnant turned the meeting over to Geraldine Gardner, Executive Director, Centralina Regional Council to review the meeting’s agenda and objectives:

Meeting objectives:

- **Share** updates on local legislative activities and **review** resources for Committee members to support communication efforts about the project
- **Learn** about the regional TDM program development project and **engage** in connecting the business community to TDM
- **Reflect** on 2021 Funding & Partnership Working Group analysis of “Current State” and prioritize work as a group
- Using input from the Committee’s homework assignment as a model, **identify and prioritize** themes of regional governance approaches to inform upcoming peer region analysis

Agenda Items:

- 1. Approval of March 24, 2023 meeting minutes**

Commissioner Hovis called for a motion to approve the meeting minutes.
Seconded by: Commissioner Woodburn
The motion passed unanimously.

2. Agenda Item #2: Ideas in Action - Latest Project Updates

Item 2a: General Project Updates

Ms. Gardner recapped some recent CONNECT Beyond legislative activities, including her meetings with legislators as part of NCARCOG Legislative Day. Centralina met with Senator Johnson (Senate) and Representative Crutchfield (House) who are sponsors in the legislature for Centralina’s requested CONNECT Beyond implementation funding. Centralina is also working on two major federal grants related to CONNECT Beyond. EPA’s Climate and Pollution Reduction grant and the Build America Bureau: Regional Infrastructure Accelerator Grant, with deadlines at the end of May.

Item 2b: Regional Transportation Demand Management (TDM) Plan Development, Scott Curry, Kittelson & Associates, covered the basics of transportation demand management (TDM) and reminded the Committee that TDM is a key near-term recommendation of the CONNECT Beyond plan. Mr. Curry also reviewed some example TDM strategies and the possible benefits of these strategies. After the presentation, the Committee broke into small groups to discuss how the TDM program can best connect with employers and the business community in region.

3. Agenda Item #3: Evaluating Today: Revisiting and Prioritizing 2021 Current State Analysis

Ms. Gardner led the Committee through a review of the 2021 Funding & Partnership Working Group analysis of the “Current State of Partnerships,” as well as the Homework Survey results that the Committee recently completed. These homework inputs will inform upcoming research on peer regions.

4. Agenda Item #4: Looking Forward: Identifying Regional Governance Themes

Jason Wager, Assistant Regional Planning Director for Centralina Regional Council, revisited the work that the Committee has already done and forecasted work remaining on Committee goal of exploring options for a regional governance model. The Committee split out into small groups to expand on their homework responses to discuss potential responsibilities for a regional transit entity. The Committee then heard information about the timing and requirements of federal grant opportunities (Infrastructure, Investment and Jobs Act) and broke into small groups to discuss the impact of this funding on their work.

Closing Comments

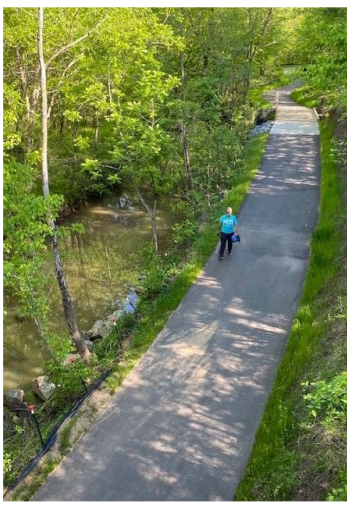
Mayor Hinnant asked the members for some closing comments and then adjourned the meeting.



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REGIONAL COUNCIL

Item 2



Local Needs, Future Resiliency

Centralina serves as the lead entity for a 13-county, bi-state area charged with preparing a series of plans designed to support local needs and priorities toward improving air quality and reducing greenhouse gas emissions. The plans created by Centralina and its partners will ensure that regional goals are met while increasing local revenue streams and providing a framework for coordinated investments.

Timeline

Summer
2023

- Planning grants awarded to eligible entities, giving our metropolitan area **\$1 million** for planning purposes.

March
2024

- Priority Action Plan due and first round of **\$4.6 billion** in implementation funds becomes available.

Summer
2024-2025

- Comprehensive Action Plan developed in cooperation with the EPA and our regional partners.

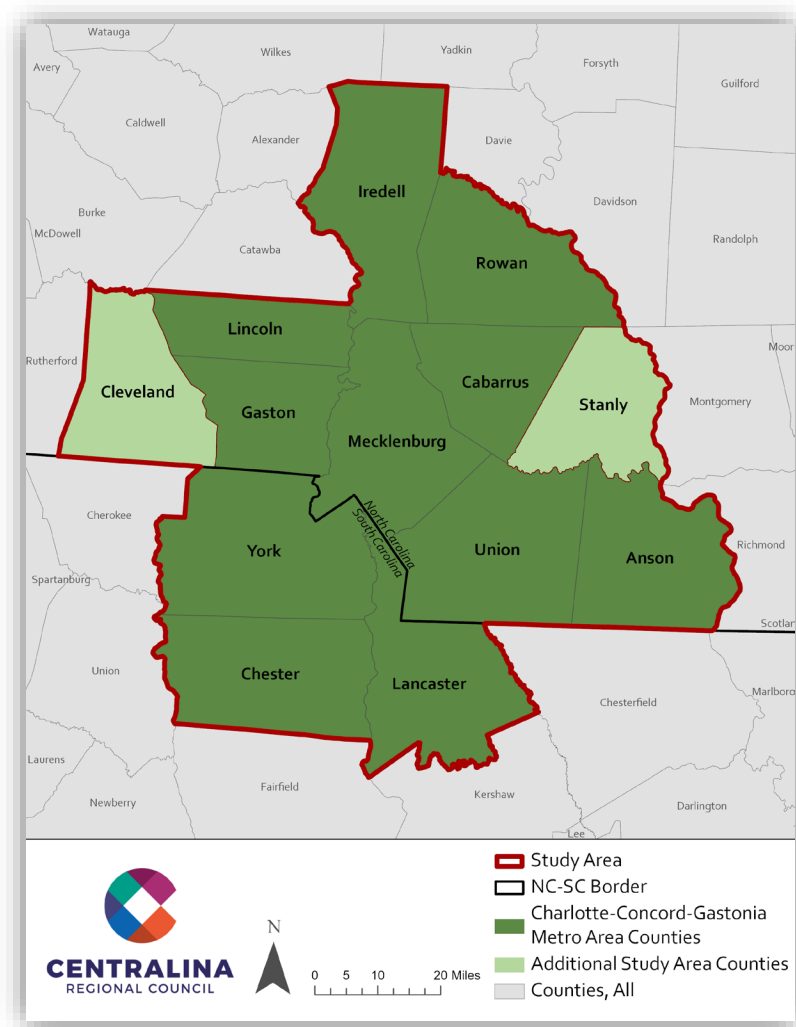
Summer
2027

- Status Report submitted highlighting progress and areas needing additional resources to move forward.

*Completion of a regional Climate Action Plan enables local governments to apply for **\$4.6 billion** in funding, authorized under the Inflation Reduction Act, to implement local projects for efficient infrastructure, energy and waste management systems, transportation systems and energy efficient buildings.*

Regional Partnerships & Engagement

Centralina will lead coordination with regional partners, stakeholders and advisors across North and South Carolina to create a regional plan that will produce a playbook of investment options to help communities retain clean air for generations to come by supporting local mobility options, securing newer technologies for fleets, buildings and waste management, enhancing local logistics and distribution systems and the local food economy and/or planning for electric vehicle infrastructure. This framework will provide each unique community the tools to implement solutions that address the local needs they find most urgent and beneficial.



CORE PARTNERS

- Catawba Regional Council of Governments
- Mecklenburg County Air Quality
- UNC Charlotte Energy Production & Infrastructure Center (EPIC)
- NC Department of Environmental Quality (DEQ) and SC Department of Health and Environmental Control (DHEC)

Want to be involved?

Centralina Regional Council and its partners will hold Stakeholder Engagement sessions throughout the process to incorporate your feedback.

HAVE QUESTIONS?

Reach out to Senior Director, Michelle Nance, at (704) 348-2709 or mnance@centralina.org to discuss how we can help.

Regional Infrastructure Accelerator Grant Proposal



Centralina Regional Council recently submitted a Regional Infrastructure Accelerator grant application along with a \$3,981,971 million dollar funding request to the U.S. Department of Transportation's Build America Bureau. If awarded, the grant would establish the **Centralina Integrated Mobility Center**, a hub for the implementation of the CONNECT Beyond regional mobility plan. This Center would play a pivotal role in advancing the CONNECT Beyond project pipeline by focusing on providing three service lines that encompass specific activities and region-wide stakeholder coordination and partner engagement.

Accelerator Proposal Service Lines

Infrastructure Finance Innovation

The Center will serve as a regional hub for technical assistance and knowledge sharing of innovative project finance models, tools and federal funding opportunities by:

- Increasing local knowledge of USDOT financing programs such as TIFIA, PAB, RRIF and USDOT competitive grant programs, including eligibility and feasibility scans for specific projects of regional significance.
- Coordinating across partner MPOs/RPOs/transit agencies to develop a prioritized list of projects for eligible financing and competitive funding programs, an activity identified as a near-term priority in *CONNECT Beyond*.
- Providing grant writing support and application technical assistance to interested partners.
- Increasing local knowledge of best practices in project finance, public-private partnerships and procurement that support the objectives of the Build America Bureau.

Pipeline Project Facilitation

The Center will lead regional coordination of priority *CONNECT Beyond* mobility projects that create a pipeline for federal financing and public-private partnerships. The following projects will be a part of the focused work and funding if the grant is awarded:

- **LYNX Silver Line preliminary design** (15%) of an expanded leg of a planned light rail transit line from I-485 in the City of Charlotte to the City of Belmont. (*Project Lead: CATS -Charlotte Area Transit System*)
- **Regional Mobility Hubs Pilot** focusing on design and cost estimates for select sites, prioritized for rural and suburban communities with university or community college anchor institutions.
- **Intercity/commuter rail expansion** to connect Charlotte with Kings Mountain (Norfolk Southern Charlotte-Kings Mountain Corridor) and Salisbury (Piedmont Corridor).
- Applied technology project to accelerate same-day **booking and cross-county scheduling for paratransit**, especially in rural areas.

Transit-Oriented Development (TOD) Innovation

Centralina will expand internal capacity to advance TOD projects through a multi-layered approach:

- Creating a TOD focused learning path within the existing *Centralina Learns* educational and professional development learning series for local government staff and elected officials.
- Providing technical assistance to communities with specific TOD planning and local code development projects, especially along expanded intercity/commuter rail lines targeted for expansion under the pipeline project facilitation service line.



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Item 3

Our Guiding Principles

Our purpose for regional collaboration is to:

- Strengthen **Economic Competitiveness** of Our Region
- Increase **Investment**
- Increase **Local Input**
- Improve **Regional Service and Access**
- Improve **Operational Efficiencies**

Our preferred governance model should align/reflect these principles



Applying Guiding Principles to Peer Region Research

Guiding Principle	Looked for Peer Regions That ...
Strengthen Economic Competitiveness of Our Region	Create shared marketing/branding and seamless connections for transit in region
Increase Investment	Increase revenue sources for transit in the region, including maximizing federal/state funding
Increase Local Input	Ensure everyone, big and small communities, have input and understand “what is in it for them”
Improve Regional Service and Access	Create seamless connections across region for residents and visitors with a variety of travel options
Improve Operational Efficiencies	Recognize that Regional Authority may not include responsibility for all transit functions



Approaches of Peer Models

Peer Review will focus on following:

- **Transit Functions**
- **Formation** (if applicable and relevant)/**Governance Structure**
- **Funding**



Building blocks of regional governance model



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Peer Region Review

- **Considerations in selection of peer regions**
 - Similar in size, growth, complexity of transportation landscape, although *understanding our region is unique*
 - Prioritized systems that emphasized regional interests
 - Various stages of agency development (emerging to fully formed) to demonstrate evolution
- **Lessons and Observations**
 - Best practices
 - Challenges and possible solutions
 - Relate back to: How does this apply to our region?



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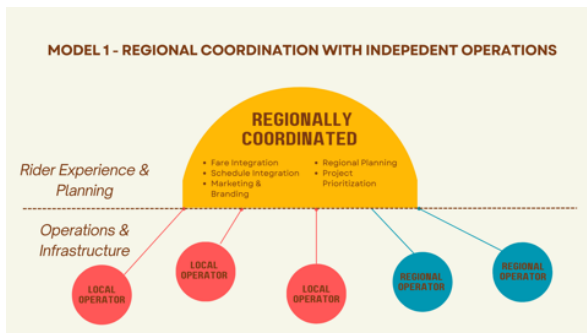
Peer Region Demographics

MSA	POPULATION (2021)	AREA/SIZE (2021)	% MINORITY	% 65+	% POVERTY	PER CAPITA INCOME	MEDIAN HOUSE VALUE
ATLANTA	6.1 million	8,685 mi ²	56%	13%	12%	\$39,904	\$300,000
CHARLOTTE	2.7 million	5,597 mi ²	42%	14%	11%	\$39,375	\$286,600
MINNEAPOLIS	3.7 million	7,047 mi ²	27%	15%	8%	\$45,510	\$330,400
NASHVILLE	2 million	5,689 mi ²	30%	14%	11%	\$40,730	\$344,900
PHOENIX	4.9 million	14,568 mi ²	48%	16%	11%	\$38,713	\$374,100
SEATTLE	4 million	5,870 mi ²	42%	14%	9%	\$55,152	\$638,400
TAMPA	3.2 million	2,515 mi ²	41%	20%	13%	\$37,361	\$279,600

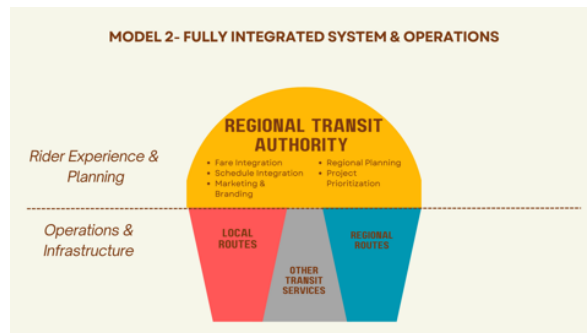


Peer Region Models

Generally, the peer regions fall into two categories of models:




Model 1 focuses on regional collaboration of **rider experience and planning** transit functions. *Includes Atlanta, Tampa and Nashville (partially)*




Model 2 represents a more **fully integrated model** with the regional entity delivering infrastructure and operations. *Includes Minneapolis, Phoenix and Seattle.*





Peer Region: Atlanta

Guiding Principle:
Increase **Investment**




Highlights:

- Regional planning, project prioritization, marketing/branding and some regional services (13 counties)
- Housed as independent regional authority

How Advance Guiding Principle?

- Legislation allows counties within ATL to hold **referendums** for sales tax (up to 1%) for projects on ATL Priority Investment List
- ATL can issue its own **bonds**
- Received RAISE grant for project on prioritized list


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Building Blocks: Atlanta

Formation/Governance:

- Legislature formed in 2018
- 16 Board Members include:
 - Reps from 10 transit districts (within 13 county area) – chosen by caucuses of county commission, legislative delegations and mayors
 - Appointees (5) by House Speaker, Lt. Governor and Governor
 - DOT commissioner (non-voting)

Funding:

- Significant state funding for regional transit plan and Go Bonds
- Sales tax referendums allowed for prioritized projects

Transit Function:

- All operators feature ATL branding on assets
- ATL operates some regional routes and vanpool but most local operators maintain operational and funding autonomy


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Peer Region: Tampa

Guiding Principle:
Increase **Local Input**




Highlights:

- Regional planning, marketing/branding, project prioritization and some regional services (vanpools)
- Housed as independent regional authority

How Advance Guiding Principle?

- Collaborative process to develop regional transit plan (2021)
- 13 Member Board represents local governments, business and transit operators


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Building Blocks: Tampa

Formation/Governance:


- Legislature formed in 2017
- 13 Board Members include:
 - Reps from: 5 counties; mayors of two largest municipalities within service areas of two fixed route operators; 4 members of business community appointed by Governor; and 2 transit Boards members
- Advisory Boards: Citizen Advisory and Transit Management

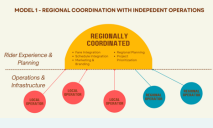
Funding:

- State funding for regional transit plan and commuter program

Transit Function:


- Commuter/TDM program and vanpool operations
- Overseeing BRT study with funding from state
- Flamingo Fares – integrated fare payment system


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Peer Region: Nashville

Guiding Principle:
Strengthen **Economic Competitiveness** of Our Region




Highlights:

- **WeGo Public Transit:** Bus (local and regional), paratransit and commuter rail services

How Advance Guiding Principle?

- All transit operates **under one brand**, “WeGo Public Transit”
- Goal of providing **efficient connections** between regional and local routes
- Gives region unified marketing for **attracting** visitors and new employers


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Building Blocks: Nashville

Formation/Governance:

- Essentially **two agencies:** Nashville Metropolitan Transit Authority (MTA) serves Nashville/Davidson County; Regional Transportation Authority of Middle Tennessee (RTA), a 10-county regional service serving surrounding towns/counties

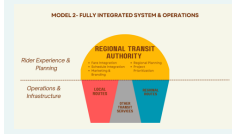
Funding:

- MTA funded by City, State, Federal sources
- RTA funded by local member dues (based on population)

Transit Function:

- Unified brand, marketing and fare; shared regional planning
- Separate operations and project prioritization/delivery for urban center and region


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Peer Region: Minneapolis

Guiding Principle:

Improve **Regional Service and Access**



Highlights:

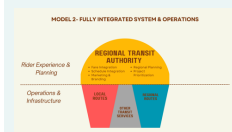
- Metro Transit serves 7 county Twin Cities area
- Regional planning, marketing/branding, project prioritization, deployment and operations
- Housed At MPO

How Advance Guiding Principle?

- Single app/fare provides connections across region, including 6 “opt-out” transit providers
- 41% riders make < \$35K Household income
- 70% trips are outside peak commute (2022)



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Building Blocks: Minneapolis

Formation/Governance:

- Overseen by Metropolitan Council Board:
 - Membership: Chair, plus members from 16 geographically defined districts defined by Metropolitan Council - All members are appointed by Governor and confirmed by Senate.

Funding:

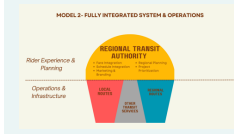
- Funding sources come from federal/state sources, motor vehicle sales tax and local counties' sales tax

Transit Function:

- Fully integrated regional and local operations (bus and rail)
- Some bus and commuter rail operations contracted out to private providers
- Implementing BRT – 5 of 12 planned BRT lines in operation



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Peer Region: Phoenix

Guiding Principle:

Improve **Regional Service and Access**



Highlights:

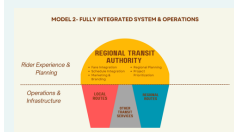
- Valley Metro is unified brand for Phoenix Metro
- Regional planning, marketing/branding, funding/deployment/operations of regional bus routes/light rail

How Advance Guiding Principle?

- Local services are separately funded and operated by local operators under unified brand to streamline service and avoid rider confusion



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Building Blocks: Phoenix

Governance:

- Two Valley Metro Boards (Bus and Rail):
 - Bus Membership: Elected officials appointed by 19 participating agencies
 - Rail Membership: 4 cities that have light rails
 - One staff and CEO for both Boards

Funding:

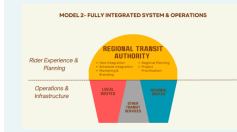
- ½ cent regional sales tax (2004) – 1/3 to transit and 2/3 to roadways
- Also receive federal and state funds

Transit Function:

- Unified branding/fare integration/scheduling across Valley Metro services and all local operators
- Robust Commuter/TDM and vanpool programs



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Peer Region: Seattle

Guiding Principle:

Improve **Operational Efficiencies**



Highlights:

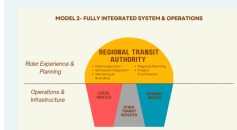
- Sound Transit is regional transit authority for greater Seattle (3 counties)
- Regional planning, marketing/branding, and funding for regional services (bus, light rail, commuter rail)

How Advance Guiding Principle?

- Unified brand for regional routes and fare integration for all services (Orca card)
- Regional bus routes through interlocal agreements with local operators



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Building Blocks: Seattle

Governance:

- Formed in 1993 under enabling legislation by County Councils
- 18 Member Board: Membership from local elected officials proportional to population in Sound Transit district (50% appointments must also serve on transit board); One seat for state official

Funding:

- 1996/2008/2016: ballot initiatives to fund high-capacity system with sales tax, property taxes and motor vehicle excise tax
- District divided into 5 subareas for equitable distribution of funds

Transit Function:

- Unified branding/fare integration/scheduling across regional routes – local operators maintain local brand
- Most regional bus services operated by local partner agencies



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