

## Advancing the Plan Committee Meeting Agenda

Co-Chairs Mayor Darrell Hinnant and Mayor Vi Lyles will convene a virtual meeting of the Advancing the Plan Committee of the Centralina Regional Council **on Friday, July 26th at 9:00 am.**

Time	Item	Presenter
9:00 – 9:05 a.m.	Call to Order	Co-Chairs
	Welcome Comments from Co-Chairs	
	Review of Meeting Agenda and Objectives	
Regular Business Item: Regular business item is the approval of Committee meeting minutes.		
9:05 – 9:10 a.m. Item 1 5 minutes Pages 5-6	<b>Approval of March 22, 2024, meeting minutes:</b> Approval of March 22, 2024, Advancing the Plan Committee meeting minutes. The minutes from the meeting will be distributed to all Committee members and should be approved if correct.  <b>Action/Recommendation</b> Motion to approve March 22, 2024, meeting minutes.  <b>Preparation: Please review March 22, 2024, meeting minutes.</b>	Co-Chairs
Committee Work Session: Work session items will be led by CONNECT Beyond project team members and technical experts.		
9:10 – 9:25 a.m. Item 2 15 minutes Pages 8-20	<b>Status of Regional Governance Strategy Work</b> Review of the small Committee group meetings from June and draft report summarizing the Committee’s work on developing a framework for regional governance. There will be an opportunity for the Committee to discuss the report and provide reactions to its content during this time, as well as learn how to provide additional comments after the meeting.  <b>Preparation: Please review draft of Committee report on its Regional Governance Strategy work.</b>	Geraldine Gardner, Centralina



## Advancing the Plan Committee

### Meeting Agenda

Time	Item	Presenter
<b>CONNECT Beyond Project Update:</b> <i>Recurring meeting item to brief Committee members on CONNECT Beyond projects</i>		
<b>9:25 – 9:55 a.m.</b> <b>Item 3</b> 30 minutes <b>Pages 22</b>	<b>CONNECT Beyond Implementation Highlights:</b> There is a lot happening to advance CONNECT Beyond recommendations in the region – the Committee will hear updates on the following: <ul style="list-style-type: none"> <li><u>Centralina Integrated Mobility Center:</u> <i>Funded by the USDOT Build America Bureau Regional Infrastructure Accelerator grant, the Center will expand regional capacity and local knowledge of innovative project finance and funding opportunities for transit, land-use transportation integration and multi-modal projects.</i></li> <li><u>NC Rail Corridors:</u> <i>Overview of Corridor identification program, both current and future stages, for corridors in our region.</i></li> <li><u>Roundtable:</u> Sharing of any highlights/updates from Committee members to the group.</li> </ul> <b>Preparation: Please review one-pager on Centralina's Integrated Mobility Center.</b>	Andy Grzymiski, Centralina          Jason Myers, NCDOT, Rail Division          Committee Members
<b>Committee Next Steps:</b>		
<b>9:55 – 10:10 a.m.</b> <b>Item 4</b> 15 minutes	<b>Discussion:</b> Given the information shared at this meeting and recognizing the need for continued regional collaboration on CONNECT Beyond recommendations, the Committee will discuss next steps to support its role in fostering regional conversations and strengthening partnerships.	Co-Chairs, Project Team
<b>Closing Comments &amp; Adjournment</b>		
<b>10:10 – 10:15 a.m.</b> 5 minutes	<b>Closing Comments</b>	Co-Chairs
<b>10:15 a.m.</b>	<b>Adjournment</b>	Co-Chairs

## Advancing the Plan Committee Meeting Agenda

Time	Item	Presenter
	<p><i>Centralina Regional Council complies with the Americans with Disabilities Act (ADA), which prohibits discrimination on the basis of disability. Centralina Regional Council will make reasonable accommodations in all programs/services to enable participation by an individual with a disability who meets essential eligibility requirements. Centralina Regional Council's programs will be available in the most integrated setting for each individual. If any accommodation is necessary for participation, please contact the Clerk to the Board, 10735 David Taylor Drive, Charlotte, NC 28262, phone, (704) 348-2728. Please allow 72 hours (about 3 days) in advance</i></p>	





# **CENTRALINA**

## **REGIONAL COUNCIL**

### **Item 1**



**Advancing the Plan Committee Meeting Minutes**  
**March 22, 2024**

Jurisdictions/Organization	Committee Members Present	Centralina Staff and Guests Present
City of Kannapolis City of Gastonia City of Salisbury NC Public Transportation Assoc. NCDOT Stanly County Town of Cornelius Mecklenburg County Mecklenburg County Mooresville/CRTPO Cabarrus County Anson County	Darrell Hinnant Jennifer Stepp Karen Alexander David Rhew Tony Lathrop Andy Lucas Woody Washam Leigh Altman Dena Diorio Lisa Qualls Mike Downs Jarvis Woodburn	Jason Wager, Centralina Narissa Claiborne, Centralina Sarah Niess, Centralina Geraldine Gardner, Centralina Andy Grzymiski, Centralina  <b>Guests</b> Jason Lawrence, CATS Bob Cook, CRTPO Patrick McDonough, HDR

**Call to Order:**

Mayor Hinnant called the meeting to order and recognized that these Committee meetings are open meetings. Mayor Hinnant welcomed the Committee and recognized the work for the day:

**Committee Meeting Objectives:**

- **Highlight** early wins for CONNECT Beyond implementation
- **Review** Existing NC Peer Examples
- **Engage** on the details of the potential governance structure of the preferred model and **prioritize** a set of assumptions
- **Discuss and identify** key meetings, participants and content for 2024 engagement strategy

**Agenda Items:**

**1. Approval of February 9, 2024, Meeting Minutes**

Motion (Commissioner Altman), Second (Mayor Washum) and the Committee members approved the February 9, 2024, Advancing the Plan Committee meeting minutes.

**2. CONNECT Beyond Project Update: Early Wins – CONNECT Beyond Implementation**

Jason Wager, Regional Planning Director and Project Manager for CONNECT Beyond, reviewed the latest CONNECT Beyond implementation activities. Projects highlights included: the development of a regional Transportation Demand Management plan and program; the Climate Pollution Reduction Grant; and Regional Infrastructure Accelerator program.

Additionally, Mr. Wager highlighted a recent event of the Charlotte Regional Transportation Planning Organization and Gaston-Cleveland-Lincoln Metropolitan Planning Organization. The two organizations held a Joint MPO meeting on February 29, 2024, where the Pennies for Progress funding initiative in York County (South Carolina) was discussed.

**3. Review Regional Transit Authority (RTA) Examples from our State**

Geraldine Gardner, Executive Director of Centralina, reviewed the work the Committee will try to accomplish at today's meeting, including developing options for each element of a possible RTA authorization legislation. Geraldine introduced Patrick McDonough, consultant from HDR, to begin this work with an overview of peer RTA examples from our state. The two existing RTAs in North Carolina are PART (Triad area) and GoTriangle (Triangle area). Patrick reviewed both RTAs, including their geography, services and Board memberships.

**4. Developing Model Assumptions**

Patrick McDonough reminded the Committee of the Guiding Principles that they developed last year to help direct their work. Patrick then focused the Committee's attention on each of the key elements of any RTA authorization legislation: (1) Eligible Geography, (2) RTA Purpose and Services, and (3) Board Composition and Membership. For each element the Committee discussed: what the element is; the range of possible options available and engaged in a discussion of the acceptable range of options to review at the next Advancing the Plan Committee meeting in May.

**5. Engagement Strategy – Next Steps**

Geraldine recapped the communications strategy for getting information out about both CONNECT Beyond implementation and the ATP Committee work. Geraldine recently gave an introductory presentation to Stanly County and offered to do the same for anyone else interested in having Centralina present to their Board.

The Committee then turned to a discussion of engaging with the MPO and RPO Boards in the region, discussing: the timing for engaging with MPOs/RPO on this topic and the types of information that should be shared.

**Closing Comments**

Mayor Hinnant thanked Committee members for their time and participation and adjourned the meeting.



# **CENTRALINA**

## **REGIONAL COUNCIL**

### **Item 2**

# Advancing the Plan Committee Report

## *Framework for a Regional Governance Approach*

### Table of Contents

<b>A. INTRODUCTION .....</b>	<b>1</b>
Background:.....	2
Committee Goals and Meeting Timeline:.....	2
Why Focus on Regional Governance & Coordination .....	2
Guiding Principles for Regional Collaboration:.....	3
<b>B. BUILDING BLOCKS OF REGIONAL GOVERNANCE: TRANSIT FUNCTIONS.....</b>	<b>4</b>
Peer Regions: Transit Functions .....	4
Committee Recommendation #1: Regional (Multi-County) Transit Partnership Model .....	6
<b>C. BUILDING BLOCKS: FUNDING &amp; REVENUE SOURCES.....</b>	<b>7</b>
Peer Regions: Funding & Paying for Transit .....	7
Existing NC Transit Revenue Options .....	7
Committee Recommendation #2: Maximum Revenue Flexibility .....	9
<b>D. BUILDING BLOCKS: FORMATION AND GOVERNANCE.....</b>	<b>9</b>
Peer Regions: Formation & Governance .....	9
Committee Recommendation #3: RTA Formation Through New Legislation .....	10
Governance Models – Establishing How an RTA Works .....	10
Framework for RTA Authorization Legislation .....	10
<b>E. RECOMMENDATIONS FOR RTA AUTHORIZATION LEGISLATION .....</b>	<b>11</b>

### EXECUTIVE SUMMARY

*[This section will be developed after report content is finalized.]*

#### A. INTRODUCTION

The Board Chair of Centralina Regional Council (Centralina) established an official ad-hoc advisory committee of its Executive Board to steward regional conversation and action that advances the implementation of the [CONNECT Beyond Regional Mobility Plan](#) within the greater Charlotte region. The Advancing the Plan Committee was formed to ensure that interests from across the region are heard,



provide a forum for communication across jurisdictional lines, and serve as the test ground for collective action on regional mobility projects.

The Advancing the Plan Committee was formed in late 2022 and held its kick-off meeting in January 2023. The Committee's Co-chairs are Mayor Vi Lyles (City of Charlotte) and Mayor Darrell Hinnant (City of Kannapolis).

[Insert Committee Membership List]

#### Background:

*CONNECT Beyond Project Overview (Plan Adopted October 2021)*

CONNECT Beyond is a regional mobility plan designed to transform how residents and visitors travel throughout the 12-county Charlotte region. The result of an 18-month stakeholder driven process, the first-of-its kind plan includes over 120 recommendations that will serve as the blueprint for how to implement a robust, interconnected transportation network across the region. Lead project sponsors are: Centralina and the Metropolitan Transit Commission (MTC).

As part of the planning process, Centralina convened a small group of project advisors in the Spring of 2021 to (1) assess the current state of transit funding and partnerships in the region and (2) develop an initial scan of partnership models from peer agencies across the country. Out of a series of meetings, this Funding & Partnerships Working Group recommended creating a formal committee to further explore regional funding and partnership opportunities and to help guide the implementation of CONNECT Beyond recommendations.

#### Committee Goals and Meeting Timeline:

The CONNECT Beyond Advancing the Plan Committee convened elected officials, city and county managers and members of the business community throughout 2023 and early 2024 with the following goals:

1. Shape a recommendation for a regional mobility governance approach
2. Endorse a regional communications framework for CONNECT Beyond and support its implementation
3. Form a unified and coordinated legislative strategy for CONNECT Beyond and advocate for local funding initiatives in the region

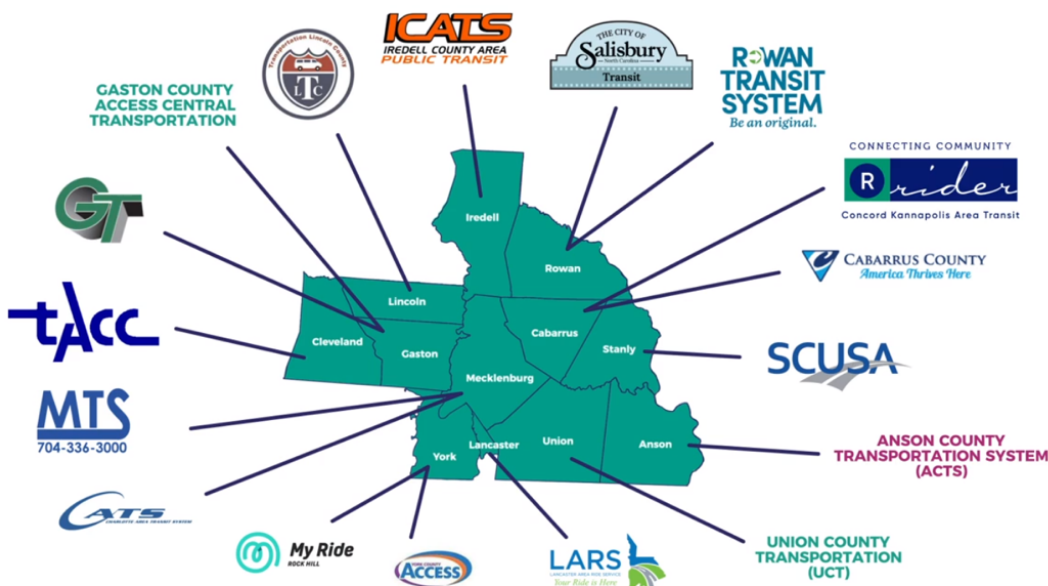
CONNECT Beyond project staff and Committee members provided regular updates to the Centralina Executive Board throughout the Committee's tenure. While the Committee advanced work on all of its goals, the focus of this report is on Goal #1 and the Committee's recommendations for a **regional mobility governance approach**.

[Insert meeting timeline graphic]

#### Why Focus on Regional Governance & Coordination

The greater Charlotte region is home to 17 transit agencies, both fixed route (6) and demand response (11), resulting in a complex system to navigate for any user trying

to travel regionally. During the development of CONNECT Beyond's plan, project staff heard from transit riders that had 3+ hour commutes that crossed county lines and moved between transit agencies. The plan's recommendations called for more collaboration across transit agencies to streamline travel and to explore regional partnership structures to better implement recommendations. (*CONNECT Beyond Plan*, page 141)



Each of the 17 transit agencies have their own Boards and governance structures with independent operations. Fixed route agencies adjacent to the Charlotte Area Transit System (CATS), the largest transit operator in our region, do coordinate on transfer points and cross-county express bus routes. Two transit agencies, CATS and Concord Kannapolis Area Transit, have intra-county governance structures (within one county), however, there is an absence of any multi-county regional governance structure.

#### Guiding Principles for Regional Collaboration:

Early in 2023, Committee members developed together the following guiding principles for their work on developing a regional governance approach. The Committee stated that their purpose for Regional Collaboration is to:

- Strengthen **Economic Competitiveness** of Our Region
- Increase **Investment** in Region through State/Federal Grants
- Increase **Local Input**
- Improve **Regional Service and Access**
- Improve **Operational Efficiencies**

The remainder of this report outlines the results of the extensive research, discussion and collaborative decision making of the Committee to advance regional collaboration.

## **B. BUILDING BLOCKS OF REGIONAL GOVERNANCE: TRANSIT FUNCTIONS**

### Peer Research Overview

Centralina's region has a complex system of transportation and transit planning, investment and operations. Local control of transit operations, coupled with multiple cross-county transportation planning organizations, creates an opportunity for regional collaboration. This challenge is not unique to our region, therefore, Centralina and its consultant team at HDR conducted peer region research to review national models and good practice for regional transit governance. Peer regions researched included:

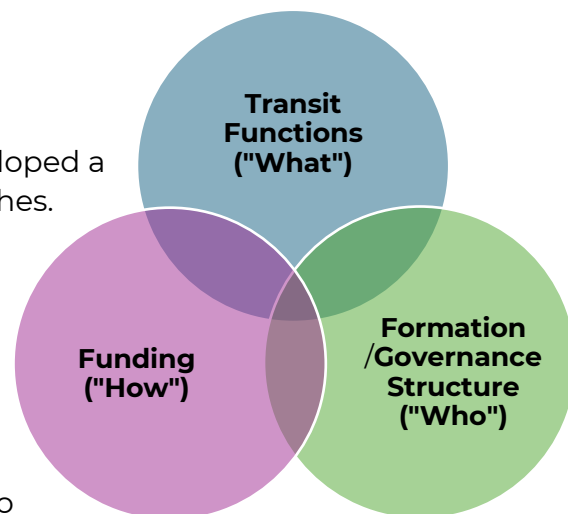
- ATL (Atlanta, GA)
- Bay Area Metropolitan Transportation Commission (San Francisco Bay Area)
- Central Virginia Transportation Authority (Richmond, VA region)
- Go Triangle (Raleigh, NC region)
- Metro Transit (Minneapolis, MN)
- Piedmont Authority Regional Transportation (Greensboro, NC region)
- Sound Transit (Seattle, WA)
- Valley Metro (Phoenix, AZ)
- WeGo Transit (Nashville, TN)

Through the lens of peer research, the Committee developed a framework for evaluating regional governance approaches. The framework included evaluating what services a agency offered (Transit Functions); revenue sources for these services (Funding); and who is directing the agency (Governance Structure).

### Peer Regions: Transit Functions

For the Committee, “what services offered,” or transit functions, of peer agencies was the first consideration to evaluate given how much this influenced the other two elements of the framework: funding and governance structure.

There are several organizational models for delivering transit functions. Some metropolitan areas share responsibilities, with one or more agencies providing strategic direction, prioritization, or resource allocation, while other agencies manage operating transit services, delivering capital projects, or both. Some metropolitan areas consolidate implementation duties in one fully integrated Regional Transit Authority (RTA). National experience suggests there is not necessarily an advantage to one approach over another; transit expansion programs have grown and thrived under both models.



Based on a review of peer agencies, the Committee defined two alternative model organization frameworks for consideration:

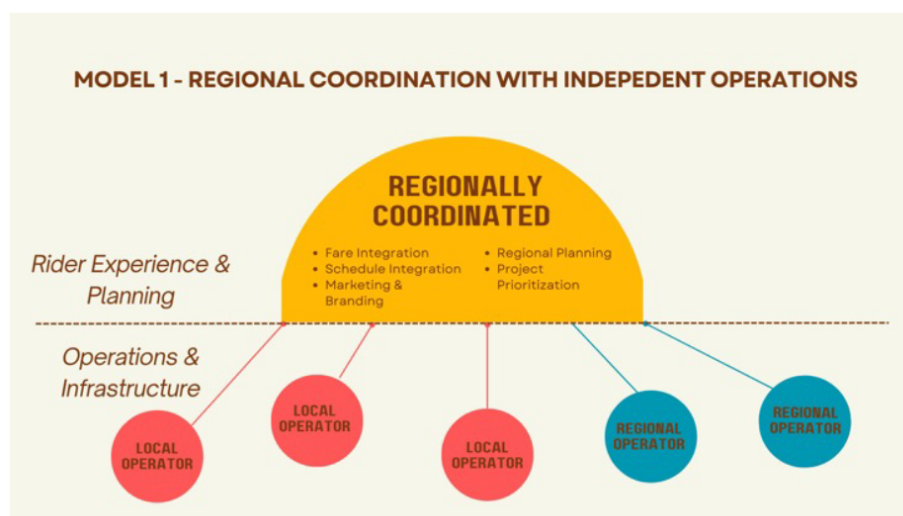
- Model 1: Regional Coordination with Independent Operations
- Model 2: Fully Integrated System and Operations

### Model 1: Regional Coordination with Independent Operations

In the Model 1 approach, the entity would facilitate regional coordination mainly focused on Rider Experience and Planning. Under this model, the regional entity oversaw:

- Shared marketing and branding
- Integrated fare, regional scheduling and technologies
- Regional vanpool, carpool programs

Local transit operators maintain control over transit operations and system infrastructure.



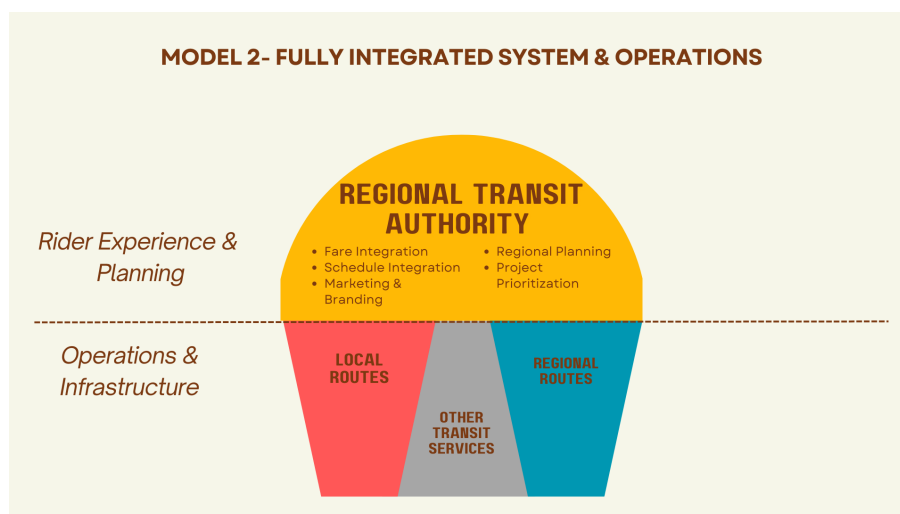
The Model 1 approach is used in Atlanta, Nashville, and San Francisco Bay Area.

### Model 2: Fully Integrated System and Operations

In the Model 2 approach, in addition to the regional collaboration functions of Model 1, the regional entity also oversees transit operations and infrastructure.

This fully integrated approach encompasses strategy, planning, prioritization, and project and service delivery.

The Model 2 approach is used in Minneapolis, Phoenix, and Seattle.



### Committee Recommendation #1: Regional (Multi-County) Transit Partnership Model

Through engagement exercises and discussions, the Committee recommended that the Charlotte region should start with a model for regional (multi-county) collaboration that reflected Model 1 and focused on Rider Experience and Planning. The Committee wanted to leave open the possibility that in the future the model could develop into a more fully integrated entity.



Specific Regional Partnership Model Transit Functions could include:

- Marketing and Branding for participating transit agencies
- Transportation Demand Management (TDM) Program
- Emerging Technology - e.g. autonomous vehicle readiness, zero-emission transition
- Transit Coordination – e.g. regional app, fare and scheduling integration, route planning
- Maximizing Funding - coordination for federal/state grants and cost share/match
- Regional Planning-land use readiness for transit, regional trail planning, mobility hubs design, project prioritization

The benefits of this Model could include:

- Increasing ridership and intra-regional movement through coordinated marketing, transit integration and regional planning for mobility
- Building trust across local and regional operators, local governments and riders
- Leveraging resources for efficiency across transit agencies

- Attracting investment to region by collaboratively pursuing state/federal funding opportunities

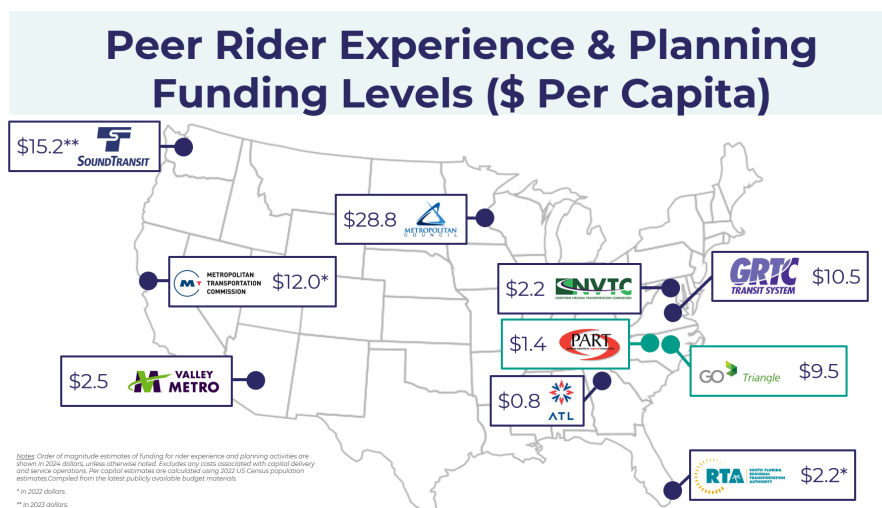
## C. BUILDING BLOCKS OF REGIONAL GOVERNANCE: FUNDING & REVENUE SOURCES

### Peer Regions: Funding & Paying for Transit

The ATP Committee reviewed the funding mechanisms and revenue generated by other RTAs across the United States, including two examples from North Carolina: Piedmont Authority Regional Transportation, PART (Greensboro NC area) and GoTriangle (Raleigh, NC area).

Sales taxes are common across peer agencies: Minneapolis, Seattle, Denver, Dallas and many other metro areas use sales tax as a primary revenue source. Motor vehicle taxes are also common. Portland, Oregon funds transit with a payroll tax. San Francisco and Austin use parking fees, in addition to other revenues, to pay for public transportation.

The level of spending on public transportation per capita varies widely. The graphic below shows the per resident spending in several peer regions on the activities contemplated in the Regional Transit Partnership Model.



### Existing NC Transit Revenue Options

The Committee was most interested in reviewing revenue sources that would be “new” sources of funding for the region. The following chart summarizes these sources of RTA funding:

<b>Vehicle Registration Tax</b> <i>Article 51</i>	<b>Vehicle Rental Tax</b> <i>Article 50</i>	<b>Sales Tax</b> <i>Article 43</i>
<ul style="list-style-type: none"> <li>Up to \$8 annual license tax on motor vehicles with a tax situs within the Authority's jurisdiction</li> <li>Available to public transportation authorities under Articles 25, 26, or 27</li> </ul>	<ul style="list-style-type: none"> <li>Up to 5% privilege tax on short-term leases or rentals made by a retailer whose place of business or inventory is located within the Authority's jurisdiction</li> <li>Available to public transportation authorities under Articles 26 or 27 only</li> </ul>	<ul style="list-style-type: none"> <li>Up to 0.25 percent local sales and use tax in individual counties* (<i>Not available in Mecklenburg County</i>)</li> <li>Available to public transportation authorities under Articles 25, 26 or 27</li> </ul>

*\* Under the existing NCGS, there are six counties (Mecklenburg in our region) in North Carolina that have access to a ½-cent sales tax option for public transportation purposes that must be approved by voters in a referendum. The other 94 counties have access to a ¼-cent sales tax. Only Mecklenburg County in our region has activated the ½-cent sales tax.*

The Vehicle Registration and Rental Vehicle tax are only available to RTAs formed under specific North Carolina General Statutes (NCGS), noted in chart above.

Sales tax and percentage-based vehicle rental taxes are partially or substantially indexed to inflation, while a capped vehicle registration fee of \$7 loses purchasing power over time. In a survey of ATP members, fees or taxes levied on visitors (i.e. hotel stays, rental cars) had the most support, while those levied on residents had support, but not as much as visitor-levied options. All Committee members recognized that local governments should have the flexibility to determine which source of revenue to use for RTA funding and that any fee or tax would need to be approved locally.

#### *Revenue Potential:*

The chart below details potential for these revenue streams by county:



	Vehicle Registration Tax			Vehicle Rental Tax			Sales Tax
	\$3	\$5	\$8	3%	4%	5%	0.25% (existing authority only)
Anson	\$0.1	\$0.1	\$0.2	\$0.1	\$0.2	\$0.2	\$0.5
Cabarrus	\$0.5	\$0.9	\$1.4	\$1.3	\$1.7	\$2.1	\$12.2
Cleveland	\$0.3	\$0.4	\$0.7	\$0.5	\$0.7	\$0.9	\$3.3
Gaston	\$0.5	\$0.9	\$1.4	\$1.3	\$1.7	\$2.1	\$9.0
Iredell	\$0.5	\$0.8	\$1.4	\$0.5	\$0.7	\$0.8	\$9.1
Lincoln	\$0.3	\$0.4	\$0.7	\$1.1	\$1.4	\$1.8	\$3.4
Mecklenburg	\$2.4	\$4.0	\$6.4	\$9.5*	\$12.7*	\$15.9*	-
Rowan	\$0.4	\$0.6	\$1.0	\$0.8	\$1.1	\$1.3	\$5.0
Stanly	\$0.2	\$0.3	\$0.5	\$0.8	\$1.1	\$1.3	\$2.4
Union	\$0.6	\$1.0	\$1.7	\$1.3	\$1.8	\$2.2	\$8.2
<b>Regional Total</b>	<b>\$5.7</b>	<b>\$9.5</b>	<b>\$15.3</b>	<b>\$17.3</b>	<b>\$23.0</b>	<b>\$28.8</b>	<b>\$53.2</b>

Notes: Totals may not sum due to rounding. Preliminary revenue estimates are order-of-magnitude and based on third-party data, placeholder assumptions, and recently prevailing conditions. See disclaimer. Sources for each revenue estimate are provided in the prior slides.

\* Mecklenburg currently uses full 5% authority. Would require policy decision to dedicate funds for regional transit activities.

## Committee Recommendation #2: Maximum Revenue Flexibility

The Committee recognized that raising revenue for any regional authority would require local action by a county or municipality. In order to maximize flexibility, the Committee recommends that any regional authority formed should allow for all possible revenue sources, including but not limited to: vehicle registration tax, vehicle rental tax and sales tax. The Committee indicated a preference for those revenue sources that are paid more by visitors but wanted to leave specific funding decisions to be determined locally.

## **D. BUILDING BLOCKS OF REGIONAL GOVERNANCE: FORMATION AND GOVERNANCE**

### Peer Regions: Formation & Governance

For peer research concerning governance options, the Committee focused on the two North Carolina examples.

#### *Reviewing Existing NC Legislation: Regional Transportation Authority (RTA)*

To understand the state legislative framework for creating RTAs in North Carolina, the ATP Committee examined the NCGS and Articles that supported the formation of the Research Triangle Regional Public Transportation Authority (GoTriangle), and the Piedmont Authority for Regional Transportation (PART).

Both agencies were created with an NCGS Article that was specifically crafted for their region. GoTriangle's enabling legislation (Article 26) requires any county empowered in that article to be in or adjacent to a county with a research park of a certain size and having a fixed route bus system. Only Wake, Durham, and Orange counties can meet such criteria. Similarly, PART's enabling legislation (Article 27) contains a series of interacting requirements which lead to the conclusion that only Guilford and Forsyth County and the surrounding counties are eligible to form an RTA.



Both Articles 26 and 27, outline specific Board memberships representing a mix of counties, municipalities, state officials and transportation planning organizations.

### Committee Recommendation #3: RTA Formation Through New Legislation

Having reviewed GoTriangle and PART's enabling legislation (See description of Articles 26 and 27 above), ATP Committee did not find that these statutes provided a suitable fit for the CONNECT Beyond region. Both Articles were developed for the formation of an RTA in a specific region and did not easily apply to other areas.

The Committee recommended that new legislation, designed to accommodate the needs and goals of the CONNECT Beyond region, would be more effective than trying to employ or amend existing statutes.

### Governance Models – Establishing How an RTA Works

To prepare for any engagement with the North Carolina General Assembly on new legislation, the ATP committee worked to develop a few synthetic governance models for the Regional Transit Authority.

In the ATP Committee's March 2024 meeting, the committee reviewed the board governance structures of both GoTriangle and PART and identified the requirements for board membership at each agency. Some of the key discussion questions at this meeting included:

- *How large should an RTA board be? Are there board sizes that are either too small or too large?*
- *Which entities should be eligible to be represented on the board? Cities, counties, towns, transportation planning organizations, and state agencies like NCDOT?*
- *Is there a minimum number of entities that would be required to create an RTA?*
- *How long should terms be on the Board?*
- *What can be done to ensure that smaller communities are appropriately represented?*
- *How might the composition of the Board change over time as new members join?*

### Framework for RTA Authorization Legislation

The Committee broke down their analysis of any potential RTA authorization legislation into the following elements defined below:

Eligible Geography	Purpose and Services Provided	Board Composition and Membership	Funding
<ul style="list-style-type: none"> <li>• Defines the eligible territory of the authority – permission to participate</li> </ul>	<ul style="list-style-type: none"> <li>• Defines the kinds of public transportation services the RTA will provide</li> </ul>	<ul style="list-style-type: none"> <li>• Identifies the entity(ies) that need to take action to form the authority and defines the membership</li> </ul>	<ul style="list-style-type: none"> <li>• Identifies range of funding options for the authority</li> </ul>

Using this framework as a guide, the Committee developed recommendations for each element of any potential RTA authorization legislation.

## E. RECOMMENDATIONS FOR RTA AUTHORIZATION LEGISLATION

In 2024, the ATP Committee found consensus on the following recommendations for potential RTA authorization legislation for our region:

Recommendation for Legislation	Committee Rationale
<u>Eligible Geography:</u> 10 county CONNECT Beyond area – Anson, Cabarrus, Cleveland, Gaston, Iredell, Lincoln, Mecklenburg, Rowan, Stanly and Union counties	The Committee agreed that all of the counties in North Carolina that were part of the Connect Beyond effort would be eligible to be part of the RTA. A bi-state authority was not recommended due to its complexity. Additionally, any adjacent county should be given a legislative pathway to joining the RTA, if desired.
<u>Purpose and Services Provided:</u> Inclusive of Model 1 and Model 2 activities (See Article 26 for example language)	The Committee reached consensus that a new RTA in the Connect Beyond region should begin by focusing on regional coordination and cooperation activities, as identified in Model 1 above. The Committee also wished to maintain a clear path to becoming a fully integrated RTA (Model 2 above) without having to return to the North Carolina General Assembly for additional legislative action in the future.
<u>Purpose and Services Provided:</u> Include a no takeover clause	The Committee supported a stipulation found in both the GoTriangle and PART legislation that prohibits either RTA from taking over the operation of another transit provider without that provider's consent, and believe this stipulation will also be beneficial in the CONNECT Beyond region

<p><u>Funding:</u> All the funding tools be authorized in the legislation</p>	<p>The Committee supported creating flexibility for localities in joining the RTA. Local governments should be able to join the RTA at a time of their choosing, and have a choice and the type of revenue stream they use to fund transit investments</p>
<p><u>Board Composition and Membership: Formation:</u> At least four (4) entities, inclusive of two counties</p>	<p>At least four entities, including two counties with voting seats, would be required for RTA formation. Include a pathway for entities to opt-in and opt-out after formation</p>
<p><u>Board Composition and Membership:</u> Board membership (voting) for paying entities only</p>	<p>The Committee had a strong preference that entities with seats on the RTA Board also contribute money to the RTA in exchange for voting rights. The committee recognized that county involvement is particularly crucial, not only because county geography is the most inclusive, but also because counties manage Human Services in North Carolina, and often manage the human service transportation function as well. While further discussion is still needed, there was a sense within the Committee that there could be a benefit for counties that are not contributing funding to still hold nonvoting seats on the Board for these reasons.</p>
<p><u>Other Board Composition and Membership Considerations:</u></p>	<ul style="list-style-type: none"> <li>• <u>Board size</u> that ranges from 15 to 30 members. There was a preference from some of the rural counties for not using an executive committee as part of the governance structure.</li> <li>• <u>Appointees &amp; Expertise:</u> Appointees to the Board should represent both public and private sector perspectives.</li> <li>• <u>Fixed Route Systems:</u> There was also interest in some of the seats on the Board being reserved for entities that operated fixed route transit services.</li> <li>• <u>Small Communities:</u> Recognizing that there are dozens of smaller communities across the region, the Committee saw a need to allow for a variety of communities to sit on Board, either as a primary or alternate member.</li> </ul>

	<ul style="list-style-type: none"> <li>• <u>Other Entities</u>: Board seats potentially reserved for transportation planning organizations and NCDOT.</li> </ul>
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## Next Steps

- Finalize content and design of Draft Report (*Now – August 2024*)
- Submit Final Report to Centralina's Executive Board for review (*September 2024*)



# **CENTRALINA**

## **REGIONAL COUNCIL**

### **Item 3**

# CENTRALINA INTEGRATED MOBILITY CENTER



**Mobility is a challenge for everyone in our region.** With so many projects in the pipeline and mobility needs often changing, local governments often feel unsure of how and when their projects will get through.

In order to help individuals and communities get to where they need to go, Centralina has formed an **Integrated Mobility Center** (Center) with funds from USDOT's Build America Bureau. With these funds, we'll support **regional mobility planning, provide resources to member communities and improve knowledge of innovative finance techniques.**

Connect with Centralina today to discuss our service areas:



## *Project Facilitation*

The Center leads regional coordination of priority mobility projects, creating a unified approach for federal financing and public-private partnerships.



## *Intentional Development*

The Center shares knowledge of mobility-friendly development practices, helping to foster collaboration with the development community on creating positive mobility impacts.



## *Finance Innovation*

The Center serves as a hub for technical assistance: we share knowledge that helps you create innovative finance models, use appropriate tools and find federal funding.



**CENTRALINA**  
REGIONAL COUNCIL



**CONNECT  
Beyond**

*Get in touch:*

Andy Grzymski, AICP  
[agrzymski@centralina.org](mailto:agrzymski@centralina.org)  
704-688-6507