



RTA

REGIONAL
BUSINESS
LEADERSHIP



21ST ANNUAL MEETING

THE STATE OF MOBILITY 2023

PRESENTED BY



PART 2

January 31, 2023 | 11 a.m. – 2 p.m.
Embassy Suites by Hilton
Raleigh/Durham/Research Triangle in Cary

@RTATRIANGLE

#STATEOFRTA2023



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HAROLD HICKS

RTA Chair
RTI International

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RTA MEMBER CHAMBERS OF COMMERCE

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Cary

Chatham

Chapel Hill-Carrboro

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Durham

Franklin County

Fuquay-Varina Area

Garner

Hillsborough/Orange
County

Holly Springs

Knightdale

Moore County

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Rocky Mount Area

Rolesville Area

Roxboro Area

Sanford Area Growth
Alliance

Triangle East

Wake Forest

Wayne County

Wendell

Wilson

Zebulon

RTA SENIOR REGIONAL PARTNERS

Capital Area MPO

Durham-Chapel Hill-
Carrboro MPO

City of Durham

Chapel Hill Transit/
Town of Chapel Hill

GoRaleigh/City of
Raleigh

GoTriangle

Raleigh-Durham
Airport Authority

Town of Cary

Town of Holly Springs

Town of Morrisville

Triangle J Council of
Governments



JOE MILAZZO

Executive Director
RTA



CHUCK LATTUCA

Chief Executive Officer
GoTriangle

AGENDA

Welcome and Recognitions

Lunch

State of Mobility 2023 Presentation

Interactive Group Discussion

Final Remarks

Adjourn



JAY IRBY

RTA Chair-Elect
First Citizens Bank



HAROLD HICKS

RTA Chair
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STATE OF MOBILITY 2023



JOE MILAZZO

Executive Director
RTA

RTA 21st Annual Meeting: The State of Mobility 2023

Joe Milazzo II, PE
RTA Executive Director

January 31, 2023

**RTA is the voice of the
regional business community
on transportation.**

RTA MISSION

*RTA delivers business leadership
to get our region moving faster.*

RTA OVERVIEW

**RTA has more than 150 members,
including more than 25 chambers of commerce
from across the metropolitan Triangle.**

RTA OVERVIEW

**RTA is a metropolitan private-public partnership
that drives consensus and action**

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**RTA is a metropolitan private-public partnership
that drives consensus and action**

*... through focus and cooperation
between the regional business community
and our elected and transportation leaders.*

RTA OVERVIEW

We focus on mobility issues of regional importance

RTA OVERVIEW

We focus on mobility issues of regional importance

Where regional business community leadership
can make a significant difference

RTA OVERVIEW

We focus on mobility issues of regional importance

Where regional business community leadership
can make a significant difference

... in **time, impact, and/or quality of outcome.**

RTA IMPACT

RTA has organized the regional business community to accelerate mobility solutions for more than 20 years.

RTA IMPACT – 20 YEARS ON

- Completing 540
- Elevating and accelerating BRT
- I-40 Widening
- Resilient advocacy for I-885
- I-87 designation
- Dynamic left turn intersection (DLTi)
- FAST Study

WHY RTA?

- RTA helps member businesses be strong, informed, public voices on issues that matter to their employees.

WHY RTA?

“Regional business leadership means service: a heightened responsibility for inclusion, purpose, action, and growth.

“RTA members remain with us, year after year, to better their companies, and our region.”

- Harold Hicks, RTA chair, RTI International

WHY RTA?

“RTA gives us a voice to positively influence transportation initiatives that impact the lives of our employees and clients here in the Triangle.”

- Jay Irby, RTA chair-elect, First Citizens Bank

WHY RTA?

“RTA is the most effective regional organization in the Triangle, on any issue.”

- Aaron Nelson, President and CEO

The Chamber For a Greater Chapel Hill-Carrboro

WHY RTA?

“RTA is funded by leading companies from across the entire Triangle who value powerful, strategic, accelerated regional impact.

“We invest more than ever because RTA brings the business community together and consistently gets the accelerated results the Park needs for ongoing success.”

*- Linda Hall, RTA membership and marketing chair,
Research Triangle Foundation of NC*

WHY RTA?

“RTA serves as a force multiplier for a Durham voice and informs as to how we plug into a broader regional strategy.

“RTA's continuous results show business leaders' commitment to an issue that affects everyone in our region. I cannot overstate the confidence we have in our partnership.”

- *Geoff Durham, President and CEO
Greater Durham Chamber of Commerce*

ACCELERATED METROPOLITAN MOBILITY STRATEGY

- Identify sustainable funding for RDU Airport
- Advance enhanced region transit system
- Promote rapid relief freeway improvements
- Support mobility innovations and pilots
- Modernize revenues for highways and streets

A GROWING METROPOLITAN AREA



TOWN OF
CHAPEL HILL



A GROWING METROPOLITAN AREA



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RDU AIRPORT INFRASTRUCTURE

Priority One: Federal Funding for Runway



RDU AIRPORT INFRASTRUCTURE

Priority One: Federal Funding for Runway

www.letsgetmoving.org

www.letsgetmoving.org/RDURunwayLetter

RDU RUNWAY SUPPORT LETTER TEMPLATE

Revised December 13, 2022

Dear RTA members and partners,

RTA, in concert with our member chambers of commerce, the Research Triangle Foundation of North Carolina, and the Triangle-J Council of Governments is leading a campaign for federal funding for a new runway at RDU.

Please join the campaign by sending a support letter to USDOT. See below for instructions and a template.

INSTRUCTIONS

- Using the one-page template on the reverse side, create a letter, ideally on your letterhead.
- Sign and scan a hardcopy of the letter OR electronically insert your signature and make a pdf.
- Copy the text of your letter into an email:
 - Subject: "letter of support for RDU runway 5L/23R funding", OR "[your company] support letter for runway at RDU airport", OR similar
 - TO: DOTExecSec@dot.gov
 - CC: billy.nolen@faa.gov AND [Shannetta R. Griffin@faa.gov](mailto:Shannetta.R.Griffin@faa.gov)
 - BCC: RDUletter@ticos.org AND jacob@letsgetmoving.org
- Attach the scanned hardcopy or pdf to the message, and send the email.

If you have a moment, you can then mail a signed hardcopy, ideally on your letterhead, to:

Hon. Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E
Washington, DC 20590

Please call or text me at 919.389.9285 or email me at joe@letsgetmoving.org with questions.

Thank you for your ongoing dedication to regional business leadership on mobility.

- Joe Milazzo II, PE
RTA Executive Director

www.letsgetmoving.org/RDUrunwayletter

December XX, 2022

Hon. Pete Buttigieg
Secretary
U.S. Dept. of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg:

[Paragraph 1: optional introductory or thank you greeting]

- introduce yourself and your company in 1-2 sentences, or add simple welcome such as:
- "Thank you for your leadership on transportation"; Thank you for your service to our nation" etc.

I am writing to support a request from Raleigh-Durham International Airport (RDU) for \$275m in federal funding to replace and relocate its primary commercial service runway, 5L/23R.

[Paragraph 2: highlight importance of RDU to your company in 1-3 sentences... see examples below]

- RDU is a critical driver of job creation, prosperity and quality of life throughout North Carolina's Research Triangle region, and its economic footprint continues to grow.
- RDU generates an estimated \$15.1 billion annual economic impact for the region and supports nearly 100,000 local and regional jobs.
- Identifying sustainable funding for essential growth at RDU is the top priority of the RTA, the voice of the regional business community on transportation serving the Research Triangle region
- The Research Triangle region of North Carolina grew by more than 377,000 people between 2010 and 2020, and projections expect an additional 1.4 million residents to move to our region by 2050

[Paragraph 3: discuss one or more key airport needs in 1-3 sentences... see examples below]

- RDU's primary commercial runway, 5L/23R, is near its end-of-life due to pavement deterioration and its replacement and relocation is RDU's most critical project.
- RDU's 25-year master plan calls for improvements to the airfield, terminals, ground transportation, and general aviation. The current cost estimate is \$3.5 billion due to accelerated growth in passenger traffic.
- RDU's master plan calls for the purposeful development of the airport campus, including the relocation of the primary runway to the west, which will enable capacity expansion of main RDU terminal 2.
- Even with local and airport fee increases and ongoing legislative support, RDU will not be able to fund overall capital infrastructure needed to support the aviation demands of our growing region

We request that FAA provide a letter of intent for a 75% federal grant of the total \$366 million project cost so RDU can continue to serve the national commercial aviation system and as an economic engine for this state.

[optional closing: "Thank you for your service to our nation."; "Thank you for your leadership."; etc.]

Sincerely,
NAME
TITLE
COMPANY

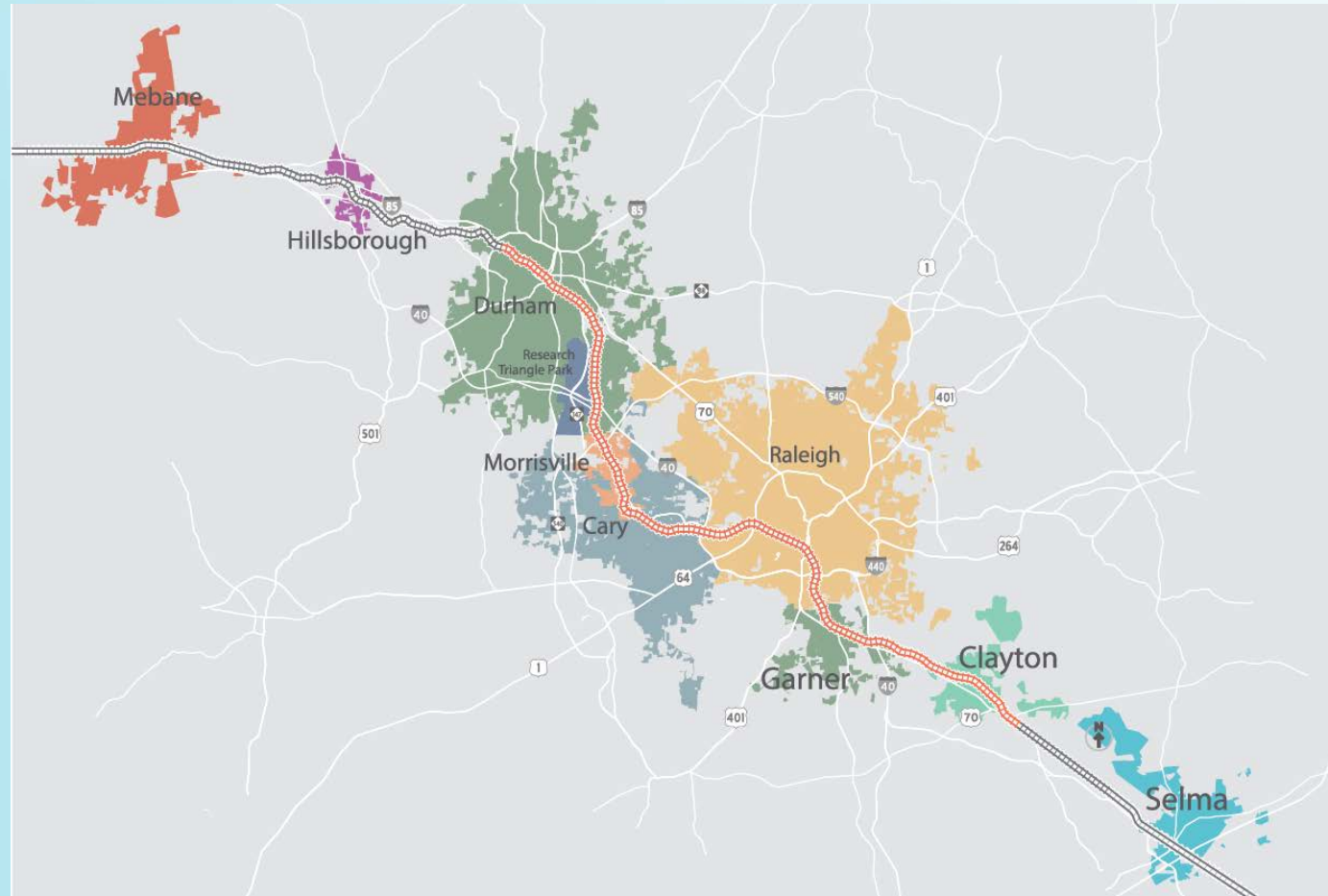
cc:
Billy Nolen
~~Shannetta~~ R. Griffin, P.E.

letsgetmoving.org/RunwayLetter

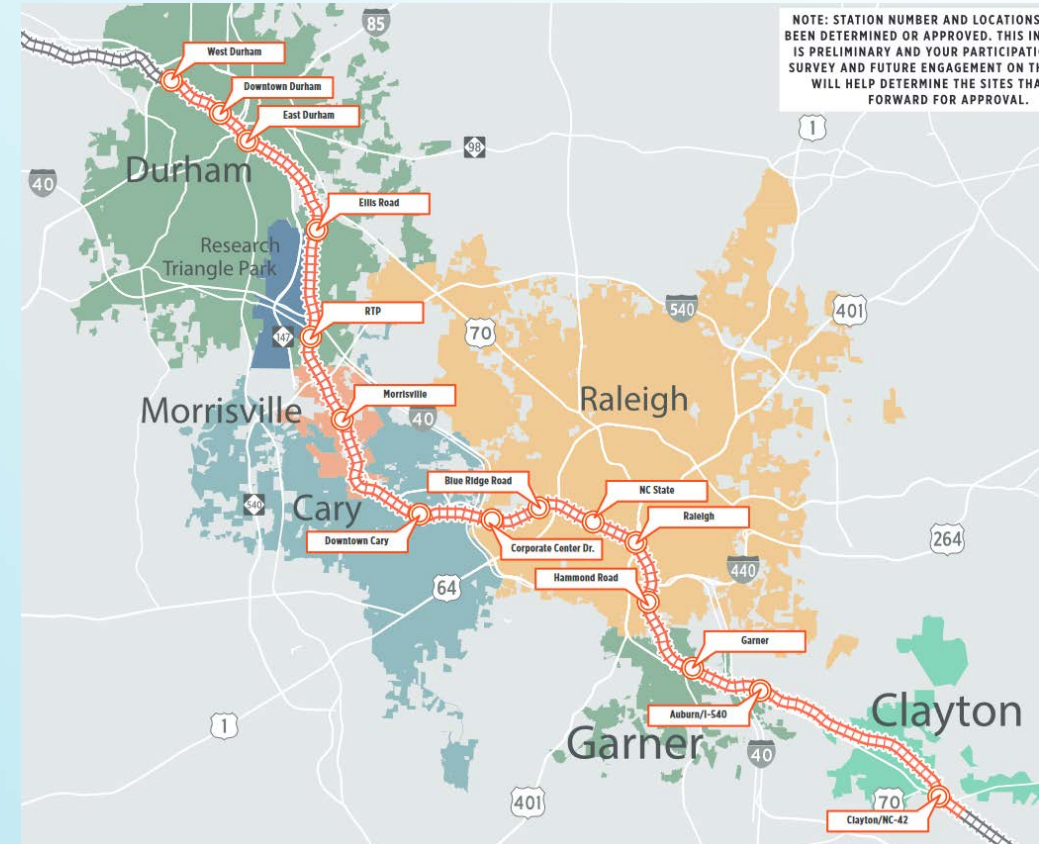
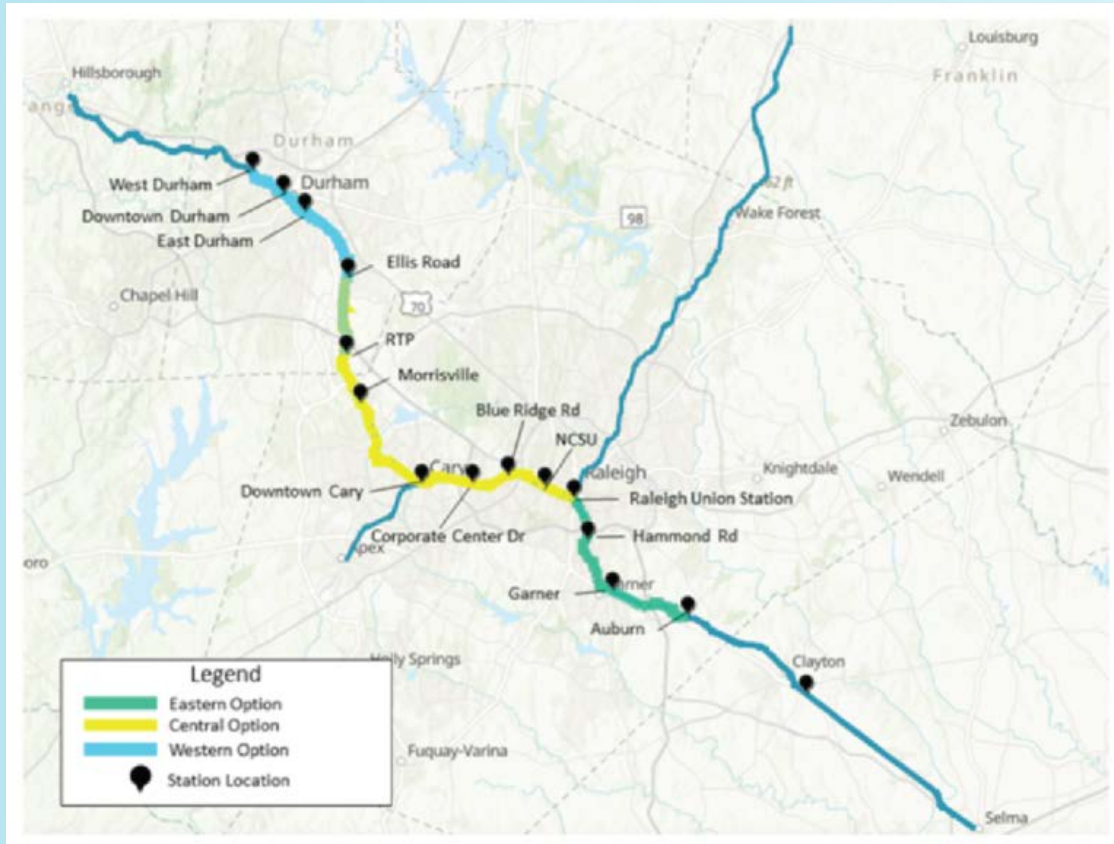
ACCELERATED METROPOLITAN MOBILITY STRATEGY

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Regional / Commuter Rail



Regional / Commuter Rail



Regional / Commuter Rail

Commuter Rail Portion		Capital Cost	Operating and Maintenance Cost	Daily Riders (Year 2040)	Risk of Cost or Time Frame Increases	Likely Time Frame for Service to Begin
Western*	West Durham to RTP	\$1.6B	\$16.3M	~3,000	Highest Risk	~12 years
Central** (2 options)	Ellis Rd to Raleigh Union Station	~\$1B	\$16.8M	~4,000	Medium Risk	~10 years
	RTP to Raleigh Union Station	\$800M	\$16.1M	~4,000	Medium Risk	~10 years
Eastern	Raleigh Union Station	\$600 - 700M	\$14.9M	~4,000	Lowest Risk	~8 years

**The cost of the western option exceeds the financial capacity of the Durham Transit Plan*

***There are two options being considered for the Central portion currently and a decision on whether it will run from Raleigh to RTP or to Ellis Road will be made at a later date.*

Regional / Commuter Rail



The voice of the regional business community on transportation | letsgetmoving.org

September 6, 2022

Chuck Lattuca
President and CEO
GoTriangle

Carl Warren
President and CEO
NC Railroad Company

Eric Boyette
Secretary
NC Department of Transportation

Dear transportation colleagues and partners,

We are writing to express our continued support for regional/commuter rail and its accelerated expansion, and to request a coordinated identification of scalable options for regional/commuter rail implementation, in concert with a Freeway And Street-based Transit (FAST) development plan. These complementary actions will advance an optimal "both/and" transit solution for our growing region.

We respectfully request that each of your respective entities identify and evaluate additional scalable implementation possibilities for regional/commuter rail.

- We believe that the future of enhanced regional/commuter rail can and should occur sooner than 10+ years from now, on both the NCRR and S-line corridors.
- These dedicated, higher speed rail corridors that directly serve multiple downtown areas are unique, durable assets and vital mobility opportunities for our metropolitan region and state.
- Given the costs and opportunity costs associated with passenger rail investments, we believe a **scalable, flexible, and regional approach** to commuter rail development will serve us well.

We are also requesting – and will help fund – a complementary Freeway And Street-based Transit (FAST) implementation framework for our metropolitan area.

- This effort should identify FAST solutions along freeways and arterials, including potential use or linkages with proposed BRT corridors, "RED" transit lanes, and regional/commuter rail stations.
- The study should examine areas where commuter rail is being actively contemplated, e.g., Raleigh to Durham; and where it is not practical, e.g., Chapel Hill to Research Triangle Park.
- RTA is willing to commit a **minimum of \$100,000** in funding to support and accelerate this FAST implementation plan. We will also seek funding support from other area transit partners.

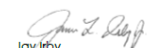
The purpose of these initiatives would be to determine the best way to implement accelerated and expanded regional/commuter rail across our market, and how complementary BRT, bus and vanpool solutions can be deployed along our freeways and streets to optimize our current and future regional transit network. These would be activated by enhanced bicycle and pedestrian linkages with transit.

Taking the time to develop and commit to a scalable, regional multimodal plan will maximize mobility and accessibility, expand transit capacity, and promote equity while reducing risk. Implementation of a plan that addresses opportunity costs now will accelerate results and avoid future costs of inaction.

Thank you for your leadership in advancing transportation options for our growing region and state.

Sincerely,


Harold Hicks
2022 RTA chair


Jay Irby
RTA regional transit chair


Joe Milazzo
RTA executive director

Regional / Commuter Rail

RTA REGIONAL
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We are also requesting - and will help fund - a (FAST) implementation framework for our metro area.

- This effort should identify FAST solutions and linkages with proposed BRT corridors, "R" corridors, and other transit modes.
- The study should examine areas where transit is needed, and where it is not.
- RTA is willing to commit a minimum of \$10 million to the study.


The purpose of these initiatives would be to develop expanded regional/commuter rail across our metropolitan region. These would be activated by the FAST development plan.

Taking the time to develop and commit to a scalable and accessible, expand transit capacity, and a plan that addresses opportunity costs now will advance our region's growth.

Thank you for your leadership in advancing transportation solutions for our region.

Sincerely,


Harold Hicks
2022 RTA chair


Jay Irby
RTA regional transit chair


Joe Milazzo
RTA executive director

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Regional / Commuter Rail



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- The study should examine areas where commuter rail is being actively contemplated, e.g., Raleigh to Durham; and where it is not practical, e.g., Chapel Hill to Research Triangle Park.
- RTA is willing to commit a **minimum of \$100,000** in funding to support and accelerate this FAST implementation plan. We will also seek funding support from other area transit partners.

The purpose of these initiatives would be to determine the best way to implement accelerated and expanded regional/commuter rail across our market, and how complementary BRT, bus and vanpool solutions can be deployed along our freeways and streets to optimize our current and future regional transit network. These would be activated by enhanced bicycle and pedestrian linkages with transit.

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Thank you for your leadership in advancing transportation options for our growing region and state.

Sincerely,

Harold Hicks
2022 RTA chair

Jay Irby
RTA regional transit chair

Joe Milazzo
RTA executive director



The voice of the regional business community on transportation | letsgetmoving.org

November 8, 2018

Dear Triangle area partners in developing and initiating commuter rail,

The Regional Transportation Alliance business coalition supports the initiation of commuter rail service by 2027, consistent with the approved Wake Transit Plan and funded via voter-approved referendum in 2016.

We support the commuter rail study approach outlined in the approved Wake Transit Plan, which noted that: "The final service hours and frequencies will be determined during the future alternatives analysis," and that commuter rail is, "subject to funds from our partners and successful federal funding."

As various service and frequency options are evaluated, we request that the commuter rail market and feasibility study also consider the following to optimize costs, ridership, and equity across all transit investments:

- Potential inclusion of stations in Johnston, Orange, and Alamance counties along the NCRR corridor, which could also create additional state funding opportunities
- Impact of more or fewer stations in Durham and Wake counties – including possible complementary rail service to Wake Forest – on ridership, railroad operations, and cost
- Leveraging and potentially expanding upon existing NCDOT intercity passenger rail service
- Frequencies from as few as 3 or 4 peak round-trip trains daily, up to every 30 minutes all-day each weekday
- Inclusion of intercounty express bus service and routing options that could serve as a bridge to the introduction of commuter rail service and/or as an ongoing complement
- Consideration of how enhanced bus service could link outlying areas to commuter rail and drive ridership
- Capital and operating costs per rider for commuter rail and complementary express bus/freeway BRT service, and how those costs compare with peer systems and communities
- The feasibility of a scalable implementation plan for rail service and associated capital improvements, prior to and beyond 2027, including the potential for appropriately partnering with NCDOT and/or NCRR on shared service, maintenance, and equipment to improve efficiency and/or reduce commuter rail costs

We recognize that safety in design, maintenance, and operations must be paramount, and that commuter rail shall not impede upon or negatively impact current and future freight and intercity passenger operations.

We also urge our regional partners to jointly develop an agreement regarding shared assumptions and requirements for 2027 commuter rail delivery before proceeding with the study.

Thank you for your focus and collaborative efforts to advance commuter rail in the Triangle!

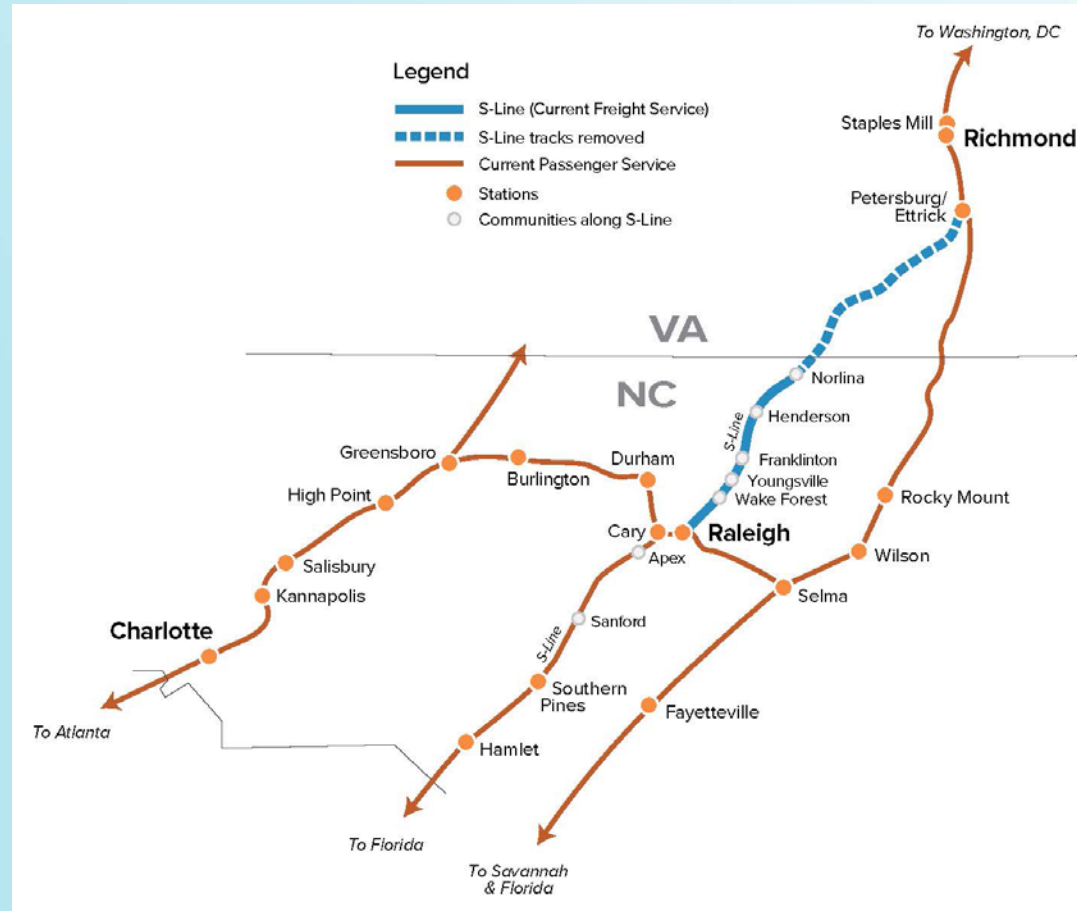
Best regards,

Joe Milazzo II, PE
RTA Executive Director

cc: Bruce Sargent, IBM, RTA chair
Geoff Lang, MetLife, RTA chair-elect

Recipients include:
Chris Lukashin, CAMPO; Felix Nwoko, DCHC MPO; Jeff Mann, GoTriangle; Scott Saylor, NC Railroad Company; Nicole Kreiser, Wake County; Patrick Young, Durham City/County; Jason Orthner, NCDOT; other key partners

Regional Passenger Rail



Regional Passenger Rail – CSX / NCDOT – S-Line



RTA Regional Leadership Tour to South Florida



RTA Regional Transit Awareness Day



Regional Passenger Rail

Current regional train schedule for the central Triangle:

WESTBOUND TRAINS

Station	[Train P-73]	[Train P-75]	[Train P-77]	[Train C-79]	[Train SS-91]
Raleigh	6:30 am	10:00 am	3:00 pm	5:30 pm	9:10 pm
Cary	6:42 am	10:12 am	3:12 pm	5:43 pm	9:22 pm
Durham	7:00 am	10:32 am	3:30 pm	6:06 pm	n/a

EASTBOUND TRAINS

Station	[Train SS-92]	[Train C-80]	[Train P-74]	[Train P-76]	[Train P-78]
Durham	n/a	9:27 am	1:11 pm	5:48 pm	9:33 pm
Cary	8:20 am	9:47 am	1:31 pm	6:08 pm	9:53 pm
Raleigh	8:53 am	10:05 am	1:41 pm	6:26 pm	10:11 pm

letsgetmoving.org/TrainSchedule

Enhanced Regional Transit



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September 6, 2022

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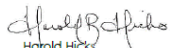
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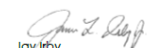
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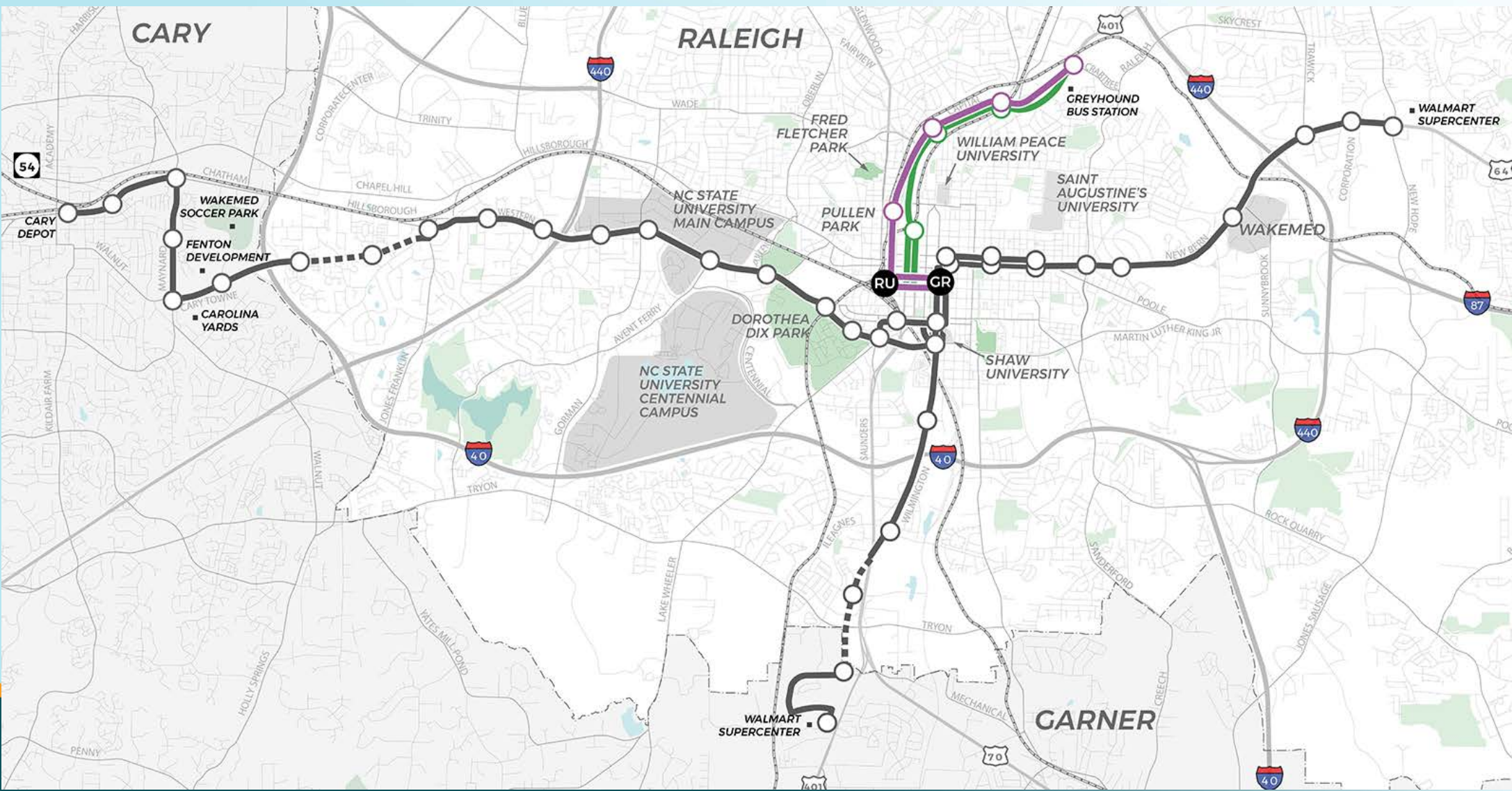
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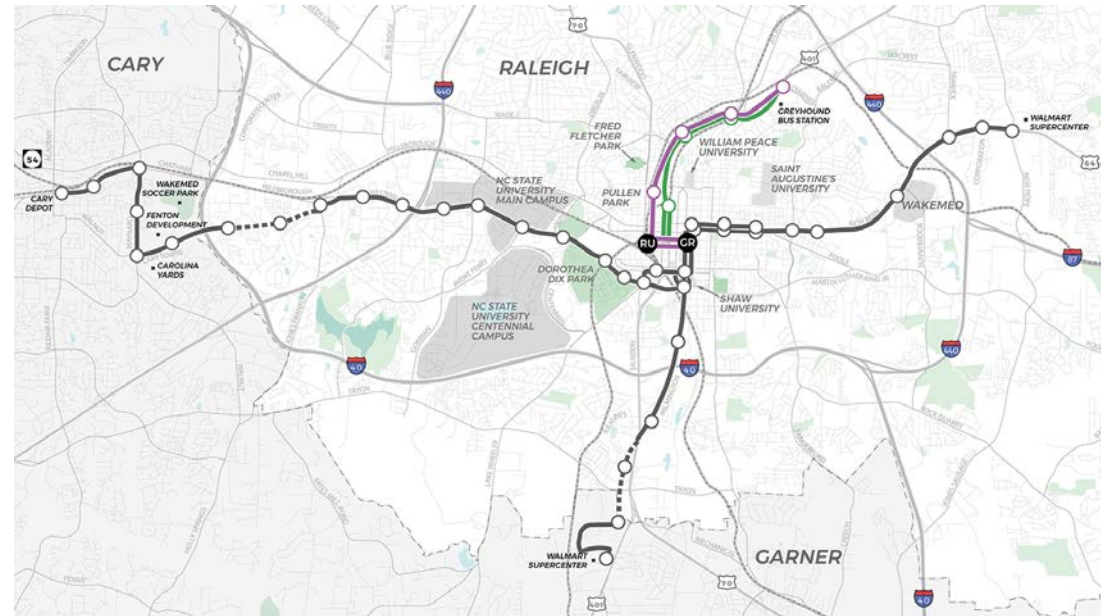

Harold Hicks
2022 RTA chair

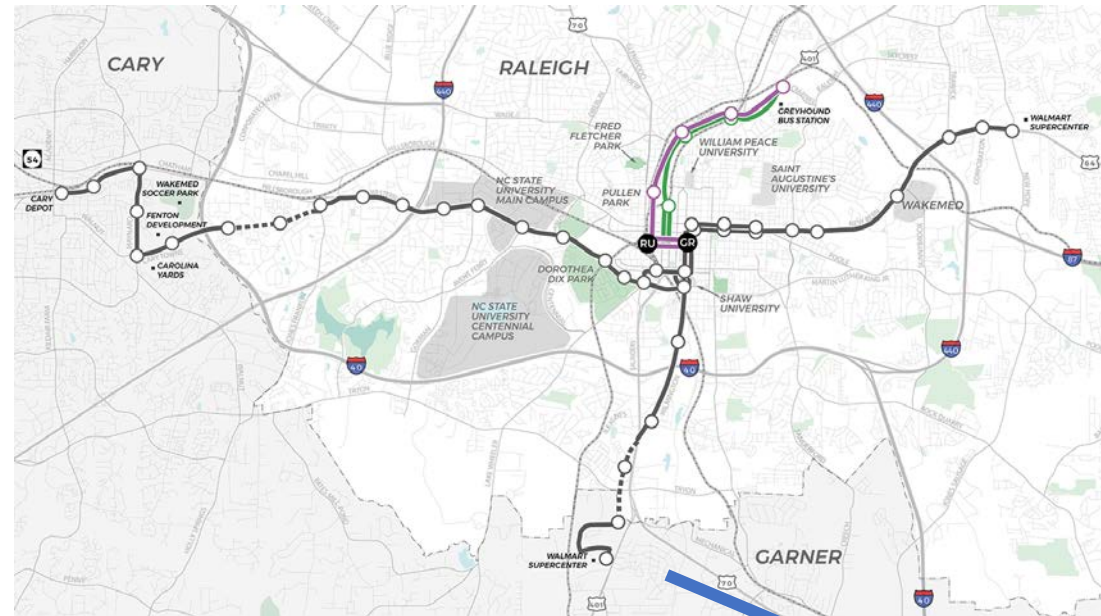

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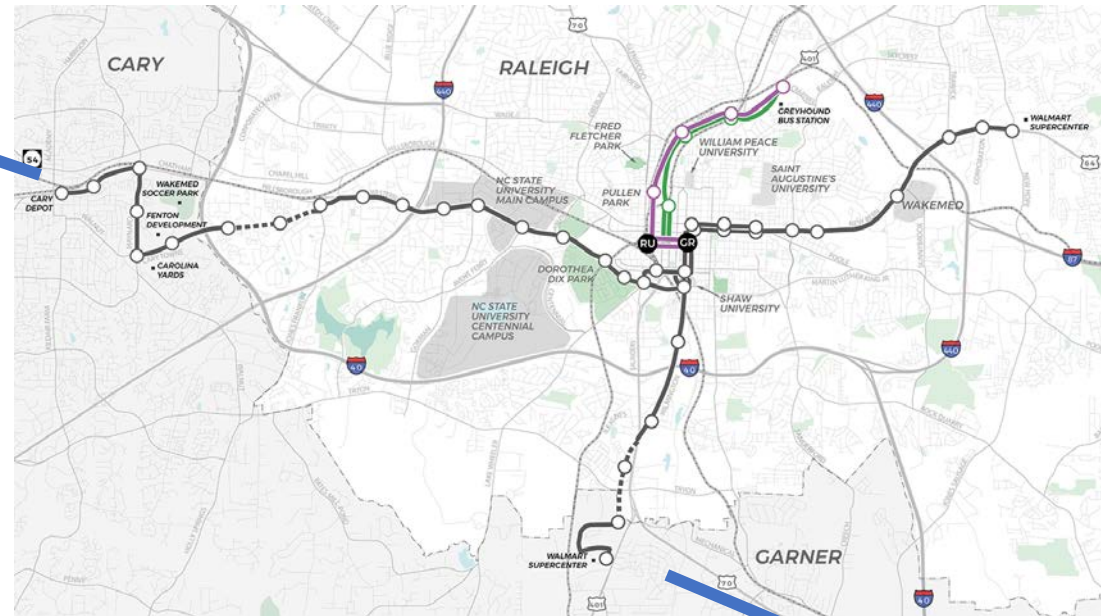

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RTA executive director

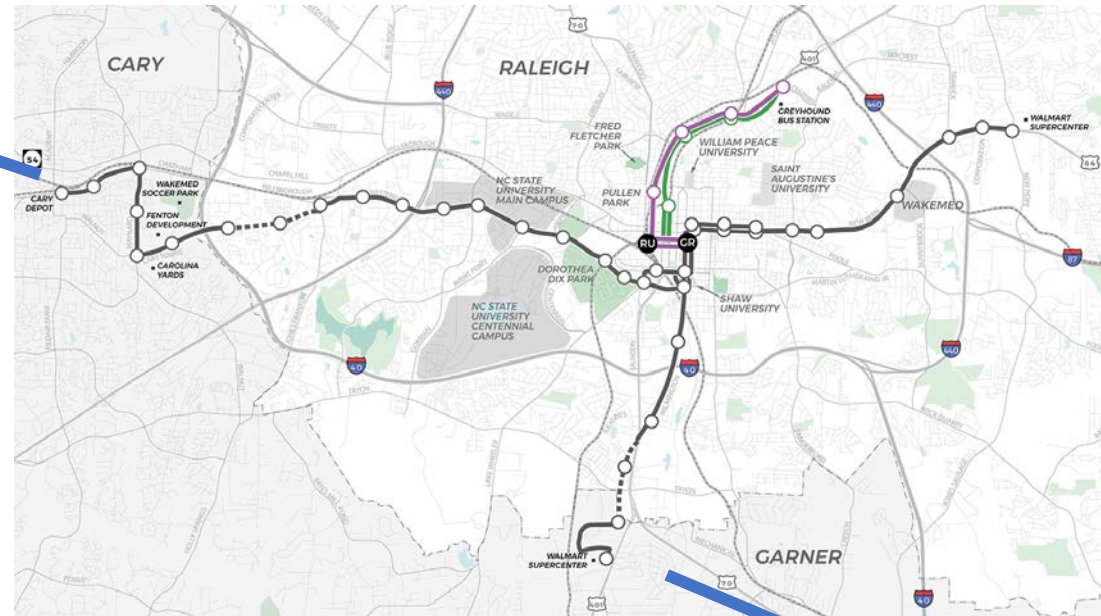
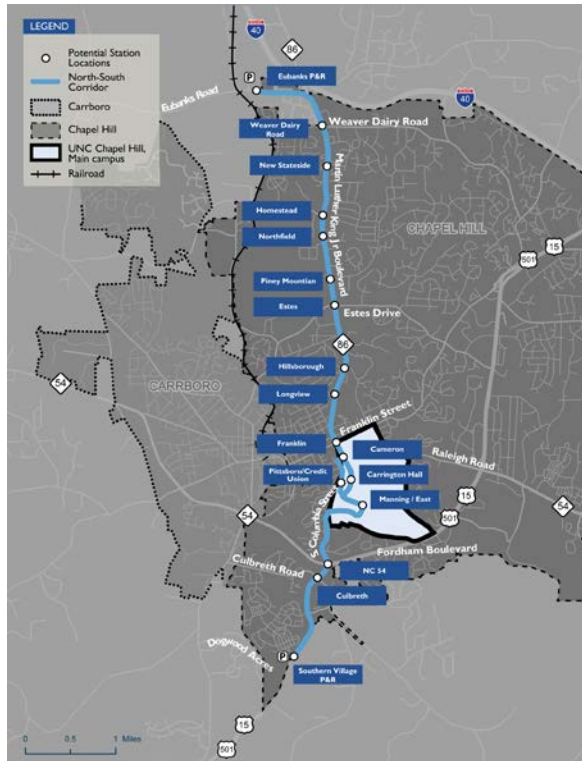


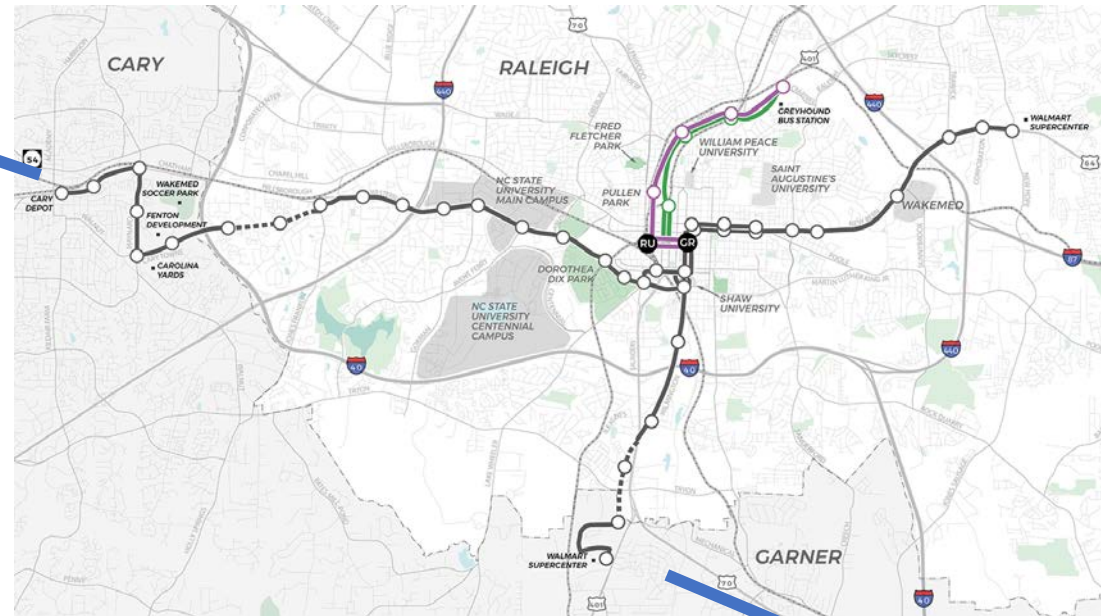
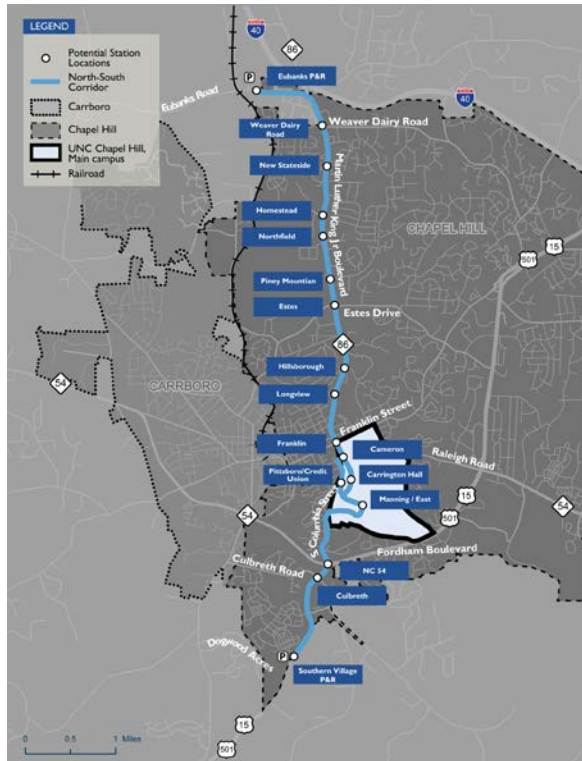












BUS RAPID TRANSIT

BRT

BUS RAPID TRANSIT

BRT

(BUSES RESEMBLING TRAINS)



Complete 540



US 1 / NC 55 to I-40 / future I-42
– open next year

I-40 / future I-42 to I-87
– contract let this year

Complete 540

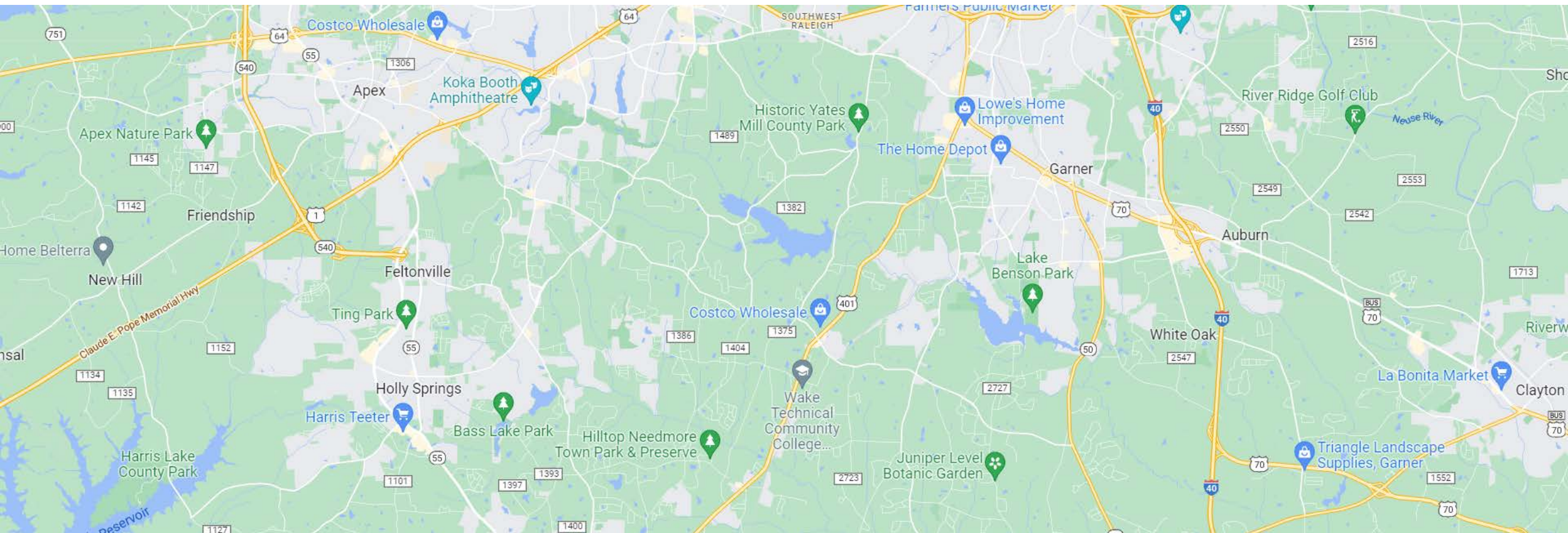


US 1 / NC 55 to I-40 / future I-42
– open next year

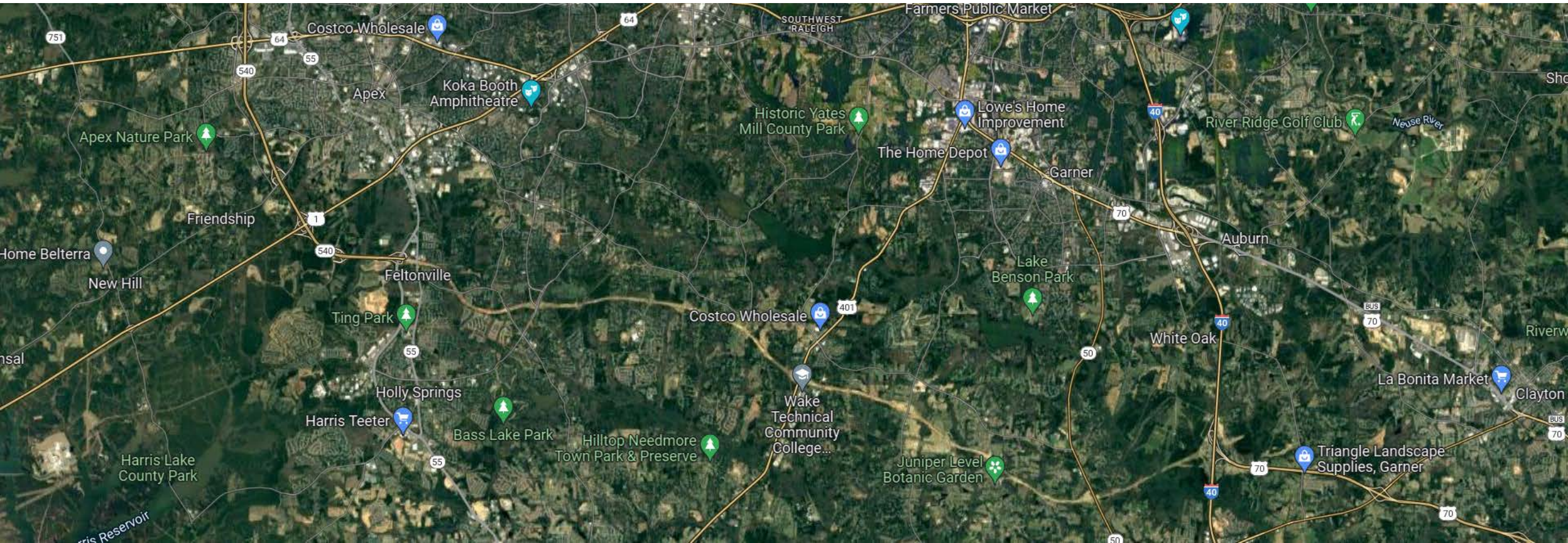
I-40 / future I-42 to I-87
– contract let this year

Multimodal freeway backbone

Complete 540



Complete 540



FAST study

RTA REGIONAL
BUSINESS
LEADERSHIP

The voice of the regional business community on transportation | letsgetmoving.org

September 6, 2022

Chuck Laftuca
President and CEO
GoTriangle

Carl Warren
President and CEO
NC Railroad Company

Eric Boyette
Secretary
NC Department of Transportation

Dear transportation colleagues and partners,

We are writing to express our continued support for regional/commuter rail and its accelerated expansion, and to request a coordinated identification of scalable options for regional/commuter rail implementation, in concert with a Freeway And Street-based Transit (FAST) development plan. These complementary actions will advance an optimal "both/and" transit solution for our growing region.

We respectfully request implementation possibilities:

- We believe that more than 10+ years of planning is needed to build a unique, durable, and scalable transit system.
- These dedicated, unique, durable, and scalable transit systems are needed to support our region's growth.
- Given the costs of a scalable, flexible transit system, we believe that a coordinated effort is needed to identify and implement a scalable, flexible transit system.


We are also requesting (FAST) implementation framework for our metropolitan area:

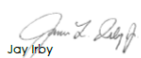
- This effort should identify FAST solutions along freeways and arterials, including potential use or linkages with proposed BRT corridors, "RED" transit lanes, and regional/commuter rail stations.
- The study should examine areas where commuter rail is being actively contemplated, e.g., Raleigh to Durham; and where it is not practical, e.g., Chapel Hill to Research Triangle Park.
- RTA is willing to commit a minimum of \$100,000 in funding to support and accelerate this FAST implementation plan. We will also seek funding support from other area transit partners.


The purpose of these initiatives is to expand regional/commuter rail solutions and deploy a transit network. These initiatives will take the time to develop and accessibility, expand a plan that addresses opportunity costs now will accelerate results and avoid future costs of inaction.

Thank you for your leadership in advancing transportation options for our growing region and state.

Sincerely,


Harold Hicks
2022 RTA chair


Jay Irby
RTA regional transit chair


Joe Milazzo
RTA executive director

Freeway And Street-based Transit (FAST) study 1.0



The screenshot shows a presentation slide from the North Carolina Department of Transportation. At the top left is the state seal of North Carolina. To its right is the text "NORTH CAROLINA Department of Transportation". Below this is a horizontal row of nine small images: a sunset over water, a road winding through a forest, a bus, a ferry, a field of white flowers, a yellow construction vehicle, a person on a bicycle, a train, and a North Carolina license plate. Below the images is the title "Triangle 'FAST' Network" in orange text. At the bottom, in a dark blue box, is the text "Julie White Deputy Secretary for Multi-Modal Transportation December 10, 2020". A small number "1" is in the bottom right corner of the slide.

 **NORTH CAROLINA**
Department of Transportation






Triangle "FAST" Network

Julie White
Deputy Secretary for Multi-Modal Transportation
December 10, 2020

1

Freeway And Street-based Transit (FAST) study 1.0



Triangle

Julie W
Deputy
December

Freeway And Street-based Transit (FAST) approach

- **Quick, low-cost, scalable improvements** for roadways
- **Prioritize transit efficiency and reliability** while serving all users

Objectives of the FAST Network study

- **Identify example investments** to create “transit advantages” quickly
- **Connect all 5 BRT corridors**, link to future passenger rail in the Triangle
- **Institutionalize a “FAST” mindset and approach** that can serve as a model for metro areas across the state

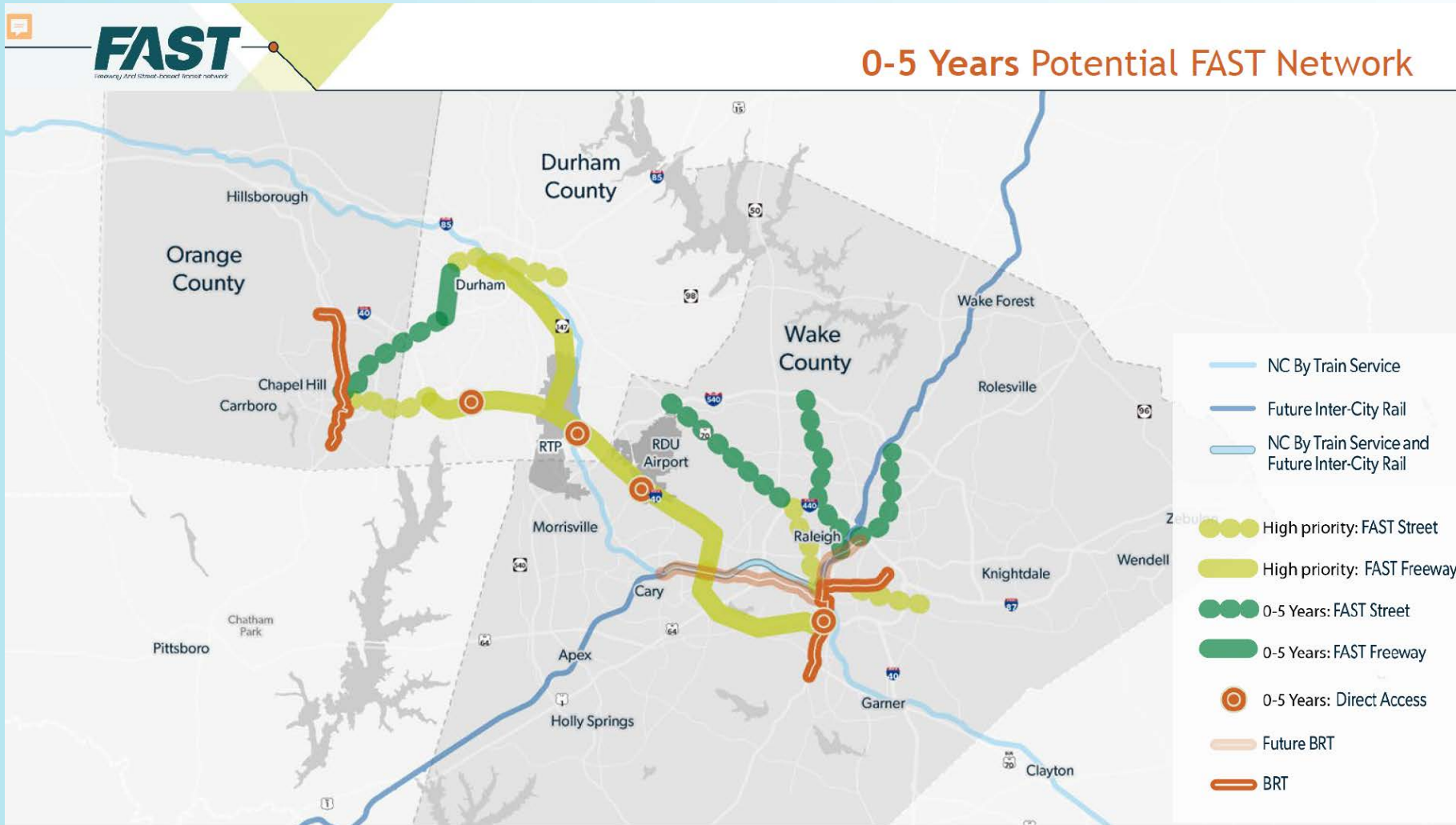
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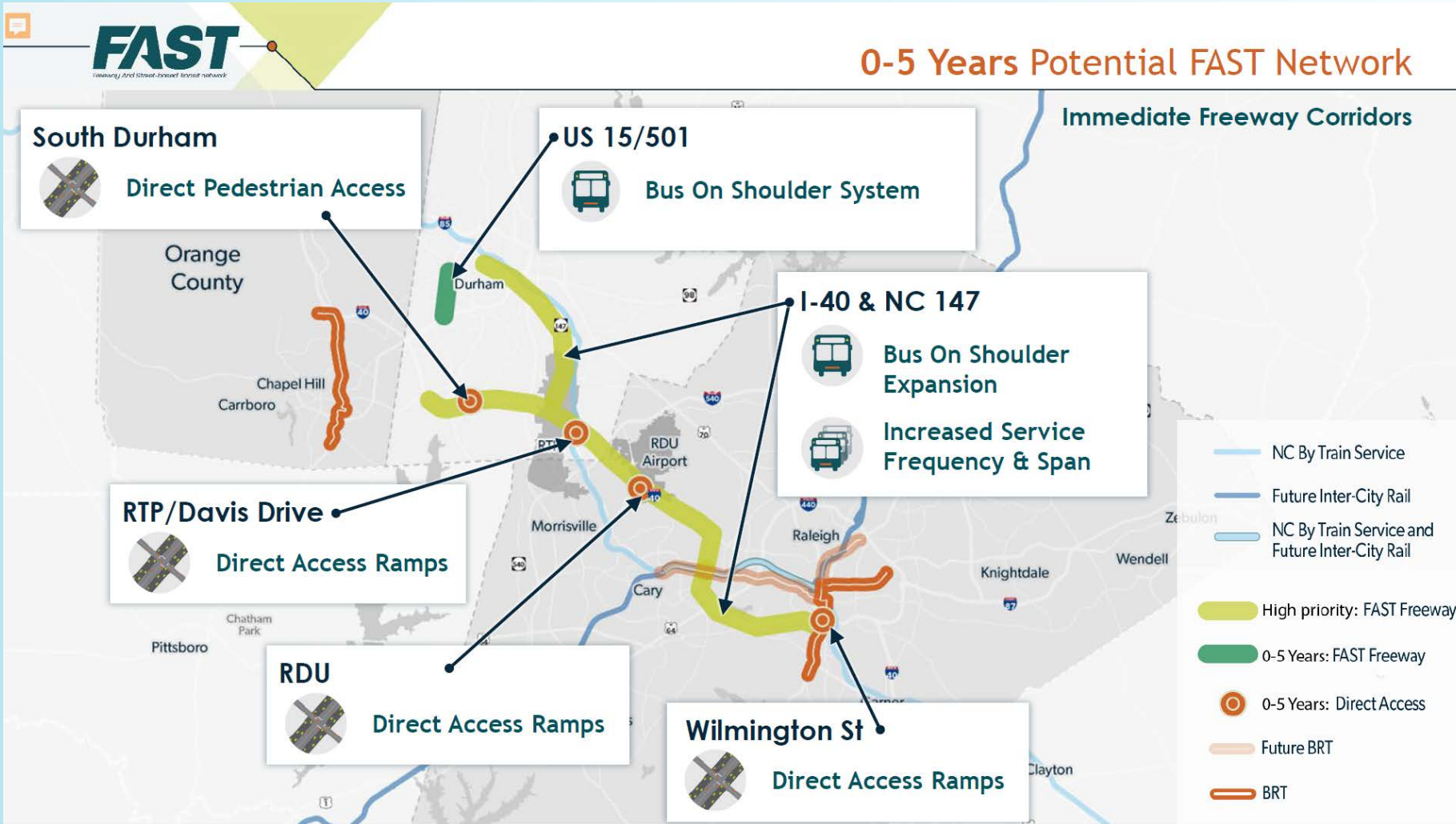
Freeway And Street-based Transit (FAST) study 1.0

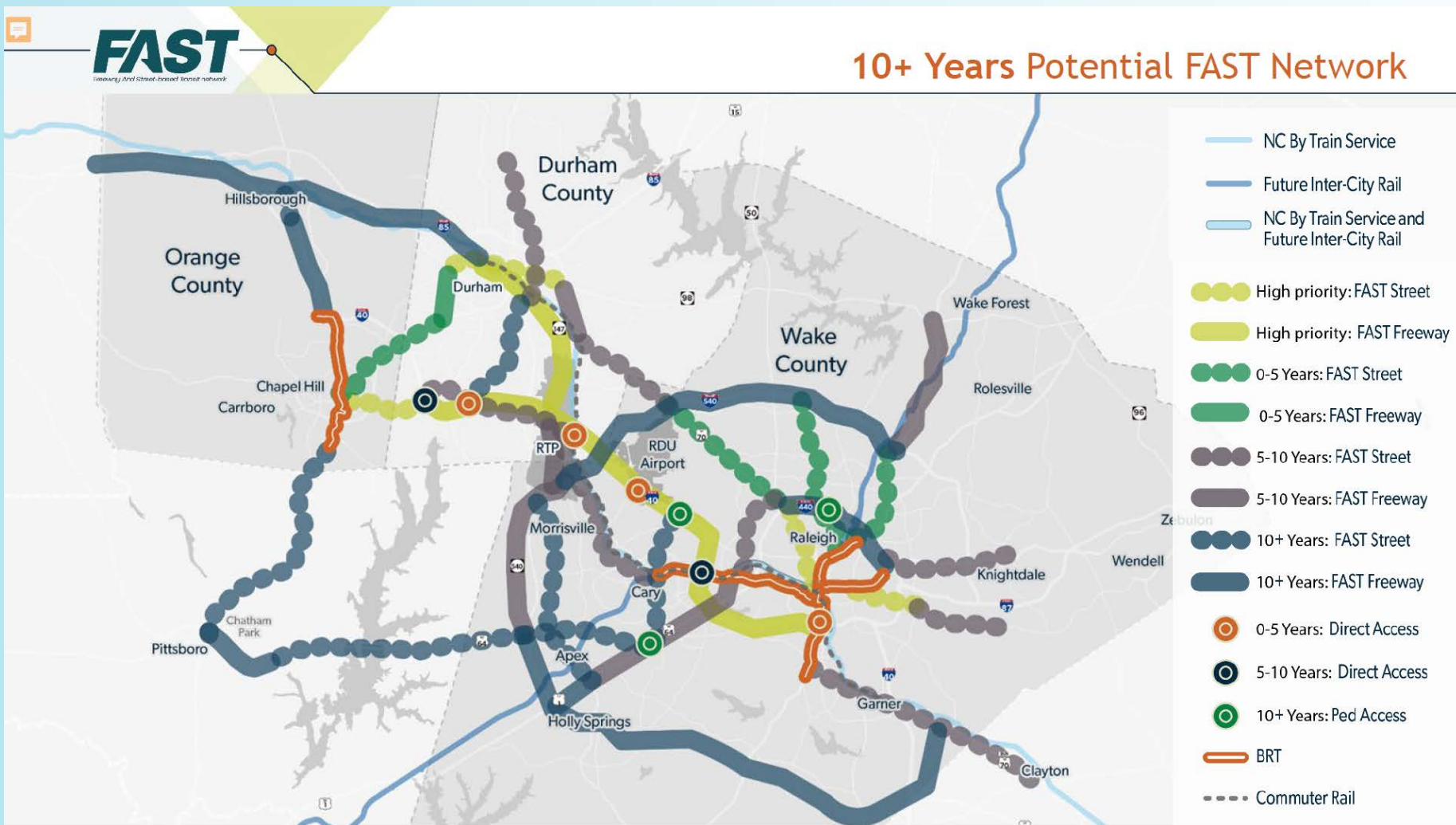


Freeway And Street-based Transit (FAST) study 1.0

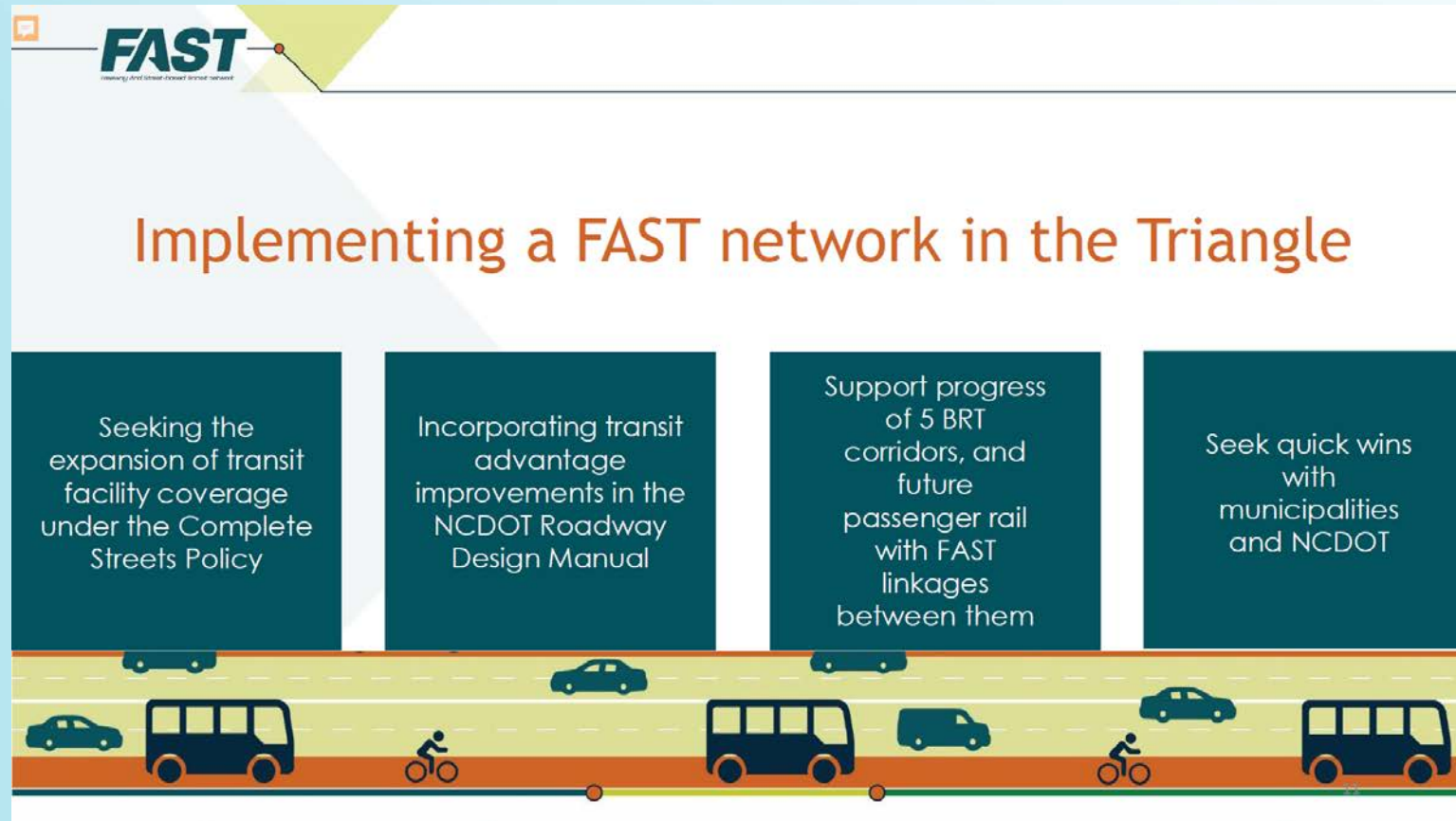








Freeway And Street-based Transit (FAST) study 1.0



2023: FAST implementation study

RTA and partners expect to launch FAST study 2.0 this year

- Primary focus on freeways and regional boulevards
- Dedicated lanes or transit priority shoulders for transit
- Improved Bus On Shoulder System (BOSS) for agencies and users
- Implement SMART freeways to prioritize transit and benefit all users
- Direct FAST and BRT linkages to RDU Airport
- **Rapid implementation and institutionalization of transit advantages**

TRANSIT TO RDU AIRPORT

Can I take commuter rail to the airport?

- The commuter rail station closest to Raleigh-Durham International Airport will connect to the airport with a convenient and frequent shuttle system.

TRANSIT TO RDU AIRPORT

Can I take commuter rail to the airport?

- The commuter rail station closest to Raleigh-Durham International Airport will connect to the airport with a convenient and frequent shuttle system.
- Because there are no existing railroad tracks that connect to the airport, it would be cost-prohibitive to serve the airport terminals directly with commuter rail.

www.readyforrailinc.com/resources/faq/

TRANSIT TO RDU AIRPORT

~~Can I take commuter rail to the airport?~~

Will I be able to take enhanced transit to the airport?

- Yes. As I-40 and 540 directly serve RDU, the region will activate BRT from multiple Triangle area destinations to provide direct, frequent, reliable service to the airport.
- RDU and NCDOT are planning improvements to area roadways to improve access to the airport for all travelers.

RDU ROADWAY IMPROVEMENTS



BRT to RDU



Raleigh-Durham Airport Authority

Michael J. Landguth, A.A.E.
President & CEO

1000 Trade Drive • P.O. Box 80001 • RDU Airport, NC 27623
tel: (919) 840-7700 • fax: (919) 840-0175 • www.rdu.com

Joe Milazzo, Executive Director
Regional Transportation Alliance
800 S. Salisbury St.
Raleigh NC 27601-2202

October 13, 2022

Dear Joe,

I am writing in support of a Freeway and Street-based Transit (FAST) implementation framework for the Research Triangle region, including the introduction of Bus Rapid Transit (BRT) corridors that connect to Raleigh-Durham International Airport (RDU).

The Raleigh-Durham Airport Authority (Authority) values the importance of a comprehensive regional transportation system to our growing community and believes increased transit connectivity will relieve roadway congestion, maximize mobility and promote regional equity and sustainability.

RDU is close to reaching pre-pandemic passenger traffic and has about 5,000 employees on its campus. The Authority's Vision 2040 master plan includes capital improvements that support BRT implementation and improved transit access at the airport. As I mentioned at RTA's Regional Transit Awareness Day event on Sept. 29, Vision 2040 includes significant improvements to our roadway system and a Ground Transportation Center to provide easier BRT access to the terminal curbs.

As more people and businesses move to the Triangle, it is imperative that we initiate plans to maximize mobility and accessibility. We appreciate RTA leading the effort to develop a FAST implementation plan for our region, and we fully support our regional partners in expanding transit access to the airport, including direct BRT linkages that could serve thousands of employees and travelers every day.

Sincerely,

A handwritten signature in cursive script that reads "Michael J. Landguth".

Michael J. Landguth, A.A.E.
President & CEO

BRT to RDU



Raleigh-Durham Airport Authority

Michael J. Landguth, A.A.E.
President & CEO

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Michael J. Landguth

Michael J. Landguth, A.A.E.
President & CEO

ZERO FARE TRANSIT

RTA has supported expanding zero fare since January 2018.

ZERO FARE TRANSIT

A policy of zero fare for everyone

— that is, not requiring either obtaining a pass, or making a fare payment — eliminates **financial**, **mental**, and **time** barriers for those *using or considering* transit, while keeping transit vehicles moving, which benefits everyone.

ZERO FARE TRANSIT

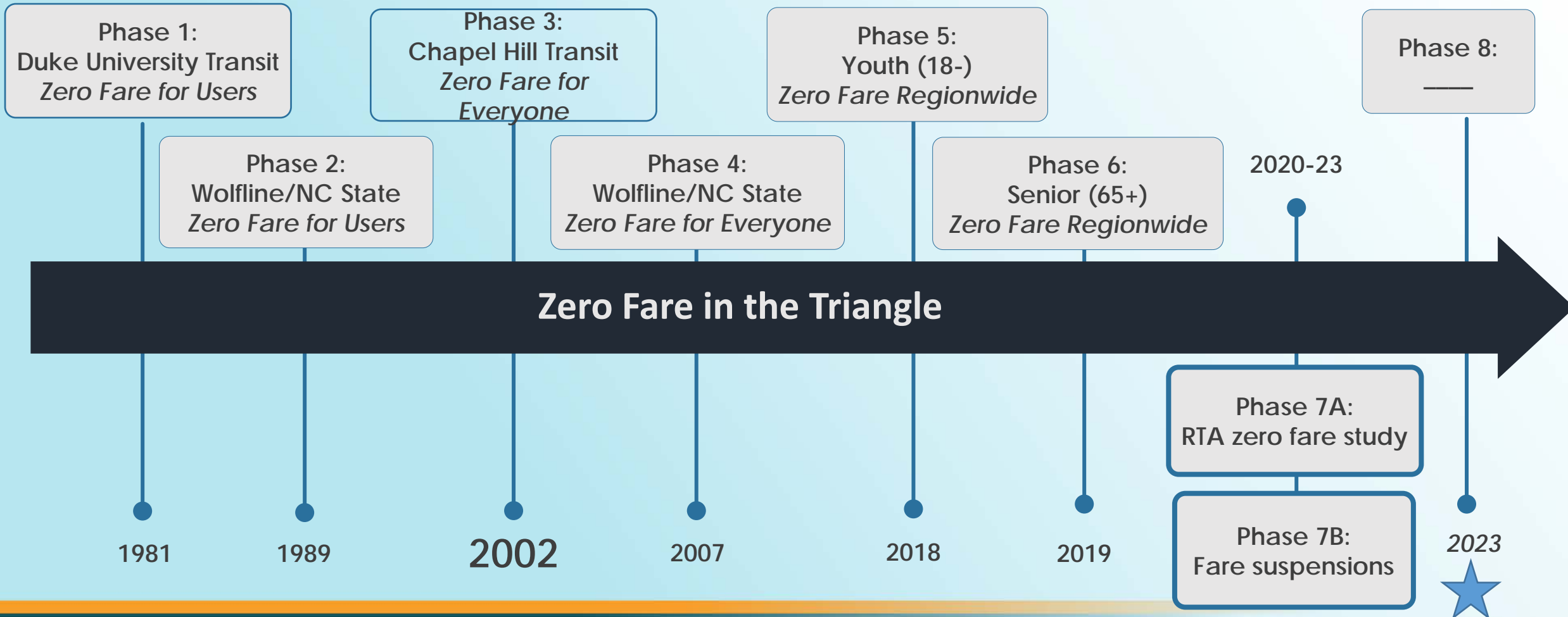
RTA supports a permanent Zero Fare For Everyone policy for all of our region's bus transit systems.

Zero Fare in brief:

Triangle bus systems already subsidize almost the entire cost of bus operations, so the business case here is to cover the rest of those costs without using fares, and thereby get **more ridership, faster transit service, more value for our regional transit investment, and more equity.**

www.letsgetmoving.org/ZeroFare

ZERO FARE JOURNEY



ZERO FARE – POTENTIAL BENEFITS

- Increases ridership
 - Lower maintenance, operating, admin costs
 - Lower capital costs
 - Reduced public outreach costs
 - Driver safety
 - Simplifies the transit decision
 - Reduces travel costs for users
 - Faster travel times
 - Improves accessibility
 - Improved passenger safety
-
- Enhances environmental sustainability
 - Enhances economic competitiveness
 - Attracts, retains talent in region
 - Enhances equity and shared prosperity

ZERO FARE – POTENTIAL ISSUES

- Loss of fare revenue
 - Higher maintenance, operating, admin costs
 - Paratransit costs
 - Capacity impacts
 - Non-travel use of transit
 - Potential operational challenges
 - Driver safety
- Passenger safety
 - Slower travel times
- Reduced willingness to try transit

ZERO FARE TRANSIT

- Endorsed zero fare weekends for most agencies; 7-days or weekends for Cary
- Estimate of 2% of total annual operating revenue from weekend farebox
- Weekends lowers cost, crowding risks
- Equity benefits
- Simple communications
- Opportunity to pilot meaningfully while reducing agency risk

RTA Zero Fare Policy Brief 1: Removing Barriers to Transit

At its core, a Zero Fare for Everyone policy is a purposeful, proactive action that advances equity. All passengers share the same public benefit, similar to our parks and libraries.

A Zero Fare for Everyone policy will reduce or eliminate three barriers for people who are currently *using or considering* transit:

- **Financial barrier** – Removes the cost burden of paying for transit
- **Mental barrier** – Removes the uncertainty of how to pay to use the system; eliminates questions about how much to pay, how and where to pay, carrying the right change or remembering farecards, calculating zone distances and transfers, etc.
- **Time barrier** –
 - **Pre-trip:** eliminates the time and hassle of paying for fares, passes, tickets, etc. – including the need to travel to key locations to purchase them
 - **While onboard transit:** eliminates the act of interacting with a farebox and the entire on-boarding payment and pass usage process and the associated delays for all patrons

What is Zero Fare?

Zero fare is a transit agency policy whereby transit patrons are not required to make a fare payment, use or display a pass, ticket, card, mobile payment, etc., to ride the system.



Zero Fare Transit

www.letsgetmoving.org/ZeroFare

ACCELERATED METROPOLITAN MOBILITY STRATEGY

- Identify sustainable funding for RDU Airport
- Advance enhanced region transit system
- Promote rapid relief freeway improvements
- Support mobility innovations and pilots
- Modernize revenues for highways and streets

Two “Potential” Left Turn Lanes

Overview of Informational Report

**OPPORTUNITIES FOR OPERATION AND DESIGN
OF SIGNALIZED INTERSECTION APPROACHES
WITH TWO POTENTIAL LEFT TURN LANES**

**Prepared by the Regional Transportation Alliance for the
Congestion Management Section, NCDOT**

Posted October 2022

Summary of Opportunities / Use Cases With 2 potential left turn lanes

- **Single, positive offset, permitted-only** left turn lane
- **Single, positive offset, protected-permitted** left turn lane
- **Dual, protected-permitted** left turn lanes
- **Dynamic left turn intersection (DLTi)** approach
- **Dual, protected-only** left turn lanes

Innovations: (Modular) Roundabouts

**MODULAR
ROUNDBABOUTS**
AN INTRODUCTION

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In the last twenty years roundabouts have been increasingly constructed as an intersection control measure because of their benefits in safety and mobility. Modular roundabouts offer a novel way to construct these intersection improvements with significantly lower costs and impacts than other, more traditional intersection treatments. These configurations offer the same benefits of roundabouts but take less time and money to implement. While still new, Georgia, Virginia, and now North Carolina have implemented this innovative construction technique. Each example was applied in different contexts and those experiences can be used to inform future decisions about when modular roundabouts might be a good solution.

WHAT IS A ROUNDBABOUT?

All modern roundabouts share a number of common elements. All entering legs are yield-controlled at a circulating roadway. The circular roadway and the curves in approaching roads help to slow drivers upon approach and while navigating the roundabout. Roundabouts can be built to accommodate cycles, either by merging them in with other vehicle traffic or through ramps into adjacent paths where they can navigate the roundabout with pedestrians.

Slower travel speeds directly reduce the severity of crashes and contribute to a safer experience for vulnerable roadway users, like pedestrians and bicyclists. A roundabout configuration also reduces the number of potential conflict points by 75% as compared to a traditional intersection. Thanks to the design:

- **Yield Islands**
- **Pedestrian crossings**
- **All approaches yield-controlled**
- **Central circulating roadway**

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TRIM
TRIANGLE
REGIONAL
BUSINESS
LEADERSHIP



Innovations: (Modular) Roundabouts

Case Study – NCDOT Division 14, Franklin

- 75' outer diameter, 15' width of circulating roadway
- Division 14 received trial approval for use of rubberized curb
- Filled with aggregate and topped with asphalt
- Constructed over 3 days
- Flexible posts for splitter islands and updated pavement markings
- Total cost roughly \$30,000



Bolton-Menk.com 



letsgetmoving.org/modular

Innovations – Automated transit



TRANSPORTATION DOLLARS FOR TRANSPORTATION PURPOSES

Provision to retain up to 6% of sales
tax included in 2022 state budget

Destination 2030 Coalition

ACCESS USER FEES

RTA supports the implementation of an “access user fee” as a simple, fair, and resilient method of replacing the state gas tax to modernize and stabilize transportation funding.

letsgetmoving.org/AccessUserFee

ACCESS USER FEES

The concept is this:

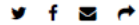
1. Raise the annual EV fee (currently \$140.25/year) to what the owner of the typical gasoline-powered vehicle pays in gas taxes over the course of a year (currently around \$237/year)
2. Charge all passenger vehicles the same rate – whether electric, gasoline, or hybrid
3. Allow vehicle owners to pay the access fee on a monthly, quarterly, or annual basis; and
4. Eliminate all state gas taxes.

OPINION

NC business leaders: The state gas tax is the wrong way to fund roads

BY GARY J. SALAMIDO AND JOE MILAZZO II

UPDATED NOVEMBER 29, 2022 10:16 AM



Car and commercial truck traffic backs up on I-40 near the Raleigh-Durham International Airport. FILE PHOTO

North Carolina is quickly emerging as a leading destination for the transition to electric vehicles. Thanks to multi-billion dollar investments by companies including [Toyota](#) and [VinFast](#), our state will be the home of the newest, cleanest generation of automobile mobility.

The transition to EVs — and to hybrid vehicles and increased fuel efficiency overall — means that the days of the gas tax effectively funding our roadways are numbered. The N.C. Department of Transportation will need new, stable revenue streams to keep our state moving forward.

The importance of North Carolina's transportation network cannot be overstated. Our roads, bridges, ports, railways, and airports provide the pathways that keep commerce moving and connect North Carolina's businesses and its people to the rest of the global economy. A robust, well-funded transportation network means more

Access User Fee

www.letsgetmoving.org/AccessUserFee

To: Joe Milazzo II, RTA executive director

From: Michael Hogan, RTA policy and research coordinator

RTI authors: Michael Hogan, Joshua Fletcher

Date: December 16, 2022

Access User Fee - Overview

Increased fuel efficiency, electric vehicle adoption, and changes in miles driven are among the factors driving volatility in revenue collected from the state motor fuels tax. The regional and statewide business community has proposed an "access user fee" concept as a potential method of replacing the gas tax to modernize and stabilize funding for transportation.

We determined the potential value of an access user fee based on the average gas tax paid annually per vehicle, national average fuel economy, average vehicle miles traveled (VMT), and the state gas tax rate. The proposed access user fee would initially apply to gasoline, gas-electric hybrid, electric, and hydrogen-powered vehicles. These represent more than 90% of the vehicles registered in North Carolina. Diesel vehicles, the majority of which are commercial, would be treated separately from this proposal.

State gasoline taxes and the existing electric vehicle (EV) fee would be replaced by the proposed access user fee for all non-diesel-powered vehicles under this proposal.

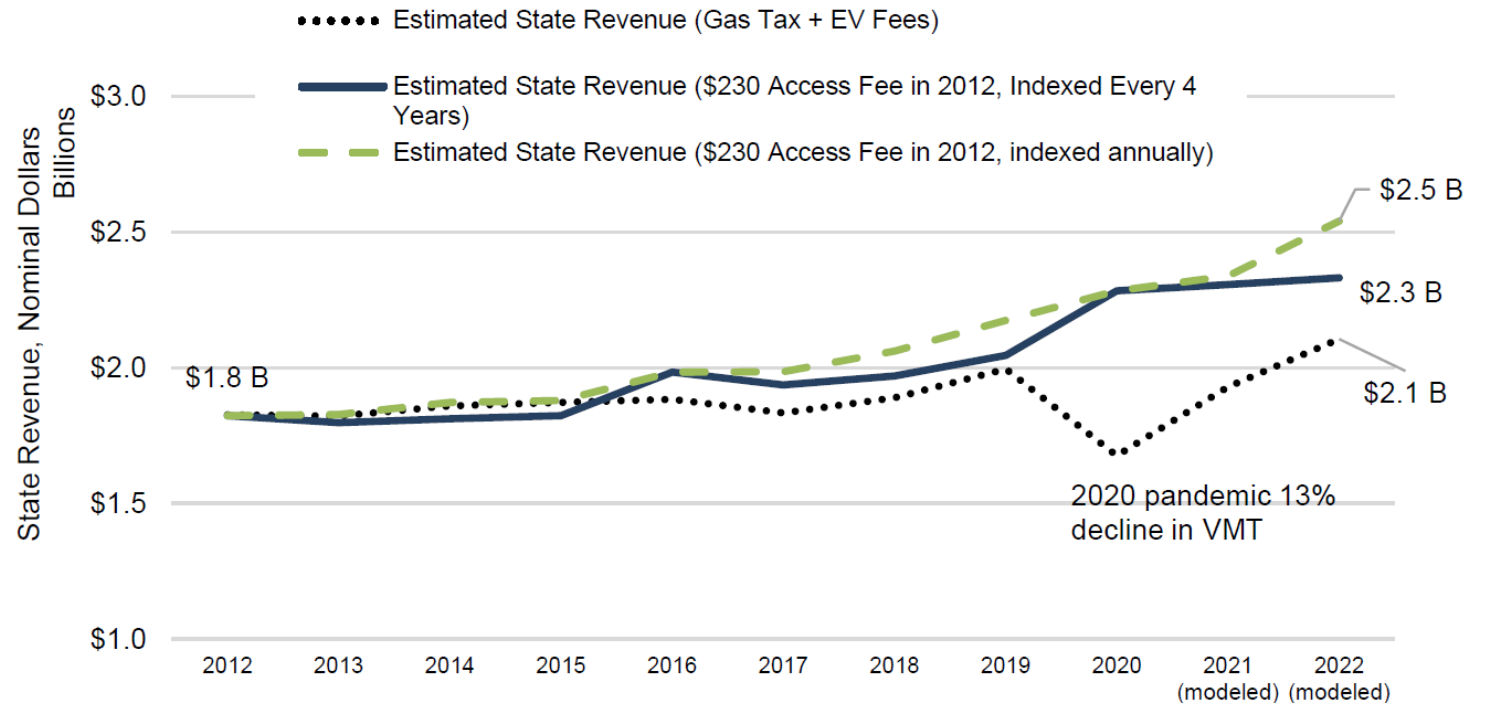
Key findings

- An access user fee activated in 2022, in concert with the elimination of all state gas taxes and EV fees, would be around \$237 per year, or about \$20 per month, assuming revenue neutrality at the time of implementation.
- An access user fee implemented in 2023 would be around \$251 per year, or about \$21 per month based on the 2023 increase of the state gas tax rate.
- North Carolinians are paying nearly \$50 less per vehicle in annual gas taxes today compared to 2012, when adjusted for inflation.
- If an access fee had been implemented in 2012 (based on fuel efficiency, VMT, and gas tax rates that year), and then adjusted for inflation quadrennially (like vehicle registration fees) or annually (like gas taxes), the current access fee would be between \$261 and \$285 per year, or \$22 to \$24 per month.
- Had an access fee been in place since 2012, the state would now be collecting between \$2.3 billion and \$2.5 billion annually, compared to \$2.1 billion currently with the gas tax.
- Were an access fee in place since 2012, the state would have collected an additional \$1.4 billion to \$2.1 billion in cumulative revenue over the past decade.
- An access fee mitigates revenue risk from both ongoing increases in fleet fuel economy and volatility in vehicle miles traveled due to the pandemic and economic cycles.
- If an access fee had been in place prior to the pandemic, the state would have retained between \$400 million and \$600 million in additional revenue during 2020 alone.
- Activating an access fee and eliminating state gas taxes will result in lower gas prices, encouraging greater sales at convenience stores and additional state sales tax revenue – up to 6% of which will be dedicated to transportation as a result of 2022 state legislative provisions.

RTI International is a trade name of Research Triangle Institute. RTI and the RTI logo are U.S. registered trademarks of Research Triangle Institute.

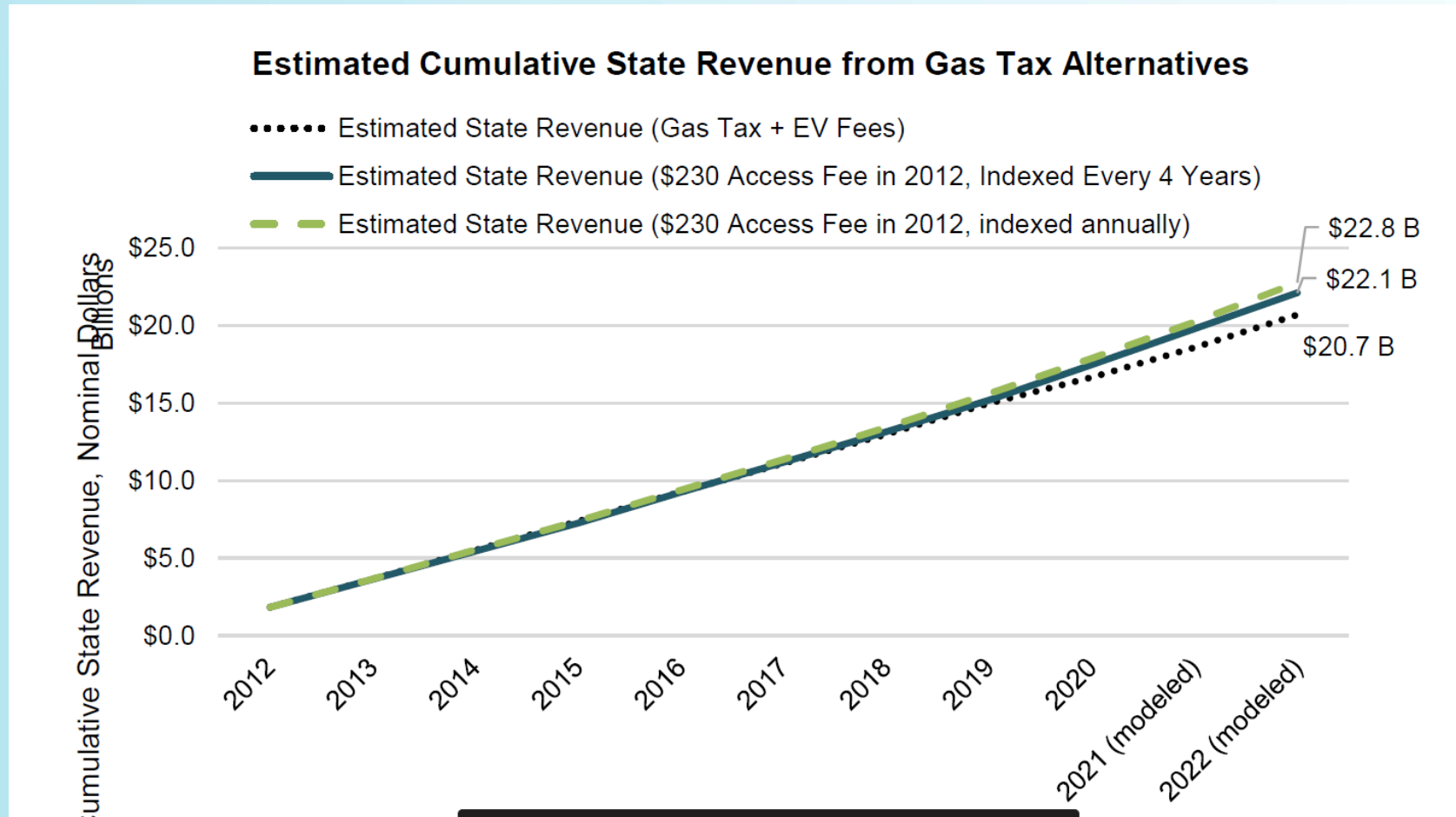
Access User Fee

Estimated Annual State Revenue from Gas Tax Alternatives



Values modeled based on data from Federal Highway Administration, EPA, NCDOR

Access User Fee



Access User Fee - FAQs

revised December 16, 2022

"Access User Fee" approach to modernize state highway funding

Objective: Pursue implementation of an access user fee to replace the state gas tax.

Implementation of an access user fee is straightforward:

1. Raise the annual EV fee currently \$140.75/year to what the owner of the typical gasoline-powered vehicle pays in gas taxes over the course of a year currently around \$247/year
2. Charge all passenger vehicles the same annual "access user fee" – whether electric, gasoline, or hybrid;
3. Allow vehicle owners to pay the fee on a monthly, quarterly, or annual basis; and
4. Eliminate all state gas taxes currently 38.5¢/gallon, rising to 40.5¢/gal. in 2023.

The fee would not initially apply to diesel vehicles, so current truck taxation methods would remain.

An access fee is a simple, fair, and resilient method of replacing the gas tax to modernize transportation funding.

- A consistent price for all vehicles would be simple, objectively fair, transparent, equitable, and resilient to changes in fuel type, fleet mix, total miles driven, rural/urban location, economic downturns, etc.

Primary benefits:

- **Simple and fair for everyone** – With an access fee, everyone would pay the same rate, regardless of the type of vehicle you drive, where you live, or month-to-month variation in travel.
- **User fee based on access to a reliable mobility network** – An access fee would be analogous to a typical monthly mobile phone bill, which does not vary regardless of minutes used. it's a user fee, not a usage fee.
- **Builds on existing funding framework** – North Carolina already has an annual fee for electric vehicles; the access user fee approach simply modernizes the EV rate and applies it equally to all vehicles.
- **Easier implementation** – Since North Carolina DMV already collects vehicle registration fees and EV fees, the state won't have to create a new revenue collection bureaucracy.
- **Flexible payments** – Vehicle registration fees and EV fees are currently paid annually. Access fees could have annual, quarterly, or more frequent (e.g., monthly) payments.
- **Predictable and resilient** – Fees would be predictable for motorists, and transportation revenues will be more stable for NCDOT. If travel and fuel usage were to drop in a recession or a pandemic, revenues will remain far more resilient with an access fee-based approach versus gas taxes or mileage-based fees.
- **Inflation-adjusted** – Our existing vehicle registration fees adjust for inflation every four years; an access user fee could similarly adjust for inflation either quadrennially or annually.
- **Transparent and accountable** – The consistent monthly or annual price will be clear and transparent for all users of the state system.
- **Improves project delivery** – NCDOT will be better able to plan and deliver an effective system with consistent, stable revenues from the broadest base of users, which benefits all North Carolinians.
- **Less intrusive** – North Carolinians won't have to track vehicle miles traveled, and NCDOT won't have to monitor, audit, and enforce mileage tracking.
- **Higher convenience store sales and increased sales tax revenue** – With North Carolina gas taxes eliminated, the filling stations in our state will be more attractive to travelers, increasing C-store sales and state sales taxes – 6% of which will be dedicated to transportation.

Overall context:

- An access user fee is one idea to modernize our state's transportation funding.
- Implementation of an access fee approach as a replacement for the gas tax is both separate from and complementary to conversations around toll roads, public-private partnerships, e-commerce fees, etc.
- The regional and statewide business communities look forward to supporting any modernized funding approach or package that is effective, resilient, and politically acceptable.

See reverse for access fee FAQs. For more information: www.letsgetmoving.org/AccessUserFee

revised December 16, 2022

"Access User Fee" approach to modernize state highway funding (continued)

Background: Impetus for modernizing funding: rationale for access-based approach

- Many vehicles are becoming more fuel efficient. However, it is the increasing disparity in fuel efficiency that renders raising the gasoline tax to the level needed politically impossible.
- Increased road thickness is needed for heavy trucks; however, automobile use has comparatively very little impact on road thickness requirements or wear, regardless of miles driven.
- Congested travel increases the need for added road width (i.e., more lanes), but recording total mileage will not capture the miles actually driven in congestion, which could be low, particularly for rural drivers.
- GPS monitoring of vehicle miles traveled ("VMT") could provide a more accurate picture of congested travel, but would be unlikely to be politically acceptable, regardless of privacy assurances.
- *Summary: gas taxes are increasingly unfair; mileage fees would not be informative; GPS-based mileage fees would be more informative but unacceptable. An access fee prioritizes simplicity and resiliency.*

Frequently asked questions

Q. Is an access fee truly a usage fee?

- An access fee is not a usage fee, but it is a user fee.
- An access user fee is based on the value of access to the entire mobility network. It is analogous to a typical monthly phone bill that does not vary based on minutes used.

Q. Is this fee envisioned as an addition to state gas taxes and the annual state EV fee, or as a replacement?

- An access user fee would replace all state gas taxes. It would also replace the current EV fee.
- The access fee would be in addition to the annual state vehicle registration fee (currently \$38.75).

Q. Are access user fees fair?

- An access fee provides a simple, transparent, level playing field. It doesn't matter what vehicle you drive, how fuel efficient it is, or how far you live from your job – you would pay the same fee.
- Many rural residents, who often need to travel further for work and other activities, would pay less in access fees than they do today in gas taxes or under a possible mileage-based fee system.

Q. What about heavy trucks?

- Initial implementation of the access user fee focuses on methods other than diesel propulsion, so current truck taxation methods would remain, including the payment of diesel fuel taxes.
- The NCDOT [FISBT Commission final report notes](#) that it takes more than 9,000 passenger cars to equal the impact of a single tractor semi-trailer.

Q. What about out-of-state motorists?

- Currently, both North Carolina and out-of-state drivers can easily cross state lines and drive using gas purchased in another state, resulting in them traveling on the roads without paying the state gas tax.
- Eliminating our state gas tax will make our filling stations more attractive and increase state sales taxes from C-store sales – 6% of which will be dedicated to transportation under 2022 legislative budget provisions.

Q. How might enforcement work?

- DMV could monitor our roadway network at our state borders and at other locations. If a new vehicle were detected – or detected repeatedly – they could be charged a weekly or monthly (e.g.) access fee.

Q. What about vehicles that are rarely driven?

- NCDOT makes the entire road system available to all vehicles; there is a benefit to all travelers and a cost to the state for providing and maintaining that 24/7, all roads access.
- A modified fee for truly low usage vehicles could be considered, via a partial access fee rebate.

Q. Would fuel taxes or a VMT fee be better than a constant price access user fee?

- Access fees provide simplicity, fairness, and consistency – and lessen revenue volatility.
- Had an access user fee been in place since 2012, NCDOT would have collected around \$1.4 billion more in state revenues for transportation compared to gas taxes over the past decade.

See reverse for benefits of an access fee. For more information: www.letsgetmoving.org/AccessUserFee

letsgetmoving.org/AccessUserFeeFAQs

RTA 21st Annual Meeting: The State of Mobility 2023

Joe Milazzo II, PE
RTA Executive Director

January 31, 2023



Interactive Discussion



INTERACTIVE DISCUSSION PREVIEW

Q: Name one factor or question our region should consider when deciding what to do about zero fare.



Interactive Discussion



Interactive Group Discussion

INTERACTIVE GROUP DISCUSSION

Q: How should our region go about deciding what/when to build a regional commuter rail – and what should we consider?

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INTERACTIVE GROUP DISCUSSION

Q2: How should our region go about resolving challenges to retaining zero fare transit – and what should we consider?

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INTERACTIVE GROUP DISCUSSION

Q3: How should our region and state communicate an “access user fee” approach to modernize and stabilize multimodal highway funding – and what should we consider?

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INTERACTIVE GROUP DISCUSSION

Q4: How should we fund RDU infrastructure (beyond federal funding to replace and relocate our primary runway) – and what should we consider?



Interactive Group Discussion



CLOSING REMARKS



CLOSING REMARKS



THANK YOU!



21ST ANNUAL MEETING

THE STATE OF MOBILITY 2023

PRESENTED BY



PART 2

January 31, 2023 | 11 a.m. – 2 p.m.
Embassy Suites by Hilton
Raleigh/Durham/Research Triangle in Cary

@RTATRIANGLE

#STATEOFRTA2023



RTA

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