



NORTH CAROLINA™

NCPPTA

PUBLIC TRANSPORTATION ASSOCIATION

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Service

SUPPORT

In

Mobility Options Training

Public Transportation

VISION

COURAGE

LEARNING

SUCCESS

SMART

TEAMWORK

BENEFITS

STRENGTH

SAFETY

GOAL

ADVOCACY

ALL CARE

COMMUNITY

PASSENGERS

IMPACT

Professional

Sustainable

Funding

PARTNERSHIP

Connecting People
with Places

BUSINESS

OUTREACH

Cooperation



Advocacy Priorities

The NCPTA Legislative Committee is responsible for recommending actions and positions to be taken on state and federal issues by the Association and its members. This includes developing strategies, position papers, educating, and interaction with policy makers, elected and appointed officials, and other stakeholders.

NCPTA has identified three top priorities, one each from the urban, rural, and general recommendations of the Association's Legislative Committee.

Urban Priority One:

The urban systems are in need of Capital funding for vehicle replacement, expansion vehicles, buildings, and other capital investments. At this time the NC SPOT program is not conducive to receiving expansion vehicle funding.

Rural Priority One:

Regional coordination and consolidation of rural systems should be accomplished with a financial incentive program that rewards on the basis of achieving a realistic potential and not on an absolute basis.

General Priority One:

Incorporate a long term sustainable funding mechanism for public transportation into the North Carolina Public Transportation Strategic Plan. Increased funding is needed for capital investments the State Maintenance Assistance Program, Rural Operating Assistance Program and rural grants.



2017 STATE LEGISLATIVE PRIORITIES

WE SUPPORT THE FOLLOWING:

State Transit Funding Assistance

NCPTA encourages the General Assembly to continue public transportation funding above existing levels in the FY 2017-2018 budget.



Strategic Transportation Investments

NCPTA seeks transit representation in the STI process and the SPOT working group to provide for more local input on funding decisions in support of both urban and rural areas.



Yield-to-Bus

NCPTA requests the General Assembly to approve a Yield-to-Bus traffic law to improve the safety of transit operations and traffic flow while enhancing service reliability.



Medicaid Non-Emergency Medical Transportation (NEMT)

NCPTA supports the direct Medicaid NEMT service provision relationship between the NC Dept. of Health and Human Service (NCDHHS) and the county/community transportation providers.



Fleet Replacement

URBAN NEED = \$27.5M
RURAL NEED = \$7.5M



North Carolina Highway Use Tax (HUT)

NCPTA recommends to exempt transit providers (recipients of urban and rural formula fund) from paying the HUT.



STATE TRANSIT FUNDING ASSISTANCE: NCPTA encourages the General Assembly to continue funding public transportation above existing levels in the Fiscal Year (FY) 2017-2018 budget. The state's ongoing commitment to transit funding provides mobility and access for all persons to healthcare, employment, and other necessities. As our state's population continues to grow, the legislative commitment to public transportation is all the more critical. The state's transit funding commitment also enables local communities to leverage available federal transit resources in meeting existing daily needs while seeking to expand service options and focus on future mobility needs of our growing state. The state's public transportation program employs staff at 100 local agencies, which is also supported by over 50 direct private sector employers putting jobs and spending power back into the state and local economy.

Action: General Assembly to increase urban and rural state transit funding assistance.

FLEET REPLACEMENT: Many of our state's transit systems need to replace aging vehicles. The state's urban transit annual unfunded bus replacement need is approximately \$27.5 Million and rural transit annual unfunded bus replacement need is approximately \$7.5 Million. Aging vehicles in service are safe but require extensive maintenance. When the fleet gets past a certain age, the results are higher maintenance costs, reduced on-time performance, driver frustration, and the need for more mechanics. Fleet age also impacts the ability of agencies to roll out new service because there are no available vehicles to serve new routes.

Action: General Assembly to expand state transit capital funding assistance above FY2015-2016 budgeted levels.

STRATEGIC TRANSPORTATION INVESTMENTS (STI): The goal of the STI process is to allow NCDOT to effectively manage transportation scarce resources. The NCPTA seeks increased local transit representation in the STI process. Policy modification is needed to give local priorities increased weight in the allocation of transit funds. The existing scoring system is extremely complicated, often does not meet local transit needs, and is especially challenging for smaller rural systems who do not have sufficient resources to navigate and participate in the process.

Action: General Assembly to enable local transit agency representation in the STI development process and the development of scoring criteria. Enable more representation from local transit in the NCDOT Prioritization process. Include greater regional weight in process.

YIELD-TO-BUS: When departing a bus stop, transit operators merge into traffic while sharing the road with all other motor vehicles. To enhance transit operator and customer safety, the NCPTA requests the General Assembly to support a new Yield to Bus law. This new law will enable a transit bus to re-enter traffic, while requiring all drivers approaching from the rear or in the lane adjacent to the bus to slow down or stop to allow the bus to merge.

Action: General Assembly to enact the above recommended addition to NC Traffic Laws.

MEDICAID NON-EMERGENCY MEDICAL TRANSPORTATION (NEMT): North Carolina has been very effective in coordinating mobility resources to ensure the North Carolina Department of Health and Human Service (NCDHHS) funded program recipients and public transportation passengers share the same ride, where feasible, creating program efficiencies. The provision of Medicaid NEMT services, leveraging the community's backbone transportation services, has proven to be a very cost effective model.

Action: General Assembly to maintain the direct Medicaid NEMT service provision relationship between the NCDHHS and the county public/community transportation provider.

NORTH CAROLINA HIGHWAY USE TAX – TRANSIT EXEMPTION: Currently, vehicles registered in the state that weigh over 20,000 pounds are charged a flat minimum Highway Use Tax (HUT) fee of \$2,000. This flat fee has increased from its previous amount of \$1,000. Given the cost burden placed on the local taxpayer, the NCPTA recommends to exempt public transportation providers who receive Federal Transit Administration (FTA) Section 5307 (urban formula) or Section 5311 (rural formula) funding from paying the HUT by making the following addition to § 105-187.6 (a), *Exemptions from Highway Use Tax*: "(12) To public transportation providers receiving Federal Transit Administration Section 5311 (rural formula program) or Section 5307 (urban formula program) funding."

Action: General Assembly to enact the above recommended addition to § 105-187.6 (a), Exemptions from Highway Use Tax.



About NCPTA

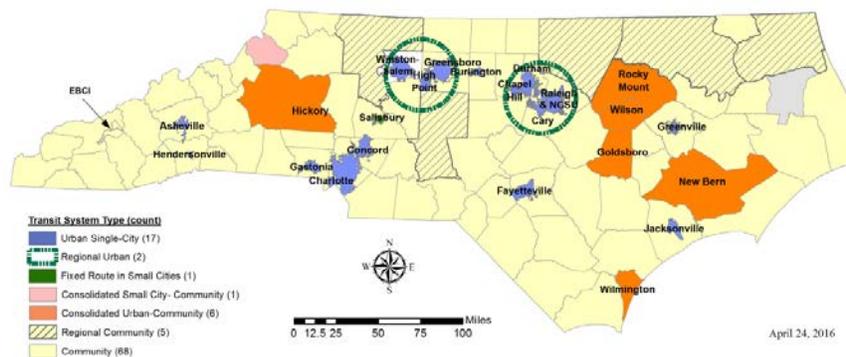
The North Carolina Public Transportation Association (NCPTA) is a private, non-profit organization that was incorporated in January 1983. With a vision of “**Excellence in Public Transportation,**” the Association’s mission is “**Supporting our members and the public they serve through advocacy, education, and collaboration.**”

NCPTA represents public transportation providers in all 100 counties of the state. This diverse group of System Members ranges from large urban transit systems operating light rail vehicles and many large buses to the smallest of rural transit systems operating just a few vans. In each case, regardless of size, the public transportation service provided is an equally integral part of the overall transportation infrastructure in the communities served and is vital in maintaining the mobility, freedom of travel, and quality of life of the citizens and visitors alike.

The Association is also proud to have almost 100 Associate Members, including educational institutions, governmental agencies, local and state elected officials, transit industry product and professional service providers, and vehicle manufacturers. These members provide the support necessary for the System Members to continuously improve the efficiency and effectiveness of the transportation services provided to the public. Their participation is critical to achieving “**Excellence in Public Transportation.**”

Visit www.nctransit.org for more information and an interactive map of all the transit systems in North Carolina.

Public Transportation Systems in North Carolina by Category (NCDOT website)





NCPTA Advocacy Plan

NCPTA will create an advocacy plan to guide its actions for the next few years. The following are suggested guiding principles for consideration:

- (1) NCPTA desires a multiyear plan that grows the association's advocacy efforts.
- (2) NCPTA desires an annual process by which we would develop and adopt our advocacy agenda.
- (3) NCPTA desires a way to empower our members to communicate our adopted agenda with their individual legislators.
- (4) NCPTA desires to grow our member's advocacy skills such that they are communicating effectively with their delegation.
- (5) NCPTA wants to effectively add the association's voice to the transportation advocacy conversation taking place at the state legislature and in the NCDOT.
- (6) NCPTA wants to leverage the resources available to each of our members through their county governments and transportation agencies in this effort.
- (7) NCPTA desires to build the association's relationships with leading transportation focused legislators.

Legislative Committee Work Items

- Federal and State legislative and budget issues and discretionary grants
- Trip to Washington, DC is late October early November 2017. Develop a clear and concise message to the legislators
- NCDOT Meetings. Identify proper method and communicate on a periodic basis with NCDOT/PTD and Mr. Howard
- Advocacy Plan. Create subcommittee to discuss advocacy plan
- Advocacy Grant with the American Public Transportation Association due on August 31, 2017
- Capital replacement needs beyond local match
- STI / SPOT Process
- Highway use tax for over 20,000 GVW
- Funding for high capacity transit projects (specifically BRT)
- The department would be receptive and open to changes in the future regarding SMAP, 5311 formula, and capital replacement
- Volkswagen Settlement Funds
- Consolidation and Coordination of Public Transportation Systems. Regional coordination and consolidation of rural systems should be accomplished

- with a financial incentive program that rewards on the basis of achieving a realistic potential and not on an absolute basis.
- The urban systems are in need of Capital funding for vehicle replacement, expansion vehicles, buildings, and other capital investments. At this time the NC SPOT program is not conducive to receiving expansion vehicle funding.
 - Incorporate a long term sustainable funding mechanism for public transportation into the North Carolina Public Transportation Strategic Plan. Increased funding is needed for capital investments the State Maintenance Assistance Program, Rural Operating Assistance Program and rural grants.

Advocacy Priorities and Information

- **Federal Legislative Items**

- **Federal Updates**

- FFY2017 Discretionary Grants – Bus and Bus Facilities (5339b)
 - FTA has released this national call for applications.
 - *Deadline: August 25th in Grants.gov (communicate through list serv)*
 - FFY17 - TIGER is expected to come out but not clear when.
 - FFY2018 Budget
 - House mark-up is in process – discussed proposed transit cuts - House Appropriation Committee - CIG was reduced. Amtrak reduced. TIGER eliminated.
 - Senate. APTA feels the Senate will mark-up their legislation at FAST Act authorized levels as was the case for the FFY17 budget.
 - *Monitor, changes are anticipated in the Senate version.*

- **Federal Outreach – Discussion**

- Legislative Priorities – presented to Board at 8/4 meeting.
 - The committee shared the legislative priorities with the Board as information on 8/4.
 - Communication. Kelly inquired into the idea of a closed section on Facebook for NCPTA Board members.
 - Washington, DC, trip – Late October early November 2017
 - The committee discussed the value of continuing the legislative trip to DC. The committee felt the trip is valuable and discussed the lead time to prepare, schedule meetings, and coordinate the event.
 - The NCPTA Board members agreed to hold the DC trip in late October. The trip date may be scheduled in late October or early November.

- **State Legislative Items**

- **State Updates**

- FFY2018 State Budget Approval
 - Discussed the state transit budget being maintained in full, new regional coordination funding (\$200,000), and the VW settlement plan requirement. See Attachment 2 for details.
- State Legislative Priorities – review/status
 - The association’s State Legislative Priorities included the support for additional state transit funding. This item was achieved. There were no legislative changes in NEMT, STI, and Highway Use Tax – although Albert Eby and Scott Rhine made headway with their legislator at this year’s state advocacy day.
- Meeting with NCDOT Chief Deputy Secretary David Howard (June) – Review
 - NCPTA members met with Chief Deputy Secretary Howard and Debbie Collins during the conference.
 - Stephen recommended coordinating periodic meetings through Debbie Collins for the meetings. The Legislative Committee will take the lead on this effort and include Executive Board members.

- **NCPTA APTA Grant**

- **American Public Transportation Association (APTA) Local Coalition Grant Program.** Discussed the Advocacy grant released by APTA. NCPTA has been a prior recipient of this grant. The committee discussed the grant’s background and purpose. Consistent with our Strategic Plan, the committee suggested this grant could be used to fund our association’s federal and state advocacy materials (print and online) and providing advocacy training for members.

APTA Local Coalition Grant Program - Overview

- Granting Organization: APTA
- Eligible Applicant: A Coalition – defined as “as a collection of groups and/or individuals joined together for the common purpose of promoting transit.”
- Purpose:
 - “Projects should focus on grassroots advocacy efforts that can help achieve specific state and local public transportation goals. However, there is still uncertainty over the future of federal spending on transit infrastructure. The Administration has called for spending on new infrastructure, while at the same time proposing cuts to existing transit programs that put jobs at risk. Thus, projects that are supportive of national efforts to protect federal surface transportation programs or other additional revenue support at the federal level are highly encouraged.

Additional activities could include projects in partnership with local Chambers of Commerce or other prominent business

organizations that support public transportation and community mobility and efforts to educate decision-makers about policies favorable to public transportation. Grant recipients are also expected to be vocal advocates with their respective federal representatives on federal issues related to public transportation.” (APTA)

- Deadline: August 31, 2017
- Award Announcement: September 2017
- Award: Up to \$10,000
- Local Match: None required
- Administrative requirements:
 - Grant Recipient: APTA member for Coalition -or- the Coalition
 - Become a member of the National Alliance of Public Transportation Advocates (NAPTA) – appears free
 - Two reports (interim and final)
 - Funds spent by: June 29, 2018
- **Other Items for Discussion/Comments**
 - **NCPTA Board Meeting – August 4, Franklin**
 - **Statewide Strategic Transit Plan.**
 - Camille, Stephen, Albert, and other NCPTA members are part of the committees developing this plan.
 - Todd inquired whether a funding recommendation will be made available in the plan for legislative review/consideration. Stephen said the idea is to provide recommendation for ongoing funding mechanism.
 - **Statewide Transit Advocacy Coalition.** Mila referenced an upcoming meeting of this group by Mark at PART. Mila will contact Mark and seek synergies between the group and committee.

FY18 State Budget Items of Interest to NCPTA

FY2018-2019 NC Budget - Senate Bill 257

Website: <http://www.ncleg.net/Sessions/2017/Bills/Senate/PDF/S257v9.pdf>

NCPTA Items of Interest

1. Volkswagen Settlement

a. **Budget Page:** 245

b. **Topic:** “VOLKSWAGEN SETTLEMENT FUNDS”

- i. “**SECTION 13.2.(a)** In developing the "Beneficiary Mitigation Plan" (Plan) as mandated in the procedures for distribution of the State's share of the environmental mitigation trust established in the consent decree resolving the case *In Re: Volkswagen "Clean Diesel" Marketing, Sales Practices, and Products Liability Litigation*, Civil Case No. 3:15-md-02672 in the United States District Court for the Northern District of California, the agency designated by the Governor as the lead agency under the procedures set forth in the trust agreement shall consult with the Department of Transportation, the Department of Commerce, and other interested State agencies in the formulation of the Plan.”
- ii. “**SECTION 13.2.(b)** As set forth in G.S. 114-2.4A(f), no funds may be expended under the Plan until the lead agency has submitted the Plan to the Joint Legislative Commission on Governmental Operations, the chairs of the House Appropriations Committee, the chairs of the Senate Appropriations/Base Budget Committee, and the Fiscal Research Division and the General Assembly has appropriated the funds. The lead agency designated by the Governor shall revise and resubmit the Plan to the trustee following the procedures set forth in the trust agreement to be consistent with the appropriation.”

2. Consolidation and Coordination of Public Transportation Systems

a. **Budget Pages:** 379-380

b. **Topic:** “DOT/INCREASE CONSOLIDATION AND COORDINATION OF PUBLIC TRANSPORTATION SYSTEMS

- i. “**SECTION 34.18A.(a)** G.S. 136-44.20 reads as rewritten:
§ 136-44.20. Department of Transportation designated agency to administer and fund public transportation programs; authority of political subdivisions...
 1. “(e) The Department of Transportation is authorized to annually allocate funds to qualifying public transportation systems to be used to consolidate or coordinate with other public transportation systems to maximize resources, gain efficiencies, and increase access to public transportation. In order to be eligible for funding under this subsection, a public transportation system must submit a plan for

consolidation or coordination with another public transportation system. The plan must include a time line for completion and an estimated cost for completion. The Department is not required to provide the full amount of the estimated cost identified in the plan. The Department shall disburse the funds no later than 30 days from the date it approves the plan. The amount allocated under this subsection to a public transportation system shall not exceed two hundred thousand dollars (\$200,000) annually. Beginning December 1, 2017, the Department shall provide an annual report to the Joint Legislative Transportation Oversight Committee identifying for the year preceding the report (i) each public transportation system provided funding under this subsection, (ii) the amount of funds disbursed to each public transportation system, and (iii) the purpose or purposes for which each public transportation system has used the funds.”

2. **“SECTION 34.18A.(b)** By September 1, 2017, the Department of Transportation shall establish criteria for approving plans submitted to the Department under G.S. 136-44.20(e), as enacted by subsection (a) of this section. No later than 10 days from the date the Department establishes the criteria required under this subsection, the Department shall publish the criteria on the Department's Web site.”
3. **“SECTION 34.18A.(c)** Notwithstanding any provision of G.S. 136-44.20(e), as enacted by subsection (a) of this section, to the contrary, and for the report due under G.S. 136-44.20(e) on December 1, 2017, the Department shall provide the required information only for the period from the effective date of this section to December 1, 2017.”



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Executive Leadership

NCPTA is governed by a dynamic and diverse 23-member Board of Directors that is elected by the entire membership. The Board of Directors traditionally meets four times a year. The President, Vice-President Rural, Vice-President Urban, Secretary, and Treasurer are the Officers of the Association and form the Executive Committee, which is responsible for the Association's administrative and financial affairs. These and other matters are also attended to by an Executive Director, who works for the Association on a part-time basis as an independent contractor. NCPTA is currently seeking two separate positions: Executive Director and Business Manager to perform the duties of the Association.

President: Camille Sterling, Executive Director
Western Piedmont Regional Transportation Authority
Contact phone number: 828-465-7642
csterling@wprta.org

Vice-President: Randy Hume, Transit Director
Urban: Fayetteville Area System of Transit
rhume@ci.fay.nc.us

Vice President: Kim Angel, Director
Rural: Macon County Transit
kangel@maconnc.org

Treasurer: Randy Cantor, Director
Carteret County Area Transit System
randy.cantor@carteretcountync.gov

Secretary: Larry Kopf, Chief Operations Planning Officer
Charlotte Area Transportation System
lkopf@charlottenc.gov

Executive Director: **Stephen Mancuso**
919-259-8009
director@nctransit.org

Directors

Todd Allen, RouteMatch Software

Reginald Arrington, Charlotte Area Transit System

Stephanie Barnett, Gastonia Transit Public Transportation System

Sheila Blalock, Mitchell County Transportation

Kelly Blazey, GoCary

Matthew Cable, Buncombe County Planning and Development

Mike Catuto, Cherokee County Transit

Kristal Ford, Lincoln County Transit

Adam Fox, CTS Software

Rodney Harrison, Salisbury Transit

Lamont Jackson, Greenville Area Transit

Mark Kirstner, Piedmont Authority for Regional Transportation

Brian Litchfield, Chapel Hill Transit

Kurt Neufang, AECOM

Marie Parker, GoRaleigh

Linda Thomas-Wallace, Durham County Access

L.J. Weslowski, Concord Kannapolis Area Transit

Tawanna Williams, Moore County Transportation Services

Committees

NCPTA implements a comprehensive work plan each year through the active engagement of the Board of Directors and other Association member volunteers. Other than the Executive Committee, which consists of the five (5) NCPTA Officers, there are six (6) standing committees. They are the Conference/Expo, Roadeo, Membership, Legislative, Strategic Planning and Training committees, and all NCPTA members are welcome and encouraged to participate. Read more below for a brief description of each committee, and then sign up for a committee of your choice if you are already a member of the Association.

Conference/Expo and Roadeo Committees

The Conference/Expo and Roadeo Committees are responsible for the overall planning, logistics, coordination and implementation of the Association's annual public transportation training conference and related activities which include the Conference Agenda, Awards Gala, Sponsor & Exhibitor Expo, NCDOT/NCPTA Roadeo, and the Golf Tournament.

Conference Committee Co-chairs: Megan Matheny and Vanessa Lacer

Roadeo Committee Chair: Nick Pitman

Strategic Planning Committee

The Strategic Planning Committee is responsible for setting organizational priorities that ensure all members are working toward common goals that are consistent with the overall mission and vision.

Strategic Planning Committee Chair: Kyle Laird

Legislative Committee

The Legislative Committee is responsible for recommending actions and positions to be taken on state and federal issues by the Association and its members. This includes developing strategies, position papers, educating, and interaction with policy makers, elected and appointed officials, and other stakeholders.

Legislative Committee Co-chairs: Mila Vega and Todd Allen

Membership Committee

The Membership Committee is responsible for maintaining and addressing membership needs, overseeing the membership application process, dues payments and developing communication tools to keep the members engaged in the activities of the Association.

Membership Committee Co-chairs: Carol Hurst-Long and Ann Hudson.

Training Committee

The Training Committee is responsible for recommending and convening a variety of forums and venues based on the broad range of the membership's educational and training needs. This includes organizing and sponsoring a variety of training, educational, and professional development programs.

Training Committee Chair: Mark Kirstner.

Sign up now. Use the form below to indicate your interest and you will be contacted in the very near future about your willingness to volunteer.



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