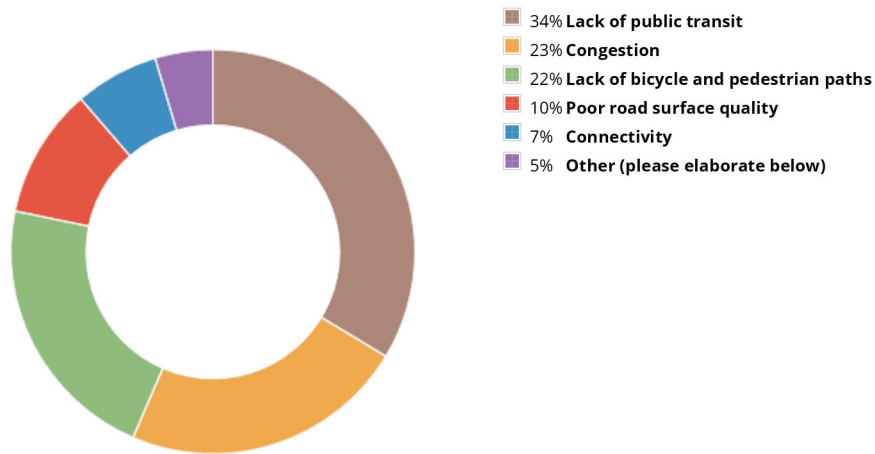


NC FIRST Commission Survey

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
1,061	447	1,535	652	149

What is North Carolina's biggest transportation challenge? (Choose no more than two options.)



429 respondents

- Rural North Carolina is losing population and we keep widening roads there like it will stem the bleeding. It hasn't, and it won't. Meanwhile, our booming cities try to make investments in the facilities their citizens (Transit and bike/ped) and businesses want, and the state won't support them. Stop highway expansion in the 50+ counties that aren't growing, and maintain what we have there. Invest in the MTPs your engineers vote for at the MPOS, and spend at least half the money on NON-highway projects.

2 hours ago
- Too many new buildings without widening/adding streets

14 hours ago
- As a Raleigh citizen, I would love to see more options to get to the city center w/o a car. It is great to see more happening but increasingly difficult to get around. Also, having safe sidewalks for folks to walk/bike as an option would be great.

22 hours ago
- I think our biggest challenge is the lack of funding to address our needs. It is difficult for me to envision how we keep up with the many needs on an 80,000 mile system where there is continuing and growing pressure to deliver more.

yesterday
- As a public transportation employee, we have a hard time meeting the transportation needs of our community. More attention to the public transportation division and funding would assist in starting new routes. Public transportation benefits in many ways by reducing road congestion which leads to less wear and tear on road surfaces.

2 days ago
- congestion is the most dominate issue in my area. there are some areas where the surface quality is not good but those can be worked in as the NCDOT gets to them. public transit is an issue in the larger cities but in my relatively small town this is not an issue. bicycle and pedestrian paths are certainly a topic of discussion near the housing neighborhoods and they should probably be responsible for the implementation and maintenance of the sidewalks and bike paths in their area. connectivity is not an issue for our area, I can usually figure out an alternate route if need be

2 days ago
- Our road system is falling apart, both the road surfaces and the bridges and overpasses. Remember the 'Good Road State'? I don't either.

2 days ago

North Carolina must better allocate its funding. Continuing to spend 96% of new transportation investments on highway projects will not meet the state's future mobility needs. The funding process should prioritize the reduction of vehicle miles traveled, not congestion reduction. Congestion reduction projects that do not explicitly reduce driving demand, especially in growing urban and suburban areas of the state, will increase vehicle miles traveled, which in turn increases congestion - reducing or even eliminating the benefits of the project to begin with.

2 days ago

On a broad level we are a commuting state -- I for one would not be able to keep my job without a car due to lack of public transit options, and then bicycle options to get from transit locations to my office.

2 days ago

Residential Zoning and most County Planning Boards over approve using a local highway without congestion mitigation for not realizing that same highway had a future VMT well in excess of road capacity or design choke points. I-70 Garner to Mebane, 15/501 Pittsboro to North Durham, HOV lanes and congestion pricing studies needed. Connectivity between home/employment centers once improved capacity and speed or 3rd lane will take some VMT off major arterial.

2 days ago

All the money and attention goes to Cars

2 days ago

Feeling safe walking/biking on the side walks

2 days ago

Roads in some of the more populous areas, particularly in and around Charlotte, have not been upgraded in at least 20 years. We have two-lane roads, some of which are pretty "curvy", that carry much more traffic than they were designed for.,

2 days ago

Insufficient maintenance of existing secondary infrastructure, including stormwater, striping, curbs, sidewalks, signs, ped heads, etc.

2 days ago

We rely to heavily on roads. We need transit that connects the area seamlessly.

2 days ago

More bicycle and pedestrain paths within cities. Light Rail to connect b/w cities.

2 days ago

Congestion and connectivity stem from the above two choices, and poor road quality stems from a naive prioritization of new travel lane construction.

2 days ago

The state needs to be more forward thinking it we are going to compete with other states for valuable jobs and improve the lives of our residents. Providing residents with a robust public transportation network and alternative transportation options for those in urban areas will not only lead to less congestion and healthier residents, but prove that we take these issues seriously in NC.

2 days ago

- When I first moved to NC from VA, I was astonished at how smooth the roads were. That's no longer the case. It is also very apparent that decisions about which roads to smooth over are decided by zip code because the wealthier areas have nicer roads than the lower income neighborhoods.
2 days ago
- As NC grows, we are getting more and more cars. Because there is not adequate alternatives to driving for many people, even those near urban areas, the lack of public transportation and ped/bike paths is causing major traffic delays. My 14 mile daily drive each way on I-40 takes 20-25 minutes instead of the 15 minutes it took 10 years ago.
2 days ago
- We should not be spending so much money on roads. We need bike lanes and regional transit networks.
2 days ago
- Our urban areas are drastically underfunded to support public transit demand, especially after the desert government reducing funding sources
2 days ago
- make the public transit bus lines more robust and add light rail asap!!!
2 days ago
- Although greenspace is appreciated, there is a tremendous amount of overgrowth near road intersections that inhibit a clear view. Many shrubs are planted too close to corners blocking driver vision and forcing the driver to enter in the lane of traffic. Also, the shoulders on many roads are too short so that you cannot stand on the shoulder of the road in an emergency. This along with the overbrush is a problem. Many roads flood during rainstorms, especially on Highway 40 near RDU Airport and I-85 South from Durham to Greensboro. I-95 is just plain congested through North Carolina and that road seems unsafe.
2 days ago
- We have to have mass transportation! The long battle for light rail was squashed. We MUST be forward-thinking and creative and come up with new ideas!
2 days ago
- Getting more people to use bike and walking for short and medium trips will help congestion too! Also improves safety
2 days ago
- We must encourage alternative modes of transportation as climate change and income inequality drive people out of their cars.
2 days ago
- Integrated transportation for all users with Vision Zero (no traffic deaths) focus on safety of the most vulnerable road users
2 days ago
- I see non-motorized and "motorized sidewalk" transport - eg: electric scooters - more as a local issue. Since many "local" roads are state-maintained, it may be necessary to consider them part of the state's "challenge."
2 days ago

- Quality of the roads and value of spending should be matched to the life cycle of the future repairs/rebuilds. The congestion and safety along NC highways on repairs should begin with designing roads that last longer in their design. This saves money for future generations and reduces major traffic congestion with lane closures.
2 days ago
- Other Challenge - Lacking equity in access to transportation. Some areas get free, uncongested roads while others have congestion and tolls or some get subsidized public transit and others don't.
2 days ago
- Lack of CONNECTED bike and ped paths, especially at first- and last-mile commute paths
2 days ago
- Without a much, much better public transportation system, many issues plaguing NC simply cannot be solved. (Housing, flexible job opportunities, and access to services for those too old to safely drive, but do it because we have no choice -- come to mind.)
2 days ago
- Other ways to reduce congestion need to be considered, such as getting employers to alter work times, electronic signs that notify drivers of congestion ahead and alternative routes to take, and incentives to get commuters to use mass transit.
2 days ago
- Narrow roads in rural communities which lead to accidents (drop off shoulder, head on). Also related is the need for bike lanes in rural areas.
2 days ago
- After the legislature robbed the highway trust fund, the DOT had to find alternatives. They found managed lanes. However, the DOT lacks the training to negotiate effectively. They violated their own rules not to negotiate with one bidder. I suggest using a professional training program before entering into new contracts for this or other efforts. Karrass Effective Negotiating is a good one. I was sent there by my employer (Duke Energy).
2 days ago
- We're stuck on a treadmill of building more roads to alleviate congestion which encourages more driving and more congestion. This is a waste of space, money and eventually lives. Public transport is safer, more energy and space efficient. It also offers a solution to reducing greenhouse gas emissions.
2 days ago
- We cannot build enough roads (nor structures to house cars while parked or circling) to transport the growing population if we plan for everyone to travel individually in their own car or a service vehicle. It's basic math. We have to build-in many alternative modes of transportation that does not take up the space nor the same amount of road wear and tear as cars.
2 days ago
- Poor road conditions especially bridges and other infrastructure
3 days ago

Other: 1. DOT or the State spends a lot of money each year maintaining vegetation and planting/uprooting annual plants. Why not plant native perennial seed mixes? Native, perennial plants can establish better, deeper root systems than other plants, which means that they can absorb (reduce flooding on roadways) and store more water (drought-resistant), need less maintenance (pollinator/wildlife food and shelter; less frequent visits/\$ spent) and they come back every year (less labor/\$.) I know we want to reduce wildlife collisions but strategically-placed native plantings on both sides of the road may reduce the need for crossing and reduce need to go into median. Planting on tops only of DOT-made hills is an optimal area, and may also offer solutions to birds/insects crossing roads, increasing wildlife's chances of survival and reducing risk of collision. 2. Flooding. Unsafe, impassable roadways are a hazard and create chaos and congestion, while dirty storm water pollutes waterways and threatens marine and terrestrial wildlife -- strategic native plantings (oak, wildflowers) would absorb and store more water, creating bio-retention swales with native wildflowers - beautifying our communities, reducing stormwater runoff, helping wildlife, supporting NC nurseries, and restoring biodiversity in urban areas. DOT has a lot of power to make a difference for wildlife and reduce pollution on humans and the environment - USE YOUR IMPACT TO RESTORE THE NATURAL BOUNTY AND FUNCTIONALITY OF OUR COMMUNITIES!

3 days ago

Public transit and bike paths could help the congestion problem. There are also problems with the lack of connectivity between roads that contribute to the congestion problem.

3 days ago

I am surprised how poor the roads are after working on them for years ...happens too frequently . They have ONE job ! The roads are very dangerous sometimes after being completed. The construction areas are many times very dangerous also.

3 days ago

The surfaces are terrible and most of the state is doing what it can to help with congestion!

3 days ago

Poor or non-existent shoulders; unnecessary and poorly marked cement medians where signs, reflective paint, and embedded reflectors would be less hazardous; dangerous shrubbery blocking the view; insufficient or adequate street lights

3 days ago

lack of or dangerous shoulders; unnecessary cement medians where reflective paint. signs and embedded reflectors would be less hazardous; shrubbery obstructing the view

3 days ago

no shoulders, obstructing and not clearly marked cement medians (unnecessary...signs, reflective paint and

3 days ago

Funding to build and maintain roads.

3 days ago

For those with the inability to drive, for those with insufficient income to purchase a car, lack of public transportation is a problem in both rural and urban areas. For all of us as we move into a fossil-fuel free future, lack of public transit options slows our transition.

4 days ago

In Chapel Hill currently there is a vast amount of construction but little consideration is given to managing the traffic. There is a finite amount of land available in CH so seems like the growth should aim away from the most congested areas. Building taller buildings only adds to the problem and takes away the charm that Chapel Hill is known for.

4 days ago

Poor planning and funds are appropriated to satisfy each politicians pork barrel projects and areas and not addressing the needs of the entire (whole) state. Do what is right , not what will get you elected.

4 days ago

Too many traffic lights!

4 days ago

The lack of speeding limits enforcement exacerbates all of the challenges above. While we work toward a transportation solution, reckless driving endangers everyone on an already-over crowded road system.

4 days ago

We need for NCDOT to start working with other jurisdictions (counties, cities, etc.) on regional planning to address the causes of traffic congestion problems. Instead of building more roads, think about how to get an average 160 lb. driver out of an average 4,000 lb. car to get from point A to point B. Public transportation, working from home, location of housing, businesses and other commercial developments. This type of forward thinking must be part of the transportation plans.

4 days ago

A railway system would be good!! And not sure what you mean be connectivity ...do you mean access?

5 days ago

Aging infrastructure (bridges, etc.)

5 days ago

Sitting in long stalled lines with motors running is a horrible waste of resources and of people's time, and it generates greenhouse gasses. We should have elimination of that happening on a regular basis (as it does now) as a highest priority.

5 days ago

Stop expanding roads/highways to accommodate more cars and start focusing on new/improved mass transit systems - specifically commuter rail and light rail within Raleigh and Charlotte and high speed rail between the two

5 days ago

NC DOT needs to work with Electric Vehicle charging providers and add DC fast Charger signage to the blue highway exit signs that advertise local services near the exit. NC DOT should reach out to those providers for where they plan to build DC Fast Chargers and put up signs that say "DC Fast Charger coming soon" just like NC DOT puts up signs that say "Future I-nn". When the charger opens NC DOT should update signage to say the charger is now open. This way people driving by will notice DC Fast Chargers going in along the route, and possibly consider a electric vehicle.

5 days ago

The state should expand rail and light rail options to more cities.

5 days ago

Congestion is a problem in densely populated urban areas. Public transit is generally available in urban centers but not elsewhere. Improving public transit options (including light rail) would solve both problems.
5 days ago

In urban areas, congestion is a major issue. Public transit is often available in urban centers but not elsewhere. Improved public transit (including light rail) would ease congestion--solving both issues.
5 days ago

I'm not sure what you mean by Connectivity.
6 days ago

Congestion is produced by multiple factors. To alleviate congestion, one must decrease trips. Incentives for people to use public transit more and to drive less will help.

To incentivize public transit use, free public transit travel passes could be given for travel to and from work places. (I have a senior pass for the Raleigh bus lines, and since I received I rarely drive to downtown Raleigh.) To make public bus transit more attractive, parking available near bus stops helps too.

Regarding incentives to get people to drive less: NC First is also considering new means to pay for road maintenance. If a system based on miles traveled is chosen, the cost per mile will incentivize many people to not drive as many miles.
6 days ago

Roads have not kept up with growth worsened by the lack of rapid public transportation
6 days ago

Funding the needed implementation of Complete Street for better sustainable economic development of our communities
6 days ago

Someone making payments on a new car can spend an average of more than \$40/day on payments, fuel, insurance, and registration. Surely public transportation could operate profitably for far less than that per person while simultaneously reducing traffic congestion and improving the environment.
6 days ago

Time it takes to complete road construction
7 days ago

Some of the ones we do have are too narrow and cars will get really close as they are Speedo.
7 days ago

Public transit not only reduces congestion and enhances road quality through reduced road use; it also provides economic mobility for all citizens.
7 days ago

Lack of driver education. Congestion is only a problem because the average car rides the bumper in front of them.
7 days ago

- Building a transportation network that is reactionary to human behavior rather than a network that attempts to shape human behavior.

7 days ago
- Building more roads only creates more congestion - need asset management plan that can be afforded

7 days ago
- I want to click "Congestion", but overall I don't think this is the biggest issue. However, there are many localized areas that are highly congested that I think could be solved by addressing the problem in a multi-pronged manner (public transit, connectivity and more alternative vehicle (i.e. bike) lanes.

7 days ago
- Unused roads; 540 toll section

8 days ago
- We need high speed transit (light rail, subway, loop, etc)

8 days ago
- NCDOT is woefully behind in providing for the basic safety needs of people who walk and bike on the state highway system. The agency must stop out-sourcing safety of these modes to locals.

8 days ago
- Much congestion is due to spread out development patterns. Projects like the Durham Orange light rail would support denser development and a more efficient transportation system - the light rail project should be revived..

8 days ago
- Safety

8 days ago
- Lack of bicycle and pedestrian paths is also a challenge. However, if there is a lack of public transit and therefore a lack of transit oriented development / denser development, then there is little point in having bicycle / pedestrian paths and infrastructure. Beyond greenways for exercise, commuters will not use bicycle paths if they have to cycle 5 miles to get to their destination (retail, work, etc.). Therefore, transit must be first in urban and suburban areas.

8 days ago
- People in North Carolina need more alternatives to driving personal vehicles, including better sidewalks, dedicated/separated bike lanes, and more transit options. In addition, roads should have better connectivity with more of a grid pattern and fewer dead ends.

8 days ago
- For many decades, almost all of the transportation budget has been monopolized by car-based transportation, and it would be nice if the state began spending meaningful amounts of money on public transit, bike infrastructure, pedestrian paths, and means of transportation aside from car-riding.

8 days ago

- 95 from the Va line to SC line needs more lanes for the amount of travel and commerce now. Possible one toll coming into Carolina from each state to make all help pay for the roads. Poor road surfaces all over the state. Roads need to be updated with new style pipes, new drainage structures, better quality pavement, pavement markings you can actually see esp. in the rain or at night. If you are unfamiliar with a road it is even harder when the lines are in bad repair.

8 days ago
- Funding for new projects such as widening or new roads

9 days ago
- Transportation System is second largest source of greenhouse gas emissions. Transportation System perpetuates economic inequities.

13 days ago
- The on ramps on the interstates are poorly designed and cause many unnecessary collisions. The striping is often very faded with no reflectors.

13 days ago
- I live in the mountains and would love to see more funding go toward greenway development.

13 days ago
- The bus system in Watauga County serves only the ASU Students and it's free. There needs to be some small fee for this usage that are paid for by the tax paying home owners. There isn't even a regular bus route between Blowing Rock and Boone NC.

13 days ago
- Maintaining existing facilities; shoulders, road surface, vegetation, culverts; to a good level of service.

16 days ago
- It's nearly impossible to find relatively safe routes for biking that don't add a lot of extra distance to the trip, and even getting out of the neighborhood to go to those routes requires crossing streets with fast-moving traffic and no official or remotely safe crossing, especially during rush hour. My children want to bike on their own to the grocery store with us, but because of the lack of safer routes, they can't.

17 days ago
- All of these are important, but to say "congestion" is a challenge leads many to think that "more roads" is the answer. The answer is to lower the number of VMTs, not to encourage more car travel. One way to do that is with better transit and better options for travel by bike and by foot.

17 days ago
- connectivity to neighboring counties; especially Eastern

18 days ago
- lack of on road and sidewalks along road facilities

20 days ago
- Lack of funding for existing maintaince

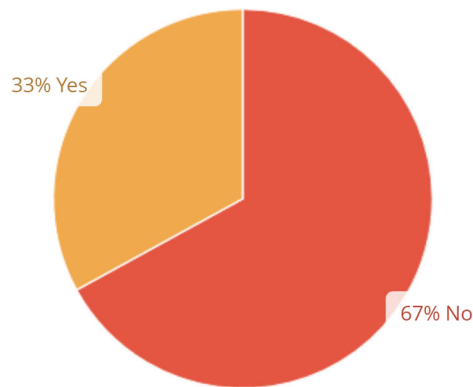
20 days ago

- No serious efforts to improve safety of road users, especially the most vulnerable (pedestrians and cyclists)
20 days ago
- North Carolina needs to concentrate on maintaining the infrastructure it has and not prioritize new highways. Public transit options (rail, bus, bike/ped) and infrastructure would minimize congestion and enable better connectivity without new roads.
20 days ago
- Funding has been cut to rural transportation making it very difficult for the small rural systems to continue with quality transportation. The future of rural transportation is at risk! For many individuals (NOT ON MEDICAID but poor) in the rural areas public transportation is the only way they have to access doctors, shopping, bill paying, jobs, continuing education. PLEASE look at restoring funding to the rural counties for transportation.
21 days ago
- Preventing injury and death to all road users, including pedestrians, bicyclists, and drivers.
21 days ago
- Maintaining our existing infrastructure.
21 days ago
- Without safe routes for multi modal transportation and mass transit planning, we are doomed to be LA
21 days ago
- North Carolina's biggest problem is car supremacy. To live here is to be forced to rely on cars, which infringes on many people's freedom. There is little to no option for public transit, biking, or walking. NC should take advantage of the year-round excellent weather by stop throwing away money on cars and start investing in modes of transit that increase freedom and mobility -- trains, buses, light rail, bike infrastructure, etc.
21 days ago
- Modernization of roads to basic minimum standards - adequate lane width, shoulder width, and maintenance of striping - is critical for the safety of all users including cyclists and pedestrians, and critical for autonomous vehicles to be able to see the road.
21 days ago
- These two alleviate the largest issue, that of congestion.
22 days ago
- Severe injuries and deaths for ALL road users is our biggest challenge. NC should put its money where its mouth is on the Vision Zero commitment to make our streets safer for everyone. This challenge includes traffic calming measures (reducing speed limits, designing streets for slower vehicle travel), adding PROTECTED bike lanes and more sidewalks.
22 days ago
- Connectivity is embedded in both the lack of transit and bike-ped options. Additionally, these items are not separate from "congestion" which presumably implies motor vehicle congestion. Increasing transportation choices and redundancies across the system through increased transit and non motorized possibilities will ultimately address motor vehicle congestion when these services are all well-connected.
22 days ago

- There are plenty of areas where transportation movements could be accomplished with regular bicycles or electrically assisted bicycles.
22 days ago
- Safety for all road users. NCDOT prioritizes the movement of cars over the safety of people. This is seen mostly in its unsafe engineering of roadways for people who walk and bike. It is also seen in how NCDOT widens roads for motorists who won't exist until 2040 while refusing to build for the basic safety needs of North Carolinians who walk and bike along or across its existing roads.
22 days ago
- Need to get beyond cars.
23 days ago
- Congestion is due to lack of above selections.
28 days ago
- Unenforced Traffic Laws regarding Tailgating & Signaling which enable road fatalities.
29 days ago
- To prepare for future transportation needs, growing our pedestrian/bicycle/transit networks are the critical and top priority.
one month ago
- Both of these are related. With increasing population, there is increased congestion and the need to get people out of their cars and onto public transit and the need to have an ability to get to work and errands without getting into a single occupancy vehicle, including rideshare.
one month ago
- We cannot afford to try to out-build our traffic problems. We must embrace transportation options other than single-occupant vehicles. That must include mass transit - BRT, rail, bicycle and walking. Land use policies promoting density and walkability are complementary.
one month ago
- C
one month ago
- Sidewalks are critical to moving people and supporting economic mobility.
one month ago

Comments Submitted Privately:

The N.C. Department of Transportation has a \$5 billion budget. Do you feel this budget adequately addresses the state's transportation needs? If not, what areas do you believe need additional investment? (Provide your answers in the comment box below.)



382 respondents

- Rural North Carolina is losing population and we keep widening roads there like it will stem the bleeding. It hasn't, and it won't. Meanwhile, our booming cities try to make investments in the facilities their citizens (Transit and bike/ped) and businesses want, and the state won't support them. Stop highway expansion in the 50+ counties that aren't growing, and maintain what we have there. Invest in the MTPs your engineers vote for at the MPOS, and spend at least half the money on NON-highway projects.

2 hours ago
- Maintenance of existing roads and bridges is not keeping up with deterioration. So much of the budget is spent on new projects,

15 hours ago
- Capacity improvements to accommodate the past and continuing growth of our state--especially the urban areas.

17 hours ago
- Not enough investment in non road/highway infrastructure. Need more investment in rail, transit options, bike and ped










18 hours ago
- Walkability is a real challenge in Garner. We live around Timber Dr. which should be very walkable to both shopping centers on either end of town, But the sidewalks are not well maintained, there are low hanging limbs, and it is extremely dangerous to cross the road even with the new blinking crosswalk lights (which makes it difficult to get to the nearby greenway). We have been wedged between two cars passing us who didn't even attempt to stop while we were in the middle of the left two lanes of a 4 lane road.

22 hours ago
- The highways are great and landscaping is well maintained. Kudos on that for sure.

22 hours ago
- I am not clear on what that budget is getting allocated to. I think better public transit, to the airport, for example, would be great.

22 hours ago
- In priority order we need additional investment in maintenance, capital improvements, and connectivity.

yesterday

-  We urgently need more investment in sustainable transportation: public transportation, car-alternatives.
yesterday
-  Funding cuts to public transportation does not assist in addressing the state's transportation needs. Plus the fact that public transportation is competing with other divisions for funding and never seems to be awarded puts a strain on the transportation agencies.
2 days ago
-  yes with some attention to money saving ideas. like:
1) partner with cooperate property owners when making roadway changes the will benefit from (i.e., Costco in Mooresville)
2) survey people near project area where roadway changes are to be made to ensure that the roadway changes are needed and will be utilized but the communities and towns near the project. in realize this is a lot of effort but it will get community buy in and will make sure that North Carolina tax dollars are not wasted.
2 days ago
-  Our road system is falling apart, both the road surfaces and the bridges and overpasses. Remember the 'Good Road State'? I don't either. Please don't institute any more 'traffic calming' measures as they are well know to not work and ultimately force traffic onto other roads. The odd curbs and turnouts just disrupt the traffic flow and the reduced lanes just increase the congestion. Why allocate large percentages of the road to the very small percentage of bicyclists, that don't pay any fees?
2 days ago
-  Existing revenue sources should be replaced to ensure stable funding. However, I do not believe that the 5 Billion dollar amount needs to be increased. Instead, new projects need to be much more rigorously evaluated for their return on investment (new local / state tax dollars, clearly defined public benefits such has helping elderly individuals get to medical appointments, etc...) Projects which encourage unproductive land uses (ones that do not produce enough taxes to pay for the public services they necessitate) should not be eligible for state funding. Most importantly, a greater share of funding must be dedicated to maintenance to keep roads a in a state of good repair.
2 days ago
-  Need protected bike lane network and better public transit.
2 days ago
-  I am not familiar with the costs of current NC DOT operations, but given our road conditions, lack of public transit options, and exponential population growth, it must not be enough. I would like to see light rail connections within the Triangle or even investment in regular and predictable bus routes that compete time wise with commuting - it cannot take twice as long to get somewhere by public transit or it will not get used by the public, especially for commuting.
2 days ago
-  increase 50% but spend wisely and with non union contractors
2 days ago
-  Bottle necks worked on (15/501 and bypasses built elsewhere while there is still land available.
2 days ago

WE are not prepared for future growth. NC ranks in top 10 US state growth/year. Snow birds move here and south of the USA border folks are well liked and appreciated here and are here in great numbers already. more will follow especially here to NC by word of mouth.
2 days ago

Increase state gas tax, Tax battery and hybrid powered vehicles, add congestion pricing between (like 540 toll road) during peak traffic hours. Amend NC "services tax " for all car repairs to go to NCDOT, not counties, Tax new vehicle sales with impact fee's, tax new residents from out of state when licensing vehicles for their new cars to NC roads paid by current and past generational taxes. New out of state should be taxed a "vestment" to existing and future NCDOT infrastructure. Pass laws specific to major developments like Chatham Park pays its own way. Recent NCDOT budgets had \$10+ million road expenditures just leading into Chatham park by 15/501 north 1/4 mile from SH 64. Like to see NCDOT paid these lead into development road costs NCDOT "approves" subject to repayment, as residents or developers pay impact fees for their impact.
2 days ago

Need more money for Bicycle and Pedestrian infrastructures
2 days ago

Ample funding for electric buses would help, a lot! And although insufficient bike paths are a 3rd level concern for me, more would be better.
2 days ago

The budget, if managed correctly, could possibly make a significant impact. However, the management of contracts and contractors, does not seem to be optimal. It seems that just about every major road project comes in late and or over budget.
2 days ago

Additional money is needed to maintain our current infrastructure.
2 days ago

additional funds should be raised by increasing fuel taxes.
2 days ago

Bridge and road maintenance
2 days ago

Fund projects that meet the goals of the State. Don't design a process to ensure that everyone gets a project, that's not needed.
2 days ago

I'm assuming \$5 billion is inadequate b/c I've heard nothing about changing, calming driving patterns in downtowns (i.e. de-emphasizing fast highways cutting through cities) and investing in public transit.
2 days ago

The state should not prioritize additional road widenings that do little to address congestion over road maintenance and sustainable investment in transit/rail/bike/ped improvements.
2 days ago

- I live in the triangle, where I have seen a tremendous amount of resources being poured into widening highways. While this may help in the near future, this is not a long term solution. You need look no further than cities such as Atlanta or LA where similar strategies have been used for decades and they now have large highways full of congestion.
2 days ago
- Would be helpful to have more information about how this budget is going to be spent. If it's going towards adding lanes to existing highways, then no. If it's going towards new transit options that are inclusive to all state residents, then yes.
2 days ago
- I really have no idea how much it costs to maintain roads, so I wish "I'm not sure" was an option.
2 days ago
- Lots of rural roads, very little alternative transportation in cities or between cities.
2 days ago
- Well, it depends on how many cronies divide up the pie and who pockets what.
2 days ago
- Investment in public transport and ped/bike paths will long outlast the roads that the money is currently being spent on.
2 days ago
- We need to invest more of the \$5bil in bike & pedestrian assets and mass transportation rather than trying to solve our transportation congestion problems with more roads.
2 days ago
- Road maintenance, high-capacity transit, bikeways, sidewalks
2 days ago
- Bike lanes and regional transit networks.
2 days ago
- We need to re-allocate resources to public transit and away from highways; and to maintenance as opposed to so many new projects.
2 days ago
- Light rail
2 days ago
- The bulk, 95%? Is towards funding/maintaining new road construction. Half needs to be used for public try and bicycle/pedestrian improvements/modernization
2 days ago
- make the public transit bus lines more robust and add light rail asap!!! i drive but moved from a metro area with robust public transpo options and it makes a huge difference
2 days ago
- Need dramatically less funding for highways and much more funding for public transit and bike infrastructure
2 days ago

- Sidewalks, bike lanes, public transportation
2 days ago
- Stop cities from repurposing public roads to bicycle and pedestrian paths by taking lanes away and converting them.
2 days ago
- I believe it is a question of properly prioritising the state`s goals
2 days ago
- Let's enable the inevitable transition from gas/diesel to electricity. More electrical charging stations! More use of solar panels this improving the scales of economy in order to grow the solar industry.
2 days ago
- I think NC would ease congestion and raise the quality of life of its residents by creating better mass transit systems and adding better/safer bike and pedestrian options, particularly in cities and towns that are focusing on in-fill rather than sprawl. Good mass transit, connecting towns and cities, would also allow people to live outside of the bigger cities, bring their money back to smaller towns, while not having an arduous commute.
2 days ago
- More money to public transit and pedestrian projects funded by Higher taxes on cars.
2 days ago
- Sidewalks on bridges
2 days ago
- Need improved bike and walking infrastructure. Also public transit including shelters.
2 days ago
- Additional funding for public transportation, especially trains (both light rail and commuter rail/Amtrak).
2 days ago
- Depends on priority and scope of work undertaken.
2 days ago
- just stop using it to expand roads
2 days ago
- It depends hoow it's used. More of it, WAY more, should be spent on public transit and bike/ped....we are in a climate crisis. We can't keep inducing demand for driving single vehicles by continuing to wide roads and build storage for cars.
2 days ago
- Significantly more funding is needed for non-highway projects including transit and bike/ped.
2 days ago
- And implementation of Vision zero values in all transportation projects
2 days ago

- Money to work on education of NCDOT staff in prioritizing safety for most vulnerable road users in line with Vision Zero
2 days ago
- Need serious, large investment in public transportation, bike ped options that are NOT TIED TO ROAD BUILDING OR ROAD IMPROVING.
2 days ago
- I don't have the background to know whether \$5 billion is insufficient or issues are a matter of poor allocation.
2 days ago
- Planning ahead for greater traffic numbers further into the future on major roads vs multiple widening projects would be better and more efficient of dollars spent.
2 days ago
- The rural parts of our state lack access to bikeable roads.
2 days ago
- Public transit, additional road capacity in congested areas, and road/bridge maintenance.
2 days ago
- Bicycle and pedestrian projects.
Safe routes to schools
More public transportation options.
2 days ago
- Public transit and sidewalks
2 days ago
- Protected bike lanes, safer pedestrian crossings, safer school zones and access for bikers to schools
2 days ago
- NC needs investments that help move the state away from 98 percent single occupancy vehicle travel. Transportation investments should consider induced demand.
2 days ago
- I do not really know.
"Post comment"
2 days ago
- EVIDENCE-BASED solutions to 1. Reducing cars on the road 2. Investment in alternative transportation that is both appealing (e.g., covered bus stops) and affordable 3. Safe (i.e., separated), well-connected bike and pedestrian paths
2 days ago
- Real public transportation systems that connect cities, towns and rural areas to one another. It does not matter if electric vehicles become the norm, nor are self driving vehicles widely possible without enormous investment in proper roads. A better public transportation system will still be needed or we will still see a car with one passenger, which makes no sense compared to buses, subways, trolleys, trains, and a careful use of jitney services. The long term improvement would move NC into a far more desirable place for business investments, not to mention making it safer for all of us.
2 days ago

There isn't enough competition between materials. Asphalt doesn't provide a long enough benefit and the state isn't forcing concrete and asphalt to compete. Doing so would provide greater life cycle benefits for the road constructed. In addition, the state routinely fails to design the asphalt pavement such that it lowers fuel consumption or improves fuel economy. MIT has done extensive research which demonstrates that stiffer pavements improve fuel economics by a minimum of 5%.
2 days ago

public transit
2 days ago

The amount of money is probably enough. The allocation decisions in this state need to prioritize public transportation.
2 days ago

More investment is needed in providing bike lanes and pedestrian paths along most roads so that people can avoid the use of their automobiles whenever possible.
2 days ago

Rural roads, improvements to key thoroughfares like NC 49/US 64 corridor in Cabarrus, Stanly, Randolph Counties creating alternative routes between major cities.
2 days ago

Bike and ped infrastructure, transit infrastructure and operations money. These more economical, space-efficient, and carbon-efficient modes will only work when they get more investment from DOT.
2 days ago

Public transit and protected bicycle lanes
2 days ago

More investments in public transit are needed.
2 days ago

Outdated infrastructure such as bridges. Accelerate projects on the Strategic Transportation Prioritization list.
2 days ago

Need much not investment in bike infrastructure (minimal maintenance costs) and public transportation (relieves congestion and wear on roadways)
2 days ago

I can't say this is enough, but we definitely misallocate our transportation towards building more and wider roads. We need to focus on public transportation, bike and pedestrian facilities and maintenance of existing roads.
2 days ago

High speed rail; light rail
2 days ago

Budget should be applied towards maintaining existing infrastructure, not these pet projects that induce demand and breaks communities.
2 days ago

- All Interstates to have 4 lanes each direction in and around metropolitan areas. All belt loops to have a minimum of 4 lanes in each direction.

2 days ago
- I cannot accurately say whether that is enough or not. Only those in DCDOT can really confirm that. I would like to see where all of the funding is going and which projects are prioritized.

2 days ago
- Areas with fast growing populations are underfunded to relieve congestion. Toll roads are not the answer, as this is just another tax on the driving public.

2 days ago
- Multiple modes of more efficient transportation that is cost-effective for transporting large quantities of people for short, medium and long distances (eg, bus rapid transit, light rail, intercity rail, carpooling of all kinds—including encouraging more car pooling with ride shares, bicycle, pedestrian, scooters, etc).

2 days ago
- Need to provide more funding to high capacity transit, and bicycle and pedestrian facilities in urban areas.

2 days ago
- Bridges need more attention and I'm aware that more outside resources are needed in order for this to be properly addressed.

3 days ago
- Public transit needs to be addressed more fully and the state of some of our infrastructure shows that we are behind.

3 days ago
- More money needed for native plantings and the installment of trees to reduce heat generated by bare pavement, contributing to extreme weather events like drought due to climate change (hurting our farmers and negatively impacting NC in countless other ways.)

3 days ago
- Too much reliance on Public Private Partnerships that are designed benefit the private entity to the detriment of the cost to the public.

3 days ago
- Improvements to Capital Blvd and other routes leading in and out of downtown.








3 days ago
- I think if they have more they will just spend it wastefully.

3 days ago
- public transit and bicycle and pedestrian paths

3 days ago
- Wildlife corridors

3 days ago
- Mass transit

3 days ago

-  Road widening and public transportation need significantly more investment
3 days ago
-  finish the 540; street lights needed everywhere but especially on highways and in major traffic areas, ex near RDU airport. Shoulders for safety and separate bike lanes
3 days ago
-  Need to get some kind of game plan that addresses the congestion around larger cities
3 days ago
-  We need more options for commuters. Either more bus lines, or light rail options should be considered, especially to outlying but fast-growing towns in the triangle.
3 days ago
-  Public transit
3 days ago
-  I have no idea how much is needed, or what the DOT will use the \$5 billion for.
3 days ago
-  Repair and replacement of aging bridges. Commuter rail service to connect affordable rural areas to urban job centers. Investment in biking and pedestrian infrastructure to allow bike or scooter commuting between nearby communities like chapel hill and Durham.
3 days ago
-  I think the budget amount may be adequate, but may need to be spent in other areas.
3 days ago
-  Many roads are not in good shape or are inadequate to handle their traffic load.
3 days ago
-  I am not sure if the problem is insufficient funds, or private vehicle-focused planning. Certainly the low priority of planning for any other kind of travel is a barrier to using allocated money wisely.
4 days ago
-  Heavily traveled streets in cities which are NC DOT-maintained streets and which are in horrible surface condition are NOT being properly maintained (cold-patching does no good in long run), year over year, by the State. Bridges which are State-owned/maintained are NOT being kept in good condition. How many 'C' or lower grade (as assigned by Civil Engineering Society (broad paraphrase) bridges in NC are there and what is State's repair/replacement plan/schedule? Ignoring & quick patching are not options for long-term bridge safety. Instead of paving yet more lanes on heavily travelled 'commuter' roads, how about encouraging HOV lanes or BUS-VAN ONLY lanes and work with cities/regions to coordinate reliable, fast commuter VANS (buses are not always the answer).
4 days ago
-  same as my previous comment
4 days ago
-  More limited access highways
4 days ago

- I am not qualified to address transportation system funding, but I do know the challenge presented by our currently overloaded road system will require significant investments.

4 days ago
- The \$5 billion budget needs to be reduced and less expensive measures must be taken. For example, Instead of finishing the \$2.2 billion southern extension of 540, use the ACCESS2040 plan which would rely on upgrading existing roads and innovative transportation improvements to reduce congestion throughout the Complete 540 project area at a much lower cost. This alternative solution would cost just \$293.7 million above already-planned improvements. Unlike the 540 extension, ACCESS2040 would be open to all users—not just those willing and able to pay a pricey toll. ACCESS2040 would also cause significantly less environmental destruction. That's just one example and would be big savings.

4 days ago
- The size of the budget is not the issue, but how it's used is. Only 6% is allocated to bicycle, pedestrian, aviation, public transport, rail, and ferry services combined, while highways get a much larger chunk. It's pretty clear now that more highway investment is not a sustainable transportation future, especially in cities, and we need to prioritize more efficient and equitable modes of transport. Also, maintenance of existing infrastructure should be given a bigger slice of the pie.

5 days ago
- I believe additional investment is needed in maintaining existing infrastructure as well as expanding mass transit options in urban areas.

5 days ago
- Start paying the people responsible for transporting our children to school with a decent wage!!

5 days ago
- Additional lanes to reduce congestion in selected areas. Implementation of traffic control metering and other operational systems to better control congestion.

5 days ago
- Mass transit adequate to serve most people's daily transportation needs in an efficient manner. That could be a big draw for businesses.

5 days ago
- Need more transit, routes, frequency.

5 days ago
- Light rail within Raleigh and Charlotte

5 days ago
- Trains

5 days ago
- Rail and light rail.

5 days ago
- I am not an expert in the state's transportation investment, but the absence of light rail (outside of Charlotte) tells me that more financial resources are needed.

5 days ago

- More money for public transit
6 days ago
- I have no idea what is enough, but know that we need more rail and alternatives to cars.
6 days ago
- I don't think the budget is adequate because it seems there is a wait list of projects that take years to complete. Maybe it's not directly tied to the budget, though.
6 days ago
- Too much is spent on roadways but not enough on using present roads smart to reduce congestion. On ramp metering, smart street signaling, and driver education would get much more improvement per dollar.
6 days ago
- Poor question who knows what's enough especially if it is not well managed
6 days ago
- Public transit systems in large cities
6 days ago
- Maintenance
7 days ago
- Reliable and more public transportation. The area must utilize public transportation to keep up with Raleigh's growth.
7 days ago
- more money is needed in maintenance
7 days ago
- Public transit should be addressed along with maintaining roads and providing limited road improvements (e.g., increasing lanes for access).
7 days ago
- I would say the transportation needs that have been identified are not truly needs.
7 days ago
- Rapid Rail; cycle friendly cities, (think Copenhagen.)
7 days ago
- Budget should be applied towards maintaining existing infrastructure, not these pet projects that induce demand and breaks communities.
7 days ago
- As time progresses cost for materials will continue to increase.
7 days ago
- Safe Routes to School infrastructure programs, and bicycle and pedestrian infrastructure projects in general, need state funding. Public transit projects also need an increase in funding and resources.
7 days ago

- I don't think I know enough about costs to know whether \$5 billion is adequate. I do see the need for more public transit as urban areas grow, and it seems like that could get quite costly.

7 days ago
- NCDOT is struggling to help the public understand and prepare for future transportation needs. More planning and funding is needed for mass transit opportunities.

8 days ago
- We need big infrastructure changes to grow our cities: think Subways and Commuter Trains, not bypasses and travel lanes.

8 days ago
- alternative mobility in urban areas is largely ignored (relative to the amount spent on moving cars). You can't build your way out of congestion and rural areas won't benefit from more roads.

8 days ago
- Mass transit OTHER THAN buses. Light rail, subway, loop, etc

8 days ago
- A larger investment in small projects like intersection improvements, turn lanes, and improved signal systems could resolve a lot of congestion issues.

8 days ago
- Increasing number of lanes on highways and public transit options (trains, buses, etc...). Congestion occurs because there are too many cars on too few lanes. Plus, one minor accident can stop or delay traffic, costing tens of thousands in cost to drivers in delays. more lanes of traffic, as well as fewer vehicles (due to practical and efficient public transit) would make our congestion better.

8 days ago
- Light rail, other mass transit options

8 days ago
- Current revenues are only able to fund a small percentage of the projects submitted for the TIP.

8 days ago
- Complete streets, multi-Modal Transportation

8 days ago
- Additional EV charging points, new/adequate rail systems including in-state routes connecting the coastal cities (Jacksonville/Wilmington/New Bern/Kinston) to the markets of the Triangle and Charlotte.

8 days ago
- Transit, especially rail systems are expensive. There needs to be a means-tested funding mechanism for parts of this from the state to assist.

8 days ago
- The amount is adequate, but the allocation is wrong. Far more should be spent on public transit to get people from town to town and get them around within town, and far less should be spent building ever-wider loops around cities or superhighways which enable sprawl.

8 days ago

- More money needs to be spent reducing the miles that single occupancy, fossil-fuel vehicles travel.
8 days ago
- I do not feel equipped to answer this with a high degree of confidence, but I presume the issue is more routed in the allocation of funding rather than the amount of funding.
8 days ago
- Public transportation should be a greater priority.
8 days ago
- Stop the waste (how many new trucks does DOT need in a year, for instance) and concentrate on maintenance of what we have rather than the continual building of new roads in urban areas. The urban areas are suitable for mass transit (costs way less than new roads), but we rural folks have to drive because we're too scattered for mass transit to work.
8 days ago
- The budget is large enough, the problem is allocation of the funds.
8 days ago
- I think a big reallocation of this budget is needed. Stop building so many roads and there won't be such an increasing amount of maintenance. Money should be redirected to maintenance of bridges and roads, and for regional transit and (especially in urban areas) the construction and maintenance of biking and pedestrian facilities.
8 days ago
- Maglev technology, electric buses, school buses, sidewalks and bike paths that are not near the roadways, tree planting in medians along sidewalks to alleviate heat island effect, attention to water drainage and flooding, planning to live with water and within the logic of the floodplain.
8 days ago
- Quit wasting money in major roads to nowhere while you let critical needs in Charlotte, Raleigh and other cities reach critical mass.
8 days ago
- As noted in the comment above, the areas that need additional investment include public transit, bike infrastructure, pedestrian paths, and means of transportation aside from car-riding.
8 days ago
- We need more paving and better mass transit
8 days ago
- While doing Interstate widening projects (e.g. I-95), why not use dedicated truck lanes to separate automobiles from trucks. This would greatly enhance the safety of the corridor.
8 days ago
- Better connectivity, address congestion
8 days ago

You have put so much money into the use of contractors when you need to invest in your own employees and build your own structured agency instead of relying on contractors that sit and do absolutely nothing when it rains, on budget restraints, etc. There are 3-4 inspectors on sites sometimes wasting state money. Disasters such as hurricanes need more money available more quickly. Road disasters such as flooding needs more quick attention. This is when contractors need to be used. You need to use reliable contractors not the cheapest. Bridges need to be replaced and updated. Major highways need more lanes. Pavement markings need to be addressed on a more current basis. Invest in your laborers not your management. Invest in up to date electronics when available. Promote from within the departments using qualified employees that know roadwork, not college grads with book sense and no application sense. We need to build upon the new employees and train them to become the skilled laborers that will be lost in the next 10 years.

8 days ago

Growth demands are taking high priority (as expected). Yet underserved rural connectivity is a need. Thank you for researching alternative funding options and formulas.

8 days ago

Transit and bike/ped improvements could use more investment.

9 days ago

If the legislature can keep their grubby hands off of it, raise taxes appropriately. Everyone agrees, except no one believes the Legislature won't dip into it as a cash cow. I have asked 100's of people this one question, If you know the Legislature will not rob it, and you knew for a fact it will go to better infrastructure, road condition, etc. would you vote for a tax increase. Everyone SAYS YES.

9 days ago

With aging infrastructure and NC having the second most state maintained miles in the nation this isn't enough for maintenance and expansion both.

9 days ago

Non-highway modes need more spending.

9 days ago

From my experience DOT wastes time and \$ in doing their projects. That being said I'm sure more \$ would help with repairs, repaving.

9 days ago

I really cannot answer this question as I have not reviewed the needs and the maintenance of roads to see where the money goes.

10 days ago

It would be easy to say that \$5 billion is inadequate based on road conditions and how long it takes to actually build a road or road improvement from the time the need is identified. However, I cannot unequivocally make that statement without knowing how budgeted funds are prioritized and allocated.













10 days ago













We need to start investing in High Speed Rail

10 days ago

Not enough for secondary road paving and maintenance and not enough for public transit

12 days ago

-  more places for bikes and people. Improve roads after winter storms especially in more rural areas
12 days ago
-  Multimodal Transportation needs to receive a larger share of funding than current levels.
12 days ago
-  Transit
13 days ago
-  Amount may or may not be adequate, but isn't prioritized on maintenance, and it isn't directed to address the climate crisis.
13 days ago
-  This isn't a drop in the bucket that's needed for roads and bridges
13 days ago
-  Put the private sector in the mix with performance bonuses!
13 days ago
-  Infrastructure investment in roads and bridges. My wife and I just returned from a trip to five eastern European countries, and it is striking how much better their road infrastructure is, and these are countries which were under the Communist regime just 30 years ago.
13 days ago
-  More needs to be spent in all areas. Now we just try to keep our finger in the dyke instead of planning ahead and preventing problems.
13 days ago
-  The DOT needs to expedite small projects and continue partnering with local govt to improve community connections through sidewalks and greenways
13 days ago
-  As a lay person there is no way that I can answer this question. It would take an expert who had access to information and knowledge to determine the answer. This is a ridiculous question for a survey of this type.
13 days ago
-  needs better public transit (rail systems) and better road planning projects take too long. By the time the project or road is complete it has to be redone or expanded because it's too small or too busy.
16 days ago
-  If bicycle and pedestrian facilities could be added prior to adding new vehicle lanes, it might help congestion by allowing people to switch to an alternative mode. I would ride my bicycle to work if there was a 5' shoulder on the arterial I now drive to work on. Also, more money assigned to maintenance of existing roads should be provided. Just think how we could change the economic vitality of our rural areas if we were to complete the Mountains to Sea and East Coast greenways through NC. Tourism in our rural areas could flourish. These projects should not have to compete against highway projects. Delay a few major road projects for a few years and use the funds to complete statewide bicycle/pedestrian facilities.
17 days ago

-  I think the DOT is doing a good job with there resources, but our roads are still in pretty bad shape, and I would like to see more resources available.
17 days ago
-  NCDOT should fully fund bicycle and pedestrian projects. They are a far greater return on investment than highway projects.
17 days ago
-  Depending on how it's allocated, it could be sufficient, but more money needs to be spent on improving infrastructure to make the roads safer for all users, We can't base standards on ideal use scenarios of safe road speed and visibility, because people are fallible, weather varies, and distractions are everywhere. Roads need to be designed to keep everyone safe, and to protect the most vulnerable: if children and the elderly cannot safely maneuver in and around roadways, it isn't safe for anyone.
17 days ago
-  Too much money to car infra
17 days ago
-  Hard to answer this as a yes/no question. Almost half of this money goes toward new construction. We need to limit new construction to prioritize modes of travel other than single occupancy car travel. Rather than building giant bypasses and enormous bridges, we should re-purpose our highways to have HOV or BRT lanes, and we should redirect funding toward bike/ped projects that so many communities are asking for, and toward public transit including bus, BRT, and train travel.
17 days ago
-  I'd like to see a pause on adding new roads that aren't already under way, and then use the current budget to fix/maintain what we have as well as add public transit and multi-use off road paths for active transportation. I'd also like to see the General Assembly do away with the mandatory 20% match for federal funding for bike/ped projects. So many small towns and communities do not have the ability to fund this 20% and so the state lost the opportunity for over \$4 million in federal funds for these projects in 2018.
18 days ago
-  Not sure? Are they able to do and meet all projects with that amount?
19 days ago
-  Public Transit and Connectivity issues not widening of roads
19 days ago
-  Funding assistance from the State to install fiber conduit along roads during construction.
19 days ago
-  More money should go to multi modal transportation.
19 days ago
-  at least 12% should go to bike ped projects each year
20 days ago
-  Additional investment needed for system maintenance.
20 days ago

Mass transit, inter-city high speed rail are necessary to combat climate change, alleviate traffic congestion. Imagine being able to hop on a train in Raleigh and be in Asheville in three hours. DOT has not been very forward thinking and has placed too much reliance on the automobile.
20 days ago

It does not adequately address repair and replacement issues. Bridges, highways, and intersections are often outdated and unsafe.
20 days ago

Spend it all on safer streets and that'd be a great start
20 days ago

I feel this budget would be more adequate if large road projects were not given top priority.
20 days ago

Public transportation
21 days ago

Public transportation.
21 days ago

NO! Funding has been cut to rural transportation.
21 days ago

I don't really know enough about the budget and its allocation to truly respond, but the general disarray of roads and number of vehicular and pedestrian deaths tells me you're not doing enough with what you got.
21 days ago

Bridge Infrastructure
21 days ago

5 billion dollars is a difficult number to comprehend. More money is needed to be allocated to maintenance of all infrastructure.
21 days ago

Shifting to sustainable energy and addressing climate change requires a radical shift towards walking, biking and public transit, areas that do not seem to receive significant investment relative to roads for private automobiles and parking, which see investment but need to be migrated away from.
21 days ago

Rural Communities
21 days ago

I do think that for the most part DOT does the best they can, however there are still rural areas with decaying bridges and pot holes. I think we need to stop spend money on DOT funded road upfits in the middle of a town that add bike lanes.
21 days ago

North Carolina's biggest problem is car supremacy. To live here is to be forced to rely on cars, which infringes on many people's freedom. There is little to no option for public transit, biking, or walking. NC should take advantage of the year-round excellent weather by stop throwing away money on cars and start investing in modes of transit that increase freedom and mobility -- trains, buses, light rail, bike infrastructure, etc.

21 days ago

Bike paths aren't great unless they are contiguous.

21 days ago

More funding and improved inter-region mass transit options are needed

21 days ago

More money should be spent adequately maintaining and modernizing the roads we have - not continually widening and building new roads. We should also preserve and expand rail capacity.

21 days ago

Pedestrian and bicycle facilities should be funded with the same state/local match as roads

22 days ago

Infrastructure and transportation need much more investment to decrease deaths and severe injuries on our streets and to enable more forward-thinking public transportation/alternative transportation options. Investing in transportation is an investment in public health, affordability and access, jobs, economy - it's all connected to safe and just mobility options.

22 days ago

Funding is not necessarily a problem, while most often people point to a lack of it. In reality, the problem is the prioritization for how those dollars are spent. NCDOT must better balance the needs of all PEOPLE who want to move themselves, goods, and services through the transportation SYSTEM. This means allocating more of the pie to "alternative" modes, moving away from building new roads for motor vehicles, being more closely coordinated with land use decisions that influence transportation needs, and reducing apportionment stocks building new arterials, highways, and other high-speed roads that have traditionally pushed throughout and capacity for motor vehicles.

22 days ago

We need more separate facilities for bikes.

22 days ago

NCDOT has a spending problem, not a funding problem. NCDOT must first show it can adequately maintain the roads it has. I did an analysis on the I-26 Connector project in Asheville and found that, based on NCDOT's own model projections, that the vehicle traffic expected over the next 30 years would not generate enough in gas taxes and registration fees to cover 50% of the project's costs (not counting maintenance over 30 years). Why, then, does NCDOT build highways that won't produce enough revenue to pay for the construction and maintenance costs?

22 days ago










Many roads that absolutely need repairing are not addressed

23 days ago

Interstate Widening & Strengthen so less damage and periodic maintenance

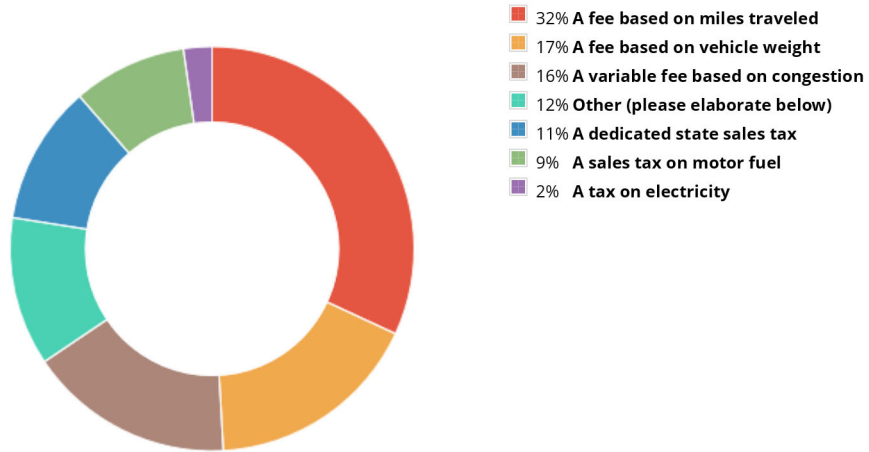
23 days ago

- Need to provide state funding for bicycle and pedestrian projects. Also focus on transit with pedestrian and bicycle connections. Widening roads and building highways is unsafe, leads to more crashes and death, and does nothing to address the climate
23 days ago
- Too much of the budget is spent on highways and other infrastructure for single occupancy motor vehicles. Instead the money should be spent on improving public transportation and completing sidewalk and protected bike lane networks for pedestrians and bicyclists respectively.
23 days ago
- We have an aging infrastructure system, \$5b/yr might be enough to maintain an ASCE Grade of C (from 2013), but not significantly improve on its grade. Also, a lack of, or delay of, investment in mass public transit, is not setting the state up for long term success.
23 days ago
- Lots of resources will be needed to transform the system to sustainability.
23 days ago
- Public transportation, transit infrastructure, bike infrastructure, sidewalks, funding towards other transportation modes besides just roads
26 days ago
- I think the budget is adequate but its not spent efficiently. Departments don't coordinate, despite 35/40 year projections projects are obsolete before construction is complete. Spend less money on road construction and more on transit, multimodal connectivity, and forward thinking ideas.
27 days ago
- Maintaining roadways to avoid poor pavement quality and to reduce overlay costs, investment in transit infrastructure to better connect rural to urban hubs, new non-stop flight partnerships to make RDU more affordable and accessible, continue highway safety improvements like cable barriers, safety edge, rumbles, etc.
28 days ago
- Re-prioritization of existing funding levels to non-motorized (bike/ped) transit improvements and non-widening (new location roadways and transit services) motorized facilities/services would be a more cost-effective use of state/federal funds.
28 days ago
- What kind of question is this? Context like how many \$\$ per person and how it compares to other states and countries would be necessary. Seems like an arbitrary question.
29 days ago
- Public transit and viable choices other than private vehicles.
29 days ago
- This does not provide the funding needed to develop options for connecting hubs in the state, be it by bus, train, or trails. We need to be able to maintain our roads while at the same time building a new model.
29 days ago
- I would like the department to focus on road maintenance and providing more multi-modal choices. If we cut wasteful high cost highway projects, there may be enough in the current budget. We spend a lot of money, but on the wrong things.
29 days ago

-  Only a maximum of 10% of that 5 billion is allocated for public transit, cycling, and walking
one month ago
-  Diversion of funds needed from projects that involve highway widening to those that prioritize non-single occupancy vehicle trips
one month ago
-  More funding needs to be allocated to public transit, bike/ped facilities, and maintenance
one month ago
-  We need more investment in public transport and multimodal transport. Continued today expansion is not fiscally or environmentally sustainable
one month ago
-  More funding for alternative transportation choices is needed.
one month ago
-  With our growing population, poor roads, and lack of public transit and bike-ped infrastructure, more will be needed to deal with growing populations and to meet air quality standards.
one month ago
-  How is the \$5B being spent? It is impossible to assess sufficiency without knowing more about expenditures and planning.
one month ago
-  I clicked NO because the state allocated too much investment in expanding roadways. To reach the state's goal to reduce GHG emissions by 2025 to 2005 levels, we need to increase funding for Active Travel / micro-transit. It notonly will reduce GHG, it will increase the overall health and mental well-beingnifniur citizens (which will lower the DHHS budget needs).
one month ago
-  Maintaining existing infrastructure and building/widening roads to accommodate growth.
one month ago

Comments Submitted Privately:

You contribute to North Carolina's infrastructure when you buy motor fuel, purchase a vehicle, pay a toll and transact with the N.C. Division of Motor Vehicles. Which new funding stream would you like to be considered by the NC FIRST Commission?



395 respondents

- The fairest fee will be a combination of miles traveled and weight, as it will best represent the total damage to the road each user creates.
2 hours ago
- A fee based on how much trash homes and/or businesses send to the landfill -- higher fees for those who have more cans / send more trash to the landfill and require more resources from this service

A plastic bag tax per bag for single-use plastic bags at stores / restaurants -- these bags litter our roadways, requiring manpower to clean them up while also harming NC's wildlife and state beauty
21 hours ago
- Incentives for ride-sharing or use of public transit would be great incentive vs penalty approach
22 hours ago
- The current gas tax does not cover the needed funds and needs to be increased.
22 hours ago
- Highway funding should be "user based" with things like the gas tax and tolls
yesterday
- Since NCDOT maintains local roads in addition to major roads and there are no property taxes to assist with this I feel that a sales tax can help lessen the gap between needs and funding.
yesterday
- A dedicated state sales tax gives consumers some control over the tax they pay. The more you spend, the more taxes you pay. The revenue should be divided among all transportation divisions and not put into a general fund.
2 days ago

another thought on these other options. these other options listed are already being taxed through the fuel tax provision. the weight of the vehicle will use more fuel, the more miles a person drives they will be buying more fuel, if a person is in congested areas on daily basis they will buy more fuel because of that congestion, the tax on motor fuel is high enough for consumers as it is - perhaps some money saving ideas could be incorporated into the projects the NCDOT implements. so the electricity used to charges car batteries is the only option provided that is not currently being taxed in some way already. thanks and I cannot think of another funding stream right now

2 days ago

as car buyer start trending toward buying electric cars there should be some way to add those tax dollars somehow to the other fuel tax dollars that the NCDOT utilizes for funding their projects.

2 days ago

First I'd recommend you increase the gas tax that the legislature capped/reduced a number of years ago. Stop syphoning money off from the Highway Fund for other General Fund uses such as public transportation, beautification, and who knows what else. Most of your other suggestions will add more staff resources and complexity to the revenue collection process which is the last thing that needs to be done. I've paid the full amount and array of highway taxes for years on my motorcycle and it contributes near zero to the road decay.

2 days ago

Congestion fees should be employed on all urban and suburban highway widening projects to help users who drive at rush hour pay their fair share. Projects aimed at mitigating peak hour congestion are typically the most costly and provide the least benefit with relatively little economic return compared to other highway and transportation investments (i.e. adding a lane to mitigate congestion that only occurs for one hour per day per direction results in excess capacity (and no value) the other 23 hours per day per direction. Fees based miles traveled and weight are also appropriate as they help tie the fee to the use / impact on a highway.

2 days ago

Heavy vehicles kill pedestrians.

2 days ago

I would like to see NC explore the "Mobility As A Service" model and sell passes or subscriptions that connect people to the multiple transportation options -- Uber, Lyft, bus systems, train systems, Byrd, other-- and provides a combination that gets them to their destination as an alternative to driving your personal vehicle. There are software platforms that do this and cities that are piloting these programs across the country and globally.

2 days ago

I would not like to see a new funding stream until we see a streamlining of the current funding towards public transit solutions.

2 days ago

Tax based on use makes sense as long as there is a base line average living/travel threshold of 7,500 miles before new tax accrue.

2 days ago

I'd suggest a combination of a weight based fee and the annual miles travelled. Both parameters are available or can be calculated easily by NC-DMV. This is a more objective and fair method of funding infrastructure.

2 days ago

- Miles travel (i.e. how much one uses the roads) seems the most fair, and would have the best behavioral impact. Otherwise, taxes that are income/wealth based are better than flat, regressive taxes.
2 days ago
- VMT fee would also be a close second here.
2 days ago
- I believe a variable fee based on miles could help alleviate congestion in urban areas, e.g.) NYC. It also takes some of the burden off from residents in rural areas, who's tax money should go to improving their infrastructure and not widening loops around cities. With the fee however, the state and cities will need to offer a much improved public option.
2 days ago
- Larger vehicles likely have more impact on roads than smaller vehicles or bicycles, so they can pay more since they cause more damage.
2 days ago
- Both a VMT tax and a fuel tax, with revenues used to subsidize alternative transportation options and affordable housing in accessible locations for resource-constrained households
2 days ago
- Must price roadways based on demand
2 days ago
- Heavier vehicles do more damage to the roadbed. Huge passenger trucks and SUVs are dangerous to smaller, more economical cars, as well as to pedestrians and bikes.
2 days ago
- Get bonds to build the public transport and charge a usage fee to recoup the cost. It can still be affordable. Certainly cheaper than cars. Then increase the fuel tax in areas served by public transport. Counties should be required to install and pay for ped/bike paths using property tax money.
2 days ago
- A congestion fee could work well, but it must come with better options of transit other than personal vehicles.
2 days ago
- Motor fuel seems best because it penalizes fuel-inefficient vehicles. Fee based on weight or miles traveled could also work. Congestion fee only in select high-traffic areas
2 days ago
- This is the only user fee that is equitable
2 days ago
- this seems the most reasonable
2 days ago

Please stop taxing us anymore! Why can't vehicle insurance companies pay a share back to the State of NC when they have motorists who never have an accident and charge higher and higher premiums every year. If the insurance companies receive their license to practice from the State of North Carolina, then let them help pay for transportation in our State. Motorists should not have to keep paying the burden for roads when we are already burdened by higher and higher insurance rates, we have to pay for a driver license, pay for a vehicle inspection (which should be eliminated anyway), pay for annual vehicle registration (which includes taxes for State and Local transportation), pay for tolls, pay fees for disposal of certain items on the car, pay for parking in most city areas, along with paying sales tax on a vehicle. It makes me not want to own a car here.
2 days ago

Eliminate tax on gasoline and totally tax miles driven. This can be collected during annual inspection.
2 days ago

In the long term any motor fuel tax is a dead letter. NC needs to move towards a use based system that is revenue neutral. A properly designed use fee would benefit rural users.
2 days ago

Do not tax electricity too early. Not yet!
2 days ago

This could be done with vehicles at the annual inspection. Electric vehicles still clog roads, even though they're better for then air.
2 days ago

This would be a truly fair way to charge users in a user pay system, without making all roads toll roads.
2 days ago

vehicle weight and miles traveled. should be charged like electricity - per usage. you require state inspection each year, why not record miles then?
2 days ago

Tax VMT and weight and fuel...anything that dis-incentivizes single-vehicle driving.
2 days ago

Any of these could be okay - prefer congestion pricing or miles traveled, but MUST have method for ensuring low income people don't bear brunt.
2 days ago

A combination of weight, mileage, and energy source. Include a lowest-in-the-region fuel tax will entice travelers and border dwellers to contribute beyond their impact on NC roads.
2 days ago

Weight plus gas tax. Possible congestion area tax.
2 days ago

- Miles driven seems fair but not sure how to do it. How do you capture this tax from non-residents or not include the non-North Carolina miles of NC residents. It will surely add a reporting burden on the population and the state. Also, seems like vehicle weight would need to be considered. My only thought is to make all roads (or at least the main roads), toll roads and that would surely have a cost to implement.
2 days ago
- Option on state tax return to contribute certain percentage of taxes to specific transportation options. Can go to specific projects outlined in municipalities transportation plans. Give tax payers the option to choose.
2 days ago
- No new tax should be considered.
2 days ago
- None of these choices are appealing. Absolutely do not support dedicated state sales tax, nor a tax on electricity. I would pay a temporary tax of some kind to support a serious development of a statewide public transportation system, but anything else is not really a good choice.
2 days ago
- It must uniformly applied on fuel consumption or power demand for electric cars. The state cannot be the determinant on the fuel of choice. It just needs to collect revenue on either or all fuel choices.
2 days ago
- more specific, a fee based on freeway/highway miles traveled
2 days ago
- This fee would be more stable because newer cars get either more miles per gallon than older cars or are using alternative sources of energy that do not involve gasoline or diesel fuels.
2 days ago
- It would be nice to charge for electric charging stations. An extra fee for congested areas also makes some sense or one based on miles traveled.
2 days ago
- I would prefer both a miles traveled and a congestion tax to provide the correct incentives for planning infrastructure. We should not measure success by the number of miles traveled.
2 days ago
- A fee based on vehicle weight might discourage the purchase of SUVs and encourage the purchase of smaller more energy efficient vehicles.
2 days ago
- in addition to putting a toll on all traffic passing through the state.
2 days ago
- A tax on miles driven will be paid by those who use the highways the most. However, state residents should not be taxed on miles driven out of state as this would be a double tax: Taxes for miles driven + out-of-state gasoline tax.
2 days ago

- Vehicles that are heavier should pay more since they wear the infrastructure more than lighter vehicles. And, vehicles that emit more pollutants should pay more given the negative health effects and contribution to climate change. A motor fuels tax accomplishes these objectives.
2 days ago
- I think we will need more than one solution but I favor size of vehicle and amount of usage as factors that should go into determining how we pay for roads.
3 days ago
- Plus additional revenue streams from my suggestion about charging stations below.
3 days ago
- I don't think this would necessarily have to impact industry to an unfair extent. Fee could apply to personal/passenger vehicles and only apply to cargo vehicles or heavy machinery that are of a certain age, as this they take a greater toll on air quality,
3 days ago
- A fee based on congestion combined with enacting the Energy Innovation and Carbon Dividend Act.
3 days ago
- Gas guzzlers need to pay more.
3 days ago
- Taxes on motor fuel would encourage conservation.
3 days ago
- Seems to me that should be enough. Would like to see a budget of the expenses. No idea what any of it costs.
3 days ago
- Vehicle weight and motor fuel tax
3 days ago
- We all NEED good roads, whether we drive or not; trucks deliver our groceries to stores and our online purchases to us. I'm against taxing based strictly on mileage, because that's an extra burden on people who live outside (unaffordable) cities and already sacrifice their time to get to work or to shop.
3 days ago
- Increasing the existing gas tax would also drive the move to hybrid and electric technologies which would improve the environment and abate our state's contribution to climate change.
3 days ago
- A fee for miles traveled each year seems to make sense, but not sure of the best way to implement it.
3 days ago

I would add into the calculation the vehicle's weight. These two factors most closely mimic the use of the road. There might also need to be a factor for business use vs private use. I recognize that those with long commutes because of housing affordability, or with businesses which are transportation-focused may deserve a break because their driving benefits us all.
4 days ago

A tax on both electricity and motor fuel
4 days ago

A combination of revenue streams may be best option. And ENSURE revenue goes to ROADS (including pedestrian/bicycle paths)/BRIDGES maintenance. NC Legislature must NOT be able to divert/borrow from said funds. Can you say: 'NC lottery \$\$ will be dedicated to ONLY education-related expenditures'?
Vehicle weight: Heavy vehicles do most damage to road/bridge deck surfaces (as compared to other vehicles and not considering weather-related damage). Variable fee based on congestion: That's option #2 but how to accurately administer? And what about non-commuters happening to be traveling through said areas during 'heavy travel' times? It happens, esp. for non-local folks on long drives. Motor fuel tax: likely to continue to decrease. Miles traveled fee: fairly easy to manipulate and under-report. Electricity tax: really? How backward is that thinking? Dedicated state sales tax: PLEASE! Not in addition to sales taxes already in place. Folks on fixed/low incomes are being regressively taxed out!
4 days ago

use fees
4 days ago

Total weight and road mileage of all vehicles should be used to pay for roads
4 days ago











It is counter-productive and an economic disincentive to place an additional tax on electric and/or hybrid vehicles. These types of vehicles reduce the amount of pollution generated by vehicle traffic, providing a shared societal benefit. Larger, heavier vehicles put additional stress upon our roads, and those who choose to own them should shoulder the added financial burden of road maintenance. Fewer over-sized personal vehicles would reduce road impairment and make our roads safer due to better sight lines in congested situations.
4 days ago

Access to transportation should be tied into or considered a health determinate therefore I recommend reaching out to the private health/insurance companies and make transportation part of their community health investment
5 days ago

I chose "fee based on miles traveled" and am not sure why that didn't populate first
5 days ago

A fee based on both vehicle weight and miles traveled
5 days ago

Vehicle weight and annual mileage should both be used for tax purposes. The weight can be estimated by the type of vehicle, and mileage read during the annual inspection. The weight of vehicle has more impact on roads than the just number of vehicles (miles driven), so if your only going to use one factor use weigh.
5 days ago

-  Till major highways similar to 540 automated toll.
5 days ago
-  For fairness, I think it should be a fee based on 2 combined factors: vehicle weight + miles traveled. A vehicle's registration states its weight. During inspection, the past year's miles traveled can easily be deduced. How a vehicle is fueled should not be a factor. Roads are impacted by how often they are used and how much weight is placed on them. A road heavily traveled will see more wear and tear. A lightweight car that travels 40 miles a day causes more harm than a heavy-duty pickup truck that only travels 40 miles a month.
5 days ago
-  Increased tax on cargo trucks.
5 days ago
-  The primary factor for the "wear and tear" on roads is vehicle weight. Although vehicle weight is the most logical (and fairest) approach, the challenge with using vehicle weight is that current owners of trucks and SUVs (which weigh considerably more than sedans) would have to pay more without the current subsidy provided by sedan owners via the gasoline tax.
5 days ago
-  What's the difference between a fee and a tax? Don't forget how extra fees and taxes affect low income households who are likely to be underrepresented in this survey. People with heavier modified vehicles shouldn't be penalized because they use a wheelchair for mobility.
6 days ago
-  don't penalize people using gas alternatives. Base it off weight or whatever else causes road damage while offering green incentives.
6 days ago
-  An annual ton mile tax would tax users in proportion to their costs imposed on the system. It is a fair user fee which applies to all transportation energy sources. Mileage could come from annual inspection odometer readings or at the users option from GPS data. GPS data would handle users with a lot of out of state mileage. Most people could simply rely on odometers. A severe penalty for odometer tampering would discourage cheating.
6 days ago
-  Use it more you should pay more , use public transportation then you should pay less , this is rather simple , but it would only effect those who's cars are registered in NC
6 days ago
-  As we move to electric vehicles, a funding stream should be based on the combination of mile traveled and vehicle weight. Both factors influence road degradation and are independent of mode of propulsion - gasoline, electricity, or hydrogen fuel-cell. One way to incorporate this means of funding is to tie it to annual inspection that all vehicle must pass. Since vehicle weight is known at time of vehicle manufacture, the only piece of data that would need to be collected during inspection would be miles traveled since the last inspection.
6 days ago
-  Paying for infrastructure should be a combination of user fees and progressive income taxes. Lower income individuals need to have transportation too and from jobs, either through public transit or private vehicles that are taxed at levels tied to their ability to pay.
6 days ago

- assumes people register vehicles as mandated, not always valid assumption with people relocating to NC from out of state - just look at all the out of state license plates in drop-off lanes at schools
6 days ago
- A fee based on two factors (50/50 to keep it simple): vehicle weight and miles traveled.
6 days ago
- Fee based on weight and miles traveled. Also account for cost of pollution based in vehicle type that we ALL pay for.
7 days ago
- No fees based on usage. That would increase the cost of anything transported within our state.
7 days ago
- None
7 days ago
- The fee should use both miles traveled annually and the weight of the vehicle.
7 days ago
- Alternative streams of revenue are needed. We have enough taxation already.
7 days ago
- Raise gas tax. I'm tired of subsidizing other stakeholders poor choices.
7 days ago
- The can be be variable based on the type of vehicles, (i.e. car, van, light truck, heavy truck, bus, motorcycle).
7 days ago
- Vehicle miles tax/road usage charge models have been tested in states like Oregon, California, and Colorado with great success. A volunteer program could be started here and NC could pioneer creative ways to run the program.
7 days ago
- A fee that combines miles traveled and vehicle weight, for ALL vehicles, not just electric vehicles, is the fairest way to collect this revenue. If a vehicle has a broken odometer, it should fall back to a flat fee based on something like 15,000 miles and the vehicle's weight.
7 days ago
- The fee could be paid monthly and reconciled annually with vehicle inspection.
8 days ago
- Remove all fuel taxes and tolls. Raise money based on an income tax with a sliding scale that taxes those who earn very high more, like 500k and 1M. The only way to raise significant funds is to get it from significant sources.
8 days ago

- Free travel and public infrastructure is its own investment. Pay for transportation out of general revenue, not by nickel and diming consumers. Abolish tolls, get rid of the regressive gas tax, and just fund the roads with the rest of the state budget. NO SPECIAL REVENUE STREAMS.
8 days ago
- Fees need to be designed to reduce driving.
8 days ago
- Cigarette/ecigarette tax, gun tax, hotel tax
8 days ago
- Tax weight (which destroys the roads) and tailpipe pollution (which directly causes asthma in children)
8 days ago
- Heavy trucks do the vast majority of wear & tear and damage to NC roads and should pay in full for the damage they cause. I would also support a fee based on miles traveled starting after a base amount of 'free' miles. Mileage is already captured as part of the annual inspection and would be easy to track.
8 days ago
- A fee based on vehicle weight would not apply to those using the highways but that don't own a car (e.g., use Lyft, uber, carpool, bus). A tax on electricity...how would that work for those of us without an electric vehicle? A fee based on miles driven; again, this would exclude those that carpool or use other public transit, yet use our roads. I support a dedicated sales tax, because we all use and benefit from our road system. I also support a tax on semi-trucks, who cause a lot more wear and tear on our roads and often cause traffic delays due to accidents.
8 days ago
- I think weight because heavier vehicles cause more wear and tear, and are more dangerous to other vehicles.
Miles traveled also seems fair, so that folks who drive more, pay more.
NC could shift sales tax on electricity to transportation according to the number of miles typical electric cars and plug in hybrids use. That data could be generated from annual vehicle inspections.
NC could raise the basic vehicle fee. \$51 seems low.
Right now NC is leaking gas tax revenue because its fuel tax is so much higher than our border states. In Grover, NC for example you cannot buy NC gas, everyone crosses into SC to get their gas. Grover folks haven't paid NC gas tax in decades! The same situation occurs around our perimeter, and folks fill up out-of-state prior to entering NC. Not only does the state lose gas tax, but sales tax from all the curb markets and restaurants that crop up around the gas pumps.
Getting revenue from general sales tax is fine.
Even if a resident walks to the store or orders on-line he benefits from the road infrastructure, allowing motor vehicles to get to the store.
8 days ago
- Miles traveled will probably be the most reliable metric to measure and tax. Though vehicle weight could be a close second in terms of paying for usage on roads (the more your vehicle weighs, the more stress it puts on roads and bridges).
8 days ago
- I wish I could choose more than one option. I would also choose sales tax on motor fuel to pay for transit and climate change impacts of fossil fuels.
8 days ago

- This would encourage people to live close to where they work, shop and play. Plus the miles traveled directly relates to the maintenance needs of roads.
8 days ago
- None of the above.
8 days ago
- A miles-traveled fee is the only fair way to pay for road use in the age of electric and higher-efficiency gas vehicles. At each annual inspection, mileage is noted and the fee is added to the registration renewal. This calculation could also consider vehicle weight as heavier vehicles are said to cause greater wear.
8 days ago
- It would be very interesting to study the effects of this "surge" pricing (to steal from TNCs such as Uber and Lyft) on individual or unnecessary trips.
8 days ago
- Base it on weight, with big fines for over-weight vehicles. Heavy vehicles cause most of the road wear.
8 days ago
- Require registration of bicycles as well as motor vehicles. Annual fees collected upon renewal of registration. For a private vehicle or bicycle, a flat fee; for commercial vehicles, a fee based upon vehicle weight. Keep motor fuel sales tax. Add tax on vehicle electricity but only for electricity used to power the vehicle-but tax everyone, including towns, etc. which provide "free" power by having free recharging stations.
8 days ago
- All of these should be considered. I would rank best options as (1) weight, as it adds more wear/tear/maintenance, (2) miles traveled, which might begin to address congestion, (3) tax on electricity as we have on gas, (4) tax on motor fuel.
8 days ago
- Honestly, this tax should include businesses and should be a graduated income tax that does not disproportionately hurt lower income individuals. I really think this should be a business tax.
8 days ago
- A truck should pay more
8 days ago
- Record mileage at state inspection time, use annual mileage and vehicle weight to determine tax. Heavier vehicles damage the road more. Get rid of the gas tax entirely.
8 days ago
- Figure out some way for bicycles that use the roads to pay their share
8 days ago
- Perhaps we could fund transportation spending in the same way that we fund other state spending by simply allocating money from the general fund. There's no dedicated revenue stream sufficient to cover the costs of law enforcement, for instance, so we just pay for it out of the general fund, which seems like a reasonable way to handle things. We could do the exact same thing for transportation.
8 days ago

- Tax electric vehicles and cut waste within state government.
8 days ago
- A sales tax would make all that travel the roads absorb the cost not just commerce vehicles, those that weigh more, etc.
8 days ago
- But if this happens, gasoline taxes need to drop to zero. Let this fee based miles be adequate enough to properly fund the real needs, not what the dumbass Legislature thinks are the needs.
9 days ago
- everyone should participate on this funding.
9 days ago
- This is also a hard question has I have to reference as to where the monies for infrastructure is being utilized and if it is being used wisely
10 days ago
- A tax on fuel provides the opportunity to collect revenue from out-of-state drivers traveling through NC who are using and contributing to congestion and wear and tear on our roads.
10 days ago
- no additional taxes for fuel efficient vehicles that some have talked about. Encourage hybrids
12 days ago
- Unnecessarily large trucks are amplifying congestion. A tax on electricity is a horrible idea - why fault those who are actively trying to combat climate change?
13 days ago
- Would like to actually see the money used for what's it earmarked for instead of whatever the legislature wants it for.
13 days ago
- No more fees which are involuntary taxes! Make better use of the current budget!
13 days ago
- Decide how much 1st., then hit all the above and any others you come up with. Spreading the pain while taking care of what we need.
13 days ago
- A tax on cigarettes and e-cigs and alcohol.
13 days ago
- Again, quite a complex question for a lay person.
13 days ago

I think there might need to be two approaches - not a "one shoe fits all" approach. Have you considered a funding strategy for the more urban areas with more congestion and then a second strategy to address the different needs in NC rural areas? The current prioritization and funding process looks at our urban and rural areas as if they are the same - having the same needs, wanting the same type of solutions, etc. They are very different so need 2 strategies. New technologies will also impact transportation in these two areas differently. If you plan for "high tech" transportation impacts throughout the state, we may only meet the needs of those in urban areas. Our rural counties, especially in the west, may not embrace vehicle sharing, autonomous vehicles, and uber type systems as quickly as our urban centers. They may want to keep their personal vehicles. Pickup trucks are used on a daily basis. Individualism is held onto.

17 days ago

Heavier vehicles cause more road wear and are also more likely to seriously injure or kill someone in a crash. Encouraging people to return to smaller vehicles or to pay extra if they don't want to would both contribute to maintaining and improving infrastructure as well as make transportation safer.

17 days ago

I think several of these are important. Weight is important, too, because it has an effect on road maintenance. I actually think all of these are good choices and should be incorporated (and I own 2 cars)

17 days ago

We are already paying a lot in taxes and electricity.

19 days ago

For the IRS, you choose standard mileage rate or itemized. Why can't the odometer reading be recorded once a year, and we pay a fee based on that mileage. If you use your vehicle mainly in another state, or for business, or ..., then it is your responsibility to use a state-approved method to show the correct mileage traveled. It could also be like electricity, have a standard fee that is higher or lower for first \$xx miles and then another rate for above that.

You could choose to pay monthly, based on your odometer.

19 days ago

I believe we are taxed enough

20 days ago

I already pay close to \$1,500/year using 540. I don't support any additional burden on my wallet.

20 days ago

Miles seems most fair

20 days ago














Not sure what is the best solution. A tax is a tax and people is tired of being tax.

21 days ago

Please do not hurt the working man (Vehicle weight and fuel) the elderly (electricity).

21 days ago

- I would choose either a fee/tax on amount traveled or on amount of fuel used (including electricity). Those that create more wear and tear on the roads should contribute to its upkeep most.
21 days ago
- Much, much larger taxes on gasoline and diesel could reflect the huge cost that burning fossil fuels has to all residents of North Carolina.
21 days ago
- Sales tax is Easiest to collect. While miles traveled would be most fair, the cost of the administration outweighs the advantage. While somewhat regressive, miles traveled could also be regressive.
21 days ago
- A "luxury tax" should be added as well for vehicles over a specific cost
21 days ago
- this takes care of electric which get off scott free
21 days ago
- I do not think a new funding stream is needed. The current funds need to be spent more wisely.
21 days ago
- NC, like the whole USA, does not make car drivers cover the cost of driving. It is about time that car drivers start paying for driving a car. Those of us who do not want to drive a car are sick of others freeloading on government subsidizing car drivers, and so should significantly increase fees on miles traveled, congestion, motor fuel, and everything involved in using a car. It is very expensive to drive a car, so the government should start charging car drivers and using those fees to pay for transit, biking, walking, etc. and other much freer forms of mobility.
21 days ago
- As mopeds and scooters grow, they congest more but don't pay as much taxes. That's not fair. Miles traveled sucks for people that don't live in cities, they do not have a choice. More HOV lanes and lower the capacity. Like my employer has carpooling but only for 3 or 4 people. There is no incentive for 2 people to ride together when it would halve the vehicles/parking.
21 days ago
- Revenue based on Miles traveled times vehicle weight is more appropriate. Large trucks do more wear and tear to the roads and therefor should pay more for maintenance.
22 days ago
- Impact fees on new development. It's odd that NCDOT never discusses this option.
22 days ago
- If heavier vehicles (i.e. trucks) do more damage, shouldn't they be charged more?
23 days ago
- I think we need to ensure electric cars, bicyclists, and mopeds pay their fair share.
Also oppose any attempt to burden motorist with mileage taxes. If I'm already paying gasoline taxes for my gasoline or diesel vehicle don't bend me over with mileage taxes while millions of electric cars, bicyclists, and models operators don't get this at all.
23 days ago

-  Tax on fuel would drive down carbon emissions.
23 days ago
-  All of these options is terrible. You should instead be taxing tires. This is a good surrogate for miles traveled, and penalizes heavy duty trucks more than light cars because those vehicles use more tires, and do more damage to the road surfaces.
23 days ago
-  Tax breaks for transit use
27 days ago
-  See below
28 days ago
-  Black box system in all NC registered vehicles tracking miles traveled in-state via geo-fence (no history of exact routes traveled). During vehicle inspection annual vehicle miles traveled in-state are tabulated and a bill generated for consumer. Out-of-state vehicles entering through major Interstate/US/NC routes are charged a flat fee based vehicle type (passenger/commercial) via toll-style image capture facilities.
28 days ago
-  All passenger cars
29 days ago
-  A fee based on vehicle pollution. Vehicles that pollute the air more should pay more
29 days ago
-  It really should be miles traveled and weight because that's the combination that determines road impacts.
29 days ago
-  A VMT fee is a true user fee, the more you drive, the more you pay
one month ago
-  Congestion pricing in urban areas must also be part of the solution
one month ago
-  Unless land use policy changes and affordable housing is close to job centers, many of the funding options will disproportionately affect lower income residents. Congestion is one way to encourage better driving habits.
one month ago
-  Sales tax is an equity approach. Housing thatbis affordable is available on affordable lands outside urban centers. All charges related to commuting is a tax on the under-paid. Invest in mass transit connectivity and Active Travel.
one month ago
-  An infrastructure improvement tax. Based on income. Straight fee of \$.? based on income. Those living below the poverty levels pay at a lesser rate.
one month ago

Comments Submitted Privately:

Please share your recommendations for alternative revenue streams.

- Using miles traveled and weight also levels the playing field between gasoline and electric powered vehicles, while aligning the fee structure with fighting climate change.

2 hours ago
- Heavier vehicles cause more wear on roadways and bridges. Large pickups and SUVs should pay more for usage of the highway system.

15 hours ago
- With more electric vehicles entering the transportation system and the resistance to increasing gas tax a more direct tax based on the vehicle odometer is needed.

22 hours ago
- Add tolls to all limited access highways

yesterday
- You could add a mileage fee to the cars that use some form of electricity for propulsion as they don't contribute their share to the motor fuel fund. Don't let them cry that they are doing us all a service by using electricity. They are still using the same roads they always did. How do other states gather their revenue? I know there is always pushback about raising taxes and fees, but we'll all have a less robust economy if we allow our roads to fall further into disrepair.

2 days ago
- Roads that do not serve a regional or statewide purpose should be turned over to cities, counties, or in some cases private property owner associations. In exchange, cities and counties should be given authority to levy higher vehicle registration fees, fuel taxes, and/or vehicle miles traveled fees.

2 days ago
- Carbon tax.

2 days ago
- Check out ecolane (www.ecolane.com) transit scheduling software.

2 days ago
- Ride share passes for commuters that combine public and private transportation options to deliver optimal routes as requested through real-time route scheduling software. These forms of transportation can feasibly include trains, cars (through ride-share services), buses, bikes, etc. Pass prices would be based on distance and priced competitively to offset gas and maintenance of a personal vehicle.

2 days ago
- above, and avoid union road contractors and poor performing contractors.

No money towards trains, buses or mini buses door to door are best and will then attend to Carolina's most fast growing demographic, Seniors over age 65. 2030 40% Chatham county will be over age 65. its not the roads, its deficient and personalized transportation services that will serve the 40% not in cars but still needing transportation.

2 days ago
- If wear-and-tear on roads is the main concern, vehicle weight is problem #1.

2 days ago

The cost of infrastructure should be borne by those who create the wear and tear on the roadways and create the congestion. by collecting an annual fee based on miles travelled in the previous registration year and vehicle weight, the cost can be more equally distributed. Also, this would eliminate the "loop hole" of those who live near the SC border buying their fuel in SC and depriving NC of the revenue.
2 days ago

Encourage the Federal government update current funding structure as well.
2 days ago

Significantly increase the motor fuel tax to incentivize alternative travel behavior - a pigovian tax to incentivize changes in travel behavior.
2 days ago

Reduce the rainy day funds in reserve.
2 days ago

Congestion pricing, parking tax, milage charges. Make drivers pay full cost of their mode choice.
2 days ago

Get bonds to build the public transport and charge a usage fee to recoup the cost. It can still be affordable. Certainly cheaper than cars. Then increase the fuel tax in areas served by public transport. Counties should be required to install and pay for ped/bike paths using property tax money.
2 days ago

Motor fuel seems best because it penalizes fuel-inefficient vehicles. Fee based on weight or miles traveled could also work. Congestion fee only in select high-traffic areas. Toll roads could have variable rates based on congestion. Downsize roads that are overbuilt for the traffic they handle, to save on maintenance long-term
2 days ago

Fee based on vehicle's MSRP value.
2 days ago

Make sense that areas with congestion should pay more in order to fix the problem
2 days ago

charge extra taxes for driving within downtown metro areas to encourage public transportation.
2 days ago

Tax bicycles since they use the roads along with the electric scooters as they use the roads
2 days ago

Congestion charges
2 days ago

Greater funding from equitable taxes, like property or income taxes
2 days ago

- Stop subsidizing vehicle ownership and use - put money into public transportation and transportation infrastructure for those who will walk, bike, or use other motor vehicle alternatives to improve our sustainability
2 days ago
- Include a lowest-in-the-region fuel tax will entice travelers and border dwellers to contribute beyond their impact on NC roads.
2 days ago
- Higher fees for parking and parking violations
2 days ago
- Make churches pay taxes
2 days ago
- I could see an added fee for extra weight vehicles... or increasing the annual tag fee for high weight vehicles.
2 days ago
- Any or all options that ensure that drivers are paying the full economic, societal, and environmental costs for their choices works for me.
2 days ago
- You might consider keeping (perhaps adjusting) the fuel tax and adding a fee based on miles traveled only for hybrid and electric vehicles.
Congestion is not the fault of the driver and should not be charged!
A sales tax penalizes the wrong people.
A tax on electricity would be easily bypassed.
2 days ago
- Alternate revenue stream is tax by weight of vehicle, or miles traveled
2 days ago
- Higher corporate taxes
2 days ago
- A VMT tax could work, but we need to make sure that it is equitable and will not disproportionately affect those who have been priced out of city centers. Also, let's stop expanding highways and use tolling or a managed lane system to effectively manage the resources we already have. We should be investing in better transit and bicycle and pedestrian infrastructure, not costly highway expansion that do little to solve congestion because of induced demand.
2 days ago
- Tolls on through traffic on all interstate and state roads.
2 days ago
- Increase the motor fuel tax, and implement a low annual fee on all-elective vehicles.
2 days ago
- Those who use most should pay most. This would mean that funding should be based on vehicle size/weight as well as miles driven. These two factors are what wear out our roads.
3 days ago

Since electric vehicles are going to be the wave of the future, why doesn't the state add fee-based charging stations and coffee houses at all welcome centers. It can also build small charging stations every 50 or so miles on major roadways, with small fees for charging, and of course, the coffee houses (maybe small food courts or kiosks) so people have something to do while their cars are charging. It could be something like NC Joe or Carolina Cafe, maybe Juice & Java? The charging stations would also employ more people, and hopefully the charging, coffee, and food would offset the costs of the stations. Even with my hybrid car, I would stop at one of those places rather than a fast food place right off the interstate. Good luck. Lolo Pendergrast

3 days ago

Grant money for natural plantings (thanks to passing of recent bill) and potential money for roadway improvements that would prevent wildlife-vehicle collisions or help with development of wildlife corridors. This is an up-and-coming topic that is being considered on a federal level, so there may be some money available for improvements to old roads in ways that would accommodate wildlife, either from foundations or federal grants.

3 days ago

none

3 days ago

Vehicle weight, tax on fuel, tax on vehicles that don't meet minimum fuel economy standards

3 days ago

increase 1st time registration fee for new residents

3 days ago

There's probably no perfect solution but gathering mileage data at the annual inspection seems like a good compromise.

3 days ago

Bicycle fees

4 days ago

Whatever solutions seem most fair and effective, please be mindful that retired people tend to drive less often and drive shorter distances. Therefore, and type of "flat tax" would add another burden to already-constrained budgets. Those using the road infrastructure most should accept a larger share of the burden to maintain it.

4 days ago

Increase gas taxes; charge fees based on vehicle weight to encourage smaller, more efficient vehicles.

5 days ago

Health care/private health insurance companies including blue cross blue shield

5 days ago

Consider previous recommendations presented to the Board over the past ten years.

5 days ago

1. Raise the gas tax. We need to discourage use of carbon-based fuel.
2. It's reasonable to tax based on weight and miles driven but I don't know how you can accurately measure miles driven. If you can, tax it.
3. Take money from the state budget as needed. That's how most things the state does are paid for.
5 days ago

Congestion pricing should supplement vehicle miles traveled tax.
5 days ago

Make high congestion roads/highways into toll roads so that the people who actually use them are paying for them
5 days ago

Tolls and congestion charges should be explored.
5 days ago

Cargo trucks play a major role in the deterioration of roads and highways. They should be taxed at a higher rate. Motor fuel taxes are already higher in N.C. than in surrounding states. They should not be raised. Owners of electric vehicles could be charged a small annual fee to help with road maintenance.
5 days ago

The primary factor for the "wear and tear" on roads is vehicle weight. Although vehicle weight is the most logical (and fairest) approach, the challenge with using vehicle weight is that current owners of trucks and SUVs (which weigh considerably more than sedans) would have to pay more without the current subsidy provided by sedan owners via the gasoline tax.
5 days ago

Vehicle weight is the most logical and fairest alternative revenue stream for roadway maintenance since the weight of the vehicle is the PRIMARY element of roadway "wear and tear". Anyone noticing the repair work on roadways-- particularly interstate highways-- will observe that the patterns of maintenance due to the extreme weight of 18 wheelers.
5 days ago














Ask for donations like public tv/radio on the state income tax form.
6 days ago

Every year people have to get their car inspected. We should monitor the miles traveled and tax according to that. Some cars get better gas mileage than others which means people aren't being taxed the same. I would also be ok with a tax based on weight/size but I think it should mostly be miles traveled.
6 days ago

Higher taxes on luxury cars and heavy trucks/SUVs
6 days ago

A ton mile tax is the fairest way to handle the coming rapid transition to electric propulsion. With current technology, BEV will have long trip capability and be less expensive than fuel powered vehicles in less than 5 years. We need a revenue structure that treats all users fairly. The current plan to excessively tax electric cars is not fair.
6 days ago

- Charge truckers a higher rate they put more strain on the pavement
6 days ago
- See above
6 days ago
- Some part of maintaining transportation infrastructure should come from progressive income taxes
6 days ago
- Continue the fee collected at initial registration (sale, transfer, relocation to NC). Add a charge collected annually at registration renewal (inspection) using a formula that combines 1) a minimum flat fee, 2) vehicle weight based fee, and 3) miles traveled fee. Improve enforcement of NC registration for newly arriving NC residents - make it a mandatory \$1000 fine for violation that also goes into highway funds.
6 days ago
- Please don't target/tax/penalize efforts to reduce clean energy (i.e. Ride sharing, electric vehicles, scooters, bikes, etc.).
6 days ago
- Toll roads
6 days ago
- Charge tax to hybrid vehicles based on miles traveled since last inspection.
6 days ago
- General income tax revenues
7 days ago
- The fee should use both miles traveled annually and the weight of the vehicle.
7 days ago
- Between autonomous vehicles, public transport and planned communities, taxes on recreational drugs will be the new MFT.
7 days ago
- Sell roads (land) we don't need and stop buying more.
7 days ago
- A vehicle miles tax/road usage charge will help combat congestion and create a more reliable funding source for the state DOT.
7 days ago
- Just use income tax revenue... Stop special streaming everything (lottery, sales and utility taxes, tolls, vehicle registration taxes, etc). Middle and poor class people are being nickel and dimed to death because the NC Leg. doesn't want to tax rich people's income more.
8 days ago
- Legalized gambling
8 days ago

-  Tax tailpipe pollution by taxing fossil fuels used for motor vehicles.
8 days ago
-  Capturing usage by out of state drivers is also important. This is where a higher gas tax should be considered, as well as a much higher diesel tax for out of state trucks.
8 days ago
-  Possible sales tax dedicated to transportation
8 days ago
-  An all-of-the-above approach is needed. Motor fuel, state sales tax, miles traveled, and vehicle weight could all be used reliably.
8 days ago
-  Cut funding in other departments.
8 days ago
-  I fully support the shift away from a gas tax towards a user fee structure of some sort.
8 days ago
-  Toll roads should be built where appropriate. These are unpopular but those who use roads should be the ones who pay for them.
8 days ago
-  Require registration of bicycles. Tax electricity used to power vehicles.
8 days ago
-  "Toll"
8 days ago
-  Till roads
8 days ago
-  How about till roads
8 days ago
-  As noted above, we could fund transportation spending in the same way that we fund other state spending by simply allocating money from the general fund. There's no dedicated revenue stream sufficient to cover the costs of law enforcement, for instance, so we just pay for it out of the general fund, which seems like a reasonable way to handle things. We could do the exact same thing for transportation. We could cut spending on other things, or raise certain existing taxes, but we really don't need to have our transportation budget shunted off in its own corner so that we can't pay for it the same way that we pay for all of our other budgetary needs.
8 days ago
-  Cut waste within state government.
8 days ago

Each division, district, county needs a stronger recycling plan. Use land that DOT owns but not in use to grow and harbor trees for income or when trees have to be removed for projects sell them instead of paying to dispose of them. Charge to install driveways per the foot. Create a stronger program for damage claims, traffic control, etc. Sale or liquidate the land that is not in use. Charge cities and municipalities for brine, etc. when they need our resources. We don't get it free and they should not either.

8 days ago

Project specific bonds that are voted on by the public during elections or via the web.

9 days ago

VMT/mileage based fees. Tolls. Weight-based fees (only for vehicles over a certain weight that is likely to damage roadways).

9 days ago

Make sure the monies are allocated to the necessary infrastructure and maintenance. And not to make some politician look good in his or her county

10 days ago

An additional carbon tax that covers gasoline and fossil-fuel based electricity

13 days ago

Look around at the innovative ways others are handling things. See whose ox is being gored and whose ox is being fattened!

13 days ago

A tax on cigarettes and e-cigs and alcohol

13 days ago

I am not equipped wit the information to answer this question.

13 days ago

That is the difficult question to be answered. Change is hard for all. I think whatever avenue/source you decide will cause people to grumble, but it has to be done. Perhaps we will grumble less if we are supportive of how the funds are used. And just addressing congestion in the most urban areas is not satisfactory to those not in the urban areas.

17 days ago

toll roads in Raleigh and Charlotte to encourage people to work different schedules, work from home, etc. Their huge highways are empty all night.

17 days ago

Road user fees based on vehicle weight, distance traveled, and congestion.

18 days ago

Be more efficient with your current revenue streams

19 days ago

I wish people would be taxed according to their income


19 days ago


With a 5 billion budget maybe you need to how you are spending your money.


20 days ago


- A fee for electronic vehicles. Higher fees for semi trucks.
20 days ago
- Recommend recreational use tax for bicycles, etc.
20 days ago
- We should introduce a tax on engine power the way Europeans do.
20 days ago
- Stop wasting money widening roads to highway width and focus on safety and equitable transportation for all.
20 days ago
- Business partners. Corporations need to step up and invest in their neighborhoods. They get tax breaks to come into a city but they need to step up to the plate and invest in the infrastructure. They need to be an investor in public transit and encourage their employees to ride to public transit instead of causing greater congestion on our roads.
21 days ago
- It is important to identify key issues areas of need and prioritize existing funding to those and encourage strict budget management in areas that are want's.
21 days ago
- See last comment.
21 days ago
- NC is nearly enslaved to cars.Those who want to live freely, without cars, are forced to submit to car supremacy. This must end. If we are a free country, then we must be freed from car supremacy. We have a great basis in NC for train travel. We should be invested much, much more in NC Rail. It is a great way to bridge the gap between cities and rural areas, and to induce others to move to NC and enjoy the freedom of a car-free lifestyle.
21 days ago
- Imposes a 4-5 thousand dollars gas guzzler tax on all vehicles which get less than 27mpg
21 days ago
- Tolls.
21 days ago
- Raise taxes. Get ride-share companies to cough up fees for their road usage that fuels congestion in cities.
22 days ago
- Impact fees on new development.
22 days ago
- Leave it the way it is.
23 days ago
- A dedicated state sales tax or tolls on interstates to capture revenues from those travelling through.
23 days ago


- The best revenue stream would not only tax VMT, which measures how much a driver contributes to congestion, but also an increased gas tax that is tied to inflation, which measures how energy efficient the vehicle being driven is, and doesn't depreciate over time.
23 days ago
- Carbon tax.
23 days ago
- How about better utilization of Tax dollars, instead of paving and expanding roads in the eastern part of the state where it is not needed.
23 days ago
- All of these options are terrible. You should instead be taxing tires. This is a good surrogate for miles traveled (without the privacy invasion of looking at my odometer each year), and penalizes heavy duty trucks more than light cars because those vehicles use more tires, and do more damage to the road surfaces.
23 days ago
- Think more broadly. Even those who don't use roads benefit via freight.
27 days ago
- Would like to see a requirement to purchase front and back license plates to be replaced fully every 5 years. A reasonable fee that people can afford, but requiring front plates from everyone in implementation year would generate a significant amount of upfront cash for projects
28 days ago
- Same as above: Black box system in all NC registered vehicles tracking miles traveled in-state via geo-fence (no history of exact routes traveled). During vehicle inspection annual vehicle miles traveled in-state are tabulated and a bill generated for consumer. Out-of-state vehicles entering through major Interstate/US/NC routes are charged a flat fee based vehicle type (passenger/commercial) via toll-style image capture facilities.
28 days ago
- Raise taxes on the wealthy! Tax luxury/more-expensive cars more & progressively, tax pollution, and tax more for owners with multiple cars
29 days ago
- Mileage is available at inspection time. Use that and weight to calculate fee. Allow monthly payments.
29 days ago
- Congestion pricing has been proven to work, as has fuel tax. The media has reported proposals to levy fees against electric car users - this is misguided and will fail. We need to be forward thinking, and fossil fuels are not the future. Encourage sustainable transportation
29 days ago
- It must be a progressive revenue stream. Tax those with the most resources.
29 days ago
- Value added tax to businesses that make a profit due to their proximity to a public transit investment
one month ago


 Congestion pricing, emissions taxes
one month ago

 VMT tax better represent use fees than gas tax w present efficient vehicles and should factor vehicle weights by class. New freeways should be funded by tolls if they are truly needed to help limit sprawl associated w their expansion and make commuters factor traffic impacts into housing decisions.
one month ago

 Tax on carbon produced
one month ago

 Congestion pricing is probably the most voluntary of funding streams. Better accounting of expenditures and opening the planning process to public input - such as more local control and block grants to support infrastructure. Charge tolls for higher LOS roadways that contributes to their cost to maintain.
one month ago

 Stop building turnpikes and toll roads and you will have mire money than you know what to do with. Killing 540 frees up 2 billion!
one month ago

 I believe coordinating three departments (DOT, DHHS, NCHFA) budgets will reduce costs. That will boost budget spending.
one month ago

Comments Submitted Privately:

Would you like to sign up to receive periodic news and information about the NC FIRST Commission and its work to evaluate North Carolina's transportation investment needs? If so, please provide the requested information below.

No responses received yet