

## **Minutes of May 17, 2006 Meeting of TMA-Transportation Authority Development Committee Meeting**

Chair, Cheryl Byrd, called the meeting to order shortly after 8:30 am.

Meeting Attendees: Cheryl Byrd, Ralph Buxton, Jody Crosswhite, Carolyn McCormick, Herb Mullen, Gary Perry, Charles Cameron, Sharron Sanderson, Dan Scanlon and (assistant to Herb Mullen – need name).

The first item of business was to review the action taken at its last meeting by the ICPTA Board. After considerable discussion, the ICPTA Board decided that the potential benefit to ICPTA from a merger with DCTS is not significant enough to warrant further investigation at this time. No one present at the Committee meeting actually attended the ICPTA Board meeting; however, Herb Mullen and Dan Scanlon indicated that the reasons may have centered on issues such as the ability of ICPTA to serve another county right now and a concern about the cost of operating on the Outer Banks. Jerry Parks, Director of Albemarle Regional Health Services, which is governed by the same Board as ICPTA, has indicated that he is preparing a letter which will summarize the discussion points at the Board meeting. Members of the committee generally agreed that we should continue our discourse with ICPTA to be sure that both groups understand the full extent of the benefits of a merger as well as the problems or downside of such a union.

Committee members then discussed other organizational possibilities. Important information was not available for this meeting – namely, the extent to which funding from NCDOT is dependent on Dare County's membership in a regional transportation organization. Associated with this regionalization issue, is the question about possible use of other inter-county agreements for specific transportation initiatives in order to satisfy the "regionalization" requirement. Cheryl will seek answers to these questions prior to the next committee meeting. Miriam Perry and Charles Glover will be back in their offices the week of 5/22/2006.

Four other possible organizational concepts were briefly discussed:

1. Create a "Dare County" Transportation Authority or an Outer Banks Transportation Authority (perhaps including Currituck or Hyde Counties). Without more information, a multi-county authority may not be a benefit to adjacent counties. Members agreed that much more information is needed here.
2. Become an affiliated operation under the umbrella of the Outer Banks Community Development Corporation (OBXCDC) – a 501(c)3 organization, which is currently focused on affordable housing – but whose broader vision could span the economic development spectrum. The OBXCDC has already offered to help us with office support when we are able to hire staff for the OBTF's current planning efforts. This could be a temporary or a permanent alliance; pros and cons need to be examined.
3. Expand and reorganize the current Dare County Transportation System to take on the additional transportation initiatives now being planned and pursued by OBTF members and more than 50 volunteers. The new organization would need to be defined and would need to be separated from the County's Older Adult Services Department. Funding sources for the Department would also need to be identified; much of DCTS's cost is currently

provided by NCDOT, with the County picking up the rest with the reasoning that the county has a responsibility to provide essential services to the needy and elderly who cannot drive themselves.

4. Form a Transportation Management Association - a private public 501(c)3 organization – which would provide oversight and staffing for the initiatives currently underway by the OBTTF and probably additional future initiatives, such as ride-share programs. In some ways, this organization might be similar to the OBXCDC, except for it's different mission. Committee members are unsure whether a TMA could contract for or provide public transportation services and receive the same public funding, which is available to governmental transportation entities. This same question must be answered for a possible alliance with the OBXCDC (#2 above).

The meeting ended with a healthy discussion about how to best move all of the OBTTF's initiatives forward. Committee members agreed: the OBTTF needs to prepare a presentation to all the town and county governments in late October or early November in order to begin the process of education about our efforts and to gain both continuing support on our committees and possible future funding support. Work on funding options for the trolley system and for other initiatives – such as filling gaps in the bicycle and pedestrian walkway networks needs to start soon.

The meeting was adjourned shortly after 10:00 am.