

**Outer Banks Transportation Task Force  
Minutes  
March 23, 2006**

Jody Called the meeting to order at 8:30 am.

Carl Classen reported there was no action on the website.

Ralph Buxton introduced Tim Shearin, representing Roanoke Island Business Association and COA's Small Business Center,

**Committee Reports:**

**Traffic Solutions:** The Traffic Solutions Committee met on March 10<sup>th</sup> and Carl Classen reported that no regional data on transportation has been compiled. There is no coordinated database between towns and counties. The Committee would like to work on creating a database of what is being planned and see if what ITRE suggested will fit in. There could be conflicts as to ITRE proposing one thing and NC DOT proposing another. Projects can sometimes take 3 to 10 years to come to fruition. The hardest part of compiling the information is finding a way to coordinate what different levels of government are doing. The Beach Road, for example, has 3 municipal jurisdictions overseeing it. Carl Classen and Ben Sproul both addressed the need for coordinated lobbying efforts with DOT and supporting Stan White for funding needs.

**Transportation Management Authority** - A resolution was passed by the Dare County Commissioners to study the possibility of merging Dare Transportation Services with ICPTA. The Dare Transportation Advisory Board meets again in May. A meeting needs to take place with finance officers from Dare and ICPTA to resolve things mentioned in resolution. Charles Glover from NCDOT Public Transportation Division would like to see Dare become a part of ICPTA for regionalization; NC DOT will cover 100% of the funding for the study.

Jody suggested that before a TMA was established, a staff person is needed to coordinate the efforts of the OBTF and attend committee meetings. This person could work as a liaison between the county/towns and assist with grant funding.

**Bus Trolley** – The Task Force discussed at great length the issue of support from the local towns. Also, regionalization (merger with ICPTA) is needed to fund the trolley system. We would get 50% more in operating funds if we regionalize. It was clarified that Albemarle Regional Health does not have financial say so over ICPTA. It was suggested to ask Herb Mullen about funding/decision making process /governing boards with ICPTA and Albemarle Regional Health. If Dare joins the regional authority – services would have to be the same or better. Emilie Klutz and Carl Classen mentioned that public transportation projects have been tried before and didn't work. Therefore, funding support from local towns would probably be minimal if at all. An RFP is supposed to be out on the street by fall and we will need to know who is going to support this. The study completed in January by ITRE gave operating scenarios. A study is underway by Ken Hosen to come up with possible RFP's and a plan for funding. Towns are going through budget processes now. Ben Sproul suggested communicating with town representatives "maximizing ROI – an \$80,000 investment would garner a great return

when the largest amount of expenses is already taken care of. What are buses going to look like? Here's how it is going to benefit your town! Presentations need to be made to towns. " Ralph stated that we do need to try to get something in the town budgets and that we need the study from the KFH Group to come up with a real action plan. Questions raised again by the group included: How has this impacted other tourist areas/industries? What is the best way to educate and market to stakeholders? Sue Cotellessa, Duck Planning Director, raised the following logistical questions from a town's perspective: Where is trolley going to turn-around? Park? Pull off on multi-use path? How are Currituck and Dare planning to mesh systems together? All agreed that success or failure will depend on what kind of system we start with.

Ralph Buxton reported that this year's funding request for the summer van service was turned down by the Visitor's Bureau. There needs to be further discussion regarding what is the role of Visitors Bureau in public transportation.

***Bike Pedestrian Committee:*** The Committee has been working on improving representation from the local towns – a representative is still needed from Southern Shores. Multi-use paths exist in all towns and can be used for pedestrians, recreation, sport and fitness, and intermodal connections (Bike racks to trolley) The committee has been investigating what facilities or projects currently exist. They will be looking into acquiring an intern to work during the summer to compile all of them. The National Park Service sometimes has housing available for interns. It was stated that the Secretary of DOT said there is no benefit to multi-use paths but a recent cost benefit study showed tremendous positive impact.

***Transportation Demand Management:*** It has been difficult to coordinate with realtors on changing turnover days; the decision is really up to the homeowner and if a homeowner has been successful with Saturday turnover – they are very reluctant to change. It was mentioned that more can be done to market "Leave one car at home". It was stated that over part-time workers make up for about 2000 cars on the road on weekends.

Meeting adjourned at 10: 15 pm.