



Committee Of 21
Meeting # 4
August 18, 2008
MINUTES

ATTENDANCE

Committee Members				
NAME	PRESENT		NAME	PRESENT
Ned Curran, Chair	YES		Pat Mumford	YES
Johnsie Beck	YES		Peter Pappas	NO
Mark Casper	YES		Ken Randall	YES
Cindy Chandler	YES		Wendy Spanbauer	YES
John Crosland	NO		Allen Tate	YES
Frank Emory	YES		Betty Turner	YES
Ray Eschert	YES		Virginia Keogh	NO
Claire Fallon	YES		Ed McMahan	NO
Anthony Fox	YES		Randy Kincaid	NO
David Howard	YES		Charles Knox	NO
Steve Iannarino	YES			
Non- Committee Members				
Vi Lyles, Lee Institute	YES		Natalie English, Chamber	YES
Doug Bacon, Lee Institute	YES		Ben Miller, CDOT	YES
Danny Pleasant, CDOT	YES		Norm Steinman, City	YES
Deborah Goldberg, City	YES		Angela Maynard, City	YES
Dina Diorio, County	YES		Mary Thomsen, REBIC	YES
Elizabeth Barnhardt, Charlotte Regional Realtor Association	YES		Valaida Fullwood, Lee Institute	
Andy Grzymiski, City	YES		Andy Munn, REBIC	YES

WELCOME AND REVIEW OF MEETING OBJECTIVES

Committee Chair Ned Curran called to order the 4th meeting of the Committee of 21 at 11:04 am. The meeting took place at the Government Center, Room 280. Guests along the perimeter introduced themselves.



Committee Of 21
Meeting # 4
August 18, 2008
MINUTES

Norm Steinman presented estimates of transportation funding gaps. He reported that the figures were escalated over 20 to 25 years, 3% per year (though low, it is assumed almost none of the work is done immediately). Refer to estimates on the following page.

Capital project - 20-25 year time frame

- If all the state-funded projects were to be completed – that is, those that are the clear responsibility of NCDOT (freeways and interregional and interstate routes) - as of now funding gap is in Mecklenburg = \$4B
- Capital projects that are included in the CDOT Action Plan: Funding gap in 25 years = \$5B
- Capital projects in the six towns (over 25 years) = \$1B
(Note: most towns had not undertaken long-range transportation planning)

Maintenance

- If NCDOT were to maintain their railways, traffic ways and traffic signals to a level that it believes is adequate, the funding gap = \$1B
- Maintenance costs of the Charlotte program (traffic signs, gutters and sidewalks) = \$350MM. (Caveat: May not take into account the very rapid cost increase of asphalt.)
- Towns: No information at this time (N/A)

Total estimate: \$12B

GROUP DISCUSSION AND BRAINSTORMING

Vi Lyles divided the committee into three groups that brainstormed ideas of what success would look like, criteria for financing a plan and possible sources of funding. The group was encouraged to share all ideas and reminded that no assessment or judgment would apply during this brainstorming activity.

Below are a few of the “ahas” from each group regarding desired criteria for their plan:

- Should be about process and outlive politics — trust the process
- Takes into account funding impact in 3 categories: major thoroughfares/interstates, medium and small
- Focus on the infrastructure that already exists...get it right.

BENCHMARK CITIES

Norm Steinman presented PowerPoint slides on national models for benchmarking studies, including, San Diego and other urban counties in CA; Houston, TX; Dallas TX; Portland, OR; Montgomery County, MD; Seattle, WA; San Francisco Bay area, CA; and Denver, CO.

Committee member also suggested the following cities, states and countries that use notable transportation strategies.

- South Carolina (Pennies for Progress)
- Chicago
- Stockholm, Sweden and London, England (congestion tax)
- Italy (public/private partnerships)
- Florence, Italy (interdicted city traffic - only residents cab drive into city)
- Texas (bonds)
- Denver, Portland and Seattle (air quality)

CLOSING COMMENTS

- Announcement: Mary Peters, U.S. Secretary of Transportation will speak at the Charlotte Chamber, Wednesday at 8:15 am.
- Next Meeting: Monday, September 8 at 11:00 am.

Curran concluded the meeting at 1:10 pm.