



Committee Of 21
Meeting #11
December 15, 2008
MINUTES

ATTENDANCE

Committee Members				
NAME	PRESENT		NAME	PRESENT
Ned Curran, Chair	YES		Pat Mumford	YES
Johnsie Beck	YES		Peter Pappas	YES
Mark Casper	YES		Ken Randall	YES
Cindy Chandler	YES		Wendy Spanbauer	YES
John Crosland	YES		Allen Tate	YES
Frank Emory	NO		Betty Turner	YES
Ray Eschert	YES		Virginia Keogh	NO
Claire Fallon	YES		Ed McMahan	YES
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		Tim Richards, City	YES
Bobbie Shields,	YES		Andy Munn, REBIC	YES
Dan Gallagher, CDOT	YES		Valaida Fullwood, Lee Institute	YES
Andy Grzymiski, City	YES		Danny Pleasant, CDOT	YES
Bill Coxe, Huntersville & Mecklenburg-Union TCC	YES		Jim Schumacher, City Manager's Office	YES
Sarah King, City	YES		Nyki Hardy, County	YES
Hemal Shah, Town of Cornelius	YES			

WELCOME AND REVIEW OF MEETING OBJECTIVES

Committee Chair Ned Curran called to order the 11th meeting of the Committee of 21 at 11:08 am. The meeting took place at the Government Center, Room #280. Curran reviewed the agenda and emphasized the need to make the most of the last scheduled meeting.



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GOVERNANCE RECOMMENDATIONS

Chair Curran reviewed the document describing the proposed Roads Oversight Committee (ROC). Committee members provided feedback on the overall concept and specific wording. Below is a summary of the discussion points:

- Emphasize actions/outcomes of ROC rather than its annual report.
- Modify references to “adopted plans” (#1-first bullet point, #4 and #7); there should be room for exceptions.
- Be careful about venturing too far from adopted plans because they reflect a public process and citizen input.
- Retain current language re: adopted plans because the word “plan” implies changes may occur.
- Move references to adopted plans later in the description; do not have it as the lead bullet point.
- Agreement: Move the phrase about adopted plans to the end of the list and revise it to read like one of the guiding principles: “are appropriately consistent with adopted public policies for land use, environment, air quality and transit.”
- Agreement: Make the 2nd bullet the first one in the revised version.
- Agreement: Delete #4.
- Be sure to use “for example” in every instance where specific roads are listed.
- Add language to #3 that begins with the action word “assign” (in lieu of “identify”) and includes a phrase such as: “local government agencies, state and/or public-private partnerships with a timeline and budget necessary to complete the projects.”
- Ensure this entity has relevance and power to get things done. Avoid creating an entity that after a year or two municipalities can renege on or say ‘I didn't agree to this.’ “This group has got to have teeth.”
- Remember that the concept of an “authority” will be met with resistance from local officials. Political viability is a guiding principle.
- Look into and consider options that ensure greater strength and effectiveness for ROC (e.g. creation through the state legislature) but do not necessitate it becoming a formal “authority.”
- Add language about “road safety” and “congestion relief analysis” under #7.



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- Add an overarching statement that reads: “ROC will also have the discretion to pursue other measures that ameliorate traffic congestion and improve traffic efficiency in the region.”
- Include language that addresses local needs to be reimbursed by State for expenses. Consider a phrase like: “leverage state and federal dollars.”
- Consider allowing the ½ cent sales tax to pay for maintenance need, in addition to construction.
- Obtain legal opinion on what is possible with an authority and perhaps have an attorney present at the next meeting.
- Obtain examples from other municipalities to include in bulleted lists of specific roads.
- Agreement: Outline a step-by-step description of how ROC gains approval (e.g., ½-cent sales tax recommendation is contingent upon the creation and approval of ROC).
- Add language describing the consequence of not participating in and adhering to the inter-local agreement for ROC.
- Add language that explicitly ties ROC to the recommended transportation sales tax.

FINANCING RECOMMENDATIONS

Curran reviewed modifications to the financing recommendations that included the addition of I-85 to the toll recommendation, addressing both local and state-maintained roads in the sales tax recommendation and listing “additional considerations.” Members did not express any objections to these changes.

CLOSING

Curran commented on the outstanding discussion and also noted that the committee obviously was not at a point where members could agree and approve content for the final set of recommendations, specifically the governance recommendations. Members agreed that the discussions were good and healthy.

Lyles reviewed options for finalizing the report in time for scheduled meetings of the City Council and County Commission.

Curran called the meeting to an end at 1:18 pm and announced another meeting within the next three weeks.