

Transportation & Land Use Meeting #9

November 7, 2006, 12:00-4:00 PM

Attendance:

- **TWG Members:**
Daren Bakst
Anne Coan
David Farren (substitute for Marily Nixon)
Scott Lane
Lisa Riegel
Nina Szlosberg

- **NCDAQ Staff:**
Brock Nicholson
Phyllis D. Jones

- **CCS Staff:**
Will Schroeer
Karl Hausker

- **Public Members:**
Judy Francis – NC Department of Environment and Natural Resources (NCDENR)
David King – Triangle Transit Authority (TTA)
Mike Kozak – NC Department of Transportation (NC DOT)
Paul Sherman – NC Farm Bureau
Dan Thomas – NC Department of Transportation (NC DOT)

“Housekeeping” Items:

- Will Schroeer called the meeting to order and gave an overview of the purpose of the meeting.

Discussion of TLU-1 Smart Growth Bundle:

- Will Schroeer asked the participants if they could share with the group the current state of affairs of their respective divisions regarding smart growth initiatives.
 - Judy Francis stated some local areas have already incorporated some form of land use planning but they need more specifics of how to implement goals. The issue is how to assist local municipalities with implementation.
 - Dan Thomas discussed current legislation (Transportation Law of 2001) regarding transportation planning. Most of the 17 urban area MPOs have some form of a transportation planning vision whereas the opposite is true for the rural areas. Transportation plans are used to decide what areas would like their transportation systems to become with input from local municipalities. The purpose is not to dictate to an entity how to use their

- land but work with local municipalities based on their vision. NC DOT does not have the authority to make decisions regarding land use planning.
- Judy Francis expressed concern, especially in the western area of the state, with the changing landscapes of the communities (land transitioning) where lifestyles cannot be maintained. Judy also expressed concern over the misconception of policy vs. planning.
 - Nina Szlosberg recommended revisiting original legislation for land use planning. Nina also suggested focusing on economic incentives for working within the existing infrastructure.
 - Anne Coan asked for clarification of the definition of smart growth.
 - Will Schroeer responded it is such a broad concept, it is hard to narrow the focus to a single definition but basically it is land development that promotes less driving.
 - Lisa Riegel suggested renaming the bundle to encapsulate the final product.
 - Darren Bakst stated if the goal of the option is smart growth then the group should maintain the smart growth title.
 - David Farren recommended changing the title to VMT Reduction Strategies to Reduce GHG Emissions and combining TLU-1 & TLU-2 into (a) Land Use Strategies and (b) Alternative to SOV Travel and Multimodal Transportation Promotion.
 - Paul Sherman stated the group might need clarification going forward since the CAPAG has already voted on the current options.
 - Will Schroeer responded the group was asked to clarify the goals of the options.
 - Will Schroeer reviewed the discussion mechanisms:
 - Compact (more efficient)
 - ❖ Shorter trips
 - ❖ Different trip modes
 - ❖ Trip changing
 - Mixed land use
 - Design
 - LU's that are connected
 - Nina Szlosberg added she would like efficiency (optimizing capacity) included in the option's goal; offering choices to citizens regarding where they live, work, and participate in recreational activities.
 - David Farren added that water and sewage should be included in the analysis.
 - Scott Lane stated that consideration should be given to form-based zoning due to varying landscapes across the State.
 - Nina Szlosberg asked if keeping the current GHG level is acceptable.
 - Will Schroeer replied the direction provided by the CAPAG is to be aggressive.
 - Will suggested setting a VMT reduction goal and determine the corresponding GHG reduction.

- Judy Francis suggested using funding mechanisms such as trust funds as an incentive.
- **Goals:** (1) Reduce projected increase in VMT by 10% statewide by 2020 and (2) Have policies in place to achieve this goal by 2010.

Discussion of TLU-2 Transit Bundle:

- Include this as part (b) under TLU-1 and rename it to Alternative to SOV Travel and Multimodal Transportation Promotion.
- David King gave a brief overview of TTA’s current activities.
 - Over 4 million people expected by 2030.
 - The solution is not adding more highways.
 - TTA/CAMPO/DCHC are in the process of formulating a regional transit planning blueprint for the Triangle area.
 - There are issues with obtaining Federal funds for start-up projects.
 - 12% funding goal in Long Range Transportation Plan for transit by 2030.
 - **Action Item:** Mike Kozak will e-mail Lisa Riegel and Will Schroeer the exact dollar amount for the 12% funding goal for transit from the Long Range Transportation Plan.
- Nina Szlosberg suggested adding language that includes pricing.
- David King stated careful consideration should be taken to remain market neutral.
- Will Schroeer suggested having road pricing as a Tier 2 option or as a separate, stand alone option.
- Nina Szlosberg recommended correlating land use development and public transit; using transit investments to provide choices to future growth development.
- David King stated it is less expensive to support public growth by transit.
- **Goals:** State investment of 5% by 2010 and 12% by 2030 for transit.

Next Steps:

- Lisa Riegel will work with Will Schroeer and Mike Kozak to develop a draft of the option as discussed above.
 - Will Schroeer will send to TLU TWG members after a draft is developed.
- Will Schroeer will analyze TLU-1 (a) based on a VMT reduction goal and TLU-1 (b) based on the 12% funding goal for transit.
- Next TLU TWG meeting will be held before the next CAPAG meeting in January and will be determined at a later date.