

ORGANIZATIONAL STRUCTURE STUDY

STUDY PURPOSE

The purpose of the study is to identify and evaluate various organizational/institutional structures for the Research Triangle region to collect, allocate, and distribute new transportation revenues at the regional level for regionally significant projects. The primary focus of the study will be developing a simple organizational arrangement that uses existing agencies. The arrangement also should enable these agencies to retain their current decision-making autonomy. The option of merging the two MPOs will not be considered.

OUTLINE OF PROJECT TASKS

The following tasks are proposed:

Task 1 Review Existing Agencies

The task will document the mission, legislative mandate/authorization, limitations, etc. of existing agencies currently providing transportation or regional services in the Triangle Region. These include the two MPOs, TTA, TJCOG, the municipalities, the county governments, and NCDOT. The purpose of this review is to determine the authority and capacity of these agencies to perform the required functions.

Products: Brief memorandum.

Task 2 Research Other Regions

Several regions have either implemented a structure for this purpose, or have a local revenue source specifically for transportation projects. This task will research the various organizational structures that have established in up to five regions, including Charlotte-Mecklenburg and the Piedmont Triad in North Carolina. The survey will ascertain the reasoning that led to the selection of particular structures, why alternatives were eliminated, and experiences and lessons.

Products: Brief memorandum.

Task 3 Present Findings to RTS Group

The findings of Tasks 1 and 2 will be discussed with the Regional Transportation Strategy subgroup in a working session. Afterwards, the findings will be presented to the full group.

Products: Meeting and meeting minutes.

Task 4 Evaluate Options for Research Triangle

Based on feedback from the meeting, up to four reasonable options for the Research Triangle will be developed and evaluated in detail. Each option will be described; including how revenues would be collected and distributed, and which agencies would be responsible for implementing projects. This will be undertaken for up to four potential revenue options to be selected from the list developed in the prior RTS study. Mechanisms for selecting eligible projects will also be described. The pros and cons of each will be assessed. Assessment criteria will include legal issues, required legislative or local government changes, any impact on equity formula, agency resource impacts and needs, and political and public perception.

Products: Memorandum.

Task 5 Present Findings to RTS Group

The findings of Tasks 4 and 5 will be discussed with the Regional Transportation Strategy subgroup, and then presented to the full group.

Products: Meeting and meeting minutes.

Task 6 Detail Preferred Option

The preferred option will be refined based on feedback from the meeting, and additional detail added as needed. The next steps will also be outlined.

Products: Final report.

SCHEDULE

The study will be completed within a three-month period.

STAFFING

Two Principals with Martin/Alexiou/Bryson will lead this study. The Project Manager will be **George Alexiou**. George was the Project Manager for the Regional Transportation Strategy study. **Bill Martin** will assist George in the project. Included in his 23 years of experience in transportation planning are 8 years of experience with the Federal Highway Administration. He is uniquely experienced with the federal and state institutional requirements for planning and implementing transportation projects.

Assisting in the project will be two key Senior Consultants affiliated with Martin/Alexiou/Bryson. **Harvey Joyner** has over 40 years of experience in transportation planning and engineering. He is a graduate of N.C. State University and recently retired as a Vice President with a major international consulting firm. Harvey's career has given him the unique experience of working in virtually all areas of the United States at all levels of government. Not only will he bring to the study his knowledge and experiences of similar projects in other urban areas, Harvey also served as a consultant to the City of Charlotte, local towns and the Mecklenburg County for assessing alternative forms of transit governance to administer a recently enacted sales tax dedicated to public transit improvements. This work led to the creation of the Metropolitan Transit Commission in Charlotte.

Terry Lathrop, Senior Consultant to Martin/Alexiou/Bryson will also assist in the study. Terry recently retired as the Deputy Director of Transportation for the City of Charlotte. Terry is both a transportation engineer and a certified planner. He brings to the table the knowledge and experience of both the structure and operations of transportation activities of municipal governments. He is also knowledgeable and experienced with the structure, authority, and responsibility of the metropolitan planning organizations in North Carolina.