

Triangle Transit Authority Durham-Chapel Hill-Carrboro MPO Capital Area MPO North Carolina DOT Triangle J Council of Governments	<h1>Transit Infrastructure Blueprint</h1> <p><i>Analyzing land use, travel markets and costs</i></p>
	Transit Infrastructure Guiding Principles September 5, 2006

The focus of the Blueprint project is an objective analysis of land use, travel markets and transit infrastructure costs within potential transit corridors in the Triangle so that the region’s leaders have a common foundation on which to discuss and set investment priorities.

To serve as a bridge between these technical land use, travel and cost analyses, and the setting of priorities by regional leaders, the Blueprint project has added a set of tasks to develop transit guiding principles that can be used to consider investment priorities. In addition, the project team will work with the partners to develop options/recommendations for a cooperative decision-making framework on regional transit investments.

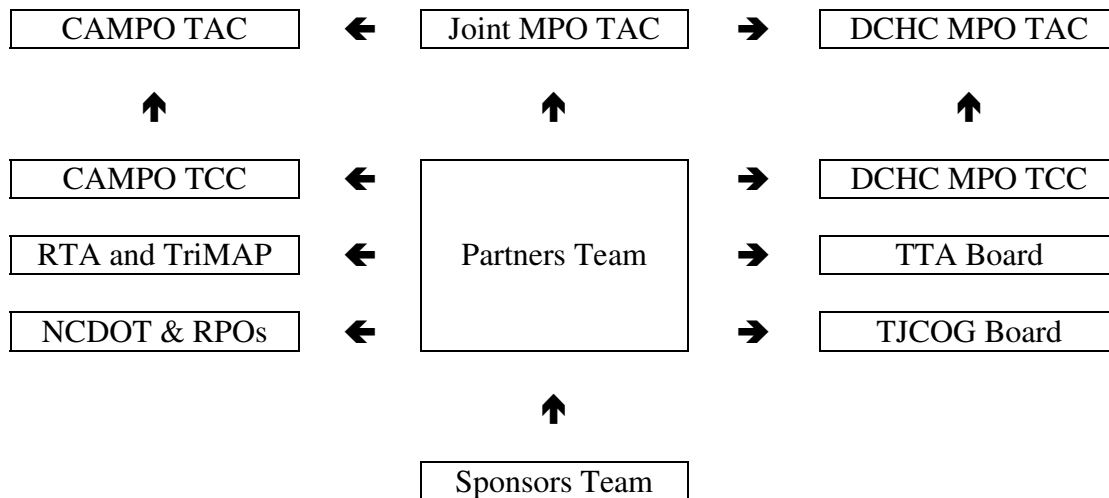
Staff from the project sponsors – referred to as the sponsors team – met on August 21, 2006 and noted the following important considerations, based on the current structure of decision-making in the region:

- Ultimately, it is through the MPO Long Range Transportation Plans (LRTPs)¹ that transit investments are officially recognized; therefore any process needs to recognize the primacy of the MPOs in setting priorities and culminate in projects being included in the LRTPs.
- Because there are two MPOs with independent authority, meaningful, on-going communication and consensus-building among the MPO Transportation Advisory Committees on guiding principles and investment priority-setting will be crucial; the existing Joint MPO TAC committee can be re-focused to emphasize this role.
- There are several existing organizations that span the two MPOs with a focus on regional land use and transportation that would be valuable partners in helping to develop guiding principles and work with the MPOs in establishing major transit infrastructure priorities:
 - Triangle Transit Authority Board of Directors
 - Regional Transportation Alliance and its TriMAP partners
 - North Carolina Department of Transportation
 - Triangle J Council of Governments
- In order to move as quickly as possible, ensure broad public involvement, and link seamlessly to the LRTP updates beginning in the Fall of 2006, the process to develop principles and establish priorities should work in concert with the public involvement and Goals & Objectives efforts of the MPO LRTPs and can be supplemented with outreach and involvement efforts of the existing regional leadership organizations. The partners team that is part of the Blueprint project will be an important mechanism for coordinating this effort.

Based on these considerations, the sponsors team recommended the following process to develop, discuss, refine and adopt a set of Transit Infrastructure Guiding Principles for the Triangle region:

1. The sponsors team should prepare an initial framework for the guiding principles based on the three analysis categories (land use, travel markets, cost), including potential metrics that can be used to measure how specific investments relate to the principles.
2. The partners team should review and refine this framework and decide how best to involve their respective organizations in providing input to the investment principles.
3. The partners team should send the final framework to each of the regional leadership groups for their input. The framework will also go to the MPO Technical Coordinating Committees for inclusion in the Goals & Objectives and public involvement processes of the Long Range Transportation Plan updates.
4. Based on feedback received, the partners team should prepare a final set of recommended principles and transmit it to the Joint MPO committee for use in building consensus on priorities.

The diagram below illustrates this concept:



¹ Outside of MPO boundaries, it is through the State TIP and Comprehensive Transportation Plans that transit priorities would be established.