

Presidential committee continues to screen applicants

BETH HALL
News Editor

The presidential search committee is currently screening applicants for the position of Meredith's next president, said Gene Langley, chair of the committee.

Langley, who is also a trustee of the College, said he has been "very pleased with the quality of applicants." The applicant pool, he said, is national in scope and represents many different backgrounds and styles. However, all of the applicants being screened have a couple of characteristics in common: all come from academic backgrounds (although some are

non-traditional academic backgrounds) and all hold at least a masters' degree.

The committee is, at this point, a little ahead of schedule, said Langley, and is hoping to be able to submit its recommendations for at least three candidates (in no ranked order) to the executive board of the Board of Trustees in a month.

The screening process includes face-to-face interviews between applicants and committee members. Langley did not give the actual number of applicants who have made it to the screening phase, but he explained how applicants made it to this phase.

Some applicants eliminated

themselves while a search consultant, Jerry Baker of the Baker and Parker firm, eliminated some. Baker prepared extensive resumes for the remaining applicants. The search committee then reviewed these resumes and made more eliminations. The remaining applicants moved to the screening process.

Langley estimates that after the executive board receives the recommendations, it will be a month to six weeks before the executive board presents its recommendations to the entire Board. During this month to six weeks, the executive board may interview the candidates again, and it may cut the num-

ber of candidates to present to the entire Board. The executive board could decide to only present one candidate to the entire Board. The entire Board makes the final decision.

"The [search committee members] have done a phenomenal job of representing their constituency groups while keeping in mind what is best for the College as a whole," said Langley.

"Amy Smith, [student representative], has done a great job," he said. "She has made the committee very aware of issues students are concerned about, but realizes the needs of the College as a whole have to be considered."

The search committee consists of five Trustee representatives, two faculty representatives, one student representative, one community representative, one administration representative, and one alumna representative.

The original applicant pool consisted of those suggested by constituents and those who responded to the College's ad in *The Chronicle of Higher Education*.

The presidential profile, which the committee considered throughout the search process, was a compilation of suggestions given during public constituency forums held last September.

Triangle Transit Authority furthers light rail plan into action

TORY HOKE
Features Editor

Anyone with an environmental conscience and a will to travel has made use of the Triangle Transit Authority (TTA), the Triangle's single

undertaking. Within the last two years, full-sized buses have been added to TTA's fleet of vans and shuttle cars, a sign that mass-transit has been recognized as a preferred resort to widening I-40 to eight lanes or adding another beltline beyond 540.

The first blow TTA will deal to the Triangle's car culture, slated for construction in the year 2000 pending federal approval, is a regional rail system serving Durham and both North and downtown Raleigh. The rail system, which includes nearly 35 miles of dedicated (TTA-only) track in existing rail areas and 16 stations, will offer departures every 15 minutes during peak hours and every 30 minutes during off-peak hours. The rail system will connect institutions of government, medicine, education and employment, as well as residential areas.

Existing TTA services' only problems—speed and reliability—will be relieved by the rail cars' 60 mph peak

speed and 31 mph average speed, meaning that a Raleigh-Durham trip that once took 50 minutes may now take only 20.

Assisting in the increased convenience of TTA's services is expanded bus and buspool service, as well as increased carpool resources and park-and-ride lots at regional rail stations. The regional rail system and all its accessories should be in place for public use by 2005.

These mass-transit efforts are strikingly impressive for a

region without even carpool lanes.

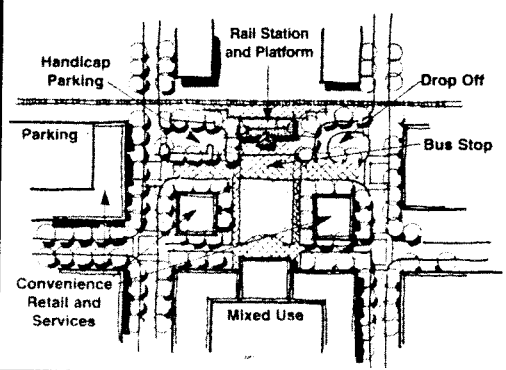
TTA is a taxpayers' project, and the regional transit plan's first phase will cost a skimpy \$250 million—according to a 1993 implementation plan and study—\$75 million of which has already been raised through state and federal taxes.

Compare these figures to the three billion dollars already spent to keep rush-hour traffic flowing on beltlines and interstates that serve the area, not to mention the

inconvenience cost of road construction, the environmental cost of vehicle emissions and land-stripping cost of asphalt aesthetic. Plus, road construction is only a means to a means—lane-adding leads only to lane-adding, particularly since the Triangle's population is expected to double by 2020.

EDITOR'S NOTE: Both illustrations have been taken from the Triangle Transits Authority's "Guide to the Regional Rail System," Nov. 1998.

Typical elements of a rail station



mass transit resource between Raleigh, Durham and Chapel Hill. The service—the only transportation option for the thousands of Triangle residents without access to a private vehicle, a drivers' license or the Social Security number required to get one or the credit rating necessary for insurance—is good, especially in the light of the Capital's only recently relieved neglect, but insufficient.

The vehicles are comfortable, quiet and clean, and the service is very nearly seamless for such a massive transit

Proposed Phase I station locations

