

DRAFT ACTION ITEMS – TRANSIT

RTA reaffirmation of support for Wake Transit plan

The Regional Transportation Alliance reaffirms our strong support for the Wake Transit Plan.

The plan outlines increased transit investments including regional commuter rail, bus rapid transit, and enhanced bus service overall that will benefit businesses, workers and residents and help us prepare for an even brighter future.

(see complete draft resolution in your packet)

RTA comments on potential elements of future Durham and Orange transit scenarios

RTA supports the ongoing development of new Durham and Orange county transit plans.

We suggest a “2/3 me, 1/3 we” approach that appropriately includes both local and regional transit needs.

We recommend consideration of the following regional elements as final scenarios are developed:

- Interconnected, scalable BRT (bus rapid transit) and/or FAST (freeway and street-based transit) along major roadways in Durham and Orange counties, including:
 - Interstate 40 - in Durham and eastern Orange counties
 - NC 147 / future I-885 - between downtown Durham and Research Triangle Park / I-40
 - NC 54 and US 15-501 - between Durham and Chapel Hill
 - US 70 east - between Durham and Raleigh/I-540
- Initiate and ideally accelerate commuter rail between Durham and Wake/Johnston counties
 - Vet several implementation scenarios and tradeoffs to optimize the investment and equity
- Continued expansion of frequent service, along with transit advantage infrastructure along streets

DRAFT ACTION ITEMS – FREEWAYS

Transit priority shoulder as metropolitan standard for new/modernized freeway projects

RTA requests that transit priority shoulders be implemented as a metropolitan standard for new/modernized freeway projects, with reasonable exceptions for value engineering.

- Buses can travel up to 45 MPH adjacent to slower freeway traffic, or 35 MPH next to stopped traffic
- Transit priority shoulder usage can provide faster, more seamless regional transit connectivity
- Can augment with direct access ramps to the median shoulder on a case-by-case basis

Accelerated, scalable, “something sooner” / “rapid relief” freeway improvements

We recognize that funding limitations have created project delays, and we ask that accelerated, scalable improvements be pursued, for example:

- One or more interchanges on US 1 north, while we wait for full conversion to freeway
- I-40 on-ramp signals with FAST transit bypasses
- I-40 modernization / freeway frontage system in Research Triangle Park
- Express shoulder lanes on I-540
- Corridor preservation work, where possible, for 540 eastern Wake and US 70 in east Durham

DRAFT ACTION ITEMS – RDU INFRASTRUCTURE – FEDERAL FUNDING

Maximizing federal support for relocating primary runway as primary federal focus

RTA encourages all member firms to commit to write letter of support for crescendo campaign

RTA will lead private-public federal advocacy campaign to maximize federal funding for the replacement of RDU's primary runway (5L-23R, adjacent to terminal 2).

RTA will encourage all member firms to consider writing a letter over the next several months in support of RDU's federal grant funding request for the replacement of the airport's primary runway.

DRAFT ACTION ITEMS – RDU INFRASTRUCTURE – LOCAL/REGIONAL FUNDING

RTA requests that RDU increase parking fees, either all at once or scaling

RTA requests that RDU Airport immediately increase parking fees – and/or scale a more substantial increase over the next few years – to generate additional revenue for capital infrastructure projects, and to demonstrate ownership of the infrastructure funding challenge.

A preliminary estimate in the RTA RDU AID task force report found that increasing parking fees by \$6/day could potentially generate around \$10 million annually for RDU.

RTA requests that RDU commence study of revenue potential of implementing airport access fee

RTA requests that RDU Airport commence a study of an "airport access fee" – similar to that used at DFW airport in north Texas – to evaluate the potential revenue generation opportunity.

A preliminary estimate in the RTA RDU AID task force report found that implementing an airport access fee of \$2/day – for those entering the airport by private motor vehicle and not parking in RDU decks or lots – could potentially generate around \$10 million annually for RDU.

RTA requests that RDU's four owners modernize and increase investments in RDU

RTA endorses the modernization and increase of municipal contributions from RDU's owners.

Owner contributions – \$12,500 each for Durham and Wake counties and the cities of Durham and Raleigh – have remained unchanged since 1957.

(see summary of all RTA RDU AID Task Force findings and recommendations in your packet)