

Public Symposium #2

PREFACE • AGENDA • Results

Date: January 12, 2017 – 4 pm to 7 pm
Location: The Clayton Center, Council Chambers
111 East Second Street
Clayton, NC 27520

Preface

The purpose of the public symposium is to inform the public about the Southeast Area Study's land use and transportation planning process and to solicit feedback about the multimodal transportation recommendations. The symposium is the primary opportunity for the project team to directly engage the SEAS community through participatory planning techniques.

Agenda

MOBILITY FAIR
<u>Information Boards</u> Infographics and study area maps will be displayed on boards for attendees to gain a more robust understanding of the transportation improvements recommended by the study. Instructions for following the study on social media will also be provided.
<u>Roadway Improvement Budget Exercise</u> This exercise will allow participants to allocate a simplified transportation budget to roadway recommendations and to offer feedback regarding alternative funding strategies.

Results

Roadway Improvement Budget Exercise

Participants received three sizes of dot stickers from a “banker.” The relative values of these dots were explained with a nearby informational poster. Participants could also visit the banker to exchange higher-value dots with multiple dots of a lower value.

- ◆ Large dots for the most expensive projects
- ◆ Medium dots for medium-cost projects
- ◆ Small dots for the least expensive projects.

Large, medium, and small critical roadway projects were color-coded on a large map on the wall. Participants placed their dots on the projects that they would most like to fund. A project team member was available at the map to answer questions about project details. Participants could choose to

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exchange their dots for other sizes to choose those projects they find to be of greatest importance. After “spending” all their dots, participants reported back to the banker. The banker handed out a card with three questions to answer. (Additional comments can be recorded on the back of the card.) Listed below are the top 6 projects “funded” through the mapping exercise.

- Clayton Southern Connector
- Buffalo Rd Complete Street (through Archer Lodge town center)
- Shotwell Road Widening
- Clayton Northern Connector
- Widening of US 70 (US 401 to NC 42)
- Garner Hot Spot (Hebron Church/Ackerman)

What you start with:

- 1 LARGE PROJECT > \$50 Million Each
- 2 MEDIUM PROJECTS \$15 Million to \$50 Million Each
- 4 SMALL PROJECTS < \$15 Million Each

OR



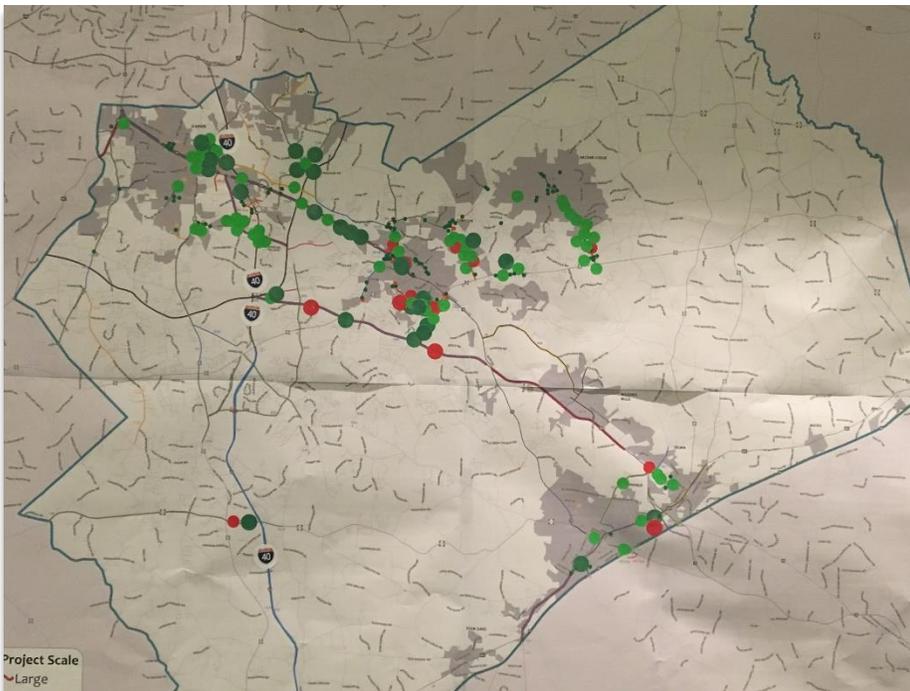
FUND I-40 WIDENING & MANAGED LANES

Currency Exchange Rates



If you support alternative funding:

- 1 LARGE PROJECT > \$50 Million Each
- 2 MEDIUM PROJECTS \$15 Million to \$50 Million Each
- 4 SMALL PROJECTS < \$15 Million Each



This card gave participants the opportunity to express their priorities between funding roadway, bicycle/pedestrian, and transit recommendations, although roadway recommendations are the focus of the exercise.

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PUBLIC SYMPOSIUM
January 12, 2017

I heard about this symposium from:

- SEAS Website
- SEAS Email
- Social Media
- Local Newsletter: _____
- A Friend/Coworker
- Other: _____

If I had \$10.00, I would spend it on:

\$ _____ + \$ _____ + \$ _____ = **\$10.00**
Bicycle/Pedestrian Transit Roadway

I would be willing to support the following additional local funding sources:

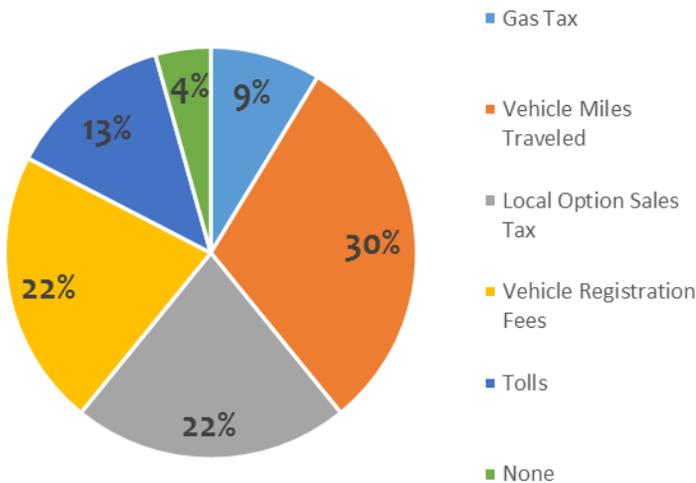
- Gas Tax Increase (currently 34.3¢/gal)
- Sales Tax Increase (currently 6.75-7.5%)
- Vehicle Registration Increase (currently \$36-41/year)
- Tolls
- Vehicle Miles Traveled Fees
- None
- I don't know

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Alternative funding sources listed on the card were described on an informational poster. If participants checked a box in support of an alternative funding source, they would receive additional dots of another color from the banker. They were then allowed to “spend” these dots on additional roadway projects on the wall map.

Participants were eager to consider alternative funding sources. The choice that garnered the most responses was the option of Vehicle-Miles Traveled Fees. Not too far behind in popularity were vehicle registration fees and local options sales tax.



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Alternative Transportation Funding Sources

- Gas Tax**
 Approximately 60% of North Carolina transportation funding is provided by the Motor Fuel Tax. The fuel tax is comprised of two parts: federal tax and state tax. The federal fuel tax is 18.4¢ per gallon and was last raised in 1993. The North Carolina fuel tax for 2017 will be 34.3¢ per gallon and changes yearly based on a formula that considers population and energy cost inflation.
- Vehicle-Miles Traveled Fees**
 In contrast to tolls, which charge for the use of particular roadway facility, VMT fees are distance-based. The Oregon legislature passed the nation's first VMT fee bill in July 2013, which allows voluntary public participation in a mileage-based user fee program where motorists will pay 1.5 cents per mile instead of the 30 cent state fuel excise tax. Significant public education efforts would be necessary for successful implementation.
- Local Option Sales Tax**
 The local option sales tax is implemented at the city or county level and typically requires a voter referendum. The sales tax is temporary and may be renewed at the time of its expiration date. While several different types of local option sales tax exist, only one may be enacted at a time.
- Vehicle Registration Fees**
 A vehicle registration fee is a surcharge by the Division of Motor Vehicles at the time of vehicle registration and registration renewal within a defined jurisdiction. It is usually a fixed dollar amount. Funds must be used for financing, constructing, operating, and maintaining the public transportation system.
- Tolls**
 In 2002 the NC Turnpike Authority was created by the General Assembly to address the effects of rapid population growth, congestion, and limited funding resources. Tolls are collected on a “rate per-toll zone” basis in North Carolina and are intended to accelerate the completion of roadway projects by using an alternative funding option.