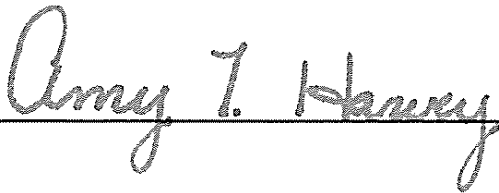


I, Amy T. Harvey, Deputy Town Clerk of the Town of Chapel Hill, North Carolina, hereby certify that the attached is a true and correct copy of (2019-04-10/R-1) adopted by the Chapel Hill Town Council on April 10, 2019.

This the 11th day of April, 2019.


A handwritten signature in cursive script, reading "Amy T. Harvey", is written over a horizontal line.

**Amy T. Harvey
Deputy Town Clerk**



A RESOLUTION IN SUPPORT OF INCREASED FUNDING FOR TRANSIT (2019-04-10/R-1)

WHEREAS, since 1974 the Town of Chapel Hill has operated a transit system serving the Town of Chapel Hill and the Town of Carrboro, including the University of North Carolina at Chapel Hill; and

WHEREAS, despite being the 16th largest municipality in North Carolina, Chapel Hill Transit carries the second most passengers of any transit system in the State; and

WHEREAS, Chapel Hill Transit is the largest public fare free system in the country; and

WHEREAS, most of Chapel Hill Transit's funding comes from the local revenue provided by the University of North Carolina at Chapel Hill, the Town of Chapel Hill, and the Town of Carrboro; and

WHEREAS, in 2012 Orange County voters chose to impose a sales tax and other revenues that would be dedicated to local transit services; and

WHEREAS, the dedicated transit revenues have been used to increase Chapel Hill Transit service, fund new buses for Chapel Hill Transit, provide enhanced regional transit services that serve Chapel Hill and Carrboro and move forward on the North-South Bus Rapid Transit the Hillsborough Amtrak Station and other regional projects ; and

WHEREAS, the cost of providing transit service continues to increase, such that some of the dedicated transit revenues are used to pay for the increased cost of operating existing services; and

WHEREAS, NCDOT funding for public transit has been flat for many years and has recently begun to fall; and

WHEREAS, NCDOT unexpectedly made significant cuts to the State Maintenance Assistance Program (SMAP) which Chapel Hill Transit and other transit systems throughout the state rely on each year; and

WHEREAS, NCDOT's SMAP payments to the Chapel Hill Transit will drop from \$2,939,769 in fiscal year 2018 to \$2,253,325 in fiscal year 2019, a reduction of more than 23%, negatively impacting a public service that is essential for residents and visitors to our community in their efforts to get to work, seek healthcare, go shopping, visit family and friends, and engage in community life ;and

WHEREAS, in North Carolina, capital costs for transportation projects are allocated pursuant to the Strategic Transportation Investments (STI) program; and

WHEREAS, since the STI Program was enacted into law in 2013 the majority of funding has been directed to highways and away from any other modes; and

WHEREAS, by NCDOT policy, not by law, a minimum of 94% of the STI funds are directed towards roadway projects; and

WHEREAS, , a total of 14 public transit projects received funding in the latest round of STI funding, for a total of \$14.7 million; and

WHEREAS, billions of dollars were allocated towards highway funding in the same round of STI funding; and

WHEREAS, on October 29, 2018 Governor Roy Cooper issued Executive Order No. 80 which directs North Carolina to significantly reduce energy consumption; and

WHEREAS, Executive Order No. 80 requires state agencies to "evaluate the impacts of climate change on their programs and operations and integrate climate change mitigation and adaption practices into their programs and operations; and

WHEREAS, emphasizing transit use and discouraging use of single-occupancy vehicles is a key step towards combatting climate change; and

WHEREAS, the State of North Carolina is a critical and necessary partner for local governments in helping fund transit services in major metropolitan and rural areas of our State. As many local governments are increasing their investments in transit, we need the State to fund investments in transit and multimodal projects that do not support single-occupancy vehicles.

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council requests that NCDOT modify its policies to provide increased funding to transit by increasing SMAP funds and increasing the funding available to transit through the STI process.

BE IT FURTHER RESOLVED that the Chapel Hill Town Council requests that the Town's representatives in the North Carolina General Assembly work to have the STI law amended to expand the amount of funding available for transit projects, including new and replacement buses, bus shelters, Bus Rapid Transit, and Rail Transit projects.

BE IT FURTHER RESOLVED that the Council directs that the resolution be sent to the Orange County Board of Commissioners, and the Town of Carrboro.

This the 10th day of April, 2019.