

THE STATE OF MOBILITY 2014

Summary of accomplishments and progress
by the regional business community and partners

Regional Transportation Alliance
letsgetmoving.org



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LETTER FROM THE CHAIR



“RTA ensures that the mobility needs of the business community are identified, heard and met.”

The Regional Transportation Alliance has provided a powerful voice for our area's private sector for more than a decade to ensure that the mobility needs of the business community are identified, heard, and met.

In the past few years, we have led the efforts to create the region's first turnpike (NC 540 and 147/Triangle Expressway) in Wake and Durham counties, save the follow-up study to complete 540, and bring a new Interstate to Raleigh and Wake County (I-495). We successfully lobbied to unclog the region's largest bottleneck (I-40 between Raleigh and Cary) and we spearheaded the effort to create the largest Bus On Shoulder System (BOSS) in the Southeast. In addition, after a review of concepts here and elsewhere, we have elevated bus rapid transit (BRT) as a viable transit solution for our area, and we are now focusing in earnest on attracting a new international flight for RDU Airport.

These and other priorities will help our employees and customers get to and through the region more quickly, they will attract more jobs and talent here, and they will make our people and our region more successful. While each of these successes has been accomplished in concert with other partners, none of these would have happened as quickly or easily without RTA leadership, and some of them may not have happened at all.

As RTA Chair, I thank each of our members for their support and encourage leaders of other companies to get involved. Each RTA member makes an annual investment of both time and financial resources, which we truly believe is an investment in the success of each of our employees, our companies, and our incredible region.

To our elected and transportation partners: the regional business community applauds each of you for your ongoing leadership, courage, vision, and strength, and we remain committed to working together with you on new successes for our growing region.

To both our new and longstanding members – I thank you for your long-term view, for your focus on results, and for your commitment to regional mobility and prosperity.

Let's get moving,
Ed Paradise, Cisco Systems, Inc.
2014-15 RTA Chair

EXECUTIVE DIRECTOR'S NOTE



“We are not a transportation group – we are a business leadership group that devotes itself to transportation.”

It takes focused business leadership to accelerate transportation projects in order to provide immediate, critical benefits and keep long-term initiatives on track. The Regional Transportation Alliance engages businesses across the region and more than 20 member chambers of commerce to advance key transportation policies, priorities, projects, and practices in the Research Triangle region.

Our business approach is what makes this organization different: We are not a transportation group – we are a business leadership group that devotes itself to transportation. We provide a business perspective, strategic partnerships, and a sustained focus on key regional priorities to move our region forward, in cooperation with our regional, state, and federal elected and transportation partners.

Of course, while RTA members recognize that transportation plays a vital role in sustaining our region's success, we understand that transportation improvements themselves – whether roads, rail, flights, and so on – are only a means to an end.

Effective transportation and mobility that provides access to the people, places, and opportunities that matter is what we are looking for, as it is that resulting freedom that supports our economic prosperity and sustains our quality of life, both now and as we grow.

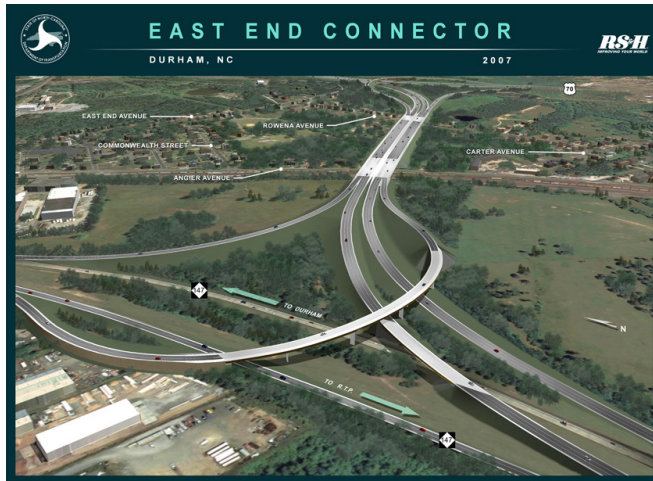
This State of Mobility 2014 report highlights the successes of our region, the progress on various initiatives, and the engagement and outreach of our members along the way. While it has been a great year, an even better future awaits our region, all thanks to the ongoing collaboration with partners and the strength of our growing membership.

Joe Milazzo II, PE
Executive Director
Regional Transportation Alliance

Top freeway priority nears fruition

Triangle Connector begins construction in 2015

OVERVIEW: The Triangle Connector to I-85 freeway – officially the Durham “East End Connector” freeway project – will provide a new freeway link among four major transportation routes (I-85, US 70, NC 147, and I-40) in the western Triangle and facilitate better traffic flow to and through Durham while greatly reducing cut-through traffic in Downtown Durham.



“We are pleased to see our top regional freeway priority, the Triangle Connector to I-85 / Durham East End Connector, move to the cusp of construction this winter.”

**Sam Nichols, First Citizens Bank
RTA Freeways and Streets Chair**

RTA POSITION AND WHY THIS PRIORITY MATTERS:

The Connector is the top new freeway priority of the Regional Transportation Alliance business leadership group, and it will remain so until construction begins, hopefully by February 2015. We have led the regional campaign for the project in cooperation with current and former elected leaders for several years.

The Connector will create new north-south, stoplight-free mobility in the heart of the Triangle upon its completion thanks to a direct connection with NC 147/Triangle Expressway. It will create both a true complement to east-west I-40 and an easier

connection to I-85. In addition, the Connector will provide both improved access to Downtown Durham from the east while affording needed traffic relief for Downtown Durham through the creation of a shorter, faster route to I-85 from the south.

2014 PROGRESS AND NEXT STEPS: The Connector has advanced to the cusp of construction this year; Dragados USA, Inc. was the low bidder during NCDOT letting for this project in November. Formal contract award is slated to occur by the end of 2014, with construction activity beginning in February 2015 when NCDOT makes the right-of-way available to the contractor.

The Connector will take around 4.5 years to complete. In the future, the entire completed north-south freeway corridor between I-85 and I-40 may receive an Interstate designation (e.g., I-885).

For more information

www.ncdot.gov/projects/eastendconnector
letsgetmoving.org/Connector

We've got a ticket to ride

Transit in Wake County advances with bipartisan consensus

OVERVIEW: The new Wake Transit initiative will develop an enhanced regional transit vision plan for Wake County using a rigorous approach to network design and public input, a shared understanding of the real tradeoffs associated with transit investment, and a broad consensus for moving the conversation forward.

Community leaders and the public will be the ultimate drivers of the process—framing the questions that the transit partners examine and vetting and selecting a transit network for the County, both directly and through representatives on an Advisory Committee.



“A world class region is one in which all residents have the opportunity to prosper. We need an enhanced transit system that makes sense for our region, now and as we grow.”

**Tom Looney, Lenovo
RTA Regional Transit Chair**

RTA POSITION AND WHY THIS PRIORITY MATTERS: The RTA and the regional business community have been longstanding supporters of accelerated investment in a robust, effective, and enhanced regional transit system as essential to supporting the economic vitality of our market and all the people who make up our community.

The RTA fully supports the new Wake Transit initiative, as it represents the culmination of efforts by business, elected, transportation, and community leaders to start a process that would incorporate a review of innovations and a robust and connected network.

The framework for the Wake Transit process is consistent with our goal of accelerating our transit future across a broader network that we noted as part of our 2013 endorsement of a bus rapid transit-based approach for Wake County.

2014 PROGRESS AND NEXT STEPS: In early December 2014 Wake County held the kickoff meeting of the Wake Transit strategy process as well as the first meeting for the new Wake Transit Advisory Committee. The proposed Wake Transit process received bipartisan endorsement by the Wake County Commission during summer 2014.

This strategic transit planning effort for Wake County will bring to bear new information and perspectives about the County's current needs as well as innovative transit options that could accelerate our transit future. The process will result in the development of multiple transit network scenarios for the public to consider, ultimately leading to the selection of a consensus regional transit vision plan. The framework is also consistent with the region's research and innovation-based approach to solutions and in harmony with lessons learned about enhanced transit options from our 2014 RTA Transit Innovations Series.

The Wake Transit Advisory Committee includes broad-based representation across the County and includes several RTA members and partners. We will continue to engage in and support the process and each of our transit partners, and we will highlight opportunities for our members and the broader community to become involved in this essential regional discussion about our community's future.

For more information
WakeTransit.com
letsgetmoving.org/Transit

The transit sun rises in the West

Bus expansion, light rail advance in Durham, Orange

OVERVIEW: Durham and Orange counties both passed transit referenda with around 60 percent of the vote earlier this decade, enabling increased investment in transit and the potential for the region's first high capacity transit corridor, the proposed Durham-Orange light rail line. Both counties have subsequently implemented

a dedicated local option sales tax for transit and a county vehicle fee for transit, and enhanced bus service has begun. Meanwhile detailed studies continue for the proposed light rail corridor that would serve several destinations including Downtown Durham, Duke University, Duke University Medical Center, and UNC Hospitals.



“New local option funding in Durham and Orange counties dedicated to transit investment has enabled the citizens of the western Triangle to invest in their future prosperity.”

Clymer Cease, Clark Nexsen
RTA Chair 2011-2013

RTA POSITION AND WHY THIS PRIORITY MATTERS:

The RTA endorsed the Durham County transit referendum in 2011 and the Orange County transit referendum in 2012. Clymer Cease, RTA chair during the successful passage of both referenda, noted that “Our region is expected to grow by more than a million people in the next two decades. Enhanced

transit options throughout the region will be increasingly important to our success and quality of life amidst this growth.” The Regional Transportation Alliance enthusiastically supported – and continues to support – the vision and leadership of both Durham and Orange counties to move transit forward.

Increased investment in transit in each of the region's core counties will be essential to the success of our growing market. The elected officials and voters in both Durham and Orange counties have shown a clear commitment to investing in additional transit options, and we expect that Wake and other area counties will approve dedicated local option funding for transit going forward.

2014 PROGRESS AND NEXT STEPS: Ongoing bus service expansions in the western Triangle will continue over the next several years thanks to the investment of Durham and Orange county voters in their transit future. These expansions will include both new routes and improved frequency and service hours for existing routes.

In terms of high capacity transit between Durham and Chapel Hill, Triangle Transit received approval from the Federal Transit Administration to enter Project Development for the Durham-Orange light rail project earlier this year subsequent to Triangle Transit's submittal of the required federal New Starts application. The agency held multiple public hearings on the corridor earlier this fall and continues to study the corridor and potential alignment alternatives. Future decision points include a record of decision and a request to enter Project Engineering, both slated for 2016, and a request for a full-funding grant agreement of around \$700 million in federal funds, currently targeted for 2019.

For more information
OurTransitFuture.com
letsgetmoving.org/Transit

Let's get flying, ASAP

Business community focus on international air service begins

OVERVIEW: RDU International Airport has an \$8 billion annual economic impact on the Research Triangle region and continues to seek expansion of air service. Each new transatlantic flight will generate \$25 million in annual net regional economic spending and increase gross domestic product (GDP) by \$1.4 billion over 25 years.

With the creation of a brand new, award-winning Terminal 2 and modernized Terminal 1, and a great central location in the heart of our vibrant region, RDU is poised for continued expansion of both domestic and international service. Condé Nast Traveler named RDU one of the 10 best US airports in fall 2014.



RTA POSITION AND WHY THIS PRIORITY MATTERS: The regional business community recognizes that RDU competes with every airport in the world for limited air carrier expansion opportunities and that a broad-based commitment by the business community can be a determining factor. To address this need, RTA has created the Research Triangle Area Air Service Advancement Project (ASAP) to enhance marketing efforts for obtaining a second international flight and for improving the business case that is RDU.

“As a region and as a business community, we must recognize the impact RDU International Airport has on our economy and region: air service development is economic development.”

**Bruce Sargent, IBM Corporation
RTA Air Service Chair**

Each new nonstop international flight to an international gateway city will also create several “fewer-stop” options, increasing productivity for business travelers, in addition to maximizing regional competitiveness and supporting the ability to attract business growth and top talent to the Triangle region.

2014 PROGRESS AND NEXT STEPS: RTA is launching the Air Service Advancement Project (ASAP) to create a regional investment fund that will supplement the RDU Airport Authority’s \$500,000 commitment to recruiting and marketing international air service. The ASAP initiative seeks to create a combination of \$250,000 in cash investments and \$250,000 of in-kind contributions.

The ASAP initiative will enhance RDU and regional marketing strategies and materials to highlight opportunities to carriers. The Project will promote the Research Triangle region and RDU at key industry conferences and support the use of RDU as an international gateway.

For more information
letsgetmoving.org/RDU
letsgetmoving.org/ASAP

Bipartisan gift to our future prosperity

I-44 initiative becomes a true “interstate” priority

OVERVIEW: This initiative is focused on achieving Congressional authorization for a future primary Interstate designation for the highway corridor from Raleigh to Hampton Roads, Virginia via Elizabeth City and Rocky Mount, NC (i.e., along the US 64 East freeway and the US 17 corridor).

RTA POSITION AND WHY THIS PRIORITY MATTERS: RTA has led the effort for the past decade for a new Interstate designation east of Raleigh along the US 64 freeway corridor, as it would represent Raleigh’s first direct Interstate link to the northern and mid-Atlantic states. Achieving a primary (two-digit) Interstate designation for the entire corridor to southeastern Virginia would create a second primary Interstate for Raleigh/Wake County as a complement to I-40 and provide a direct link to the Hampton Roads, Va. economic and logistics center without having to use I-95.



“Ease and simplicity of access is extremely important to our region’s success and a future Interstate designation will help attract visitors from the population centers to the northeast.”

Dennis Edwards, president and CEO, Greater Raleigh Convention and Visitors Bureau

NCDOT Secretary Tony Tata has called this proposed future Interstate designation “an important part of our future vision for transportation in our State” and “key to promoting job creation and aligning our infrastructure with commerce activity.”

RTA and others often refer to this effort as the “Interstate 44” initiative. However, the decision as to the actual Interstate number to be assigned will be made by USDOT, NCDOT, Virginia DOT and the American Association of State Highway and Transportation Officials.

2014 PROGRESS AND NEXT STEPS: Governor McCrory announced the I-495 / Future I-495 designation for the portion of the corridor from Raleigh to Rocky Mount (along the US 64 east freeway to I-95) at the 2013 RTA Annual Meeting. Governor McCrory released his new vision for transportation for this year, with this corridor being the only one in the state specifically highlighted for a future Interstate designation request.

RTA has worked in concert with NCDOT and the North Carolina Congressional delegation to gain legislative support for a future Interstate designation for the Raleigh to Hampton Roads corridor. In 2014, bills were introduced in both the US House and US Senate, and sponsored/co-sponsored by 10 of our State’s US representatives and both of our US Senators.

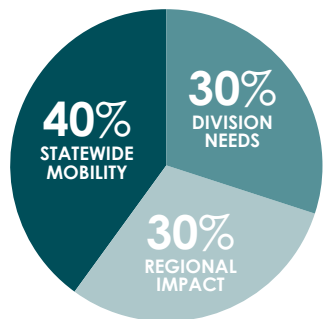
RTA presented to the City of Chesapeake, Va., and the Hampton Roads Transportation Planning Organization (TPO), leading to endorsements by the Hampton Roads TPO, the Hampton Roads Chamber of Commerce, and the Hampton Roads Business Roundtable, along with supporting quotes from regional business leaders. These efforts marked a key milestone in support from Southeastern Virginia for this initiative.

RTA will work with NCDOT, the NC and Va. Congressional delegations, and regional partners to formally request the future Interstate designation for the corridor from Raleigh to Hampton Roads as part of the 2015 federal transportation reauthorization process.

For more information
letsgetmoving.org/i44

Funding, financing and formulas

Success with Strategic Transportation Investments (STI)



“Even though we are still in the early stages of seeing how the new data-driven decisions played out in the draft state transportation plan, we can already see the increased number of projects, the enhanced economic development impacts, and the improved outcomes for our region and state.”

**Mike McBrierty, Biogen Idec,
RTA Legislative and Policy Chair**

OVERVIEW: For 20 years North Carolina used an allocation formula that sought to provide a combination of geographic balance and population focus to distribute transportation funding. One challenge with the prior formulas was that it did not strategically incorporate data into the allocation of scarce funding resources; as an example, the formula unintentionally created an incentive to not complete the primary intrastate roadways in a funding region.

Under the leadership of Governor McCrory and with strong bipartisan support in the NC Legislature, a new funding formula was developed and approved in 2013, with detailed implementation in 2014. The new “Strategic Transportation Investments” (STI) process provides for a combination of data-driven metrics at various geographic levels and priority tiers, complemented by an opportunity for input by regional transportation agencies and NCDOT division engineers for regional and division/local projects.

RTA POSITION AND WHY THIS PRIORITY MATTERS: The new STI formula is arguably the most rational state transportation allocation formula in the United States. It provides a combination of three priority tiers – statewide, regional, and divisional (local) – applies logical data to all tiers, and affords increasing opportunities for input at all but the statewide level which is exclusively data driven. RTA lobbied for its passage, we applauded the vision of the Governor and legislative leadership at our 2013 RTA Annual Meeting, and we fully support its implementation.

The funding formula forms the basis for allocating state and federal funding, which is primarily derived from user fees including federal and state motor fuel taxes and state highway use taxes based on the sale of motor vehicles.

2014 PROGRESS AND NEXT STEPS: Formal implementation of STI occurred in 2014, with the draft statewide Transportation Improvement Program (TIP) released in December and final approval slated to occur next year. In 2015 and beyond, there may be conversations to improve the allocation formula based on factors that were not foreseen during the development of the legislation. RTA will monitor and engage in those conversations where possible, while continuing to support the fundamental underpinnings of priority tiers, data metrics, and increasing local input in order to maintain or increase public support for strategic investment in transportation.

In 2014 a fair share contribution opportunity for electric vehicles was formerly implemented as a result of legislation approved in 2013; RTA had successfully requested and lobbied for this legislation. In 2015 there may be a concerted effort to increase the amount of funding dedicated to transportation in North Carolina. RTA will play a prominent role in those conversations while lobbying for a continued reliance on user fees as the basis for surface transportation funding to maintain a rational funding nexus and overall public support.

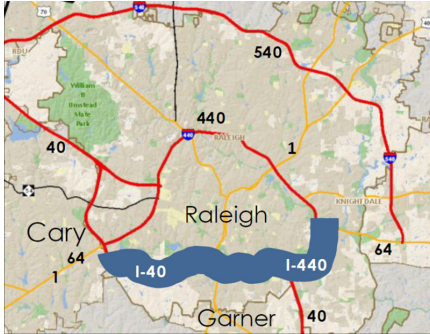
For more information

<http://www.ncdot.gov/strategictransportationinvestments/>
<https://connect.ncdot.gov/projects/planning/Pages/Draft-STIP.aspx>

It will feel better in the morning

Preparing for 18 months of fortifying I-40

OVERVIEW: Interstate 40 has served as the Triangle's "main street" for decades, and some segments, including the section of I-40/US 64 and I-440/US 64 n south Raleigh, need complete rebuilding. The I-40/440 Rebuild and Fortify project is currently underway, with the I-440 reconstruction almost finished, and the reconstruction of I-40 due to be complete in summer 2016.



“Rebuilding this roadway is critical to keeping thousands of North Carolinians connected to jobs, education, health care and recreation each day.”

Tony Tata, Secretary, NCDOT

RTA POSITION AND WHY THIS PRIORITY MATTERS: Maintaining the integrity of our freeway system is essential for regional mobility, so while a major reconstruction on I-40 is inconvenient, it is also necessary. RTA believes NCDOT has gone about this in the best way possible – completing the connector route (I-440) first, providing three lanes on the main route (I-40), continuously optimizing construction plans to maximize safety and minimize delays, and working with transit partners to provide alternatives, including funding additional bus routes and activating around 20 new shoulder miles for the region's bus-on-shoulder system (BOSS).

RTA fully supports this vital reconstruction project and encourages members of the business community to consider additional commuting options and flexibility for employees to improve productivity while relieving the transportation network.

2014 PROGRESS AND NEXT STEPS: To this point, I-440 reconstruction has proceeded with very little in the way of additional recurring backups – around four to five minutes per day on average. However, the most significant impacts are still to come, once major lane closures and shoulder substantial shoulder elimination on I-40 commences in early 2015.

An initial guess is that typical morning backups might still be higher on the section of newly completed I-440 as it approaches I-40 westbound in South Raleigh than on portions of I-40 westbound itself, due to the nature of the construction and lane arrangements. It is important to note also that some slowdowns near Downtown Raleigh are possible – and whenever work zone-related crashes occur. However, it is possible that some morning westbound traffic delays on I-40 just west of Downtown Raleigh could actually be a little better than normal, particularly between Lake Wheeler Rd. and Gorman St., again due to work zone lane arrangements.

Evening backups on eastbound I-40 in South Raleigh may well be a different story, particularly when work zone-related crashes occur, and of course on Friday evenings as we all head to the coast – we shall see how things play out in 2015 and 2016.

RTA has focused on this project for several years, offering suggestions to minimize the impact on commerce while conducting member outreach via e-mail, social media, and a December 2014 town hall meeting led by NCDOT. We will continue to engage in this vital priority in 2015 in the form of ongoing member and partner communication as well as additional ideas to keep travel moving.

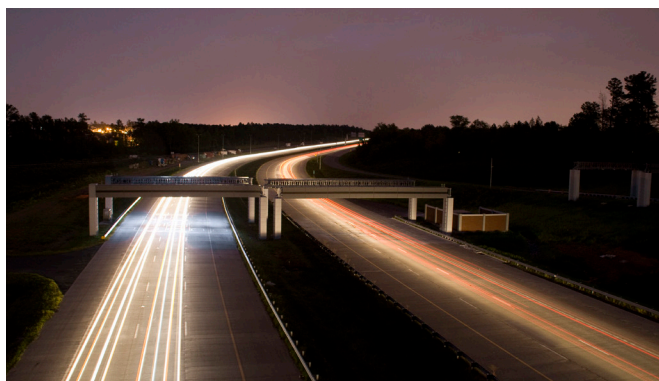
For more information

ncdot.gov/FortifyNC
my40ride.com
www.letsgetmoving.org/Fortify

A million reasons to finish the beltway

A commitment to Complete 540

OVERVIEW: The Raleigh Outer Loop, including various segments including the Northern Wake Expressway, 540/Triangle Expressway, and the Triangle Expressway Southeast Extension, is the beltway for North Carolina's capital county. The freeway is more than halfway complete, but there still is around 30 miles in southeastern Wake County left to construct to serve Wake County's more than 1,000,000 residents as well as visitors, through travelers, , and the thousands of families who will move to our community in the years ahead.



“Without RTA’s involvement of bringing all the interested parties together, we would never have been able to move 540 forward in southern and eastern Wake County – it’s just that simple. RTA was the only group that had the relationships and strength to get the turnpike project back on track.”

Terry Gibson, PE
former Chief Engineer with NCDOT

RTA POSITION AND WHY THIS PRIORITY MATTERS: RTA has fully supported the completion of 540 since the inception of the organization. We led the regional effort to complete the western portion of 540 as a turnpike, including successful lobbying for \$25 million in annual gap funding as well as revenue retention legislation. The project opened in stages in 2011 and 2012 as North Carolina’s first toll road in the modern era and the largest highway project in state history.

When challenges occurred during the review of the proposed southern section of 540, RTA and the Town of Garner subsequently hired a national environmental policy firm and coordinated a southern Wake partners group. These efforts clarified the landscape of options and solution paths and enabled the 2013 repeal of legislation that had delayed the project and allowed the study of the 540/Southeast Extension to proceed.

2014 PROGRESS AND NEXT STEPS: This past year primarily involved the compilation of technical data associated with multiple route options. The remaining technical studies are nearing completion, and NCDOT anticipates releasing a “Draft Environmental Impact Statement” (EIS) in the spring of 2015 for the entire 540/Southeast Extension corridor. A recommended corridor alternative will be identified during 2015, with a “record of decision” for the final environmental document expected in 2016. Right-of-way and construction could then commence, depending on available funding and toll financing.

RTA will also continue to push for expanded and simplified interoperability for what is already the most advanced turnpike in America. NC QuickPass customers can now use transponders interchangeably with E-ZPass (Mid-Atlantic/Northeast/Midwest), SunPass (Florida), and PeachPass (Georgia) toll roads. Additional and simplified use of the system, including the potential for transponder account usage for parking, remains on the horizon.

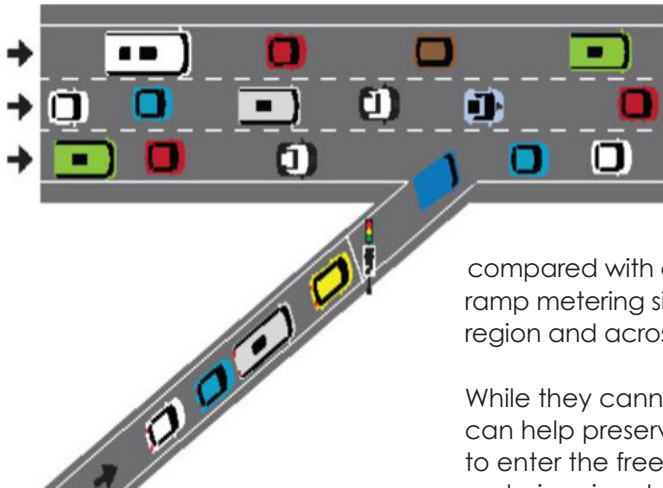
For more information

www.ncdot.gov/Complete540
letsgetmoving.org/Complete540

Flow-protected freeways approved

Ramp metering will save taxpayers time and money

OVERVIEW: Ramp metering signals – also called “ramp meters,” “ramp signals,” and “flow signals” in other states and regions – can help freeways remain free-flowing by regulating the flow of on-ramp traffic onto the freeway during periods when the freeway mainline approaches congested conditions.



A “flow-protected freeway” is a freeway corridor with dynamic on-ramp metering signals in place.

RTA POSITION AND WHY THIS PRIORITY MATTERS:

RTA fully supports the creation of flow-protected freeway corridors in our region through the introduction of part-time on-ramp signals that can improve travel flow and reliability at a very low cost compared with constructing new freeway lanes. Once implemented, ramp metering signals will improve travel flow along on freeways in this region and across North Carolina, particularly during commuting periods.

While they cannot guarantee free-flow travel, ramp metering signals can help preserve and optimize freeway flow, by allowing traffic to enter the freeway in a smoother, more regulated fashion. Ramp metering signals enable everyone to arrive to their destinations sooner, more reliably, and with increased safety. Ramp metering can also lead to a reduction in fuel consumption and vehicle emissions as noted by the Federal Highway Administration.

2014 PROGRESS AND NEXT STEPS: RTA led the successful lobbying effort to gain legislative authorization to facilitate the introduction of ramp metering signals in 2014. Meanwhile, NCDOT completed a study of a possible future installation of ramp metering signals along I-540 in North Raleigh earlier this year.

RTA is lobbying for the creation of North Carolina’s first flow-protected freeway corridor through the rapid introduction of ramp metering signals on I-540 in North Raleigh. We support a robust public outreach process that will involve both what ramp metering signals are and the benefits of their implementation on I-540 in terms of improving travel time reliability, particularly during the morning commute period.

“A flow-protected freeway can improve travel time and reliability at a very low cost using part-time ramp metering signals.”

Joe Milazzo II, PE
RTA Executive Director

For more information
letsgetmoving.org/FlowProtectedFreeway

Manage congestion, provide choices

The potential of express lanes in the Triangle

OVERVIEW: Freeways provide efficient and reliable travel for medium and longer-distance trips by passenger cars, trucks, and regional transit. However, freeway effectiveness and reliability can deteriorate when congestion occurs due to high traffic volume, crashes or weather. While future ramp metering signals will help delay the onset of congestion on certain corridors, only the direct management of congestion – often via variable pricing – can ensure reliable trip times for one or more freeway express lanes under periods of higher demands.



“Express shoulder lanes on portions of area freeways may create an accelerated, scalable way of providing a reliable trip option for travelers.”

Joe Milazzo II, PE
RTA Executive Director

RTA POSITION AND WHY THIS PRIORITY MATTERS: We can maintain reliable and convenient cross-regional mobility required to leverage of all of the assets of our growing market through the scaled introduction of new express lanes for both transit and individual travel. Per-trip user fees that increase or decrease based on demand – known as “variable tolls” – will be an efficient way to ensure that a reliable trip option is available at the lowest cost to travelers.

RTA supports each of the feasibility studies currently underway for express lanes on existing Triangle area freeways, including portions of I-40, I-540, I-495 (US 64/264) and NC 147. RTA also supports the scaled introduction of express lanes with variable pricing,

including an allowance for a zero toll rate for those time periods when a dedicated express lane is uncongested.

2014 PROGRESS AND NEXT STEPS: RTA staff participated in various express lane meetings and conversations with NCDOT staff during 2014, and we would like to see additional study and outreach at the regional level going forward. RTA is seeking the scaled introduction of express lanes across the region, including the potential use of the inside shoulder – similar to existing initiatives in Minnesota and Colorado – in order to create a reliable trip option sooner and at lower cost to the traveler. RTA and NCDOT staff presented a basic overview of this possible interim concept to the I-40 Regional Partnership earlier this year.

For more information
letsgetmoving.org/ExpressLanes

Strengthening regional connections

US 70 freeway conversion from Durham to Raleigh/I-540

OVERVIEW: Interstate 40 is the Triangle's "main street," connecting Raleigh, Durham, Cary, Chapel Hill, RDU Airport, and Research Triangle Park. While improvements to the existing I-40 freeway corridor including new express lanes and possible flow-protected freeway segments using ramp metering signals will help manage our existing capacity, it may be that the best way to provide resiliency in our regional transportation network will be to create a high capacity parallel route via US 70.

RTA POSITION AND WHY THIS PRIORITY MATTERS:

The Durham-Chapel Hill-Carrboro MPO has long recognized the importance of converting US 70 to a freeway between the Triangle Connector to I-85 and I-540 as a necessary high-capacity parallel reliever corridor to I-40. RTA has supported this initiative for a number of years, and it is currently our highest priority freeway conversion initiative for the region.



“Converting US 70 to a freeway between the new Triangle Connector to I-85 and the Raleigh Outer Loop/I-540 will improve access to Downtown Durham and RTP, reducing congestion and travel times, while providing some relief to I-40 and bringing our region closer together.”

Mayor Bill Bell, City of Durham

Upon completion, a US 70 conversion to freeway would afford travelers between North Raleigh/I-540 and Downtown Durham/I-85 a more direct, signal-free route, while relieving traffic on I-40. A companion improvement would be the extension of Aviation Parkway as a freeway between Globe Road to US 70 as an alternative to I-540 near RDU Airport, by providing additional capacity and resiliency in the heart of the Triangle.

2014 PROGRESS AND NEXT STEPS: Several elements of the US 70 corridor scored high enough at the Statewide tier for the draft Strategic Transportation Investments prioritization process in 2014, including interchanges at Brier Creek Parkway and Miami Boulevard. RTA had previously successfully requested funding via Mobility Fund submittals for a US 70/Brier Creek Parkway interchange. There is an opportunity for funded freeway conversion of US 70 from the Triangle Connector through Miami Boulevard, and again from TW Alexander Drive to I-540, as reflected in the Draft Statewide Transportation Improvement Program (STIP) released in December.

Going forward, RTA will continue to highlight the importance of advancing the conversion of US 70 to a freeway. As planning, design, and construction proceeds, we will encourage the implementation of transit priority measures including sufficient shoulders for bus-on-shoulder service and/or through the potential future introduction of express lane options.

For more information
letsgetmoving.org/US70conversion

Seeking clarity amidst uncertainty

High speed rail's potential, and reality

OVERVIEW: Our existing freight rail infrastructure – operated by the Class I railroads and a series of short lines and regional railroads – are the backbone of intercity commerce in the United States and complement freight operations on the nation's highway network.

NCDOT and the Virginia Department of Rail and Public Transportation (DRPT) are working on several higher speed passenger rail studies along existing freight rail corridors from Raleigh to Richmond to Washington, linking to the Northeast Corridor (NEC) at Washington, D.C. NCDOT is also actively coordinating \$500 million in federally funded projects to improve rail reliability and capacity along the existing NC Railroad Company corridor from Raleigh to Charlotte.



“Working with our friends in Virginia to reserve the rail corridor from Raleigh to Richmond must remain our top priority.”

Randy Lickey, Williams Mullen
RTA Intercity Higher Speed Rail Chair

RTA POSITION AND WHY THIS PRIORITY MATTERS: America's freight rail system is second-to-none worldwide and must be preserved to ensure the safe and efficient flow of commerce as we pursue the implementation of higher speed passenger rail along active freight corridors. From a passenger rail standpoint, we are focused on achieving an overall travel time from Raleigh to Richmond of two hours, from Raleigh to Washington, DC of four hours, and from Raleigh to Charlotte of two-and-a-half hours, in order to provide a reliable, competitive travel alternative.

We support the finalization of studies that will give a better sense of projected ridership, capital cost, operating cost, and potential implementation scenarios. We recognize that achieving our travel time objectives may require electrification of all or part of the corridor at some point and/or “MetroExpress” operation that limits the number of stops in each region for some train frequencies.

2014 PROGRESS AND NEXT STEPS: The \$500 million Piedmont Crescent rail improvement program is currently underway, with active projects along the NC Railroad Company corridor that will improve rail reliability and safety from Raleigh to Charlotte. The program will be completed in 2017, at which point additional passenger rail frequencies can commence west of Raleigh.

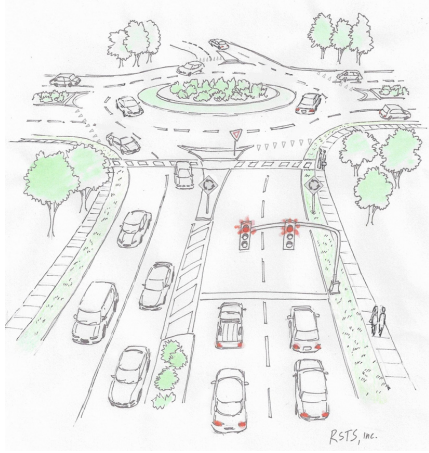
The Virginia-North Carolina High Speed Rail Compact met in Raleigh this fall. The Compact discussed the Southeast Corridor (SEC) from Washington, DC to Atlanta via Richmond, Raleigh, Durham, Greensboro, Charlotte, and upstate South Carolina. RTA Higher Speed Rail chair Randy Lickey serves as the Compact's only non-legislative member.

The high speed rail study from Raleigh to Richmond is nearly complete, with review by the Federal Railroad Administration underway; meanwhile Virginia has begun detailed study of the Richmond-Washington high speed corridor. The regional business community will continue to push for information that explores the tradeoffs and identifies optimal, scalable passenger rail investments that maintain the integrity of the freight rail network and potential public and private funding for implementation.

For more information
www.sehsr.org
www.ncdot.gov/projects/pip/letsgetmoving.org/HSR

Going round-and-round for solutions

RTA funds research on controlled roundabouts



“I hope we have added a new item on the intersection solutions menu for traffic engineers to relieve congestion and improve safety.”

Joe Hummer, Ph.D., PE
Professor and Chair, Department of
Civil and Environmental Engineering,
Wayne State University;
Principal Investigator for RTA-funded
research on controlled roundabouts

OVERVIEW: Roundabouts are a proven technique to improve both traffic flow and safety, but the absence of a signal to help drivers take turns from different directions limits their potential effectiveness during moderate or high-flow conditions. Introducing part-time signals just upstream of one or more roundabout entrances – to regulate the flow into the roundabout and help downstream vehicles enter the circle – offers the potential of expanding the numbers of locations where roundabouts could be successful.

RTA POSITION AND WHY THIS PRIORITY MATTERS: RTA seeks to advance knowledge and share practices and policies that can provide improvements at a regional level. When we became aware of the potential of adding signals on the approaches to roundabouts, we funded a simple research project involving researchers at NC State University and Wayne State University.

2014 PROGRESS AND NEXT STEPS: RTA-funded research on controlled roundabouts was presented at the US Transportation Research Board (TRB) in January 2014 and published in the Transportation Research Record in spring 2014. The study showed that controlled roundabouts (also known as “metered roundabouts”) had the potential for preserving or expanding the range of volumes where a roundabout could be successful. In addition, we learned that controlled roundabouts (and roundabouts in general) could become increasingly more efficient as driver experience increased. RTA will coordinate with various partners, including local municipalities and metropolitan planning organizations, NCDOT and the Federal Highway Administration, about potential opportunities to share or expand upon this or related research in 2015.

For more information
letsgetmoving.org/ControlledRoundabouts

(Almost no) need for speed

Limited, targeted speed limit increases for Triangle freeways

OVERVIEW: If we can safely travel on certain freeway segments at higher speeds, then that can reduce travel time, bring communities closer together, optimize enforcement efforts, and potentially reduce traffic volumes on lower speed roads through our communities.

RTA POSITION AND WHY THIS PRIORITY MATTERS: After visiting freeways with higher speed limits in several other states and realizing that segments of our freeway network were comparable or better in many locations, RTA requested consideration of various freeway speed limit increases in fall 2011, supplemented by a few additional requests since that time. Many of our requests were approved and implemented by NCDOT, while some others were deferred pending active or pending construction.

Prior RTA requests that have been approved and implemented by NCDOT includes segments of the following freeways: I-540, NC 540, Toll 540, Toll 147, US 1/64, US 1 south, Wade Avenue Extension, and Aviation Parkway.

After approving RTA requests for increases on several regional freeways, NCDOT State Traffic Engineer Kevin Lacy, PE noted that “These roads are among our safest highways, and we expect that they will continue to be.”

2014 PROGRESS AND NEXT STEPS: No RTA-requested speed limit increases were posted or approved in 2014. RTA did submit requests in fall 2014 for consideration of a few potential speed limit increases on segments of regional freeways. In addition, we have a handful of outstanding requests that will not be acted upon until current/upcoming construction is completed.

We may also revisit an earlier legislative effort to enable NCDOT to consider increases of up to 75 MPH on lower volume freeways. That legislation easily passed the NC Senate in 2013 but did not pass the NC House at that time; if we were to pursue it in the future it would likely be for a more limited or pilot legislative authorization on lower volume freeways. Currently more than 15 states now have some freeway segments posted at 75 MPH or higher, including Texas, Colorado, Louisiana, and Maine, and a handful of states authorize 80 MPH speed limits.



“These roads are among our safest highways, and we expect that they will continue to be.”

Kevin Lacy, PE
State Traffic Engineer, NCDOT

For more information
Letsgetmoving.org/SpeedLimits

Bring us together, move us forward

Five years of the I-40 Regional Partnership



“The I-40 Regional Partnership is a unique public-private initiative designed to bring local, regional, state, and federal partners together. RTA has been essential in advancing key initiatives through the Partnership including the Bus On Shoulder System (BOSS) and rapid interchange improvements.”

Meredith McDiarmid, PE
State Systems Operations Engineer,
I-40 Partnership Executive, NCDOT

OVERVIEW: The I-40 Regional Partnership is a cooperative initiative of the NCDOT, the RTA, and other local, regional, statewide, and federal partners. The Partnership provides an ongoing focus on I-40 to maintain and enhance its viability for travel and commerce.

The I-40 Regional Partnership initiative is designed to help participants discover, share, and examine the current status of I-40 in the Triangle to identify both short- and long-term opportunities for improvements to I-40 in the region along with its interchanges, connecting freeways, and primary reliever routes.

The RTA coordinates all meetings and activities of the Partnership. The Partnership held its first meeting in spring 2009 and has met at least annually since then. Meredith McDiarmid, PE, NCDOT State Systems Operations Engineer, has served as the I-40 Regional Partnership executive since its inception.

2014 PROGRESS AND NEXT STEPS: The recent widening of the Harrison Avenue eastbound on-ramp to I-40 is a Partnership success story. The potential for widening the single lane eastbound on-ramp was an opportunity that emerged through an earlier review of every interchange on I-40 between I-85 and I-95 by an I-40 Partnership action team consisting of RTA volunteers, NCDOT staff, and other area transportation partners.

NCDOT implemented the Harrison Avenue improvement during summer 2014, and it has already improved lane balance approaching I-40 by making it easier for travelers to reach the Interstate. While this improvement was identified well in advance of announcements such as the new MetLife campus in northern Cary, it will nonetheless help travelers leaving that campus and nearby offices on Weston Parkway reach the Interstate.

NCDOT also restriped the NC 54/I-40 interchange in Cary this year in response to an earlier I-40 Partnership interchange review. This improvement enables travelers who are entering I-40 west from Raleigh or I-40 east from Cary to continue to the interstate on-ramp without being impeded by travelers heading to the loop ramps across the bridge towards the opposite direction on I-40.

For 2015, the I-40 Partnership will continue to focus on expanding the region's bus-on-shoulder system, examining express lanes and express shoulder lanes, implementing ramp metering signals, and accelerating improvements on I-40 and parallel corridor improvements. In addition, RTA is working with NCDOT to create two-page summaries on various practices to improve travel flow, including Synchronized Streets and Dual Flashing Yellow Arrow.

For more information
letsgetmoving.org/i40partnership

Activating our members

Multi-year, multi-faceted engagement effort continues

“RTA provides a variety of opportunities for members to connect with fellow business executives, elected officials, and transportation partners.”

**Kerry Grace Heckle, Rex Healthcare,
RTA Events and Engagement Chair**

OVERVIEW: RTA leadership and staff recently began a concerted, multi-year effort to increase the engagement of all RTA members in the organization and to increase our outreach to partners. This initiative involves several new and ongoing elements in addition to our annual State of Mobility event each fall, including:

- ▶ Periodic, informal members' update meetings
- ▶ Blog posts by RTA leadership and staff
- ▶ Simplified and enhanced website
- ▶ Social media engagement
- ▶ Expert speaker series
- ▶ Tours of other markets
- ▶ Targeted action teams for key RTA priorities

DRAFT MEETINGS



For more information
letsgetmoving.org/DraftMtg

In 2014, RTA coordinated three RTA Draft Transportation Meetings for our members, in May, August, and October. Each informal meeting provided an opportunity to interact with multiple members of our Leadership Team, network with fellow RTA members, engage with a special guest transportation partner, and receive an update from the RTA executive director in a casual, relaxed setting.

NEXT STEPS: RTA will continue with these member opportunities in 2015, with the next Draft Meeting slated for late January in Cary.

BLOG



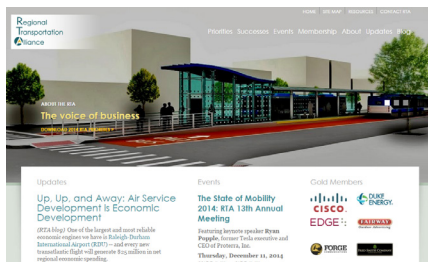
In summer 2014 RTA launched our new blog, "Driving the Conversation." Its goal is to provide commentary on regional transportation issues and related topics from RTA staff and lead volunteers to help move public conversation forward on various transportation policies, priorities, projects, and practices.

Since July 2014 RTA lead volunteers and staff have posted more than 10 entries on a variety of topics, including transit, air service, freeway and intersection improvements. The posts comprise research and information on both regional issues as well as items from outside our market that may provide insights to priorities here. A link to our most recent blog post is always prominently displayed on our letsgetmoving.org home page, and all blogs are available via a link in the top navigation bar on the home page.

NEXT STEPS: RTA will increase the number of posts by RTA members and staff in 2015, and we will encourage increased viewing and comments via e-mail, Twitter and potentially LinkedIn to engage our members on key issues and understand better their questions, concerns, and ideas.

For more information
letsgetmoving.org/blog
letsgetmoving.org/blogindex

WEBSITE



The RTA website has been a primary source of information for members for many years. In 2014 we successfully completed an effort to simplify its organization while expanding cross-channel integration, so both RTA members and partners could easily find information on key priorities, as well as Twitter posts and blog entries.

NEXT STEPS: We will continue to focus on driving traffic to RTA's enhanced website via e-mail, social media, and other communication channels.

For more information
letsgetmoving.org

SOCIAL MEDIA



We first joined Twitter (@RTATriangle) in March 2013 and since then have posted more than 1,500 tweets and have gained more than 400 followers. As with our Driving the Conversation blog, we post on both regional issues as well as items of interest from elsewhere that may relate to regional topics. Our most recent tweets are always available on our letsgetmoving.org home page.

NEXT STEPS: We will continue to post to Twitter and leverage that platform to drive traffic to our events, blog, and website. In 2015 we plan to expand our social media engagement by incorporating increased use of LinkedIn. Our tactical goal is to increase the number of followers and member engagement within these social media platforms; our strategic goal for social media will always be to support the outreach needed to advance RTA priorities.

For more information
<https://twitter.com/RTATriangle>
 @RTATriangle

EXPERT SPEAKER SERIES



For more information
letsgetmoving.org/TransitSeries

Transit had become an increasingly salient topic by fall 2014, with expanded focus in Wake County and a new position by RTA on accelerating enhanced transit. To support these conversations, RTA created and launched the RTA Transit Innovations Series in 2013 and 2014, featuring more than 15 expert speakers who presented both in person and remotely via Cisco WebEx.

Topics for the seven-part series on transit innovations included: bus toll lanes, express lanes, urban bus rapid transit, busways, urban gondolas, research on land use and tradeoffs, transit priority treatments, economic development, walkability, and more. We posted all presentations to our website and included videos for most of the presentations.

NEXT STEPS: While we do not have another expert speaker series immediately planned, we will not hesitate to quickly implement one if the need becomes clear for a particular topic.

BRIEFINGS AND TOURS



For more information
letsgetmoving.org/Tour
letsgetmoving.org/PastTours

While we live in a dynamic, leading region, we do not suffer from “not invented here” syndrome. Our market has the confidence to learn from the successes and lessons of other areas. For 10 years the Regional Transportation Alliance has hosted periodic Leadership Briefings and Tours in various markets across California, Colorado, Indiana, Maryland, Ohio, Pennsylvania, Texas, Virginia, and the District of Columbia.

Shared discovery is an essential component of each Leadership Briefing and Tour, with a focus on understanding the big picture, key details and lessons learned of what made certain projects, priorities, and policies more or less successful in those markets.

NEXT STEPS: RTA will return to Texas in April 2015 as we join the Greater Raleigh Chamber of Commerce on its upcoming intercity visit to Austin and the Central Texas region. While the agenda is not yet final, topics are expected to include transit modes and referenda, freeway construction and funding, and air service enhancement.

ACTION TEAMS



While RTA does not maintain standing committees on specific topics, we do periodically activate action teams on a particular focus area with clear objectives, roles, and time limits, typically in cooperation with transportation partners. Past teams have focused on issues ranging from freeway signage to making transit simpler to understand and use. We did not activate any action teams in 2014 other than to provide assistance for RTA event preparations.

NEXT STEPS: Given the importance of the Wake Transit process to the success of both Wake County and the region, we expect to activate an action team on enhanced transit in 2015. The specific launch date, goals, focus areas and activities will depend on the progress of conversations during the Wake County transit initiative, including any insights gained from the Leadership Briefing and Tour to Austin in April.

Maximizing your voice and impact

Joining the business leadership group for regional mobility



“RTA members determine our regional priorities, highlight issues important to their companies and colleagues, and collaborate and build relationships with regional leaders.”

**Kathleen Bentley, Fidelity Investments,
RTA Membership Development Chair**

The Regional Transportation Alliance represents the regional business community and provides the sustained, long-term focus and business perspective needed to advance essential regional transportation priorities.

The Regional Transportation Alliance shapes transportation policy and economic growth by:

- ▶ Encouraging strategic mobility investments and improvements
- ▶ Identifying projects beneficial to our market and finding a path to success
- ▶ Supporting a regional approach that attracts and retains businesses
- ▶ Providing guidance to community leaders and bringing partners together
- ▶ Lobbying for legislation to drive the mobility agenda forward
- ▶ Building relationships to identify goals and generate action

As a business organization, we understand that resources of money, time, focus, and political capital are finite. We identify threats to our region's mobility, make the business case for solutions that make sense in both the short and long-term, and then provide the focus and strength needed to get results.

As a result of RTA membership, our members are able to:

- ▶ Demonstrate focus and deliver results for a quality of life issue that is critical to employee satisfaction and talent retention and attraction
- ▶ Gain visibility in our market as a part of the region's only business leadership group solely focused on transportation and traffic issues
- ▶ Collaborate and build relationships with fellow business and community leaders, key elected officials and transportation partners
- ▶ Gain insight and understanding about mobility issues and solutions
- ▶ Receive timely information that you can distribute and leverage to help your company and clients succeed
- ▶ Guide the future of their region by making an impact through RTA

This year RTA gained two Gold members, three Silver members, and one Bronze member. Over the past five years we have experienced a 25% increase in our upper investment levels. Going forward, the RTA will need the continued support of the regional business community if we are to be successful across a host of engagement fronts.

To join RTA, or for more information about membership, contact:

Natalie Griffith
RTA Operations Manager
 919.664.7062
natalie@letsgetmoving.org

For more information

letsgetmoving.org/membership
letsgetmoving.org/brochure

RTA GOLD

Cisco Systems, Inc.*
 Duke Energy
 EDGE5 – Wake County Economic Development
 Fairway Outdoor Advertising
 FORGE Communications
 Fred Smith Company
 GlaxoSmithKline
 Golden Corral Corporation
 Greater Raleigh Chamber of Commerce
 Quintiles*
 Research Triangle Foundation of North Carolina

RTA SILVER

AirSage
 Blue Cross and Blue Shield of North Carolina*
 Credit Suisse*
 Duke University*
 Fidelity Investments*
 First Citizens Bank
 IBM Corporation
 Kane Realty Corporation
 Kimley-Horn and Associates, Inc.
 Lenovo*
 NetApp
 Parsons Brinckerhoff*
 Red Hat, Inc.
 Stewart
 VHB

SENIOR REGIONAL PARTNERS

Capital Area Metropolitan Planning Organization
 Capital Area Transit / City of Raleigh*
 Durham-Chapel Hill-Carrboro Metropolitan Planning Organization*
 Raleigh-Durham Airport Authority*
 Triangle Transit*

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RTA STANDARD

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