



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Meeting Agenda Board of Aldermen



Tuesday, April 4, 2017

7:30 PM

Board Chambers - Room 110

7:30-7:45

A. POETRY READING, RESOLUTIONS, PROCLAMATIONS, AND ACKNOWLEDGEMENTS

1. [17-097](#) Charges Issued to Recently Appointed Advisory Board Volunteers
2. [17-094](#) Resolution - Sexual Assault Awareness Month
Attachments: [Resolution-Sexual Assault Awareness 2017](#)
3. [17-098](#) Poetry Month Proclamation
Attachments: [2016 National Poetry Month Proclamation](#)

B. ANNOUNCEMENT OF UPCOMING MEETINGS

7:50-8:00

C. REQUESTS FROM VISITORS AND SPEAKERS FROM THE FLOOR

8:00-8:05

D. CONSENT AGENDA

1. [17-096](#) Approval of Previous Meeting Minutes of March 21, 2017

2. [17-084](#) Review and Acceptance of the 2017 Annual Report on the Schools Adequate Public Facilities Ordinance (SAPFO) from the Technical Advisory Committee

PURPOSE: The Orange County Board of County Commissioners has referred the 2017 report for review. The Board of Commissioners is scheduled to certify the report on April 10th. A resolution that accepts the report has been attached. The Board may choose to attach comments if desired.

Attachments: [Attachment A - Resolution Accepting 2017 SAPFOTAC Report](#)
[Attachment B: BOCC Letter re SAFOTAC REview 3-8-2017](#)
[Attachment C: Draft 2017 SAPFOTAC Annual Report](#)
[Attachment D: CHCCS Projections](#)
[Attachment E - LUO Sec 15-88-15-88.7 and MOU](#)
[Attachment F - Summary of CAPS Issuance Status for Carrboro Projects](#)

3. [17-072](#) A Request to Set a Public Hearing on the Temporary Street Closing Permit Application for the 2017 BCAN (Bladder Cancer Advocacy Network) AmpUp! Walk/Run to End Bladder Cancer.

PURPOSE: The purpose for this meeting is to set a public hearing for a Street Closing Permit Application submitted by the BCAN for the temporary closing and usage of streets from 7:00 AM to 8:30 AM on Sunday May 21, to accommodate the 2017 BCAN AmpUp! Walk/Run to End Bladder Cancer 5K. The event has grown since its conception and the applicant recently enlisted the help of Fleetfeet Sports to assist with the beneficial event. The applicant expects approximately 200 participants and to raise funds in excess of \$15,000; most importantly the applicant hopes to create a greater awareness of bladder cancer. The event will continue at Fleetfeet sports after the conclusion of the race.

Attachments: [A: 2017 BCAN Street Closing Permit Application](#)
[B: BCAN 5K Event Pre-application](#)
[C: Public Hearing Request Resolution](#)
[D: BCAN 5K Route Map](#)

E. OTHER MATTERS

8:05-8:40

1. [17-091](#) Presentation on the draft Orange County Transit Plan.
PURPOSE: The purpose of this agenda item is to receive a presentation from GoTriangle on the draft Orange County Transit Plan (formerly the Orange County Bus and Rail Investment Plan).
Attachments: [Attachment A - Resolution - April 2017 - OC Transit Plan](#)
[Attachment B - Meeting Schedule](#)
[Attachment C - Draft-Orange-County-Transit-Plan](#)

8:40-9:00

2. [17-092](#) Consideration of Transportation Projects for the P5.0 Prioritization Process and STBGP-DA Funding
PURPOSE: The purpose of this agenda item is for the Board of Aldermen to consider projects for submittal to the P5.0 Prioritization Process and for approximately \$277,386 of Surface Transportation Block Grant Program-Direct Attributable Funds (STBGP-DA)
Attachments: [Attachment A Resolution for P5.0](#)
[Attachment B - Resolution - Allocation of STBGP Funds](#)
[Attachment C - Memo - SPOT 5.0 prioritization](#)
[Attachment D - 2017-02-22 \(17-125\) SPOT 4.0 Carryover Projects-
-note NC 54 intersection](#)
[Attachment E - 2017-02-22 \(17-125\) SPOT 4.0 Holding Tank Projects](#)
[Attachment F - P5.0 -Schedule](#)

9:00-9:30

3. [17-093](#) Follow-up Report on Human Services Funding
PURPOSE: The purpose of this item is for the Board to have a follow-up discussion regarding Human Services funding priorities.
Attachments: [Attachment 1 - 2017-18 Human Services Outside Agency Application Packet](#)
[Attachement 2 - A RESOLUTION TO AMEND THE CHARGE OF THE HUMAN SERVICES ADVISORY COMMISSION](#)

9:30-10:00

4. [17-095](#) Rosemary Sunset Parking Lot Options
PURPOSE: The purpose of this item is to follow-up on the discussion regarding parking options for the shared parking lot at Rosemary and Sunset.

F. MATTERS BY BOARD MEMBERS**G. MATTERS BY TOWN MANAGER**

H. MATTERS BY TOWN ATTORNEY

I. MATTERS BY TOWN CLERK



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:17-094

Agenda Date: 4/4/2017

File Type:Agendas

In Control: Board of Aldermen

Version: 1

Resolution - Sexual Assault Awareness Month

Resolution
“Sexual Assault Awareness Month 2017”

WHEREAS, the Orange County Rape Crisis Center assisted over 600 survivors of sexual violence, their loved ones, and community professionals during 2014; and

WHEREAS, the Orange County Rape Crisis Center works with the county’s two school systems and other groups to provide students with age-appropriate information about violence prevention, reaching over 14,800 youth and adults each year; and

WHEREAS, the coordination of the Orange County Sexual Assault Response Team (SART) is bringing together members of law enforcement, the medical community, the legal system, and other community advocates to improve services for survivors of sexual assault who come forward; and

WHEREAS, 1 in 5 American women have been sexually assaulted at some point in their lives (Centers for Disease Control and Prevention, 2010); and

WHEREAS, in the United States rape is the most costly crime to its survivors, totaling \$127 billion a year considering factors such as medical cost, lost earnings, pain, suffering, and lost quality of life (U.S. Department of Justice, 1996); and

WHEREAS, in the United States 1 in 3 women and 1 in 4 men have experienced some form of sexual or physical violence committed by an intimate partner (Centers for Disease Control and Prevention, 2010); and

WHEREAS, there are more than 22,000 sex offenders registered as living in North Carolina (Department of Justice, 2016); and

WHEREAS, victim-blaming continues to be an enormous problem in instances of rape and sexual assault; and

WHEREAS, the Orange County Rape Crisis Center, a non-profit agency that has served this community since 1974, is working to stop sexual violence and its impact through support, education, and advocacy;

NOW, THEREFORE BE IT RESOLVED that the Board of Aldermen of the Town of Carrboro, do hereby proclaim **the month of April 2017** as **“SEXUAL ASSAULT AWARENESS MONTH.”** We encourage all citizens to speak out against sexual violence and to support their local community’s efforts to prevent and respond to these appalling crimes.

This the 4th day of April 2017



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:17-098

Agenda Date: 4/4/2017

File Type:Agendas

In Control: Board of Aldermen

Version: 1

Poetry Month Proclamation



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:17-096

Agenda Date: 4/4/2017

File Type:Agendas

In Control: Board of Aldermen

Version: 1

Approval of Previous Meeting Minutes of March 21, 2017



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:17-084

Agenda Date: 4/4/2017

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Review and Acceptance of the 2017 Annual Report on the Schools Adequate Public Facilities Ordinance (SAPFO) from the Technical Advisory Committee

PURPOSE: The Orange County Board of County Commissioners has referred the 2017 report for review. The Board of Commissioners is scheduled to certify the report on April 10th. A resolution that accepts the report has been attached. The Board may choose to attach comments if desired.

DEPARTMENT: Planning

CONTACT INFORMATION: Patricia McGuire - 919-918-7327; pmcguire@townofcarrboro.org; <mailto:pmcguire@townofcarrboro.org>; Marty Roupe - 919-918-7333; mroupe@townofcarrboro.org; <mailto:mroupe@townofcarrboro.org>

INFORMATION: The letter from Chair Mark Dorosin, of the Board of County Commissioners requesting Board of Aldermen review of the 2017 Draft Annual Report on the Schools Adequate Public Facilities Ordinance (SAPFO) Technical Advisory Committee was received on March 13th. The transmittal included an executive summary of the report and copy of the BOCC's agenda abstract from March 7th (*Attachment B*). The full report is attached (*Attachment C*) and may also be found on Orange County's Planning Department website at the following link: <http://www.co.orange.nc.us/planning/Specialprojects.asp>. Annual reporting requirements of the SAPFO are spelled out in Section 1D of the Memorandum of Understanding (MOU). The SAPFOTAC, which includes Planning Directors and representatives of the County's two school systems, prepares the report each year. The report addresses five areas for each of the two school systems, Level of Service, Building Capacity and Membership, Membership Date, Capital Improvement Planning, Student Membership Projection methodology, and Student Membership Projections. Excerpts from the report related to the Chapel Hill Carrboro City Schools are included below.

Chapel Hill Carrboro City Schools (CHCCS) Summary Information

The CHCCS school district does not exceed the adopted levels of service established in the SAPFO. Projections do not show a need for additional capacity at the elementary, middle, or high school levels within the 10-year planning period. Plans to renovate and expand existing CHCCS facilities continue.

Enrollment. Within the district, the total number of students increased by 112 students as a result of 66 more elementary students, 15 fewer middle school students and 61 more high school students. The total school population in the 2016-17 school year is 12,158. Level of Service for the three school levels is summarized

below:

Elementary

- A. Does not exceed 105 percent LOS standard (current LOS is 95.5 percent). Projections do not show the need for an additional Chapel Hill/Carrboro Elementary School in the 10 year projection period.

Middle School

- A. Does not currently exceed 107 percent LOS standard (current LOS is 96.1 percent). Projections do not show the need for an additional Chapel Hill/Carrboro Middle School in the 10-year projection period.

High School

- A. Does not currently exceed the 110 percent LOS standard (current LOS is 97.1 percent). The need for additional capacity at the high school level (which would be met by expansion of Carrboro High School from 800 to 1200 students) is not anticipated in the 10-year projection period.

Student Projection Analysis. Projected average annual growth rates at the elementary and middle school levels have decreased slightly, but remain positive. Future growth rates show decreasing rates of growth at the elementary and middle school levels and an increasing growth rate at the high school level. This information is excerpted from the report and provided as an attachment (*Attachment D*).

Other Considerations

2015 legislation establishes new student class sizes for kindergarten to third grade for the upcoming school year from class size ratios of 1:21 to 1:17. A second bill is under review by the General Assembly that may modify the ratios and increase it above 1;17; without such a change, CHCCS would experience a reduction in capacity of 660 students.

This year's draft report includes information regarding charter schools and other alternative schooling arrangements, on page 31 of the report, but the number of children currently being homeschooled is unknown.

Regarding energy efficiency upgrades during renovation and new construction projects, CHCCS staff stated that their policy for new construction is to create LEED certified buildings and exceed multiple building code minimum requirements. Specifically related to the upcoming Lincoln Center redevelopment and Chapel Hill High School renovation project, CHCCS will install all new HVAC equipment exceeding ASHRA standards and new energy management systems, which allow for altering temperature controls during specific time periods each day and within specific sections of buildings. CHCCS staff anticipate handling future renovation projects similarly.

The Adequate Public School Facilities provisions, Land Use Ordinance subsections 15-88 through 15-88.7, and the associated memorandum of understanding is provided as information (*Attachment E*).

A summary chart showing the status of CAPS for approved residential developments is also attached (*Attachment F*).

Agenda Date: 4/4/2017

File Type:Agendas

In Control: Board of Aldermen

Version: 1

FISCAL & STAFF IMPACT: None noted with the review and acceptance of this report.

RECOMMENDATION: Staff recommends that the Board of Aldermen adopt the attached resolution that accepts the report. The Board may choose to attach comments if desired.

ATTACHMENT A

The following resolution was introduced by Aldermen _____ and duly seconded by Aldermen _____.

A RESOLUTION ACCEPTING THE SCHOOLS ADEQUATE PUBLIC FACILITIES TECHNICAL ADVSIORY COMMITTEE (SAPFOTAC) 2017 REPORT

WHEREAS, the Town has had a longstanding interest in the success and excellence of the Chapel Hill – Carrboro City Schools; and

WHEREAS, the Town has participated in the development and implementation of the schools adequate public facilities ordinance provisions since 2003; and

WHEREAS, the annual technical advisory committee report has been prepared and distributed for review.

NOW, THEREFORE BE IT RESOLVED that the Board of Aldermen of the Town of Carrboro accepts the report.

This the 4th day of April, 2017

MARK DOROSIN, CHAIR
PENNY RICH, VICE CHAIR
MIA BURROUGHS
BARRY JACOBS
MARK MARCOPLOS
EARL MCKEE
RENEE PRICE
PENNY RICH

Orange County Board of Commissioners
Post Office Box 8181
200 South Cameron Street
Hillsborough, North Carolina 27278



March 8, 2017

Pam Hemminger, Mayor
Town of Chapel Hill
405 Martin Luther King Jr. Blvd.
Chapel Hill, NC 27514

Dr. Stephen H. Halkiotis, Chair
Orange County Board of Education
206 E. King Street
Hillsborough, NC 27278

Lydia Lavelle, Mayor
Town of Carrboro
301 W. Main Street
Carrboro, NC 27510

James Barrett, Chair
Chapel Hill-Carrboro Board of Education
750 Merritt Mill Road
Chapel Hill, NC 27516

Tom Stevens, Mayor
Town of Hillsborough
P.O. Box 429
Hillsborough, NC 27278

Subject: Schools Adequate Public Facilities Ordinance Technical Advisory Committee
(SAPFOTAC) Annual Report

Dear Sir or Madam:

This letter is to update you on the status of the 2017 Annual SAPFOTAC Report. In accordance with the SAPFO Memoranda of Understanding (MOU), the Board of County Commissioners (BOCC) approved the November 15, 2016 actual membership and capacity numbers for Orange County Schools and Chapel Hill – Carrboro City Schools at its meeting on December 5, 2016.

The SAPFOTAC, comprised of representatives of both school systems and the Planning Directors of the County and Towns has produced the 2017 Annual Report. As per the SAPFO MOU, the annual technical report contains information on Level of Service, Building Capacity, Membership Date, Capital Investment Plan, Student Membership Projection Methodology, Student Membership Projections, Student Membership Growth Rate, Student/Housing Generation Rate, and the SAPFO Process. Enclosed for your use are copies of the 2017 Executive Summary and the March 7, 2017 BOCC meeting agenda item abstract when the BOCC received the draft report.

WWW.ORANGECOUNTYNC.GOV

PROTECTING AND PRESERVING – PEOPLE, RESOURCES, QUALITY OF LIFE
ORANGE COUNTY, NORTH CAROLINA – YOU COUNT!
(919) 245-2130

2017 SAPFOTAC Executive Summary

I. Base Memorandum of Understanding

A. Level of Service(No Change)Pg. 1

	<i>Chapel Hill/Carrboro School District</i>	<i>Orange County School District</i>
<i>Elementary</i>	105%	105%
<i>Middle</i>	107%	107%
<i>High</i>	110%	110%

B. Building Capacity and Membership(Change)Pg. 2

	<i>Chapel Hill/Carrboro School District</i>			<i>Orange County School District</i>		
	Capacity	Membership	Increase from Prior Year	Capacity	Membership	Increase from Prior Year
<i>Elementary</i>	5829	5567	66	3694	3293	(25)
<i>Middle</i>	2944	2829	(15)	2166	1724	(15)
<i>High</i>	3875	3762	61	2439	2446	(23)

C. Membership Date – November 15.....(No Change)Pg.17

II. Annual Update to SAPFO System

A. Capital Investment Plan (CIP)(No Change)Pg. 18

B. Student Membership Projection Methodology(No Change)Pg. 19
The average of 3, 5, and 10 year history/cohort survival, linear and arithmetic projection models.

C. Student Membership Projections(Change)Pg. 29

Analysis of 5 Years of Projections for 2016-17 School Year – Chapel Hill/Carrboro City Schools

(The first column for each year includes the student membership projection made for 2016-2017 in that given year. The second column for each year includes the number of students the projection was off compared to actual membership. An “L” indicates the projection was low compared to the actual, whereas an “H” indicates the projection was high compared to the actual.)

		Year Projection Made for 2016-17 Membership									
	Actual 2016 Membership	2011-2012		2012-2013		2013-2014		2014-2015		2015-2016	
Elementary	5567	6026	H459	5837	H270	5845	H278	5662	H95	5552	L15
Middle	2829	2987	H158	3004	H175	2962	H133	2928	H99	2830	H1
High	3762	4018	H256	4016	H254	3893	H131	3798	H36	3757	L5

High School Level

- A. Does not currently exceed the 110% LOS standard (current LOS is 97.1%).
- B. The projected growth rate at this level is expected to increase over the next 10 years (average ~0.72% compared to 0.45% over the past 10 years).
- C. Similar to last year, projections are not showing a need to expand Carrboro High School from the initial capacity of 800 students to the ultimate capacity of 1,200 students in the 10-year projection period.

ORANGE COUNTY SCHOOL DISTRICT**Elementary School Level**

- A. Does not currently exceed 105% LOS standard (current LOS is 89.1%).
- B. The projected growth rate at this level is expected to decrease, but remain positive over the next 10 years (average ~0.51% compared to 1.02% over the past 10 years).
- C. Similar to last year, projections are not showing a need for an additional Elementary School in the 10-year projection period.

Middle School Level

- A. Does not currently exceed 107% LOS standard (current LOS is 79.6%).
- B. The projected growth rate at this level is expected to decrease, but remain positive over the next 10 years (average ~0.36% compared to 0.92% over the past 10 years).
- C. Similar to last year, projections are not showing a need for an additional Middle School in the 10-year projection period.

High School Level

- A. Does not currently exceed 110% LOS standard (current LOS is 100.3%).
- B. The projected growth rate at this level is expected to decrease, but remain positive over the next 10 years (average ~0.22% compared to 1.53% over the past 10 years).
- C. Similar to last year, projections are not showing a need to expand Cedar Ridge High School from the initial capacity of 1,000 students to 1,500 students in the 10-year projection period.

ADDITIONAL INFORMATION

The Schools Adequate Public Facilities Ordinance (SAPFO) student projections illustrate when the adopted level of service capacities are forecasted to be met and/or exceeded in anticipation of CIP planning and the construction of a new school. However, as is being identified by both school districts, a new trend is emerging to renovate and expand existing facilities to address school capacity needs in a more feasible way. As this trend continues, additional capacity resulting from school renovations and expansions will be added to the projection models in stages, once funding is approved, versus the addition of greater capacity when a new school is constructed and completed. The renovation and expansion to existing facilities may delay construction of new schools further into the future. This process will pose some challenges to SAPFO compared to the existing process which indicates in advance when a completely new school is needed. Decisions on the timing of reconstruction funding would be indirectly linked to the SAPFO model.

**ORANGE COUNTY
BOARD OF COMMISSIONERS
ACTION AGENDA ITEM ABSTRACT
Meeting Date: March 7, 2017**

Action Agenda
Item No. 6-f

SUBJECT: Schools Adequate Public Facilities Ordinance (SAPFO) – Receipt and Transmittal of 2017 Annual Technical Advisory Committee Report

DEPARTMENT: Planning and Inspections

ATTACHMENT(S):

1. SAPFO Partners Transmittal Letter
2. Draft 2017 SAPFOTAC Annual Report and Larger Scale Projection Worksheets

INFORMATION CONTACT:

Ashley Moncado, Planner II, 919-245-2589
Craig Benedict, Director, 919-245-2575

PURPOSE: To receive the 2017 Annual Report of the SAPFO Technical Advisory Committee (SAPFOTAC) and transmit it to the SAPFO partners for comments before certification in May.

NOTE: The School Capacity Capital Investment Plan (CIP) Needs Analysis projects no new school capacity needs in the next 10 years for elementary, middle and high school levels for both Orange County Schools (OCS) and Chapel Hill-Carrboro City Schools (CHCCS).

ADDITIONAL NOTE: North Carolina General Assembly 2015 legislation may result in a 1:21 to 1:17 decrease in class size averages for kindergarten to third grade for the 2017-18 school year. However, pending action by the 2017 North Carolina General Assembly seeks to increase class size averages above 1:17, but to what ratio is unknown, in time for the 2017-18 school year. As an example, the 1:17 class size average would result in a decrease in capacity at the elementary school level of approximately 444 students for OCS and 660 students for CHCCS. In any event of ratio change, the BOCC would decide, with input from the schools, on when to implement the impact of the ratio/capacity change. This would likely occur when the school capacity is recertified each November along with new enrollment. Subsequent to this capacity, enrollment input, then future projections of school needs would be developed with this new data as part of the annual report. The calculations and conclusions detailed in the 2017 SAPFOTAC Annual Report are based on the approved 1:21 class size averages, as accepted by the BOCC with the approval of the 2008-09 Membership and Capacity numbers and certification of the 2009 SAPFOTAC Annual Report on May 5, 2009, which is when the last legislative change was implemented.

BACKGROUND:

1. Annual Report

Each year, since 2004, the SAPFOTAC Report is updated to reflect actual changing conditions of student membership and school capacity. This information is analyzed and used to project future school construction needs based on adopted levels of service standards. There are two steps to the full report. The first part (Student Membership and Capacity) is certified in the fall and then this full report, in the following spring, is to keep the SAPFO system calibrated. At the December 5, 2016 Board of County Commissioners meeting, the Board approved the November 15, 2016 actual membership and capacity

This year, CHCCS and OCS did not exceed the adopted levels of service established in the SAPFO, nor do projections show a potential need for additional capacity at the elementary, middle, and high school levels within the 10-year planning period.

6. Student Projection Analysis

CHCCS

Student membership projections show a mix of increases and decreases at all levels within the 10-year planning period. Projections are shown on page 39 of the report.

OCS

Student membership projections show a mix of increases and decreases at all levels within the 10-year planning period. Projections are shown on page 38 of the report.

7. School Capacity CIP Needs Analysis

CHCCS

Projected needs:

Elementary School	Projections show no needs in the next 10 years
Middle School	Projections show no needs in the next 10 years
High School	Projections show no needs in the next 10 years

OCS

Projected needs:

Elementary School	Projections show no needs in the next 10 years
Middle School	Projections show no needs in the next 10 years
High School	Projections show no needs in the next 10 years

NOTE: School capacity improvements as part of a renovation/upgrade will be reviewed as necessary by the BOCC and school districts.

8. Student Generation Rates

The updated student generation rates were approved on May 19, 2015 and are shown in Attachment II.E.1 on page 45 of the report. Updated rates began to be used for CAPS issuances in the fall of 2015 and are based on an inventory of recently built units from January 1, 2004 to December 31, 2013.

9. Access to Full Report

The draft SAPFOTAC report will be posted on the Orange County Planning Department's web site. A letter and the Executive Summary of the report will be sent to all SAPFO partners after this BOCC meeting advising them of the availability of the draft report and inviting comment. It is anticipated the draft 2017 SAPFOTAC report will be brought back to the BOCC for certification at the May 16, 2017 regular meeting.

10. Additional Information

Over the last year, the SAPFO Technical Advisory Committee and Orange County staff have reviewed and analyzed the number of proposed residential projects planned throughout the county. These projects are in various stages of review and approval. In some cases, sole review authority lies with the local government jurisdiction so they are not necessarily submitted for review by our planning partners. The impacts on schools are not typically addressed by the municipality since local school funding occurs only at the county level. Nonetheless, residential dominant projects affect the appropriation of county funds available to all county services and therein indirectly affect municipal use of countywide services such as solid waste, health, library, aging, etc.

ORANGE COUNTY, NC
SCHOOLS ADEQUATE PUBLIC
FACILITIES ORDINANCE

**PREPARED BY A STAFF COMMITTEE: PLANNING DIRECTORS,
SCHOOL REPRESENTATIVES, TECHNICAL ADVISORY COMMITTEE
(SAPFOTAC)**

**(PURSUANT TO PROVISIONS OF A MEMORANDUM OF
UNDERSTANDING ADOPTED IN 2002 & 2003)
(ORDINANCES ADOPTED IN JULY 2003)**

Annual Report
2017

(BASED ON NOVEMBER 2016 DATA)

CERTIFIED BY THE BOCC ON MAY X, 2017

Table of Contents

2017 SAPFOTAC Executive Summary	i
Introduction.....	v
Schools Adequate Public Facilities Ordinance Partners.....	vi
Planning Directors/School Representatives Technical Advisory Committee.....	vii
I. Base Memorandum of Understanding	1
A. Level of Service	1
B. Building Capacity and Membership	2
Attachment I.B.1 Orange County School Capacity (Elementary, Middle, & High) (2015-16).....	5
Attachment I.B.2 Chapel Hill/Carrboro School Capacity (Elementary, Middle, & High) (2015-16).....	8
Attachment I.B.3 Orange County School Capacity (Elementary, Middle, & High) (2016-17).....	11
Attachment I.B.4 Chapel Hill/Carrboro School Capacity (Elementary, Middle, & High) (2016-17).....	14
C. Membership Date.....	17
II. Annual Update to Schools Adequate Public Facilities Ordinance System	18
A. Capital Investment Plan (CIP)	18
B. Student Membership Projection Methodology	19
Attachment II.B.I – Student Membership Projection Descriptions.....	20
Attachment II.B.2 – Student Membership Projection Models Performance Analysis (2015-16).....	21
Attachment II.B.3 – Student Membership Projection Models Performance Analysis (2016-17).....	25
C. Student Membership Projections	29
Attachment II.C.1 – Orange County Student Projections (Elementary, Middle, & High) (2015-16).....	35
Attachment II.C.2 – Chapel Hill/Carrboro Student Projections (Elementary, Middle, & High) (2015-16).....	36
Attachment II.C.3 – Orange County Student Projections (Elementary, Middle, & High) (2016-17).....	37
Attachment II.C.4 – Chapel Hill/Carrboro Student Projections (Elementary, Middle, & High) (2016-17).....	38
D. Student Membership Growth Rate.....	39
Attachment II.D.1 – Orange County and Chapel Hill/Carrboro Student Growth Rates (Chart dates from 2016-2026 based on 11/13/15 membership numbers) (2015-16).....	40
Attachment II.D.2 – Orange County and Chapel Hill/Carrboro Student Growth Rates (Chart dates from 2017-2027 based on 11/15/16 membership numbers) (2016-17).....	41
E. Student / Housing Generation Rate	42
Attachment II.E.1 – Current Student Generation Rates (2015).....	44
III. Flowchart of Schools Adequate Public Facilities Ordinance Process	45
A. Capital Investment Plan (CIP) (Process 1).....	45
Attachment III.A.1 – Process 1 Capital Improvement Plan.....	46
B. Schools Adequate Public Facilities Ordinance Certificate of Adequate Public Schools (CAPS) Update (Process 2)	47
Attachment III.B.1 – Process 2 Certificate of Adequate Public Schools (CAPS) Allocation.....	48

2017 SAPFOTAC Executive Summary

I. Base Memorandum of Understanding

A. Level of Service(No Change).....Pg. 1

	<i>Chapel Hill/Carrboro School District</i>	<i>Orange County School District</i>
<i>Elementary</i>	105%	105%
<i>Middle</i>	107%	107%
<i>High</i>	110%	110%

B. Building Capacity and Membership(Change).....Pg. 2

	<i>Chapel Hill/Carrboro School District</i>			<i>Orange County School District</i>		
	Capacity	Membership	Increase from Prior Year	Capacity	Membership	Increase from Prior Year
<i>Elementary</i>	5829	5567	66	3694	3293	(25)
<i>Middle</i>	2944	2829	(15)	2166	1724	(15)
<i>High</i>	3875	3762	61	2439	2446	(23)

C. Membership Date – November 15.....(No Change).....Pg.17

II. Annual Update to SAPFO System

A. Capital Investment Plan (CIP)(No Change).....Pg. 18

B. Student Membership Projection Methodology(No Change).....Pg. 19 *The average of 3, 5, and 10 year history/cohort survival, linear and arithmetic projection models.*

C. Student Membership Projections(Change).....Pg. 29

Analysis of 5 Years of Projections for 2016-17 School Year – Chapel Hill/Carrboro City Schools

(The first column for each year includes the student membership projection made for 2016-2017 in that given year. The second column for each year includes the number of students the projection was off compared to actual membership. An “L” indicates the projection was low compared to the actual, whereas an “H” indicates the projection was high compared to the actual.)

		Year Projection Made for 2016-17 Membership									
	Actual 2016 Membership	2011-2012		2012-2013		2013-2014		2014-2015		2015-2016	
Elementary	5567	6026	H459	5837	H270	5845	H278	5662	H95	5552	L15
Middle	2829	2987	H158	3004	H175	2962	H133	2928	H99	2830	H1
High	3762	4018	H256	4016	H254	3893	H131	3798	H36	3757	L5

Analysis of 5 Years of Projections for 2016-17 School Year – Orange County Schools

(The first column for each year includes the student membership projection made for 2016-2017 in that given year. The second column for each year includes the number of students the projection was off compared to actual membership. An “L” indicates the projection was low compared to the actual, whereas an “H” indicates the projection was high compared to the actual.)

		Year Projection Made for 2016-17 Membership									
	Actual 2016 Membership	2011-2012		2012-2013		2013-2014		2014-2015		2015-2016	
Elementary	3293	3699	H406	3622	H329	3567	H274	3274	L19	3325	H32
Middle	1724	1853	H129	1785	H61	1824	H100	1746	H22	1743	H19
High	2446	2449	H3	2429	L17	2468	H22	2540	H94	2504	H58

D. Student Membership Growth Rate(Change).....Pg. 39

Projected Average Annual Growth Rate over Next 10 Years										
	<i>Chapel Hill/Carrboro School District</i>					<i>Orange County School District</i>				
Year Projection Made:	2012-13	2013-14	2014-15	2015-16	2016-17	2012-13	2013-14	2014-15	2015-16	2016-17
Elementary	1.18%	1.44%	1.11%	0.92%	0.91%	1.31%	1.30%	0.55%	0.80%	0.51%
Middle	1.59%	1.58%	1.15%	0.82%	0.95%	1.64%	1.42%	0.09%	0.67%	0.36%
High	1.60%	1.27%	1.22%	0.93%	0.72%	1.43%	1.35%	0.39%	0.56%	0.22%

E. Student / Housing Generation Rate(No Change).....Pg. 42

SCHOOL ADEQUATE PUBLIC FACILITIES ORDINANCE STATUS

(based on future year Student Membership Projections)

CHAPEL HILL/CARRBORO SCHOOL DISTRICT

Elementary School Level

- A. Does not currently exceed 105% LOS standard (current LOS is 95.5%).
- B. The projected growth rate at this level is expected to decrease over the next 10 years, but remain positive (average ~0.91% per year compared to 1.24% over the past 10 years).
- C. Similar to last year, projections are not showing a need for an additional Elementary School in the 10-year projection period.

Middle School Level

- A. Does not currently exceed 107% LOS standard (current LOS is 96.1%).
- B. The projected growth rate at this level is expected to decrease over the next 10 years, but remain positive (average ~0.95% compared to an average of 1.28% over the past 10 years).
- C. Similar to last year, projections are not showing a need for an additional Middle School in the 10-year projection period.

High School Level

- A. Does not currently exceed the 110% LOS standard (current LOS is 97.1%).
- B. The projected growth rate at this level is expected to increase over the next 10 years (average ~0.72% compared to 0.45% over the past 10 years).
- C. Similar to last year, projections are not showing a need to expand Carrboro High School from the initial capacity of 800 students to the ultimate capacity of 1,200 students in the 10-year projection period.

ORANGE COUNTY SCHOOL DISTRICT

Elementary School Level

- A. Does not currently exceed 105% LOS standard (current LOS is 89.1%).
- B. The projected growth rate at this level is expected to decrease, but remain positive over the next 10 years (average ~0.51% compared to 1.02% over the past 10 years).
- C. Similar to last year, projections are not showing a need for an additional Elementary School in the 10-year projection period.

Middle School Level

- A. Does not currently exceed 107% LOS standard (current LOS is 79.6%).
- B. The projected growth rate at this level is expected to decrease, but remain positive over the next 10 years (average ~0.36% compared to 0.92% over the past 10 years).
- C. Similar to last year, projections are not showing a need for an additional Middle School in the 10-year projection period.

High School Level

- A. Does not currently exceed 110% LOS standard (current LOS is 100.3%).
- B. The projected growth rate at this level is expected to decrease, but remain positive over the next 10 years (average ~0.22% compared to 1.53% over the past 10 years).
- C. Similar to last year, projections are not showing a need to expand Cedar Ridge High School from the initial capacity of 1,000 students to 1,500 students in the 10-year projection period.

ADDITIONAL INFORMATION

The Schools Adequate Public Facilities Ordinance (SAPFO) student projections illustrate when the adopted level of service capacities are forecasted to be met and/or exceeded in anticipation of CIP planning and the construction of a new school. However, as is being identified by both school districts, a new trend is emerging to renovate and expand existing facilities to address school capacity needs in a more feasible way. As this trend continues, additional capacity resulting from school renovations and expansions will be added to the projection models in stages, once funding is approved, versus the addition of greater capacity when a new school is constructed and completed. The renovation and expansion to existing facilities may delay construction of new schools further into the future. This process will pose some challenges to SAPFO compared to the existing process which indicates in advance when a completely new school is needed. Decisions on the timing of reconstruction funding would be indirectly linked to the SAPFO model.

SAPFO student projections for this year are not showing a need for new school construction or expansion in the 10-year projection period for both school districts due to slowing student growth rates. However, planned residential development in the near future may increase student membership and accelerate school construction and expansion needs into the 10-year projection period. Although capacity and construction needs are not identified this year, both school districts face a large backlog of school capital projects that need to be addressed. Given that student projections are not showing an immediate need for school construction in the 10-year period, this may provide the time for both school districts to commence and/or complete these projects in order to address ongoing needs.

The State of North Carolina passed legislation in 2015 resulting in a decrease in class size averages for kindergarten to third grade for the 2017-18 school year. Based on legislation, the class size averages may be reduced from 1:21 to 1:17. Due to significant statewide ramifications as a result of the reduced class size averages, the North Carolina General Assembly is reviewing a second bill to modify and increase the 1:17 class size averages in time for the 2017-18 school year. If legislative action is not taken, the 1:17 class size averages will remain and result in a decrease in capacity of approximately 444 students for OCS and 660 students for CHCCS. This will have significant impacts for both school districts, resulting in over capacity situations and requiring additional mobile units at the elementary school level. The SAPFO Technical Advisory Committee will continue monitoring this issue.

Orange County, NC School Adequate Public Facilities Ordinance

Introduction

The Schools Adequate Public Facilities Ordinance (SAPFO) and its Memorandum of Understanding are ordinances and agreements, respectively. Supporting documents are anticipated to be dynamic to incorporate the annual changing conditions of membership, capacity and student projections that may affect School Capital Investment Plan (CIP) timing. This formal annual report will be forthcoming to all of the Schools Adequate Public Facilities Ordinance partners each year as new information is available.

This updated information is used in the schools capital needs process of the Capital Investment Plan (Process 1) and within elements of the Schools Adequate Public Facilities Ordinance Certificate of Adequate Public Schools (CAPS) spreadsheet system (Process 2).

This report and any comments from the Schools Adequate Public Facilities Ordinance partners will be considered in the first half of each year by the Board of County Commissioners at a regular or special meeting. The various elements of the report are then “certified” and formally considered in the process of the upcoming Capital Investment Plan. The Certificate of Adequate Public Schools system is updated after November 15 when data is received from the school districts with actual membership and pre-certified capacity (i.e. CIP capacity or prior “joint action” capacity changes).

The Schools Adequate Public Facilities Ordinance and Memorandum of Understanding have dynamic aspects. The derivation of the baseline and update to the variables will continue in the future as a variety of school related issues are fine-tuned by technical and policy groups.

The primary facet of this report includes the creation of mathematical projections for student memberships by school levels (Elementary, Middle and High) and by School Districts (Chapel Hill/Carrboro and Orange County). This information is found in Section II, Subsections B, C, D, and E.

In summary, this report serves as an update to the dynamic conditions of student membership and school capacity which affect future projected needs considered in Capital Investment Planning.

Interested parties may make their comments known to the Board of County Commissioners prior to their review of the report and school CIP completion or ask questions of the SAPFOTAC members.

Schools Adequate Public Facilities Ordinance Partners

**ANNUAL REPORT AS OUTLINED IN
Schools Adequate Public Facilities Ordinance Memorandum
of Understanding (SAPFO MOU)
SECTION 1d**

**RESPECTFULLY SUBMITTED
TO SCHOOLS ADEQUATE PUBLIC FACILITIES
ORDINANCE PARTNERS**

Chapel Hill/Carrboro School District SAPFO	Orange County School District SAPFO
Board of County Commissioners	Board of County Commissioners
Carrboro Board of Aldermen	Hillsborough Town Council
Chapel Hill Town Council	
Chapel Hill/Carrboro School Board	Orange County School Board

Planning Directors/School Representatives
Technical Advisory Committee
(aka SAPFOTAC)

Town of Carrboro
Trish McGuire, Planning Director
301 West Main Street
Carrboro, NC 27510

Town of Chapel Hill
Ben Hitchings, Planning and Development Services Director
405 Martin Luther King, Jr. Blvd.
Chapel Hill, North Carolina 27514

Town of Hillsborough
Margaret Hauth, Planning Director
P.O. Box 429
Hillsborough, NC 27278

Orange County Planning Department
Craig Benedict, Planning Director
Ashley Moncado, Special Projects Planner
Gary Donaldson, Director of Finance and Administrative Services
131 W. Margaret Lane
P.O. Box 8181
Hillsborough, NC 27278

Orange County School District
Todd Wirt, Superintendent
Patrick Abele, Chief Operations Officer
200 E. King Street
Hillsborough, NC 27278

Chapel Hill-Carrboro School District
Todd LoFrese, Assistant Superintendent for Support Services
Catherine Mau, Coordinator of Student Enrollment
750 Merritt Mill Road
Chapel Hill, NC 2751

I. Base Memorandum of Understanding

A. Level of Service

1. **Responsible Entity for Suggesting Change** – Change can only be effectuated by amendment to Memorandum of Understanding (MOU) by all SAPFO partners.
2. **Definition** – Level of Service (LOS) means the amount (level) of students that can be accommodated (serviced) at a certain school system grade group [i.e., Elementary level (K-5), Middle Level (6-8), High School Level (9-12)].

3. **Standard for:**

Standard for:

Chapel Hill/Carrboro School District

Orange County School District

Elementary	Middle	High School	Elementary	Middle	High School
105%	107%	110%	105%	107%	110%

4. **Analysis of Existing Conditions:**

Analysis of Existing Conditions:

Chapel Hill/Carrboro School District

Orange County School District

These standards are acceptable at this time.

These standards are acceptable at this time.

5. **Recommendation:**

Recommendation:

Chapel Hill/Carrboro School District

Orange County School District

No change from above standard.

No change from above standard.

B. Building Capacity and Membership

- 1. *Responsible Entity for Suggesting Change*** – The Planning Directors, School Representatives, and Technical Advisory Committee (SAPFOTAC) will receive requested changes that are CIP related and adopted in the prior year. CIP capacity changes will be updated along with actual membership received in November of each year. Other changes will be sent to a ‘Joint Action Committee’ of the BOCC and Board of Education, as noted in the MOU, who will make recommendations and forward changes (on the specific forms with justification) to the full Board of County Commissioners for review and action. These non-CIP changes would be updated in the upcoming November CAPS system recalibration and included in the SAPFOTAC report.
- 2. *Definition*** – “For purposes of this Memorandum, "building capacity" will be determined by reference to State guidelines and the School District guidelines (consistent with CIP School Construction Guidelines/policies developed by the School District and the Board of County Commissioners) and will be determined by a joint action of the School Board and the Orange County Board of Commissioners. As used herein the term "building capacity" refers to permanent buildings. Mobile classrooms and other temporary student accommodating classroom spaces are not permanent buildings and may not be counted in determining the school districts building capacity.”

3. *Standard for:*

Chapel Hill/Carrboro School District

The original certified capacity for each of the schools was certified by the respective superintendent and incorporated in the initialization of the CAPS system (Chapel Hill Carrboro School District April 29, 2002 - Base) Capacity changes were made each year as follows:

2003: Increase of 619 at Rashkis Elementary.

2004: No changes at Elementary, Middle, or High School levels.

2005: No changes at Elementary, Middle, or High

Standard for:

Orange County School District

The original certified capacity for each of the schools was certified by the respective superintendent and incorporated in the initialization of the CAPS system (Orange County School District April 30, 2002 - Base) Capacity changes were made each year as follows:

2003: No net increase in capacity at Elementary level. No changes at Middle School level. Increase of 1,000 at Cedar Ridge High School.

2004: No net increase in capacity at Elementary

Section I

School levels.

2006: No changes at Elementary, Middle, or High School levels.

2007: An increase of 800 at the High School level with the opening of Carrboro High School.

2008: An increase of 323 at the Elementary School level due to the opening of Morris Grove Elementary School and the implementation of the 1:21 class size ratio in grades K-3

2009: No changes at Elementary, Middle, or High School levels.

2010: An increase in capacity of 40 students at the High School level with Phoenix Academy High School becoming official high school within the district

2011: No changes at Elementary, Middle, or High School levels.

2012: No changes at Elementary, Middle, or High School levels.

2013: An increase in capacity of 585 students due to the opening of Northside Elementary School.

2014: An increase in capacity of 104 students due to the opening of the Culbreth Middle School addition.

2015: No changes at Elementary, Middle, or High School levels.

2016: No changes at Elementary, Middle, or High School levels.

level. No changes at Middle or High School levels.

2005: An increase in capacity of 100 at Hillsborough Elementary with the completion of renovations.

2006: An increase in capacity of 700 at the Middle School level with the completion of Gravelly Hill Middle School and an increase of 15 at the High School level with the temporary location of Partnership Academy Alternative School. An increase of 2 at the Elementary level due to a change in the capacity calculation for each grade at each school.

2007: No changes at Elementary, Middle, or High School levels.

2008: A decrease of 228 at the Elementary School level due to the implementation of the 1:21 class size ratio in grades K-3 and an increase of 25 at the High School level with the completion of the new Partnership Academy Alternative School.

2009: No changes at Elementary, Middle, or High School levels.

2010: No changes at Elementary, Middle, or High School levels.

2011: No changes at Elementary, Middle, or High School levels.

2012: No changes at Elementary or Middle School levels. A decrease of 119 at High School level as a result of a N.C. Department of Public Instruction (DPI) study.

2013: No changes at Elementary, Middle, or High

School levels.

2014: No changes at Elementary, Middle, or High School levels.

2015: No changes at Elementary, Middle, or High School levels.

2016: No changes at Elementary, Middle, or High School levels.

4. Analysis of Existing Conditions:

Chapel Hill/Carrboro School District

The Schools Facilities Task Force developed a system to calculate capacity. Any changes year to year will be monitored, reviewed, and recorded by the SAPFOTAC on approved forms distributed to SAPFO partners and certified upon approval by the Board of County Commissioners each year. The requested 2016-17 capacity is noted on Attachment I.B.4

5. Recommendation:

Chapel Hill/Carrboro School District

Accept school capacities at all levels, as reported by CHCCS and shown in Attachment I.B.4.

Analysis of Existing Conditions:

Orange County School District

The Schools Facilities Task Force developed a system to calculate capacity. Any changes year to year will be monitored, reviewed, and recorded by the SAPFOTAC on approved forms distributed to SAPFO partners and certified upon approval by the Board of County Commissioners each year. The requested 2016-17 capacity is noted on Attachment I.B.3

Recommendation:

Orange County School District

Accept school capacities at all levels, as reported by OCS and shown in Attachment I.B.3.

School APFO Capacity, Membership and Change Request Form

School District: Orange County Schools
SAPFO CAPS Year: November 13, 2015 - November 14, 2016
Capacity and Membership Submittal Date: November 13, 2015

Elementary School	Square Feet	2011-2012 Requested Capacity	2012-2013 Requested Capacity	2013-2014 Requested Capacity	2014-2015 Requested Capacity	2015-2016 Requested Capacity	Justification Footnote #	Membership
Cameron Park	70,812	565	565	565	565	565		609
Central	52,492	455	455	455	455	455		319
Efland Cheeks	64,316	497	497	497	497	497		428
Grady Brown	74,016	544	544	544	544	544		486
Hillsborough	51,106	471	471	471	471	471		466
New Hope	100,164	586	586	586	586	586		621
Pathways	85,282	576	576	576	576	576		389
Total	498,188	3,694	3,694	3,694	3,694	3,694		3,318

Special Note(s): 1. For the November 15, 2002 base year the board accepted the superintendent-certified capacities as part of the School Facilities Task Force review and 2003 Planners and School Representative Technical Advisory Committee Report. These capacities will remain effective until changed by (1) the School CIP or (2) an amended version of this form that is certified by the BOCC. 2. Due to November 15th falling on a Sunday this year, membership and capacity numbers shall be provided for Friday, November 13, 2015.

Justification:


Capacity Certification:


 Superintendent 11/19/15
Date


 BOCC Chair 12/15/15
Date

Membership Certification:


 Superintendent 11/19/15
Date


 BOCC Chair 12/15/15
Date

School APFO Capacity, Membership and Change Request Form

School District: Orange County Schools
SAPFO CAPS Year: November 13, 2015 - November 14, 2016
Capacity and Membership Submittal Date: November 13, 2015

Middle School	Square Feet	2011-2012 Requested Capacity	2012-2013 Requested Capacity	2013-2014 Requested Capacity	2014-2015 Requested Capacity	2015-2016 Requested Capacity	Justification Footnote #	Membership
A.L. Stanback	136,000	740	740	740	740	740		635
C.W. Stanford	107,620	726	726	726	726	726		654
Gravelly Hill	123,000	700	700	700	700	700		450
Total	366,620	2,166	2,166	2,166	2,166	2,166		1,739

Special Note(s): 1. For the November 15, 2002 base year the board accepted the superintendent-certified capacities as part of the School Facilities Task Force review and 2003 Planners and School Representative Technical Advisory Committee Report. These capacities will remain effective until changed by (1) the School CIP or (2) an amended version of this form that is certified by the BOCC. 2. Due to November 15th falling on a Sunday this year, membership and capacity numbers shall be provided for Friday, November 13, 2015.

Justification:

Capacity Certification:


 Superintendent 11/19/15
 Date

Earl M^cFee 12/15/15
 BOCC Chair Date

Membership Certification:


 Superintendent 11/19/15
 Date

Earl M^cFee 12/15/15
 BOCC Chair Date

School APFO Capacity, Membership and Change Request Form

School District: Orange County Schools
SAPFO CAPS Year: November 13, 2015 - November 14, 2016
Capacity and Membership Submittal Date: November 13, 2015

High School	Square Feet	2011-2012 Requested Capacity	2012-2013 Requested Capacity	2013-2014 Requested Capacity	2014-2015 Requested Capacity	2015-2016 Requested Capacity	Justification Footnote #	Membership
Orange	213,509	1,518	1,399	1,399	1,399	1,399		1,298
Cedar Ridge	206,900	1,000	1,000	1,000	1,000	1,000		1,140
Partnership	6,600	40	40	40	40	40		31
Total	427,009	2,558	2,439	2,439	2,439	2,439		2,469

Special Note(s): 1. For the November 15, 2002 base year the board accepted the superintendent-certified capacities as part of the School Facilities Task Force review and 2003 Planners and School Representative Technical Advisory Committee Report. These capacities will remain effective until changed by (1) the School CIP or (2) an amended version of this form that is certified by the BOCC. 2. The 2012-2013 capacity numbers for Orange High School (1,399) is based on a capacity analysis and facilities study completed by the Department of Public Instruction in August 2012. 3. Due to November 15th falling on a Sunday this year, membership and capacity numbers shall be provided for Friday, November 13, 2015.

Justification:


Capacity Certification:

 11/19/15
 Superintendent Date

 12/15/15
 BOCC Chair Date

Membership Certification:

 11/19/15
 Superintendent Date

 12/15/15
 BOCC Chair Date

School APFO Capacity, Membership and Change Request Form

School District: Chapel Hill-Carrboro City Schools
SAPFO CAPS Year: November 13, 2015 - November 14, 2016
Capacity and Membership Submittal Date: November 13, 2015

Elementary School	Square Feet	2011-2012 Requested Capacity	2012-2013 Requested Capacity	2013-2014 Requested Capacity	2014-2015 Requested Capacity	2015-2016 Requested Capacity	Justification Footnote #	Membership (referenced school year)
Carrboro	60,832	533	533	533	533	533		502
Ephesus	66,952	448	448	448	448	448		440
Estes Hills	56,299	527	527	527	527	527		485
Glenwood	50,764	423	423	423	423	423		454
FP Graham	66,689	538	538	538	538	538		531
McDougle	98,000	564	564	564	564	564		499
Rashkis	95,729	585	585	585	585	585		517
Scroggs	90,980	575	575	575	575	575		505
Seawell	52,896	466	466	466	466	466		525
Morris Grove	90,221	585	585	585	585	585		558
Northside	99,500	0	0	585	585	585		485
Total	828,862	5,244	5,244	5,829	5,829	5,829		5,501

Special Note(s): 1. For the November 15, 2002 base year the board accepted the superintendent-certified capacities as part of the School Facilities Task Force review and 2003 Planners and School Representative Technical Advisory Committee Report. These capacities will remain effective until changed by (1) the School CIP or (2) an amended version of this form that is certified by the BOCC. 2. Due to November 15th falling on a Sunday this year, membership and capacity numbers shall be provided for Friday, November 13, 2015.

Justification:

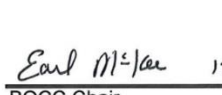
Capacity Certification:

 Superintendent _____ Date 12/15/15


 BOCC Chair _____ Date 12/15/15

Membership Certification:

 Superintendent _____ Date 12/15/15


 BOCC Chair _____ Date 12/15/15

School APFO Capacity, Membership and Change Request Form

School District: Chapel Hill-Carrboro City Schools
SAPFO CAPS Year: November 13, 2015 - November 14, 2016
Capacity and Membership Submittal Date: November 13, 2015

Middle School	Square Feet	2011-2012 Requested Capacity	2012-2013 Requested Capacity	2013-2014 Requested Capacity	2014-2015 Requested Capacity	2015-2016 Requested Capacity	Justification Footnote #	Membership (referenced school year)
Culbreth	108,058	670	670	670	774	774		716
McDougle	136,221	732	732	732	732	732		689
Phillips	109,498	706	706	706	706	706		642
Smith	128,764	732	732	732	732	732		797
Total	482,541	2,840	2,840	2,840	2,944	2,944		2,844

Special Note(s): 1. For the November 15, 2002 base year the board accepted the superintendent-certified capacities as part of the School Facilities Task Force review and 2003 Planners and School Representative Technical Advisory Committee Report. These capacities will remain effective until changed by (1) the School CIP or (2) an amended version of this form that is certified by the BOCC. 2. Due to November 15th falling on a Sunday this year, membership and capacity numbers shall be provided for Friday, November 13, 2015.

Justification:

Capacity Certification:

Thos A. Smith 12/15/15
 Superintendent Date

Earl M. Lee 12/15/15
 BOCC Chair Date

Membership Certification:

Thos A. Smith 12/15/15
 Superintendent Date

Earl M. Lee 12/15/15
 BOCC Chair Date

School APFO Capacity, Membership and Change Request Form

School District: Chapel Hill-Carrboro City Schools
SAPFO CAPS Year: November 13, 2015 - November 14, 2016
Capacity and Membership Submittal Date: November 13, 2015

High School	Square Feet	2011-2012 Requested Capacity	2012-2013 Requested Capacity	2013-2014 Requested Capacity	2014-2015 Requested Capacity	2015-2016 Requested Capacity	Justification Footnote #	Membership (referenced school year)
Chapel Hill	241,111	1,520	1,520	1,520	1,520	1,520		1,471
East Chapel Hill	259,869	1,515	1,515	1,515	1,515	1,515		1,373
Carrboro	148,023	800	800	800	800	800		824
Phoenix Acad.	5,207	40	40	40	40	40		33
Total	654,210	3,875	3,875	3,875	3,875	3,875		3,701

Special Note(s): 1. For the November 15, 2002 base year the board accepted the superintendent-certified capacities as part of the School Facilities Task Force review and 2003 Planners and School Representative Technical Advisory Committee Report. These capacities will remain effective until changed by (1) the School CIP or (2) an amended version of this form that is certified by the BOCC. 2. Due to November 15th falling on a Sunday this year, membership and capacity numbers shall be provided for Friday, November 13, 2015.

Justification:

Capacity Certification:

Miss F. Full 12/15/15
 Superintendent Date

Earl M. Lee 12/15/15
 BOCC Chair Date

Membership Certification:

Miss F. Full 12/15/15
 Superintendent Date

Earl M. Lee 12/15/15
 BOCC Chair Date

School APFO Capacity, Membership and Change Request Form

School District: Orange County Schools
SAPFO CAPS Year: November 15, 2016 - November 14, 2017
Capacity and Membership Submittal Date: November 15, 2016

Elementary School	Square Feet	2012-2013 Requested Capacity	2013-2014 Requested Capacity	2014-2015 Requested Capacity	2015-2016 Requested Capacity	2016-2017 Requested Capacity	Justification Footnote #	Membership
Cameron Park	70,812	565	565	565	565	565		650
Central	52,492	455	455	455	455	455		277
Efland Cheeks	64,316	497	497	497	497	497		409
Grady Brown	74,016	544	544	544	544	544		503
Hillsborough	51,106	471	471	471	471	471		470
New Hope	100,164	586	586	586	586	586		597
Pathways	85,282	576	576	576	576	576		387
Total	498,188	3,694	3,694	3,694	3,694	3,694		3,293

Special Note(s): 1. For the November 15, 2002 base year the board accepted the superintendent-certified capacities as part of the School Facilities Task Force review and 2003 Planners and School Representative Technical Advisory Committee Report. These capacities will remain effective until changed by (1) the School CIP or (2) an amended version of this form that is certified by the BOCC.


Justification:


Capacity Certification:


 Superintendent _____ Date 11/21/16


 BOCC Chair _____ Date 12/16/2016

Membership Certification:


 Superintendent _____ Date 11/21/16


 BOCC Chair _____ Date 12/16/2016

School APFO Capacity, Membership and Change Request Form

School District: Orange County Schools
SAPFO CAPS Year: November 15, 2016 - November 14, 2017
Capacity and Membership Submittal Date: November 15, 2016


Middle School	Square Feet	2012-2013 Requested Capacity	2013-2014 Requested Capacity	2014-2015 Requested Capacity	2015-2016 Requested Capacity	2016-2017 Requested Capacity	Justification Footnote #	Membership
A.L. Stanback	136,000	740	740	740	740	740		628
C.W. Stanford	107,620	726	726	726	726	726		614
Gravelly Hill	123,000	700	700	700	700	700		482
Total	366,620	2,166	2,166	2,166	2,166	2,166		1,724

Special Note(s): 1. For the November 15, 2002 base year the board accepted the superintendent-certified capacities as part of the School Facilities Task Force review and 2003 Planners and School Representative Technical Advisory Committee Report. These capacities will remain effective until changed by (1) the School CIP or (2) an amended version of this form that is certified by the BOCC.

Justification:

Capacity Certification:

 11/21/16
 Superintendent Date

 12/6/2016
 BOCC Chair Date

Membership Certification:

 11/21/16
 Superintendent Date

 12/6/2016
 BOCC Chair Date

School APFO Capacity, Membership and Change Request Form

School District: Orange County Schools
SAPFO CAPS Year: November 15, 2016 - November 14, 2017
Capacity and Membership Submittal Date: November 15, 2016

High School	Square Feet	2012-2013 Requested Capacity	2013-2014 Requested Capacity	2014-2015 Requested Capacity	2015-2016 Requested Capacity	2016-2017 Requested Capacity	Justification Footnote #	Membership
Orange	213,509	1,399	1,399	1,399	1,399	1,399		1,257
Cedar Ridge	206,900	1,000	1,000	1,000	1,000	1,000		1,155
Partnership	6,600	40	40	40	40	40		34
Total	427,009	2,439	2,439	2,439	2,439	2,439		2,446

Special Note(s): 1. For the November 15, 2002 base year the board accepted the superintendent-certified capacities as part of the School Facilities Task Force review and 2003 Planners and School Representative Technical Advisory Committee Report. These capacities will remain effective until changed by (1) the School CIP or (2) an amended version of this form that is certified by the BOCC. 2. The 2012-2013 capacity numbers for Orange High School (1,399) is based on a capacity analysis and facilities study completed by the Department of Public Instruction in August 2012.


Justification:


Capacity Certification:


 Superintendent _____ Date 12/5/16


 BOCC Chair _____ Date 12/6/2016

Membership Certification:


 Superintendent _____ Date 12/5/16


 BOCC Chair _____ Date 12/6/2016

School APFO Capacity, Membership and Change Request Form

School District: Chapel Hill-Carrboro City Schools
SAPFO CAPS Year: November 15, 2016 - November 14, 2017
Capacity and Membership Submittal Date: November 15, 2016

Elementary School	Square Feet	2012-2013 Requested Capacity	2013-2014 Requested Capacity	2014-2015 Requested Capacity	2015-2016 Requested Capacity	2016-2017 Requested Capacity	Justification Footnote #	Membership (referenced school year)
Carrboro	60,832	533	533	533	533	533		496
Ephesus	66,952	448	448	448	448	448		408
Estes Hills	56,299	527	527	527	527	527		499
Glenwood	50,764	423	423	538	423	423		483
FP Graham	66,689	538	538	423	538	538		582
McDougle	98,000	564	564	564	564	564		516
Rashkis	95,729	585	585	585	585	585		502
Scroggs	90,980	575	575	585	575	575		505
Seawell	52,896	466	466	585	466	466		549
Morris Grove	90,221	585	585	575	585	585		544
Northside	99,500	0	585	466	585	585		483
Total	828,862	5,244	5,829	5,829	5,829	5,829		5,567

Special Note(s): 1. For the November 15, 2002 base year the Board accepted the superintendent-certified capacities as part of the School Facilities Task Force review and 2003 Planners and School Representative Technical Advisory Committee Report. These capacities will remain effective until changed by (1) the School CIP or (2) an amended version of this form that is certified by the BOCC.

Justification:

Capacity Certification:

[Signature] 11-18-16
 Superintendent Date

[Signature] 12/4/2016
 BOCC Chair Date

Membership Certification:

[Signature] 11-18-16
 Superintendent Date

[Signature] 12/4/2016
 BOCC Chair Date

School APFO Capacity, Membership and Change Request Form


School District: Chapel Hill-Carrboro City Schools
SAPFO CAPS Year: November 15, 2016 - November 14, 2017
Capacity and Membership Submittal Date: November 15, 2016

Middle School	Square Feet	2012-2013 Requested Capacity	2013-2014 Requested Capacity	2014-2015 Requested Capacity	2015-2016 Requested Capacity	2016-2017 Requested Capacity	Justification Footnote #	Membership (referenced school year)
Culbreth	122,467	670	670	774	774	774		712
McDougle	136,221	732	732	732	732	732		671
Phillips	109,498	706	706	706	706	706		651
Smith	128,764	732	732	732	732	732		795
Total	496,950	2,840	2,840	2,944	2,944	2,944		2,829

Special Note(s): 1. For the November 15, 2002 base year the Board accepted the superintendent-certified capacities as part of the School Facilities Task Force review and 2003 Planners and School Representative Technical Advisory Committee Report. These capacities will remain effective until changed by (1) the School CIP or (2) an amended version of this form that is certified by the BOCC.

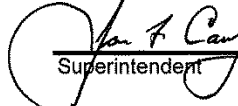
Justification:


Capacity Certification:

 11-18-16
 Superintendent Date

 12/6/2016
 BOCC Chair Date

Membership Certification:

 11-18-16
 Superintendent Date

 12/9/2016
 BOCC Chair Date

School APFO Capacity, Membership and Change Request Form

School District: Chapel Hill-Carrboro City Schools
SAPFO CAPS Year: November 15, 2016 - November 14, 2017
Capacity and Membership Submittal Date: November 15, 2016

High School	Square Feet	2012-2013 Requested Capacity	2013-2014 Requested Capacity	2014-2015 Requested Capacity	2015-2016 Requested Capacity	2016-2017 Requested Capacity	Justification Footnote #	Membership (referenced school year)
Chapel Hill	241,111	1,520	1,520	1,520	1,520	1,520		1,521
East Chapel Hill	259,869	1,515	1,515	1,515	1,515	1,515		1,381
Carrboro	148,023	800	800	800	800	800		828
Phoenix Acad.	5,207	40	40	40	40	40		32
Total	654,210	3,875	3,875	3,875	3,875	3,875		3,762

Special Note(s): 1. For the November 15, 2002 base year the Board accepted the superintendent-certified capacities as part of the School Facilities Task Force review and 2003 Planners and School Representative Technical Advisory Committee Report. These capacities will remain effective until changed by (1) the School CIP or (2) an amended version of this form that is certified by the BOCC.

Justification:

Capacity Certification:

Jan F. Cay 11-18-16
 Superintendent Date

[Signature] 12/6/2016
 BOCC Chair Date

Membership Certification:

Jan F. Cay 11-18-16
 Superintendent Date

[Signature] 12/6/2016
 BOCC Chair Date

C. Membership Date

1. ***Responsible Entity for Suggesting Change*** – Change can be effectuated only by amendment to Memorandum of Understanding (MOU) by all SAPFO partners. The Planning Directors, School Representatives, and Technical Advisory Committee (SAPFOTAC) may advise if a change in date would improve the reporting or timeliness of the report.
2. ***Definition*** – The date at which student membership is calculated. This date is updated each year and also serves as the basis for projections along with the history from previous years. “For purposes of this Memorandum, the term "school membership" means the actual number of students attending school as of November 15 of each year. The figure is determined by considering the number of students enrolled (i.e. registered, regardless of whether a student is no longer attending school) and making adjustments for withdrawals, dropouts, deaths, retentions and promotions. Students who are merely absent from class on the date membership is determined as a result of sickness or some other temporary reason are included in school membership figures. Each year the School District shall transmit its school membership to the parties to this agreement no later than five (5) school days after November 15.
3. ***Standard for:***

Chapel Hill/Carrboro School District November 15 of each year	Orange County School District November 15 of each year
---	--
4. ***Analysis of Existing Conditions:***

This will be analyzed in the future years to determine if it is an exemplary date.
5. ***Recommendation:***

Chapel Hill/Carrboro School District No change at this time.	Orange County School District No change at this time.
--	---

II. Annual Update to Schools Adequate Public Facilities Ordinance System

A. Capital Investment Plan (CIP)

1. **Responsible Entity for Suggesting Change** – The updating of this section will be conducted by the Board of County Commissioners (BOCC) after review of the CIP requests from the School Districts. Action regarding CIP programs usually occurs during the BOCC budget Public Hearing process in the winter and spring of each year. The development of the CIP considers the conditions noted in the SAPFOTAC report released in the same CIP development year including LOS (level of service), capacity, and membership projections.
2. **Definition** – The process and resultant program to determine school needs and provide funding for new school facilities through a variety of funding mechanisms.
3. **Standard for:**

Chapel Hill/Carrboro School District	Orange County School District
Not Applicable	Not Applicable
4. **Analysis of Existing Conditions:**

The MOU outlines a system of implementing the SAPFO, including issuing Certificates of Adequate Public Schools (CAPS) to new development if capacity is available. The Requests for CAPS will be evaluated using the most recently adopted Capital Investment Plan. A new Capital Investment Plan is currently under development for approval prior to June 30, 2017.
5. **Recommendation:**

Not subject to staff review.

B. Student Membership Projection Methodology

1. **Responsible Entity for Suggesting Change** – This section is reviewed and recommended by the Planning Directors, School Representatives, and Technical Advisory Committee (SAPFOTAC) to the BOCC for change, if necessary.
2. **Definition** – The method(s) by which student memberships are calculated for future years to determine total membership at each combined school level (Elementary, Middle, and High School) which take into consideration historical membership totals at a specific time (November 15) in the school year. These methods are also known as ‘models’.
3. **Standard for:**

Chapel Hill/Carrboro School District	Standard for: Orange County School District
Presently, the <u>average of five models</u> is being used: namely 3, 5, and 10 year history/cohort survival methods, Orange County Planning Department Linear Wave, and Tischler Linear methods. Attachment II.B.1 includes a description of each model.	
4. **Analysis of Existing Conditions:**

Performance of the models is monitored each year. The value of a projection model is in its prediction of school level capacities at least three years in advance of capacity shortfalls so the annual Capital Investment Plan (CIP) updates can respond proactively with siting, design, and construction. Attachment II.B.1 includes a description of each model. Attachment II.B.3 shows the performance of the models for the 2015-16 school year from the prior year projection.
5. **Recommendation:**

More than ten years of projection results are now available. Analysis on the accuracy of the results is showing that some models have better results in one district while others have better results in the other district. The historic growth rate is recorded by the models, but projected future growth is more difficult to accurately quantify. In all areas of the county, proposed growth is not included in the SAPFO projection system until actual students begin enrollment. The system is updated in November of each year, becoming part of the historical projection base.

Attachment II.B.I – Student Membership Projection Descriptions

STUDENT MEMBERSHIP PROJECTIONS

PROJECTION TYPE	DESCRIPTION / CHARACTERISTICS	FORMULA	ASSUMPTIONS
Tischler Linear (OCS & CHCCS)	Mathematical formula; straight line projection	$y = ((c*b)^x) + b$ y=projected population; c=historical annual change; b=base year; x= projection years	Historical growth is reflected in projected growth
OCP Linear Wave (OCS)	Mathematical linear with percent variation among school levels; reflects progressing waves of membership	$BYM + (BYI + 5(n)) = EYM$ $EYM * \%SL = EYM/SL$ BYM= base year 2nd month membership; BYI=year student membership increment base; EYM=ensuing year membership; n=projection year; %SL=% of total membership per school level (i.e. elementary, middle, high); EYM/SL=ensuing year member by school level	Base year growth reflects 10-year average; increase in BYI of 5 every other year reflects increases in housing growth; reflects buildout constraints
OCP Linear Wave (CHCCS)	Mathematical linear with percent variation among school levels; reflects progressing waves of membership	$BYM + (BYI - 15(n)) = EYM$ $EYM * \%SL = EYM/SL$ BYM= base year 2nd month membership; BYI=year student membership increment base; EYM=ensuing year membership; n=projection year; %SL=% of total membership per school level (i.e. elementary, middle, high); EYM/SL=ensuing year member by school level	Base year growth reflects 10-year average; decrease in BYI of 15 until school year 2010-2011 reflects decreases in housing growth; reflects buildout constraints
3-Year Cohort (OCS & CHCCS)	Mathematical formula that computes the average advancement rate over the previous 3 years for each grade level and then uses each rate to calculate projected membership by school level; an assumed kindergarten membership is based on birth records and/or historical growth rates	$K_n = k_{n-1} + (k_{n-1} * 0.01)$ n=1 $a = (\sum G_n / g_{n-1}) / 3$ n=3 $b = g_{n-1} (a)$ K=kindergarten membership; n=given school year; G=given grade's membership(other than kindergarten); g= previous grade's membership; a=average advancement rate; b=projected membership	Assumes a 1% annual growth rate for the kindergarten grade level; assumes the same percentage of students in each grade level graduate to the next level each year
5 year Cohort (OCS & CHCCS)	Mathematical formula that computes the average advancement rate over the previous 5 years for each grade level and then uses each rate to calculate projected membership by school level; an assumed kindergarten membership is based on birth records and/or historical growth rates	$K_n = k_{n-1} + (k_{n-1} * 0.01)$ n=1 $a = (\sum G_n / g_{n-1}) / 5$ n=5 $b = g_{n-1} (a)$ K=kindergarten membership; n=given school year; G=given grade's membership(other than kindergarten); g= previous grade's membership; a=average advancement rate; b=projected membership	Assumes a 1% annual growth rate for the kindergarten grade level; assumes the same percentage of students in each grade level graduate to the next level each year
10 year Cohort (OCS & CHCCS)	Mathematical formula that computes the average advancement rate over the previous 10 years for each grade level and then uses each rate to calculate projected membership by school level; an assumed kindergarten membership is based on birth records and/or historical growth rates	$K_n = k_{n-1} + (k_{n-1} * 0.01)$ n=1 $a = (\sum G_n / g_{n-1}) / 10$ n=10 $b = g_{n-1} (a)$ K=kindergarten membership; n=given school year; G=given grade's membership(other than kindergarten); g= previous grade's membership; a=average advancement rate; b=projected membership	Assumes a 1% annual growth rate for the kindergarten grade level; assumes the same percentage of students in each grade level graduate to the next level each year

**Orange County School District
School Membership 2015-16 School Year (November 13, 2015)**

	11/14/14 Actual 2014-15	2015 Report Projection for 2015-16	11/13/15 Actual 2015-16	Change between actual Nov 2014 - Nov 2015
Elementary	3259		3318	+59
<u>Model</u>			<u>Projection is</u>	
T		3309	L9	
OCP		3318	Equal	
10C		3279	L39	
5C		3268	L50	
3C		3251	L67	
AVG		3285	L33	
	11/14/14		11/13/15	
Middle	1762		1739	-23
<u>Model</u>			<u>Projection is</u>	
T		1789	H50	
OCP		1791	H52	
10C		1730	L9	
5C		1722	L17	
3C		1721	L18	
AVG		1751	H12	
	11/14/14		11/13/15	
High	2502		2469	-33
<u>Model</u>			<u>Projection is</u>	
T		2541	H72	
OCP		2545	H76	
10C		2456	L13	
5C		2488	H19	
3C		2520	H51	
AVG		2510	H41	
Totals	11/14/14		11/13/15	
Elementary	3259		3318	
Middle	1762		1739	
High	2502		2469	
	7523		7526	+3
<u>Model</u>			<u>Projection is</u>	
T		7639	H113	
OCP		7654	H128	
10C		7465	L61	
5C		7478	L48	
3C		7492	L34	
AVG		7546	H20	

H means High
L means Low

**Orange County School District
School Membership 2015-2016 School Year (November 13, 2015)**

Statistical Findings

<i>PROJECTION TYPE ABBREVIATIONS</i>	
‘TISCHLER’ LINEAR (T) ORANGE COUNTY PLANNING (OCP)	10-YEAR COHORT (10C) 5-YEAR COHORT (5C) 3-YEAR COHORT (3C)

Elementary School Level

- The majority of projections were all low ranging from 9 students to 67 students below actual membership. One projection equaled actual membership. On average, the projections were 33 students lower than actual membership.
- The membership actually increased by 59 students between November 14, 2014 and November 13, 2015.

Middle School Level

- Projections were mixed low and high, ranging from 18 students below to 52 students above actual membership. On average, the projections were 12 students higher than the actual membership.
- The membership actually decreased by 23 students between November 14, 2014 and November 13, 2015.

High School Level

- The majority of projections were high, ranging from 19 to 76 students above actual membership. One projection was low with 13 students below actual membership. On average, the projections were 41 students higher than the actual membership.
- The membership actually decreased by 33 students between November 14, 2014 and November 13, 2015.

TOTAL

- The totals of all school level projections were mixed low to high, ranging from 61 students below to 128 students above actual membership. On average, the projections were 20 students higher than the actual membership.
- The membership increased in total by 3 students, which is the sum of +59 at Elementary, -23 at Middle, and -33 at High.

**Chapel Hill/Carrboro School District
 School Membership 2015-2016 School Year (November 13, 2015)**

	11/14/14 Actual 2014-15	2015 Report Projection for 2015-16	11/13/15 Actual 2015-16	Change between actual Nov 2014 - Nov 2015
Elementary	5541		5501	-40
<u>Model</u>			<u>Projection is</u>	
T		5625	H124	
OCP		5641	H140	
10C		5606	H105	
5C		5586	H85	
3C		5573	H72	
AVG		5606	H105	
 				
	11/14/14		11/13/15	
Middle	2861		2844	-17
<u>Model</u>			<u>Projection is</u>	
T		2905	H61	
OCP		2898	H54	
10C		2910	H66	
5C		2888	H44	
3C		2874	H30	
AVG		2895	H51	
 				
	11/14/14		11/13/15	
High	3730		3701	-29
<u>Model</u>			<u>Projection is</u>	
T		3787	H86	
OCP		3818	H117	
10C		3701	Equal	
5C		3707	H6	
3C		3696	L5	
AVG		3742	H41	
 				
Totals	11/14/14		11/13/15	
Elementary	5541		5501	
Middle	2861		2844	
High	3730		3701	
	12,132		12,046	-86
<u>Model</u>			<u>Projection is</u>	
T		12,317	H271	
OCP		12,357	H311	
10C		12,217	H171	
5C		12,181	H135	
3C		12,143	H97	
AVG		12,243	H197	

H means High
 L means Low

**Chapel Hill/Carrboro School District
School Membership 2015-2016 School Year (November 13, 2015)**

Statistical Findings

<i>PROJECTION TYPE ABBREVIATIONS</i>	
‘TISCHLER’ LINEAR (T) ORANGE COUNTY PLANNING (OCP)	10-YEAR COHORT (10C) 5-YEAR COHORT (5C) 3-YEAR COHORT (3C)

Elementary School Level

- Projections were all high, ranging from 72 students to 140 students above actual membership. On average, the projections were 105 students higher than the actual membership.
- The actual membership decreased by 40 students between November 14, 2014 and November 13, 2015.

Middle School Level

- Projections were all high, ranging from 30 students to 66 students above actual membership. On average, the projections were 51 students higher than the actual membership.
- The actual membership decreased by 17 students between November 14, 2014 and November 13, 2015.

High School Level

- Projections were mixed, ranging from 5 students below to 117 students above actual membership. One projection equaled actual membership. On average, the projections were 41 students higher than the actual membership.
- The actual membership decreased by 29 students between November 14, 2014 and November 13, 2015.

TOTAL

- The total of all school level projections were all high, ranging from 97 students to 311 students above actual membership. On average, the projections were high by 197 students.
- The membership decreased in total by 86 students, which is the sum of -40 at Elementary, -17 at Middle, and -29 at High.

**Orange County School District
School Membership 2016-17 School Year (November 15, 2016)**

	11/13/15 Actual 2015-16	2016 Report Projection for 2016-17	11/15/16 Actual 2016-17	Change between actual Nov 2015 - Nov 2016
Elementary	3318		3293	-25
<u>Model</u>			<u>Projection is</u>	
T		3366	H73	
OCP		3376	H83	
10C		3306	H13	
5C		3289	L4	
3C		3288	L5	
AVG		3325	H32	
 				
	<u>11/13/15</u>		<u>11/15/16</u>	
Middle	1739		1724	-15
<u>Model</u>			<u>Projection is</u>	
T		1764	H40	
OCP		1769	H45	
10C		1733	H9	
5C		1726	H2	
3C		1724	Equal	
AVG		1743	H19	
 				
	<u>11/13/15</u>		<u>11/15/16</u>	
High	2469		2446	-23
<u>Model</u>			<u>Projection is</u>	
T		2504	H58	
OCP		2511	H65	
10C		2478	H32	
5C		2506	H60	
3C		2519	H73	
AVG		2504	H58	
 				
Totals	<u>11/13/15</u>		<u>11/15/16</u>	
Elementary	3318		3293	
Middle	1739		1724	
High	<u>2469</u>		<u>2446</u>	
	7526		7463	-63
<u>Model</u>			<u>Projection is</u>	
T		7634	H171	
OCP		7656	H193	
10C		7517	H54	
5C		7521	H58	
3C		7531	H68	
AVG		7572	H109	

H means High
L means Low

**Orange County School District
School Membership 2016-2017 School Year (November 15, 2016)**

Statistical Findings

<i>PROJECTION TYPE ABBREVIATIONS</i>	
‘TISCHLER’ LINEAR (T) ORANGE COUNTY PLANNING (OCP)	10-YEAR COHORT (10C) 5-YEAR COHORT (5C) 3-YEAR COHORT (3C)

Elementary School Level

- The projections were mixed low to high, ranging from 5 students below to 83 students above actual membership. On average, the projections were 32 students higher than the actual membership.
- The membership actually decreased by 25 students between November 13, 2015 and November 15, 2016.

Middle School Level

- The majority of projections were all high, ranging from 2 students to 45 students above actual membership. One projection equaled actual membership. On average, the projections were 19 students higher than the actual membership.
- The membership actually decreased by 15 students between November 13, 2015 and November 15, 2016.

High School Level

- Projections were all high, ranging from 32 to 73 students above actual membership. On average, the projections were 58 students higher than the actual membership.
- The membership actually decreased by 23 students between November 13, 2015 and November 15, 2016.

TOTAL

- The totals of all school level projections were all high, ranging from 54 to 193 students above actual membership. On average, the projections were 109 students higher than the actual membership.
- The membership decreased in total by 63 students, which is the sum of -25 at Elementary, -15 at Middle, and -23 at High.

Chapel Hill/Carrboro School District
School Membership 2016-17 School Year (November 15, 2016)

	11/13/15 Actual 2015-16	2016 Report Projection for 2016-17	11/15/16 Actual 2016-17	Change between actual Nov 2015 - Nov 2016
Elementary	5501		5567	+66
<i>Model</i>			<i>Projection is</i>	
T		5576	H9	
OCP		5602	H35	
10C		5547	L20	
5C		5534	L33	
3C		5502	L65	
AVG		5552	L15	
	<u>11/13/15</u>		<u>11/15/16</u>	
Middle	2844		2829	-15
<i>Model</i>			<i>Projection is</i>	
T		2883	H54	
OCP		2878	H49	
10C		2815	L14	
5C		2798	L31	
3C		2775	L54	
AVG		2830	H1	
	<u>11/13/15</u>		<u>11/15/16</u>	
High	3701		3762	+61
<i>Model</i>			<i>Projection is</i>	
T		3752	L10	
OCP		3792	H30	
10C		3753	L9	
5C		3757	L5	
3C		3732	L30	
AVG		3757	L5	
Totals	<u>11/13/15</u>		<u>11/15/16</u>	
Elementary	5501		5567	
Middle	2844		2829	
High	<u>3701</u>		<u>3762</u>	
	12,046		12,158	+112
<i>Model</i>			<i>Projection is</i>	
T		12,211	H53	
OCP		12,272	H114	
10C		12,115	L43	
5C		12,089	L69	
3C		12,009	L149	
AVG		12,139	L19	

H means High

L means Low

**Chapel Hill/Carrboro School District
School Membership 2016-2017 School Year (November 15, 2016)**

Statistical Findings

<i>PROJECTION TYPE ABBREVIATIONS</i>	
‘TISCHLER’ LINEAR (T) ORANGE COUNTY PLANNING (OCP)	10-YEAR COHORT (10C) 5-YEAR COHORT (5C) 3-YEAR COHORT (3C)

Elementary School Level

- Projections were mixed, ranging from 65 students below to 35 students above actual membership. On average, the projections were 15 students lower than the actual membership.
- The actual membership increased by 66 students between November 13, 2015 and November 15, 2016.

Middle School Level

- Projections were mixed, ranging from 54 students below to 54 students above actual membership. On average, the projections were 1 student higher than the actual membership.
- The actual membership decreased by 15 students between November 13, 2015 and November 15, 2016.

High School Level

- The majority of projections were low, ranging from 30 to 5 students below actual membership. One projection was 30 students above actual membership. On average, the projections were 5 students lower than the actual membership.
- The actual membership increased by 61 students between November 13, 2015 and November 15, 2016.

TOTAL

- The total of all school level projections were mixed, ranging from 149 students below to 114 students above actual membership. On average, the projections were 19 students lower than the actual membership.
- The membership increased in total by 112 students, which is the sum of +66 at Elementary, -15 at Middle, and +61 at High.

C. Student Membership Projections

1. **Responsible Entity for Suggesting Change** – The updating of this section will be conducted by the Planning Directors, School Representatives, and Technical Advisory Committee (SAPFOTAC) and referred to the BOCC for annual report certifications. Projections will be distributed to SAPFO partners for review and comments to the BOCC prior to certification.
2. **Definition** – The result of the average of the five student projection models represented by 10 year numerical membership projections by school level (Elementary, Middle, and High) for each school district (Chapel Hill/Carrboro School District and Orange County School District).

3. Standard for:	Standard for:
Chapel Hill Carrboro School District	Orange County School District
The 5 model average discussed in Section II.B (Student Projection Methodology)	The 5 model average discussed in Section II.B (Student Projection Methodology)
See Attachment II.C.4	See Attachment II.C.3

4. Analysis of Existing Conditions

The membership figures and percentage growth on the attachments show a decrease at the Chapel Hill/Carrboro City Schools’ middle school level and at the Orange County Schools’ elementary, middle and high school levels. The attachments show an increase at the Chapel Hill/Carrboro City Schools’ elementary and high school levels. Chapel Hill/Carrboro Schools projected average annual growth rates for elementary and middle school levels have decreased slightly, but remain positive. The projected average annual growth rate at the high school level has increased. Future growth rates show positive growth at the elementary school level during the entire 10-year projection period. Middle and high school levels see mostly positive growth rates with only one year of negative growth for both levels in the 10-year projection period. Projected average annual growth rates for Orange County Schools have all decreased since the previous year. Orange County Schools’ future growth rates show varying positive and negative growth in the 10 year projection period for the elementary, middle, and high school levels. Attachment II.C.3 and Attachment II.C.4 show year by year percent growth and projected level of service (LOS). The projection models

Section II

were updated using current (November 15, 2016) memberships. Ten years of student membership were projected thereafter.

Chapel Hill/Carrboro School District

Elementary

The previous year (2015-16) projections for November 2016 at this level were underestimated by 15 students. The actual membership increased by 66 students. Over the previous ten years, this level has shown varying increases in growth rates including a decrease in actual membership in 2009-10 which was most likely due to the shorter enrollment period caused by the institution of the new date requiring kindergarteners to be five years old. Following that dip, membership numbers experienced an increase each year with a significant jump (168 students) in 2011-12 before experiencing a decrease in 2014-15 and 2015-16. Growth rates during the past ten years have ranged from -1.57% to +3.88%. The district's eleventh elementary school, Northside Elementary School, opened in 2013. The need for an additional elementary school is not anticipated in the 10 year projection period. This is similar to last year's projections.

Although not included in SAPFO school capacity or membership numbers, Pre-K programs continue to impact operations at District elementary schools where Pre-K programs exist. Specific impacts of Pre-K programs at the elementary school level will continue to be reviewed and discussed in the coming year.

Middle

The previous year (2015-16) projections for November 2016 for this level were overestimated by 1 student. The actual membership decreased by 15 students. Over the previous ten years, this level has shown varying increases before experiencing a decrease in 2015-16 and this year. Growth rates during this time period have ranged from -0.59% to +2.86%. Capacity was increased in 2014 with the opening of the Culbreth Middle School science wing. The need for an additional middle school is not anticipated in the 10-year projection period. This is similar to last year's projections.

High School

The previous year (2015-16) projections for November 2016 for this level were underestimated by 5 students. The actual membership increased by 61 students. Over the previous ten years, change has been variable with decreases in membership in five of the ten years. Growth rates

Section II

during this time period have ranged from -1.74 to +3.27%. The need for additional high school capacity at Carrboro High School is not anticipated in the 10-year projection period. This is similar to last year's projections.

Additional Information for Chapel Hill/Carrboro School District

Following the economic downturn, there has been an increase in residential projects, specifically multifamily development, in the Town of Chapel Hill. Currently, there are over four thousand proposed single family and multifamily housing units approved, but undeveloped in the CHCCS district. As previously stated, proposed growth is not included in the SAPFO projection system until actual students begin enrollment. The CAPS test is conducted during the approval process at a certain stage. Once students are enrolled in a school year, through annual reporting of student membership numbers, 10-year student projections can be updated to display future capacity needs in time to efficiently plan for future school construction requests. Staff and the SAPFO Technical Advisory Committee will need to continue monitoring and evaluating the demand and growth of residential development in Chapel Hill and Carrboro as well as its effect on student membership rates.

PACE Academy High School, located within the Chapel Hill/Carrboro School District, closed prior to the beginning of the 2015 school year. Some students from Pace Academy were absorbed into the OCS and CHCCS systems, while other students may have enrolled in public schools or charter schools located outside of Orange County. Due to the closing of Kestrel Heights Charter in Durham County, CHCCS reported an increase in membership at the high school level. The Expedition School, located in the Town of Hillsborough, serves approximately 277 students and continues to have an effect on CHCCS membership numbers at the elementary and middle school levels. Charter schools are not included as part of the SAPFO Annual Report and, as a result, their membership and capacity numbers are not monitored or included in future projections. However, the SAPFO Technical Advisory Committee does monitor charter schools and their effect on student enrollment at both school districts. If a charter school does close and a spike is realized in school enrollment, the student projections will likely accelerate the need in future years, still within an appropriate time for CIP planning. Charter Schools are additionally monitored by the Department of Public Instruction (DPI) which provides pupil information, based on data received from Charter Schools located in Orange County, to the County for funding purposes.

Orange County School District

Elementary

The previous year (2015-16) projections for November 2016 at this level were overestimated by 32 students. Actual membership decreased by 25 students. Over the previous ten years, this level experienced positive growth before experiencing a decrease in 2014-15 and this year. Growth rates during this period have ranged from -5.07% to +2.80%. In the Orange County school system, historic growth is more closely related to new residential development than in the Chapel Hill/Carrboro School District, which has a sizeable number of new families in older, existing housing stock. The need for an additional Elementary School is not anticipated in the 10 year projection period. This is similar to last year's projections.

Although not included in SAPFO school capacity or membership numbers, Pre-K programs continue to impact operations at District elementary schools where Pre-K programs exist. Specific impacts of Pre-K programs at the elementary school level will continue to be reviewed and discussed in the coming year.

Middle

The previous year (2015-16) projections for November 2016 for this level were overestimated by 19 students. The actual membership decreased by 15. Over the previous ten years, growth has varied widely and includes decreases in student membership in four of the ten years. Growth rates during this period have ranged from -2.20% to +4.00%. The district's third Middle School, Gravelly Hill Middle School, opened in October 2006. The need for an additional Middle School is not anticipated in the 10 year projection period. This is similar to last year's projections.

High School

The previous year (2015-16) projections for November 2016 for this level were overestimated by 58 students. The actual membership decreased by 23. Over the previous ten years, growth was positive before experiencing a decrease in membership in 2009-10. Following this decrease, membership and growth rates increased every school year before experiencing additional decreases in 2015-16 and this year. Growth rates during this period ranged from -1.32% to 4.58%. In 2011-12 student membership increased by 32 while capacity decreased by 199 at Orange County High School as a result of a N.C. Department of Public Instruction (DPI) study.

Section II

Similar to last year's projections, the need for additional capacity at Cedar Ridge High School is not anticipated in the 10 year projection period. However, to address public safety concerns with the current high school capacity exceeding the 100% threshold, Orange County Schools is in preliminary planning stages to expand Cedar Ridge High School from initial capacity of 1,000 students to 1,500 students for the 2020-21 school year.

Additional Information for Orange County School District

The City of Mebane lies partially within Orange County and students within the Orange County portion of Mebane attend Orange County schools. However, the City of Mebane is not a party to the SAPFO agreement and therefore does not require that CAPS (Certificate of Adequate Public Schools) be issued prior to development approvals. Following the economic downturn, there has been a slight increase in approved and undeveloped residential development in the City of Mebane and the Town of Hillsborough. Currently, there are over two thousand proposed single family and multifamily housing units approved, but undeveloped in the City of Mebane and the Town of Hillsborough. The residential growth that has occurred in the recent past within Mebane's and Hillsborough's jurisdiction has yet to be seen with OCS student membership numbers and fully realized into the historically based projection methods due to the recession, charter schools, and possibly new family dynamics effecting family size. Staff and the SAPFO Technical Advisory Committee will need to continue monitoring and evaluating the demand and growth of residential development in Mebane and Hillsborough as well as its effect on student membership rates.

Eno River Academy, formerly known as Orange Charter School, currently serves approximately 238 student from kindergarten to 11th grade. A future expansion is planned for Eno River Academy to include a new high school and additional elementary and middle school classrooms for the 2017-18 school year. The Expedition School, in the Town of Hillsborough, currently serves approximately 277 elementary and middle school students. Both of these charter schools continue to have an effect on OCS membership numbers at the elementary and middle school levels. Charter schools are not included as part of the SAPFO Annual Report and, as a result, their membership and capacity are not monitored or included in future projections. However, the SAPFO Technical Advisory Committee does monitor charter schools and their effect on student enrollment at both school districts. If a charter school does close and a spike is realized in school enrollment, the student projections will likely accelerate the need in future years, still within an

Section II

appropriate time for CIP planning. Charter Schools are additionally monitored by the Department of Public Institution (DPI) which provides pupil information, based on data received from Charter Schools located in Orange County, to the County for funding purposes.

5. *Recommendation:*

Use statistics as noted in 3 above.

D. Student Membership Growth Rate

- 1. Responsible Entity for Suggesting Change** – The updating of this section will be conducted by the Planning Directors, School Representatives, and Technical Advisory Committee (SAPFOTAC) each year and referred to the BOCC for annual report certification. Projections will be distributed to SAPFO partners for review and comments to the BOCC prior to certification.
- 2. Definition** – The annual percentage growth rate calculated from the projections resulting from the average of the five models represented by 10 year numerical membership projections by school level for each school district. This does not represent the year-by- year growth rate that may be positive or negative, but rather the average of the annual anticipated growth rates over the next 10 years.

3. Standard for:

Chapel Hill/Carrboro School District

See Attachment II.D.2

4. Analysis of Existing Conditions:

Chapel Hill/Carrboro School District

The membership figures and percentage growth on the attachments show continued growth at each school level within the system.

Projected Average Annual Growth Rate over next ten years:

Year Projection Made:	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017
Elementary	1.18%	1.44%	1.11%	0.92%	0.91%
Middle	1.59%	1.58%	1.15%	0.82%	0.95%
High	1.60%	1.27%	1.22%	0.93%	0.72%

Standard for:

Orange County School District

See Attachment II.D.2

Analysis of Existing Conditions:

Orange County School District

The membership figures and percentage growth on the attachments show continued growth at each school level within the system.

Projected Average Annual Growth Rate over next ten years:

Year Projection Made:	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017
Elementary	1.31%	1.30%	0.55%	0.80%	0.51%
Middle	1.64%	1.42%	0.09%	0.67%	0.36%
High	1.43%	1.35%	0.39%	0.56%	0.22%

5. Recommendation:

Chapel Hill/Carrboro School District

Use statistics as noted.

Recommendation:

Orange County School District

Use statistics as noted.

Attachment II.D.1 – Orange County and Chapel Hill/Carrboro Student Growth Rates
(Chart dates from 2016-2026 based on 11/13/15 membership numbers) (2015-16)

2015-2016

Orange County Student Projections

Elementary		2015-2016 (actual)	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026
School Year												
Membership		3,318	3,325	3,308	3,319	3,332	3,390	3,430	3,470	3,511	3,551	3,594
Average % Increase			0.21%	-0.52%	0.34%	0.39%	1.73%	1.18%	1.18%	1.17%	1.16%	1.20%

Middle		2015-2016 (actual)	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026
School Year												
Membership		1,739	1,743	1,776	1,830	1,846	1,790	1,784	1,778	1,817	1,837	1,857
Average % Increase			0.24%	1.91%	3.00%	0.90%	-3.02%	-0.36%	-0.33%	2.18%	1.09%	1.08%

High School		2015-2016 (actual)	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026
School Year												
Membership		2,469	2,504	2,539	2,517	2,559	2,604	2,616	2,669	2,635	2,608	2,609
Average % Increase			1.40%	1.42%	-0.86%	1.67%	1.73%	0.47%	2.05%	-1.30%	-1.01%	0.03%

Chapel Hill/Carrboro Student Projections

Elementary		2015-2016 (actual)	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026
School Year												
Membership		5,501	5,552	5,584	5,622	5,634	5,699	5,768	5,835	5,902	5,966	6,030
Average % Increase			0.93%	0.57%	0.69%	0.21%	1.16%	1.21%	1.15%	1.14%	1.09%	1.08%

Middle		2015-2016 (actual)	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026
School Year												
Membership		2,844	2,830	2,854	2,915	2,995	2,996	2,997	2,974	3,006	3,045	3,084
Average % Increase			-0.50%	0.86%	2.15%	2.74%	0.03%	0.00%	-0.75%	1.09%	1.28%	1.27%

High School		2015-2016 (actual)	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026
School Year												
Membership		3,701	3,757	3,820	3,842	3,857	3,883	3,917	4,013	4,041	4,045	4,058
Average % Increase			1.52%	1.68%	0.57%	0.37%	0.67%	0.89%	2.44%	0.71%	0.08%	0.32%

Attachment II.D.2 – Orange County and Chapel Hill/Carrboro Student Growth Rates
(Chart dates from 2017-2027 based on 11/15/16 membership numbers) (2016-17)

2016-2017

Orange County Student Projections

Elementary												
School Year	2016-2017 (actual)	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	
Membership	3,293	3,253	3,235	3,230	3,267	3,283	3,318	3,354	3,389	3,425	3,464	
Average % Increase		-1.20%	-0.56%	-0.15%	1.14%	0.50%	1.06%	1.07%	1.06%	1.07%	1.11%	

Middle												
School Year	2016-2017 (actual)	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	
Membership	1,724	1,751	1,811	1,824	1,765	1,748	1,727	1,751	1,748	1,766	1,784	
Average % Increase		1.57%	3.44%	0.72%	-3.24%	-0.96%	-1.21%	1.38%	-0.14%	1.00%	1.00%	

High School												
School Year	2016-2017 (actual)	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	
Membership	2,446	2,480	2,439	2,474	2,539	2,559	2,603	2,565	2,537	2,508	2,498	
Average % Increase		1.39%	-1.65%	1.43%	2.64%	0.76%	1.74%	-1.48%	-1.06%	-1.18%	-0.40%	

Chapel Hill/Carrboro Student Projections

Elementary												
School Year	2016-2017 (actual)	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	
Membership	5,567	5,605	5,655	5,658	5,728	5,795	5,859	5,919	5,980	6,037	6,095	
Average % Increase		0.69%	0.89%	0.05%	1.24%	1.16%	1.10%	1.03%	1.03%	0.96%	0.95%	

Middle												
School Year	2016-2017 (actual)	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	
Membership	2,829	2,847	2,898	2,977	2,984	2,999	2,964	3,003	3,038	3,073	3,108	
Average % Increase		0.62%	1.82%	2.70%	0.26%	0.50%	-1.17%	1.31%	1.19%	1.14%	1.14%	

High School												
School Year	2016-2017 (actual)	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	
Membership	3,762	3,832	3,846	3,864	3,879	3,897	4,010	4,019	4,034	4,057	4,040	
Average % Increase		1.87%	0.37%	0.47%	0.40%	0.44%	2.90%	0.25%	0.36%	0.57%	-0.41%	

E. Student / Housing Generation Rate

1. ***Responsible Entity for Suggesting Change*** – The updating of this section will be conducted by Planning Directors, School Representatives, and Technical Advisory Committee (SAPFOTAC) and referred to the BOCC for certification.
Projections will be distributed to SAPFO partners for review and comments to the BOCC prior to certification.
2. ***Definition*** – Student generation rate refers to the number of public school students per housing unit constructed in each school district, as defined in the Student Generation Rate Study completed by TisherBise on October 28, 2014. Housing units include single family detached, single family attached/duplex, multifamily, and manufactured homes.
3. ***Standard for:***

Chapel Hill/Carrboro School District	Orange County School District
See Attachment II.E.1	See Attachment II.E.1

4. ***Analysis of Existing Conditions:***

At the January 2014 SAPFOTAC meeting, members discussed the increased number of students generated in both school districts from new development, particularly multifamily housing. The SAPFOTAC recommended further evaluation of the adopted Student Generation Rates and the impacts the number of bedrooms a particular housing type may have on student generation rates. As a result, Orange County entered into a contract with TischlerBise to update the student generation rate analysis. The new student generation rates were approved on May 19, 2015 and are shown in Attachment II.E.1. New rates from the 2014 Student Generation Rates for Orange County Schools and Chapel Hill-Carrboro School District Report are based on an inventory of recently built units from January 1, 2004 to December 31, 2013.

It should be noted that students are generated from new housing as well as from existing housing where new families have moved in. The CAPS system estimates new development impacts and associated student generation, but it is important to understand that student increases are a composite of both of these factors. This effect can be dramatic and can vary greatly between areas and districts where either new

Section II

housing is dominant or new families move into a large inventory of existing housing stock.

5. *Recommendation:*

No change at this time.

TischlerBise Student Generation Rates – 2014

Chapel Hill/Carrboro Schools				
	0-3 Bedrooms	4 Bedrooms	5+ Bedrooms	Weighted Average
Single-Family Detached	0.61	0.84	1.13	0.84
	0-2 Bedrooms	3+ Bedrooms		Weighted Average
Single-Family Attached	0.27	0.42		0.38
Multifamily/Other	0.11	0.47		0.18
Manufactured Home	0.268	0.86		0.78
Weight Average for Chapel Hill/Carrboro School District				0.49

Orange County Schools				
	0-3 Bedrooms	4 Bedrooms	5+ Bedrooms	Weighted Average
Single-Family Detached	0.35	0.57	0.57	0.44
	0-2 Bedrooms	3+ Bedrooms		Weighted Average
Single-Family Attached	0.07	0.17		0.15
Multifamily/Other	0.08	0.67		0.17
Manufactured Home	0.67	0.47		0.52
Weight Average for Orange County School District				0.37

Source: Student Generation Rates for Orange County School District and Chapel Hill-Carrboro School District, TischlerBise, October 28, 2014
Revised May 7, 2015

III. Flowchart of Schools Adequate Public Facilities Ordinance Process

Abstract: The Schools Adequate Public Facilities Ordinance process has two distinct components:

A. Capital Investment Plan (CIP) (Process 1)

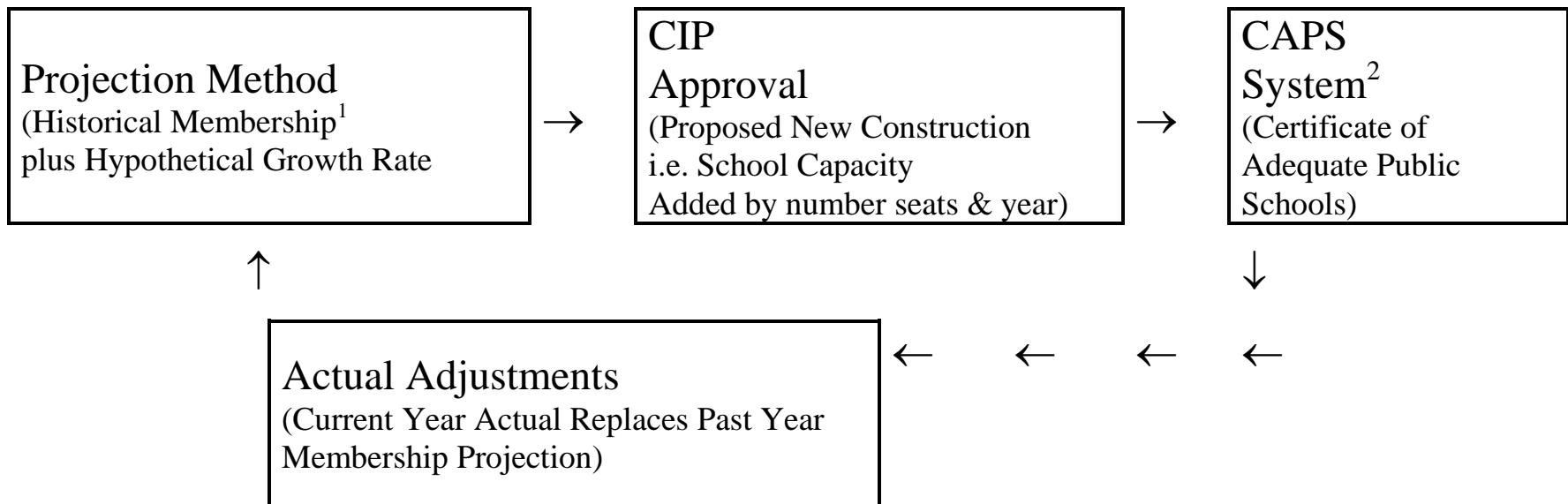
Timeframe: In November of each year, Student Membership and Building Capacity is transmitted from the school districts to the Orange County Board of Commissioners for consideration and approval and used in the following years CIP (e.g. November 15, 2016 membership numbers used to develop a CIP to be considered for adoption in June 2017).

Process Framework

1. SAPFOTAC projects future student membership from historical data, current membership and hypothetical growth rates from established methodologies.
2. School Districts and BOCC compare projections to existing capacity and proposed Capital Investment Plan.
3. SAPFOTAC forwards data and projections to all SAPFO partners.
4. School Districts develop Capital Investment Plan Needs Assessment during this process
5. The Capital Investment Plan work sessions and Public Hearings are conducted by the BOCC in the spring of each year.
6. The adoption of CIP that sets forth monies and timeframe for school construction (future capacity) by BOCC.

School Adequate Public Facilities Ordinance

Process 1 - Capital Investment Planning (CIP)



¹Historical Membership is a product of students generated from: (1) pre-existing/approved undeveloped lots where new housing is built, (2) existing housing stock with new families/children, and (3) newly approved housing development (in the future this component will be known as CAPS approved development)

²The only part of the CAPS System (i.e., computer spreadsheet subdivision tracking) that receives data from the Process 1 CIP includes the actual membership (November 15 of preceding CIP year) and new school capacity amount (seats) in a specific year pursuant to the CIP.

B. Schools Adequate Public Facilities Ordinance Certificate of Adequate Public Schools (CAPS) Update (Process 2)

Timeframe: The CAPS system is updated approximately November 15 of each year when the school districts report actual membership and ‘pre-certified’ capacity, whether it is CIP associated or prior ‘joint action’ agreement. ‘Joint action’ determinations of changes in capacity due to State rules or other non-construction related items are anticipated to be done prior to the November 15 capacity and membership reporting date. This update may reflect the Board of County Commissioners action on the earlier year Capital Investment Plan (CIP) as it affects capacity and addition of new actual fall membership. The Schools Adequate Public Facilities Ordinance Certificate of Adequate Public Schools (CAPS) stays in effect until the following year – (e.g.: November 15, 2005 to November 14, 2006).

New development is originally logged for a certain year. As the CAPS system is updated, each CAPS projection year is ‘absorbed’ by the actual estimate of a given year. Later year CAPS projections of the same development remain in the future year CAPS system accordingly. For example, if a 50-lot subdivision is issued a CAPS, 15 lots may be assigned to “Year 1,” 10 lots to “Year 2,” 10 lots to “Year 3,” 10 lots to “Year 4,” and 5 lots to “Year 5.” When “Year 1” is updated, the students generated from the 15 lots are absorbed by the actual estimate. The students generated in “Years 2, 3, 4, and 5” are held in the CAPS system and added to the appropriate year when the CAPS system is updated.

As was discussed in Section II.C, The City of Mebane is not a party to the SAPFO and does not require that CAPS be issued prior to approving development activities. Increasing development within this area of the county has the potential to encumber a significant portion of the available capacity within the Orange County School District. Although the SAPFO system is not formally regulated in Mebane, staff monitors development activity and when students enter the school system their enrollment is calculated and used in future school projection needs.

Please note that the two processes (CIP and CAPS) are on separate, but parallel tracks. However, the CIP does create a crossover of capacity information between the two processes.

Section III

For example, the SAPFO system for both school districts that will be established / initiated / certified each year in November and is based on prior year created and/or planned CIP capacity and current school year membership. The SAPFOTAC report including new current year membership and projections are to be used for upcoming CIP development as noted in Process 1.

CIP Process 1 (for CIP 2017 - 2027)

November 2016 – June 2017 (using 2017 SAPFOTAC Report)

SAPFO CAPS Process 2 (for SAPFO System 2017 – 2018)

November 2016 - November 2017

School Adequate Public Facilities Ordinance

Process 2 - Certificate of Adequate Public Schools (CAPS) Allocation

2017 CAPS system is effective November 15, 2016 through November 14, 2017.

The system is updated with new membership, CIP capacity changes, and any other BOCC/School District joint action approved capacity prior to November 15, 2016. This information is received within 5 days of November 15 and posted within the next 15 days. This CAPS system recalibration is retroactive to November 15, 2016.

CAPS Allocation System

1. Certified Capacity
2. LOS Capacity
3. Actual Membership
4. Year Start Available Capacity
5. Ongoing Current Available Capacity (includes available capacity decreases from approved CAPS development by year)
6. CAPS approved development
 - a. Total units
 - b. Single Family¹
 - c. Other Housing¹

CAPS System

$$AC^2 = SC^2 - (ADM^2 + ND1^2 + ND2^2 + \dots)$$

AC ≥ 0 - Issue CAPS

AC < 0 - Defer CAPS to later date

¹Student Generation Rates from CAPS housing type create future membership estimate. Please note that this CAPS membership future estimate is different than the projection based on historical data and projection models used in the CIP process 1. This estimate only captures new development impact, which is the component that the SAPFO can regulate.

²AC - Available Capacity - Starts at Annual Update Capacity and reduces as CAPS approved development is entered into the system.

SC - Certified School Level Capacity

ADM - Average Daily Membership

ND - New Development; ND1 means first approved CAPS approved development

CHCCS Student Projections (1) (4)

Elementary	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
School Year																										
Actual	4,474	4,551	4,692	4,695	4,879	4,980	5,173	5,302	5,219	5,296	5,464	5,543	5,554	5,541	5,501	5,567										
Tischler (2)																	5,641	5,716	5,790	5,864	5,939	6,013	6,087	6,162	6,236	6,311
OC Planning																	5,632	5,740	5,843	5,934	6,021	6,095	6,151	6,207	6,244	6,281
10 Year Growth																	5,599	5,631	5,589	5,661	5,724	5,781	5,839	5,897	5,956	6,016
5 Year Growth																	5,580	5,597	5,538	5,594	5,651	5,708	5,765	5,822	5,881	5,939
3 Year Growth																	5,575	5,592	5,530	5,587	5,640	5,696	5,753	5,811	5,869	5,927
Average																	5,605	5,655	5,658	5,728	5,795	5,859	5,919	5,980	6,037	6,095
Annual Change - Increase (Decrease) in Actual & Projected Membership	30	107	141	3	184	101	193	129	(83)	77	168	79	11	(2)	(40)	66	38	50	3	70	67	64	60	61	57	58
Capacity - 100% Level of Service (LOS)	4,302	4,302	4,921	4,921	4,921	4,921	5,244	5,244	5,244	5,244	5,244	5,244	5,829	5,829	5,829	5,829	5,829	5,829	5,829	5,829	5,829	5,829	5,829	5,829	5,829	5,829
Number of Students, Actual and Projected, Over (Under) 100% LOS	172	249	(229)	(226)	(42)	59	252	58	(25)	52	220	299	(275)	(288)	(328)	(262)	(224)	(174)	(171)	(101)	(34)	30	90	151	208	266
Capacity - 105% Level of Service (LOS)	4,517	4,517	5,167	5,167	5,167	5,167	5,506	5,506	5,506	5,506	5,506	5,506	6,120	6,120	6,120	6,120	6,120	6,120	6,120	6,120	6,120	6,120	6,120	6,120	6,120	6,120
Number of Students, Actual and Projected, Over (Under) 105% LOS	(43)	34	(475)	(472)	(288)	(187)	6	(204)	(287)	(210)	(42)	37	(566)	(579)	(619)	(553)	(515)	(465)	(463)	(392)	(326)	(262)	(201)	(141)	(83)	(26)
Actual - % Level of Service	104.0%	105.8%	95.3%	95.4%	99.1%	101.2%	105.1%	101.1%	99.5%	101.0%	104.2%	105.7%	95.3%	95.1%	94.4%	95.5%	96.2%	97.0%	97.1%	98.3%	99.4%	100.5%	101.5%	102.6%	103.6%	104.6%
Average - % Level of Service																	96.2%	97.0%	97.1%	98.3%	99.4%	100.5%	101.5%	102.6%	103.6%	104.6%
Annual Student Growth Rate (3)	0.68%	2.41%	3.10%	0.06%	3.92%	2.07%	3.88%	2.49%	-1.57%	1.48%	3.17%	1.45%	0.20%	-0.04%	-0.72%	1.20%	0.69%	0.89%	0.05%	1.24%	1.16%	1.10%	1.03%	0.96%	0.95%	

Elementary School #9 opens in fall 2003 with additional 619 seats

Per November 15, 2005 Certified Capacity Calculations, CHCCS projects Elementary #10 opening for school year 2008-09. In accordance with BOCC adopted School Construction Standards, elementary school capacity totals 600 students.
Important Note: Per 2005 agreement of School Collaboration Work Group, Grades K-3 class size reduced from 1:23 to 1:21 the year Elementary #10 opens (to allow for prior Legislative Action re: reduced class size)

Elementary School #11 opens with 585 seats

Indicates when district surpasses Schools APFO recommended Level of Service

(1) It is important to note that this reflects the November 15, 2016 date of membership as outlined in by the Schools Adequate Public Facilities Ordinance. It does not include CHCCS students attending the Hospital School.
 (2) The Tischler Model provides for the "Linear Method" of projections for both CHCCS and OCS. Original projections used in prior years projection models included the "Linear Extrapolation Method" for CHCCS.
 (3) Annual growth rate calculated using actual membership for years 2001-02 through 2015-16 and average membership for years 2016-17 through 2025-26
 (4) Class sizes for grades K-3 = 1:23 for school years 2000 through 2007-08. In accordance with 2005 School Collaboration Work Group direction, effective the 2008-2009 school year with the opening of CHCCS Elementary #10, K-3 class sizes are 1:21 as directed by past State legislative action.

CHCCS Student Projections (1)

Middle	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
School Year																										
Actual	2,540	2,608	2,612	2,560	2,572	2,592	2,622	2,697	2,708	2,722	2,753	2,785	2,858	2,861	2,844	2,829										
Tischler (2)																	2,867	2,905	2,942	2,980	3,018	3,056	3,094	3,131	3,169	3,207
OC Planning																	2,893	2,923	2,975	3,028	3,079	3,117	3,165	3,215	3,262	3,309
10 Year Growth																	2,844	2,930	3,046	3,035	3,035	2,963	3,009	3,046	3,076	3,107
5 Year Growth																	2,822	2,886	2,985	2,958	2,958	2,870	2,900	2,930	2,959	2,989
3 Year Growth																	2,807	2,848	2,933	2,910	2,905	2,815	2,846	2,871	2,899	2,928
Average																	2,847	2,898	2,977	2,984	2,999	2,964	3,003	3,038	3,073	3,108
Annual Change - Increase (Decrease) in Actual & Projected Membership	214	282	4	(52)	12	20	30	75	11	14	31	32	73	76	(17)	(15)	18	52	78	8	15	(35)	39	36	35	35
Capacity - 100% Level of Service	2,840	2,840	2,840	2,840	2,840	2,840	2,840	2,840	2,840	2,840	2,840	2,840	2,840	2,944	2,944	2,944	2,944	2,944	2,944	2,944	2,944	2,944	2,944	2,944	2,944	2,944
Number of Students, Actual and Projected, Over (Under) 100% LOS	(300)	(232)	(228)	(280)	(268)	(248)	(218)	(143)	(132)	(118)	(87)	(55)	18	(83)	(100)	(115)	(97)	(46)	33	40	55	20	59	94	129	164
107% Level of Service	3,039	3,039	3,039	3,039	3,039	3,039	3,039	3,039	3,039	3,039	3,039	3,039	3,039	3,150	3,150	3,150	3,150	3,150	3,150	3,150	3,150	3,150	3,150	3,150	3,150	3,150
Number of Students, Actual and Projected, Over (Under) 107% LOS	(499)	(431)	(427)	(479)	(467)	(447)	(417)	(342)	(331)	(317)	(286)	(254)	(181)	(289)	(306)	(321)	(303)	(252)	(174)	(166)	(151)	(186)	(147)	(112)	(77)	(42)
Actual - % Level of Service	89.4%	91.8%	92.0%	90.1%	90.6%	91.3%	92.3%	95.0%	95.4%	95.8%	96.9%	98.1%	100.6%	97.2%	96.6%	96.1%	96.7%	98.5%	101.1%	101.4%	101.9%	100.7%	102.0%	103.2%	104.4%	105.6%
Average - % Level of Service																	96.7%	98.5%	101.1%	101.4%	101.9%	100.7%	102.0%	103.2%	104.4%	105.6%
Annual Student Growth Rate (3)	9.20%	12.12%	0.15%	-1.99%	0.47%	0.78%	1.16%	2.86%	0.41%	0.52%	1.14%	1.16%	2.62%	2.73%	-0.59%	-0.53%	0.62%	1.82%	2.70%	0.26%	0.50%	-1.17%	1.31%	1.19%	1.14%	1.14%

Additional 104 new seats at Culbreth Middle School

Indicates when district surpasses Schools APFO recommended Level of Service

(1) It is important to note that this reflects the November 15, 2016 date of membership as outlined in by the Schools Adequate Public Facilities Ordinance. It does not include CHCCS students attending the Hospital School.
 (2) The Tischler Model provides for the "Linear Method" of projections for both CHCCS and OCS. Original projections used in prior years projection models included the "Linear Extrapolation Method" for CHCCS.
 (3) Annual growth rate calculated using actual membership for years 2001-02 through 2015-16 and average membership for years 2016-17 through 2025-26

CHCCS Student Projections (1)

High	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	
School Year																											
Actual	2,963	3,162	3,330	3,422	3,514	3,520	3,635	3,630	3,606	3,640	3,714	3,796	3,764	3,730	3,701	3,762											
Tischler (2)																	3,812	3,862	3,913	3,963	4,013	4,063	4,114	4,164	4,214	4,264	
OC Planning																	3,812	3,856	3,870	3,896	3,918	3,967	4,012	4,057	4,113	4,169	
10 Year Growth																	3,850	3,854	3,883	3,926	3,958	4,136	4,136	4,139	4,152	4,101	
5 Year Growth																	3,848	3,838	3,841	3,828	3,830	3,983	3,969	3,956	3,953	3,884	
3 Year Growth																	3,839	3,822	3,814	3,785	3,763	3,898	3,867	3,854	3,851	3,781	
Average																	3,832	3,846	3,864	3,879	3,897	4,010	4,019	4,034	4,057	4,040	
Annual Change - Increase (Decrease) in Actual & Projected Membership	148	347	168	92	92	6	115	(5)	(24)	34	74	82	(32)	(66)	(29)	61	70	14	18	15	17	113	10	14	23	(17)	
Capacity - 100% Level of Service	3,035	3,035	3,035	3,035	3,035	3,035	3,835	3,835	3,835	3,875	3,875	3,875	3,875	3,875	3,875	3,875	3,875	3,875	3,875	3,875	3,875	3,875	3,875	3,875	3,875	3,875	
Number of Students, Actual and Projected, Over (Under) 100% LOS	(72)	127	295	387	479	485	(200)	(205)	(229)	(235)	(161)	(79)	(111)	(145)	(174)	(113)	(43)	(29)	(11)	4	22	135	144	159	182	165	
110% Level of Service	3,339	3,339	3,339	3,339	3,339	3,339	4,219	4,219	4,263	4,263	4,263	4,263	4,263	4,263	4,263	4,263	4,263	4,263	4,263	4,263	4,263	4,263	4,263	4,263	4,263	4,263	
Number of Students, Actual and Projected, Over (Under) 110% LOS	(376)	(177)	(9)	83	176	182	(584)	(589)	(613)	(623)	(549)	(467)	(499)	(533)	(562)	(501)	(430)	(416)	(398)	(383)	(366)	(253)	(243)	(229)	(206)	(223)	
Actual - % Level of Service	97.6%	104.2%	109.7%	112.8%	115.8%	116.0%	94.8%	94.7%	94.0%	93.9%	95.8%	98.0%	97.1%	96.3%	95.5%	97.1%	98.9%	99.3%	99.7%	100.1%	100.6%	103.5%	103.7%	104.1%	104.7%	104.3%	
Average - % Level of Service																	98.9%	99.3%	99.7%	100.1%	100.6%	103.5%	103.7%	104.1%	104.7%	104.3%	
Annual Student Growth Rate (3)	5.26%	12.33%	5.31%	2.76%	2.69%	0.17%	3.27%	-0.14%	-0.66%	0.94%	2.03%	2.21%	-0.84%	-1.74%	-0.78%	1.65%	1.87%	0.37%	0.47%	0.40%	0.44%	2.90%	0.25%	0.36%	0.57%	-0.41%	

High School #3 opens in fall 2007 with 800 additional seats

Phoenix Academy High School becomes

ARTICLE IV

PERMITS AND FINAL PLAT APPROVAL

PART IV. ADEQUATE PUBLIC SCHOOL FACILITIES (JULY 17, 2003)

Section 15-88 Purpose.

The purpose of this Part IV is to ensure that, to the maximum extent practical, approval of new residential development will become effective only when it can reasonably be expected that adequate public school facilities will be available to accommodate such new development.

Section 15-88.1 Certificate of Adequacy of Public School Facilities.

(a) Subject to the remaining provisions of this part, no approval under this ordinance of a conditional or special use permit for a residential development shall become effective unless and until Certificate of Adequacy of Public School Facilities (CAPS) for the project has been issued by the School District. Notwithstanding the foregoing, this subsection shall not apply to conditional use permits for residential developments less than five lots or dwelling units in the WR, B-5 and WM-3 zoning districts.

(b) A CAPS shall not be required for a general use or conditional use rezoning or for a master land use plan. However, even if a rezoning or master plan is approved, a CAPS will nevertheless be required before any of the permits or approvals identified in subsection (a) of this section shall become effective, and the rezoning of the property or approval of a master plan provides no indication as to whether the CAPS will be issued. The application for rezoning or master plan approval shall contain a statement to this effect.

(c) A CAPS must be obtained from the School District. The School District will issue or deny a CAPS in accordance with the provisions of the Memorandum of Understanding between Carrboro, Chapel Hill, Orange County, and the Chapel Hill Carrboro School District dated July 17, 2003.

(d) A CAPS attaches to the land in the same way that development permission attaches to the land. A CAPS may be transferred along with other interests in the property with respect to which such CAPS is issued, but may not be severed or transferred separately.

Section 15-88.2 Service Levels.

(a) This section describes the service levels regarded as adequate by the parties to the Memorandum of Understanding described in subsection (b) with respect to public school facilities.

Art. IV PERMITS AND FINAL PLAT APPROVAL

(b) As provided in the Memorandum of Understanding between Orange County, Chapel Hill, Carrboro, and the Chapel Hill/Carrboro School District, adequate service levels for public schools shall be deemed to exist with respect to a proposed new residential development if, given the number of school age children projected to reside in that development, and considering all the factors listed in the Memorandum of Understanding, projected school membership for the elementary schools, the middle schools, and the high school(s) within the Chapel Hill/Carrboro School District will not exceed the following percentages of the building capacities of each of the following three school levels:

Elementary school level	<u>105%</u>
Middle school level	<u>107%</u>
High school level	<u>110%</u>

For the period of time beginning the effective date of this ordinance and terminating on the day on which the third high school within the Chapel Hill-Carrboro City School District is first attended by high school students, the determination by the Chapel Hill-Carrboro City School District that adequate service levels for public schools exist shall be made without regard to whether or not projected capacity of the High School level exceeds 110% of Building Capacity. On and after the day on which the third high school within the Chapel Hill-Carrboro City School District is first attended by high school students, determination by the Chapel Hill-Carrboro City School District that adequate service levels for public schools exist shall be made only if projected capacity of each school level does not exceed the following:

Elementary School	105% of Building Capacity
Middle School	107% of Building Capacity
High School	110% of Building Capacity

For purposes of this ordinance, the terms "building capacity" and "school membership" shall have the same meaning attributed in the Schools Adequate Public Facilities Memorandum of Understanding among the Towns of Carrboro, Chapel Hill, Orange County, and the Chapel Hill/Carrboro Board of Education.

Section 15-88.3 Expiration of Certificates of Adequacy of Public School Facilities.

A CAPS issued in connection with approval of a conditional or special use permit shall expire automatically upon the expiration of such permit approval.

Section 15-88.4 Exemption From Certification Requirement for Development with Negligible Student Generation Rates.

In recognition of the fact that some new development will have a negligible impact on school capacity, a CAPS shall not be required under the following circumstances:

Art. IV PERMITS AND FINAL PLAT APPROVAL

- a. For residential developments restricted by law and/or covenant for a period of at least thirty years to housing for the elderly and/or adult care living and/or adult special needs;
- b. For residential developments restricted for a period of at least thirty years to dormitory housing for university students.

If the use of a development restricted as provided above changes, then before a permit authorizing such change of use becomes effective, a CAPS must be issued just as if the development were being constructed initially.

Section 15-88.5 Applicability to Previously Approved Projects and Projects Pending Approval.

(a) Except as otherwise provided herein, the provisions of this part shall only apply to applications for approval of conditional or special use permits that are submitted for approval after the effective date of this ordinance.

(b) The provisions of this part shall not apply to amendments to special or conditional use permit approvals issued prior to the effective date of this ordinance so long as the approvals have not expired and the proposed amendments do not increase the number of dwelling units authorized within the development by more than five percent or five dwelling units, whichever is less.

(c) The Board of Aldermen shall issue a special exception to the CAPS requirement to an applicant whose application for approval of a conditional or special use permit covers property within a planned unit development or master plan project that was approved prior to the effective date of this ordinance, if the Board of Aldermen finds, after an evidentiary hearing, that the applicant has (1) applied to the School District for a CAPS and the application has been denied, (2) in good faith made substantial expenditures or incurred substantial binding obligations in reasonable reliance on the previously obtained planned unit development or master plan approval, and (3) would be unreasonably prejudiced if development in accordance with the previously approved development or plan is delayed due to the provisions of this ordinance. In deciding whether these findings can be made, the Board of Aldermen shall consider the following, among other relevant factors:

- (1) Whether the developer has installed streets, utilities, or other facilities or expended substantial sums in the planning and preparation for installation of such facilities which were designed to serve or to be paid for in part by the development of portions of the planned unit development or master planned project that have not yet been approved for construction;
- (2) Whether the developer has installed streets, utilities, or other facilities or expended substantial sums in the planning and preparation for installation of such

Art. IV PERMITS AND FINAL PLAT APPROVAL

facilities that directly benefit other properties outside the development in question or the general public;

(3) Whether the developer has donated land to the School District for the construction of school facilities or otherwise dedicated land or made improvements deemed to benefit the School District and its public school system;

(4) Whether the developer has had development approval for a substantial amount of time and has in good faith worked to timely implement the plan in reasonable reliance on the previously obtained approval;

(5) The duration of the delay that will occur until public school facilities are improved or exist to such an extent that a CAPS can be issued for the project, and the effect of such delay on the development and the developer.

(d) The decision of the Board of Aldermen involving a special exception application under subsection (c) is subject to review by the Orange County Superior Court by proceedings in the nature of certiorari. Any petition for review by the Superior Court shall be filed with the Clerk of Superior Court within 30 days after a written copy of the decision of the Board of Aldermen is delivered to the applicant and every other party who has filed a written request for such copy with the Clerk to the Board of Aldermen at the time of its hearing on the application for a special exception. The written copy of the decision of the Board of Aldermen may be delivered either by personal service or by certified mail, return receipt requested.

(e) The Mayor or any member temporarily acting as Mayor may, in his or her official capacity, administer oaths to witnesses in any hearing before the Board of Aldermen concerning a special exception.

Section 15-88.6 Appeal of School District Denial of a CAPS.

The applicant for a CAPS which is denied by the School District may, within 30 days of the date of the denial, appeal the denial to the Board of Aldermen. Any such appeal shall be heard by the Board of Aldermen at an evidentiary hearing before it. At this hearing the School District will present its reasons for the denial of the CAPS and the evidence it relied on in denying the CAPS. The applicant appealing the denial may present its reasons why the CAPS application should have, in its view, been approved and the evidentiary basis it contends supports approval. The Board of Aldermen may (1) affirm the decision of the School District, (2) remand to the School District for further proceedings in the event evidence is presented at the hearing before the Board of Aldermen not brought before the School District, or (3) issue a CAPS. The Board of Aldermen will only issue a CAPS if it finds that the CAPS should have been issued by the School District as prescribed in the Memorandum of Understanding among the School District, Orange County and the towns of Carrboro and Chapel Hill. A decision of the Board of Aldermen affirming the School District may be appealed by the applicant for a CAPS by

Art. IV PERMITS AND FINAL PLAT APPROVAL

proceedings in the nature of certiorari and as prescribed for an appeal under section 15-88.5 of this part.

Section 15-88.7 Information Required From Applicants.

The applicant for a CAPS shall submit to the School District all information reasonably deemed necessary by the School District to determine whether a CAPS should be issued under the provision of the Memorandum of Understanding. An applicant for a CAPS special exception or an applicant appealing a CAPS denial by the School District shall submit to the Board of Aldermen all information reasonably deemed necessary by the Board of Aldermen to determine whether a special exception should be granted as provided in Section 15-88.5 or for the hearing of an appeal of a School District denial of a CAPS as provided in Section 15-88.6. A copy of a request for a CAPS special exception or of an appeal of a School District denial of a CAPS shall be served on the superintendent of the School District. Service may be made by personal delivery or certified mail, return receipt requested.

Section 15-89 through 15-90 Reserved.

**SCHOOLS ADEQUATE PUBLIC FACILITIES
MEMORANDUM OF UNDERSTANDING**

This Memorandum of Understanding is entered into this 17 day of July, 2003, by and between the Town of Carrboro, the Town of Chapel Hill, the Chapel Hill-Carrboro City Board of Education (the "School District") and Orange County.

WHEREAS, the portion of Orange County, served by the Chapel Hill/Carrboro School System has for the past decade been experiencing rapid growth in population; and

WHEREAS, this growth, and that which is anticipated, creates a demand for additional school facilities to accommodate the children who reside within new developments; and

WHEREAS, the responsibility for planning for and constructing new school facilities lies primarily with the Chapel Hill/Carrboro School Board, with funding provided by Orange County; and

WHEREAS, Chapel Hill, Carrboro, Orange County and the Chapel Hill School District, have recognized the need to work together to ensure that new growth within the School District occurs at a pace that allows Orange County and the School District to provide adequate school facilities to serve the children within such new developments;

WHEREAS, the parties have worked cooperatively and developed a system wherein school facilities are currently adequate to meet the needs of the citizens of the county and will continue to maintain a Capital Investment Plan (CIP) that is financially feasible and synchronized with historical growth patterns;

NOW, THEREFORE, the parties to this Memorandum hereby agree as follows:

Section 1. The parties will work cooperatively to develop a realistic Capital Improvement Plan for the construction of schools such that, from the effective date of this Memorandum, school membership within each school level (i.e. elementary, middle or high) does not exceed the following:

Elementary School	105% of Building Capacity
Middle School	107% of Building Capacity
High School	110% of Building Capacity

- a. For purposes of this Memorandum, the term "school membership" means the actual number of students attending school as of November 15 of each year. The figure is determined by considering the number of students enrolled (i.e. registered, regardless of whether a student is no longer attending school) and making adjustments for withdrawals, dropouts, deaths, retentions and promotions. Students who are merely absent from

class on the date membership is determined as a result of sickness or some other temporary reason are included in school membership figures. Each year the School District shall transmit its school membership to the parties to this agreement no later than five (5) school days after November 15. Within fifteen (15) school days after receiving the school membership calculations from the School District, the Board of County Commissioners shall approve the School District's school membership calculations.

- b. For purposes of this Memorandum, "building capacity" will be determined by reference to State guidelines and the School District guidelines (consistent with CIP School Construction Guidelines/policies developed by the School District and the Board of County Commissioners) and will be determined by a joint action of the School Board and the Orange County Board of Commissioners. As used herein the term "building capacity" refers to permanent buildings. Mobile classrooms and other temporary student accommodating classroom spaces are not permanent buildings and may not be counted in determining the school districts building capacity. The School District shall transmit its building capacity to the parties to this agreement no later than five (5) school days after November 15. Within fifteen (15) school days after receiving the building capacity calculations from the School District, the Board of County Commissioners shall approve the School District's building capacity calculations.
- c. Prior to the adoption of the ordinances referenced in Section 2, the parties shall reach agreement on the following:
 - (i) A Capital Improvement Program (CIP) that will achieve the objectives of this Memorandum;
 - (ii) A projected growth rate for student membership within the School District's three school levels during the ten year life of the CIP;
 - (iii) A methodology for determining the projected growth rate for student membership; and
 - (iv) The number of students at each level expected to be generated by each new housing type (i.e., the "student generation rate").
- d. After the adoption of the ordinances referenced in Section 2, the Orange County Board of Commissioners may change the projected student membership growth rate, the methodology used to determine this rate, or the student generation rate if the Board concludes that such a change is necessary to predict growth more accurately. Before making any such change, the Board shall receive and consider the recommendation of a staff committee consisting of the planning directors of the Town(s) and the County and a representative of the School District appointed by the Superintendent. The committee shall provide, in a timely manner, a copy of its recommendation to the governing boards of the other parties to this memorandum at the time it provides such recommendation to the Board of

Commissioners and the Board of Commissioners shall provide an opportunity for those governing Boards to comment on the recommendation. In making its recommendation, the committee shall consider the following, and in making its determination, the Board of Commissioners shall consider the following:

- (i) The accuracy of the methodology and projected growth rate then in use, in projecting school membership for the current school year;
- (ii) The accuracy of the student generation rate then in use in predicting the number of students at each level actually generated by each new housing type;
- (iii) Approval of and issuance of CAPS for residential developments that, individually or collectively, are of sufficient magnitude to alter the previously agreed upon school membership growth projections; or
- (iv) Other trends and factors tending to alter the previously agreed upon projected growth rates.

If any such change is made in the projected growth rate, the methodology for determining this rate, or the student generation rate, the Orange County Board of Commissioners shall inform the other parties to this Memorandum prior to February 1st in any year in which such change is intended to become effective what change was made and why it was necessary.

- e. The Orange County Board of Commissioners shall provide a copy of the updated CIP to each of the parties to the Memorandum as soon as it is revised, annually or otherwise.

Section 2. The towns and the county will adopt amendments to their respective ordinances, conceptually similar to that attached hereto as Exhibit A, to coordinate the approval of residential developments within the School District with the adequacy of existing and proposed school facilities.

Section 3. The following process shall be followed by the School District to receive and take action upon applications for Certificates of Adequacy of Public School Facilities ("CAPS") submitted by persons who are required by an implementing ordinance conceptually similar to that attached as Exhibit A to have such certificates before the development permission they have received from the town or county becomes effective.

- a. On November 15th of each year, the School District shall calculate the building capacity of each school level and the school membership of each school level as of November 15th of that year. Also on November 15th of each year, the School District shall calculate the projected building capacity for each school level and the projected school membership for

each school level as of November 15th in each of the following ten years. These calculations shall be made in accordance with the provisions of Section 1.a and Section 1.b. and also in accordance with the remaining provisions of this section.

- b. On November 15th of the year in which the calculation above is made, the school building capacity numbers and the school membership numbers as of November 15th of that year are known figures (i.e. not projections). The twelve month period beginning on November 15th of the year in which the calculation is made and ending on November 14th of the following year is referred to as the “base year.”
- c. Projections of school building capacity as of November 15th in each of the ten years following the base year shall be derived from the following:
 - (i) A calculation of the existing building capacity within each school level;
 - (ii) The anticipated opening date of schools under construction;
 - (iii) The anticipated opening date of schools on the ten-year CIP for which funding has been committed by the Board of Commissioners as a result of an approved bond issue, an approved installment purchase agreement, or otherwise; and
 - (iv) The anticipated closing dates of any schools within the School District.
- d. In the first year in which the ordinance adopted pursuant to this Memorandum becomes effective, school membership figures as of November 15th in each of the succeeding ten years shall initially be assumed to be the same school membership figures as are determined for the base year. As CAPS are issued during the base year, school membership figures for the base year and succeeding years shall be modified to reflect the additional students from the developments for which CAPS are issued.
- e. On each November 15th following the first year in which the ordinance adopted pursuant to this Memorandum becomes effective, school membership figures as of November 15th in each of the succeeding ten years shall be determined by adding to the school membership figures for the base year the number of students projected to be added to the schools in each successive year by developments for which CAPS have been issued in accordance with this section.
- f. When an application for a CAPS is submitted, the School District shall determine the impact on school membership for each school level as of November 15th in each year of the period-during which the development is expected to be adding new students to the school system as the result of such new construction. In making this determination, the School District shall rely upon the figures established under Section 1 of this Memorandum as to the number of students at each level expected to be generated by each housing type, and data furnished by the applicable

planning department as to the expected rate at which new dwellings within developments similar in size and type to the proposed development are likely to be occupied. Notwithstanding the foregoing, if, upon request of the applicant, the planning jurisdiction approving the development imposes enforceable conditions upon the development (such as a phasing schedule) to limit the rate at which new dwellings within the development are expected to be occupied, then the School District shall take such limitations into account in determining the impact of the development on school membership.

- g. The School District shall determine the amount of available capacity in each school level as of November 15th in the base year and each November 15th of the succeeding ten years by subtracting from the building capacity numbers for each of those years the student membership numbers for each of those years. The results shall then be compared with the number of students expected to be added to each school level as of November 15th in each year (as determined in accordance with subsection 3.f above). The School District shall make that information known to the parties to this agreement within 15 days of the comparison. If the School District determines that the projected remaining capacity of each school level is sufficient to accommodate the proposed development without exceeding the building capacity levels set forth in Section 1 of this Memorandum then the School District shall issue the CAPS. If the School District determines that the projected capacity of each school level is not sufficient to accommodate the proposed development without exceeding the building capacity levels set forth in Section 1, then the School District shall deny the CAPS. If a CAPS is denied, the applicant may seek approval from the appropriate planning jurisdiction of such modifications to the development as will allow for the issuance of a CAPS, and then reapply for a CAPS.
- h. The School District shall issue CAPS on a "first come first served" basis, according to the date a completed application for a CAPS is received. If projected building capacity is not available and an application for a CAPS is therefore denied, the development retains its priority in line based upon the CAPS application date.

- Section 4. A CAPS issued in connection with approval of a subdivision preliminary plat, minor subdivision final plat, site plan, or conditional or special use permit shall expire automatically upon the expiration of such plat, plan, or permit approval.
- Section 5. The towns and the county will provide to the School District all information reasonably requested by the School District to assist the District in making its determination as to whether the CAPS should be issued.
- Section 6. The School District will use its best efforts to construct new schools and permanent expansions or additions to existing schools in accordance with the CIP.
- Section 7. Orange County will use its best efforts to provide the funding to carry out the Capital Improvement Plan referenced in Section 1 above.

Section 8. In recognition of the fact that some new development will have a negligible impact on school capacity, a CAPS shall not be required under the following circumstances:

- a. For residential developments restricted by law and/or covenant for a period of at least thirty years to housing for the elderly and/or adult care living and/or adult special needs;
- b. For residential developments restricted for a period of at least thirty years to dormitory housing for university students.

If the use of a development restricted as provided above changes, then before a permit authorizing such change of use becomes effective, a CAPS must be issued just as if the development were being constructed initially.

Section 9. The parties acknowledge that this Memorandum of Understanding is not intended to and does not create legally binding obligations on any of the parties to act in accordance with its provisions. Rather, it constitutes a good faith statement of the intent of the parties to cooperate in a manner designed to meet the mutual objective of all the parties that the children who reside within the School District are able to attend school levels that satisfy the level of service standards set forth herein.

The Town of Carrboro and the Town of Chapel Hill intend to remain committed to the MOU only as long as Orange County continues to execute the CIP as agreed in the MOU. If the Carrboro Board of Aldermen finds Orange County is no longer in compliance with the CIP as outlined in the MOU, the Town of Carrboro will no longer consider itself bound by this MOU and may consider repealing the Ordinance referenced in Section 2 of this MOU. If the Chapel Hill Town Council finds Orange County is no longer in compliance with the CIP as outlined in the MOU, the Town of Chapel Hill will no longer consider itself bound by this MOU and may consider repealing the Ordinance referenced in Section 2 of this MOU.

This the 17 day of July, 2003.

TOWN OF CARRBORO

By: Michael R. Niles
Mayor

Attest: Sarah B. Williamson
Town Clerk



TOWN OF CHAPEL HILL

SEAL

By: [Signature]
Mayor

Attest:

[Signature]
Town Clerk



THE CHAPEL HILL-CARRBORO BOARD OF EDUCATION

By: [Signature]
Chair

Attest:

[Signature]
Secretary



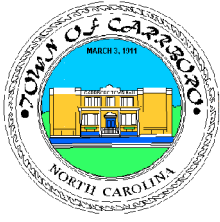
ORANGE COUNTY

By: [Signature]
Chair, Board of Commissioners

Attest:

[Signature]
Clerk to the Board of Commissioners

ATTACHMENT F



TOWN OF CARRBORO

NORTH CAROLINA

TRANSMITTAL

PLANNING DEPARTMENT

DELIVERED VIA: HAND MAIL FAX EMAIL

To: Patricia J. McGuire, Planning Director

From: Marty Roupe, Development Review Administrator

Date: March 31, 2017

Subject: Status of CAPS Issuance for Residential Projects

Projects (Permit and Approval Date)	Density Bonus Units	CAPS Issued (Applies to projects after 6-24-03)
Ballentine (CUP 6/26/07)	18	3-6-08
Claremont AIS (CUP 11/22/05)	12	12-16-05
Claremont II(Claremont II(CUP 3/17/09)	16 and 0	7-23-09 and 3-20-12
Legends at Lake Hogan Farms (CUP 8/22/06)	10	11/22/06
Litchfield AIS (CUP 6/22/10)	6	7/22/10
Lloyd Harbor AIS (CUP 6/26/07)	2	5/16/10
The Butler (CUP 8/26/08)	5	8/11/11
Veridia	0	No
Shelton Station	57	12/6/12
Inara Court	0	No
610 Homestead Road	0	No



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:17-072

Agenda Date: 4/4/2017

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

A Request to Set a Public Hearing on the Temporary Street Closing Permit Application for the 2017 BCAN (Bladder Cancer Advocacy Network) AmpUp! Walk/Run to End Bladder Cancer.

PURPOSE: The purpose for this meeting is to set a public hearing for a Street Closing Permit Application submitted by the BCAN for the temporary closing and usage of streets from 7:00 AM to 8:30 AM on Sunday May 21, to accommodate the 2017 BCAN AmpUp! Walk/Run to End Bladder Cancer 5K.

The event has grown since its conception and the applicant recently enlisted the help of Fleetfeet Sports to assist with the beneficial event. The applicant expects approximately 200 participants and to raise funds in excess of \$15,000; most importantly the applicant hopes to create a greater awareness of bladder cancer. The event will continue at Fleetfeet sports after the conclusion of the race.

DEPARTMENT: Public Works

CONTACT INFORMATION: JD Freeman, 918-7427

INFORMATION: Please see the map for further information regarding the proposed road closure.

In accordance with Section 7-19 of the Town Code, a Public Hearing to receive public input prior to issuing a Street Closing Permit is required for this event. The public hearing would be held on April 25, 2017.

FISCAL & STAFF IMPACT: The applicant will be responsible for all costs incurred by Police and Public Works to facilitate this event. The applicant will be sent an itemized bill for the final costs incurred by Police and Public Works. The applicant can also use a company which is certified to set up and manage road closures.

RECOMMENDATION: It is recommended that the Board approve the attached resolution setting a public hearing for April 25, 2017.

STREET CLOSING PERMIT APPLICATION

CONCERNING THE USE OF STREETS AND PUBLIC RIGHT-OF-WAY FOR STREET FAIRS, FESTIVALS, CARNIVALS, AND OTHER PUBLIC EVENTS

EVENT: Amp Up! Walk/Run to End Bladder Cancer

EVENT SPONSOR: Bladder Cancer Advocacy Network (BCAN)

IS THE SPONSOR A: NON-PROFIT FOR PROFIT OTHER: _____

ANY OTHER INFORMATION ABOUT SPONSOR OR EVENT: see attached document

EVENT COORDINATOR INFO:

NAME: David Langham
ADDRESS: 5320 Cascade Drive Chapel Hill NC 27514
TELEPHONE NUMBER: 919 943-0589

PROPOSED DATE AND TIME PERIOD PROPOSED FOR CLOSING:

DATE: May 21, 2017 Time Period: From: 7 am
RAIN DATE: N/A To: 9 am

APPROXIMATE NUMBER OF PERSONS EXPECTED TO ATTEND THE EVENT: 200

ARE ANY SPECIFIC SERVICES REQUESTED OF THE TOWN? YES NO
(traffic control may be required, and event organizers may be required to reimburse the Town for any related expenses):

If YES, specify

Traffic Control, barricades, signage

ATTACH A SKETCH SHOWING:

- Area where event is to take place
- Any streets to be closed or obstructed
- Any barriers or traffic control devices to be erected
- Location of any concession stand, booth or other temporary structures
- Location of proposed fences stands, platforms, stages, benches or bleachers

OTHER INFORMATION: We will have an awards ceremony and for activities at Fleetfoot Sports

INSURANCE INFORMATION: _____

NOTIFICATION OF CENTRAL COMMUNICATIONS (911):

The **APPLICANT** is responsible for notifying Central Communications (911):

- at least five (5) days in advance of the event in writing (Orange County EMS, Post Office Box 8181, Hillsborough, NC 27278)
- on the day of the closing, prior to the actual closing of the street (dialing 911)
- on the day of the closing, when the street is re-opened (dialing 911)

NOTIFICATION OF THE PUBLIC:

A public hearing is required for all street closing permit applications and the applicant must speak with the Public Works Department about requesting this public hearing. The public must be notified by a formal advertisement in a local newspaper. The Public Works Department *will submit* the advertisement copy to the newspaper. **However, the applicant will be responsible for reimbursing the Town for the full cost of the advertisement.**

Any other notification of the public of this event will be the Applicant's responsibility.

NOTIFICATION OF ABUTTING PROPERTY OWNERS:

The **APPLICANT** is responsible for notifying all abutting property owners of the Public Hearing. Such notification must be accomplished at least seven days prior to the Public Hearing. The notification must include:

- the DATE, TIME and LOCATION of the proposed street closing; and
- the DATE, TIME and LOCATION of the Public Hearing as well as the subject matter of this Public Hearing

The Public Works Department must receive in writing from the APPLICANT the following at least five days prior to the Public Hearing:

names of all property owners notified
copy of the notification
method used to notify these property owners (mail or hand delivery)

CLEAN-UP TIME TABLE:

8:30 - 9:00 AM

FEES:

\$ 85.00 application fee plus 100% of the cost of the Public Hearing advertisement

Application fee must accompany the submittal of this application

Any Other Information About Sponsor Or Event: Bladder Cancer is the 5th most commonly diagnosed cancer and is one of the lowest in funding. To this end, each spring over the past 8 years, the Triangle Chapter of the Bladder Cancer Advocacy Network (BCAN) has successfully hosted the National Walk for Bladder Cancer in Hillsborough NC with the attendance up to 100 – 125 people and up to \$13,500 raised from both corporate and individual contributors. The chapter feels it is time to grow this event and has enlisted the help of Fleetfeet Sports in Carrboro, NC.

Our plan is to begin and end a 5k road race at the Fleetfeet Sports storefront at 310 E. Main St. The route is outlined on an attached map. Race events will include live music, several display and registration tables and an activity/event for the children. We would supply volunteers to be at each turn in the route. We think we can attract up to 200 participants, well meet our goal of over \$15,000 and most importantly, create greater awareness of effects that Bladder Cancer has on lives.

2017 BCAN (Bladder Cancer Advocacy Network) AmpUp! Walk/Run to End Bladder Cancer - Route Map



- Start at 310 East Main Street (FleetFeet Sports)
- Right onto East Main Street
- Right on West Main to Hillsborough Road
- Right on Hillsborough Road to Cheek Street
- Right on Cheek Street to Greensboro Street
- Right on Greensboro Street to Shelton Street
- Right on Shelton Street to Ashe Street
- Left on Ashe Street to Poplar Avenue
- Right Poplar Avenue to West Main Street
- Turn Left on West Main Street to West Main Street
- Right on West Main Street to 310 East Main Street (FleetFeet Sports)



David Langham <davidlangham5@gmail.com>

BCAN Insurance Info

Rebecca Yannopoulos <ryannopoulos@bcan.org>

Sat, Feb 4, 2017 at 10:29 AM

To: David Langham <davidlangham5@gmail.com>

Cc: Stephen Dunn <stephen@graphixsolutionnc.com>, Mary Weinstein Dunn <uvanurse04@hotmail.com>

It doesn't have to do with personally. It should either be included in the application or you can ask the town how it should be written on the certificate of insurance (COI). They know what it is. Once they have provided that info and I have all the correct event info i can request the COI.

As a note the COI can usually be provided after the application.

Let me know what they say.

Thanks!

Rebecca

[Quoted text hidden]

Event / Street Closing Checklist:

	Date Completed	Initialed By
Permit Application and Fee Received	[]	[]
Staff Review (See attached notes if applicable)	[]	[]
Insurance Certificate if required	[]	[]
Request to Board to set a Public Hearing	[]	[]
Advertisement of Public Hearing (Town places advertisement and applicant reimburses Town 100% of the advertising costs)	[]	[]
Abutting Property Owner notified of Public Hearing (Notification must be certified to the Public Works Dept. in the manner described above)	[]	[]
Public Hearing	[]	[]

Event Details

Does your event include any of the following?

Activity	Yes	No
Sell and/or consumption of Alcohol		✓
Sell and/or consumption of Food		✓
Sell of crafts or goods		✓
Street or lane closures	✓	
Police/Public Safety/Security	✓	
Temporary shelters, tents, staging or other structures	✓	
Open Flames or Pyrothenics	✓	✓
Town staffing, resources, or equipment*		✓

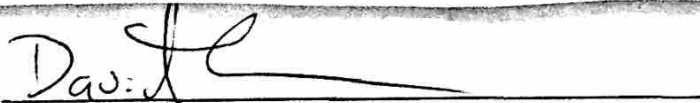
* please be advised that some events may require reimbursement for town related expenses

Event Description

Please provide a general description and purpose of your event. Attach a simple diagram of event area with details of staging, fencing, booths, tents, walkways, entryway/exits, emergency response plan, etc. Providing this information will assist town staff in helping you to plan a successful event. Thank you!

Bladder Cancer is the 5th most commonly diagnosed cancer and is one of the lowest in funding. To this end, each spring over the past 8 years, the Triangle Chapter of the Bladder Cancer Advocacy Network (BCAN) has successfully hosted the National Walk for Bladder Cancer in Hillsborough NC with the attendance up to 100 – 125 people and up to \$13,500 raised from both corporate and individual contributors. The chapter feels it is time to grow this event and has enlisted the help of Fleetfeet Sports in Carrboro, NC.

Our plan is to begin and end a 5k road race at the Fleetfeet Sports storefront at 310 E. Main St. The route is outlined on an attached map. Pre-race events will include live music, several display and registration tables and an activity/event for the children. We would supply volunteers to be at each turn in the route. We think we can attract up to 200 participants, well meet our goal of over \$15,000 and most importantly, create greater awareness of effects that Bladder Cancer has on lives.

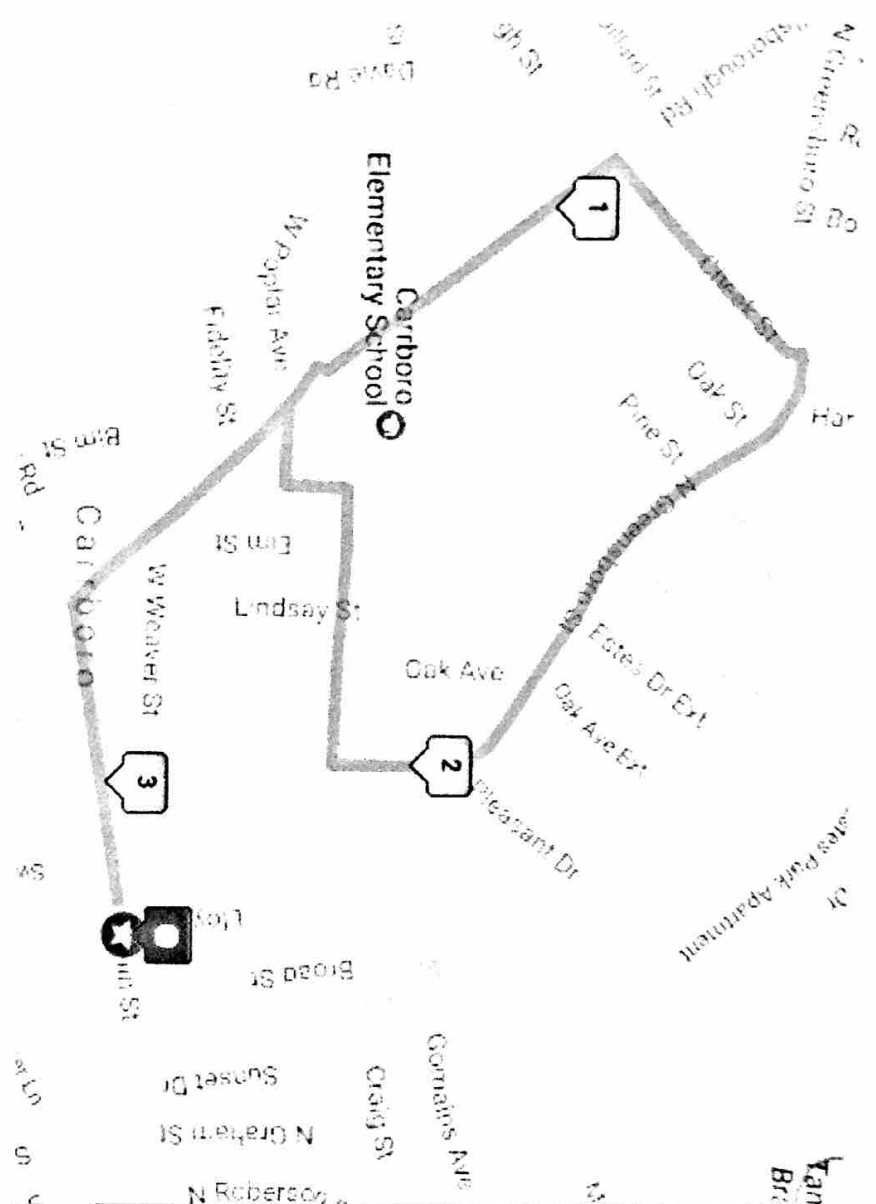


Signed by Primary Contact

1/12/2017

Date

Submit this application to Carrboro Recreation and Parks office at 100 N. Greensboro Street, or fax to (919)918-4475 or email to Dianah Alston-Sanders – dsanders@townofcarrboro.org



Distance Markers Units: Imperial Metric
 Elevation Traffic
 Bicycle Paths
 Scroll to Zoom

3.16 MI
 CENTER
 1 mi

A RESOLUTION SETTING A PUBLIC HEARING ON A TEMPORARY STREET CLOSING REQUEST

BE IT RESOLVED by the Board of Aldermen of the Town of Carrboro that April 25, 2017 at 7:30 PM is hereby set as the date for a public hearing on a request by the BCAN (Bladder Cancer Advocacy Network) for the temporary closing and usage of Town streets on Sunday, May 21st, 2017 from 7:00 AM to 8:00 AM for the 2017 AmpUp! Walk/Run 5K to End Bladder Cancer event.



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:17-091

Agenda Date: 4/4/2017

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Presentation on the draft Orange County Transit Plan.

PURPOSE: The purpose of this agenda item is to receive a presentation from GoTriangle on the draft Orange County Transit Plan (formerly the Orange County Bus and Rail Investment Plan).

DEPARTMENT: Planning

CONTACT INFORMATION: Christina Moon - 919-918-7325; Patricia McGuire - 919-918-7327; John Tallmadge, GoTriangle Director of Regional Services Development - 919-485-7430

INFORMATION: At the February 7, 2017 Board of Aldermen meeting, the Board received a presentation from GoTriangle on the process for updating the Orange County Transit Plan. (
<https://carrboro.legistar.com/LegislationDetail.aspx?ID=2953465&GUID=6EAEADAC-8AD3-4B6C-8C14-4640F43DF1B3&Options=&Search>)

Transit plans for Durham and Orange counties were adopted by formal agreement between the county, the Durham-Chapel Hill-Carrboro MPO (DCHC-MPO) and GoTriangle in 2011 and 2012, respectfully, and are subject to formal updates every four years. The plans outline each county's commitment to expand public transit systems including major investments such as light rail and commuter rail, enhanced bus service, including bus rapid transit and associated bus access improvement projects (bus shelters, sidewalks, etc.). Funding targeted for bus access improvement projects, provides a revenue source for small-scale infrastructure projects such as sidewalks at 100-percent cost (no local match) as well as money that can be applied toward the local match for larger-scale projects for which the Town has received state or federal funds. The availability of monies for small projects (\$300,000 or less) fills a revenue gap for infrastructure such as missing sections of sidewalk, which can be difficult to fund through other sources.

The draft Orange County Transit Plan is provided (Attachment C). The plan includes an update of planned projects and services, proposed transit deliverables, and financial analysis. Information relating to proposed changes to the cost-sharing agreement between Orange and Durham counties should also be available albeit in separate, forthcoming, documents. The list of Town projects submitted for bus access improvement includes: the sidewalk on South Greensboro Street, the Morgan Creek Greenway, a corridor study of Estes Drive, sidewalks and bike lanes on Estes Drive, a sidewalk on West Main Street between Fidelity Street and Poplar Street, a sidewalk on Old Fayetteville Road behind Carrboro Plaza and a HAWK signal on NC 54. The Old Fayetteville Road sidewalk project is the only project that has not been selected for funding in the draft plan. Approval of the plan and by association confirmation of the remaining funding for the South Greensboro Street

Agenda Date: 4/4/2017

File Type:Agendas

In Control: Board of Aldermen

Version: 1

sidewalk would allow the Town to move forward with a municipal agreement with NCDOT and subsequently advertise the Request for Letters of Interest (RFLOI) to begin project design.

The schedule of information sessions and meetings is provided (Attachment B). The twenty-one day comment period extends from March 31st to April 21st. The next public information session for the Orange County plan will be held on Tuesday, April 11th from 5:00 to 7:00 pm at the Orange County West Campus Office Building, in Hillsborough and on Thursday, April 13th from 5:00 to 7:00 pm at Chapel Hill Town Hall. The Orange County Board of Commissioners is anticipated to vote on the plan on Thursday, April 27th.

Additional information relating to the update process may be found via the Our Transit Future website, administered by GoTriangle (<http://ourtransitfuture.com/>). The 2011 Orange County Bus and Rail Investment Plan (BRIP), and the original interlocal agreements may be found on the Orange County Planning and Inspection Department's website at the following link: (http://www.orangecountync.gov/departments/planning_and_inspections/transportation_planning.php)

FISCAL & STAFF IMPACT: There is no fiscal impact with receiving the presentation. Future implications will depend on the development of the financial model associated with the updated Orange County Transit Plan, the use of local transit tax dollars toward the projects outlined in the plan and the availability of funding for capital projects in the Town's jurisdiction.

RECOMMENDATION: Staff recommends that the Board receive the presentation, ask questions and offer comments on the draft plan. The Board may also wish to authorize the staff or the Town's MPO Board representatives to convey comments or formal recommendations to the DCHC-MPO Board, per the resolution provided (Attachment A).

**A RESOLUTION RECOMMENDING APPROVAL OF THE ORANGE COUNTY
TRANSIT PLAN**

WHEREAS, the Orange County Transit Plan demonstrates the county’s commitment to public transit system through 2045; and

WHEREAS, there are four dedicated revenue streams to fund the projects and services in the Orange County Transit Plan: the half-cent sales tax, the vehicle rental tax, the three-dollar vehicle registration fee, and the seven-dollar vehicle registration fee; and

WHEREAS, on September 17, 2013 and on April 22, 2014, the Board of Aldermen adopted resolutions identifying capital projects to enhance access to transit.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Board endorses the draft Orange County Transit Plan and directs staff to convey this information to GoTriangle representatives and to the DCHC-MPO Board through the Town’s liaisons.

BE IT FURTHER RESOLVED by the Carrboro Board of Aldermen:

- 1) _____
- 2) _____
- 3) _____
- 4) _____

This is the 4th day of April in the year 2017.

MEETING SCHEDULE

Durham County Public Meetings

- Monday, April 10; 5-7 p.m.,
Durham Station, 2nd Floor
- Wednesday, April 12; 5-7 p.m.
GoTriangle Administrative Offices, Room 104

Orange County Public Meetings

- Tuesday, April 11; 5-7 p.m.,
Orange County West Campus Office Building, Conference Room
- Thursday, April 13; 5-7 p.m.
Chapel Hill Town Hall

Public Hearings

- Durham County: Tuesday April, 11; 7 p.m.
- DCHC MPO: Wednesday April, 12; 9 a.m.
- Orange County: Tuesday, April 18; 7 p.m.

Briefings to Local Governments

- Durham County: Monday, April 3 at 7 p.m.
- Orange County: Tuesday, April 4 at 7 p.m.
- Town of Carrboro: Tuesday, April 4 at 7:30 p.m.
- Town of Hillsborough: Monday, April 10 at 7 p.m.
- DCHC MPO TC: Wednesday, April 12 at 9:00 a.m.
- Town of Chapel Hill: Wednesday, April 12 at 6:30 p.m.
- City of Durham: Thursday, April 20 at 1:00 p.m.
- Durham County (Action): Monday, April 24 at 7:00 p.m.
- GoTriangle (Action): Wednesday, April 26 at 1:00 p.m.
- Orange County (Action): Thursday, April 27
- DCHC MPO (Action): Friday, April 28



Draft Orange County Transit Plan

through 2045
March 31, 2017

This page left intentionally blank.

Table of Contents

Executive Summary ES-1

1. About this Plan 5

1.1 Goals of this Transit Plan.....5

1.2 Transit Providers.....6

1.3 Plan Governance.....6

2. Status of Projects and Services from the 2012 Plan 8

2.1 Bus Service Expansion9

 2.1.1 Service within the Town of Chapel Hill 10

 2.1.2 Regional Service..... 11

 2.1.3 Orange County Service 12

2.2 Bus Facilities13

2.3 Hillsborough Train Station.....13

2.4 North-South Bus Rapid Transit Project.....15

2.5 Durham-Orange Light Rail Transit Project16

2.6 Additional Needs Identified in Original Plan.....17

 2.6.1 Service within the Town of Chapel Hill 17

 2.6.2 Regional service 18

 2.6.3 Rural Service 18

2.7 Meeting Additional Needs in Original Plan – Light Rail Dividend.....18

3. Status of Funding Assumptions 19

3.1 Bus Services.....19

3.2 Vehicles and Bus Facilities.....19

 3.2.1 Federal Funding Assumptions..... 19

 3.2.2 State Funding Assumptions..... 20

3.3 Hillsborough Train Station.....20

3.4 North-South Bus Rapid Transit20

 3.4.1 Federal Funding Assumptions..... 20

 3.4.2 State Funding Assumptions..... 20

3.5 Durham-Orange Light Rail Project.....21

 3.5.1 Federal Funding Assumptions..... 21

 3.5.2 State Funding Assumptions..... 21

 3.5.3 Cost-Share Assumptions 22

4. Program of Projects and Services 23

4.1 Bus Service23

 4.1.1 Increased Cost of Existing Service 23

 4.1.2 Continuing Implemented Bus Service 23

 4.1.3 Additional Expansion Bus Service 24

 4.1.4 Operating Costs, Schedule, and Funding Assumptions..... 25

4.2 Vehicle Purchases26

4.3 Bus Facilities26

 4.3.1 Transit Stop Improvements..... 27

 4.3.2 Access Improvements 28

 4.3.3 Park-and-Ride Facilities..... 28

 4.3.4 Capital Costs, Schedule, and Funding Assumptions 28

 4.3.5 Operating Costs, Schedule, and Funding Assumptions..... 29

4.4 Hillsborough Train Station.....29

 4.4.1 Capital Costs, Schedule, and Funding Assumptions..... 29

 4.4.2 Operating Costs, Schedule, and Funding Assumptions..... 29

4.5 North-South Bus Rapid Transit Project.....29

 4.5.1 Capital Costs, Schedule, and Funding Assumptions..... 30

 4.5.2 Operating Costs, Schedule, and Funding Assumptions..... 30

4.6 Durham-Orange Light Rail Transit Project31

 4.6.1 Capital Costs, Schedule, and Funding Assumptions..... 31

- 4.6.2 Operating Costs, Schedule, and Funding Assumptions..... 33
- 4.6.3 State of Good Repair Costs, Schedule, and Funding Assumptions..... 33
- 4.7 Additional Needs Identified in this Plan33**
 - 4.7.1 Bus Service 33
 - 4.7.2 Vehicles..... 34
 - 4.7.3 Bus Facilities..... 34
 - 4.7.4 Hillsborough Train Station 35
 - 4.7.5 North-South Bus Rapid Transit Project 35
 - 4.7.6 Durham-Orange Light Rail Transit Project 35
 - 4.7.7 Administrative and Service Support 35
- 5. Financial Plan..... 37**
 - 5.1 Dedicated Tax District Revenues.....37**
 - 5.2 Financing Assumptions.....40**
 - 5.3 Interest Rates42**
 - 5.4 Debt Service Coverage42**
 - 5.5 Reserves45**
 - 5.5.1 Operations and maintenance 45
 - 5.5.2 Debt service 45
 - 5.6 Cash Flow Summary45**
 - 5.7 Key Financial Issues.....47**
- 6. Implementation Activities 48**
 - 6.1 Multi-Year Capital and Operating Programs.....48**
 - 6.2 Light Rail Cost-Sharing Agreement.....48**
 - 6.3 Project-Specific Agreements.....49**
 - 6.4 Annual Budgets.....49**
 - 6.5 Updating the Plan49**

List of Tables

Table 1: GoTriangle Implemented Service Improvements 24

Table 2: CHT Implemented Service Improvements 24

Table 3: OPT Implemented Service Improvements 24

Table 4: GoTriangle Program of Service Improvements..... 25

Table 5 CHT Program of Service Improvements 25

Table 6: OPT Program of Service Improvements..... 25

Table 7: GoTriangle Vehicle Purchases 26

Table 8: CHT Vehicle Purchases 26

Table 9: OPT Vehicle Purchases 26

Table 10: Bus Facility Construction Costs through 2045 (YOE)
..... 26

Table 11. Program of Transit Stop Improvements in FY2018-20
..... 27

Table 12: Program of Transit Stop Improvements after FY2020
..... 27

Table 13: Program of Access Improvements in FY2021-22 28

Table 14: Program of Access Improvements after FY2023..... 28

Table 15: Bus Facilities Project Capital Funding Plan (YOE).... 29

Table 16: Hillsborough Train Station Capital Funding Plan (YOE)
..... 29

Table 17: N-S BRT Project Capital Funding Plan (YOE millions)
..... 30

Table 18: D-O LRT Project Capital Cost Updates (2016 millions)
..... 32

Table 19: D-O LRT Project Capital Cost Updates (YOE millions)
..... 32

Table 20: D-O LRT Project Capital Funding Plan (YOE millions)
..... 33

List of Figures

Figure 1: ES-1: Orange Share of Tax District Spending 4

Figure 2: Hours Implemented v. Hours Available 9

Figure 3: N-S BRT Corridor Study Map..... 15

Figure 4: D-O LRT Project Map..... 16

Figure 5. Bus Facility Project Tax District Revenue Spending
Overview (in YOE dollars)..... 26

Figure 6: Year by Year Revenue Comparison (in thousands of \$\$)
..... 40

Figure 7: Projected Debt Service Coverage Ratios: Federally-
Funded Limited Obligation Bonds (LOBs) 43

Figure 8: Projected Debt Service Coverage Ratios: Locally-
Funded Limited Obligation Bonds (LOBs) & TIFIA Loans 43

Figure 9: Projected Transit Tax District Revenue v. Debt Service
for the D-O LRT Project 44

Figure 10: Cash Balances (YOE)..... 45

List of Appendices

Appendix A: Cash Flow Details..... A

Appendix B: D-O LRT Project Financial Risk & Mitigation
Strategies B

Executive Summary

Over several decades, the Triangle has been one of the fastest growing metropolitan regions in the United States, and this growth remains strong. Each day, 20 new residents call Durham and Orange County home, while Wake County adds over 60 new residents daily. This growth brings challenges and opportunity for both how our communities develop and how we get around. This region is what it is today because of numerous strategic decisions – the siting of the State Capitol in Raleigh, the creation of the first public university in the United States in Chapel Hill, the construction of the North Carolina Railroad through Durham, and the decision to build a research center amid these communities that has grown into a globally recognized center of science and technology.

Built to complement each other, the transit plans of Durham, Orange, and Wake counties are the expression of the region's next strategic decision: that exceptional public transportation can bring all of our communities together in a way that accelerates economic growth, expands travel choices beyond increasingly congested roadways, enhances job access and opportunity for residents across the income spectrum, and helps preserve our natural resources by focusing growth more in transit corridors and less near environmentally sensitive areas.

The 2017 Orange County Transit Plan updates the 2012 Bus and Rail Investment Plan adopted by the governing boards of Orange County, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), and GoTriangle. The goals

of this plan have not changed from the original plan. They remain:

- Improving overall mobility and transportation options
- Providing geographic equity
- Supporting improved capital facilities
- Encouraging transit-supportive land use
- Providing positive impacts on air quality

There are four dedicated revenue streams used to fund the local share of projects and services in this Plan, referred to throughout the Plan as Tax District Revenues. These revenues are collected in both Durham and Orange Counties; the revenues governed by this Plan are those collected in Orange County. These four dedicated Tax District Revenue streams are as follows:

- **Article 43:** Half-Cent Sales and Use Tax
- **Article 50:** Five-Percent Vehicle Rental Tax
- **Article 51:** Three-Dollar increase to GoTriangle Regional Vehicle Registration Fee
- **Article 52:** Seven Dollar County Vehicle Registration Fee

Many of the projects and services in this Plan will be funded through a combination of Tax District Revenues and other funds including farebox revenues, state funds, and federal funds. Using these various funding sources, this Plan strives to equitably meet the transportation needs and goals of Orange County.

The projects and services to be funded under this Plan, regardless of whether they rely in part or in total on the Tax District Revenues, are:

- New hours of bus service in both urban and rural Orange County above and beyond the bus service that was available in 2013, as well as and financial support for the existing system, providing connections to destinations throughout the county and in Alamance, Durham, and Wake Counties. **In total, nearly 33,500 hours of bus service are funded in this Plan**
- **A light rail transit (LRT) project that will provide 50,000 annual hours of high-quality, efficient, and reliable rail service between Chapel Hill and Durham**, with the goal of improving regional mobility, accelerating economic growth, and encouraging the growth of transit-oriented development. When light rail service begins, it will free up thousands of existing bus hours where rail service can replace trips served by buses today. GoTriangle, Chapel Hill Transit, and GoDurham will work together to deploy these "rail dividend" hours to connect neighborhoods throughout the counties to light rail stations and other bus routes
- A set of bus capital projects to improve the transit passenger's experience, including **new and improved bus stops with amenities such as benches and shelters and access improvements such as sidewalks and trails**
- An intercity (Amtrak) train station in Hillsborough, linking northern Orange County to destinations throughout

North Carolina, and along the East Coast with **fast passenger rail service**

- A bus rapid transit (BRT) project that provides **more efficient and effective transit through the congested core of Chapel Hill, UNC, and UNC Medical Center**

Through these investments, there is an opportunity to develop an exceptional public transportation system in Orange County, improving the travel options and local economy for those who live in, work in, or visit Orange County, and transform the way people get around their community.

Significant progress has been made in delivering the investments from the 2012 Plan, though some milestones have been reached more slowly than originally projected. **Section 2 describes the status of all projects and services implemented or advanced since the levying of the transit taxes in 2013.**

The most significant differences between the 2012 Plan and this 2017 Plan are driven by the funding assumptions. Changes to state and federal transportation funding laws and policies have greatly affected revenues available to implement projects and services. This is true for bus purchases and bus facilities, as well as for the major capital investments in the Durham-Orange LRT project and the North-South BRT project. **These changes to state and federal funding assumptions are explained in more detail in Section 3.**

As the staffs of GoTriangle, Orange County, and the Towns of Chapel Hill, Carrboro, and Hillsborough have implemented the 2012 Plan, more definition has been given to the services and projects that are expected to be delivered over the next 12

years. **Section 4 describes these projects and services, unfunded priorities from the 2012 Plan, and additional expansion that would remain unfunded in this Plan.**

More of the Tax District Revenue is required to deliver the projects and services in the 2012 Plan, because of reduced funding from state and federal sources, and a new cost-split with Durham County for construction and operation of the Durham-Orange LRT Project, is required. Representatives from Orange County, Durham County, and GoTriangle have worked to achieve consensus on an appropriate cost-split. This Plan includes a prospective scenario with Orange County's share of Tax District Revenues paying 18 percent of the local share of the Durham-Orange LRT Project costs, and 20 percent of the light rail operating costs. This assumption does not represent an agreement or a recommendation, but is included in this draft Plan for discussion purposes. Table ES-1 below compares the Tax District Revenues used to fund projects and services between the 2012 Plan and this draft 2017 Plan.

As in the 2012 Plan, there remains uncertainty about whether and how much state and federal funding will be available to implement the services and projects in the 2017 Plan. However, those funding amounts will be known prior to entry into construction for any project, providing opportunity to reduce project scope or revise the schedule, consider other funding sources, or suspend the projects.

When evaluating the ability of the Tax District Revenue to accommodate potential reductions in state and federal funding availability, it is important to assess the projected level of borrowing. The projected borrowing capacity is linked directly

to the assumptions about Tax District Revenue growth. In accordance with industry standards, the 2017 Plan uses a baseline revenue forecast developed in late 2016 by Moody's Analytics, a well-regarded economic analytics firm. In accordance with Federal Transit Administration (FTA) guidance, the financial plan has also been evaluated using a downside forecast developed by the same firm, to understand the effects and potential mitigations that may be required to plan for less-than-expected sales tax growth. **A detailed financial plan can be found in Section 5. Further explanation of the risks to the financial health of the plan and the available mitigation strategies can be found in Section 5.4.**

This 2017 Plan comes at a pivotal time for Orange County and the broader region. The Triangle region has grown significantly and is forecasted to continue growing. There also continues to be significant public demand for reliable, affordable alternatives to traveling by private automobile. Yet due to recent funding reductions at the state and federal level, the choices embodied in this Plan come with increased reliance on Tax District Revenue and a greater understanding of the risks associated with major transit investments. This Plan seeks to attenuate those risks through reasonably conservative estimates of both revenues and expenditures.

At its core, this Plan reflects an opportunity to move forward with transit services and projects that will shape the future of Chapel Hill, Carrboro, Hillsborough, the University of North Carolina at Chapel Hill, the UNC Hospital system, the whole of Orange County, and the Triangle region.

Figure 1: ES-1: Orange Share of Tax District Spending

	2012 Plan	Draft 2017 Plan	
	Orange Share of Tax District Spending	Orange Share of Tax District Spending	Orange Share of Tax District Spending
	(2013 – 2035)	(2017 – 2035)	(2017 – 2045)
Bus Service Operations	\$82.7 M	\$74.4 M	\$137.3 M
Bus Purchases	\$1.8 M	\$10.5 M	\$13.8 M
Bus Facilities	\$0.67 M	\$5.6 M	\$8.1 M
North-South BRT Project	\$6.1 M	\$6.1 M	\$6.1 M
Bus Rapid Transit Operations & Maintenance	Not programmed	Not programmed	Not programmed
D-O LRT Project (Orange Share)	\$104.6 M	\$163.1 M	\$163.1 M
Light Rail Operations & Maintenance (Orange Share) ¹	\$29.6 M	\$30.9 M	\$88.3 M
Total Funds for Projects and Services	\$225 M	\$291 M	\$417 M
Minimum Cash Balance²	\$4.1 M	\$0.71 M	\$0.67 M
Unallocated Reserves in Final Year of Period	\$45 M	\$2.9 M	\$1.9 M

¹ The planned date of opening for light rail service has shifted from 2026 in the 2012 Plan to 2028 in the draft 2017 Plan.

² The minimum cash balance from the 2012 plan is reported in 2011 dollars.

1. About this Plan

This Orange County Transit Plan, referred to herein as this “Plan,” “updated Plan,” “2017 Plan,” and/or “Plan update,” contains a program of transit services and projects to be funded by the dedicated local revenues for transit in Orange County over the period from 2017 to 2045.

There are four dedicated revenue streams used to fund the local share of projects and services in this Plan, referred to throughout the Plan as Tax District Revenues. These revenues are collected in both Durham and Orange Counties; the revenues governed by this Plan are those collected in Orange County. These four dedicated Tax District Revenue streams are as follows:

- **Article 43:** Half-Cent Sales and Use Tax
- **Article 50:** Five-Percent Vehicle Rental Tax
- **Article 51:** Three-Dollar increase to GoTriangle Regional Vehicle Registration Fee
- **Article 52:** Seven Dollar County Vehicle Registration Fee

This Plan is the first update of the Orange County Bus and Rail Investment Plan adopted in 2012, referred to herein as “the original Plan.”

Durham County has a similar plan referred to herein as “the Durham Plan.” The plans are collectively referred to as “the Durham and Orange Transit Plans.”

Some dates in this document are reported as fiscal years. The fiscal year for the tax district begins July 1 and ends June 30.

1.1 Goals of this Transit Plan

The original Plan and this update have been developed by representatives from Orange County, the Towns of Chapel Hill, Carrboro, and Hillsborough, the University of North Carolina at Chapel Hill (UNC), and GoTriangle, with the primary goal of improving transit options throughout the county and making stronger connections with neighbors in the Triangle region. The specific goals of the original Plan, which have been carried through into development of this Plan update, include:

- Improving overall mobility and transportation options
- Providing geographic equity
- Supporting improved capital facilities
- Encouraging transit-supportive land use
- Providing positive impacts on air quality

A variety of projects are included in this Plan to meet these goals, including:

- Improved bus service throughout the county, in both urban and rural Orange County, connecting to destinations throughout the county, and in Alamance, Durham and Wake Counties
- A light rail transit (LRT) system that provides a high-quality, efficient, and reliable transportation link between Chapel Hill and Durham, with the goal of improving regional mobility, accelerating economic growth, and encouraging the growth of transit-oriented development
- A set of capital projects to improve the transit passenger’s experience, including new and improved bus stops with

amenities such as benches and shelters, improved access for walking or biking to bus stops, and park-and-ride lots to broaden access to the transit system

- An intercity (Amtrak) train station in Hillsborough, linking northern Orange County to destinations throughout North Carolina and along the East Coast with fast passenger rail service
- A bus rapid transit (BRT) project that provides more efficient and effective transit through the congested core of Chapel Hill, UNC, and UNC Medical Center

1.2 Transit Providers

Transit services in Orange County are provided by three agencies, each of which has participated in the drafting of the original Plan and this updated Plan.



Chapel Hill Transit is a multijurisdictional agency formed by a partnership of the Towns of Chapel Hill, Carrboro, and UNC. Chapel Hill Transit is responsible for regular and express routes and demand response service in the Chapel Hill, Carrboro, and University area. Chapel Hill Transit also provides regional express bus service to Hillsborough in cooperation with GoTriangle.



Orange County Public Transportation (OPT) is a county agency that is responsible for providing transportation services to all residents of unincorporated Orange County, the Town of Hillsborough, Efland, and a portion

of the City of Mebane with destinations within and beyond Orange County’s borders. OPT provides community transportation in unincorporated Orange County consisting of demand response and circulator service within Hillsborough (in cooperation with the Town of Hillsborough), midday service connecting Chapel Hill to Hillsborough, and to Cedar Grove in northern Orange County.



GoTriangle is a regional transit agency serving Wake, Durham, and Orange counties. GoTriangle provides regional commuter express and demand response service connecting Wake, Durham, and Orange counties, provides express service connecting Mebane to Hillsborough and the City of Durham, and manages the Durham-Orange Light Rail Transit (D-O LRT) Project.



The signatories to this Plan are Orange County, GoTriangle, and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO). The governing board of the DCHC MPO includes local elected officials from the City of Durham, Town of Chapel Hill, Town of Hillsborough, Town of Carrboro, Durham County, Orange County, and Chatham County.

1.3 Plan Governance

The original Plan was approved in 2012 by Orange County, the DCHC MPO, and GoTriangle. Prior to the original Plan’s approval, Orange County, Durham County, and GoTriangle entered into an agreement to govern cost-sharing for the D-O

LRT Project, an element of the Plan which serves both Orange and Durham Counties. Concurrently with this Plan update, the signatories to the Cost-Sharing Agreement are updating that agreement.

On October 24, 2012, Orange County, GoTriangle and the DCHC MPO entered into an Interlocal Implementation Agreement (“Implementation Agreement”) to provide for effective implementation of the transit plan. The Implementation Agreement establishes a Staff Working Group including representatives from Orange County, GoTriangle, and DCHC MPO to review the Plan and prepare updates as needed, or at least every four years. This Plan update is the first of those updates.

2. Status of Projects and Services from the 2012 Plan

Based on the initial financial and programmatic assumptions, the original Plan approved new bus services and a variety of bus facilities such as shelters and park-and-ride lots, an Amtrak intercity rail station in Hillsborough, dedicated bus lanes along Martin Luther King Jr. Boulevard in Chapel Hill, and light rail service connecting Chapel Hill and Durham over a period of 20 years. These projects were proposed to be paid for, in whole or in part, by the Tax District Revenues authorized by the Plan and by the affirmative vote on the levying of the Tax District Revenues by Orange County residents.

Since the adoption of the original Plan and implementation of the Tax District Revenues to support the Plan, the transit agencies in Orange County have already delivered many of the planned services.

At the same time, however, the transit funding landscape has shifted significantly. Most transit investments, from large investments (like light rail projects) to smaller projects (like bus stops and bus vehicle purchases), are made using a combination of federal, state, and local funding. State government also provides funds to support transit operating and maintenance expenses. In developing its program of projects, the original Plan relied on long-standing assumptions related to the level of federal and state participation in transit projects. Since 2012, however, federal and state funding for individual transit projects has been reduced.



In addition, as local governments and transit agencies have further developed the capital projects included in the original Plan, they have recommended changes in the projects to better meet the region's transit needs, often resulting in increased estimated costs. **More information about project funding and planned expenditures can be found in Section 4.**

This Section summarizes the progress made by local transit agencies to advance projects and services included in the original Plan since its adoption, and is organized as follows:

- Bus Service Expansion
 - Service within the Towns of Chapel Hill and Carrboro
 - Regional Service
 - Service within Hillsborough and Orange County
- Bus Facilities
- Hillsborough Train Station
- North-South Bus Rapid Transit Project
- Durham-Orange Light Rail Transit Project

2.1 Bus Service Expansion

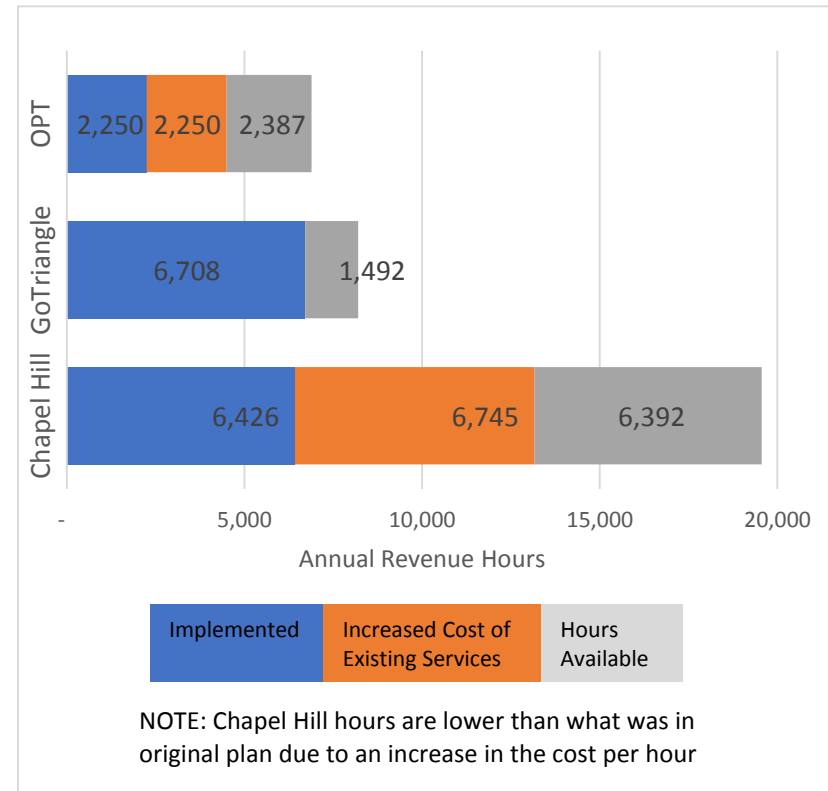
Since 2013, the Tax District Revenue has been used to enhance the region’s bus service. Existing service has been supplemented with additional trips, which provide more frequent bus service on heavily traveled routes and reduces time passengers need to wait for buses. Some routes now have longer service spans, which allow riders to use transit earlier in the morning or later in the evening to get home or to work. There are also new bus routes that enhance transit access throughout the county and region.

The original Plan included additional service in Chapel Hill, Hillsborough, and rural Orange County, new express service connecting Mebane, Efland, and Hillsborough to central Durham, and expanded regional services connecting with Durham County and Wake County (for which funding responsibility is shared between the participating counties).

The goal was to provide about 34,650 additional annual bus service hours during the first five years, with an additional 6,300 annual bus service hours by 2035.

To date, the transit agencies have implemented about 15,400 additional annual hours of bus service, and used funds made available to cover the increased cost of providing transit service to support 9,000 annual hours of existing bus service. **Thus, a total of about 24,400 annual hours of service are currently supported by Tax District Revenue.**

Figure 2: Hours Implemented v. Hours Available



In connection with the service enhancements, the original Plan allocated funds to purchase new and replacement vehicles, including 15 new buses between 2013 and 2016, and 15 buses to replace these purchases during 2025-2028. To date, **the transit agencies have purchased seven new buses using Tax District Revenue.**

After approval of the original Plan in 2012, the transit agencies continued efforts to refine plans for future transit service. The

goal of these analyses was to optimize existing routes using existing resources, identify top priorities for additional transit service, and determine whether projects previously identified as transit priorities continue to be locally or regionally important projects. For example, Orange County Public Transportation (OPT) produced a short-range transit plan that identified additional future transit priorities for rural Orange County.

In addition, as new services funded by Tax District Revenue were introduced, the agencies evaluated the performance of these additional trips using metrics (such as ridership) to determine whether the services should be maintained or their resources redirected to supplement other existing routes or new services.

The cost and implementation schedule of projects proposed in the original Plan were, in some cases, modified due to these later planning efforts. **The program of projects included in Section 4.1 of this updated Plan also incorporates the results of these additional planning efforts.**

2.1.1 Service within the Town of Chapel Hill

For service within the Town of Chapel Hill provided by Chapel Hill Transit, specific goals during the first five years included:

- Improving evening service on key routes by extending hours and improving frequency

- Providing additional trips on peak-hour services to reduce overcrowding
- Improving service along US 15-501 and NC 54
- A near-doubling of existing Saturday service, with expanded operating hours, improved service frequency, and redesigned routes
- A quadrupling of Sunday service
- Utilizing funds to supplement the increased cost of providing Chapel Hill Transit's existing services

To date, Chapel Hill Transit has implemented 6,426 hours of new service, and has allocated the full eligible amount for the increased cost of existing service (for fiscal year 2018, this translates to about 6,745 hours).

The 13,171 hours that have been implemented for new or existing service thus far is lower than the anticipated level of bus service proposed in the original Plan. This reduced level of service expansion versus projections included in the Plan is due in part to the state of the agency's bus fleet, which limits its ability to run existing buses for additional hours. It should also be noted that the original plan included a lower cost per hour for Chapel Hill Transit than its current rate.

Specific enhancements implemented by Chapel Hill Transit include:

Service Enhancements Initiated in Fiscal Year 2014

- Evening and night service on Routes CM, CW, D and J extended year-round, instead of only when UNC is in session
- Two additional evening trips added on Route F
- Additional Saturday service on Routes CM, CW and JN

Service Enhancements Initiated in Fiscal Year 2015

- Additional midday trips on Route NS
- Additional morning trips on Routes A and J
- Extended morning service on Route D

2.1.2 Regional Service

For regional services provided by GoTriangle, specific goals during the first five years included:

- Providing new service connecting Mebane and Hillsborough with Duke University and downtown Durham (Route ODX)
- Extending existing regional service to connect Carrboro with Durham (Route 405)
- Adding frequency, reducing travel time, and expanding Saturday service and new Sunday service on existing Durham-Chapel Hill routes (Route 400)
- Expanding Saturday and new Sunday service on existing Chapel Hill-Research Triangle Park routes (Route 800)



GoTriangle has paid for about 6,700 new bus hours using Orange County Tax District Revenue (this number represents approximately half of the increased bus service on GoTriangle routes because the cost of operating routes is shared with either Durham or Wake County for routes that cross county borders). Under the Implementation Agreement, GoTriangle spends the full amount of its bus service allocation from the Tax District Revenues for expansion service; none is used to fund the increased Cost of Existing Service. Cost of Existing Service.

Service Enhancements Initiated in Fiscal Year 2014

- More frequent service between Streets at Southpoint and Chapel Hill (Route 800S), with buses scheduled every 15 minutes during peak commute times (previously every 30 minutes)

Service Enhancements Initiated in Fiscal Year 2015

- New commuter express service (Route ODX) connecting Mebane and Hillsborough with Duke Medical Center and downtown Durham
- Sunday service introduced on GoTriangle core routes (Routes 400, 700, and 800), including a connection to RDU International Airport on Route 100; Saturday service extended to run until 11 p.m. (previously 7 p.m.)

Service Enhancements Initiated in Fiscal Year 2016

- Additional service on the Chapel Hill-Raleigh Express service (Route CRX) during peak commute times

Service Enhancements Initiated in Fiscal Year 2017

- Extension to Carrboro on Chapel Hill-Durham regional route (Route 405) during peak commute times
- Reduced travel time and more frequent service for core route between Chapel Hill and Durham (Route 400), with buses scheduled every 30 minutes in the middle of each weekday and on Saturdays, up from every 60 minutes.

These implemented projects represent almost all of the regional service improvements pledged to be introduced during the first five years of the original Plan. The following service has not been implemented and will be evaluated as part of an upcoming five-year transit planning effort:

- Route 405 with service to Carrboro only runs every thirty minutes during peak times (v 15 anticipated in the original Plan) and does not run midday.

One improvement listed as a future priority in the original Plan is intended to be implemented this year; 30-minute midday and Saturday service along Route 800 between RTP and Chapel Hill via Southpoint. In addition, OPT has introduced midday service between Hillsborough and Chapel Hill, which complements GoTriangle's Route 420, which runs during peak commute hours.

2.1.3 Orange County Service

Orange County Public Transportation's (OPT's) goal was to enhance the level of service provided in unincorporated Orange County. In addition, Tax District Revenues were planned to be used to continue weekday hourly service on the in-town Hillsborough circulator.

To date, **OPT has implemented an annual increase of 4,500 hours of bus service.** The total is higher than anticipated in part because the original Plan allocated bus hours on the basis of an average cost of service among the three agencies. Due to its smaller vehicles and the lower overhead costs of a small transit agency, OPT's hourly costs are lower. Thus the number of hours OPT can provide for the same amount of revenue is 6,000-7,000 hours, depending on federal and state funding assumptions.

In 2016, Orange County instated OPT as its own department in County government to focus on transit services and appointed the department's first director.

OPT has implemented the following service enhancements:

- Continued service of the Hillsborough Circulator (previously funded using a time-limited federal grant)
- New midday service between Hillsborough and Chapel Hill on the Cedar Grove-Hillsborough-Chapel Hill Midday Connector (implemented in fiscal year 2016)

To date, OPT has not introduced Saturday service to the Hillsborough Circulator, as expected in the original Plan. As discussed in **Section 4** of this Plan, additional service to rural Orange County is scheduled to be implemented in calendar year 2017.

2.2 Bus Facilities

The original Plan set aside funds to pay for passenger transit amenities within the first three years of the Plan such as park-and-ride lots, bus shelters, passenger amenities such as real-time passenger information signs, and bus stop access improvements such as sidewalks.

Since 2012, GoTriangle, Chapel Hill Transit, and OPT have worked collaboratively with the Town of Chapel Hill, Town of Carrboro, UNC-Chapel Hill, and Orange County to refine the list of small capital projects to be funded using Tax District Revenue, such as bus stop enhancements and park-and-rides.

Bus facilities that have been implemented are:

- North Hillsborough Park-and-Ride (temporary lease)



- Lease of spaces at Mebane Cone Health for park-and-ride on Orange-Durham Express (Route ODX)
- Bus stop signs in Orange County
- Pedestrian crossings at bus stops in Chapel Hill

2.3 Hillsborough Train Station

The original Plan set aside funds to support construction of an intercity passenger rail station in the Town of Hillsborough. The station will be served by two Amtrak passenger train routes: the Carolinian, which travels between Charlotte and New York once daily in each direction, and the Piedmont, which travels between Charlotte and Raleigh twice daily in each direction. Under the Piedmont Improvement Program, underway since 2010, the North Carolina Department of Transportation anticipates operating up to five daily trips between Raleigh and Charlotte in each direction.

Unlike other projects and services in the Plan which are managed by the local transit agencies, the Hillsborough Train Station project is managed by the North Carolina Department of Transportation (NCDOT) Rail Division and is primarily state funded. Since 2012, the NCDOT Rail Division has continued planning and coordination activities to advance the project, with support from the Town of Hillsborough and GoTriangle in a technical advisory capacity.

Identified by the NCDOT as project number P-5701, the Hillsborough Train Station is programmed for construction in fiscal years 2019 and 2020 in the 2016-2025 State Transportation Improvement Program (STIP).

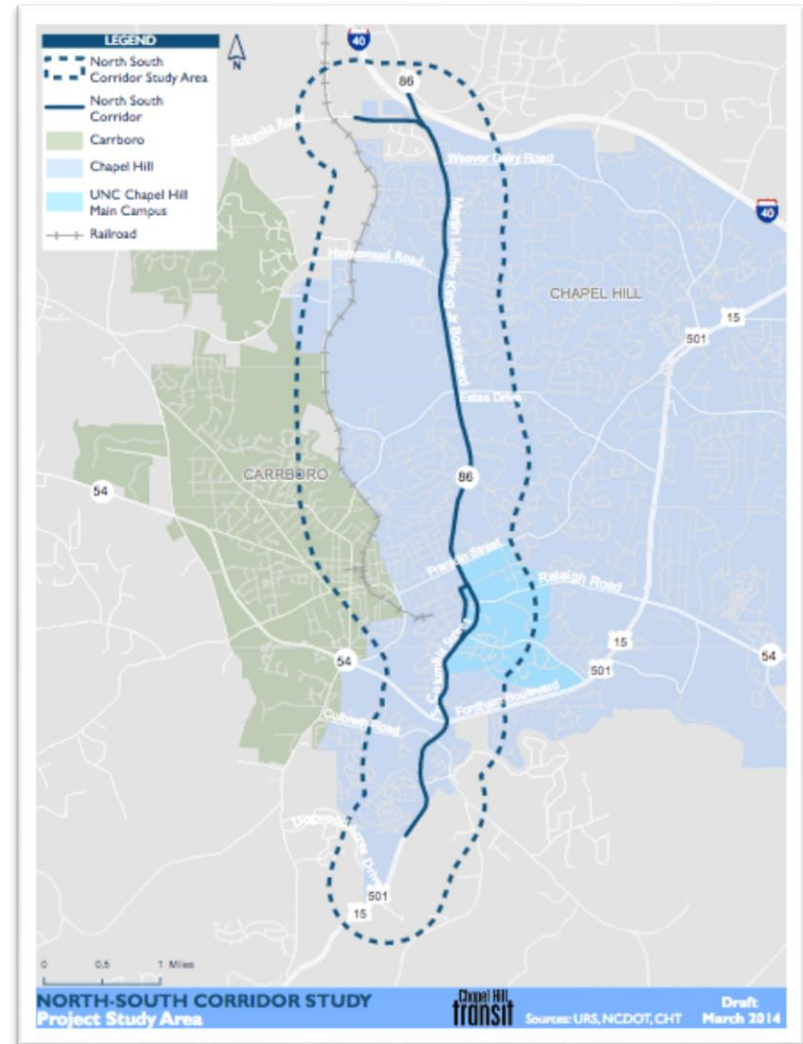
2.4 North-South Bus Rapid Transit Project

The original Plan set aside funds for bus lane improvements along Martin Luther King, Jr. Blvd. in Chapel Hill from I-40 to the UNC campuses. The original project was referred to as “Martin Luther King Boulevard Bus Lanes and Corridor Improvements.”

Beginning in 2012, Chapel Hill Transit led the North-South Corridor study to identify a Locally Preferred Alternative (LPA) for the Martin Luther King, Jr. Blvd, South Columbia Street and US 15-501 corridor. Adopted by the Chapel Hill Town Council on April 27, 2016, the North-South Corridor LPA is a combination of mixed-traffic and dedicated lanes that will connect Eubanks Road park-and-ride with Southern Village park-and-ride along Martin Luther King, Jr. Boulevard, South Columbia Street, and US 15-501. The route features direct connections to the University of North Carolina (UNC) Hospitals campus and the planned Durham-Orange Light Rail Transit (D-O LRT) Project. Chapel Hill Transit plans to carry three design variations of the LPA forward into the engineering and environmental clearance process to allow for further public input on the design of project. The project is currently known as the North-South Bus Rapid Transit (BRT).

On November 21, 2016, the Federal Transit Administration (FTA) admitted the project into Small Starts Project Development. Chapel Hill Transit is preparing to initiate engineering and environmental clearance activities at the beginning of fiscal year 2018.

Figure 3: N-S BRT Corridor Study Map



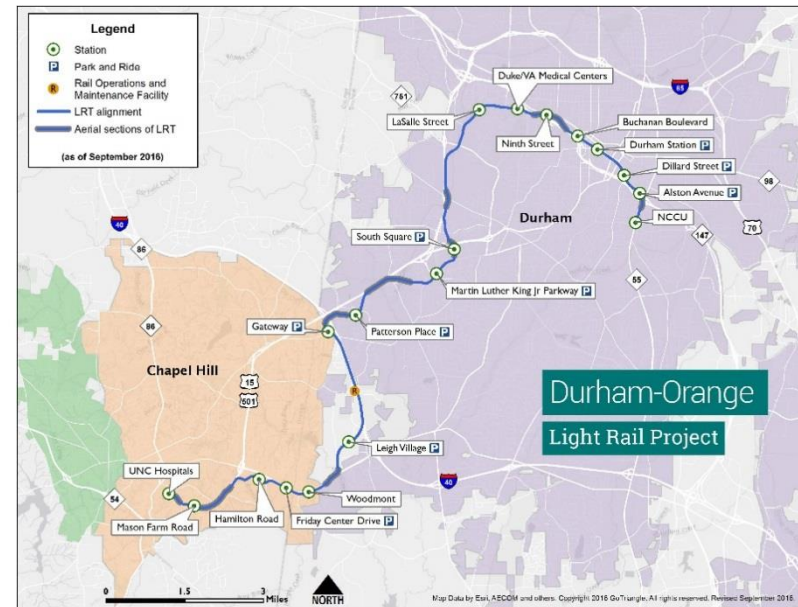
2.5 Durham-Orange Light Rail Transit Project

The original Plan set aside funding for the Orange County share of the Durham-Orange Light Rail Transit (D-O LRT) Project, which at that stage of planning was a 17-station alignment extending approximately 17 miles from UNC Hospitals in Chapel Hill to east Durham, near the intersection of Alston Avenue and NC 147. At that time, there remained several alignment and station options, including options to cross Little Creek and New Hope Creek; multiple station location options at Friday Center, Meadowmont/Woodmont, and the Duke University and Durham Veterans Affairs Medical Centers; and several options for the rail operations and maintenance facility.

Since adoption of the original Plan, GoTriangle conducted the environmental evaluation for the project, as required by the National Environmental Policy Act (NEPA). The D-O LRT Project was one of the first to complete its environmental analysis under new federal law, enacted in July 2012, which required transit agencies complete the analysis in two years.

GoTriangle began its NEPA analysis in February 2014. Following extensive study, GoTriangle and the FTA released a Draft Environmental Impact Statement (DEIS) for public comment in August 2015. The DEIS analyzed the project's impacts to the natural and human environment, and proposed the "NEPA Preferred Alternative" including recommendations for the alignment, station, and rail operations and maintenance facility alternatives evaluated in the document. The NEPA Preferred Alternative also contained refined alignment and station locations through downtown Durham to accommodate future right-of-way needs of the North Carolina Railroad Company

Figure 4: D-O LRT Project Map



(NCRR), which owns the freight and intercity-rail tracks that also run through downtown Durham.

The public was invited to attend two formal public information sessions and provide oral comments at two public hearings, and GoTriangle accepted written comments via regular mail, email, and telephone between August 28 and October 13, 2015. Following a review of the public comment, GoTriangle and the FTA issued a combined Final Environmental Impact Statement (FEIS) and Final Section 4(f) Determination/ Record of Decision (ROD) on February 15, 2016.

Earlier, on November 11, 2015, the DCHC MPO unanimously passed a resolution endorsing the NEPA Preferred Alternative for the D-O LRT Project.

One of the most frequent comments received during the NEPA study was a request that GoTriangle improve the connection between the D-O LRT Project and North Carolina Central University (NCCU), which is located approximately 0.6 miles south of the Alston Avenue station across the NC 147 freeway. In response to these comments, FTA and GoTriangle committed to analyze the feasibility of extending the alignment to the NCCU campus. This change was known as the “NCCU Station Refinement,” and FTA required preparation of a Supplemental Environmental Assessment (Supplemental EA) to document the impacts of the refinement before it could be included in the project scope.

On November 7, 2016, GoTriangle and FTA published a Supplemental EA which determined that the NCCU Station Refinement would not result in significant adverse social, economic, or environmental impacts. The public was invited to comment on the Supplemental EA through December 7. On December 14, 2016, the FTA issued an Amended Record of Decision giving environmental clearance to the NCCU Station Refinement. Also on December 14, 2016, the DCHC MPO unanimously passed a resolution amending the Locally Preferred Alternative to incorporate the NCCU Station Refinement.

On December 30, 2016, GoTriangle submitted to FTA its application to advance the D-O LRT Project into the Engineering Phase of the federal New Starts program. Design and

engineering of the project is ongoing and is expected to culminate in execution of a Full Funding Grant Agreement (FFGA) with the federal government in 2020. The project is expected to open in 2028.

Ongoing work on the D-O LRT Project is being funded using Tax District Revenue and is eligible to be partially reimbursed by the federal government upon execution of a FFGA.

2.6 Additional Needs Identified in Original Plan

Beyond the projects planned to be funded within the first five years, the original Plan identified further transit needs that likely could not be funded with the Tax District Revenue.

2.6.1 Service within the Town of Chapel Hill

In the original Plan, Chapel Hill identified eight service priorities for a total of 33,136 additional hours of identified new service. The original Plan had funding for approximately 2/3 of those hours.



2.6.2 Regional service

Several services were identified in the original Plan as future regional service priorities to be implemented after 2020.

- 30-minute service frequencies on Route ODX, up from hourly
- New express service from White Cross to Carrboro to Chapel Hill, with 30-minute frequency
- Midday service on express Route CRX between Chapel Hill and Raleigh
- Added midday trips on Route 805 between Woodcroft and Chapel Hill.

GoTriangle's planning efforts since implementation of the original Plan have resulted in a change in priorities which are reflected in this updated Plan in Section 4.1. In addition, GoTriangle is beginning a new short-range planning effort which will redefine the list of future regional service priorities.

2.6.3 Rural Service

The original Plan did not include any priorities for future Hillsborough or rural services to be operated by OPT. However, over the last five years, OPT has developed with approval of the Board of County Commissioners a bus expansion program to include an additional 6,464 hours.

2.7 Meeting Additional Needs in Original Plan – Light Rail Dividend

Some of the additional services could be provided starting in 2029, when the D-O LRT Project is expected to begin operation. The D-O LRT service will replace several existing high-frequency bus routes in their entirety, such as but not limited to GoTriangle Routes 400 and 405, and Chapel Hill Transit Routes FCX and S. The service hours that will no longer be dedicated to these routes are known as the “rail dividend” — these unneeded service hours can be redirected to meet other Orange County transit priorities.

As described in the Transit Operating Plan for the D-O LRT Project, GoTriangle projects an estimated 30,000-45,000 rail dividend service hours may available in Orange County (with additional rail dividend service hours available in Durham County for service in Durham County). Decisions on how to make use of these rail dividend hours, as well as how other bus services should be modified to take advantage of the D-O LRT system, will be made by GoTriangle, GoDurham, and Chapel Hill Transit Partners working together as the opening date of the D-O LRT Project draws near.

3. Status of Funding Assumptions

Since the adoption of the 2012 Plan, changes have been made by the US Congress to the federal transportation funding laws, in addition to changes made by the North Carolina General Assembly to the way that state funding decisions are made. In response to these changes, transit providers have updated their assumptions for the share of Tax District Revenues required to implement this updated Plan. The impacts of these changes are described below.

3.1 Bus Services

The original Plan assumed the operations and maintenance (O&M) of expansion bus services would be funded by a combination of formula-driven federal and state grants as well as transit fares. In the 2017 Plan, Chapel Hill Transit and Orange County Public Transportation (OPT) assume that Tax District Revenues will fund 90 percent of their O&M costs for expansion bus services. Additionally, Chapel Hill Transit and OPT assume they will use 100 percent of the proceeds from the seven dollar vehicle registration fee to fund the Increased Cost of Existing Service. This reduces the availability of funds for expansion services.

GoTriangle now assumes Tax District Revenues will fund 75 percent of its O&M costs for expansion bus services. The remaining 25 percent will be funded by state operating grants (10 percent) and fare revenues (15 percent). GoTriangle does not use any of the Tax District Revenues to support existing service.

3.2 Vehicles and Bus Facilities

The original Plan applied the same funding assumptions to vehicles and bus facilities. Now, in response to the new funding environment, the transit providers have developed separate assumptions for vehicles and bus facilities.

3.2.1 Federal Funding Assumptions

The 2012 Plan assumed that bus purchases and bus facilities would receive 80 percent of the funding from discretionary federal grants, consistent with past experience. However, shortly following adoption of the 2012 Plan, a new federal transportation law was passed, MAP-21, which eliminated the opportunity for transit agencies to compete for federal grant funding for buses and bus facilities. It was replaced with a formula-driven grant program that would not support the expansions at the levels outlined in the 2012 Plan. In 2015, another federal transportation law was passed, the FAST Act, which restored some discretionary funding for replacement bus purchases, but not for expansion vehicles.

To address these changes, the draft 2017 Plan reduces the assumed share of federal revenues available for bus capital projects from 80 percent to approximately 44 percent, meaning it is now assumed the Tax District Revenues will fund a higher share of these projects.

No federal funds are assumed to cover the costs of new or replacement vehicles for any of the transit providers.

3.2.2 State Funding Assumptions

In 2013, the State of North Carolina passed the Strategic Transportation Investments law that changed how transportation funding decisions are made. The 2013 law created a 10 percent cap on the use of “regional tier” funding for transit projects in any 7-year Transportation Improvement Program, limiting the availability of state revenues to an amount lower than assumed in the 2012 Plan.

To address these changes, the draft 2017 Plan does not assume any state revenues will be available for bus capital projects, meaning that Tax District Revenues will need to fund a higher share of these projects.

For new and replacement vehicles, Chapel Hill Transit and OPT now assume that the Tax District Revenues will cover 100 percent of the costs. GoTriangle assumes the Tax District Revenues will cover 90 percent of the costs, with the remaining 10 percent funded by state grants.

3.3 Hillsborough Train Station

The Hillsborough Train Station project was assumed to be funded 80 percent by federal grants, 10 percent by state grants, and 10 percent by Tax District Revenues.

Now, state funding for the project under the Strategic Transportation Investments law is programmed at 91.5 percent of the project cost. The remaining 9.5 percent is to be funded by Tax District Revenues.

3.4 North-South Bus Rapid Transit

The N-S BRT Project is planned to be funded through a combination of Tax District Revenues and federal funds.

3.4.1 Federal Funding Assumptions

The 2012 Plan assumed the federal government would be a significant funding partner for the N-S BRT Project at a 50 percent share of total costs. Though changes were made to the federal transportation funding law, it authorized continued funding through 2020 for the Capital Improvement Grant program, which is assumed to be an essential funding source for the BRT project. The Small Starts section of this grant program would allow up to 80 percent of project costs, \$100 million, to be paid through the federal grant. In order to improve the competitiveness of the project for this funding, the 2017 Plan assumes that the N-S BRT Project will receive 70 percent of its funding from the federal government.

3.4.2 State Funding Assumptions

The 2012 Plan also assumed the State would be a significant funding partner for the N-S South BRT Project at a 25 percent share of the total costs, just as it had done for Charlotte for the construction of their two light rail projects. North Carolina’s Strategic Transportation Investments law created a scoring system for rating projects for funding. In 2014, the N-S BRT Project was submitted for evaluation and did not score well enough to receive state funding. Since that time, changes have been made to the state evaluation criteria which may result in

a better score. However, this Plan does not assume any state funding for the N-S BRT Project.

The updated assumptions, 70 percent federal funding and zero percent state funding, mean that other sources must make up the 30 percent difference. The draft 2017 Plan maintains the Tax District Revenue share of the project at the dollar amount specified in the original Plan, \$6.125 million YOY. This amount can be considered a minimum and will be revisited in the future if Tax District Revenues are available.

As the project progresses through the Project Development phase, Chapel Hill Transit will refine cost estimates, continue to apply for State funding and explore other funding opportunities.

3.5 Durham-Orange Light Rail Project

The D-O LRT Project is planned to be funded primarily through a combination of Tax District Revenues, state funds, federal funds.

3.5.1 Federal Funding Assumptions

The original Plan assumed the federal government would be a significant funding partner for the major capital investments in the Durham-Orange Light Rail Transit (D-O LRT) Project at a 50 percent share of total costs. Though changes have been made to the federal transportation funding law, federal law continues to authorize funding through 2020 for the Capital Improvement

Grant program, which is assumed to be an essential funding source for the light rail and bus rapid transit projects. This Plan assumes that the D-O LRT project will receive 50 percent of its funding from the federal government.

Another key assumption about federal funding that has changed from the original Plan is that the draft 2017 Plan assumes an annual cap on the disbursement of federal funds for the project. The original Plan assumed the federal government would reimburse 50 percent of project costs annually, as funds were spent. The draft 2017 Plan clarifies that the federal government is expected to reimburse \$100 million YOY per year, for as many years as it takes for the full federal share to be reimbursed. This means that it will take longer to receive federal funds than originally assumed, which increases the need to finance a portion of the project.

3.5.2 State Funding Assumptions

The original Plan also assumed the State would be a significant funding partner for the D-O LRT Project at a 25 percent share of the total costs, which is equal to the level of state funding for the light rail projects in Charlotte. As mentioned above, in 2013 the Strategic Transportation Investments law created a 10 percent cap on the use of “regional tier” funding for transit projects in any State Transportation Improvement Program, limiting the availability of state revenues to an amount lower than assumed in the original Plan. In 2016, the General Assembly passed a law placing another cap of 10 percent of the project cost for all light rail and commuter rail project costs. The draft 2017 Plan assumes the state contribution to the D-O LRT Project will be 10 percent.

This Plan addresses the reduction of state funding for the D-O LRT Project by committing a higher level of Tax District Revenue to the project than the original Plan. This Plan also assumes more borrowing against the anticipated Tax District Revenue stream.

- Operations and maintenance costs: Durham 80 percent, Orange 20 percent;
- State of Good Repair costs: Durham 80 percent, Orange 20 percent. More detail can be found in Section 4.6.3.

3.5.3 Cost-Share Assumptions

In the original Plan, the capital and operating costs for the D-O LRT Project were shared by Orange and Durham counties. A cost sharing agreement between Orange County, Durham County, and GoTriangle established the cost share that GoTriangle was to use when spending Tax District Revenue on the D-O LRT Project. The Orange County share of capital project costs was 22.95 percent of the local share. The Orange County share of operating costs was 23.95 percent. No cost share assumptions were made for financing or maintaining the project in a State of Good Repair.

With the reduction in state funding, the local share has increased from 25 percent of project costs to 40 percent of up-front project costs. With this increased local share, the Tax District Revenues attributable to Orange County would be insufficient to maintain the original cost-sharing splits. Elected representatives from Orange and Durham counties have been meeting with GoTriangle to re-negotiate the cost-share agreement. Though a final agreement has not been reached, the parties have consented to release this Plan with a working assumption of the following cost share percentages:

- Capital costs (including shared borrowings): Durham 82 percent, Orange 18 percent;

4. Program of Projects and Services

In developing the draft 2017 Plan, the first priority of local staff has been to deliver on key goals of the original Plan – expansion of bus service, improved bus facilities, and major capital projects that significantly improve the quality of transit. This section summarizes the projects and services included in this Plan and is organized as follows:

- Bus Service
- Vehicle Purchases
- Bus Facilities
- Hillsborough Train Station
- North-South Bus Rapid Transit Project
- Durham-Orange Light Rail Transit Project
- Administrative Support

The program of projects and services in this Plan was developed from recommendations of staff from the local governments and participating transit agencies.

4.1 Bus Service

This Plan allocates Tax District Revenue for additional bus service in Orange County provided by Chapel Hill Transit (generally within Chapel Hill, Carrboro, and UNC), GoTriangle (regionally), and Orange County Public Transportation (OPT) (throughout Orange County). In addition, this draft Plan includes funding to purchase and replace buses used to provide that service.



4.1.1 Increased Cost of Existing Service

The Implementation Agreement authorizes Chapel Hill Transit and OPT to use 100 percent of the amount raised by the Seven-Dollar Registration Fee (see Section 5.1.1.4 below) to cover the increased operating cost of services provided before the original Plan took effect. The updated Plan continues to rely on this assumption. GoTriangle does not use any Tax District Revenues to fund services provided before the original plan took effect.

4.1.2 Continuing Implemented Bus Service

The Plan is designed to provide a level of additional bus service that can be sustained annually. Therefore, this Plan provides continued support for numerous bus service expansions that have occurred since 2013, when Tax District Revenues began to accrue. The tables below list the additional bus service which has already been implemented and which the agencies

anticipate continuing to provide using Tax District Revenue. The precise services funded by Tax District Revenue are subject to change based on future service needs, ridership trends, and public input.

Table 1: GoTriangle Implemented Service Improvements

GoTriangle Ongoing Service Expansion	
Number of service hours funded	6,708
Route 800S, Chapel Hill - Southpoint peak service	
Route ODX, Mebane-Hillsborough-Durham express	
Route 800, additional Saturday & new Sunday service	
Route 400, additional Saturday & new Sunday service	
Route CRX, additional trips	
Route 400/405, extension to Carrboro and add'l service	
Route 400, 30-min weekday & Saturday service	
Additional FTA-required paratransit service*	

All service paid for 50% with Orange Tax-District Revenues

* Services not included in original Plan

Table 2: CHT Implemented Service Improvements

Chapel Hill Transit Ongoing Service Expansion	
Number of service hours	6,427
Routes A, D, J, and NS - additional peak and midday service	
Routes FG and D - extended Saturday service	
Routes CM, CW, D, F and I — extended weekday evening service	
Routes CM, CW, and JN — extended Saturday service	
Route HS - peak hour and evening expansion*	

* Services not included in original Plan

Table 3: OPT Implemented Service Improvements

OPT Ongoing Service Expansion	
Number of service hours	4,500
Hillsborough Circulator	
OC-CH Midday Connector	

4.1.3 Additional Expansion Bus Service

New bus services (including new routes and increased service frequency on existing routes) are proposed to be implemented by Chapel Hill Transit, GoTriangle and OPT using Tax District Revenue. The bus service hours shown below are estimates of what can be provided with the commitment of Tax District Revenue, but may vary due to budgeting assumptions made by each agency about state, federal, or farebox revenues that can also support service expansion.

These proposed service expansions are subject to change as the agencies evaluate existing services (both services provided using the agencies' other funding sources and those implemented using Tax District Revenue) and engage in studies to prioritize new services. In 2017, GoTriangle and Chapel Hill Transit expect to begin short-range planning efforts to reevaluate plans for new and revised services over the next five years.

Table 4: GoTriangle Program of Service Improvements

GoTriangle program of service improvements	
Upgrade GoTriangle Route 800 between Chapel Hill, Southpoint, and the Regional Transit Center to operate every 30 minutes from 6 AM to 7 PM Monday through Friday, and 7 AM to 7 PM on Saturday. It currently operates only every 60 minutes between 9:30 AM and 3:30 PM on weekdays, and all day on Saturday. (Cost split 50-50 with Durham County)	
Anticipated service start date	Fiscal Year 2018

Table 5 CHT Program of Service Improvements

CHT program of service improvements	
The following service improvements will be considered by the Chapel Hill Transit funding partners:	
<ul style="list-style-type: none"> o Evening service expansion to Southern Village (NS Route) o Peak hour expansion of existing service on the CW Route o Create new Saturday Route from Meadowmont via Downtown to Southern Village (V Route) o Expansion of Saturday Service – begin all routes around 8 AM, extend all routes to 7 PM o T – extend route to 15/501 & Sage Road o G – improve peak hour service o Expand Sunday service to match Saturday service levels 	
Anticipated service start date	Fiscal Years 2018-19

Table 6: OPT Program of Service Improvements

OPT program of service improvements	
The following service improvements will be considered by the Orange County Commissioners: Deviated fixed routes to three different parts of the County, running 5 hours per day, 2 days per week in each of the zones; new US 70 midday fixed-route service operating weekdays from 10 am - 3 pm; and Efland-Hillsborough commuter loop service operating 5 hours each weekday at peak commute times.	
Anticipated service start date	Fiscal Year 2018

4.1.4 Operating Costs, Schedule, and Funding Assumptions

The following operating costs per hour were provided by the three transit agencies in Orange County for 2016:

- Chapel Hill Transit \$110/hr
- GoTriangle \$111/hr
- Orange County Public Transportation \$58/hr

For both Chapel Hill Transit and OPT, it is assumed that 90 percent of the funding would come from Tax District Revenue fiscal year, with 10 percent from state and federal grants. For GoTriangle, it is assumed that 75 percent of the funding would come from Tax District Revenue, with 15 percent from fares, and 10 percent from state grants.

4.2 Vehicle Purchases

This draft Plan dedicates funds to purchase vehicles to support new services. Eligible vehicle purchases include additional buses to support new and expanded services using Tax District Revenue; as these buses reach the end of their useful life, Tax District Revenue will be used to replace them. Additionally, the draft 2017 Plan includes funds for a mid-life repower of Chapel Hill Transit buses. Assumptions of the useful life and cost of each vehicle differ by vehicle type and by agency. **The financial plan provided in Section 5 accounts for the purchase of new vehicles to replace those listed at the end of their useful lives.**

Table 7: GoTriangle Vehicle Purchases

GoTriangle vehicle purchases
Purchase of 2 buses to support expanded services funded using Tax-District Revenue. An additional 2 buses will be purchased using Durham Tax-District Revenue for service on routes serving the two counties

Table 8: CHT Vehicle Purchases

Chapel Hill Transit vehicle purchases
Purchase of up to 10 buses to support expanded services funded using Tax-District Revenue. Up to 5 of these vehicles will be purchased using unspent operating revenues and are not eligible for replacement using Tax District Revenue.

Table 9: OPT Vehicle Purchases

OPT vehicle purchases	
Purchase of 6 buses plus ancillary equipment to support new Orange County services funded by Tax-District Revenue.	
Vehicle Type	Expansion

The original Plan assumed a 10 percent Tax District funds share totaling \$1.7 million YOE for 15 new buses and their replacements. Due to the change in funding assumptions and requests from the Staff Working Group, the total Tax District funds set aside in this Plan for the purchase of 13 buses, future mid-life repowers and replacements (for eight of the buses), is \$13.3 million YOE through fiscal year 2045.

4.3 Bus Facilities

This Plan sets forth a program of customer-facing bus facility projects to improve the rider experience. The projects to be funded under this Plan fall into three general categories:

- Transit Stop Improvements: These are enhancements made to improve the customer’s waiting experience and includes new facilities such as transfer centers, bus stop improvements, signage, real-time information displays, and related projects.
- Access Improvements: These are enhancements that improve the ability for customers to access the transit system, including sidewalk and greenway projects, intersection improvements, and related projects.
- Park-and-Rides: These are new facilities and associated amenities to allow transit riders to park their car before taking the bus.

Funds are also set aside in this draft Plan to pay for replacement of the facilities when they reach the end of their useful lives. Non-Tax District funding sources will need to be identified for operations and maintenance costs.

The capital cost of these projects and the Tax District contribution is provided in Table 10 and Figure 5 below.

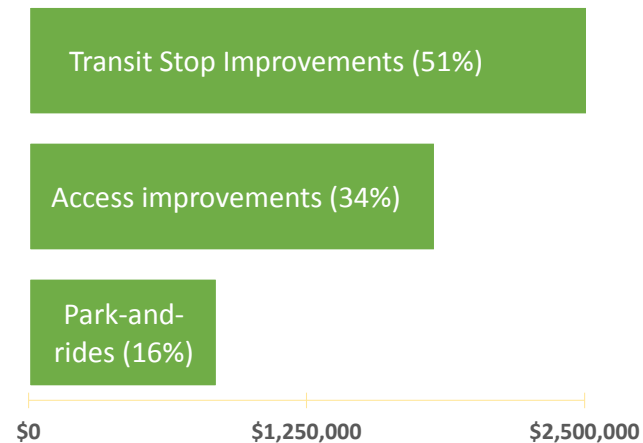
The dates for implementation of projects in this Plan are preliminary and subject to change as the scope of each project is refined, project costs estimates are improved, and the Plan partners update their list of priority projects. In addition, the

program of projects depends on assumptions of certain levels of Tax District Revenue and participation by the federal and state governments. If those revenue projections change, the project schedule may change as well.

Table 10: Bus Facility Construction Costs through 2045 (YOE)

	Total Cost	Tax District Contribution
Transit Stop Improvements	\$2,793,000	\$2,761,000
Access Improvements	\$5,348,000	\$1,828,000
Park-and-Ride	\$1,889,000	\$846,000
Total	\$10,031,000	\$5,436,000

Figure 5. Bus Facility Project Tax District Revenue Spending Overview (in YOE dollars)



4.3.1 Transit Stop Improvements

Transit stop improvements account for 51 percent of Tax District Revenue to be spent on construction of bus facilities in this Plan. The specific projects included in this Plan and preliminary anticipated implementation dates are provided in Table 11 and Table 12.

For Chapel Hill Transit, the Plan allocates funds to hire a consultant to design a system-wide bus stop amenities manual for the agency. The manual is intended to help design and improve bus stops for the transit customer, and the impacts of the improvements will be measured through customer feedback and satisfaction surveys.



Table 11. Program of Transit Stop Improvements in FY2018-20

Name	Description
OPT bus stop signs	To support new OPT service
Bus shelter lighting	Improved lighting at selected bus stops served by CHT
GoTriangle bus stop improvements in Carrboro	Improved bus stop for GoTriangle 405 service in Carrboro
2 bus stop improvements in Carrboro	New shelters at 2 bus stops in Carrboro
CHT system-wide bus stop amenities guide manual	Procure consultant to design system-wide bus stop amenity manual
CHT ADA bus stop upgrades	ADA improvements at stops throughout Chapel Hill/Carrboro
Hillsborough Circulator short-term bus stop improvements	Improve 5 bus stops along Hillsborough Circulator route
GoTriangle bus stop improvements	Improvements at bus stops served by GoTriangle and potentially by CHT or OPT
Manning Drive Bus Station	Enhanced passenger amenities at high-volume UNC Hospitals stop
Hillsborough Train Station Bus Stop Improvements	Bus stop amenities for new Hillsborough Train Station
Bus stop sign design and replacement	Update the design of bus stop signs and poles

Table 12: Program of Transit Stop Improvements after FY2020

Name	Description
Hillsborough Transfer Center (phase 1)	Transfer center linking OPT and GoTriangle routes
OPT bus stop improvements	Improve 10 bus stops on OPT routes

4.3.2 Access Improvements

Access improvements utilize 34 percent of Tax District Revenue planned to be spent on construction of bus facilities in this Plan. The specific projects included in this Plan and their preliminary anticipated construction or completion dates are provided in Table 13, Table 14 and Table 15.

Table 13: Program of Access Improvements in FY2021-22

Name	Description
Estes Drive Bike-Ped improvements	Provide sidewalks and bike lanes from N. Greensboro St to Carrboro town limits
Access improvement - Patriot's Point to bus stop	Create safe pedestrian ccess along Orange Grove Road to major bus stops

Table 14: Program of Access Improvements after FY2023

Name	Description
OPT intersection improvement	Enhanced crossing options between high ridership stops at one location, to be determined

4.3.3 Park-and-Ride Facilities

New park-and-ride facilities utilize 16 percent of Tax District Revenue to be spent on construction of bus facilities in this Plan. There are two planned park-and-ride facilities.

The first project is the Hillsborough Park-and-Ride Lot, which is a permanent park-and-ride facility in Hillsborough with 35-50 parking spaces to serve passengers riding the GoTriangle Orange-Durham Express (Route ODX) to Durham. OPT will also provide a stop at the park-and-ride lot as part of its Circulator

route. The project includes the cost of acquiring property for the park-and-ride lot, design and construction.

The second project involves additional passenger amenities at the Mebane park-and-ride facility shared by GoTriangle with OPT and Piedmont-Area Regional Transit (PART).

4.3.4 Capital Costs, Schedule, and Funding Assumptions

The original Plan assumed 80 percent federal funding support for the projects and 10 percent state funding support, leaving 10 percent to be funded by Tax District Revenue. The total amount set aside in Tax District Revenue for construction of these projects was \$669,000, which was intended to leverage projects with a total cost of \$6,669,000.

However, due to changes in federal and state policies regarding funding, it was determined these general assumptions were unrealistic and hampered the agencies' ability to execute the original Plan. In the interest of delivering these priority projects in an expedited manner, this updated Plan includes updated funding and cost assumptions for each project, and overall allocates a higher percentage of Tax District Revenue to cover the cost of projects. Overall, the portfolio of projects included in this updated Plan are assumed to be funded 54 percent by Tax District Revenues; compared to the original Plan, Tax District Revenues will pay for \$5.4 million of the project costs. Anticipated federal funding has been reduced from \$5.4 million to \$882,000, and no state funding has been assumed. An additional \$3.7 million in other funds is also assumed – these include federal funds allocated to the municipalities and transit agencies through the MPO, and other local funds outside the

Tax District Revenue. The capital funding plan for Bus Facilities is presented in Table 15.

Table 15: Bus Facilities Project Capital Funding Plan (YOE)

	Original Plan	Updated Plan
Tax district funding	\$669,900	\$5,436,000
Committed federal/other funds	\$0	\$3,714,000
Anticipated federal funds	\$5,359,200	\$882,000
State funding	\$669,900	\$0
Total	\$6,699,000	\$10,031,000

4.3.5 Operating Costs, Schedule, and Funding Assumptions

As in the original Plan, there are no funds from the dedicated Tax District Revenue are planned for the operations and maintenance costs for these projects.

4.4 Hillsborough Train Station

The Hillsborough Train Station is an intercity rail station that will be served by two Amtrak passenger train routes already passing through Hillsborough. The NCDOT Rail Division is advancing the Hillsborough Train Station project in cooperation with the Town of Hillsborough and GoTriangle.

4.4.1 Capital Costs, Schedule, and Funding Assumptions

The capital funding plan for the project is presented in Table 16. The portion of capital funds from the Tax District Revenue is \$686,000 YOE, a reduction from the local amount assumed in

the original Plan. The project is slated for construction in fiscal years 2019 and 2020.

Table 16: Hillsborough Train Station Capital Funding Plan (YOE)

	Original Plan	Updated Plan
Other Funds	\$8,039,006	\$7,414,000
Tax-District Revenue	\$893,223	\$686,000
Total	\$8,932,229	\$8,100,000

4.4.2 Operating Costs, Schedule, and Funding Assumptions

The operating costs for this project are expected to be paid by the NCDOT Rail Division and Town of Hillsborough. No funds from the dedicated Tax District Revenue are budgeted to pay operating costs for this project.

4.5 North-South Bus Rapid Transit Project

The N-S BRT Project will provide frequent, fixed-guideway bus service along NC 86, known locally as Martin Luther King, Jr. Boulevard and South Columbia Street, and the US Highway 15-501 corridor in Chapel Hill. In April 2016, the Chapel Hill Town Council adopted a Locally Preferred Alternative (LPA) that included three alignment design options. The adopted LPA is about 8.2 miles of combination mixed traffic/dedicated lane BRT between the Eubanks Road and the Southern Village park-and-ride lots. Currently, it is estimated that 12 articulated BRT vehicles will be necessary to provide the service.

The original Plan included a project referred to as “Martin Luther King Jr. Boulevard Bus Lanes and Corridor

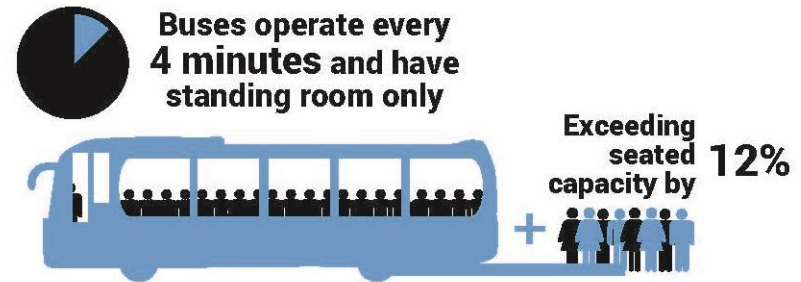
Improvements” with the project boundary starting at Eubanks Road near I-40 and ending at the University of North Carolina (UNC) campus. The project was not well defined at that time.

During the North-South Corridor Study, which was guided by significant public and stakeholder involvement, the project scope was extended beyond UNC to the Southern Village Park and Ride lot. The study began in 2014 and concluded in the 2016 with the adoption of the LPA. In November 2016, the North-South BRT Project was accepted into the FTA’s Small Starts Project Development phase that will further define and shape the project.

4.5.1 Capital Costs, Schedule, and Funding Assumptions

The estimated capital cost of the project is \$125.8 million YOE, an increase in cost from the original Plan. The project is currently scheduled to open in calendar year 2020.

The capital funding plan is also different from the original Plan. The original Plan assumed a federal funding share of 50 percent and a state share of 25 percent. Chapel Hill Transit is currently seeking a 70 percent grant from the FTA Section 5309 Small Starts program. The amount of funds committed from the dedicated Tax District revenue is currently \$6.1 million YOE, to be accessed on a pay-as-you-go basis, which is the same amount dedicated in the original Plan. This amount can be considered a minimum and will be revisited in the future if local transit revenues are available. The anticipated capital funding plan for the project is presented in Table 17.



As the project proceeds through the Project Development phase, Chapel Hill Transit will refine the cost estimates, continue to apply for State funding and explore other funding opportunities.

Table 17: N-S BRT Project Capital Funding Plan (YOE millions)

	Original Plan	Updated Plan
Tax-District Revenue	\$6.1	\$6.1
Federal Funds	\$12.3	\$88.1
State Funds	\$6.1	\$0.0
Other Funds	\$0.0	\$31.6
Total	\$24.5	\$125.8

4.5.2 Operating Costs, Schedule, and Funding Assumptions

As in the original Plan, there are no funds from the dedicated Tax District Revenues that are planned for the operating cost of the N-S BRT Project.

4.6 Durham-Orange Light Rail Transit Project

The D-O LRT Project will provide frequent, high-capacity light rail transit service in Durham and Orange Counties. As of December 2016, the scope of the project is 17.7 miles of dedicated light rail guideway with 18 stations between UNC Hospitals in Chapel Hill and North Carolina Central University (NCCU) in Durham, connecting numerous activity centers within the two counties. Once service starts, the D-O LRT Project will provide approximately 50,000 annual hours of additional transit service in Durham and Orange counties. The project scope also includes bicycle, pedestrian, and bus infrastructure improvements along the alignment.

Compared to the project scope in the original Plan, the length of the alignment is slightly longer, due to the choice of a New Hope Creek crossing alternative that is longer than the original crossing included in the 2012 Alternatives Analysis, and the addition of a new terminal station at NCCU. The design has proceeded from a conceptual level to a level sufficient for completion of environmental analyses and entry into the Engineering phase of the federal New Starts.

The opening of the D-O LRT Project has been delayed from calendar year 2026 to 2028 to better match the anticipated flow of funding from the federal government.

The proposed financing for the project is summarized in Section 5.



4.6.1 Capital Costs, Schedule, and Funding Assumptions

The estimated capital cost of the project is \$2,476 million YOE. This capital cost was developed in accordance with FTA requirements for federal participation through the New Starts program. It includes all eligible project expenses for project development, engineering, construction, start-up, and financing that are expected to be incurred from the date the project entered New Starts Project Development (February 2014) to the final year the project is expected to receive a disbursement of federal funds (anticipated 2032). This capital cost was reviewed by the FTA and accepted for entry into New Starts Engineering.

The capital cost includes \$2,126 million YOE for the original project scope (UNC Hospitals – Alston Avenue), \$133 million YOE for the segment from the Alston Avenue station to the NCCU station, and \$88 million YOE in finance charges eligible for federal participation. The project cost includes \$130 million YOE in Joint Development, of which \$65 million YOE would come from local sources outside of the Tax District Revenue.

The Joint Development component is entirely optional and could be funded by government or private sources, and could be used to leverage local funds to meet local priorities such as increasing the supply of additional affordable housing within D-O LRT station areas. The D-O LRT Project is expected to open in calendar year 2028.

Details of project cost changes between the original Plan and this updated Plan are provided in Table 18: D-O LRT Project Capital Cost Updates (2016 millions) and Table 19.

Table 18: D-O LRT Project Capital Cost Updates (2016 millions)

	Original Plan	Updated Plan
Level of Design	Conceptual	30%
Original Scope (UNC-Alston Ave)	\$1,605*	\$1,668**
Joint Development (Optional)	n/a	\$101
NCCU Station	n/a	\$108
Eligible Finance Charges	n/a	\$61
Total	\$1,605	\$1,877

* \$1,378 in 2011 dollars, escalated to 2016 dollars at 3.1% annually

** \$1,598 in 2015 dollars, escalated to 2016 dollars at 3.1% annually

Table 19: D-O LRT Project Capital Cost Updates (YOE millions)

	Original Plan	Updated Plan
Construction Completion Date	2026	2028
Original Scope (UNC-Alston Ave)	\$1,823	\$2,126
Joint Development (Optional)	n/a	\$130
NCCU Station	n/a	\$133
Eligible Finance Charges	n/a	\$88
Total	\$1,823	\$2,476

Project funding assumptions are also substantially different in this Plan. The original Plan assumed 25 percent state funding for the project. That assumption was consistent with prior state support for the Charlotte Lynx Blue Line in 2003 and the Charlotte Lynx Blue Line Extension in 2012. However, in June 2016, the General Assembly adopted a provision that imposes a state funding cap of ten percent for rail transit projects. The provision also made the D-O LRT Project ineligible for re-entry into the competitive system for state funding until the next transportation project funding cycle, which will conclude with an adopted State Transportation Improvement Program in June 2019. GoTriangle plans to enter the D-O LRT Project into the state process to compete for the full ten percent state share for which the project is eligible.

The anticipated capital funding plan for the project is presented in Table 20. GoTriangle is seeking a 50 percent grant from the FTA Section 5309 New Starts program, which is consistent with the federal share awarded other New Starts projects. The amount of funds budgeted from the dedicated Tax District Revenue in Durham and Orange Counties is \$906 million YOE,

of which Orange County’s share is assumed to be \$163.1 million for purposes of this draft Plan. The remaining capital funds are planned from state grants, private in-kind donations, and other funds specifically identified for the Joint Development component.

Table 20: D-O LRT Project Capital Funding Plan (YOE millions)

	Original Plan	Updated Plan
Other Funds	\$1,367.3	\$1,570.3
Dedicated Local Revenues	\$455.7	\$906.0
<i>Durham County Portion</i>	\$351.2	\$742.9
<i>Orange County Portion</i>	\$104.5	\$163.1
Total	\$1,823.0	\$2,476.3

Though the D-O LRT Project will compete for a full ten percent share from state funding, this funding is not guaranteed and could cover a lesser amount than ten percent of the full project cost. **Further information about financial assumptions is included in Section 5.**

4.6.2 Operating Costs, Schedule, and Funding Assumptions

The operating cost is projected as \$28.7 million YOE for the first year (fiscal year 2029). After applying fare revenues and state and federal grants, operating costs will be funded using the dedicated Tax District Revenue in Durham and Orange Counties. This will allow local funds that currently operate bus routes that will be replaced by the D-O LRT Project to be reallocated. Orange County’s share of the operating cost is 20 percent.

4.6.3 State of Good Repair Costs, Schedule, and Funding Assumptions

FTA requires that agencies plan for funding needs associated with capital asset replacement. This includes items such as light rail vehicle replacement every 25 years and major track work overhaul every 20 to 35 years. The first such expenditure for the D-O LRT Project is anticipated in 2040, with expenses continuing periodically thereafter for the duration of light rail operations. The total local share of these State of Good Repair costs is assumed to be 30 percent. For planning purposes, Orange County’s portion of the local share of the capital asset replacement expenses is assumed to be 20 percent.

4.7 Additional Needs Identified in this Plan

The Plan identifies additional needs to expand the transit system significantly beyond the services currently provided. However, the revenue provided by the Plan is inadequate to meet all of the region’s transit needs. This section identifies some of the transit needs that the anticipated Tax District Revenue will not be able to support. This list of projects is subject to change as the agencies and municipalities continue to evaluate the region’s transit needs and the resources available to meet them.

4.7.1 Bus Service

In addition to the identified services to be implemented by fiscal year 2019, there will be additional bus service needs between fiscal years 2020-2045. Since details of these additional bus service needs have not yet been developed, the

assumption has been to increase the total bus service hours provided in the county according to the projected annual job growth rate (1.58 percent per year in Orange County). This results in an additional \$278 million YOE worth of needs in Orange County over the course of that 26-year period. Some of these needs may be able to be met by reallocating existing bus hours when the Durham-Orange Light Rail Transit service opens. Others may require additional funding from other revenue sources.

Any additional bus service implemented would support the original goals of this Plan. They may include:

- Improved frequency of service into the major employment and education destinations in Orange County to mitigate increased traffic congestion and reduce the need to provide additional parking
- Better service outside the hours of the traditional work commute to support a less car-dependent lifestyle
- Direct bus access to future light rail stations in Orange County to expand the reach of the Durham-Orange Light Rail Transit service throughout the County

In its five-year plan, OPT proposed additional annual hours of bus services beyond what could be afforded in the original Plan.

As GoTriangle and Chapel Hill Transit conduct future planning studies, both agencies expect to develop proposals for future service which may or may not be able to be funded through the Tax District Revenue.

4.7.2 Vehicles

To support the additional bus service needs identified, new vehicles would need to be purchased by each agency. A conservative estimate suggests that 65 vehicles would need to be purchased in Orange County (this number includes replacements of new vehicles purchased) between fiscal years 2020-2045, though this number will be refined as new vehicle purchases are tied to specific bus operating projects.

4.7.3 Bus Facilities

Agencies have proposed bus facility projects in addition to those funded in this Plan. These additional projects include \$15 million YOE for capital and facilities operations and maintenance.

The additional project needs include \$5 million YOE for projects that could be delivered before fiscal year 2020. The cost includes operating and maintenance for 2018-2045:

- Old Fayetteville Road sidewalk in Carrboro
- Bike Share system pilot for Chapel Hill, Carrboro, UNC-Chapel Hill, and Hillsborough
- Real-time information system upgrades for Chapel Hill Transit

The additional project needs include \$10 million YOE for projects after fiscal year 2020:

- Two intersection improvements to improve access to OPT bus stops

- Five OPT bus stop improvements
- Hillsborough Transfer Center Phase two includes property acquisition, building, bus lane on site, bus facility on site

In addition, other as-yet-undefined needs may include but are not limited to:

- Bus stop improvements are anticipated with the realignment of services with the opening of the D-O LRT Project.
- Bus stop improvements to comply with new design guidelines being developed by Chapel Hill Transit in fiscal year 2018
- Other bus stop and access improvements to respond to changing ridership and travel patterns beyond fiscal year 2025
- New regional transit facility at Park Center in Research Triangle Park

4.7.4 Hillsborough Train Station

The Hillsborough Train Station project is fully funded in this Plan.

4.7.5 North-South Bus Rapid Transit Project

The North-South BRT Project is not fully funded in this Plan. As the project proceeds through the Project Development phase, Chapel Hill Transit will refine the cost estimates, continue to apply for State funding, and explore other funding opportunities.

4.7.6 Durham-Orange Light Rail Transit Project

The D-O LRT Project is fully funded in this Plan. Additional needs for increased frequency and/or span of light rail service may be considered in future updates to this Plan.

4.7.7 Administrative and Service Support

This updated Plan identified a new category of expenses to support the administration of new and expanded services and facilities. A full-time administrative position, ongoing customer outreach efforts and training/rebranding initiatives are identified to be funded in this Plan.

The administrative position would be responsible for coordinating the ongoing administrative and planning activities necessary to implement this Plan and Durham’s Plan. This Plan identified a need for a part-time position for a staff member dedicated to these duties that would be housed at the DCHC MPO. The staff member’s duties would be to coordinate and administer the committees that manage the Durham and Orange Transit Plans, improve the staff advisory process, create a process for developing and updating operating and capital programs, oversee updates to the financial plans, and establish any other formal processes necessary to improve the implementation of the transit plans. While the cost of the position would be split equally between the Orange and Durham Tax District Revenues, the Orange County portion needs to be identified.

The Plan also identifies the need for funds to support OPT’s introduction of significantly expanded services in rural Orange

County, including efforts to market and rebrand OPT's expanded services and a training contractor to provide enhanced training for staff and new operators expected to be hired by the agency to support the expanded service.

The Plan identifies a need for annual funding beginning in fiscal year 2018 to conduct two ongoing surveys of Durham and Orange County residents. The first is a customer-satisfaction survey directed at transit customers to gather basic statistics and opinions of the system's performance. Every third year, the survey effort will be more robust to collect customer statistics at the route level. The second is a community survey that tracks the perception of the transit system among all residents of both counties, including those who do and do not ride transit.

4.7.7.1 Operating Costs, Schedule, and Funding Assumptions

The Plan identifies a need for \$37,500 in fiscal year 2018 for the position of Plan administrator, with similar amounts in future years, which represents a 50-50 cost split. The other 50 percent of the cost of the Plan administrator position is paid for by the Durham County Tax District Revenue as specified in the Durham Plan.

For the OPT rebranding and training efforts, the Plan identifies a need for \$111,000 in fiscal year 2018.

The Plan identifies a need for \$75,000 YOY in fiscal year 2018 for the surveys and two out of every three years thereafter. In fiscal year 2019, the Plan identifies a need for \$155,000 YOY to accommodate the triennial expanded customer-service survey, which represents a 50-50 cost split. The other 50 percent of the

cost of the survey project is paid for by Durham County Tax District Revenue as specified in the Durham Plan.

5. Financial Plan

This Plan is fiscally constrained, and it relies on estimates and assumptions that have been developed by agency staff using current information and forecasting expertise. As time passes and new information is gathered, these estimates and assumptions may evolve. It will be important to monitor the potential effect of new information on the cost and timing of the projects included in this Plan. In addition, factors such as inflation, revenue growth, competition for federal funding and access to capital markets, and regional partnerships will influence the overall financial outlook of the Plan.

This Section documents current assumptions to implement projects and services included in the program in Section 4, and is organized as follows:

- Dedicated Tax-District Revenue
- Inflation assumptions
- Financing assumptions
- Cash flow summary
- Financial health of the Plan

5.1 Dedicated Tax District Revenues

There are four dedicated revenue streams used to fund the local share of projects and services in this Plan. These revenues are collected in both Durham and Orange Counties; the revenues governed by this Plan are those collected in Orange County. These four dedicated Tax-District Revenue streams

used to finance this Plan are referred to throughout this document as “Tax-District Revenue.”

This Section describes these revenue streams, reports actual revenues through fiscal year 2016, and explains assumptions used to project future revenues.

5.1.1.1 Article 43 Half-Cent Sales Tax

The largest of the four dedicated Tax-District Revenue sources is Article 43, a one-half percent (half-cent) sales and use tax collected in Durham and Orange Counties. A half-cent sales tax means when individuals spend \$10.00 on certain goods and services, an additional five cents (\$0.05) is added to the transaction and dedicated to the transit services funded under this Plan. Under state law, items such as food, gasoline, medicine, health care, and housing are excluded from the tax.

Revenue from the half-cent sales tax can be used for financing, constructing, operating, and maintaining local public transit systems. The funds can be used to supplement but not supplant or replace existing funds or resources for public transit systems.

GoTriangle has statutory authority to levy this tax in Durham, Orange, and Wake Counties. Doing so in each county is contingent on the addition of the county to a tax district, a successful referendum, and approval from the Board of County Commissioners. GoTriangle created the Western Triangle Tax District (now known as the Triangle Tax District) in June 2011. Durham County voters passed their referendum in November 2011, and the Durham County Board of Commissioners passed a resolution authorizing GoTriangle to levy the tax. GoTriangle

added Orange County to the Tax District in June 2012. Additionally, Orange County and GoTriangle signed an agreement that GoTriangle would not levy the tax until the Board of Commissioners gave further approval. Following the successful Orange County referendum in November 2012, the Orange County Board of Commissioners gave its approval. GoTriangle formally levied the tax in both counties in December 2012. The North Carolina Department of Revenue (NCDOR) collects the tax in each county; collections in both counties began April 2013. NCDOR distributes these revenues directly to GoTriangle (in April 2017, following a similar process, NCDOR will begin collecting a transit tax in Wake County).

The forecast for Orange County's half-cent sales tax used in this updated Plan was developed by Moody's Analytics in November 2016, using county-level personal disposable income and metro area housing completions as the main explanatory variables for revenue growth. This analysis provided year-by-year growth rates for 2017 through 2046, incorporating assumptions about economic cycles. The compound annual growth rate (CAGR) over the 30-year period was projected at 3.71 percent. This Plan assumes the year-by-year growth rates for years 2017 through 2046 and the CAGR for years 2047 and beyond.

5.1.1.2 Article 50 GoTriangle Vehicle Rental Tax

The second dedicated revenue source is a vehicle rental tax, which is imposed at the rate of five percent on the gross receipts derived by a retailer from the short-term rental of "U-drive-it" vehicles and motorcycles.

GoTriangle has statutory authority to levy this tax in Durham, Orange, and Wake Counties, and has since November 1997. GoTriangle collects this tax directly from rental vehicle vendors in each of the three counties, including at Raleigh-Durham International Airport. GoTriangle's Board of Trustees has a policy that allocates 50 percent of these vehicle rental tax revenues to the transit plans of Durham, Orange and Wake counties, with the remaining 50 percent reserved for GoTriangle's general use. The amount identified for the county transit plans is allocated as follows: 68 percent to Wake County, 21.5 percent to Durham County, and 10.5 percent to Orange County. As such, the Orange County portion of all vehicle rental tax revenues is, compared to the total collected, 5.25 percent.

The forecast for GoTriangle's vehicle rental tax was developed in October 2014 by Dr. Michael Walden, an economist at North Carolina State University, using enplanements at RDU International Airport and annual real Gross Domestic Product (GDP) as the main explanatory variable for revenue growth. This analysis provided year-by-year growth rates for years 2014 through 2024, with an average annual growth rate of 4.8 percent. This Plan assumes the year-by-year growth rates for years 2017 through 2024 and the average annual growth rate for years 2025 and beyond.

5.1.1.3 Article 51 Three Dollar Vehicle Registration Fee

The third dedicated revenue source is a three dollar (\$3) vehicle registration fee, which is an increase to GoTriangle's five dollar (\$5) vehicles registration fee. Since 1991, GoTriangle has been collecting a five dollar (\$5) vehicle registration fee in Durham, Orange and Wake Counties; those revenues fund GoTriangle's

general operations. To fund the Durham and Orange Transit Plans, GoTriangle exercised its statutory authority to increase the five dollar fee by three dollars in Durham and Orange Counties; it dedicated those incremental revenues to the county transit plans. GoTriangle needed to create the Durham-Orange Tax District (distinct from the Western Triangle Tax District) and receive approvals from GoTriangle's Special Tax Board and both Boards of County Commissioners. GoTriangle created the Durham-Orange Tax District, its Special Tax Board approved the fee in February 2014, and the Counties approved the fee in March 2014. GoTriangle began levying the fee shortly thereafter. The revenues from the three dollar fee that are collected in Orange County are included in the draft 2017 Plan.

The forecast for the vehicle registration fee was also developed by Dr. Walden in October 2014 using annual real Gross Domestic Product (GDP) as the main explanatory variable for revenue growth. This analysis provided year-by-year growth rates for years 2014 through 2024, with an average annual growth rate of 3.3 percent. This Plan assumes the year-by-year growth rates for years 2017 through 2024 and the average annual growth rate for years 2025 and beyond.

5.1.1.4 Article 52 Seven Dollar Vehicle Registration Fee

The fourth dedicated revenue source is a seven dollar (\$7) vehicle registration fee levied by Durham and Orange Counties. The counties have the statutory authority to levy the fee, and since levying the fee they have authorized the North Carolina Division of Motor Vehicles (NCDMV) to distribute the revenues directly to GoTriangle for the purpose of funding the county transit plans. The NCDMV collects the fees and distributes them

to GoTriangle quarterly. The revenues from the seven dollar fee that are collected in Orange County are included in the draft 2017 Plan.

The same growth rate projection was applied to both vehicle registration fees, since they have the same tax base.

5.1.1.5 Actual Tax District Revenue, Fiscal Years 2014 through 2016

Tax-District Revenue has been generated in Orange County for a period of years. This section describes the total revenue collected to date and the total expenditures to date. This section also describes the year-by-year collections to date, as compared to the year-by-year revenue projected in the original Plan.

Through the end of fiscal year 2016, the Tax District Revenue in Orange County generated \$23.1 million. Of that, the transit agencies have expended \$12.4 million to develop and deliver the projects and services in the original Plan. The remaining funds are held in reserve to be distributed in accordance with the Plan.

To date, Tax District Revenues have exceeded the expectations in the original Plan. Figure 6: Year by Year Revenue Comparison (in thousands of \$\$) contains the actual year-by-year collections to date for each of the four dedicated revenue streams, compared to the projections contained in the original Plan.

Figure 6: Year by Year Revenue Comparison (in thousands of \$\$)

YR	Tax District Revenue	Actual	Proj	Difference
Fiscal Year 2014	Half-Cent Sales Tax	\$6,560	\$5,000	\$1,560
	GoTriangle Vehicle Rental Tax	\$470	\$600	(\$130)
	\$7 Vehicle Registration Fee	\$570	\$800	(\$230)
	\$3 Vehicle Registration Fee	\$0	\$400	(\$400)
	Total Revenues	\$7,600	\$6,800	\$800
	Percentage projected vs actual			112%
Fiscal Year 2015	Half-Cent Sales Tax	\$6,190	\$5,100	\$1,090
	GoTriangle Vehicle Rental Tax	\$500	\$600	(\$100)
	\$7 Vehicle Registration Fee	\$810	\$800	\$10
	\$3 Vehicle Registration Fee	\$240	\$400	(\$160)
	Total Revenues	\$7,740	\$6,900	\$840
	Percentage projected vs actual			112%
Fiscal Year 2016	Half-Cent Sales Tax	\$6,160	\$5,300	\$860
	GoTriangle Vehicle Rental Tax	\$540	\$600	(\$60)
	\$7 Vehicle Registration Fee	\$770	\$800	(\$30)
	\$3 Vehicle Registration Fee	\$330	\$400	(\$70)
	Total Revenues	\$7,800	\$7,100	\$700
	Percentage projected vs actual			110%
Half-Year FY2017	Half-Cent Sales Tax	\$3,140	\$2,700	\$440
	GoTriangle Vehicle Rental Tax	\$310	\$300	\$10
	\$7 Vehicle Registration Fee	\$390	\$400	(\$10)
	\$3 Vehicle Registration Fee	\$170	\$200	(\$30)
	Total Revenues	\$4,010	\$3,600	\$410
	Percentage projected vs actual			111%

Projected revenues provided in original Plan

Total revenues include interest and investment but exclude grants

5.1.1.6 Projected Transit Tax Revenues, Fiscal Years 2017 through 2045

From fiscal year 2017 through fiscal year 2045, Orange County’s half-cent sales tax revenue is projected to generate \$344.1 million YOE. The vehicle rental tax allocated to Orange County is projected to total \$33.0 million YOE. The seven dollar and three dollar vehicle registration fees are expected to generate \$37.4 million YOE and \$16.0 million YOE, respectively. In total, these local transit tax revenues are projected to generate \$430.6 million YOE from fiscal year 2017 through fiscal year 2045.

5.2 Financing Assumptions

A portion of the construction cost of the Durham-Orange Light Rail Transit Project will be debt funded, with financing proceeds shown as revenues and debt service shown as expenses. In both the 2012 Plan and the draft 2017 Plan. GoTriangle, as administrator of the Tax District, is the sole issuer of debt. The financial plan does not rely on or assume any debt issuances from parties other than GoTriangle.

The 2012 Plan assumed that in order to fund the projects and services proposed for Orange County, \$25 million YOE in Tax District long-term borrowing would be required. The draft 2017 Plan, in response to reductions in state and federal revenues, adjusts this total borrowing to a total of approximately \$205.7 million (YOE). The \$205.7 million is to be a combination of short- and long-term borrowing, to be repaid by a combination of federal grants and Orange County’s dedicated transit tax revenues.

Two types of borrowing are anticipated – short-term, Limited Obligation Bonds (LOBs), and a long-term federally backed Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. Some of the short-term LOBs are to be repaid by federal grants for the D-O LRT Project, and the remainder of the LOBs and the TIFIA loan would be repaid by Tax District Revenue. The final terms of the debt, including the timing of the issuances, will depend on a variety of factors; this section describes the guiding assumptions used to develop this Plan. As implementation of the Plan progresses, the financing structure will be refined to ensure the most efficient use of Tax District Revenues.

The draft 2017 Plan assumes that during the latter half of the D-O LRT Project construction period in fiscal years 2024 through 2028, GoTriangle will issue short-term LOBs intended to be repaid by a combination of Orange County Tax District Revenues and federal grant funds for the D-O LRT Project. The total amount of LOBs intended to be repaid by Orange local transit taxes is \$67.5 million YOE. The amount of LOBs intended to be repaid by federal grant funds is \$60.8 million. The repayment terms vary for each issuance, but all LOBs will be repaid in full before debt service for the TIFIA loan begins in fiscal year 2033. The cost of issuance for all LOBs is assumed to be one percent of the par amount.

In 2020, GoTriangle plans to close on a TIFIA loan for the project. The TIFIA program is a federal loan program administered by the Department of Transportation. The program offers long-term, low-cost borrowing for major transportation infrastructure projects. The program is designed to provide a portion of the financing, and to assist in projects

being completed either that could not be completed without the TIFIA loan or the TIFIA loan allows the project to be completed at lower cost or a more accelerated timeline.

The loans allow borrowers to borrow at the federal government's own borrowing rates (the loan rate will be based on then current treasury rates). Repayment terms are allowed up to 35 years past the project completion. Interest and principal can be deferred up to 5 and 10 years past project completion. The loan rate is set at closing, and the loan is treated as a drawdown facility. No interest accrues until drawdowns are made.

The TIFIA loan is projected to utilize the terms of the TIFIA program and to have a maturity of 35 years after project completion, assuming a debt service payment deferral period of five years after project completion and interest-only payments for four years (2033-2036). All LOBs will be repaid in full before debt service for the TIFIA loan begins. The draft 2017 Plan assumes that a par amount of \$71.6 million YOE will be funded by Orange local transit taxes. The cost of issuance is assumed at \$144,000.

In addition to financing needed for D-O LRT Project construction, an additional \$71 million YOE in borrowing is needed to fund Orange County's share of State of Good Repair costs for the project. These LOBs, which are to be funded by local transit tax revenues, would be issued in Fiscal Years 2040, 2048, 2053, and 2058.

5.3 Interest Rates

The assumed interest rate for the limited obligation bonds is four percent. The bonds will be tax-exempt, and therefore the Municipal Market Data (MMD) index was utilized in the analysis of historical rate movements. It is expected the first series of limited obligation bonds (LOB) will be sold in 2024. Over the last 5-year, 10-year, 15-year and 20-year periods, average rates for the 7-year MMD have been 1.52 percent, 2.12 percent, 2.46 percent, and 2.99 percent, respectively. The budgeted rate of four percent is higher than the average rates over each of those time periods, which supports the reasonableness of the assumption.

The assumed interest rate for the TIFIA loan is five percent. Under the TIFIA credit program, the TIFIA Loan would have an interest rate approximately equal to the 30-year Treasury rate at the time of the loan closing. To receive that favorable interest rate, minimum credit qualifications are that the loan must be rated investment grade or be subordinate to an investment grade credit. The TIFIA loan is expected to be entered into in 2020. Over the last 5-year, 10-year, 15-year and 20-year periods, average rates for the 30-year Treasury have been 3.03 percent, 3.66 percent, 4.00 percent, and 4.54 percent, respectively. The assumed five percent rate in this plan is higher than the average rates over each of those time periods.

5.4 Debt Service Coverage

Given the Plan's focus on significantly increasing transit service, a key measure of financial health is GoTriangle's ongoing ability

to pay annual debt service, given projected revenue and recurring operating expenses. GoTriangle's total borrowing to implement both the Durham and Orange transit plans maintains a minimum net debt service coverage (ratio of revenues less operating expenses over annual debt service) of 1.19x for LOBs intended to be repaid by Tax District Revenues, 1.34x for LOBs intended to be repaid by federal grants, and 1.18x for the TIFIA loan. The average net coverage ratios for those same categories of borrowing are 2.34x, 2.78x, and 2.21x, respectively.

Figure 7 and Figure 8 show the net debt service coverage ratios (DSCR), distinguished by intended repayment source. Figure 7 shows DSCR for the LOBs intended to be repaid by federal grants. Figure 8 shows DSCR for the TIFIA loan and LOBs that are intended to be funded by local transit tax revenues.

Figure 9 shows the total local transit tax revenue associated with Durham and Orange counties as well as GoTriangle's total projected debt service for the D-O LRT Project. Even as GoTriangle's debt service remains fairly level into the future, revenues available to pay debt service are projected to continue growing.

Figure 8: Projected Debt Service Coverage Ratios: Locally-Funded Limited Obligation Bonds (LOBs) & TIFIA Loans

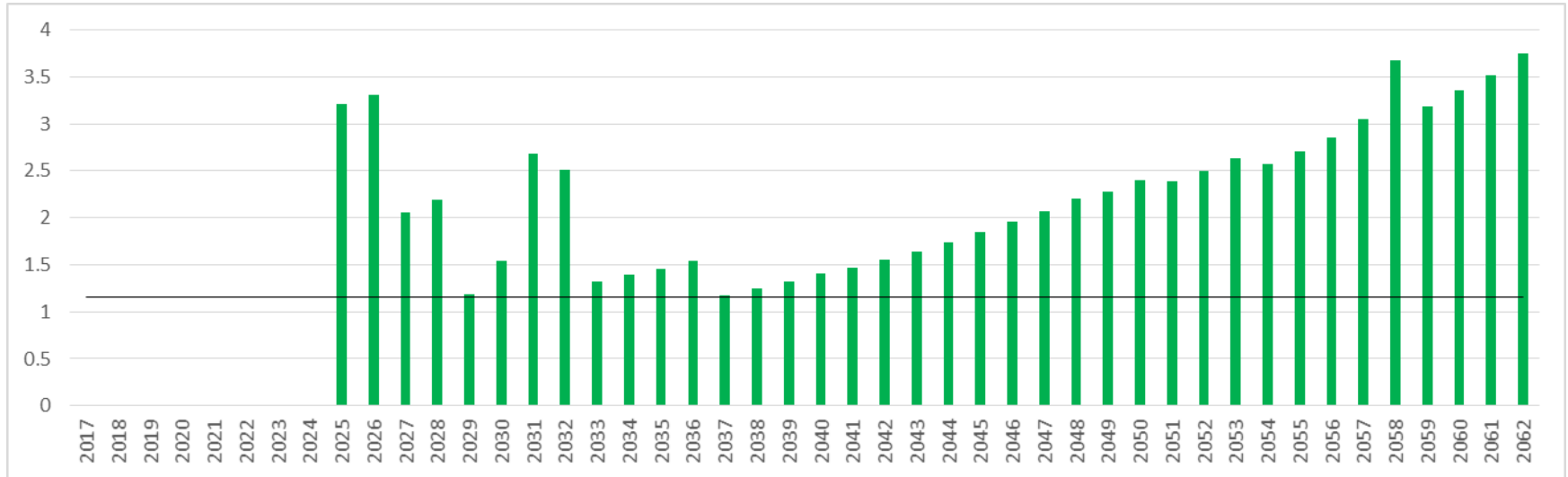


Figure 7: Projected Debt Service Coverage Ratios: Federally-Funded Limited Obligation Bonds (LOBs)

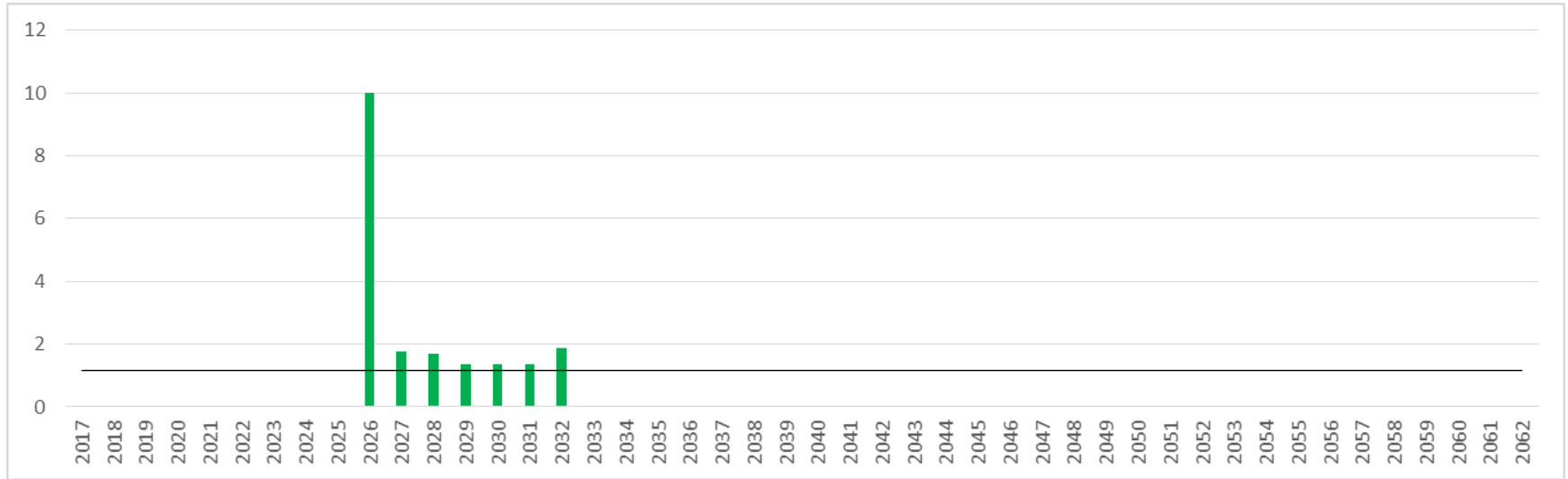
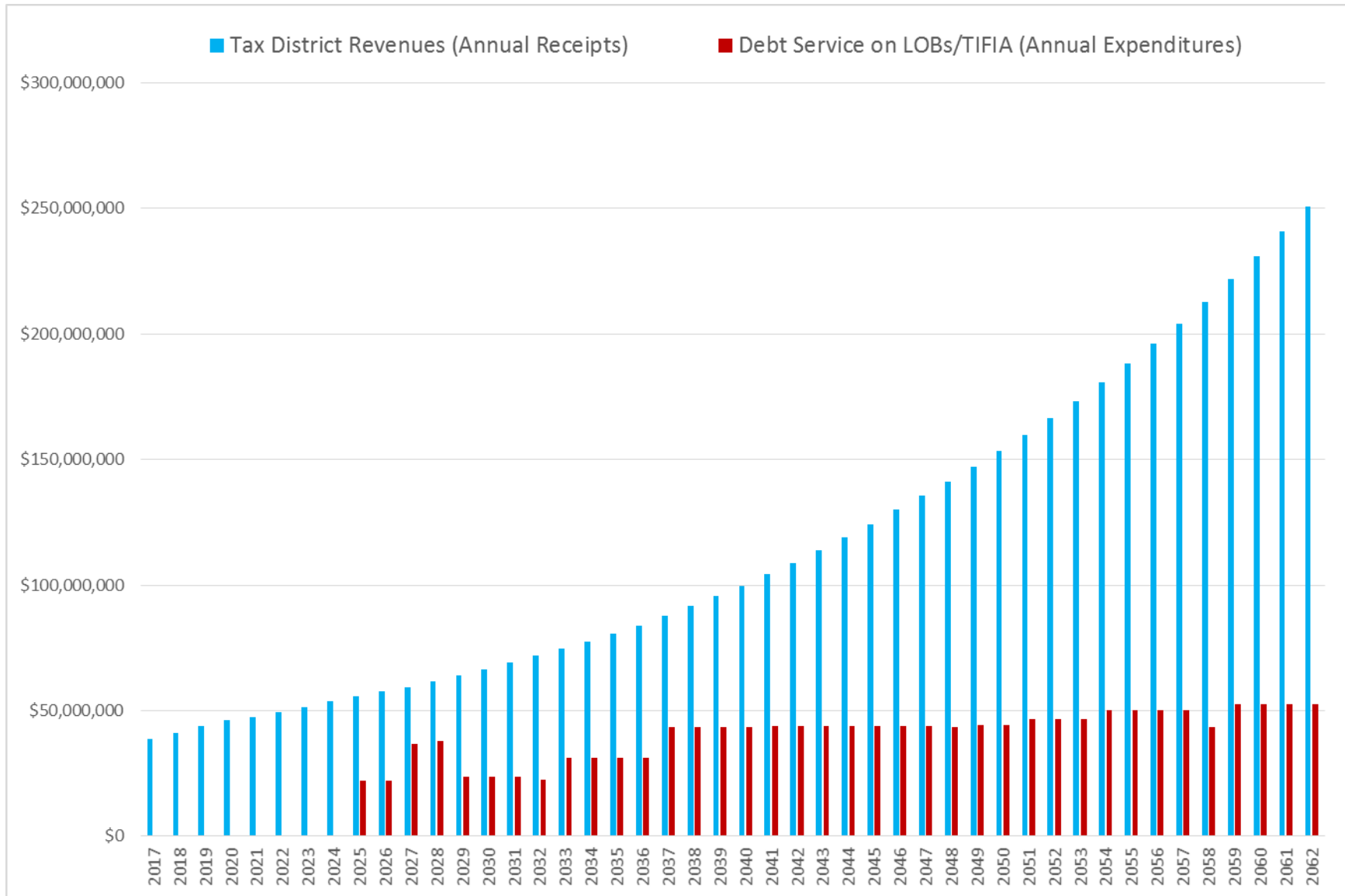


Figure 9: Projected Transit Tax District Revenue v. Debt Service for the D-O LRT Project



5.5 Reserves

GoTriangle will maintain reserves for O&M and debt service using Tax District Revenue.

5.5.1 Operations and maintenance

The 2017 Plan assumes GoTriangle will maintain cash reserves for O&M equivalent to 25 percent of its annual system operating budget, including allocations made by the Tax District to the transit providers for bus operations and maintenance. This reserve can be used to accommodate unexpected increases in operating costs or temporary revenue shortfalls. GoTriangle could also supplement O&M funding with its cash balance.

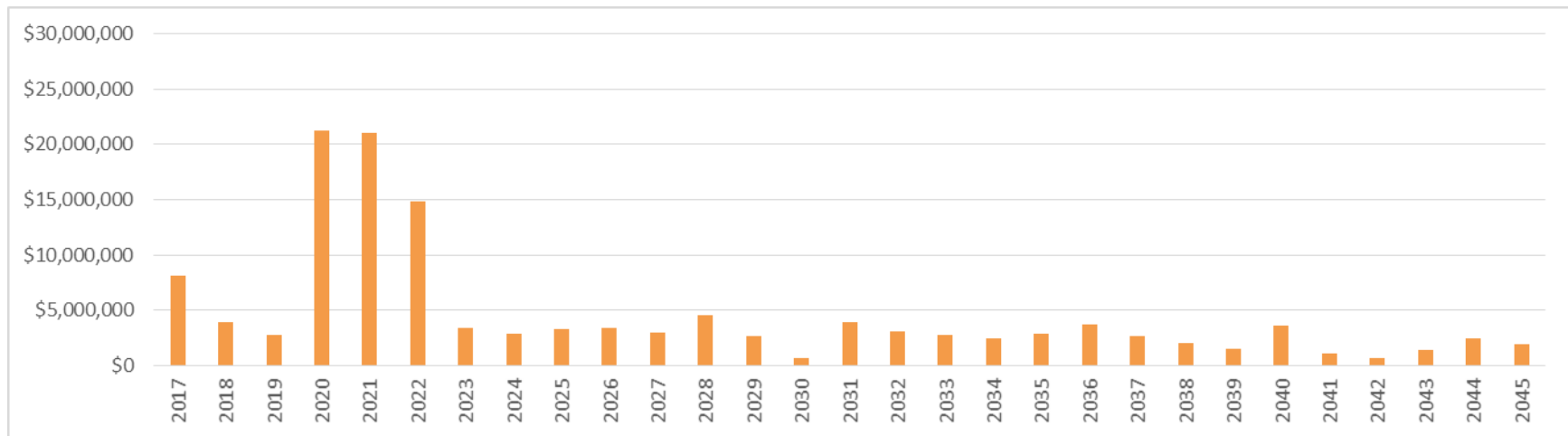
5.5.2 Debt service

As for debt service, the LOBs assume a reserve equal to 10 percent of the initial amount borrowed. The TIFIA loan assumes a reserve that is the lowest of: a) 10 percent of initial amount borrowed, b) the maximum annual debt service, or c) 125 percent of the average annual payments.

5.6 Cash Flow Summary

Figure 10: Cash Balances (YOE) shows the projected cash balance of the 2017 Plan from fiscal year 2017 through fiscal year 2045. The cash balance in the first year reflects the amount of local transit tax revenues that have been reserved during the Project Development phase of the D-O LRT Project. This balance will be used to cash fund engineering activities in fiscal years 2018 and 2019. At the end of 2019, the

Figure 10: Cash Balances (YOE)



2017 Plan anticipates the first disbursement of state funds for the project, followed by a federal Full Funding Grant Agreement in fiscal year 2020. Once the Full Funding Grant Agreement is executed, the disbursement of federal funds will begin at the rate of \$100 million YOE per year (18 percent of which is reflected in the Orange cash flow). As project construction expenditures begin to outpace the federal disbursement schedule, financing will be needed to address the timing differences. Project construction will be complete in fiscal year 2028, and operations and maintenance for the project will begin in fiscal year 2029. From that point on, the primary expenses in the cash flow will be operating and maintaining the transit system in a state of good repair as well as funding debt service. Local transit tax revenues are projected to be sufficient to fund these expenses, but the capacity for expansion is limited in the long term. From fiscal years 2017 through 2045, the minimum projected cash balance after funding debt service, operations, maintenance and reserves is \$670,000 YOE in fiscal year 2042.

Figure 10: Cash Balances (YOE) shows the projected cash balance of the draft 2017 Plan from fiscal year 2017 through fiscal year 2045. The variation in long-term cash balances is due to the funding of capital asset replacement costs for the D-O LRT Project.

Year-by-year information about projected revenues and expenditures is provided in Appendix A.

5.7 Key Financial Issues

As described above, this is a fiscally constrained plan using reasonably conservative assumptions. The key financial assumptions are regularly evaluated in order to assess the extent to which the plan is susceptible to these assumptions not being fully met due to external risk factors. The key identified risk factors are:

- Federal funding
- State funding
- Local sales tax forecast
- Project cost overruns

Though the current assumptions are reasonably conservative, there are risks that not all the forecasted revenues will be fully realized, or project costs may exceed estimates. Each of these could occur at different times in the course of implementing the Plan, resulting in different mitigation strategies available to address the risks.

In addition to plan level analysis, it is also good practice to assess key risks for specific projects. For example, at this stage of project development for the D-O LRT Project, some mitigation strategies are already included, such as the a 30% cost contingency in the D-O LRT Project cost and the assumption of conservative long-term lending rates.

Our other available mitigation strategies that have been identified include:

- Design changes to reduce project cost

- Savings from property donations
- Cost transfer to project partners
- New revenue commitments

Each of these risk areas and mitigation strategies for the D-O LRT Project are described in more detail in Appendix B: Durham-Orange LRT Financial Risks and Mitigation Strategies.

Orange County, Durham County, and GoTriangle are also negotiating updates to the Cost-Share Agreement for the D-O LRT Project. The draft agreement will set forth quarterly reporting requirements from GoTriangle to the two counties regarding the progress of the project, including any significant cost overruns or unmitigated funding shortfalls. If significant cost overruns or unmitigated funding shortfalls are encountered or anticipated, the parties agree to meet within 15 business days to decide upon a course of action for the D-O LRT Project.

6. Implementation Activities

Once the 2017 Plan is approved by the Orange County Board of County Commissioners, DCHC MPO Policy Board, and GoTriangle Board of Trustees, there will be several ongoing processes to implement the Plan. These include the development and updating of multi-year capital and operating programs, a Durham-Orange Light Rail Cost-Sharing Agreement, project-specific agreements, and annual budgets.

A 2012 Interlocal Implementation Agreement among Orange County, DCHC MPO, and GoTriangle established a Staff Working Group with representatives from Orange County, the DCHC MPO, and GoTriangle to oversee the plan implementation and to make recommendations to the Managers or governing bodies when changes are needed. This group will continue to meet regularly for this purpose. Continuing with current practice and per the Implementation Agreement, staff from all municipalities and transit providers within the County will be invited to participate in this effort.

6.1 Multi-Year Capital and Operating Programs

A multi-year Capital Improvement Program (CIP) identifies by-year projected capital projects, project sponsors responsible for undertaking these projects, the financial costs and anticipated sources of funding for those projects, and identifies any projected operating costs associated with those projects. A multi-year Operating Program describes activities such as development of local bus, express bus, Bus Rapid Transit, and

light rail services to be funded by the Tax District. It will describe service changes planned for the upcoming year and preliminary service proposals and financial projection for the subsequent years. The document will also describe administrative, planning, marketing, or other functions that are not directly accounted for in specific infrastructure project delivery or allocated to service delivery, but are essential to the implementation of the Plan.

6.2 Light Rail Cost-Sharing Agreement

In conjunction with the development of this Plan, elected representatives from Durham and Orange counties are meeting with GoTriangle to negotiate a Cost-Sharing Agreement specific to the D-O LRT Project. This agreement will commit the use of a portion of the Tax District Revenues contributed by Durham and Orange counties to fund the local share of project costs. The agreement also will establish the shares of those costs attributable to each of the counties that will be borne by these Tax District Revenue. The cost shares will be applied to the planning, financing, construction, maintenance, and operating costs of the D-O LRT Project.

The draft agreement also sets forth regular quarterly reporting requirements from GoTriangle to the two counties regarding the progress of the project, including any significant cost overruns or unmitigated funding shortfalls. If significant cost overruns or unmitigated funding shortfalls are encountered or anticipated, the parties agree to meet within 15 business days to decide upon a course of action for the D-O LRT Project.

6.3 Project-Specific Agreements

The Staff Working Group will develop a format for project-specific agreements for all bus facility projects, vehicle purchases, and major capital projects. These agreements will include expectations on funding, responsibilities, schedule, and performance. The project agreements will also require adherence to minimum state or federal standards (e.g., Americans with Disabilities Act).

The Staff Working Group will also develop a format for project-specific agreements for operating projects. These agreements shall state details of the services to be provided and expectations on funding, responsibilities, schedule, and performance.

Agreements will be established between the project or service sponsor and GoTriangle.

6.4 Annual Budgets

GoTriangle's Triangle Transit Tax District annual fiscal year (July 1 through June 30) budget, includes the allocation of financial resources for specified projects and services to be undertaken by specified project sponsors. The budget is adopted by the GoTriangle Board of Trustees by June 30 of each year.

6.5 Updating the Plan

The Staff Working Group will review changes to cost and revenue assumptions and project and service priorities each year and decide whether any changes warrant an update to the

Plan. At a minimum, the Plan will be updated every four years, in advance of the DCHC MPO update of the long-range transportation plan, called a Metropolitan Transportation Plan.



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number: 17-092

Agenda Date: 4/4/2017

File Type: Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Consideration of Transportation Projects for the P5.0 Prioritization Process and STBGP-DA Funding

PURPOSE: The purpose of this agenda item is for the Board of Aldermen to consider projects for submittal to the P5.0 Prioritization Process and for approximately \$277,386 of Surface Transportation Block Grant Program-Direct Attributable Funds (STBGP-DA)

DEPARTMENT: Planning

CONTACT INFORMATION: Christina Moon - 919-918-7325; Patricia McGuire - 919-918-7327

INFORMATION: The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) sends out calls for transportation projects in accordance with the schedule for the funding source. Member jurisdictions are currently being asked to submit projects for the development of the next State Transportation Improvement Program (STIP), and for the use of Surface Transportation Block Grant Program-Direct Attributable Funds (STBGP-DA), formerly known as Surface Transportation Program-Direct Attributable Funds or STP-DA.

Prioritization Process 5.0

Projects are selected for the STIP through a prioritization process administered by the Strategic Planning Office of Transportation (SPOT) and referenced by a sequential number (such as 3.0, 4.0, 5.0, etc.). The draft FY 2018-2027 STIP developed from the P4.0 process was released in December 2016. Projects were grouped into three categories: committed, carryover, and holding tank. Only the committed projects are programmed. Carryover projects are automatically resubmitted for P5.0; holding tank projects must be resubmitted to be considered.

A more detailed discussion of the prioritization process and information relating to proposed projects is provided in a staff memo (Attachment C). Staff recommends resubmitting the three bike-ped projects that were placed in the holding tank along with the two new projects: the intersection improvement at West Main Street and James Street, and the superstreet project for the segment of NC 54 between West Main Street and Old Fayetteville Road. Staff will continue to work with NCDOT to determine the scope for these projects and to explore options for combining the projects for enhanced results.

Key Dates for P5.0

April 17, 2017 - Local jurisdiction staff submits new projects to MPO staff for consideration **June 14, 2017** -

Agenda Date: 4/4/2017

File Type:Agendas

In Control: Board of Aldermen

Version: 1

MPO Board reviews and approves new projects to be submitted for P5.0

July-September 2017 - MPO staff submit new P5.0 projects to NCDOT

February 2018 - MPO Board releases draft Local Input Point Assignment Methodology for public comment ·

March 2018 - MPO Board holds public hearing and approves Local Input Point Assignment Methodology

March 2018 - Results of NCDOT P5.0 scoring process for Statewide, Regional, and Division projects are released

June 2018 - MPO Board approves assignment of local points to Regional Impact projects · **October 2018** -

MPO Board approves assignment of local points to Division Needs projects · **January 2019** - NCDOT releases draft FY2020-29 STIP

STBGP-DA funds for FY2017-2018

The DCHC-MPO has also sent out a call for projects for STBGP-DA funds. Carrboro has an allocation of \$277,386 federal funds for which a 20-percent local match of \$69,346.50 is required. Staff recommends allocating this funding, totally \$346,732.50, to the South Greensboro Street sidewalk project.

FISCAL & STAFF IMPACT: Future fiscal impacts are dependent on the selection of projects during the P5.0 process. If all three of the bike-ped projects in the holding tank are selected for funding the total project costs, including design and construction, would be \$6,879,014, and the local match would be \$1,375,802. The local match for the STBGP-DA funds is \$69,346.50. Staff time would also be needed for project management. All projects selected for funding would come before the Board for final approval and appropriate of the required matching funds prior to contract execution and design.

RECOMMENDATION: Staff recommends that Board review the transportation projects described and identify projects for consideration for Prioritization 5.0 (Attachment A) and for the use of STBGP-DA funds (Attachment B).

A RESOLUTION FOR THE CONSIDERATION OF TRANSPORTATION
PROJECTS DURING THE P5.0 PRIORITIZATION PROCESS

WHEREAS, the 2020-2029 Statewide Transportation Improvement Program (STIP) process, which provides an opportunity for local governments to submit transportation project priorities to the North Carolina Department of Transportation (NCDOT) has begun; and

WHEREAS, the DCHC-MPO has requested that local governments identify new and unfunded transportation projects for P5.0 prioritization; and

WHEREAS, the Town submitted one highway intersection improvement project, at NC 54 and Old Fayetteville Road during the P4.0 process, which was placed in the “carryover” category, and therefore automatically resubmitted for P5.0; and

WHEREAS, the Town submitted three bike-ped projects for P4.0: a sidepath along NC 54 from James Street to Anderson Park, bike lanes along Seawell School Road from Estes Drive to Homestead Road and bike lanes along Old NC 86-Hillsborough Road from Homestead Road to Farm House Road, which were placed in the “holding tank” category and therefore not funded; and

WHEREAS, the Town has identified two new projects for P5.0: a highway project to upgrade NC 54 from West Main Street to Old Fayetteville to a superstreet, and a bike-ped project to install intersection improvements where James Street intersects with West Main Street.

NOW, THEREFORE, BE IT RESOLVED by the Carrboro Board of Aldermen that the Board directs staff to allow the carryover project to be automatically resubmitted for consideration, to resubmit the three holding tank projects, and to submit the two new projects described above, under the P5.0 prioritization process.

BE IT FURTHER RESOLVED:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____

This the 4th day of April 2017.

A RESOLUTION TO IDENTIFY PROJECTS FOR SUBMITTAL FOR CARRBORO'S
ALLOCATION OF SURFACE TRANSPORTATION BLOCK GRANT PROGRAM DIRECT
ATTRIBUTABLE FUNDS TO THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION

WHEREAS, the 2015 adoption of the Fixing America's Surface Transportation (FAST) Act, revamped the former Surface Transportation Program-Direct Apportionment (STP-DA) program into a block grant program; and

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) receives Surface Transportation Block Grant Program Direct Attributable (STBGP-DA) funds for direct distribution; and

WHEREAS, STP-DA funding has been a significant source of funding for the Town of Carrboro's transportation priorities in the past; and,

WHEREAS, the Town of Carrboro's allocation of STBGP-DA funds is \$277,386, subject to a 20-percent local match of \$69,346.50 for a total of \$346,732.

NOW THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Board:

1. Approves a request that the MPO allocates \$346,732 of STBGP-DA funding to the Town of Carrboro for the construction of a sidewalk on South Greensboro Street.
2. Directs Town staff to communicate this resolution to DCHC-MPO as appropriate.

This is the 4th day of April in the year 2017.



TOWN OF CARRBORO

NORTH CAROLINA

MEMORANDUM

DELIVERED VIA: HAND MAIL FAX EMAIL

DATE: March 31, 2017

TO: David Andrews, Town Manager
Mayor and Board of Aldermen

FROM: Tina Moon, Planning Administrator/Transportation Planner

RE: SPOT 5.0 Transportation Project Prioritization

At the September 1, 2015 Board of Aldermen meeting, the Board was asked to consider projects for the Strategic Transportation Prioritization (SPOT) Process 4.0. The fourth iteration of the quantitative process for distributing transportation funds, P4.0 identified projects for funding in the FY2018-2027 STIP. P5.0 is now underway for the FY2020-2029 STIP. The North Carolina Department of Transportation (NCDOT) uses the data-driven process to allocate funding to transportation projects throughout the state. Each MPO may submit projects for six funding categories—highway, transit, bike and pedestrian, rail, aviation, and ferry. The DCHC-MPO will only submit highway, transit, bike and pedestrian, and rail projects; the other modes are not present within its boundaries. Each member jurisdiction is allowed to submit new projects in each mode to the MPO for preliminary ranking. Top projects are submitted to NCDOT for the formal scoring process.

The draft FY 2018-2027 STIP was released in December 2016 and is scheduled for approval in June 2017. Projects submitted for P4.0 were grouped into three categories: committed, carryover, and holding tank. Committed projects were selected to receive funding during the first five years of the funding period (2018-2022). Carryover projects, or developmental projects, were programmed to receive funding in 2023 or later, the second five years of the ten-year STIP period. As their name suggests, these projects automatically carry over from P4.0 to prioritization during P5.0. Projects placed in the holding tank were not selected for funding and must be resubmitted to be eligible for consideration in future cycles. Jurisdictions may remove a project from the carryover category and receive a new submittal as long as there is agreement between the Division and the MPO, a practice referred to as “one-in/one-out.”

SPOT Process Overview

All projects are submitted into one of three categories: Statewide Mobility, Regional Impact, or Division Needs. Statewide Mobility projects are those of statewide importance—generally

interstates or large rail projects—and they receive 40% of the total state transportation funding. Regional Impact projects are those that are important to the region—smaller highways or transit projects—and they receive 30% of the state funding. Division Needs projects are those that serve localities primarily—local roads and bike and pedestrian projects—and also they receive 30% of the state funding. Statewide Mobility projects can also be analyzed separately in the Regional Impact and Division Needs categories and can be funded under those categories if they are not funded in the Statewide Mobility category. Regional Impact projects can also cascade down to the Division Needs category.

Highway

Statewide Mobility	Regional Impact	Division Needs
Benefit/Cost = 20%	Benefit/Cost = 20%	Benefit/Cost = 20%
Congestion = 30%	Congestion = 20%	Congestion = 15%
Econ. Competitiveness = 10%	Safety = 10%	Safety = 10%
Safety = 15%	Accessibility/Connectivity = 10%	Freight [+Military] = 5%
Multimodal [+Military] = 15%	Freight [+Military] = 10%	Accessibility/Connectivity = 5%
Freight [+Military] = 15%	-	-
Total = 100%	Total = 70%	Total 50%

Bike and Pedestrian

Statewide Mobility	Regional Impact	Division Needs
-	-	Cost Effectiveness = 5%
-	-	Connectivity = 10%
-	-	Safety = 15%
-	-	Access = 10%
-	-	Demand = 10%
-	-	Total 50%

Depending on the funding category and the geographic scope of the project, the data-driven score will comprise a percentage of the total score (i.e. 50%, 70%, 100%). The MPO and the Division Office strategically assign local input points to projects to comprise the remaining percentage of the final score. Final scores are then ranked statewide for funding.

Carrboro Proposed Projects

Staff submitted eleven projects to the DCHC-MPO subcommittee for consideration during the SPOT P4.0 process. Of those, seven were submitted to NCDOT for formal scoring: one highway project and six bike-ped projects. Three of the bike-ped projects were identified for funding (committed): a joint project with Chapel Hill for bike-ped improvements along Estes Drive, a section of sidewalk along Jones Ferry Road and a sidewalk along the one side of Barnes Street. The highway project, a proposed intersection improvement project at NC 54 and Old Fayetteville Road was identified as a possible “sibling” project to other intersection improvements along the NC 54 corridor and as such was considered a carryover project. The remaining three projects, a sidepath along NC 54 from James Street to Anderson Park, bike-ped improvements on NC Old 86

from Farm House Road to Homestead Road and bike-ped improvements along Seawell School Road were placed in the holding tank and must be resubmitted for consideration in P5.0.

Staff has identified two new projects for P5.0 consideration as well: intersection improvements at the junction of West Main Street and James Street with a focus on bike-ped enhancements, and a highway project to enlarge a section of NC 54 from West Main to Old Fayetteville to a superstreet cross section, also known as a synchronized street. The carryover, holding tank and new projects are shown on the table below grouped by their status in the P5.0 process. The total cost of construction, derived from a NCDOT cost estimator tool, is provided for the bike and pedestrian projects.

Carryover Projects					
Mode	Route	From / To	Description	Total Cost	Local Match
Highway	Hwy 54	Old Fayetteville	Intersection improvements		
Holding Tank Projects					
Mode	Route	From / To	Description	Total Cost	Local Match
Bike/Ped	Hwy 54	James / Anderson Park	Construct sidepath along north NC 54 side	\$1,015,140	\$203,028
Bike/Ped	Seawell School Rd.	Estes / Homestead	Construct bike lanes and sidewalks	\$4,626,231	\$925,246
Bike/Ped	Old NC 86	Farmhouse / Homestead	Construct bike lanes, and sidewalk along the east side	\$1,237,643	\$247,528
Proposed New Projects					
Mode	Route	From / To	Description	Total Cost	Local Match
Highway	Hwy 54	West Main St/Old Fayetteville	Improve to Superstreet		
Bike/Ped	West Main St	James Street	Intersection Improvement		

Costs relating to the intersection improvements are more difficult to estimate. Based on NCDOT's previous placeholder estimates, intersection improvements are priced at approximately \$775,000. Staff is working with NCDOT representatives to determine if the NC 54/Old Fayetteville intersection improvement, which would likely cost significantly more than

\$775,000 will be considered as a “sibling” or related to the other intersection improvement projects identified for NC 54, as an alternative to widening, and as such could be funded and managed by NCDOT. It is possible that the two new projects could likewise be included as part of a single project extending from West Main and James Street to Old Fayetteville Road. Costs for bike-ped improvements, such as the sidepath would be subject to the local 20-percent match. Staff will continue to explore these options with NCDOT.

Staff is also reaching out to the Town of Chapel Hill to consider bike-ped improvements on Eubanks Road and Homestead Road. Carrboro staff included Eubanks Road in its list of projects for P4.0 to the MPO subcommittee. It was not submitted to NCDOT for formal ranking, and therefore staff is not recommending it for resubmittal during this cycle. (The estimated costs for bike lanes and sidewalks along Eubanks Road from NC Old 86 to Millhouse Road was \$6,394,661 total cost and \$1,278,932 local match.) Chapel Hill submitted Homestead Road as a project; it was submitted to NCDOT for scoring but was placed in the holding tank.

SPOT 4.0 Carryover Projects

TIP#	Mode	Project Category	Funded Status	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Cost To NCDOT	County(ies)	Type of Carryover	Programmed Amount (2018-2027)	Draft Right-of-Way Date	Draft Construction Date
I-5702A	Highway	Statewide Mobility	Statewide Mobility	I-40	NC 147	US 15/501	Construct 1 Managed Lane Per Direction.	\$ 310,210,000	Durham	Programmed After FY2022	\$ 162,106,000	FY 2026	FY 2026
U-5937	Highway	Statewide Mobility	Statewide Mobility	NC 147	Duke Street (Exit 12C)	Briggs Avenue (Exit 10)	Operational improvements from Duke Street to Briggs Avenue	\$ 58,088,000	Durham	Programmed After FY2022	\$ 42,422,000	FY 2024	FY 2026
U-5304E	Highway	Statewide Mobility	Statewide Mobility	US 15 , US 501	Manning Drive		Construct Interchange	\$ 15,700,000	Orange	Programmed After FY2022	\$ 15,700,000	FY 2024	FY 2026
U-5304F	Highway	Statewide Mobility	Statewide Mobility	US 15 , US 501	SR 1742 (Ephesus Church Road)	I-40	Construct capacity improvements and add sidewalks, wide-outside lanes, and transit accommodations.	\$ 19,353,000	Orange, Durham	Programmed After FY2022	\$ 19,353,000	FY 2024	FY 2026
U-5774C	Highway	Regional Impact	Regional Impact	NC 54	SR 1110 (Barbee Chapel Road)	I-40	Widen Roadway to 6 Lanes with Bicycle, Pedestrian, and Transit Facilities (Adjacent Multiuse Path)	\$ 26,700,000	Durham	Programmed After FY2022	\$ 20,775,000	FY 2023	FY 2025
U-5774H	Highway	Regional Impact	Regional Impact	NC 54	NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	\$ 21,600,000	Durham	Programmed After FY2022	\$ 18,300,000	FY 2023	FY 2025
P-5716	Rail	Statewide Mobility	Regional Impact	NS H line			Grade separation at Ellis Road - north end crossing (735236Y) in Durham.	\$ 4,515,000	Durham	Programmed After FY2022	\$ 4,515,000	FY 2023	FY 2026
P-5706	Rail	Statewide Mobility	Regional Impact	NS H line			Construct extension of East Durham Siding. Includes a combination of grade separations and closure at three	\$ 49,280,000	Durham	Programmed After FY2022	\$ 37,850,000	FY 2023	FY 2026
U-5304B	Highway	Statewide Mobility	Regional Impact	US 15 , US 501	US 15-501 / NC 86 interchange	US 15-501 / NC 54 interchange (Raleigh Road)	Construct capacity improvements and add sidewalks, wide-outside lanes, and transit accommodations.	\$ 28,714,000	Orange	Programmed After FY2022	\$ 28,714,000	FY 2024	FY 2026
U-5304D	Highway	Statewide Mobility	Regional Impact	US 15 , US 501	US 15-501 / NC 54 interchange (Raleigh)	SR 1742 (Ephesus Church Road)	Construct capacity improvements and add sidewalks, wide-outside lanes, and	\$ 32,499,000	Orange	Programmed After FY2022	\$ 32,499,000	FY 2024	FY 2026
U-5774B	Highway	Regional Impact	Regional Impact	NC 54 (Raleigh Road)	US 15-501	SR 1110 (Barbee Chapel Road)	Upgrade Roadway to Superstreet with bike/ped accommodations and construct interchange at Barbee Chapel Road	\$ 41,900,000	Orange, Durham	Programmed After FY2022	\$ 41,900,000	FY 2023	FY 2025
EB-5837	BikePed	Division Needs	Division Needs	Third Fork Creek Trail	Southern Boundaries Park	American Tobacco Trail	Construct shared use path from Southern Boundaries Park to Cornwallis Rd.	\$ 2,573,918	Durham	Programmed After FY2022	\$ 2,573,918	FY 2023	FY 2024
U-5720C	Highway	Statewide Mobility	Did Not Score High Enough to Receive Funding	US 70	SR 1959 (South Miami Blvd) / SR 1811 (Sherron Road)	Page Road Extension / New Leesville Road	Upgrade Roadway to Freeway.	\$ 151,200,000	Durham	Sibling			
U-5774F	Highway	Statewide Mobility	Did Not Score High Enough to Receive Funding	I-40	NC 54/Farrington Road/Falconbridge Road		Improve Interchange at I-40 and NC 54, construct grade separation and slip ramp at Farrington Road, construct interchange at Falconbridge Road, and provide a connector between Farrington and Falconbridge Roads	\$ 94,100,000	Durham	Sibling			
U-5774G	Highway	Regional Impact	Did Not Score High Enough to Receive Funding	NC 54	I-40	NC 751	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	\$ 32,000,000	Durham	Sibling			

U-5774I	Highway	Regional Impact	Did Not Score High Enough to Receive Funding	NC 54	SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	\$ 33,600,000	Durham	Sibiling			
U-5774J	Highway	Regional Impact	Did Not Score High Enough to Receive Funding	NC 54	SR 1106 (Barbee Road)	NC 55	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	\$ 30,600,000	Durham	Sibiling			
I-3306AA	Highway	Statewide Mobility	Did Not Score High Enough to Receive Funding	I-40	I-85	NC 86	Add Additional Lanes.	\$ 97,300,000	Orange	Sibiling			
I-3306AB	Highway	Statewide Mobility	Did Not Score High Enough to Receive Funding	I-40	NC 86	US 15/501	Add Additional Lanes.	\$ 47,400,000	Orange	Sibiling			
U-5845	Highway	Division Needs	Did Not Score High Enough to Receive Funding	SR 1009 (South Churton Street)	I-40	Eno River	I-40 to Eno River. Widen to Multi-Lanes with Landscaped Median, Bicycle Lanes, and Sidewalks, Widen Bridge No. 240 Over Southern Railroad, and reconstruct I-85 interchange.	\$ 49,751,000	Orange	Sibiling			
	Highway	Regional Impact	Did Not Score High Enough to Receive Funding	NC 54	SR 1006 (Orange Grove Rd)	SR 1937/1107 (Old Fayetteville Rd)	Widen to a four-lane boulevard	\$ 70,455,000	Orange	Sibiling			
	Highway	Regional Impact	Did Not Score High Enough to Receive Funding	NC 54	Neville Road		Improve intersection	\$ 937,000	Orange	Sibiling			
	Highway	Regional Impact	Did Not Score High Enough to Receive Funding	NC 54	SR 1937/SR 1107 Old Fayetteville Road		Improve intersection	\$ 1,216,000	Orange	Sibiling			
U-5774A	Highway	Statewide Mobility	Did Not Score High Enough to Receive Funding	NC 54 (Raleigh Road)	US 15-501		Improve Interchange	\$ 14,300,000	Orange	Sibiling			
U-5304A	Highway	Statewide Mobility	Did Not Score High Enough to Receive Funding	US 15 , US 501	NC 54, NC 86 (South Columbia St)		Improve interchange	\$ 35,000,000	Orange	Sibiling			
U-5720D	Highway	Statewide Mobility	Did Not Score High Enough to Receive Funding	US 70	Page Road Extension / New Leesville Road in Durham County	Alexander Drive in Wake County	Upgrade Roadway to Freeway	\$ 81,800,000	Wake, Durham	Sibiling			

SPOT 4.0 Holding Tank Projects

Mode	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Cost To NCDOT	County(ies)
Highway	Statewide Mobility	US 15 , US 501	I-40	US 15/501 Business	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade to Expressway	\$ 195,300,000	Durham
Highway	Statewide Mobility	US 15 , US 501	I-40, Mt. Moriah Rd, and SW Durham Dr		Improve Interchange Area including Mount Moriah Road and SW Durham Drive	\$ 195,300,000	Durham
Highway	Statewide Mobility	I-85 , US 15	E Club Blvd		Improve interchange. modernization of this interchange. The big concern is the pre-1970's design speed for the on- and off-ramps and merging. Not so much a congestion issue, but a safety issue.	\$ 20,700,000	Durham
Highway	Statewide Mobility	I-40	NC 147 (Durham Freeway)		Improve existing NC 147 Durham Freeway SE on-ramp to I-40 toward Raleigh. Ramp improvement only.	\$ 17,000,000	Durham
Highway	Statewide Mobility	NC 147	I-40	East End Connector	Add northbound and southbound auxiliary lanes: NB from either Cornwallis or TW Alexander to the EEC, and SB from the EEC to either Cornwallis or I-40. Request Congestion Management to determine the best configuration.	\$ 30,000,000	Durham
Rail	Statewide Mobility	NS H line			Grade separations at Blackwell St crossing (735229N) and Mangum St crossing (735231P) in Durham	\$ 95,000,000	Durham
Rail	Statewide Mobility	NS H line			Construct grade separation at Neal Rd. Cost information does not exist at this time and a placeholder value of \$1 was used in the cost estimating screen	\$ 5,300,000	Durham
Rail	Statewide Mobility	NS H line			Construct double track from Cary Station (control point Fetner) to SR751 at Duke Forest (cp Funston). Segment 1: West of the rail yard - Funston to East Durham yard. Cost information does not exist at this time and a placeholder value of \$1 was used in the cost estimating screen	\$ 49,000,000	Durham
Rail	Statewide Mobility	NS H line			Construct double track from Cary Station (control point Fetner) to SR 751 at Duke Forest (cp Funston). Segment 2: East Durham Yard to Nelson. Cost information does not exist at this time and a placeholder value of \$1 was used in the cost estimating screen	\$ 52,000,000	Durham
Rail	Statewide Mobility	NS H line			Construct improved at grade crossings at Blackwell St crossing (735229N) and Mangum St crossing (735231P) in Durham. Cost information does not exist at this time and a placeholder value of \$1 was used in the cost estimating screen	\$ 630,000	Durham

Highway	Statewide Mobility	I-85	NC 86		Construct new interchange to accommodate increased increased traffic & Diamond with 2-lane and 4-lane widened NC 86 on bridge with turn lanes.	\$ 16,488,000	Orange
Highway	Statewide Mobility	I-85	West of Mt. Herman Church Road grade separation	west of Durham County Line	Widen one lane in each direction	\$ 53,460,000	Orange
Highway	Statewide Mobility	I-85	I-85/40 split	east of the NC 86 interchange	Widen to one lane in each direction and improve interchanges	\$ 107,042,000	Orange
Rail	Statewide Mobility	NS H			Improve current Dimmocks Mill Rd (#735154S) grade separation and close Bellvue St (#735152D). Cost information does not exist at this time and a placeholder value of \$1 was used in the cost estimating screen	\$ 11,600,000	Orange
Highway	Statewide Mobility	I-40	NC 147	Wade Avenue	Construct Managed Lanes.	\$ 724,910,000	Wake, Durham
Highway	Statewide Mobility	I-40	Aviation Parkway	I-540	Construct Auxiliary on I-40 Westbound between Aviation Parkway and Airport Blvd, and Airport Blvd and I-540; and I-40 Eastbound between Airport Blvd and Aviation Parkway	\$ 16,520,000	Wake, Durham
Highway	Statewide Mobility	I-540	I-40	I-495 (Knightdale Bypass)	Construct managed shoulders in both directions along I-540. Managed lanes are expected to be in operation for approx 3 hours during morning and evening peak periods (6 hours total).	\$ 97,250,000	Wake, Durham
Highway	Regional Impact	NC 751	US 64	O'Kelly Chapel Road	Widen to 4 Lanes with Bicycle Lanes on Existing Location.	\$ 91,750,000	Chatham
Highway	Regional Impact	NC 751 (Hope Valley Road)	NC 54	Southpoint Auto Park Blvd	Widen Roadway to Four Lanes with a Median with Bicycle, Pedestrian and Transit Facilities As Appropriate.	\$ 16,500,000	Durham
Highway	Regional Impact	US 501 (Roxboro Road)	US 501 Bypass (Duke Street)	SR 1640 (Goodwin Road)	Widen to Six Lanes	\$ 49,083,000	Durham
Highway	Regional Impact	NC 751	South Roxboro Rd	Woodcroft Parkway	NC 751 (S. Roxboro Rd to NC 54) Widen to 4 lane, bike lane and sidewalks. This project includes the realignment of the NC 751 & South Roxboro Road intersection. The realignment can't be entered using the SPOT Online tool.	\$ 5,189,000	Durham
Rail	Regional Impact	New Durham/Garner Commuter Rail line			The Proposed 37 mile alignment extends from West Durham to Greenfield Parkway in Garner via Durham, the Research Triangle Park, Morrisville, Cary, Raleigh, and Garner (12 stations total with downtown connections). The operations plan assumes the use of existing freight tracks where possible. In some instances, a second track will be constructed to enhance the capacity of the corridor to allow for continued increases in demand for both passenger and freight traffic in the corridor.	\$ 345,000,000	Durham

Rail	Regional Impact	NS H			Triple track bridge over I-40 (freight) Cost information does not exist at this time and a placeholder value of \$1 was used in the cost estimating screen	\$ 20,000,000	Durham
Transit	Regional Impact	GoTriangle Holloway Street Transit Corridor Improvements			Holloway Street Transit Corridor, Transit Corridor improvements (access and stop improvements. GoDurham 3, 16, 16A, 16B	\$ 106,000	Durham
Transit	Regional Impact	GoTriangle Rougemont Park & Ride			Construct Rougemont Park and Ride	\$ 110,000	Durham
Transit	Regional Impact	Regional Transit Center			An improved location to increase the efficiency of the overall regional system. The project includes 10 bus bays and 150 parking spaces in a structured facility.	\$ 1,040,000	Durham
Highway	Regional Impact	NC 86	US 70 Bypass	North of NC 57	Widen Roadway to Four Lanes with a Median and Improve intersections at US 70 Bypass and NC 57 .	\$ 34,600,000	Orange
Highway	Regional Impact	US 70	US 70 Connector/ I-85		Reconstruct Interchange to allow for full movements (install ramp from eastbound US 70 to Connector and from the Connector to westbound US 70). The improvement to the I-85/US 70 Connector, US 70 interchange area will alleviate the truck and automobile traffic that currently use SR-1004/Efland-Cedar Grove Road, Forest Ave, Mt. Willing Road to travel to I-40/I-85. Once traffic heads eastward past the Forest Ave intersection, there isn't an easy or direct way to get from US 70 south to I-40/I-85.	\$ 22,740,000	Orange
Transit	Regional Impact	GoTriangle Hillsborough Park & Ride ODX, 420			Purchase and Construction of a 100 space park and ride lot in Hillsborough for Routes ODX, 420.	\$ 120,000	Orange
Transit	Regional Impact	GoTriangle 17 Bus Stop/Shelter Improvements			Complete or construct 17 Bus Stop Improvements/bus shelters for Routes 400, 405, CRX, 800, 805	\$ 36,000	Orange
BikePed	Division Needs	SR 1008 Farrington Point Road/Farrington Mill Road	Durham County Line	SR-1721 - Lystra Road	Construct Bicycle lanes along SR 1008 Farrington Point Road/Old Farrington Point Road from the Durham County Line to SR 1721 Lystra Road.	\$ 1,806,621	Chatham
BikePed	Division Needs	Pittard Sears	O'Kelly Chapel Rd	trailhead at American Tobacco Trail	Construct sidewalk along western side of Pittard Sears Rd between O'Kelly Chapel Rd and trailhead.	\$ 1,940,657	Chatham

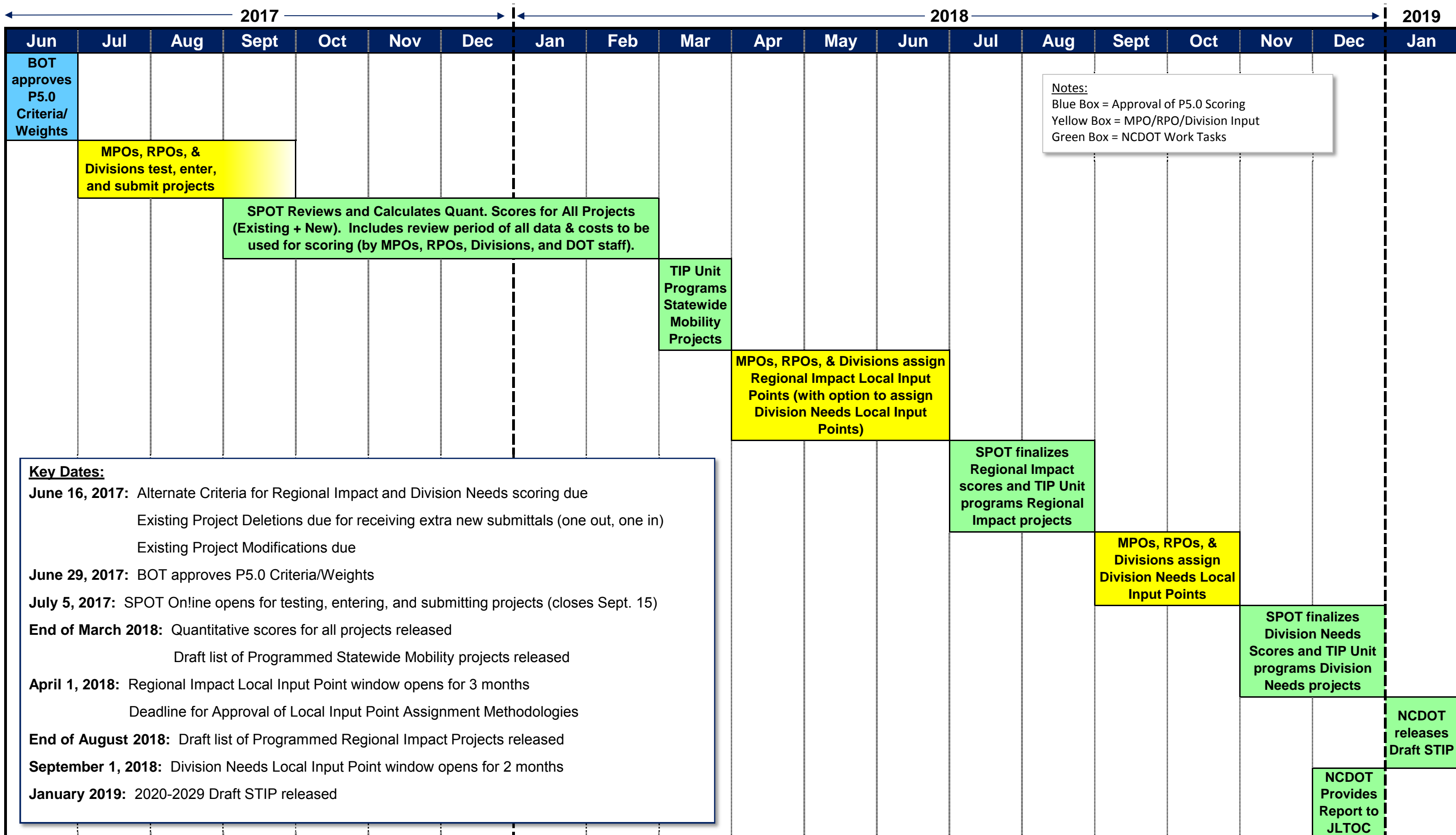
BikePed	Division Needs	American Tobacco Trail	O'Kelly Chapel Road		Construct pedestrian and bicycle crossing (tunnel) improvements at the American Tobacco Trail (multi-use trail) crossing of O'Kelly Chapel Road. The American Tobacco Trail is a 20+ mile railtrail that extends from Durham to RTP, Cary, Morrisville, Apex and New Hill. It is a designated segment of the East Coast Greenway (linking Maine to Florida), and is heavily used by cyclists, pedestrians and equestrians. The ATT crosses a few roadways along it's length, one of which is O'Kelly Chapel Road.	\$ 3,021,816	Chatham
BikePed	Division Needs	O'Kelly Chapel Rd Side St Trail	American Tobacco Trail	Green Level Church Rd (SR 1630)	Construct 10' wide Streetside trail along O'Kelly Chapel Rd between existing trail at Green Level Church Rd and American Tobacco Trail	\$ 2,001,818	Chatham, Wake
BikePed	Division Needs	Horton Road	Hillandale Rd	N Roxboro Rd	Construct bike lanes and sidewalks.Add sidewalk between Guess Rd and Hillandale Rd. Add sidewalk and bike lanes between Guess Rd and Duke St. Add sidewalk between Duke St. and Roxboro Rd.	\$ 7,368,800	Durham
BikePed	Division Needs	Hardee St	NC 98 (Holloway St)	SR 1800 (Cheek Rd)	Construct Sidewalks and Bike Lanes.	\$ 2,080,000	Durham
BikePed	Division Needs	Academy1	Duke University Rd	Cornwallis Rd	Construct bicycle and Pedestrain Facilities	\$ 4,353,028	Durham
BikePed	Division Needs	Club2	Ambridge St	Dearborn Dr	Construct Bicycle and Pedestrian Facilities	\$ 3,496,422	Durham
BikePed	Division Needs	Sandy Creek Trail	Pickett Rd	Cornwallis Rd	Construct a shared use trail	\$ 2,136,732	Durham
BikePed	Division Needs	Pearsontown Trail	Nelson St	Hayti Heritage Center	Construct a shared use trail and sidewalks between Nelson St and Hayti Heritage Center	\$ 1,844,542	Durham
BikePed	Division Needs	Cook Rd	Fayetteville Rd	Martin Luther king Jr Parkway	Fayetteville Rd(near Hillside High School) to MLK Jr Parkway) construct bike lanes and sidewalks on both sides of the road	\$ 7,021,561	Durham
BikePed	Division Needs	Duke Belt Line Trail	Pettigrew St	Avondale Ave	Construct a shared use trail on former rail corridor.	\$ 6,400,000	Durham
Highway	Division Needs	New Route - Northern Durham Parkway	US 70	NC 98/Wake Forest Hwy/Holloway St	Construct Multi-Lane Roadway on New Location	\$ 80,850,000	Durham

Transit	Division Needs	Village Neighborhood Transit Center			Design and Construction of NTC: Village Neighborhood Transit Center. GoDurham 2B, 3, 16, 16A, 16B.	\$ 85,800	Durham
Transit	Division Needs	Fayetteville St Transit Corridor Improvements			Fayetteville St Transit Corridor; Transit Corridor improvements (access and stop improvements, bus shelters) GoDurham5, 5K, 7, 14; GoTriangle 800, 805	\$ 265,000	Durham
BikePed	Division Needs	Pope Road/Ephesus Church Road	Old Durham-Chapel Hill Rd	Fordham Blvd	Construct sidewalks and bicycle lanes. Between Legion Rd and the Durham County line, the project consists mostly of filling in missing sidewalk. Between the County line and Old Durham Rd, the project involves constructing bicycle lanes and filling in missing gaps.	\$ 5,217,729	Durham, Orange
BikePed	Division Needs	NC 54	James Street	Anderson Park	Construct sidepath on the north side of the road to accommodate two-direction bicycle transportation.	\$ 1,174,514	Orange
BikePed	Division Needs	Finley Golf Course Road	US 15-501/NC 54	NC 54	Construct sidepath on one side or bicycle lanes.	\$ 2,305,069	Orange
BikePed	Division Needs	Campus to Campus	Merritt Mill Rd	Carolina North Campus	Construct a multi signed route (on road and trail) providing bicycle and pedestrian safety.	\$ 2,027,977	Orange
BikePed	Division Needs	Old NC 86 - Hillsborough Road	SR 1777 (Homestead Road)	Farm House Road	Construct bicycle lanes on both sides of roadway	\$ 990,326	Orange
BikePed	Division Needs	SR 1843 (Seawell School Road)	SR 1780 (Estes Drive Extension)	SR 1777 (Homestead Road)	Construct bicycle lanes where they do not currently exist on both sides of roadway	\$ 2,579,917	Orange
BikePed	Division Needs	US 15/501 (Fordham Blvd)	Willow Drive	Old Durham Chapel Hill Road	Construct multi-use side paths paralleling US 15/501 (Fordham Blvd), both sides from Willow Drive to Ephesus Church Road and just the east side from Ephesus Church Road to Old Durham Chapel Hill Road. Construct enhanced pedestrian and bicyclist crossing accommodations at intersections and crossing locations.	\$ 2,410,877	Orange
Highway	Division Needs	SR 1777 (Homestead Road)	SR 1009 (Old NC 86 / Hillsborough Road)	NC 86/MLK Blvd	Modernize roadway to improve safety of all users. Safety improvements that include turn lanes at intersections, bicycle, pedestrian, and transit accommodations at appropriate locations, design of roadway and facilities may vary along the corridor.	\$ 24,762,000	Orange
Highway	Division Needs	SR 1114 (Buckhorn Road)	SR 1144 (West Ten Road)	US 70	Widen to Multi-Lanes with Bicycle and Pedestrian Accommodations.	\$ 14,795,000	Orange
Highway	Division Needs	SR 1114 (Buckhorn Rd), SR 1006 (Orange Grove Rd)	SR 1177 (Dairyland Road)	SR 1146 (West Ten Road)	Construct 4-Foot Paved Shoulders	\$ 8,200,000	Orange

Highway	Division Needs	Elliott Rd	US 15/501 (Fordham Blvd)	Ephesus Church Rd	Construct extension of existing roadway (Elliott Rd) on new location between Ephesus Church Rd and US 15/501. The primary benefit of the new segment of road is to alleviate traffic at the intersection of US 15/50 & Ephesus Church Road, as well as congestion on US 15/501 between Ephesus Church and Elliott. The evaluation of the benefit should take into consideration the future traffic reduction and the intersection LOS at US 15/501/Ephesus Church, and the future LOS at the Elliott/US 15/501 inter	\$ 7,600,000	Orange
Highway	Division Needs	SR 1006 (Orange Grove Road)	SR 1148 (Eno Mountain Road)/SR 1192 (Mayo Street)		Construct new section of SR 1184 (Eno Mountain Road) to align with SR 1192 (Mayo Street) and install signal.	\$ 1,650,000	Orange
Transit	Division Needs	Chapel Hill Transit Chapel Hill FY19 F Route CW Route J Route G Route Expansion Vehicles			In addition, this project will add additional peak hour service on buses to the existing CW route (Carrboro, Jones Ferry Park and Ride and Weaver ST) in response to ridership growth, resulting in headway reduction. The project will also include additional peak hour service for 1 year on route F (Colony Woods, Franklin St and McDougale School) in response to ridership growth, resulting in headway reduction. This route currently provides 240,627 rides a year. This project will add additional service	\$ 216,282	Orange
Transit	Division Needs	Chapel Hill FY19 UNC Hosp. Manning Dr. Bus Shelter			Install new block length bus shelter at Manning Drive / UNC Hospital.	\$ 8,000	Orange
Transit	Division Needs	Chapel Hill Transit FY20 MLK CorridorVeh2Expansion			Four additional buses (4) will be introduced along the Martin Luther King Jr. - South Columbia ? 15/501 corridor (T Route, NU Route, A Route, NS Route). Improvements will include headway reduction and amenity improvements along the corridor.	\$ 318,385	Orange
Transit	Division Needs	Chapel Hill Transit FY2017 Route F, Route CW, Route J Vehicle			This project will add additional peak hour service for 1 year on route F (Colony Woods, Franklin St. and McDougale School) in response to ridership growth, resulting in headway reduction .	\$ 167,068	Orange
Transit	Division Needs	Chapel Hill Transit FY17 CL&D RouteVeh2Expansion			Expand CL&D route and service hours. Extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons. This will introduce four (4) revenue vehicles.	\$ 187,716	Orange
Transit	Division Needs	Chapel Hill Transit FY18 54 CorridorVehicle2Expansi			Extend local bus service from Friday Center to serve demand in 54 corridor to I-40 or beyond by adding four (4) revenue vehicles.	\$ 193,183	Orange

Transit	Division Needs	Bus Rapid Transit (BRT) system along Martin Luther King, Jr Blvd and 15/501 South			Chapel Hill Transit North South Corridor BRT Project (formerly Alternatives Analysis) - Bus Rapid Transit along Martin Luther King Jr. Blvd and South Columbia Streets, between Eubanks Park-and-Ride and Southern Village.	\$ 24,200,000	Orange
Highway	Division Needs	SR 1005 (Old Greensboro Road)	SR 1942 (Jones Ferry Rd)	NC 87 in Alamance County	Add 4-Foot Paved Shoulders	\$ 13,467,000	Orange, Alamance

Prioritization 5.0 Schedule





Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number: 17-093

Agenda Date: 4/4/2017

File Type: Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Follow-up Report on Human Services Funding

PURPOSE: The purpose of this item is for the Board to have a follow-up discussion regarding Human Services funding priorities.

DEPARTMENT: Economic and Community Development

CONTACT INFORMATION: Annette Lafferty, AICP Economic and Community Development Director

INFORMATION: In September of 2016, the Board discussed in a work session issues related to human services needs assessment. The discussion centered around two major subjects that included the application process itself and identifying service gaps and funding priorities. This agenda item is a follow-up to that discussion and an opportunity to communicate guidance to the Human Services Advisory Board as they are now in the process of reviewing applications and will make recommendations to the Board in May.

The human service application (aka Outside Agency Funding) is a joint application process between Carrboro, Chapel Hill and Orange County. Several recommendations from the Board of Aldermen were included in the final application including adding a non-discrimination clause, clarifying the role of fiscal sponsors, and streamlining the process by reducing the number of copies required from the applicant. The non-profits have reported a high satisfaction with the application process itself.

The Board also discussed funding priorities and what types of service needs should the Town focus. In the application, under Section 3 Program Information, there is a funding priority matrix (Attachment 1) that is based on a 2014 study from the UNC School of Government of human service needs, and although the study focused on Chapel Hill, many of the same needs and human service providers serve both Towns. Chapel Hill will be contracting with a consultant to update this study for the 2017 - 18 funding cycle and Carrboro staff is discussing collaboration on that study and will return to the Board with future updates on that effort.

One of the questions during the work session is whether or not funding is limited to direct services only. The charge for the Human Services Advisory Board reads as follows;

(a) The principal function of the commission shall be to study all funding applications received by the town

Agenda Date: 4/4/2017

File Type:Agendas

In Control: Board of Aldermen

Version: 1

from non- departmental agencies and to make recommendations to the Board of Aldermen on these funding requests. The Board of Aldermen may establish a specific budget amount and direct that the sum total of all the commission's funding recommendations not exceed this budgeted amount.

(b) The commission shall perform such other duties as may be assigned from time to time by the Board of Aldermen.”

There is no other direction for funding priorities from the Board other than this charge. Attached is a resolution for the Board’s consideration that would provide additional direction to the Human Services Advisory Commission about funding priorities. The resolution provides two possible options if the Board chooses to amend the charge.

FISCAL & STAFF IMPACT: There is no additional fiscal impact due to this discussion.

RECOMMENDATION: Staff recommends the Board provide direction to staff and the Human Services Advisory Board.

FY 2017-2018

Outside Agency Funding Application

HUMAN SERVICES

- ORANGE COUNTY
- TOWN OF CARRBORO
- TOWN OF CHAPEL HILL

Orange County (OC)
200 S. Cameron Street
Hillsborough, NC 27278



Town of Carrboro (CA)
301 W. Main Street
Carrboro, NC 27510



Town of Chapel Hill (CH)
405 Martin Luther King, Jr. Blvd.
Chapel Hill, NC 27514



INFORMATION

Each year, Orange County Government, the Town of Carrboro and the Town of Chapel Hill invite program funding requests from non-profit providers that support the delivery of vital community services.

The application process is very competitive and not all applicants will be awarded funding. Recommendations for funding may be for an award amount less than that requested by the applicant.

Agencies that are currently receiving funds from Orange County, the Town of Carrboro, or the Town of Chapel Hill local governments, and are also applying for new funds, must be in compliance with all terms of their current agreement(s) and must not have any outstanding audit findings, monitoring findings or concerns as determined by the municipality.

Recipients are required to submit written progress reports on their [SMART Measures](#) that include: goals, description of activities/challenges, revisions of timelines/budgets, and other relevant information

Funded projects will be monitored for progress and performance, financial and administrative management, and compliance with the terms of Performance/Development Agreement(s). Monitoring may involve site and/or office visit(s).

Once applications are received, they are reviewed by staff for completeness and eligibility. The applications are presented to a specific application review group, depending on the funding source. The review group will make a recommendation, based on available funding and the priorities identified by the participating jurisdiction. The recommendation is presented to the appropriate Board/Council for consideration and approval. The Board/Council approves/adopts the final allocations.

TIMELINE

November 15	Funding Application Posted on Websites
November 29	Funding Application Workshop Held
October 18-January 23	Agency Prepares Application
January 10 January 31	Q&A Session Held Application Submissions are Due
March - May	Application Review & Agency Presentations
June	Agency Funding Approval by Board/Council
July	Contracts Executed & Programs Begin

SUBMITTAL INFORMATION

Welcome to the Outside Agency Common Funding application for local/general funds, which will be distributed through this competitive application process. **All entities or organizations requesting funds must complete and submit this application prior to the deadline to be considered for FY 2017-2018 funding.**

The Application Submittal Deadline is: **Tuesday, January 31, 2017 5:00 PM**

In the event of inclement weather, check the website for each Town/County you are applying to, for further instructions.

Please note that late, handwritten, or incomplete applications will not be accepted. (Applications not signed by the Chair or President of the Board of Directors, are considered incomplete.)

An application orientation workshop will tentatively be held on **Tuesday, November 29, 2016 at 9 AM to Noon** to review the application and submittal requirements.

SUBMITTAL REQUIREMENTS FOR EACH MUNICIPALITY

Human Services– Town Of Carrboro

Applications are accepted once a year and reviewed by the Town's Human Services Advisory Commission, which makes a recommendation for funding to the Board of Aldermen for final approval.

For more information about the Town of Carrboro Human Services program, see [here](#).

Questions and submittals should be directed to:

Annette Stone,
301 W. Main Street
Carrboro, NC 27510
919-918-7319
astone@townofcarrboro.org

Submission:

- We strongly encourage applications to be single-spaced, with 12-point arial font and normal margins.
- Application: **One (1) original plus Two (2) paper copies of the application must be hand delivered or mailed to Annette Stone, 301 West Main Street, Carrboro, NC 27510; AND**
- One Application and Attachments files must be submitted by email. Any .pdf files must be accompanied by the original file format of .doc, .xls, etc.

Human Services – Town Of Chapel Hill

In 1982, the Town established local funding to support local nonprofit organizations that carry out human service work throughout the community.

Applications are accepted once a year and reviewed by the Town's Human Services Advisory Board, which makes a recommendation for funding to the Town Council for final approval.

For more information about the Town of Chapel Hill Human Services program, see [here](#).

Questions and submittals should be directed to:

Jackie Thompson
405 Martin Luther King Jr. Blvd.
Chapel Hill, NC 27514
919-969-5081
jthompson@townofchapelhill.org

Submission:

- We strongly encourage applications to be single-spaced, with 12-point arial font and normal margins.
- Application: **Two (2) paper copies of the application with ORIGINAL signatures must be hand delivered or mailed to Jackie Thompson, 405 Martin Luther King, Jr. Blvd., Chapel Hill, NC 27514; AND**
- Attachments: The application submittal must be accompanied by a flash drive with **the application and all attachment** files in electronic format. Any .pdf files must be accompanied by the original file format of .doc, .xls, etc.

Human Services– Orange County

For more information about the Orange County Human Services program, see [here](#).

Questions and submittals should be directed to:

Allen Coleman
PO Box 8181
Hillsborough, NC 27278
(919) 245-2151
acoleman@orangecountync.gov

Submission:

- **Email application and ALL Attachments prior to the deadline.** Any .pdf files must be accompanied by the original file format of .doc, .xls, etc. Please request a delivery receipt of email with application and attachments.

Agency _____

Program(s) _____

FOR OFFICE USE ONLY

Received By _____

Date/Time _____/_____/_____

Section	Subsection
<p>1. Cover Page</p>	<p>a. <input type="checkbox"/> Applicant Contact Information b. <input type="checkbox"/> Funding Requests c. <input type="checkbox"/> Signed Application Cover Page d. <input type="checkbox"/> Signed Disclosure of Conflicts of Interest and Clause</p>
<p>2. Agency Information</p>	<p>a. <input type="checkbox"/> Agency's Years in operation b. <input type="checkbox"/> Agency's Purpose/Mission c. <input type="checkbox"/> Agency's Types of Services Provided d. <input type="checkbox"/> Agency's Experience with Programs e. <input type="checkbox"/> Other Pertinent Agency Information f. <input type="checkbox"/> Schedule of Positions g. <input type="checkbox"/> Living Wage h. <input type="checkbox"/> Agency Budget</p>
<p>3. Program Information A separate Section 3 is required for <u>each</u> program.</p>	<p>a. <input type="checkbox"/> Human Services Needs Priority b. <input type="checkbox"/> Type of Program c. <input type="checkbox"/> Agency Collaboration d. <input type="checkbox"/> Summary of Program e. <input type="checkbox"/> Description of Identified Need f. <input type="checkbox"/> Description of Population to be Served g. <input type="checkbox"/> Program Staffing, Capacity, & Expertise h. <input type="checkbox"/> Program Implementation Timeline i. <input type="checkbox"/> Value of Investment j. <input type="checkbox"/> Impact of Reduced/No Allocation k. <input type="checkbox"/> Other Pertinent Information l. <input type="checkbox"/> Target Population/Beneficiary Chart m. <input type="checkbox"/> Work Statement n. <input type="checkbox"/> Program Budget, Detail, & Cost per Individual</p>
<p>4. Attachments</p>	<p>a. <input type="checkbox"/> Audit: Organizations receiving \$300,000 or more in Federal financial assistance, and/or organizations with more than \$500,000 of receipts and expenditures in a fiscal year, must secure an audit. b. <input type="checkbox"/> IRS Federal Form 990 c. <input type="checkbox"/> NC Solicitation License d. <input type="checkbox"/> IRS Federal Tax-Exemption Letter e. <input type="checkbox"/> Certificate of Insurance f. <input type="checkbox"/> List of Board of Directors g. <input type="checkbox"/> Solid Waste Program Fee (SWPF) Verification</p>

1. COVER PAGE

a) Applicant Contact Information

Applicant Organization's Legal Name: _____

Applicant Organization's Physical Address: _____

Applicant Organization's Mailing Address: _____

Applicant Organization's Web Address: _____

Executive Director: _____

Telephone Number: _____ E-Mail: _____

Tax ID Number: _____

b) Funding Request

**List all FY17-18 Human Services (HS) Funding Being Requested –
For All Programs) and the Proposed Use of Funds (2-3 lines or less)**

<u>Program</u>	<u>Carrboro - HS</u>	<u>Chapel Hill - HS</u>	<u>Orange County-HS</u>	<u>Total</u>
Ex. Youth Afterschool Program Afterschool Program Coordinator salary and materials for youth activities and projects	\$10,000	\$15,000	\$5,000	\$30,000
Totals				

c) To the best of my knowledge and belief all information and data in this application is true and current. The document has been duly authorized by the governing board of the applicant.

Signature: _____
Executive Director

_____ Date

Signature: _____
Board Chairperson

_____ Date

**d) DISCLOSURE OF POTENTIAL CONFLICTS OF INTEREST AND NON DISCRIMINATION
CLAUSE**

Are any of the Board Members or employees of the agency which will be carrying out this program or members of their immediate families, or their business associates...

YES NO

- a) Employees of or closely related to employees of the Town of Carrboro, the Town of Chapel Hill, or Orange County?
- b) Members of or closely related to members of the governing bodies of the Town of Carrboro, the Town of Chapel Hill, or Orange County?
- c) Current beneficiaries of the program for which funds are being requested?
- d) Paid providers of goods or services to the program or having other financial interest in the program?

If you have answered YES to any question, **please provide a full explanation below.**

NON-DISCRIMINATION

Provider agrees as part of consideration of the granting of funds by funding agencies to the parties hereto for themselves, their agents, officials, employees and servants agree not to discriminate in any manner of these basis of race, color, gender, national origin, age, handicap, religion, sexual orientation, gender identity/expression, familial status or veterans status with reference to any activities carried out by the grantee, no matter how remote. The parties hereto further agree in all respects to conform to the provision and intent of Orange County Civil Rights Ordinance, as amended and the Orange County Anti-discrimination Policy. This provision is enforced by action for specific performance, injunctive relief, or other remedy as by law provided; this provision shall be binding on the grantees, the successors and assigns of the parties hereto with reference to the above subject manner.

To the best of my knowledge and belief all of the above information is true and current. I acknowledge and understand that the existence of a potential conflict of interest does not necessarily make the program ineligible for funding, but the existence of an undisclosed conflict may result in the termination of any grant awarded.

Signature: _____
Executive Director

Date

Signature: _____
Board Chairperson

Date

2. AGENCY INFORMATION (Be Very Brief and Concise)

Please provide the following information about your agency (2 pages OR LESS):

- a) Years in Operation, Date of Incorporation (Month/Year): _____
- b) Agency's Purpose/Mission (no more than a few sentences):
- c) Types of Services the Agency Provides (bullet format):
- d) Agency's History with Providing These Services:
- e) Other Pertinent Agency Information (Ex. Has the agency experienced any major changes in the past year? Is there a new Executive Director? Are there new initiatives?)
- f) Schedule of Positions (For Entire Agency)
- Full Time Equivalent (FTE) staff will be noted as 1.00; half time as .50; quarter time as .25, etc.
 - Calculate a Full Time Equivalent for all recorded volunteer hours using the following:
$$\frac{\text{Total Volunteer Hours}}{2,080} = \text{Volunteer FTE}$$
- # of FTE - Full-Time Paid Positions: _____
- # of FTE - Paid Part-Time Positions: _____
- # of Volunteers: _____ # of FTE - Volunteers: _____
- g) Living Wage
- Does this agency pay permanent employees a minimum [living wage](#)? (Yes / No) _____
- If yes, is this agency an [Orange County Living Wage Certified Employer](#)? _____
- If no, please explain.

- Orange County Human Services
 - Orange County Other (DO NOT Include HOME funding here)
 - Other Government Grants
 - Triangle United Way
 - State Government
 - Federal Government (CDBG/HOME/etc.)
 - Private Foundation Grants
 - Other Revenue
- Expenditures
 - Compensation
 - Rent & Utilities
 - Supplies & Equipment
 - Travel & Training
 - Other Expenses

iii. **Does your agency budget show a Surplus or Deficit?** _____

Is there a significant change? Yes/No _____

Please provide a brief explanation for Surplus or Deficit, and significant changes.

iv. **What is your agency's fiscal year?** _____
 (Example: July 1, 2016 through June 30, 2017)

3. PROGRAM INFORMATION (Submit a separate Section 3 for each program)

Program Name: _____

Program Primary Contact and Title: _____

Telephone Number: _____ E-Mail: _____

a) Indicate the type of Human Service Needs Priority, if program applicable:

- Priority Area #1:** safety-net services for disadvantaged residents
- Priority Area #2:** education, mentorship, and afterschool programming for youth facing a variety of challenges
- Priority Area #3:** programs aimed at improving health and nutrition of needy residents

b) Indicate the type of program for which you are requesting funding
(Check all that apply to this program)

Program Category	Youth	Adult	Elderly	Disabled	Public Housing Neighborhoods/Residents
Affordable Housing					
Affordable Healthcare					
Education					
Family Resources					
Jobs/Jobs Training					
Food					
Transportation					
Other: Please specify					

c) Provide a bulleted list of other agencies, if any, with which your agency coordinates/collaborates to accomplish or enhance the Projected Results in the Program(s) to be funded. For each, briefly describe the coordinated/collaborative efforts.

Program Description (3 pages OR LESS)

Please provide the following information about the proposed program:

- d) Summarize the program services proposed and how the program will address a Town/County priority/goal?
- e) Describe the community need or problem to be addressed in relation to the [Chapel Hill Human Services Needs Assessment](#), [Orange County BOCC Goals and Priorities](#), [Town of Chapel Hill Council Goals](#), [Carrboro Board Priorities](#), or other community priorities (i.e. Council/Board Goals). Reference local data (using the provided links, i.e. Chapel Hill Human Services Needs Assessment) to support the need for this program.

- f)** Who is your target population of individuals to benefit from this program and how will they be identified and connected with the program?

- g)** Describe the credentials of the program manager and other key staff. (*Ex. Identify Program Manager and credentials, describe training provided to volunteers, etc.*)

- h)** Describe the specific period over which the activities will be carried out and include an implementation timeline.

- i)** Why is funding this program a good investment for the community? How does funding this program add value to the community? (250 words OR LESS)

- j)** Describe what would happen if requested funding is not awarded at all or if a reduced allocation is recommended.

- k)** Include any other pertinent information.

Additional Program Information

I) Target Population

Complete the following tables, with **numbers** (not percentages) of individuals served and to be served, to the best of your ability,

Program Target Population Demographics			
	Actual 2015-16	Estimated 2016-17	Projected 2017-18
Gender			
Male			
Female			
Total	0	0	0
Ethnicity			
African-American			
American Indian or Alaska Native			
Asian			
Caucasian			
Native Hawaiian or other Pacific Islander			
Other: specify _____			
Total	0	0	0
Of the above, how many Hispanic/Latino			
Of the above, how many non-Hispanic/Latino			
Total	0	0	0
Age			
0-5 years			
6-18 years			
19-50 years			
51+ years			
Total	0	0	0
Geographic Location			
Alamance County			
Chatham County			
Durham County			
Wake County			
Orange County Breakdown			
Chapel Hill Public Housing			
Town of Chapel Hill (Non-Public Housing)			
Town of Carrboro			
Town of Hillsborough			
City of Mebane (Orange County)			
Orange County (Outside Municipalities)			
Total	0	0	0

Work Statement

m) Complete the Work Statement Chart to describe the work to be performed.

*This chart is used to document program activities, program goals, performance measures, and actual results. (Add more rows as needed) If this is a new program, you will only document the projected information. Every program is required to have AT LEAST 1 Program Activity, which should be SMART (**S**pecific, **M**easurable, **A**chievable, **R**elevant, and **T**ime-bound. Click on [SMART Goals](#) to learn more.*

- **Program Activities** should outline major activities the agency implements to accomplish its program goals. (i.e. Deliver meals to elderly/disabled residents.)
- **Program Goal** should explain what the program is trying to achieve/accomplish. Goals are statements about what the program should accomplish. (i.e. Deliver 100 meals per day, Monday-Friday.)
- **Performance Measures** describe how you will evaluate the degree in which you achieved the stated goals. (i.e. Will track the number of meals delivered each day.)
- **Actual Program Results** use program results to indicate the actual measureable achievement of goals. If goals were not met, please explain. (i.e. Delivered an average of 105 meals per day.)

Work Statement Chart for Program _____

1. Program Activity Name	
Program Goal	
Performance Measures	
Previous Year Program Results	
Current Year Estimated Results	
Next Year Projected Results	
2. Program Activity Name	
Program Goal	
Performance Measures	
Previous Year Program Results	
Current Year Estimated Results	
Next Year Projected Results	
3. Program Activity Name	
Program Goal	
Performance Measures	
Previous Year Program Results	
Current Year Estimated Results	
Next Year Projected Results	
4. Program Activity Name	
Program Goal	
Performance Measures	
Previous Year Program Results	
Current Year Estimated Results	
Next Year Projected Results	

n) Program Budget

1. **Submit your program budget.** You may complete the provided template (separate xls file) or you may submit your own budget file (as long as it contains the same information, in the same format, as requested in the provided template).

Program Budgets are required to define budget amounts for the previous program year, current program year, and next program year for the following categories:

- Revenues
 - Private Donations
 - Program Generated Revenue
 - Local Government Grants
 - Carrboro Human Services
 - Carrboro Other
 - Chapel Hill Human Services
 - Chapel Hill Other (DO NOT include CDBG funding here)
 - Orange County Human Services
 - Orange County Other (DO NOT Include HOME funding here)
 - Other Government Grants
 - Triangle United Way
 - State Government
 - Federal Government (CDBG/HOME/etc.)
 - Private Foundation Grants
 - Other Revenue
- Expenditures
 - Compensation
 - Rent & Utilities
 - Supplies & Equipment
 - Travel & Training
 - Other Expenses

2. **Program Budget Detail – Provide description of “other” budget items, not defined.**

3. **This program budget represents what percent of the agency budget? _____%**

4. COST PER INDIVIDUAL

This Cost per Individual must reflect the total program budget divided by the total number of program individuals in this application.

	Actual 2015-16	Estimated 2016-17	Projected 2017-18
Total Cost of Program			
Total # of Individuals			
Cost Per Individual			

4. ATTACHMENTS

Description of Required Attachments

a) Financial Audit

A recent financial audit that should cover **CY 2015**, for calendar year agencies, and **FY 2015-16**, for fiscal year agencies. For agencies with prior year revenues totaling \$500,000 or more a financial audit, prepared by a certified public accountant is required. Agencies with prior year revenues of less than \$500,000 may submit a completed [Schedule of Receipts and Expenditures](#) form (see application materials), in lieu of an audit/report. Agencies with a certified audit/report should not complete the form.

b) IRS Federal Form 990

A copy of the agency's 2014 Form 990 is required. The specific form depends upon the agency's financial activity. Review the [IRS' table guide](#), for more details. For Form 990-N (e-postcard) filers, include a copy of the postcard, with the agency's application materials.

c) NC Solicitation License

A copy of the agency's current solicitation license is required. Organizations that solicit contributions in North Carolina, directly or through a third party, must renew their licenses annually. For more details, refer to the NC Secretary of State's [licensing website](#) and its [Frequently Asked Questions Guide \(PDF\)](#), about exemptions. If exempt per N.C.G.S. § 131F-3, include a copy of the exemption letter with the agency's application materials.

d) IRS Federal Tax-Exemption Letter

A copy of the agency's IRS tax-exempt letter that confirms its nonprofit status is required. An agency can request a copy of its letter from the [IRS' Customer Account Services](#).

e) Certificate of Liability Insurance

A copy of the agency's current certificate, from the agency's insurance carrier. Table 1 below outlines insurance types and minimums required, for each jurisdiction. If exempt from Worker's Compensation compliance, include a statement explaining why, with the agency's application materials. **Note: If Approved for Funding: Approved agencies must provide an updated insurance certificate. The update should reflect the funding jurisdiction as an additional insured party and certificate holder and provide coverage for the duration of the funding period (July 1 – June 30). Renewal certificates must be sent to the jurisdiction 30 days prior to any expiration date, cancellation or modification of any stipulated insurance coverage.*

Table 1. Forms of Liability Insurance and Minimum Policy Amounts Required

INSURANCE	TOWN OF CARRBORO	TOWN OF CHAPEL HILL	ORANGE COUNTY ³
Worker's Compensation ¹	Limits for Coverage A - Statutory State NC, for each employee Limits for Coverage B - Employers Liability of: \$1 million Each Occurrence \$1,000,000 BID ² limit	Limits for Coverage A - Statutory State NC, for each employee Limits for Coverage B - Employers Liability of: \$100,000 Each Occurrence \$100,000 BID for each employee \$500,000 BID limit	Limits for Coverage A - Statutory State NC, for each employee Limits for Coverage B - Employers Liability of: \$500,000 each accident, \$500,000 BID for each employee \$500,000 for BID limit
Commercial General Liability	\$100,000 Property Damage Liability \$1,000,000 Bodily Injury and Property Damage Limit	\$1 million Each Occurrence \$2 million Aggregate	\$1 million Each Occurrence \$2 million Aggregate
Automobile Liability	Not Applicable	\$1 million Each Occurrence	\$500,000 Each Occurrence
Professional Liability	Not Applicable	Not Applicable	\$1 million Each Occurrence \$2 million Aggregate

1. Visit the [NC Industrial Commission's website](#) for more information regarding Coverage A. Also, note that if an agency uses subcontractors, it must require subcontractors to have workmen's compensation insurance.
2. Bodily Injury by Disease (BID)
3. Please visit Orange County's [contracts webpage](#) for more information about the County's risk assessment procedures.

f) List of Board of Directors

Provide the following information about each board of director's member: name, telephone number, address, occupation or affiliation of each member and the list must identify the principal officers of the governing body, and length of term.

g) Solid Waste Program Fee (SWPF) Verification

This fee finances Orange County's recycling and waste reduction program. Submit either a.) proof of payment of the agency's **FY 2016-17** Solid Waste Program Fee, OR b.) a statement on agency letter head indicating exemption and specify the person(s), business, etc. that is responsible for paying this fee.

A RESOLUTION TO AMEND THE CHARGE OF THE HUMAN SERVICES
ADVISORY COMMISSION

WHEREAS, the Human Services Advisory Commission was established by Section 3-7 of the Carrboro Town Code; and

WHEREAS, the duties and powers of the Human Services Advisory Commission can be found in Section 3 – 9 of the Town code and reads as;

- (a) The principal function of the commission shall be to study all funding applications received by the town from non- departmental agencies and to make recommendations to the Board of Aldermen on these funding requests. The Board of Aldermen may establish a specific budget amount and direct that the sum total of all the commission's funding recommendations not exceed this budgeted amount.
- (b) The commission shall perform such other duties as may be assigned from time to time by the Board of Aldermen.

WHEREAS, the Board of Aldermen wishes to clarify the duties and responsibilities of the Human Services Advisory Commission and establish funding priorities for human services,

NOW THEREFORE BE IT RESOLVED, the Board of Aldermen do hereby direct the Town Attorney to prepare an ordinance to amend the Town Code Section 3 – 9 Duties and Responsibilities of the Human Services Advisory Commission to read;

___ Option A - (a) The principal function of the commission shall be to study all funding applications received by the town from non- departmental agencies and to make recommendations to the Board of Aldermen on these funding requests. Funding priority should be given to agencies that provide direct services to disadvantage residents. The Board of Aldermen may establish a specific budget amount and direct that the sum total of all the commission's funding recommendations not exceed this budgeted amount.

--OR--

___ Option B - The principal function of the commission shall be to study all funding applications received by the town from non departmental agencies and to make recommendations to the Board of Aldermen on these funding requests. The BOA recognizes the value of agencies that do direct service as well as organizations that work on systemic change at the level of institutions, policy and/or culture. The Board of Aldermen may establish a specific budget amount and direct that the sum total of all the commission's funding recommendations not exceed this budgeted amount.

Adopted this 4th day of April 2017



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number: 17-095

Agenda Date: 4/4/2017

File Type: Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Rosemary Sunset Parking Lot Options

PURPOSE: The purpose of this item is to follow-up on the discussion regarding parking options for the shared parking lot at Rosemary and Sunset.

DEPARTMENT: Economic and Community Development

CONTACT INFORMATION: Annette Lafferty, AICP Director of Economic and Community Development (919) 918-7319

INFORMATION: As a follow-up to the Board's March 7th discussion, the Board was interested in pursuing two possible options. The first option being to lease spaces to local Carrboro businesses, or second option to continue to provide the spaces for free through Chapel Hill's parking management system. The Board directed staff to investigate interest of the business and property owners to lease spaces in the Rosemary Sunset parking lot. Letters were hand delivered and direct contact made with the businesses and property owners along Rosemary and north side of East Main Street. There was interest from only one business located on W. Main Street, Public Impact, they have requested 5 spaces if the Board chooses to lease parking.

Further investigation into the Chapel Hill's ability to provide parking management has revealed some limitations. The technology to allow time limited free parking is available through the park mobile app. A user would need to set up an account with park mobile and there is a .35 cents per transaction fee. Additional information regarding cost will be contingent on the Board's direction of how to manage these parking spaces.

FISCAL & STAFF IMPACT: The revenue that would be generated from the leasing of five (5) spaces is \$1,750.00.

RECOMMENDATION: Staff recommends the Board provide direction on how to manage parking in the lot.