

Town of Carrboro

301 W. Main St., Carrboro, NC 27510



Meeting Agenda - Final

Tuesday, January 10, 2023

7:00 PM

Council Chambers - Room 110

Town Council

7:00-7:10**A. POETRY READING, RESOLUTIONS, PROCLAMATIONS, AND ACKNOWLEDGEMENTS**

1. [22-342](#) Resolution: National Mentoring Month
Attachments: [Attachment A- National Mentoring Month Resolution](#)

7:10-7:15**B. ANNOUNCEMENT OF UPCOMING MEETINGS****7:15-7:25****C. PUBLIC COMMENT**

Comments are limited to three minutes per speaker.

7:25-7:30**D. CONSENT AGENDA**

1. [22-343](#) Approval of April 26 & May 3, 2022 Minutes
2. [22-334](#) Adoption of 2023 Town Council Meeting Calendar
PURPOSE: The purpose of this item is for Town Council to adopt the 2023 meeting calendar.
Attachments: [Draft 2023 Town Council Meeting Schedule](#)
3. [22-335](#) Appointment of Chief Chris Atack to the Orange County Schools Safety Task Force
PURPOSE: The purpose of this agenda item is to request that the Town Council appoint Chief Chris Atack to serve on the Orange County School Safety Task Force.
Attachments: [Attachment A- School Safety Task Force Composition and Charge](#)
[Attachment B- Schools Safety Task Force Resolution](#)

E. OTHER MATTERS**7:30-7:40**

1. [22-339](#) Durham-Chapel Hill-Carrboro MPO 2021-22 Annual Report
PURPOSE: The purpose of this agenda item is for Council to receive the 2021-2022 annual report from the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO).

7:40-8:00

2. [22-333](#) Consideration of Town Code Amendment Establishing a Loading Zone on South Greensboro Street
PURPOSE: The purpose of this item is for the Town Council to consider an amendment to the Town Code establishing a loading zone in front of a portion of the north bound shoulder at 100 South Greensboro Street.
Attachments: [Attachment A - Draft Town Code Amendment S. Greensboro St. \(Loading Zone\)](#)
[Attachment B - Images.pdf](#)

8:00-8:20

3. [22-341](#) Consideration of North Carolina League of Municipalities (NCLM) Municipal Advocacy Goals and Other Legislative Priorities
PURPOSE: The purpose of this agenda item is for the Town Council to review and consider the endorsement of NCLM municipal advocacy goals.
Attachments: [Attachment A - NCLM Legislative Goal Statements 2023-2024](#)
[Attachment B - Resolution to Endorse NCLM Legislative Goals](#)
[Attachment C - Town Council Legislative Priorities Adopted in 2021](#)
[Attachment D - Joint MPO Policy Priorities](#)
[Attachment E - Resolution Medicaid Expansion](#)

F. MATTERS BY COUNCIL MEMBERS



Town of Carrboro

301 W. Main St., Carrboro,
NC 27510

Agenda Item Abstract

File Number: 22-342

Agenda Date: 1/10/2023
In Control: Town Council
Version: 1

File Type: Agendas

Resolution: National Mentoring Month

A RESOLUTION RECOGNIZING NATIONAL MENTORING MONTH

WHEREAS, National Mentoring Month brings awareness to the importance of quality mentoring that promotes healthy relationships and communication, positive self-esteem, emotional well-being, and growth of a young person and their relationships with other adults; and

WHEREAS, the Town of Carrboro honors volunteer mentors who support young people by showing up for them every day and demonstrating their commitment to helping them thrive; and

WHEREAS, mentoring programs like the Chapel Hill-Carrboro City Schools Blue Ribbon Mentor-Advocate program, Volunteers for Youth, Musical Empowerment, the Reintegration Support Network, Triangle Bikeworks, and the Refugee Community Partnership, and capacity-building agencies like the Youth Mentoring Collaborative make our communities and our state stronger by driving impactful relationships that increase social capital for young people and provide invaluable support networks; and

WHEREAS, during the COVID-19 pandemic, mentoring programs across the state stepped up to fill gaps for young people and families, connecting them with resources despite physical distancing; and

WHEREAS, trauma-informed, alternative approaches to mentoring that target mental health challenges provide a pathway to promote mental wellness, increase access to evidence-based mental wellness skills training, and reduce structural barriers to mental health services; and

WHEREAS, mentoring plays a pivotal role in career exploration and supports workforce development by helping young people set career goals, equipping mentors with the skills needed to support the professional growth of young people, and driving positive outcomes for communities across the state;

NOW, THEREFORE, BE IT RESOLVED, that the Town Council of the Town of Carrboro, North Carolina, hereby recognizes January 2023 as National Mentoring Month in Carrboro and encourages residents to encourage and celebrate mentoring throughout the community.

This the 10th day of January, 2023.



Town of Carrboro

301 W. Main St., Carrboro,
NC 27510

Agenda Item Abstract

File Number: 22-343

Agenda Date: 1/10/2023
In Control: Town Council
Version: 1

File Type: Agendas

Approval of April 26 & May 3, 2022 Minutes



Agenda Item Abstract

File Number: 22-334

Agenda Date: 1/10/2023

File Type: Agendas

In Control: Town Council

Version: 1

TITLE:

Adoption of 2023 Town Council Meeting Calendar

PURPOSE: The purpose of this item is for Town Council to adopt the 2023 meeting calendar.

DEPARTMENT: Town Clerk

CONTACT INFORMATION: Wesley Barker, Town Clerk, wbarker@carrboronc.gov
<<mailto:wbarker@carrboronc.gov>>, 919-918-7309

INFORMATION: This proposed 2023 meeting calendar has been prepared to include Council meetings for the entire year. The Council approved the January 2023 meeting schedule at the December 6, 2022 meeting. Beginning in February 2023, the second Tuesday of the month will be dedicated to Council work sessions. However, if a council work session is not needed during the second Tuesday of the month, no meeting will be held. The Council would be notified if a meeting is not needed to be held on a particular work session date. Additionally, the town calendar would be updated to reflect any meeting cancellations.

For the month of November 2023, no regular council business meeting will be held on the first Tuesday of the month due to Election Day (11/7/23). Due to this, the second Tuesday in November (11/14/23) will instead be a regular council business meeting instead of a scheduled work session. The reason for this is so council can hold a regular business meeting for the month of November as the third & fourth Tuesdays in November are typically not meeting days due to the Thanksgiving holiday.

The Council should review the meeting dates proposed and adopt the calendar (Attachment A), making any changes necessary. The calendar may also be revised in the future by approval of the Town Council.

FISCAL & STAFF IMPACT: N/A

RECOMMENDATION: It is recommended that the Town Council adopt the 2023 meeting schedule.

2023 Town Council Meeting Schedule

Approved 1/__/23

Date	Time	Meeting Type	Place
January			
January 10th	7:00 PM	Business Meeting	Town Council Chambers
January 17th	7:00 PM	Business Meeting	Town Council Chambers
February			
February 7th	7:00 PM	Business Meeting	Town Council Chambers
February 14th	7:00 PM	Work Session*	Town Council Chambers
February 21st	7:00 PM	Business Meeting	Town Council Chambers
February 28th	7:00 PM	Business Meeting	Town Council Chambers
March			
March 7th	7:00 PM	Business Meeting	Town Council Chambers
March 14th	7:00 PM	Work Session*	Town Council Chambers
March 21st	7:00 PM	Business Meeting	Town Council Chambers
March 28th	7:00 PM	Business Meeting	Town Council Chambers
April			
April 4th	7:00 PM	Business Meeting	Town Council Chambers
April 11th	7:00 PM	Work Session*	Town Council Chambers
April 18th	7:00 PM	Business Meeting	Town Council Chambers
April 25th	7:00 PM	Business Meeting	Town Council Chambers
May			
May 2nd	7:00 PM	Business Meeting	Town Council Chambers
May 9th	7:00 PM	Work Session*	Town Council Chambers
May 16th	7:00 PM	Business Meeting	Town Council Chambers
May 23rd	7:00 PM	Business Meeting	Town Council Chambers
June			
June 6th	7:00 PM	Business Meeting	Town Council Chambers
June 13th	7:00 PM	Work Session*	Town Council Chambers
June 20th	7:00 PM	Business Meeting	Town Council Chambers
June 27th	7:00 PM	Business Meeting	Town Council Chambers
September			
September 12th	7:00 PM	Work Session*	Town Council Chambers
September 19th	7:00 PM	Business Meeting	Town Council Chambers
September 26th	7:00 PM	Business Meeting	Town Council Chambers
October			
October 3rd	7:00 PM	Business Meeting	Town Council Chambers
October 10th	7:00 PM	Work Session*	Town Council Chambers
October 17th	7:00 PM	Business Meeting	Town Council Chambers
October 24th	7:00 PM	Business Meeting	Town Council Chambers
November			
November 14th	7:00 PM	Business Meeting	Town Council Chambers
December			
December 5th	7:00 PM	Organizational/Business Meeting	Town Council Chambers

*Work Sessions will be held as needed. If a work session isn't needed, there will be no meeting.

Town Council Chambers, 301 W. Main St., Carrboro

***notable dates for no Council meetings**

Day after New Years holiday- Jan. 3rd
 Months of Jul.-Aug. - Summer Break
 Day after Labor Day- Tue., Sept. 5th
 Election Day- Tue., Nov. 7th
 Thanksgiving week -Tue. Nov. 21st
 Tuesday after Thanksgiving- Nov. 28th
 Dec. 12th, 19th, 26th- Winter Break



Agenda Item Abstract

File Number: 22-335

Agenda Date: 1/10/2023

File Type: Agendas

In Control: Town Council

Version: 1

TITLE:

Appointment of Chief Chris Attack to the Orange County Schools Safety Task Force

PURPOSE: The purpose of this agenda item is to request that the Town Council appoint Chief Chris Attack to serve on the Orange County School Safety Task Force.

DEPARTMENT: Manager's Office/Police Department

CONTACT INFORMATION: Richard White III, Town Manager, Phone: 919-918-7315, Email: rwhite@carrboronc.gov <<mailto:rwhite@carrboronc.gov>>; Chris Attack, Chief of Police, Phone: 919-918-7407, Email: catack@carrboronc.gov <<mailto:catack@carrboronc.gov>>

INFORMATION: On November 15, 2022, the Orange County Board of Commissioners approved the creation of a Schools Safety Task Force that will begin meeting in January 2023. The purpose of this task force is to discuss ways in which Orange County government, schools, law enforcement, and the community can enhance the safety of the school environment to protect from external threats and promote the education of Orange County K-12 public school students.

Additionally, the task force will recommend to the Orange Board of County Commissioners new or amended policies, ordinances, and/or practices that will address those external threats and provide a safer school environment for the students. The task force is composed of 18 members to include residents of the Chapel-Hill Carrboro City School district, the Orange County school district, students from each school district, BOC representatives, superintendents of each school district, the Sheriff, and the police chiefs of each town in Orange County. Each town will appoint their police chief or designee to serve on the task force.

FISCAL & STAFF IMPACT: The police chief or designee will be required to attend the task force meetings; at this time the Orange County Board of Commissioners is recommending at least six meetings between January and June 2023. There is no fiscal impact to the Town to make the appointment.

RECOMMENDATION: The Town Manager recommends that the Town Council appoint Police Chief Chris Attack to serve as Carrboro's Police Chief or Designee to the School Safety Task Force.

**ORANGE COUNTY SCHOOLS SAFETY TASK FORCE
CHARGE AND COMPOSITION**

The Task Force charge will include but not necessarily be limited to:

1. Discuss ways in which the Orange County government, schools, law enforcement, and community can enhance the safety of the school environment to protect from external threats and promote the education of Orange County K-12 public school students;
2. Recommend to the Board of County Commissioners new or amended policies, ordinances, and/or practices that will address those external threats and provide a safer school environment for our students.

Position #	Representation	Appointment Process
1	Resident – Chapel Hill Carrboro City School District	Application
2	Resident – Chapel Hill Carrboro City School District	Application
3	Resident – Orange County School District	Application
4	Resident – Orange County School District	Application
5	Orange County Schools Student	Superintendent Appointment
6	Orange County Schools Student	Superintendent Appointment
7	Chapel Hill Carrboro City Schools Student	Superintendent Appointment
8	Chapel Hill Carrboro City Schools Student	Superintendent Appointment
9	Board of Commissioners Representative	BOCC Appointment
10	Board of Commissioners Representative	BOCC Appointment
11	Board of Education Representative – CHCCS	Board of Education Appointment
12	Superintendent or Designee - CHCCS	Superintendent Appointment
13	Board of Education Representative – OCS	Board of Education Appointment
14	Superintendent or Designee - OCS	Superintendent Appointment
15	Sheriff or Designee	Sheriff Appointment
16	Carrboro Police Chief or Designee	Town Appointment
17	Chapel Hill Police Chief or Designee	Town Appointment
18	Hillsborough Police Chief or Designee	Town Appointment

Attachment B

A RESOLUTION MANKING AN APPOINTMENT TO THE SCHOOLS
SAFETY TASK FORCE

Section 1. The Carrboro Town Council hereby appoints the following person to the Schools Safety Task Force.

Appointee	Term Expiration
Police Chief Chris Atack	N/A

Section 2. This resolution shall become effective upon adoption.

This the 10th day of January 2023.



Agenda Item Abstract

File Number: 22-339

Agenda Date: 1/10/2023
In Control: Town Council
Version: 1

File Type: Agendas

TITLE:

Durham-Chapel Hill-Carrboro MPO 2021-22 Annual Report

PURPOSE: The purpose of this agenda item is for Council to receive the 2021-2022 annual report from the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO).

DEPARTMENT: Planning Department

CONTACT INFORMATION: Tina Moon, Planning Administrator, cmoon@carrboronc.gov
<<mailto:cmoon@carrboronc.gov>>, 919-918-7325

INFORMATION: The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), which is the regional organization responsible for transportation planning for the western part of the Research Triangle area, will present its 2021-22 annual report to the Town Council. <<https://www.dchcmpo.org/home>> Doug Plachcinski, DCHC MPO Executive Director, will attend the meeting to present the report to Council. DCHC MPO is making this presentation to all jurisdictions within the MPO, and they hope to make an annual report presentation to all jurisdictions within the MPO each year. This report is for informational purposes only and no council action is being requested. For additional information on the DCHC MPO please see the following link: [Durham Chapel Hill Carrboro MPO, NC | Home \(dchcmpo.org\) <https://www.dchcmpo.org/home>](https://www.dchcmpo.org/home).

FISCAL & STAFF IMPACT: N/A

RECOMMENDATION: It is recommended the Town Council receive this presentation. This is for informational purposes only and no Council action is requested.



Agenda Item Abstract

File Number: 22-333

Agenda Date: 1/10/2023
In Control: Town Council
Version: 1

File Type: Agendas

TITLE:

Consideration of Town Code Amendment Establishing a Loading Zone on South Greensboro Street

PURPOSE: The purpose of this item is for the Town Council to consider an amendment to the Town Code establishing a loading zone in front of a portion of the north bound shoulder at 100 South Greensboro Street.

DEPARTMENT: Planning & Public Works

CONTACT INFORMATION: Christina Moon, Planning Administrator, 919-918-7325, cmoon@carrboronc.gov <<mailto:cmoon@carrboronc.gov>>; Ben Schmadeke, Capital Projects Manager, 919-918-7424, bschmadeke@carrboronc.gov <<mailto:bschmadeke@carrboronc.gov>>; Nick Herman, Town Attorney, 919 929-3905, herman@broughlawfirm.com <<mailto:herman@broughlawfirm.com>>

INFORMATION: When East Main Street was resurfaced last year, new pavement extended onto South Greensboro Street covering an existing hatched loading zone in front of 100 South Greensboro (Attachment B). Public Works staff is reviewing options for replacing the pavement markings, work that will likely need to wait until after the winter season due to temperature.

Provisions relating to loading zones are discussed in Chapter 6 of the Town Code, Article V. A commercial loading zone is not currently identified in the Town Code for this location. The draft amendment, if adopted, would add a commercial loading zone approximately 50-feet in length in the north bound shoulder in front of 100 South Greensboro Street to match what was existing prior to the East Main Street resurfacing project.

FISCAL & STAFF IMPACT: There are minimal staff impacts associated with updating the Town Code. Public Works is reviewing options for installing the pavement markings. Based on initial estimates, the cost should be less than \$5,000.

RECOMMENDATION: Staff recommends that the Town Council consider the draft ordinance amending the Town Code provided as Attachment A.

AN ORDINANCE AMENDING THE TOWN CODE TO ADD A COMMERCIAL LOADING
ZONE IN FRONT OF 100 SOUTH GREENSBORO STREET

Draft 01-03-2023

THE CARRBORO TOWN COUNCIL ORDAINS:

Section 1. Article IV of Chapter 6, Section 6-25 of the Carrboro Town Code (Commercial Loading Zones) is amended by adding a new subsection (5) to read as follows:

(5) On the east side of South Greensboro Street beginning at a point approximately 25 feet south of the centerline of Main Street to a point approximately 75 feet to the south of the first point.

Section 2. All provisions of any town ordinance in conflict with this ordinance are repealed.

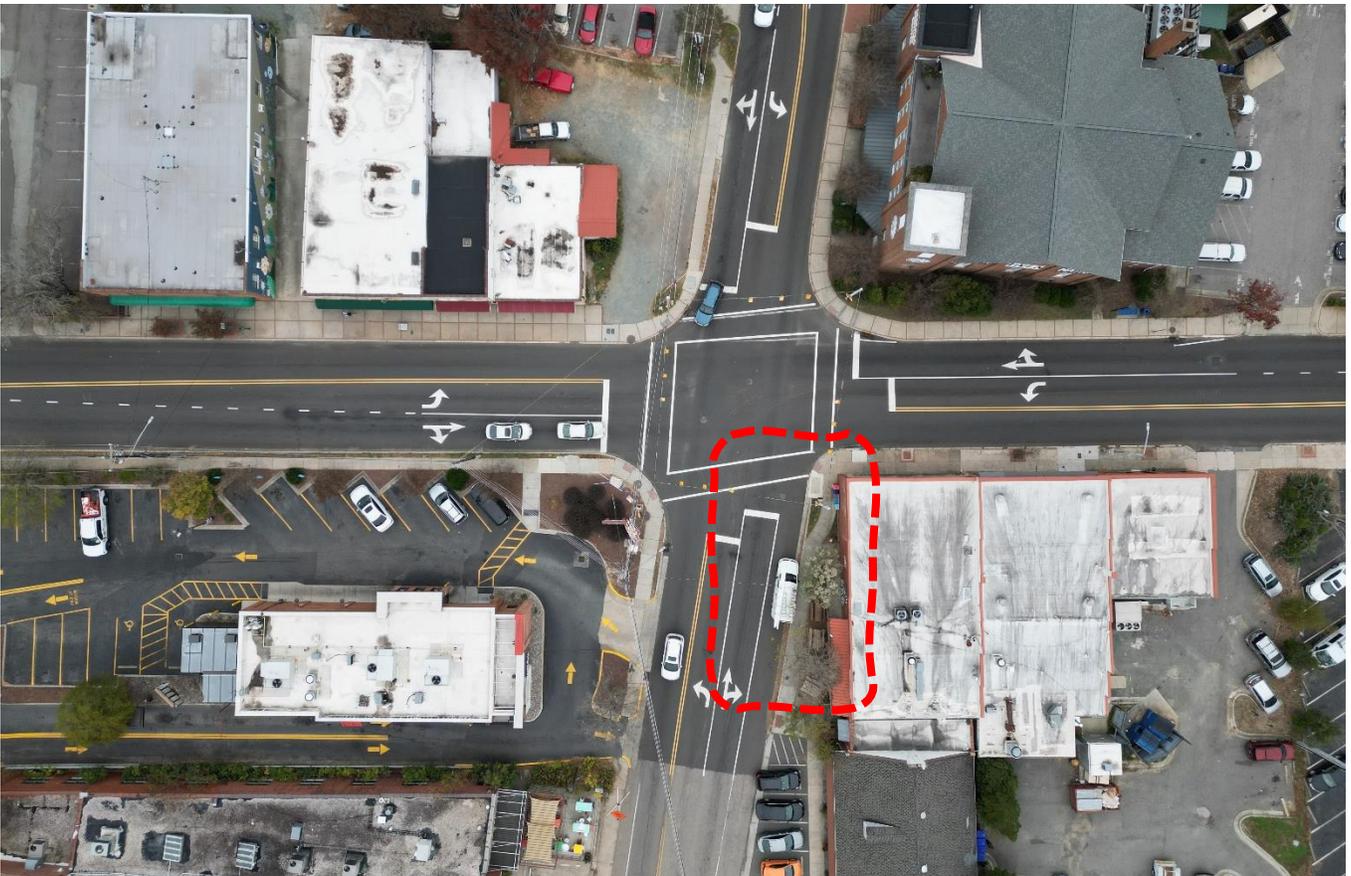
Section 3. This ordinance shall become effective upon adoption.

DRAFT

South Greensboro / Main Street Intersection



Loading zone prior to resurfacing



Loading zone removed after resurfacing



Agenda Item Abstract

File Number: 22-341

Agenda Date: 1/10/2023

File Type: Agendas

In Control: Town Council

Version: 1

TITLE:

Consideration of North Carolina League of Municipalities (NCLM) Municipal Advocacy Goals and Other Legislative Priorities

PURPOSE: The purpose of this agenda item is for the Town Council to review and consider the endorsement of NCLM municipal advocacy goals.

DEPARTMENT: Town Council / Town Clerk

CONTACT INFORMATION: Damon Seils, Mayor, dseils@carrboronc.gov ; Wesley Barker, Town Clerk, wbarker@carrboronc.gov , 919-918-7309

INFORMATION: The North Carolina General Assembly will convene its 2023 regular session on January 11. In previous years, the Town Council has identified a list of legislative priorities to share with Orange County's legislative delegation.

The North Carolina League of Municipalities (NCLM) Board of Directors approved 16 proposed municipal advocacy goals for the 2023-2024 legislative biennium. NCLM member municipalities may endorse up to 10 of the goals as part of the NCLM's legislative goals development process. A single voting delegate from each member municipality may cast the municipality's ballot no later than January 12, 2023.

Attachment A includes a summary list of the 16 legislative goals recommended by the NCLM Board of Directors, along with context for each goal statement. Attachment B is a draft resolution for indicating up to 10 goals endorsed by the Town Council and designating the Town Clerk as the Town's voting delegate.

For additional information, Attachment C shows the legislative priorities adopted by the Town Council on January 26, 2021, for the 2021 regular session of the General Assembly. Attachment D shows the jointly adopted policy priorities of the Durham-Chapel Hill- Carrboro MPO Board and the Capital Area MPO Board.

Finally, Carrboro resident Dr. Meg Molloy, representing Care4Carolina, submitted a request that the Town Council endorse Medicaid expansion as a priority for the legislative session and provided a draft resolution. Care4Carolina is a statewide advocacy organization building

support for Medicaid expansion. In 2022, the NC Senate and the NC House each passed a bill that would expand Medicaid; however, the two chambers did not agree on final legislation. Attachment E is a draft resolution supporting Medicaid expansion.

FISCAL & STAFF IMPACT: No new fiscal impacts are associated with the consideration of this item.

RECOMMENDATION: The Town Council is asked to consider the resolution in Attachment B endorsing up to 10 of the 16 NCLM municipal advocacy goals and designating the Town Clerk as the voting delegate; and to consider the resolution in Attachment E supporting Medicaid expansion in North Carolina.

**Legislative Goal Statements
Recommended by the NCLM Board of Directors**

Summary List

Each member municipality may endorse up to 10 of the 16 goal statements listed below. More information about each goal statement is included on the attached pages.

1. Expand federal and state resources for affordable housing.
2. Revitalize vacant and abandoned properties with enhanced legal tools and funding.
3. Create an adequate and permanent funding stream for local infrastructure.
4. Allow municipalities to use local resources and capabilities to expand broadband access in their communities through innovative partnerships.
5. Extend deadlines for completion of federal infrastructure projects.
6. Expand state transportation funding streams for construction and maintenance for municipal and state-owned secondary roads.
7. Support integrated and multi-modal transportation solutions.
8. Increase state funding for public transportation operations.
9. Expand incentives and funding for local economic development.
10. Expand incentives that encourage regionalization of water and sewer, as well as other municipal services, when appropriate.
11. Enhance state systems and resources for local law enforcement officer recruitment, training, and retention.
12. Provide state assistance for yearly financial audits, ensuring that an adequate number of auditors is available.
13. Revise state contracting laws to better protect public entities from the effects of inflation.
14. Update annexation petition thresholds to make voluntary annexations easier to initiate.
15. Provide authority to municipal water systems to recoup costs of clean-up from polluters.
16. Provide local revenue options beyond property tax.

LEGISLATIVE GOAL STATEMENTS

RECOMMENDED BY THE NCLM BOARD OF DIRECTORS

The following goal statements are grouped by subject area but NOT listed in any priority order.

- Expand federal and state resources for affordable housing.
 - Housing affordability is a growing problem across North Carolina, affecting cities and towns of all sizes and people across different income levels.
 - Increasingly, the lack of affordable housing acts as a major impediment to business and workforce recruitment.
 - Ongoing state and federal revenue streams to address housing affordability are extremely limited, with much of the burden for solutions left with cities and towns

- Revitalize vacant and abandoned properties with enhanced legal tools and funding.
 - Abandoned and vacant properties, often the subject of so-called tangled titles, can affect the ability of communities to revitalize areas and improve economic conditions.
 - The abandoned properties, with enhanced legal tools to help heirs clear up title issues and sell properties at market rates, could help address local housing needs.
 - Many towns do not have the funding to adequately address abandoned properties.

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- Create an adequate and permanent funding stream for local infrastructure.
 - Infrastructure – including roads, water, sewer, stormwater, parks and beaches – are critical to economic development and job creation.
 - Many cities in the state are growing, creating a constant need for investment to keep pace with population growth; many cities and towns also have aging infrastructure that must be replaced.
 - Creating more permanent funding streams for local infrastructure, such as a dedicated tax source, would allow for better planning to meet needs.

- Allow municipalities to use local resources and capabilities to expand broadband access in their communities through innovative partnerships.
 - Slow and unreliable internet service threatens educational and professional opportunities, and the economic future of entire communities.
 - Municipalities own existing infrastructure – including dark fiber, towers and electric poles – that could be utilized in innovative partnerships and assist in making broadband service more affordable.
 - Failure to utilize local government assistance and assets will continue to create digital gaps that have real-world consequences for North Carolinians.

- Extend deadlines for completion of federal infrastructure projects.
 - Current deadlines for the allocation and expenditure of American Rescue Plan Act funding may make more complex infrastructure projects unrealistic.
 - High inflation and worker shortages are leading to higher project costs; extending ARPA and other funding deadlines will spread projects out and may help lower costs.
 - Cities and towns require flexible deadlines to get the best bang for their buck out of this funding.

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- Expand state transportation funding streams for construction and maintenance for municipal and state-owned secondary roads.
 - Current Powell Bill and other state funding is not adequate to address transportation needs, particularly as they affect municipal and state-owned secondary roads.
 - In many cities and towns, major commuting corridors are not receiving the level of investment needed to keep pace with traffic.
 - More investment is needed for these roads if existing residents are to embrace business and residential growth.

- Support integrated and multi-modal transportation solutions.
 - Today, cities and towns seek to make downtowns and other areas accessible to residents and visitors, whether traveling by foot, bike, car, mass transit and other means.
 - Making areas accessible in this manner requires integrated planning and funding with the state.
 - Only through recognizing the need for multi-modal transportation solutions can cities and towns maximize tourism and other economic opportunities, ensuring that local businesses thrive.

- Increase state funding for public transportation operations.
 - Road construction is not keeping pace with transportation needs in any many areas, and public transportation provides a means to reduce the burden of building roads.
 - Investment in public transportation can improve traffic safety, air quality and residents' accessibility to businesses and public services.
 - One of the biggest impediments to economic growth is traffic and commuting times, which can be alleviated through public transportation options.

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- Expand incentives and funding for local economic development.
 - Funding is simply inadequate in many cities and towns to encourage job growth.
 - State grants and incentives are often targeted in ways that fail to assist the areas in greatest need of job creation.
 - Maintaining or expanding funding for film tax credits, major industrial site development, downtown development and renewable energy tax credits helps cities and towns across the state.

- Expand incentives that encourage regionalization of water and sewer, as well as other municipal services, when appropriate.
 - A number of municipal water and sewer systems continue to financially struggle with deferred maintenance needs.
 - These challenges came about largely due to population and job losses in rural areas, leading to an erosion of taxpayer and ratepayer bases.
 - While legislators and municipalities have begun to address these issues with the creation of the Viable Utility Reserve and the use of ARPA funding, state estimates show needs still exceed expenditures by several billion dollars.

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- Enhance state systems and resources for local law enforcement officer recruitment, training, and retention.
 - Municipalities across the state are facing law enforcement staffing shortages, in many cases severe shortages.
 - State training resources are limited, and the cost of local law enforcement agencies to send recruits and existing officers to NC Justice Academy locations can be prohibitive.
 - Grant writing assistance is one of several options that might provide better access to the large volume of federal law enforcement grant funding that is available.
- Provide state assistance for yearly financial audits, ensuring that an adequate number of auditors is available.
 - Several dozen local governments have been placed on the state Unit Assistance List due to late audits.
 - Often these audits are late due to staffing shortages, changes in financial personnel and a growing shortage of private auditors willing to perform this work.
 - Addressing this challenge would lessen negative portrayals of local government financial controls.

- Revise state contracting laws to better protect public entities from the effects of inflation.
 - Labor and materials costs have been rising at a rapid rate, leaving municipalities with few options when project bids and costs exceed expectations.
 - Additional flexibility regarding the contracting process could assist municipalities in protecting taxpayers from inflation and escalating costs.
 - Without contracting law flexibility, projects can be delayed and costs can further increase.

- Update annexation petition thresholds to make voluntary annexations easier to initiate.
 - Voluntary annexation by petition currently requires 100 percent consent from all property owners, a threshold that can be impossible to meet even if a majority of property owners can benefit by utilizing their property for business or residential purposes.
 - Lowering the threshold from 100 percent represents a middle ground that would still reflect the will of property owners but not handicap communities' ability to economically thrive.
 - The ability of a city or town to grow and reflect its urban footprint is vital to its financial health; city services are relied on by residents whether they live in or near municipal boundaries.

- Provide authority to municipal water systems to recoup costs of clean-up from polluters.
 - Local municipal water systems are increasingly being looked to for the clean-up of PFAS and other "forever" chemicals found in surface waters.
 - State regulators plan to set surface water standards for these chemicals and propose Maximum Contaminant Levels for PFAS chemicals in drinking water.
 - To date, cities' only recourse to try to recoup the cost for utility ratepayers is through the courts.

- Provide local revenue options beyond property tax.
 - Roughly 40 percent of municipal general fund revenue is generated by local property taxes.
 - Cities have little to no authority to raise significant revenue in other ways.
 - A lack of diverse, local tax options can affect economic growth, as well as cause large swings in revenue based on economic changes.

A RESOLUTION TO ENDORSE CERTAIN MUNICIPAL ADVOCACY GOALS
PROPOSED BY THE NORTH CAROLINA LEAGUE OF MUNICIPALITIES
FOR THE 2023-2024 LEGISLATIVE BIENNIUM

WHEREAS, the North Carolina League of Municipalities (NCLM) Board of Directors approved 16 proposed municipal advocacy goals for the 2023-2024 legislative biennium; and

WHEREAS, each NCLM member municipality may endorse up to 10 of the 16 proposed goals as part of the NCLM's legislative goals development process; and

WHEREAS, each NCLM member municipality may designate a single voting delegate who will cast the municipality's vote by January 12, 2023;

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Carrboro, North Carolina, endorses the following goals from the list of 16 proposed legislative goals recommended by the North Carolina League of Municipalities Board of Directors:

- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____

BE IT FURTHER RESOLVED that the Town Council designates the town clerk to act as the Town's voting delegate for the purpose of casting the Town's vote on the proposed legislative goals identified above, and directs the town clerk to cast the Town's vote before the January 12 deadline.

This the 10th day of January, 2023.

TOWN OF CARRBORO LEGISLATIVE PRIORITIES FOR THE 2021 LONG SESSION

January 26, 2021: Motion was made by Council Member Seils, seconded by Council Member Slade to adopt the legislative priorities below:

- Funding assistance to fill revenue losses associated with COVID-19 Pandemic
- Broadband flexibility for local governments in a manner that would allow leasing infrastructure to private service providers
- Flooding and stormwater assistance
- Statewide source of funds (or another source of funds for schools to address utilities/stormwater mitigation)
- Police video camera footage viewing and release for governing boards
- Begin policy making and enact a program to allocate funding for reparations to governments at the local level, healing some of the deepest wounds we face today and reaffirming our commitment to a more inclusive future.
- Full restoration of the public transportation budget's State Maintenance Assistance Program (SMAP)
- Authority for OWASA to safely reuse certain potable waters

VOTE:

Ayes (7): Mayor Lydia Lavelle, Council Member Barbara Foushee, Council Member Jacquelyn Gist, Council Member Randee Haven-O'Donnell, Council Member Susan Romaine, Council Member Damon Seils, Council Member Sammy Slade

Nos (0):

Absent/Excused (0):



Transportation Policy Priorities FOR THE TRIANGLE METRO REGION

KEYS TO A MOBILE FUTURE

Transportation is big, but it is always part of something bigger: economic development opportunities, healthy, active neighborhoods, greater access to jobs and education. The Triangle Metro Region – urban, suburban and rural -- was home to 35% of the state’s growth from 2010-2020, and is expected to add another million people over the next generation. A transportation policy that enables North Carolina to continue to compete effectively must focus on 3 key areas:



Economic Development
& the Attraction of
Diverse Talent



Healthy, Complete
Communities Equitable
for All Residents



Safety for All
Travelers, From
Youth to Seniors

REGIONAL POLICY PRIORITIES

Seven key priorities can result in fast-growing regions staying ahead of the growth curve, rural areas and small towns taking advantage of economic opportunities and every community providing complete streets and safe solutions tailored to local conditions.

INVEST FOR SUCCESS

- ➔ Create dedicated, recurring state funding as a match for competitive federal funds, such as the BUILD, passenger rail, and Capital Investment Grant (CIG) programs.
- ➔ Create state economic development funding for multi-modal investments serving job hubs in small towns, rural areas, and along major metro mobility corridors.

The BuildNC bond was a good start, but fast, flexible funding is needed for multimodal projects not well suited to the long and constrained STI process. Regions will do their part - they need a handshake, not a handout from the state - a committed partner to match regional action with state action.

- Minnesota's Transportation Economic Development Program could be a model for a nimble, economic-based effort -



MAKE INVESTMENTS RELIABLE AND PREDICTABLE

- ➔ Remove constraints and account for multimodal benefits for rail transit funding.

The STI program allocates funding in a reasonable way, with one exception: rail transit. Rail transit should be held to the same standards as other investments, and its measurable multi-modal benefits should be included. Constraints on state funding should be removed so that projects can compete on a level playing field and funded on their merits. Businesses tell us that risks, uncertainties, and changing rules stifle success - transportation investment is a key business for the state and its communities.

- \$1 million invested in transit generates 4,200 job-hours; \$1 million in roadway investment generates 2,400 job-hours -



ENABLE MORE COST-EFFECTIVE CRITICAL CORRIDOR INVESTMENTS

- ➔ Relax the cap on statewide tier funding within a corridor.

While the reasoning behind a cap is sound, its application leads to piece-meal spending which costs more in the long run and affects travelers throughout the state. The cap can also prevent investments on parallel reliever roadways that could be cost-effective and complimentary investments.



- 30% of vehicles on the Triangle's busiest stretch of I-40 - which is hampered by the corridor cap - is from areas outside Wake and Durham counties -

REMOVE FUNDING BARRIERS FOR SMALL TOWNS AND RURAL AREAS IN DIVISIONS WITH LARGE MPOS

- ➔ Exempt Surface Transportation Block Grant-Direct Allocation Funding from the STI Allocation.

These funds are allocated from the federal government to MPOs to address mobility challenges in urban areas. Exempting these funds from the STI formula at the Division Tier would allow funding to be more evenly distributed and let small towns and rural counties better compete for funds.



- NC's STI program already exempts 8 other categories of transportation revenues -

MAKE NC A LEADER IN ACTIVE TRANSPORTATION INVESTMENTS

- ➔ Surpass peer states in funding economically beneficial and safety-focused bicycle & pedestrian projects.

Whether its a critical link in NCDOT's Great Trails State Plan, an important sidewalk connection to make travel to school safer, or a Main Street bike and pedestrian project to serve businesses, state funding provides crucial leverage for federal funds and local contributions.



- 16% of crash fatalities are pedestrian or cyclists; the state is a necessary partner in solutions -

STRENGTHEN SUPPORT FOR DEMAND-MANAGEMENT & TECHNOLOGY

- ➔ Stabilize and grow NCDOT's investment in Transportation Demand Management (TDM) to match local and regional commitments. Implement the Regional Technology (ITS) plan for roadways and transit.

The most cost-effective dollar spent efficiently manages the demand for the supply of roads we already have. Working with employers on ways to offer workers alternatives to peak-hour, drive-alone commuting and deploying technologies to maximize the roadway supply are key elements of smart cities.



- The Triangle TDM program has reduced vehicle miles traveled by over 300 million miles over the past 5 years -

RECOGNIZE STATEWIDE PROJECTS IN OTHER MODES, NOT SOLELY ROADWAYS AND FREIGHT RAIL

- ➔ Establish standards and scoring criteria for designated statewide passenger rail and trail investments.

Just as highways serve statewide interests, so do other modes. Charlotte to Raleigh passenger rail serves 5 NCDOT divisions and 3 NCDOT regions. Great trails traverse the state - the East Coast Greenway stretches from VA to SC and the Mountains-to-Sea Trail runs 1,175 miles from the Great Smoky Mountains to the Outer Banks.



-Raleigh to Charlotte passenger rail contributes \$60 million to business output and \$30 million to GSP annually-





Invest for Success



A Triangle Metro Region Transportation Priority

Create dedicated, recurrent state transportation funding as a match for competitive federal funds, together with state economic development funding for key multi-modal investments serving job hubs.

The BuildNC bond was a good start, but fast, flexible funding is needed for multi-modal projects not well suited to the long and constrained STI process. Regions will do their part -- they need a handshake, not a handout from the state -- a committed state partner to match regional action with state action.



- State funding for shovel-ready and shovel-worthy projects may drive any federal stimulus funding decisions -

Opportunity comes to those who are prepared for it. North Carolina needs special transportation funds that move at the speed of business and are fast and flexible enough to dovetail with changing federal transportation funding opportunities and business expansion decisions:

- NC has a history as a "donor" state when it comes to competitive grants, especially for major transit capital investments
- Recent major economic development location decisions, such as for the Amazon HQ2, have emphasized the importance of investing in quality transit to attract jobs

Dedicated State Funding to Match Competitive Federal Funds

What success looks like: A ready-to-go pool of state matching funds that local and state applicants for competitive federal grants can count on to increase their chances for success.

Recent Success

North Carolina awarded \$47.5 million CRISI grant to purchase freight line for future passenger service

The 10-mile line is called the "missing link" for future high-performance passenger rail service between Raleigh, N.C., and Richmond, Va.

Author — Mischa Wanek-Libman
Sep 21st, 2020



Key Policy Considerations

- Understanding federal scoring systems and tailoring projects for maximum success
- Ensuring sufficient levels of funding to provide matches, while being able to pivot funding if applicants are not successful
- Nurturing relationships with federal agencies and local partners to ensure our ability to deliver projects on time & on budget

Project Types that Might Benefit

- BRT and passenger rail projects through the Federal Capital Investment Grants (CIG) program
- Roadway, transit and bike-ped projects seeking BUILD funding
- Projects eligible for any infrastructure stimulus legislation that may occur

Economic Development Funding for Mobility Investments in Key Hubs

What success looks like: A state economic development fund that can quickly respond to mobility needs of major economic development projects

Examples from Successful Regions



Key Policy Considerations

- Understanding how federal programs like Opportunity Zones and FTA Joint Development could leverage economic development and serve key travel markets
- Determining the best source(s) for revenues and the best way to allocate funds to worthy projects
- Building partnerships between transportation staffs and economic development staffs

Types of Projects that Might Benefit

- Major expansions or relocations that prioritize fast and reliable transit
- Mega-site industrial employers that expect good freight rail and highway access
- Projects eligible for any infrastructure stimulus legislation that may occur

Next Steps for the Metropolitan Planning Organizations

- Work with NCDOT, NC Department of Commerce, Economic Development Partnership of NC and State legislators on legislative proposals
- Work with NCDOT and regional partners to build expertise in federal grant opportunities and scoring mechanisms, and identify eligible projects
- Work with partners to conduct feasibility studies to move top projects into shovel-ready or shovel-worthy status
- Build and nurture relationships with federal agencies that oversee competitive grant funding
- Understand typical mobility-related "asks" of major economic development projects
- Understand the region's "mega sites" and the mobility investments that could serve them better

How to Invest for Success in Your Community

- Fund the planning and feasibility studies needed to make projects shovel-ready and shovel-worthy
- Consider a transportation bond to provide local matching funds to leverage federal funds
- Work with businesses and anchor institutions to develop collaborative partnerships and solutions
- Revise land use, parking & affordable housing policies to align with multi-modal corridor standards





Make NC a Leader in Active Transportation Investments



A Triangle Metro Region Transportation Priority

Surpass peer states in funding economically beneficial and safety-focused bicycle and pedestrian projects and programs

Whether it's a critical link in NCDOT's Great Trails State Plan, an important sidewalk connection to make travel safer, or a Main Street bike and pedestrian project to serve businesses, state funding provides crucial leverage for federal funds and local contributions.



- 16% of crash fatalities are either pedestrians or cyclists -

North Carolina and the Triangle Metro Region should prioritize active transportation investments that support healthy and safe communities. Primary focus areas are:

- Improved implementation of **Complete Streets** projects
- **Active Routes to School, Parks, and Transit** approaches that have demonstrated health, equity, and academic performance benefits.

Complete Streets

What success looks like: NCDOT Complete Streets policy implementation is based on the land use and travel characteristics of corridors, along with the needs of users, not on the type of facility that is built or the community it is in. NCDOT, MPOs, RPOs, and local communities seamlessly blend federal, state and local funds to achieve results.

A Successful Complete Street



Key State Actions

- Restore state funding for independent active transportation projects to put all modes on a level playing field.
- Make facility maintenance easier.
- Lower the local match requirements to incentivize more investments.
- Leverage all funding programs, including safety, for active transportation.
- Develop best practices for tracking success in active transportation.

Triangle Projects That Could Benefit

- NC 98 Corridor
- Triangle Bikeway
- NCDOT Great Trails State routes

Active and Safe Routes to Schools, Parks and Transit

What success looks like: Communities partner with NCDOT, MPOs, schools and transit agencies to expand the reach of the Active Routes to School program to link neighborhoods to parks, transit routes, existing schools and planned schools.

A Successful Active School **Key Policy Considerations**



- Physical activity has a proven positive impact on learning and health
- Schools that participate see improvements in academic performance as well as classroom behavior
- Working together, NCDOT and MPOs can use flexible funding for active routes to schools, parks and transit
- A "Vision Zero" approach can lead to safety funding proportional to biking and walking fatalities

Next Steps for the Metropolitan Planning Organizations

- Assign MPO staff to work with NCDOT to track complete streets implementation progress.
- Work with NCDOT to develop modified procedures and standards that can make the design, funding, and maintenance of complete street elements easier to accomplish.
- Maintain the current emphasis on active and safe routes to schools, but expand the focus to parks, transit stops, job hubs, and grocery stores.
- Work with legislators to restore state funds for stand-alone bicycle/pedestrian projects.
- Give priority to projects with active transportation elements in existing funding programs.
- Work with NCDOT staff to allocate maintenance funds for state roads transferred to municipal responsibility.

How to Support Active Transportation Investment in Your Community

- School staff and PTAs organize 'walking and cycling school bus' efforts.
- Staff and advisory boards give input at early stages of school siting and design processes, and design criteria for schools support walking and biking access.
- Active transportation investments and strategies are infused in all local land use, transportation, parks and school planning and site selection efforts, focusing on equitable investments to connect neighborhoods to key hubs and services.





Strengthen Support for Demand Management & Technology



A Triangle Metro Region Transportation Priority

Stabilize and grow state investment in Transportation Demand Management (TDM) to match local and regional commitments. Implement the Regional Technology (ITS) Plan for roadways and transit.

The most cost-effective dollar spent is on efficiently managing the demand for the supply of roads we already have. Working with employers on ways to offer workers alternatives to peak-hour, drive-alone commuting and deploying technologies to maximize the roadway supply are key elements of the smart city movement.



- The Triangle TDM program has reduced vehicle miles traveled by over 300 million miles over the past 5 years -

The Triangle Metro Region is already a leader in the state in deploying emerging technologies and demand management solutions that optimize roadway and transit capital projects. Two key focus areas should be:

- Taking the already successful Regional Transportation Demand Management Partnership to the next level.
- A three-pronged approach to Smart Cities Technology Applications that optimizes how we travel and paves the way for automated, connected vehicles.

Regional Transportation Demand Management Partnership

What success looks like: NCDOT, the Triangle Metro's MPOs and key partners collaborate to recruit, recognize and reward employers and communities that implement different tiers of Transportation Demand Management practices.

Employer Success



Key Ingredients

- A regional collaboration between NCDOT, both MPOs and Triangle J COG with 14 competitively-selected service providers.
- Employer-focused with emphasis on anchor institutions, city centers and the RTP
- Coordinated outreach, including virtual webinars on telecommuting during COVID.

Success Metrics (FY19)

- 6.5 million vehicle trips avoided
- 70 million commute miles reduced
- 2.9 million gallons of gas saved
- 58 million pounds of carbon dioxide release prevented
- 32 designated Best Workplaces for Commuters

Smart City Technologies

What success looks like: Technology applications that overcome uncertainty and take evidence-based steps to better manage freeways, local streets and travel in our region's hubs.

Active Freeway Management

- Melds communications, controls and optimization strategies
- Reduces delay and increases reliability
- Provides as much as an additional lane of freeway capacity
- More cost-effective than traditional road projects
- Can be used with managed lanes and toll facilities

Traffic Signal Systems

- Integrated, community-wide network for maximum benefit
- Linked to a traffic management center
- Efficient congestion management and faster incident response
- Key element for connected & automated vehicle infrastructure

Mobility in Regional Hubs

- City centers and anchor institutions are key destinations
- Combination of technology, pricing and parking strategies
- People-friendly, rather than vehicle-oriented, actions
- Apply lessons learned from Durham's Bloomberg Mayor's Challenge Grant to other key job hubs.



Next Steps for the Metropolitan Planning Organizations

- Work with NCDOT to use federal Congestion Mitigation and Air Quality (CMAQ) funding on eligible TDM and technology projects.
- Work with NCDOT and other partners to transform the Best Workplaces program into a tiered "best in class" statewide recognition program for employers and communities with TDM programs.
- Lead the implementation of the new Regional Intelligent Transportation Systems (ITS) plan by forming a work group and prioritizing actions.
- Work with state officials to reinstate the ability of local communities to adopt TDM ordinances in places where criteria for travel alternatives can be met.
- Include equity concerns in TDM funding decisions and program monitoring.

How to Support TDM and Technology in Your Community

- Engage large employers, including local government, to implement TDM practices.
- Seek opportunities to deploy emerging technologies.
- Participate in the new Regional ITS Deployment Plan Working Group.
- Work with NCDOT and MPOs on signal system and active freeway management opportunities.



A RESOLUTION IN SUPPORT OF CLOSING NORTH CAROLINA'S
HEALTH INSURANCE COVERAGE GAP THROUGH MEDICAID EXPANSION

WHEREAS, people in the health insurance "coverage gap" earn too much income to qualify for Medicaid but do not earn enough to qualify for a subsidy in the private marketplace; and

WHEREAS, 8.9% of workers in Orange County are uninsured, according to an analysis from the Georgetown University Health Policy Institute; and

WHEREAS, closing the health insurance coverage gap through expansion of Medicaid would extend affordable health insurance coverage to 7254 people in Orange County and more than 600,000 people across the state who cannot access the health care they need; and

WHEREAS, federal funding from taxes that North Carolinians have already paid will cover 90% of costs for states closing the health insurance coverage gap to residents who need access to affordable health insurance; and

WHEREAS, according to the North Carolina Department of Health and Human Services, Orange County had 13 deaths and 47 emergency department visits related to opioid overdose in 2019, and closing the health insurance coverage gap would provide access to behavioral health care to address the opioid epidemic; and

WHEREAS, healthy people and access to affordable health care are key to the Orange County and Carrboro economy; and

WHEREAS, closing the health insurance coverage gap would create 629 new jobs in Orange County, drive \$141,300,000 in new business activity in Orange County, and generate \$3,724,200 in new county revenue, according to an analysis by the Cone Health Foundation, the Milken Institute School of Public Health, and the Kate B. Reynolds Charitable Trust; and

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Carrboro, North Carolina, urges the North Carolina General Assembly to close the health insurance coverage gap in North Carolina by passing Medicaid expansion.

BE IT FURTHER RESOLVED that the Town Council asks the town clerk to share this resolution with Representative Allen Buansi, Representative Renée Price, and Senator Graig Meyer.

This the 10th day of January, 2023.