

Chapter 6 | Funding and Implementation

Introduction

The success of the *Holly Springs Comprehensive Transportation Plan* will hinge on the collaboration of local, regional, and state officials with the private sector. The Implementation Plan sets the stage for the successful orchestration of the programs, policies, and facilities recommended throughout the CTP. The core of the Implementation Plan is a series of Action Plan tables that list specific projects, a phasing plan by horizon year, available funding sources, and agencies responsible for implementing the vision. This approach serves two purposes: (1) it provides a blueprint for decision-makers to enable them to track progress and schedule future improvements, and (2) clearly defined action items help the Town identify public and private investment opportunities that are healthy, sustainable, and achievable through well-guided transportation and land use policies that encourage quality design and environmental stewardship.

Today's Paradigm Shift

Through the Town's comprehensive plan, CAMPO's ongoing planning efforts, a renewed focus on downtown Holly Springs, and increased interest in multimodal solutions, the Holly Springs area has begun to shift its approach to land development and investment in transportation infrastructure. This paradigm shift, in part, is the result of the community taking a stand against worsening traffic congestion, rising safety concerns, and unsustainable land development.

Shifting the trends in land use and transportation will require education and perseverance. Local officials and the community at large now recognize the quality of private investment, in both design and orientation, greatly impacts the attractiveness of the area. With transportation as a catalyst, successful and sustainable development can emerge through the cooperative effort of public and private ventures.

Action Plan

The implementation strategies in this chapter recognize the effect transportation improvements have on travel safety and mobility, commerce, development patterns, and the visual appeal of the Holly Springs area. Some improvements will be implemented through the development review process, while major infrastructure improvements



likely will require state and federal funding as well as self-financing mechanisms. Funding for these major projects is limited and the regional and statewide competition for it is spirited. The purpose of the Action Plan is to recognize these challenges and suggest strategies and resources to address each challenge. With this in mind, the Action Plan identifies next step items for each category described in detail throughout this report. Ultimately, these recommendations can be administered concurrently or as priorities and regional initiatives present themselves.

The following series of tables (**Tables 6.1 to 6.5**) represent specific action items for the roadway and transit elements of this plan as well as general action items for plan implementation. These tables are based on the findings and recommendations presented in the corresponding elements of the CTP. As with the recommendations described in the Chapter 4 (Bicycle and Pedestrian Element), this plan defers to the prioritization and funding discussions included in the *Holly Springs Pedestrian Transportation Plan* and the *Bicycle Transportation Plan for Holly Springs*. For the roadway recommendations, projects are divided into three timeframes: Short-Term (2011 to 2016) Mid-Term (2017 to 2026), and Long-Term (2027 and beyond). Due to the likelihood of collector street facilities being funded using alternative sources, those projects are not included here. The methodology used to determine the roadway cost estimates is detailed in **Chapter 3**. This Action Plan does not represent a financially constrained scenario; however, when prioritizing the recommendations, consideration was given to factors such as cost effectiveness, planning and design efforts, and ongoing local and regional initiatives. Although many of these projects will not be completed within the short or mid-term timeframes, their inclusion in this plan allows decision-makers the flexibility to adjust the local transportation priorities on an annual basis.





Table 6.1 – General Action Items

Action Items	Timeframe	Responsible Party
Adopt the <i>Holly Springs Comprehensive Transportation Plan</i> .	2011	Town
Coordinate recommendations with neighboring jurisdictions, NC CAMPO, and NCDOT.	2011	Town
Apply the recommendations of this plan during the development review process. Use this plan as a tool to review proposed development projects and plans as they locate and are implemented within the Holly Springs planning area.	2011	Town/NCDOT
Integrate the findings and recommendation of this plan into <i>Vision Holly Springs (The Town of Holly Springs Comprehensive Plan)</i> .	2011	Town
Integrate the findings and recommendations of this plan into the <i>Southwest Area Study</i> , currently underway by NC CAMPO.	2011	Town/CAMPO
Use the future collector street network as a tool to review proposed development projects and plans as future collector streets are proposed.	2011	Town
Require new developments to reserve right-of-way for, and in some cases construct, future collector streets.	2011	Town
Work collaboratively with NC CAMPO to integrate high priority recommendations into the region's financially constrained LRTP.	2012	Town/CAMPO





Table 6.2 – Short Term (2011 to 2016) Roadway Action Plan

Action Items	Estimated Cost ^A	Potential Funding	Responsible Party
Widen Ralph Stephens Road to a four lane median-divided section between NC 55 (Main Street) and Teal Lake Drive	\$6,380,000	STP-DA ^B	Town/ CAMPO/ NCDOT
Construct Stephens Grove Extension as two four lane median-divided sections between Ralph Stephens Road and Piney Grove Wilbon Road	\$4,650,000	STP-DA ^B	Town/ CAMPO/ NCDOT
Construct new location facility (New Hill Place north entrance) as a four lane median-divided section between NC 55 Bypass and Old Holly Springs Apex Road	\$10,820,000	Developer	Developer/ Town/ NCDOT
Improve intersection of New Hill Place north entrance and NC 55 Bypass to a square loop interchange (NC 55 Bypass Preferred Access Plan recommendation)	TBD	Developer/ STP-DA	Developer/ Town/ CAMPO/ NCDOT
Improve intersection of New Hill Road/Holly Springs Road and NC 55 Bypass to a square loop interchange (NC 55 Bypass Preferred Access Plan recommendation)	TBD	Developer/ STP-DA	Developer/ Town/ CAMPO/ NCDOT
Widen Lockley Road to a three lane section with a two-way left turn lane between Harvestwood Drive and Holly Springs Road	\$1,970,000	STP-DA/ Hazard Elimination/ CMAQ	Town/CAMPO/ NCDOT
Widen Lassiter Road to a three lane section with a two-way left turn lane between Holly Springs Road and Sunset Lake Road	\$1,350,000	STP-DA/ Hazard Elimination/ CMAQ	Town/CAMPO/ NCDOT

A – Estimated costs in 2011 dollars. Costs are for construction only and do not include utilities, right-of-way, or environmental mitigation.

B – Partial funding already allocated.





Table 6.3 – Mid Term (2017 to 2026) Roadway Action Plan

Action Items	Estimated Cost ^A	Potential Funding	Responsible Party
Construct new interchange along US 1 to serve Friendship site	TBD	Developer/ TIP	Developer/ Town/ CAMPO/ NCDOT
Construct a new location facility (Friendship Road extension) as a four lane median-divided section between the proposed US 1 interchange and existing Friendship Road	\$2,670,000	Developer/ TIP	Developer/ Town/ CAMPO/ NCDOT
Widen Old Holly Springs Apex Road to a four lane median-divided section between New Hill Road and the Western Wake Expressway interchange, with partial realignment	\$15,350,000	TIP	NCDOT/ CAMPO/ Town
Widen Thomas Mill Road to a three lane section with a two-way left turn lane between Green Oaks Parkway and Irving Parkway	\$2,970,000	Developer/ STP-DA	Developer/ Town/ CAMPO/ NCDOT
Widen Irving Parkway to a three lane section with a two-way left turn lane between New Hill Road and Green Oaks Parkway	\$1,750,000	Developer/ STP-DA	Developer/ Town/ CAMPO/ NCDOT
Widen Holly Springs Road to a four lane median-divided section between NC 55 Bypass and Pierce Olive Road	\$38,510,000	TIP	NCDOT/ CAMPO/ Town
Construct a new location facility (Lockley Road extension) as a three lane section with a two-way left turn lane between Holly Springs Road and Sunset Lake Road	\$3,430,000	STP-DA/ Hazard Elimination	Town/CAMPO/ NCDOT
Construct a new location facility (Lassiter Road extension) as a three lane section with a two-way left turn lane between Harvestwood Drive and Holly Springs Road	\$1,170,000	STP-DA/ Hazard Elimination	Town/CAMPO/ NCDOT

A – Estimated costs in 2011 dollars. Costs are for construction only and do not include utilities, right-of-way, or environmental mitigation.





Table 6.4 – Long Term (2027 and beyond) Roadway Action Plan

Action Items	Estimated Cost ^A
Widen NC 55 Bypass (GB Alford Highway) to a six lane median-divided section between NC 55 (Main Street)/Technology Drive and the proposed Fuquay-Varina Bypass	\$49,770,000
Widen New Hill Holleman Road to a four lane median-divided section between US 1 and Avent Ferry Road	\$24,970,000
Widen Friendship Road to a four lane median-divided section between New Hill Holleman Road and Woods Creek Road	\$16,190,000
Widen Woods Creek Road to a four lane median-divided section between Friendship Road and Old Holly Springs Apex Road	\$15,860,000
Widen Holly Springs New Hill Road to a four lane median-divided section between Friendship Road and Old Holly Springs Apex Road	\$19,910,000
Widen New Hill Road to a four lane median-divided section between Old Holly Springs Apex Road and NC 55 Bypass	\$2,480,000
Widen Avent Ferry Road to a four lane median-divided section between New Hill Holleman Road and NC 55 Bypass	\$29,910,000
Widen Cass Holt Road to a four lane median-divided section between Avent Ferry Road and Sweet Springs Road	\$39,400,000
Widen Piney Grove Wilbon Road to a four lane median-divided section between Avent Ferry Road and NC 42	\$33,560,000
Widen Bass Lake Road to a four lane median-divided section between Sunset Lake Road and the proposed Fuquay-Varina Bypass	\$5,330,000
Widen Honeycutt Road to a four lane median-divided section between Cass Holt Road and Piney Grove Wilbon Road	\$5,990,000
Widen Wade Nash Road to a four lane median-divided section between Piney Grove Wilbon Road to the proposed Fuquay-Varina Bypass	\$2,870,000
Widen NC 55 (Main Street) to a four lane median-divided section between Technology Drive and Holly Springs Road	\$18,080,000
Widen Sunset Lake Road to a four lane median-divided section between NC 55 Bypass and Bass Lake Road	\$39,110,000
Widen Optimist Farm Road to a four lane median-divided section between Sunset Lake Road and the Holly Springs Town Limit	\$8,160,000
Widen Kildaire Farm Road to a four lane median-divided section between Holly Springs Road and the Holly Springs Town Limit	\$3,540,000
Widen Pierce Olive Road to a four lane median-divided section between Holly Springs Road and Optimist Farm Road	\$11,770,000

A – Estimated costs in 2011 dollars. Costs are for construction only and do not include utilities, right-of-way, or environmental mitigation.



Table 6.4 – Long Term (2027 and beyond) Roadway Action Plan (continued)

Action Items	Estimated Cost ^A
Widen Stephenson Road to a three lane section with a two-way left turn lane between Sunset Lake Road and the Holly Springs Town Limit	\$410,000
Widen Rouse Road to a three lane section with a two-way left turn lane between Cass Holt Road and Piney Grove Wilbon Road	\$2,100,000
Widen Rex Road to a three lane section with a two-way left turn lane between Avent Ferry Road and the proposed new location facility (Buckhorn-Duncan Road Extension)	\$7,390,000
Widen Avent Ferry Road to a three lane section with a two-way left turn lane between NC 55 (Main Street) and NC 55 Bypass	\$2,590,000
Widen NC 55 (Main Street) to a three lane section with a two-way left turn lane between Holly Springs Road and NC 55 Bypass	\$4,440,000
Widen Raleigh Street to a three lane section with a two-way left turn lane between Holly Springs Road and NC 55 (Main Street)	\$1,590,000
Widen Earp Street to a three lane section with a two-way left turn lane between Burt Street and Bass Lake Road	\$3,810,000
Widen Bass Lake Road to a three lane section with a two-way left turn lane between Holly Springs Road and the proposed Fuquay-Varina Bypass	\$11,270,000
Construct a new location facility (Buckhorn-Duncan Road Extension) as a four lane median-divided section between Holly Springs New Hill Road and Cass Holt Road	\$29,080,000
Construct a new location facility (Honeycutt Road Extension) as a four lane median-divided section between Avent Ferry Road and Cass Holt Road	\$6,250,000
Construct a new location facility (Wade Nash Road Extension) as a four lane median-divided section between existing Wade Nash Road and Piney Grove Wilbon Road	\$4,390,000
Construct a new location facility as a four lane median-divided section between Woodfield Dead End Road and Old Holly Springs Apex Road	\$7,120,000
Construct a new location facility as a four lane median-divided section between Old Holly Springs Road and Holly Springs New Hill Road	\$6,810,000
Construct a new location facility (Edwards Drive Extension) as a four lane median-divided section between Sunset Lake Road and Kildaire Farm Road	\$3,460,000
Construct a new location facility (Sunset Lake Road Realignment) as a four lane median-divided section between existing Sunset Lake Road and NC 55 Bypass	\$2,110,000
Construct a new location facility (Old Adams Road Extension) as a four lane median-divided section between NC 55 (GB Alford Highway) and Wade Nash Road	\$8,040,000

A – Estimated costs in 2011 dollars. Costs are for construction only and do not include utilities, right-of-way, or environmental mitigation.



Table 6.4 – Long Term (2027 and beyond) Roadway Action Plan (continued)	
Action Items	Estimated Cost ^A
Construct a new location facility (Rouse Road Extension) as a three lane section with a two-way left turn lane between Cass Holt Road and the proposed Honeycutt Road Extension	\$3,440,000
Construct a new location facility (Rouse Road Extension) as a three lane section with a two-way left turn lane between existing Rouse Road and Piney Grove Wilbon Road	\$4,880,000
Construct a new location facility (Fuquay-Varina Bypass) as a four lane median-divided section between Bass Lake Road and Coley Farm Road ^C	\$29,390,000
Improve intersection of Avent Ferry Road and NC 55 Bypass to a full interchange (NC 55 Bypass Preferred Access Plan recommendation)	TBD

A – Estimated costs in 2011 dollars. Costs are for construction only and do not include utilities, right-of-way, or environmental mitigation.

C – This project effort would be led by the Town of Fuquay-Varina.





Table 6.5 – Transit Action Plan		
Action Items	Timeframe	Responsible Party
Designate Park and Ride Lots, and enhance lots with signage, shelters, and security if needed. <i>(potential funding source: CMAQ)</i>	2013	Town/TT
Complete TT Route 305 Extension. <i>(funding source: in TT's short range plan)</i>	2013	TT/Town
Expand vanpooling presence in the Holly Springs area through outreach, education, and amenities. <i>(potential funding source: CMAQ)</i>	2015	Town/TT
Implement express bus service between Holly Springs and RTP, Raleigh <i>(potential funding source: create partnership with TT similar to Wake Forest express route)</i>	2018	TT/Town
Create a Holly Springs circulator route, serving Park and Ride Lots and major generators <i>(potential funding source: FTA 5311, requiring a 80% federal, 10% state, 10% local contribution for capital expenses and a 80% federal, 5% state, 15% local contribution for administrative/ operating expenses)</i>	2027	Town/TT

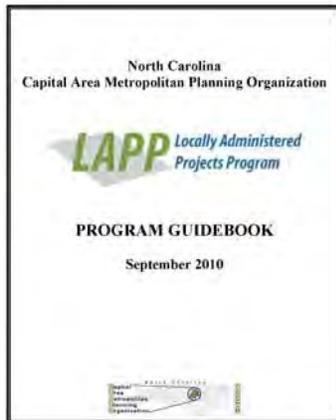




Transportation Funding Sources

NC Capital Area MPO Funding

As the Metropolitan Planning Organization for the Holly Springs area, NC CAMPO plays an integral role in securing funding for recommended projects. Transportation recommendations formulated by Holly Springs in this CTP will be passed along to NC CAMPO for consideration in the regional Long Range Transportation Plan (LRTP). This plan will develop a set of financially constrained projects, implying that if a project is included within the planning horizon for the plan, current and projected funding sources are anticipated to be available to fund the project. For a project to be included in the regional and state Transportation Improvement Program (TIP), it must be a part of a conforming LRTP.



As the regional agency, NC CAMPO receives certain types of funds from the state and assists with the disbursement of these funds. To coordinate this effort, NC CAMPO oversees the Locally Administered Projects Program (LAPP). This program is designed for prioritizing small and effective multimodal projects from across the region, maximizing the use of available funding sources. A 27-month schedule has been established to propose and adopt projects for the LAPP. Although the percentage of funds disbursed to different modal needs is reevaluated annually at the regional level, the Town of Holly Springs is typically able to submit three highway projects and three bicycle or pedestrian projects for consideration in this program every year. The Town of Holly Springs has already started taking advantage of the LAPP, with projects such as the planning efforts for the Stephen’s Grove connector, the Grigsby sidewalk addition, and the Bass Lake greenway all receiving funds.

The LAPP program serves as the clearinghouse for disbursement of funds from the Surface Transportation Program Direct Attributable (STP-DA) account, Congestion Mitigation and Air Quality (CMAQ), Transportation Enhancements, or other funds that are passed through the MPO for distribution. These funding sources are detailed more below. Additional information on the LAPP can be found on NC CAMPO’s website at the following link: http://www.campo-nc.us/LAPP/2010_HANDBOOK_LAPP.pdf.

Surface Transportation Program Direct Attributable (STP-DA)

The STP-DA program was established in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation adopted in 2005. This program allows those metropolitan areas with populations in excess of 200,000 designated as Transportation



Management Areas (TMAs) to directly distribute a portion of federal and state funds. Projects ideally suited for this funding source would be smaller in nature, due to the limited monies available and the desire to spread the impact of those funds over several project efforts.

Congestion Mitigation and Air Quality (CMAQ)

In recognition of the interrelated role of transportation projects and air quality, the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) established the Congestion Mitigation and Air Quality program. CMAQ funds are intended for use in areas that are currently not meeting or trying to maintain the National Ambient Air Quality Standards (NAAQS), a benchmark for air pollutant levels established in the 1990 Clean Air Act Amendments. Since Wake County is a maintenance area for both the carbon monoxide standard and the 8-hour ozone standard, this area is eligible to receive CMAQ funds. Projects eligible for CMAQ funding must be able to demonstrate an improvement to the area's air quality conditions through their implementation. More information on CMAQ can be found at http://www.fhwa.dot.gov/environment/air_quality/cmaq/.

Enhancement Grants

The Enhancement Grant program, established by Congress in 1991 through the ISTEA legislation, ensures the implementation of projects not typically associated with the road-building mindset. While the construction of roads is not the intent of the grant, the construction of bicycle and pedestrian facilities is one of many enhancements that the grant targets. The approved projects must be listed in the NC CAMPO TIP, which is updated every two years. In addition, these projects are listed in the State TIP. For more information on Enhancement Grants, please see <http://www.ncdot.org/programs/enhancement/>.

TIP Funding

Federal law requires each state to establish a fiscally constrained STIP. Projects located on a federally-eligible highway must be placed in the STIP to protect their federal eligibility. Before any project in the STIP can move forward to construction, federal law requires that it must undergo extensive review. Besides engineering concerns, the plans for each project must consider environmental mitigation, national security, safety, bicycle and pedestrian needs, and consistency with planned growth and development plans.

NC CAMPO prepares the TIP for the region, based on project input from member jurisdictions. To be considered for inclusion in the TIP, a project must first appear in the region's LRTP. Projects eligible for



funding under the LAPP must be included in the TIP, as well as projects identified for other state and federal funding sources.

Powell Bill Funding

All municipalities in the state of North Carolina are afforded the opportunity to use Powell Bill funds. Powell Bill funds are disbursed to the municipalities based on their estimate of population and local street mileage. Powell Bill funds are limited in their application, allowed for use in roadway maintenance, bikeway maintenance and construction, or sidewalk maintenance and construction. For this reason, Powell Bill funds can be effectively used to serve the needs of motorized and non-motorized vehicles. For more information about this program, see http://www.ncdot.org/programs/Powell_Bill/.

Transit Funding



Triangle Transit receives federal funds through the FTA programs. As authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005 (SAFETEA-LU), the FTA provides stewardship of combined formula and discretionary programs totaling more than \$10B to support a variety of locally planned, constructed, and operated public transportation systems throughout the United States. Transportation systems typically include buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, or people movers. Additionally, some other programs such as CMAQ can be used for transit projects along with other modal needs.

Federal funds awarded to Triangle Transit are listed in the STIP. NC CAMPO works with Triangle Transit to coordinate transit initiatives with neighboring transit agencies, as well as with other transportation priorities.

There is a wide array of funding sources that could be applied for the transit projects recommended in the *Holly Springs Comprehensive Transportation Plan*. While many of these funding sources would best be pursued through Triangle Transit as the lead agency, others could be championed directly through the Town. For more information on the

funding sources available, please visit <http://www.ncdot.org/nctransit/download/ProgramsFunding.pdf>.



Bicycle and Pedestrian Funding

Bicycle and pedestrian projects are often eligible for their own funding sources. The *Holly Springs Pedestrian Transportation Plan* and the *Bicycle Transportation Plan for Holly Springs* delve into the potential funding options for these two modal options. Funding alternatives for bicycle and



pedestrian modes can come not only from federal and state sources, but also private grant initiatives.

Funding Opportunities

The construction of a comprehensive transportation network can occur through incremental adoption of local policies and programs supplemented by state programs and assistance from the private sector. It will be important for the Town of Holly Springs, in collaboration with Wake County and the NC Capital Area Metropolitan Planning Organization (CAMPO) to identify funding resources to implement the recommendations of this plan. Respondents to the public questionnaire were asked to vote on their preferences for instituting one or more funding strategies to help implement the transportation recommendations in the plan. These funding strategies included general obligation bonds, higher gas tax, development impact fees, local sales tax, vehicle registration fees, developer contributions, property tax incentives, and tolls on roads. Respondents were also given the opportunity to indicate if they would not support additional funding options, an option chosen by 18.5% of respondents. The following provides a brief overview of the top performing alternative funding measures as expressed by the public.

Impact Fees (62.0%)

Developer impact fees and system development charges provide a funding option for communities looking for ways to pay for transportation infrastructure. Impact fees are most commonly used for water and wastewater system connections or police and fire protection services but recently have been used in North Carolina to pay for the impacts of increased traffic on existing roads. Impact fees place the costs of new development directly on developers and indirectly on those who buy property in the new developments. Impact fees relieve other taxpayers from the burden of funding costly new public services that do not directly benefit them. Cities and counties in North Carolina may enact development impact fees by securing special legislative authorization.

Transportation Bonds (36.4%)

Transportation bonds have been instrumental in the strategic implementation of local roadways, transit, and non-motorized travel throughout North Carolina. Voters in communities both large and small regularly approve the use of bonds in order to improve their transportation system. Nearly every improvement identified in this plan could be financially supported using a transportation bond program. When the improvement occurs on a state-owned street, approvals and encroachment permits from NCDOT will be required.



Toll on Roads (25.5%)

Toll roads are direct “user fees” collected at the point where the vehicle enters the toll facility. The North Carolina Turnpike Authority is the oversight agency responsible for determining toll facility feasibility. According to state statutes, a toll road must be a new roadway and must have an alternate route that is free to the public. Also, the project must be requested by local residents and requires legislative approval. By law, the Turnpike Authority is prohibited from tolling existing highways. In addition, funds generated from tolls on highways can only be applied to improvements on those particular highways.

The Holly Springs area has direct experience with planning for tolled facilities. With the Western Wake Expressway scheduled for completion in 2012 and planning for the Triangle Expressway well underway, tolled facilities will soon be a reality in this area. However, unless another significant new location facility were to be considered in this area, it is unlikely that additional tolled facilities will become a reality.

Higher Gas Tax (21.7%)

Today, 32.5 cents from every gallon of gasoline or diesel fuel purchased in the state of North Carolina is assessed as a state motor fuel tax. The average combined local, state, and federal gasoline tax in North Carolina is 51.2 cents per gallon. The average combined diesel tax in North Carolina is 57.2 cents per gallon. This places North Carolina slightly above the national average in their tax rates for these two fuel types. If an additional tax increase was implemented, this would provide a substantial increase in transportation funding. However, special legislative authorization must be secured to allow an increase in fuel tax. *Sources: American Petroleum Institute, www.api.org/statistics/fueltaxes; North Carolina Department of Revenue, www.dornc.com/.*

Alternative Funding Options

In addition to the funding mechanisms evaluated as a part of the public questionnaire, there are additional funding options that are currently being used in the Holly Springs area, or that could be used in this area in the future.

Developer Contributions

Through diligent planning and early project identification, regulations, policies, and procedures can be developed and applied to protect future arterial corridors and require contributions from developers when the property is subdivided. These measures can reduce the cost of right-of-way and in some cases can require the developer to make improvements



to the roadway that would result in a lower cost when the improvement is actually constructed. Accomplishing this goal takes a cooperative effort between local planning staff, NC CAMPO and NCDOT planning staff, and the development community.

A significant area where developers can be expected to assist in the implementation of transportation improvements is for new collector streets. Collector streets support the traffic impacts associated with local development. For this reason, developer contributions should be responsible for sharing the cost of these improvements.

Oversize Agreement

An oversize agreement provides cost sharing between the municipality/county and a developer to compensate a developer for constructing a collector street instead of a local street. For example, instead of a developer constructing a 28-foot back-to-back local street, additional funding would be provided by the locality to upgrade the particular cross-section to a 34-foot back-to-back cross section to accommodate bike lanes.

Grant Anticipation Revenue Vehicles (GARVEE) Bonds

GARVEE Bonds can be utilized by a community to implement a desired project more quickly than if they waited to receive state or federal funds. These bonds are let with the anticipation that federal or state funding will be forthcoming. In this manner, the community pays for the project up front, and then receives debt service from the state. GARVEE bonds also are an excellent way to capitalize on lower present-day construction and design costs, thereby finishing a project more quickly and economically than if it was delayed to meet state timelines.

Safe Routes to School

Safe Routes to School receives funding through the federal SAFETEA-LU legislation and provides funding for individual schools to create route plans or develop facilities that create a safer walking and biking environment for their students. North Carolina has a yearly application program for which any school, school district, municipality or other governmental body, or non-profit association may apply.

Conclusion

Through effective public outreach and the inclusion of a citizen-based advisory committee, the development of the *Holly Springs Comprehensive Transportation Plan* reinforces the vision and needs of the Holly Springs area. This collaborative process highlighted the significant opportunities and challenges that lie ahead for the growth of the area and its corresponding transportation system.



Due to its location within the Triangle area along with the attractive amenities and features of the community, the Holly Springs area has become a hub for commercial and residential growth. However, with state and federal funds becoming more constrained, it is more important than ever that the Holly Springs area clearly outlines its needs and priorities. With this in mind, transportation decision-makers must make the most of available funding sources or look to new ways of funding transportation infrastructure needs. The most critical steps toward funding and implementing the *Holly Springs Comprehensive Transportation Plan* will be led by “champions” or leaders within the community. Ultimately, continued collaboration between state, local agencies, and the general public will provide more opportunities to foster a safe, aesthetically-pleasing, and well-balanced multimodal transportation system that makes the Holly Springs area an attractive place to live.

