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## THE TRIANGLE MOBILITY COMPACT

A multimodal transportation agreement for the Raleigh-Durham-Chapel Hill area best places to live, start a business, and raise a family, and

**WHEREAS**, our continued population growth – more than 70 percent between 1980 and 2000 compared to a 20 percent national growth rate – has created a tremendous and growing strain on the Triangle's transportation system, and

**WHEREAS**, the region's economic heart, the Greater Research Triangle Park area still has the potential to double in employment from 100,000 to 200,000 employees by build out, and

**WHEREAS**, significant growth in jobs and enrollment is anticipate a the region's colleges and universities – including an additional 20,000 at Carolina North at the University of North Carolina at Chapel Hill, and an additional 30,000 at NC State University's Centennial Campus, and

**WHEREAS**, the triangle continues to struggle with increasing congestion and air quality concerns, and

**WHEREAS**, federal transportation funding to North Carolina has not increased adequately to meet the need for expanded roadways, transit, bicycle and pedestrian facilities, and

**WHEREAS**, the ability of North Carolina's Highway Fund – and indeed the Highway Trust Fund, passed in 1989 – to serve as a statewide funding source for all needs is being steadily eroded by ever increasing statewide demands, and

**WHEREAS**, a 2000 study commissioned by the mayors of Raleigh, Durham, Chapel Hill, and Cary identified an estimated \$8 billion shortfall in state and federal revenues to meet future mobility needs, and

**WHEREAS**, that study identified a series of multimodal transportation components – such as new highways, pedestrian and bicycle facilities, regional rail service, municipal and regional bus service, and express lanes along congested freeway corridors – that would help to maintain mobility and travel options throughout our urban region and improve air quality, and

**WHEREAS**, the business community, elected officials, and community leaders possess a shared commitment for the region's continued prosperity and high quality of life, and

**WHEREAS**, any effort to protect and improve mobility requires a comprehensive and broad-based strategy, including cooperation with the state Blue Ribbon Commission for Urban Mobility needs and other venues that provide opportunities to address growing congestion, and

**WHEREAS**, a continued effort to forge a consensus on the need for additional revenues and institutional frameworks to improve mobility has been sustained by members of the Regional Transportation Alliance- a partnership of 15 chambers of commerce – in concert with local, county and state elected officials,

**BE IT THEREFORE RESOLVED**, that the undersigned members of the Triangle's business, government, and community organizations are committed to working together in order to encourage, identify, and implement the local revenue sources needed to help the Triangle and other metropolitan regions in North Carolina gain more control over our regional mobility future.