

Town of Carrboro

301 W. Main St., Carrboro, NC 27510



Meeting Agenda - Final

Tuesday, March 4, 2025

6:00 PM

Council Chambers - Room 110

Town Council

6:00-6:15**A. POETRY READING, RESOLUTIONS, PROCLAMATIONS, AND ACKNOWLEDGEMENTS****6:15-6:25****B. TOWN MANAGER'S UPDATE****6:25-6:40****C. PUBLIC COMMENT****6:40-6:50****D. CONSENT AGENDA**

Items on the consent agenda are part of normal town business. There will be no discussion of these items unless a Council Member request to pull an item, after which the item will be removed from the Consent Agenda and considered individually. All other items not removed from the Consent Agenda will be adopted by a single motion.

1. [25-009](#) Approval of Minutes from Town Council meeting held on February 18, 2025
2. [24-035](#) Request to Issue a Street Closing Permit for the *Volunteers for Youth Inaugural Annual 5k Run*.

PURPOSE: To request the Town Council consider adopting a resolution to issue a Street Closing Permit Application submitted by Volunteers for Youth, a non-profit corporation, for the temporary closing and usage of West Weaver Street, East Weaver Street, West Main Street, Simpson Street, North Greensboro Street, East Poplar Street, and Oak Avenue from 8:00 a.m. to 10:00 a.m. on Saturday, April 12, 2025, for the *Volunteers for Youth Inaugural Annual 5k Run*.

Attachments: [A - Town of Carrboro Community Event Pre-Application](#)
[B - Street Closing Permit Application](#)
[C - Department of Transportation Approval Letter](#)
[D - Resolution](#)

3. [25-007](#) 2025 Clean Fuels Advanced Technology Grant

PURPOSE: This agenda item seeks approval from council to apply for the 2025 Clean Fuels Advanced Technology Grant. This grant is administered by the NC Clean Energy Technology Center at NC State University with federal funding provided by the NC Department of Transportation.

Attachments: [A - Carrboro Pre-Grant Application Clean Fuels Advanced Technology 2025](#)
[B - Race and Equity Pocket Questions CFAT Pre-grant Authorization](#)

6:50-7:50

E. GENERAL AGENDA

ACTION ITEMS

1. [24-213](#) Development Update on Draft 2028-2037 STIP - Consideration of Transportation Projects for SPOT Prioritization 8.0

PURPOSE: The purpose of this agenda item is to provide the Town Council with an update on the development of the 2028-2037 State Transportation Improvement Program (STIP), the prioritization schedule, and the proposed list of Town projects for consideration for SPOT Prioritization 8.0 (P8).

Attachments: [A - Resolution Identifying Projects for P8.0.docx](#)
[B - Pocket Questions-STIP 8.0.docx](#)
[C - Project List P8.0.pdf](#)
[D - Presentation.pdf](#)

7:50-8:20

- F. CLOSED SESSION 143-318.11 (A)(3) To consult with an attorney employed or retained by the public body in order to preserve the attorney-client privilege between the attorney and the public body, which privilege is hereby acknowledged. General policy matters may not be discussed in a closed session and nothing herein shall be construed to permit a public body to close a meeting that otherwise would be open merely because an attorney employed or retained by the public body is a participant. The public body may consider and give instructions to an attorney concerning the handling or settlement of a claim, judicial action, mediation, arbitration, or administrative procedure. If the public body has approved or considered a settlement, other than a malpractice settlement by or on behalf of a hospital, in closed session, the terms of that settlement shall be reported to the public body and entered into its minutes as soon as possible within a reasonable time after the settlement is concluded.**



Town of Carrboro

301 W. Main St., Carrboro,
NC 27510

Agenda Item Abstract

File Number: 25-009

Agenda Date: 3/4/2025
In Control: Town Council
Version: 1

File Type: Consent Agenda

Approval of Minutes from Town Council meeting held on February 18, 2025



Agenda Item Abstract

File Number: 24-035

Agenda Date: 3/4/2025
In Control: Town Council
Version: 1

File Type: Consent Agenda

Request to Issue a Street Closing Permit for the *Volunteers for Youth Inaugural Annual 5k Run*.

PURPOSE: To request the Town Council consider adopting a resolution to issue a Street Closing Permit Application submitted by Volunteers for Youth, a non-profit corporation, for the temporary closing and usage of West Weaver Street, East Weaver Street, West Main Street, Simpson Street, North Greensboro Street, East Poplar Street, and Oak Avenue from 8:00 a.m. to 10:00 a.m. on Saturday, April 12, 2025, for the *Volunteers for Youth Inaugural Annual 5k Run*.

DEPARTMENT: Public Works

COUNCIL DIRECTION:

Race/Equity Climate Comprehensive Plan Other

On April 24, 2018, Town Council approved revisions to Article III of Chapter 7 of the Town Code relating to regulation of street or other public events. The revised Town Code removed the requirement for a public hearing prior to approval of a street closing permit by the Town Council. Town Code requires:

Section 7-20 Staff Review - Upon receipt of the permit application, the administrator shall circulate it to the police chief, the fire chief, the public works director, and other appropriate persons, such as the Special Events Committee for their comment. The administrator may arrange to have a conference on the application with the applicant and one or more department heads.

Section 7-24: Street Closing in the Carrboro Town Code: “(a) If the administrator finds that the permit should be issued and that, to conduct the event, it is necessary to close a street or to reroute traffic, the Town Council may pass a resolution authorizing this to be done. No such resolution shall be passed affecting streets that are part of the street system without the approval of the State Department of Transportation.

(b) The resolution shall identify the street or portion thereof to be affected and shall indicate the date and time when the street or portion thereof is to be closed or traffic thereon is to be limited in some way. The resolution shall also direct the administrator to have appropriate traffic control devices installed to give notice of the temporary traffic controls.”

INFORMATION: Volunteers for Youth submitted a Street Closing Permit Application for the temporary closing and usage of portions of West Weaver Street, East Weaver Street, West Main Street, Simpson Street, North Greensboro Street, East Poplar Street, and Oak Avenue on Saturday, April 12, 2025, from 8:00 a.m. to 10:00 a.m. to host the *Volunteers for Youth Inaugural Annual 5k Run*. The Town’s Special Event Committee reviewed the Town of Carrboro Community Event Pre-Application (See Attachment A - Town of Carrboro Community Event Pre-Application) and event organizers met with Town staff to discuss logistics and needs

from the Town. The Street Closing Permit Application, including the road race map, is included as Attachment B. Department of Transportation approval letter is included as Attachment C.

Volunteers for Youth is an established 501(c)3 “community organization providing diverse, quality programs to help local young people achieve their potential” through mentoring programs, community service, and Teen Court. The event is intended to raise awareness and funds for Volunteer for Youth.

FISCAL IMPACT: Carrboro Public Works and Police Department staff will help set up and maintain the required street closures. The applicant will be responsible for all costs incurred by the Town to facilitate the event. The applicant paid the Street Closing Permit Application fee.

RECOMMENDATION: The Town Manager recommends the Town Council approve the attached resolution (Attachment D) issuing the street closing permit for the *Volunteers for Youth Inaugural Annual 5k Run*.

Entry #: 2 - Volunteers for Youth **Status:** Submitted **Submitted:** 1/24/2024 10:44 AM

EVENT ORGANIZER INFORMATION

Name of Organization:

Volunteers for Youth

Organization Type:

Non-profit

Organization Website

<https://volunteersforyouth.org/>

ORGANIZATION PRIMARY CONTACT INFORMATION

Aidan Spelbring

Address

205 Lloyd St UNIT 103, Carrboro, North Carolina 27510

Phone

(618) 579-8502

Email

aidan@volunteersforyouth.org

EVENT INFORMATION

Name of Event:

Run for Youth 5k

Preferred Event Date

~~4/6/2024~~ 04/12/2025

Alternative Event Dates (if primary date is not available)

Set-up Start Time:

6:30 AM

Event Start Time:

8 AM

Event End Time:

~~9:30 AM~~ 10:00 am

Clean-up End Time:

~~11 AM~~ 12:00 pm

Rain Date (if necessary)

Expected Attendance:

200

Type of Event

Public Event on Public Property

Location (Public Property):

Street Event (Public Street or Right-of-way)

Street(s) (please list all that apply):

We would like to plan with the city to make it the most accommodating. We're newer to this and are open to any suggestions

EVENT DETAILS: (Please check all that apply)

Street/Lane/Sidewalk Closures

EVENT DESCRIPTION

Please provide a general description and the purpose of your event. Attach a simple diagram of the 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.

Please enter your event description in the box below

We are trying to start an annual 5k as a fundraiser and community awareness event. Volunteers for Youth works with local schools, courthouses, and the county to help kids move past their mistakes without obtaining a criminal record. We want to raise awareness and funds to continue these efforts by hosting a 5k. The youth in our programs are interested in running and we believe we can get over 100 students from local high schools and UNC. We also plan to advertise online and throughout the community. We don't have a diagram or any preferences as to where to hold it and would like to work with the city to find a collaborative resolution to ensure a safe and successful event.

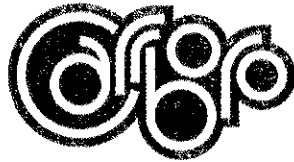
UPLOAD EVENT DOCUMENTS

QUESTIONS?

If there are questions regarding this form, please contact Dianah Alston-Sanders at the Recreation, Parks, & Cultural Resources Department at dsanders@carrboronc.gov or 919-918-7364.

Primary Contact Electronic Signature

Aidan R Spelbring



TOWN OF CARRBORO • NC

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

EVENT: Volunteers for Youth Inaugural Annual 5K Run/WALK

EVENT SPONSOR: Volunteers for Youth, Inc.

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

ANY OTHER INFORMATION ABOUT SPONSOR OR EVENT: Application fee
PAID = 2/16/2024

EVENT COORDINATOR INFO:

NAME: Nicole Hunter

ADDRESS: 205 Lloyd Street, Suite 103, Carrboro, NC 27510

TELEPHONE NUMBER: OFFICE = 919-967-4511 CELL - 919-423-1138

PROPOSED DATE AND TIME PERIOD PROPOSED FOR CLOSING:

DATE: 04-12-2025 TIME PERIOD: FROM: 8am TO: 10am

RAIN DATE: _____

CLEAN-UP TIMETABLE: FROM: 10:30am TO: noon

APPROXIMATE NUMBER OF PERSONS EXPECTED TO ATTEND THE EVENT: 150-200

STREET CLOSING PERMIT APPLICATION CONCERNING
THE USE OF STREETS AND PUBLIC RIGHT-OF-WAY FOR
STREET FAIRS, FESTIVALS, CARNIVALS, AND OTHER PUBLIC EVENTS
UPDATED 2023-06

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, PLEASE SPECIFY: Traffic Control for Road closures
3 Lanes. Use of Public Works, Police Department

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: Map of 514 attached.
Discussed route with Police Department & Public
Works and Town officials on 9/4/2024.

INSURANCE INFORMATION: NonProfit Insurance Alliance
member #20787

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)

FEE: \$85.00 application fee. Application fee must accompany the submittal of this application.

STREET CLOSING PERMIT APPLICATION CONCERNING
THE USE OF STREETS AND PUBLIC RIGHT-OF-WAY FOR
STREET FAIRS, FESTIVALS, CARNIVALS, AND OTHER PUBLIC EVENTS
UPDATED 2023-06

EVENT / STREET CLOSING CHECKLIST

	<u>Date completed</u>	<u>Completed By</u> <u>(initial)</u>
Permit Application and Fee Received	[_____]	[_____]
Staff Review (See attached notes if applicable)	[_____]	[_____]
Insurance Certificate (if required)	[_____]	[_____]



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

February 17, 2025

Nicole Hunter
Volunteers for Youth
205 Lloyd St, Suite 103
Carrboro, NC 27510

Dear Ms. Hunter:


In response to your letter requesting to temporarily close the following street segments in Carrboro for the Volunteers for Youth Annual 5k Run to be held on Saturday, April 12, 2025, beginning at 8:00 am until 12:00 pm:

- W. Main Street (SR 1010) between E Weaver St and Simpson St
- Hillsborough Road (SR 1009) between Simpson Rd and N Greensboro St (SR 1772)
- N. Greensboro Street (SR 1772) between Hillsborough Road (SR 1009) and E Weaver St

Permission is granted to temporarily close these street segments subject to the Carrboro Police Department placing the traffic control devices to safely block the streets, establishing appropriate detour routes, and providing adequate law enforcement to handle traffic.

If you have any questions, please contact Derek Dixon, Division Maintenance Engineer at (336) 487-0000.

Sincerely,

Signed by:

A54244BEB57442F...

W. R. Archer III, PE
Division Engineer

WRA/SDD/dgg
cc: S. D. Dixon, Division Maintenance Engineer
C. N. Edwards Jr., PE, District Engineer
D. M. McPherson, Division Traffic Engineer

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS DIVISION 7
P.O. BOX 14996
GREENSBORO, NC 27415-4996

Telephone: (336) 487-0000
Fax: (336) 334-3637
Website: www.ncdot.gov

Location:
1584 YANCEYVILLE STREET
GREENSBORO, NC 27405

**A RESOLUTION AUTHORIZING THE TEMPORARY CLOSING OF THE
FOLLOWING STREETS TO ACCOMMODATE THE
VOLUNTEERS FOR YOUTH INAUGURAL ANNUAL 5K**

Section 1. The following streets shall be temporarily closed on Saturday, April 12, 2025, from 8 AM to 10 AM to accommodate the *Volunteers for Youth Inaugural Annual 5k Run*:

- from East Weaver Street to West Weaver Street,
- from West Weaver Street to West Main Street,
- from West Main Street to Simpson Street,
- from Simpson Street to North Greensboro Street,
- from North Greensboro Street to East Poplar Avenue,
- from East Poplar Avenue to Oak Avenue
- from Oak Avenue to West Weaver Street,
- from West Weaver Street to East Weaver Street,

This event is to be held in accordance with the permit issued by the Town Council pursuant to Article III of Chapter 7 of the Town Code.

Section 2. The Town shall supply the appropriate traffic control devices to give notice of the temporary traffic controls.

Section 3. No person may operate any vehicle contrary to the traffic control devices installed in accordance with Section 2 of this resolution.

Section 4. The Event Coordinator will be responsible for notifying Central Communications when the street is closed and when it is reopened to vehicular traffic.

Section 5. Applicant shall post signs at all intersections along the race route, at least 7 days before the event, to notify the public about the of the upcoming event.

Section 6. Applicant will be responsible for all costs incurred by Police, Fire, and Public Works to facilitate this event. Applicant will be sent an itemized bill for the final costs incurred by Police, Fire, and Public Works.

Section 7. This resolution shall become effective upon adoption.



Agenda Item Abstract

File Number: 25-007

Agenda Date: 3/4/2025
In Control: Town Council
Version: 1

File Type: Consent Agenda

2025 Clean Fuels Advanced Technology Grant

PURPOSE: This agenda item seeks approval from council to apply for the 2025 Clean Fuels Advanced Technology Grant. This grant is administered by the NC Clean Energy Technology Center at NC State University with federal funding provided by the NC Department of Transportation.

DEPARTMENT: Climate Action and Finance

COUNCIL DIRECTION:

___ Race/Equity __X__ Climate __X__ Comprehensive Plan ___ Other

Although this grant is federally funded, the NC Clean Technology Center confirmed as of 2/19/25 that federal funding freezes are not expected to affect this grant.

The Clean Fuel Advanced Technology Grant aligns with several of Town Council’s strategic objectives. This program would support implementation of the Comprehensive plan as well as the Community Action Climate Plan. The Carrboro Connects Comprehensive Plan

<https://www.carrboronc.gov/DocumentCenter/View/12199/Carrboro-Connects-Plan-ADOPTED-2022-06-09-compressed?bidId=> was developed with the foundational themes of race and equity and climate action.

Chapter 10: Municipal Operations, recommends reducing greenhouse gas emissions due to municipal fleet operations. One strategy mentioned is to replace internal combustion vehicles with electric vehicles.

This grant will support the implementation of the Energy and Climate Protection Plan

<https://www.townofcarrboro.org/DocumentCenter/View/8962/Energy-and-Climate-Protection-Plan---Updated-Oct-2020> (ECPP). The ECPP is a companion to the Community Action Climate Plan. It shares a similar goal (reducing 2010 emissions 80% by 2030) but focuses on the Town’s municipal carbon footprint. The Town’s fleet is responsible for emitting 50% of the Town’s total emissions. Using data from its most recent municipal greenhouse gas emissions inventory (2022), fuel usage by the Town fleet has increased 15% since 2012.

Converting vehicles to electric will have a large impact on the Town’s overall carbon footprint. This project will also contribute to local air quality improvement and positively impact on human health. This grant will also assist the Town in implementing its recent Fleet Alternative Fuels Analysis.

INFORMATION: This project aims to replace thirteen gas-powered fleet vehicles, two sedans and eleven light-duty trucks, with all-electric, zero emission vehicles, and to purchase an auxiliary power unit (APU) for one fire engine. APUs reduce emissions related to idling by powering the vehicle’s electric systems with a

smaller, dedicated electric engine when the main engine is turned off. Replacing these vehicles, which are scheduled for replacement in FY26, and reducing idling related emissions will make a significant contribution to achieving the town's climate action goals. By adopting zero-emission technology for town vehicles, Carrboro affirms its pledge to a sustainable future.

The Town of Carrboro has a long-standing commitment to climate action. Carrboro's Energy and Climate Protection Plan outlines a goal of reducing 2010 levels of municipal emissions 80% by 2030. The plan recommends that the Town convert trucks and larger vehicles to electric vehicles when appropriate models are available. In addition, the Carrboro Connects Comprehensive Plan recommends reducing greenhouse gas emissions due to municipal fleet operations by replacing gas-powered vehicles with electric.

The Town's fleet is responsible for producing 50% of the Town's total emissions. Using data from its most recent municipal greenhouse gas emissions inventory (2022), fuel usage by the Town fleet has increased 15% since 2012. Converting vehicles to all electric, zero emission vehicles will have a large impact on the Town's overall carbon footprint. This project will also contribute to local air quality improvement and positively impact on human health. This grant will also assist the Town in implementing its recent Fleet Alternative Fuels Analysis.

FISCAL IMPACT:

Total Cost Projected for 13 Vehicle Replacements and 1 APU for Fire Engine in FY26 CIP Budget: \$732,281

Total Grant Amount, if Awarded: \$104,467

Total Projected Town Responsibility: \$637,813

Note that this grant is set up as a reimbursement. The Town must first purchase the equipment and then be reimbursed. The total cost should be included in the FY2026 CIP Budget.

RECOMMENDATION: It is recommended that council approve staff to apply for the 2025 Clean Fuel Advanced Technology Grant

Project Summary:

Grant funding to defray the cost differential between gas-powered and electric vehicle purchase.

Request: Vehicles scheduled for replacement with an electric vehicle in FY26 include 11 F-150s with F-150 Lightnings and 2 sedans with Mach-es.

The cost differential between an electric light duty vehicle and a gas-powered vehicle is: \$8,603. This grant would cover 76% of that cost or \$6,538.

The cost differential between an electric sedan and a gas-powered vehicle is: \$7,912. This grant would cover 76% of that cost or \$6,013. Converting Fire Department engine with an Auxiliary Power Unit so that it can idle using a battery rather than polluting diesel engine. The APU cost is \$17,000. The grant would cover 76% or \$12,920.

Grant funds will be used for the following: (check all that apply)

Equipment

Supplies

Program Expenses (specify)

Printing

Personnel: Current Staff. No. of Staff _____ **No. of Hours** _____

Personnel: Hire additional staff No of Positions _____

Capital (land, building, vehicles, etc.)

Contracted Services: _____

Other _____

Describe the need that gave rise to the request. Provide quantitative data to justify need (workload data, ratis, etc.).

The Town's Climate Action Plan and Carrboro Connects Comprehensive Plan sets the Town on a path to carbon neutrality.

Converting the fleet to zero emission electric vehicles and reducing the use of gas and diesel are key to achieving these goals.

Describe how the grant will address the need identified.

The vehicles selected for this grant were slated for replacement in the FY26 CIP. The Public Works Fleet team have pilot tested an F-150 Lightning and determined that they will meet the duty cycle of the existing gas-powered fleet vehicles. The two Mach-es have been used by other municipalities, including the City of Durham, with positive results.

The APU for the FD engine is estimated to reduce diesel usage while idling by 60-80% compared to idling using the main engine. This will decrease emissions and contribute to improved air quality, reduce costs, and potentially extend the vehicle's lifespan by reducing wear and tear on the main engine.

Describe return on investment and the benefit(s) of this grant. Provide, to the extent that you can, cost data that shows our return on investment.

The total cost of owning and maintaining an electric vehicle is generally less than an equivalent gas-powered vehicle due to significantly lower fuel costs (electricity), reduced maintenance costs, and higher resale value.

The APU would also save money due to reduced fuel costs and potentially reduced wear and tear.

Because these vehicles were slated to be replaced in FY26, the grant will essentially fund the cost differential between electric vehicles and gas-powered vehicles and 75% of the cost of the APU.

Describe how the grant supports Town Council's strategic priorities and identify the specific initiative(s).

The Town's Climate Action Plan and Carrboro Connects Comprehensive Plan sets the Town on a path to carbon neutrality.

Converting the fleet to zero emission electric vehicles and reducing the use of gas and diesel are key to achieving these goals.

Will this project duplicate or compete with another service or program provided by the Town of Carrboro or other local agency?

No

Approved by Department Head: Signed by: Amy Armbuster **Date:** 2/18/2025
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Approved by Grant Manager: DocuSigned by: Wendy Welsh **Date:** 2/21/2025
8AD0DD303C1D488...

Approved by Chief Finance Officer: Signed by: Chaz Offenburg **Date:** 2/24/2025
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Approved by Town Manger: DocuSigned by: Patrice Toney **Date:** 2/19/2025
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Prepared by: Signed by: Amy Armbuster **Date:** 2/18/2025
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Race and Equity Pocket Questions

Title and purpose of this initiative:

2025 North Carolina Clean Fuels Advanced Technology Grant

This agenda item seeks approval from council to apply for the 2025 North Carolina Clean Fuels Advanced Technology Grant to off-set costs for Fleet EVs and anti-idling technology for one fire engine.

Department: Climate Action

What are the racial and equity impacts?

Applying for a state grant to replace internal combustable engines with zero-emission electric vehicles has the potential to significantly advance racial and equity goals by reducing the impacts of climate change, improving air quality, creating economic opportunities, and empowering communities. Historically marginalized communities suffer and will suffer disproportionately larger impacts due to climate disruption. Improved air quality serves to improve overall health, and community awareness can empower communities to advocate for further sustainable initiatives.

Who is or will experience community burden?

No community burden will be experienced through applying for a grant.

Who is or will experience community benefit?

The residents of the Town of Carrboro have the potential to benefit from the program if the program is chosen for an award. No benefits will be experienced through applying for a grant. Reducing the community's greenhouse gas emissions levels will lessen the burden that historically disadvantaged groups will face because of climate change.

What are the root causes of inequity?

Root causes of inequity as it relates to zero emission vehicles includes income inequality, including access to financing, as low-income families may struggle to afford electric vehicles. Disproportionate distribution of infrastructure investment has led to infrastructure inequity. Historical and systemic racism results in biased policies and effects low-income individuals' education, housing, financing opportunities, health, and environmental impacts.

What might be the unintended consequences of this action or strategy?

Unintended consequences include the opportunity costs of this project. Town spending towards climate action and reducing greenhouse gas emissions could instead be spent to directly benefit disadvantaged communities in other ways.

How is your department planning to mitigate any burdens, inequities, and unintended consequences?

The finance department, specifically the grants manager, will facilitate the grant application process. Transparency and accountability will be maintained throughout the grant application process. If issues arise, the Town will address.



Agenda Item Abstract

File Number: 24-213

Agenda Date: 3/4/2025
In Control: Town Council
Version: 1

File Type: Action Item

Development Update on Draft 2028-2037 STIP - Consideration of Transportation Projects for SPOT Prioritization 8.0

PURPOSE: The purpose of this agenda item is to provide the Town Council with an update on the development of the 2028-2037 State Transportation Improvement Program (STIP), the prioritization schedule, and the proposed list of Town projects for consideration for SPOT Prioritization 8.0 (P8).

DEPARTMENT: Planning

COUNCIL DIRECTION:

Race/Equity Climate Comprehensive Plan Other

The projects recommended for consideration in the P8 process have been identified in the Comprehensive Plan and Bicycle Plan as priority projects that advance multimodal travel options which further the Town’s efforts toward climate action and race/equity. Pocket questions have been provided as Attachment B.

INFORMATION: About every two to three years, the North Carolina Department of Transportation (NCDOT) develops a State Transportation Improvement Plan (STIP) to identify funding and schedule transportation projects for a period of ten years. NCDOT selects these projects using a data-driven prioritization process established by the Strategic Transportation Investments (STI) law, adopted in 2013. (Information about STI may be found at the following link: [NCDOT: Strategic Transportation Investments <https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/strategic-transportation-investments.aspx>](https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/strategic-transportation-investments.aspx)).

Work on SPOT Prioritization 7.0 (P7) began in late 2022 and will wrap up this spring with adoption of the 2026 -2035 STIP by the N.C. Board of Transportation anticipated for March and final approval by the Federal Highway Administration expected by June of this year. While some new projects were approved during P7 statewide, unlike SPOT Prioritization 6.0 (P6), which was cancelled due to a significant lack of funding, there was limited funding available overall. A limited number of statewide mobility projects were programmed, none in Orange or Durham Counties (there were X in Wake County). NCDOT Division 7, which includes Carrboro, is paired with Division 9 for Regional Impact purposes, and was one of the few regions in the state to have funding for new projects.

There were two new projects partially within Carrboro programmed at the Regional Impact level:

- **Durham to Carrboro BRT** (\$40,000,000). It is not known where in Carrboro the BRT route would terminate at this time, but it is likely that this is intended to be an upgrade of GoTriangle Bus Route 405, which terminates at Collins Crossing apartments on Jones Ferry Rd and stops in Downtown Carrboro on its way to Downtown Durham.
- **Chapel Hill Citywide Signal System** (\$15,610,000). Will upgrade the traffic signal system in Chapel

Hill and Carrboro. Will include transit signal priority.

It was initially indicated that there would be available funding at the Division Needs level for Division 7, but no additional projects were programmed at that level for the division. This means that no new bike/ped projects were programmed, as bike/ped projects are only considered at the Division Needs level.

Carrboro submitted three bike/ped projects as part of the P7 process:

- **Morgan Creek Greenway** - Phase 2.
- **NC Old 86** - Bike lanes and sidewalk from Farm House Rd to Homestead Rd
- **Seawell School Rd** - Sidepath from Estes Dr to Homestead Rd

Based on the initial scoring for P7, staff is recommending the following projects:

Resubmittal as part of P8

- **Seawell School Road Sidepath** (Bike/Ped project: local match required). This will involve coordination with Chapel Hill.
- **NC 54 Sidepath Project** (Bike/Ped project: local match required). The project, formerly funded for design only in the STIP, lost funding as a result of P7. The path would run from Anderson Park to James Street along NC 54. We are not sure if this will be considered a carryover project or will need to be submitted as a “holding tank” project (a project that has been submitted for scoring but was not programmed).
- **Phase 2 of the Morgan Creek Greenway** (Bike/Ped project: local match required). Phase 1 is under design, an Engineer’s Estimate for Phase 2 has been prepared. Completion of Phase 2 would extend the project close to the final destination points of University Lake via existing formal and informal paths.

Possible new projects for P8 submittal

Phase 2 of the Bolin Creek Greenway - Construction (Bike/Ped project: local match required). Connection from the Jones Creek Greenway to Lake Hogan Farms Trail by way of Turtleback Crossing Drive.

Phases 3 and 4 of the Bolin Creek Greenway (Bike/Ped project: local match required). An extension of the Bolin Creek Greenway to connect the existing Wilson Park Trail (Phase 1a) and the segment of the Greenway adjacent to Chapel Hill High School/Smith Middle School/Seawell Elementary School (Phase 1b).

Additional P8 Recommendation

- Based on the previous experience with SPOT, staff is recommending at this point that the **Old NC 86/Hillsborough Road from Farmhouse Road to Calvander bike lanes and sidewalk improvement project** not be resubmitted. Staff will coordinate with NCDOT, Orange County, and TWTPO for potential alternative funding.

FISCAL IMPACT: There are no fiscal impacts for considering this item. Future fiscal impacts are dependent on the selection of projects during the P8.0 process; staff would bring back a future agenda item for

consideration.

RECOMMENDATION: The Town Manager recommends that the Town Council adopt the attached resolution to receiving the update and reaffirming the Town's interest in these projects.

A RESOLUTION FOR THE CONSIDERATION OF TRANSPORTATION
PROJECTS FOR THE SPOT 8.0 PRIORITIZATION PROCESS

WHEREAS, the 2028-2037 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 Triangle West Transportation Planning Organization (formerly DCHC MPO) has requested that local governments begin to identify new and unfunded transportation projects for consideration in SPOT Prioritization 8.0 (P8) process; and

WHEREAS, the Town submitted three bike/ped projects for consideration for SPOT Prioritization 7.0 (P7); and

WHEREAS, no new bike/ped projects were programmed as a result of P7 due to a lack of funding at the Division Needs level for Division 7; and

WHEREAS, an additional bike-ped project, a sidepath along NC 54 from James Street to Anderson Park was initially programmed in the 2020-2019 STIP for design only but lost its funding in the draft 2026-2035 STIP due to fiscal constraints; and

WHEREAS, there is still public interest in the following projects:

- _____
- _____
- _____
- _____

NOW, THEREFORE, BE IT RESOLVED by the Carrboro Town Council that the Council directs staff to work with the Town of Chapel Hill and Orange County to seek opportunities to partner on transportation projects of mutual interest, and to submit the above-mentioned projects for consideration in the P8.) process.

This the 8th day of March 2025.

Race and Equity Pocket Questions

Title and purpose of this initiative: Consideration of Transportation Projects for SPOT Prioritization 8.0

Department: Planning

What are the racial and equity impacts?

Carrboro has an opportunity to address transportation needs within the community and to submit projects for consideration for state and federal funding. The selection of transportation projects can have a significant impact on quality of life. The Town's selection of projects can eliminate/diminish transportation barriers BIPOC community members face. Some recommended projects for approval serve apartment complexes along NC54 and near the eastern boundary shared with Chapel Hill. These neighborhoods have higher proportions of low-income households, as well as households where English is not the primary language spoken. The recommended projects broadly seek to extend the bike and pedestrian network, increase safety for all users, connect parks, and provide safe routes to school.

Who is or will experience community burden?

It takes time and energy to learn about and follow discussions on transportation projects. Technical language and drawings can be difficult to understand. Shift workers and people who have limited time, transportation choices, and/or children may have difficulty learning about or providing input on a project. Some residents face a language barrier. Projects may require easements/right of way acquisition before completion. Property owners may be asked to donate or sell land for a project to move forward. Construction noise/dust, etc. can create inconveniences during construction. These projects require local match, and municipal funding for these initiatives, if selected by NCDOT, could result in need for other funding sources for the Town's ongoing assistance programs that support low-income or BIPOC community members.

Who is or will experience community benefit?

Residents and property owners living near bike/ped projects can most readily make alternate transportation choices. But, when a project completes a missing segment in the overall network, residents living farther out can experience make this change as well. For example, residents living in the Canterbury Townhomes and Berryhill neighborhoods, will have easy access to the Morgan Creek Greenway, but once the signalized pedestrian crossings improve access across NC 54 (also underway), residents in the apartments along NC 54 and in the Lincoln Park neighborhood will be able to experience the greenway system, to enjoy nature, and to eventually walk/bike to University Lake and local schools. Multifamily residents on Smith Level Rd will be able to head into downtown Carrboro without a car. This improves environmental, public health, and economic outcomes by lowering emissions and household expenses (particularly for BIPOC or low-income residents in qualified census tracts) on gas and vehicle maintenance if households choose not to have a car.

What are the root causes of inequity?

Generally, a lack of representation among decision makers, lack of a seat at the table, and/or a lack of information and notice about transportation funding and calls for projects results in inequity. Structural racism in government decisions, particularly those relating to land use, as well as residents' personal experiences with government, can further alienate those that may find it difficult to attend meetings and contribute to a reticence by historically marginalized people to speak in a public setting. Nationally and regionally, communities of color have historically fared poorly in decisions relating to transportation improvements—wherein dedicated funding sources used to enhance predominately white neighborhoods while communities of color remain without basic transportation infrastructure.

What might be the unintended consequences of this action or strategy?

Changes to land use regulations can affect land values and quality of life experiences for surrounding property owners and occupants in ways that can be beneficial and, albeit for some, less desirable. The construction process for a transportation project can involve a loss of trees/shading and screening and privacy. People may be walking/bicycling in close proximity to someone's property, business or home. The character of a neighborhood, the quietness of a low-traffic street can change. Projects often operate on long schedules, which can affect who benefits due to housing tenancy and how neighborhoods may change from year-to-year.

How is your department planning to mitigate any burdens, inequities, and unintended consequences?

Continue reporting and improving transportation project updates to make them as accessible as possible—both in the means to learn about ongoing projects and with plain language and imagery rather than technical language wherever possible. Continue to conduct timely and appropriate environmental reviews to understand climate and environmental impacts, and to preempt environmental injustice. Where engagement is needed, continue collaborating with community partners and Communications and Engagement staff to ensure BIPOC residents, non-English speakers, and/or low-income community members are heard from and can participate in the public process. Ensure sufficient access to new facilities that minimizes impacts of visitors travel to and use of new facilities to existing residents in neighborhoods near new facilities.

List of Priority Projects

Mode	Project Description	Date of Council Approval	Prioritization Cycle						Approximate Project Budget			Notes
			P3.0	P4.0	P5.0	P6.0	P7.0	P8.0	Total	Federal	Local Match	
Bike-Ped	Jones Creek Greenway								\$1,106,250.00	\$885,000.00	\$221,250.00	Funded in STIP. Submitted for CMAQ call for projects. Challenges associated with proposed at grade railroad crossing.
Bike-Ped	Downtown Connector							\$215,254.00	\$172,203.00	\$43,051.00		
Highway	Estes Dr. – Add bike lanes and transit accommodations on both sides of the road, and a sidewalk on the south side of the road, from Greensboro St. to Town limits.	5/17/2011	X									Funded in STIP as bike-ped project.
Bike-Ped	Estes Dr. – Construct a sidewalk on the south side of the road from N. Greensboro St. to the Town limits.	5/17/2011	X						\$1,064,000.00	\$851,200.00	\$212,800.00	Funded in STIP. Fall 2023 estimate increased project cost to \$1,930,650 to \$2,000,000. NCDOT conducted an express design in 2023 which increased project costs to approximately \$9,000,000. Staff is working with the Town Engineer to explore other alignments with associated cost estimates.
Bike -Ped	Estes Dr. to Greensboro/Town Limits - Bike Lanes & Sidewalks	9/1/2015		X								
Highway	Homestead Rd. – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Seawell School Rd. to Old NC 86.	5/17/2011	X									Project has not been resubmitted; some improvements underway with private development.
Highway	Old NC 86 – Add bike lanes and transit accommodations on both sides of the road, and a sidewalk on the east side of the road, from Hillsborough Rd. to Homestead Rd.	5/17/2011	X		X							Project has been submitted for SPOT with various descriptions but has not yet been selected for funding. Would involve collaboration with Orange County.
Highway	Old NC 86 – Add bike lanes and transit accommodations on both sides of the road, and a sidewalk on the east side of the road, from Homestead Rd. to Eubanks Rd.	5/17/2011	X									Project has not been resubmitted. The MTP includes a sidepath along Old NC 86 as a regional bike-ped project.
Bike-Ped	Old NC 86 – Construct a sidewalk on the east side of the road from Homestead Rd. to Eubanks Rd.	5/17/2011	X									
Bike-Ped	Old NC 86 -- Farmhouse Rd / Homestead -- Bike Lanes and Sidewalk on E. Side	9/1/2015		X	X	X	X		\$2,626,000.00	\$2,100,800.00	\$525,200.00	Project has been submitted for SPOT with various descriptions but has not yet been selected for funding. Would involve collaboration with Orange County. Staff is exploring opportunities to seek funding as a Safety Project, would likely involve the Town engaging consulting services to conduct bike/ped counts as well as vehicle counts. Cost to NCDOT identified as \$1,704,800.
Highway	Eubanks Rd. – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Old NC 86 to Rogers Rd.	5/17/2011	X									Project has not been resubmitted.
Bike -Ped	Eubanks Rd. – Old NC 86 / Millhouse - Bike Lanes and Sidewalks	9/1/2015		X								Project has not been resubmitted.
Highway	Franklin/Main/Merritt Mill/Brewer intersection improvements – Make changes to improve operation and safety for motorists, pedestrians, bicyclists, and transit.	5/17/2011	X									Completed
Highway	W. Main St to W. Weaver/Laurel Construct Roundabout	9/1/2015		X								Project has not been resubmitted.
Highway	W. Main St to Poplar / Hillsborough Intersection Improvements	9/1/2015		X								Project has not been resubmitted.
Highway	E. Main St to Rosemary/Sunset Intersection Improvements	9/1/2015		X								This project was incorporated into the East Main Street restriping project.
Bike-Ped	Broad St. to Seawell School Rd. – Construct a multi-use path between Broad St. and Village Dr. and between Village Dr. and Seawell School Rd.; install on-street bicycle facilities on Village Dr.	5/17/2011	X									Chapel Hill project currently under design provides a similar alignment.
Bike -Ped	Seawell School Rd Estes to Homestead - Bike Lanes & Sidewalk along E Side	9/1/2015		X	X							Would involve collaboration with Chapel Hill.

List of Priority Projects

Bike-Ped	Seawell School Rd Estes to Homestead - Sidepath	9/24/2019			X	X	X		\$6,936,000.00	\$5,548,800.00	\$1,387,200.00	Sidepath scored better than bike lanes/sidewalk. Submitted sidepath only moving forward. Submitted for SPOT 7.0 and scored well. Would involve collaboration with Chapel Hill. Cost to NCDOT identified as \$4,485,800.
Bike-Ped	Morgan Creek Greenway Phase 1 – Construct a multi-use path from University Lake to the western terminus of the first phases of the greenway and a multi-use path spur to BPW Club Rd.	5/17/2011	X						\$2,336,449.00	\$1,593,341.00	\$740,108.00	Funded. Under design. Project budget includes some Orange County Transit Funds to be used toward local match.
Bike-Ped	Morgan Creek Greenway Phase 2	11/15/2022					X		\$1,573,000.00	\$1,258,400.00	\$314,600.00	Submitted for RFF for FY24. Submitted for SPOT 7.0 and scored well. Cost to NCDOT identified as \$1,000,400.
Highway	Hwy 54 /Old Fayetteville St - Intersection Improvements	9/1/2015		X	X							Intersection improvements are included as part of the Shoppes at Lloyd Farm development. The Town is exploring possible reduced conflict intersections (RCI) designs with NCDOT to improve the mid-block entrance to the project from NC 54.
Highway	W. Main St / James St - Intersection Improvements	9/24/2019			X							Project has not been resubmitted.
Bike-Ped	NC 54 from James St. to Anderson Park – Construct a side path on the north side of the road to accommodate two-direction bicycle transportation / Sidepath.	5/17/2011	X	X	X		X		\$9,178,563.00	\$7,342,850.00	\$1,835,713.00	Funded in STIP for P5.0. Subject to reprioritization for P7.0 and not selected. Cost to NCDOT identified as \$6,502,617.
Bike-Ped	W. Main St. – Install improved pedestrian crossings and sidewalks from Hillsborough Rd. to Jones Ferry Rd.	5/17/2011	X									Staff is seeking to include some of these improvements as part of the Safe Streets for All (SS4A) grant program.
Bike-Ped	S. Greensboro St. – Add sidewalks on the west side of the road from the northern end of Old Pittsboro Rd. to Merritt Mill Rd.	5/17/2011	X						\$3,072,253.00	\$2,301,143.00	\$771,110.00	S. Greensboro Street sidewalk funded and under design. Project budget includes some Orange County Transit Funds to be used toward local match.
Bike-Ped	N. Greensboro St. corridor from Weaver St. to Shelton St. – pedestrian improvements	5/17/2011	X									N. Greensboro Street improvements considered as part of restriping project.
Bike-Ped	Jones Ferry Rd. - Davie to Main --Sidewalk along N Side	9/1/2015		X					\$561,000.00	\$448,800.00	\$112,200.00	Funded but not yet initiated. Fall 2023 estimate increased the project cost to \$850,000 to \$1,000,000. Anticipate express design and costs to increase.
Bike-Ped	Barnes St. -- Jones Ferry to King -- Sidewalk along one Side	9/1/2015		X					\$292,000.00	\$233,600.00	\$58,400.00	Funded but not yet initiated. Fall 2023 estimate increased project cost to \$451,688. NCDOT has started express design; anticipate costs to increase again.
Bike-Ped	Bike Plan implementation: Shelton St, Maple Ave, E Poplar Ave. (Submitted as part of Regional Flexible Funding Call for Projects)	11/29/2023						RFF	\$1,112,000.00	\$889,600.00	\$222,400.00	Funded for construction only.
Bike-Ped	Bolin Creek Greenway Phase 2 (Submitted as part of Regional Flexible Funding Call for Projects)	11/29/2023						RFF	\$400,000.00	\$320,000.00	\$80,000.00	Funded for design only.
Bike-Ped	Bolin Creek Greenway Phase 2 (Submitted as part of Regional Flexible Funding Call for Projects)	11/29/2023						RFF	\$2,439,265.00	\$1,951,412.00	\$487,853.00	Construction costs shown for the approximate budget, developed based on NCDOT Bike-Ped estimator tool. Cost includes ROW.
Bike-Ped	Bolin Creek Greenway Phase 3-4 (Submitted as part of Regional Flexible Funding Call for Projects)	11/29/2023						RFF	\$14,813,861.00	\$11,851,088.00	\$2,962,772.00	Town submitted for RRF but project was not selected. Costs developed from NCDOT Bike-Ped estimator tool.

TOTALS									\$47,725,895.00	\$37,748,237.00	\$9,974,657.00	Note funds are provided as reimbursement. The Town must be able to cover costs before entering into agreements/contracts with vendors.
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SPOT PRIORITIZATION 8.0 UPDATE

Town Council, March 4, 2025



TOWN OF CARRBORO • NC

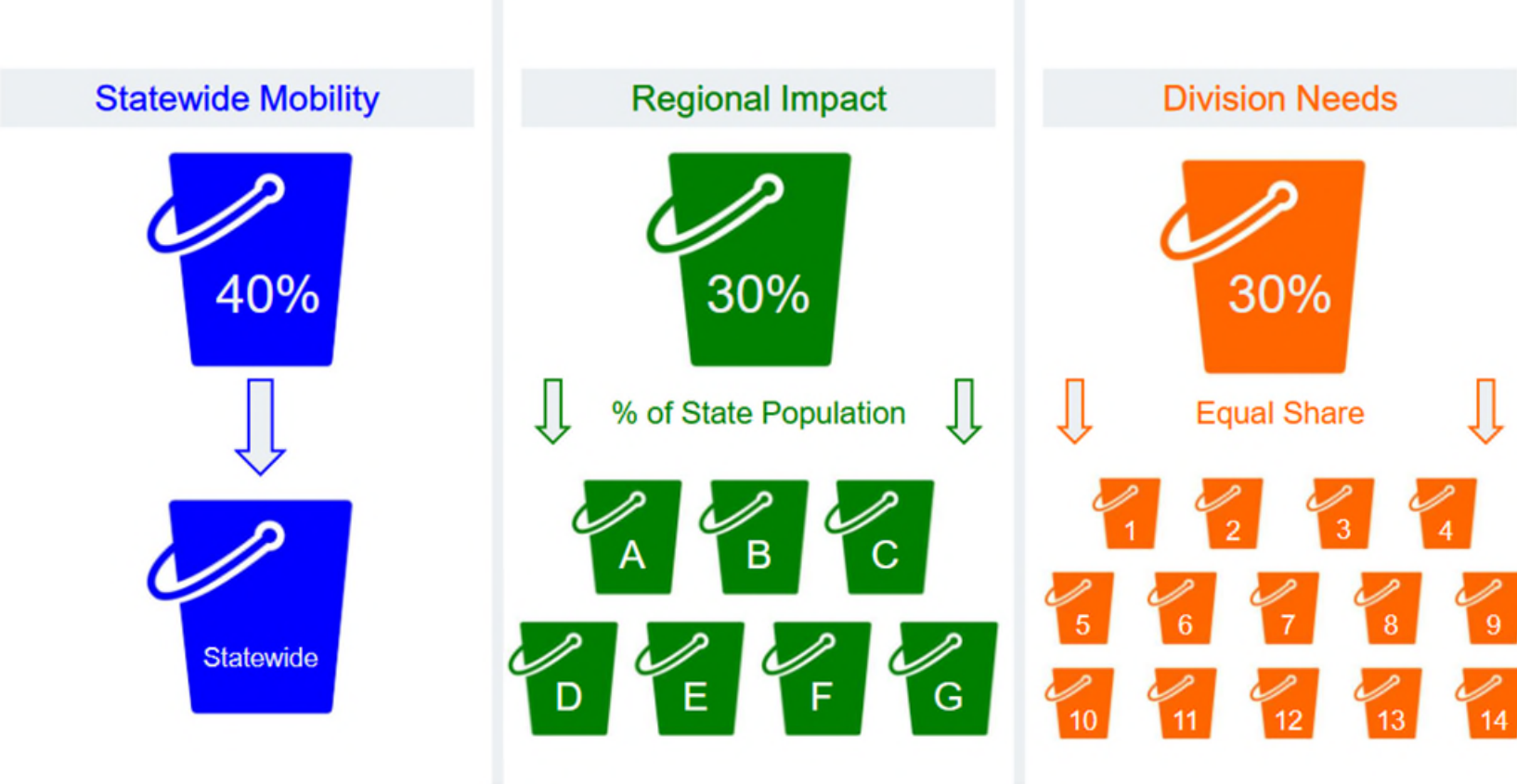
WHAT IS SPOT?

- **The prioritization method North Carolina uses to select new transportation projects for the State Transportation Improvement Plan (STIP).**
- **Intended to make programming more equitable.**
- **Strategic Transportation Improvements law passed in 2013. Seventh round is wrapping up; eighth round is about to begin.**
- **Mode Categories: Aviation, Highway, Rail, Transit, Bike/Ped, and Ferry.**

SPOT 101: BASICS

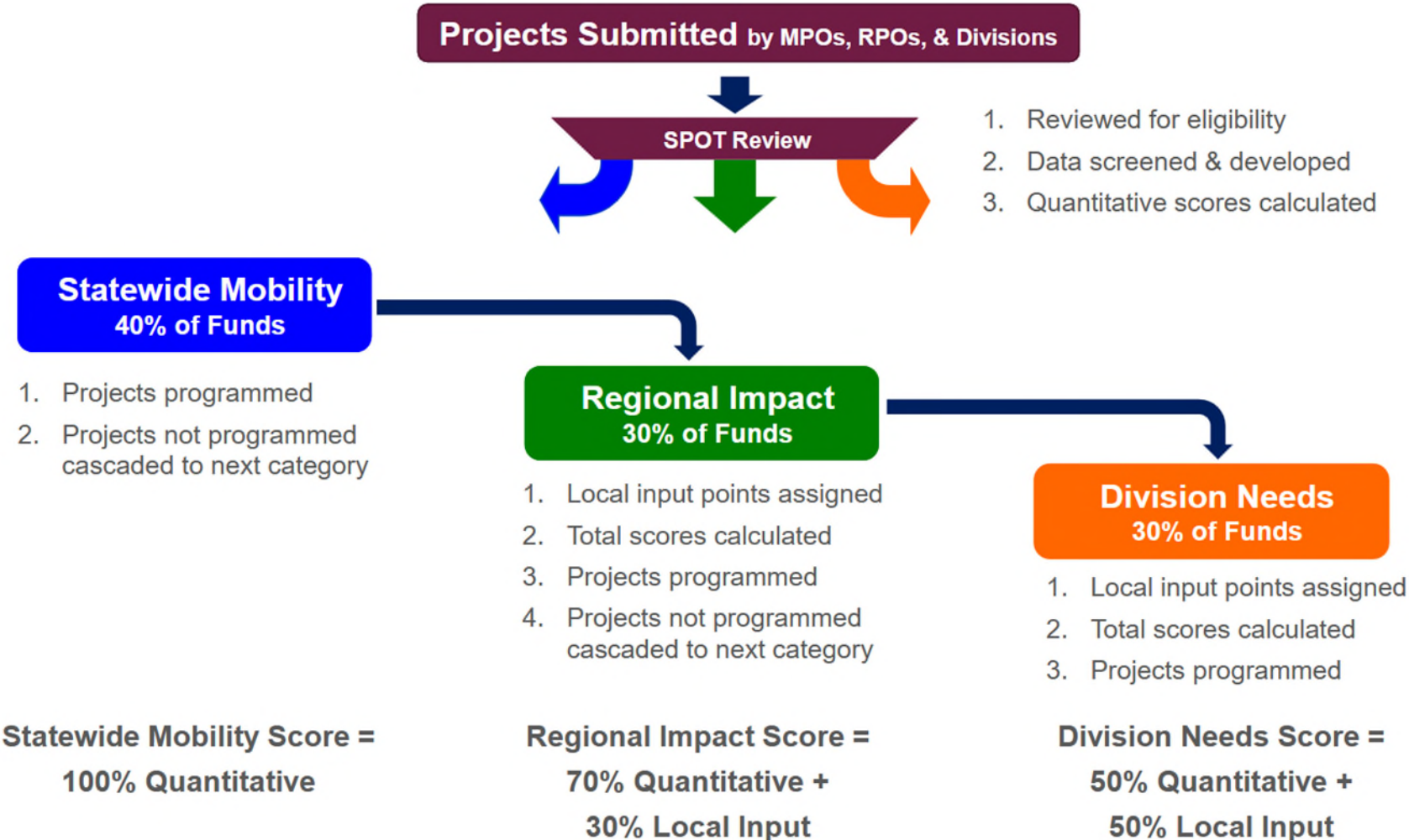
- Each Planning Organization (MPO/TPO/RPO) submits projects on behalf of their region for scoring, as do NCDOT Divisions.
- Each PO is given a set number of submittal slots in each mode; Triangle West Transportation Planning Organization (TWTPO; formerly DCHC MPO) received 24 slots for P7.
- Carryover Project: Project currently programmed for funding in the latter half of STIP; is subject to reevaluation. Does not require a submittal slot.
- Holding Tank Project: Project that was submitted in the previous round but was not programmed. Would require a submittal slot.

SPOT 101: FUNDING CATEGORIES



Carrboro is in Region D. Carrboro is in Division 7.

SPOT 101: FUNDING CATEGORIES



SPOT 6.0/7.0 FUNDING ISSUES

- **Multiple natural disasters and associated recovery costs (ex: Hurricane Florence P6; Hurricane Helene P7).**
- **Reduced automobile traffic during COVID lockdown=reduced gas tax revenue. Tax rate has not increased with inflation at federal level.**
- **MAP Act struck down as unconstitutional by NC Supreme Court in 2016; court mandated about \$250m in payouts to property owners.**
- **Severe inflation, especially in construction industry.**

SPOT 6.0/7.0 FUNDING ISSUES

- SPOT 6.0 cancelled due to lack of funding for new projects; some projects were decommitted.
- Additional revenue source: state law passed 2022 gives 6% of sales tax revenue to NCDOT; helped partially (but not completely) fill \$8b hole for P7.
- Limited statewide priority funding for P7; some regional impact funding in Region D; no new division needs projects for Division 7. No additional bike/ped projects.

CURRENTLY PROGRAMMED STIP PROJECTS

- Phase 1 Morgan Creek Greenway.
- Jones Creek Greenway.
- S Greensboro St Sidewalk.
- Estes Rd Bike/Ped Improvements.
- Bike Plan Bundle (Shelton St, Maple Ave, E Poplar Ave).
- Phase 2 Bolin Creek Greenway (Design only).
- Barnes St Sidewalk.
- Jones Ferry Rd Sidewalk.
- **NEW TO STIP:** Carrboro to Durham BRT (\$40m for planning/design; likely an upgrade of existing GoTriangle Route 405).
- **NEW TO STIP:** Chapel Hill Signal System (also includes Carrboro; will improve traffic signals, including for transit).

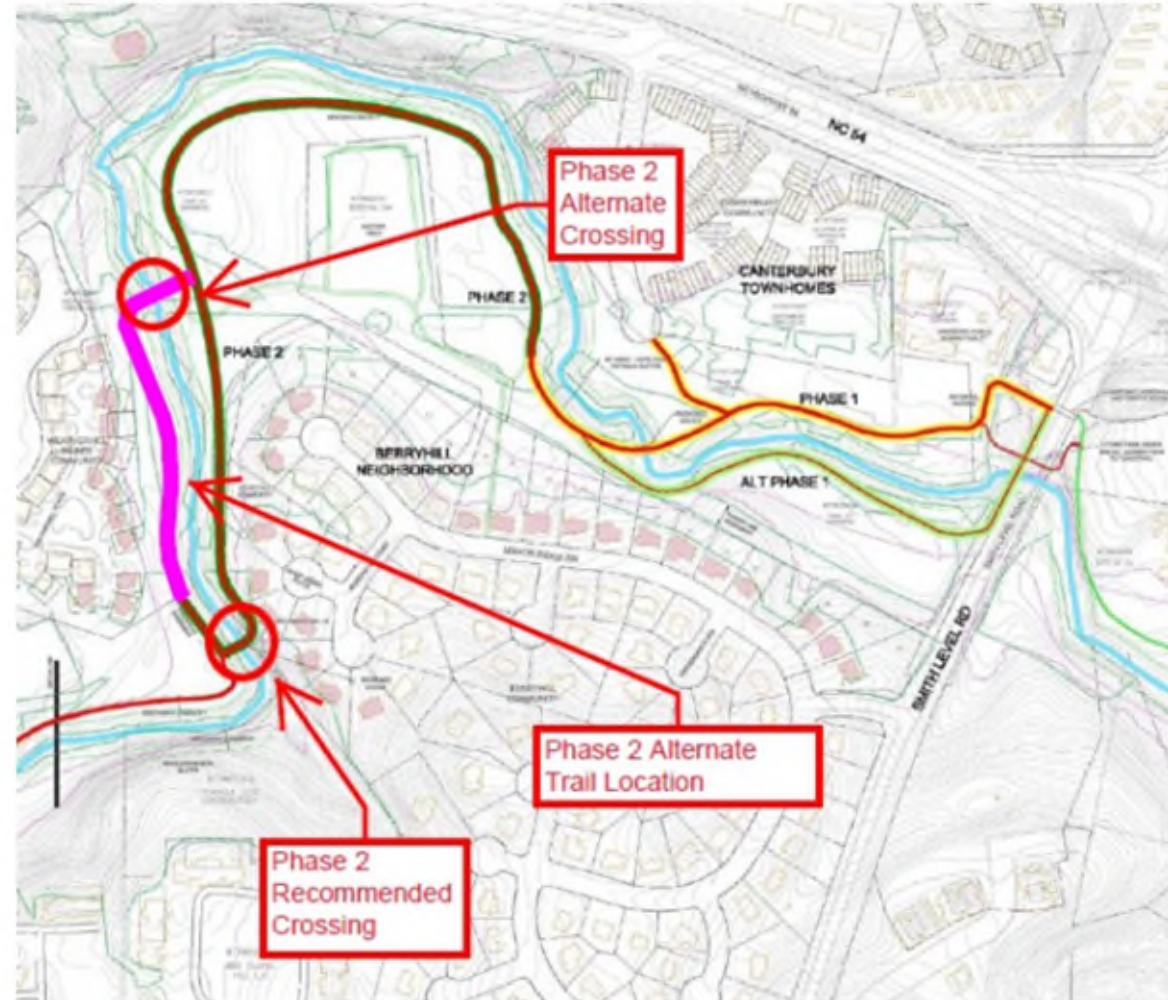
NC 54 SIDEPATH



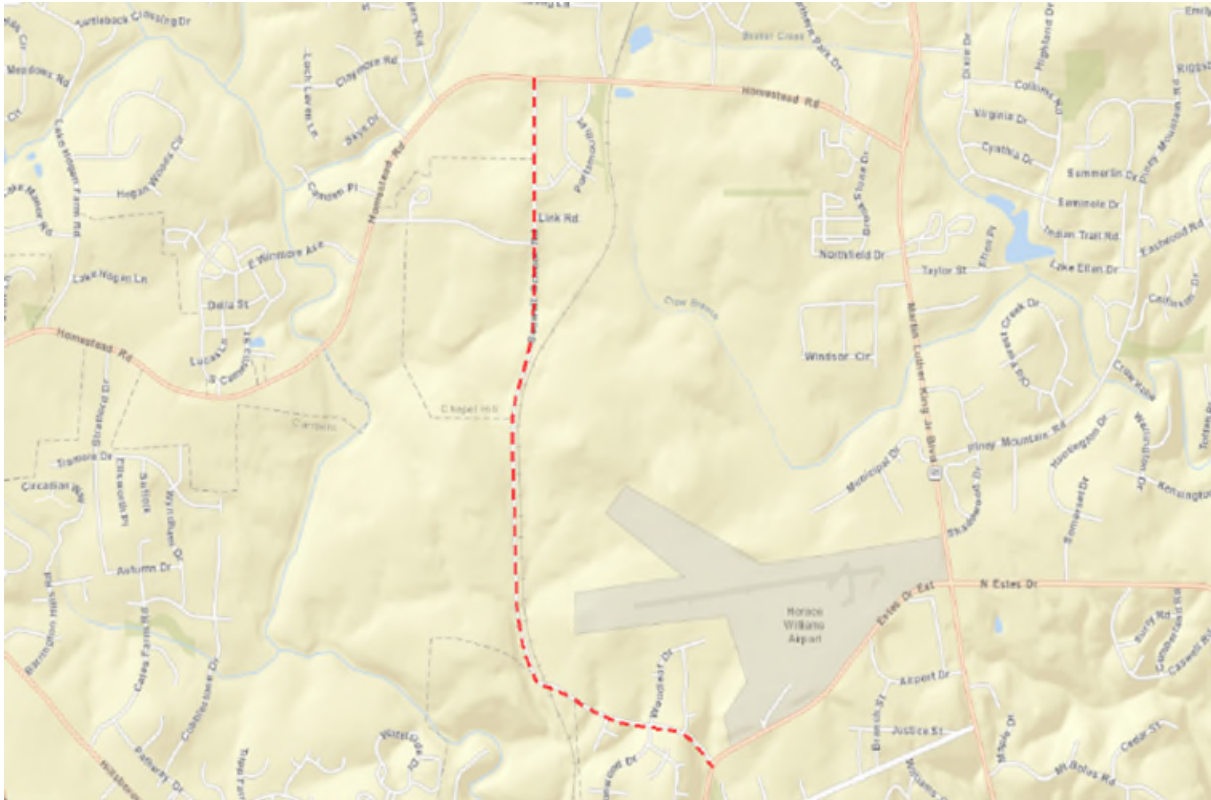
- Multi-use path along highway from Anderson Park to James St.
- Originally programmed for design only in P5.
- Lost design funding in P7 and is no longer on STIP.
- Will need be submitted as a new project for P8.

MORGAN CREEK GREENWAY (PHASE 2)

- Holding tank project for P8.
- Would extend from terminus of Phase 1 to vicinity of Chapel Hill Tennis Club.
- Informal pathways continue towards University Lake.
- Additional phases will take the Greenway to the lake.



SEAWELL SCHOOL RD SIDEPATH



- Holding tank project for P8.
- Partially in Chapel Hill.
- Was originally submitted both as a sidepath and as a bike lanes/sidewalk combo.
- Sidepath scored better; bike lanes combo dropped.
- Possible effects of potential new UNC basketball arena at Carolina North on bike/ped projects in vicinity (Estes Dr, Seawell School Rd, Bolin Creek Greenway) remains to be seen.

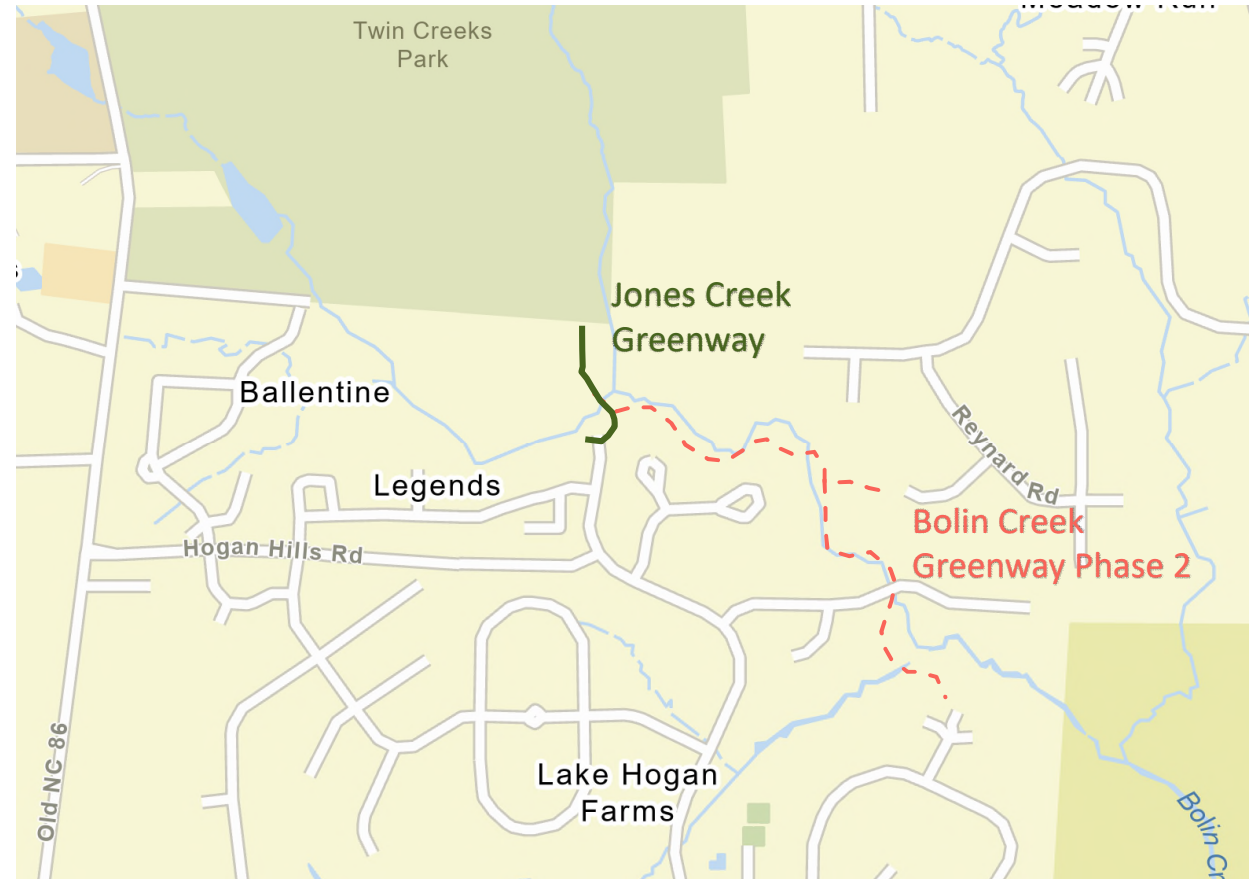
OLD NC 86 BIKE/PEDESTRIAN IMPROVEMENTS

- Holding tank project for P8.
- Improvements in this corridor have been submitted both as bike/ped and highway projects.
- Historically has not scored well, likely due to recreational cycling versus commuter cycling use; scoring rubric.
- May need an alternative funding source other than STIP with Carrboro maintaining the improvements.



BOLIN CREEK GREENWAY (PHASE 2)

- Connects Jones Creek Greenway (90% design) and Lake Hogan Farms.
- Funded through Regional Flexible Fund (RFF) 2025–programmed for FY27.
- Funding only for design, not construction.



BOLIN CREEK GREENWAY (PHASES 3 & 4)

- Creekside alignment was selected as preferred alternative after community engagement in 2023.
- Connects to completed Phases 1a and 1b.
- It could be submitted as one project or divided into phases with logical terminus points.



PROJECTED COSTS – STIP/SPOT 8.0 PROJECTS

- **Cost of committed projects for STIP:**
 - **Federal Share*:** \$21,497,387
 - **Local Match:** \$5,911,944
 - **Total:** \$27,412,332
- **Cost of Potential SPOT 8.0 Projects:**
 - **Federal Share:** \$16,250,850
 - **Local Match:** \$4,062,713
 - **Total:** \$20,313,563
- **Cost of committed STIP + Potential SPOT 8.0 Projects:**
 - **Federal Share:** \$37,748,237
 - **Local Match:** \$9,974,657
 - **Total:** \$47,725,895

* Federal bike/ped funding requires municipality to pay all costs up front and be reimbursed for 80% federal share.

QUESTIONS? DISCUSSION.



Project Summary:

Grant funding to defray the cost differential between gas-powered and electric vehicle purchase.

Request: Vehicles scheduled for replacement with an electric vehicle in FY26 include 11 F-150s with F-150 Lightnings and 2 sedans with Mach-es.

The cost differential between an electric light duty vehicle and a gas-powered vehicle is: \$8,603. This grant would cover 76% of that cost or \$6,538.

The cost differential between an electric sedan and a gas-powered vehicle is: \$7,912. This grant would cover 76% of that cost or \$6,013. Converting Fire Department engine with an Auxiliary Power Unit so that it can idle using a battery rather than polluting diesel engine. The APU cost is \$17,000. The grant would cover 76% or \$12,920.

Grant funds will be used for the following: (check all that apply)

Equipment

Supplies

Program Expenses (specify)

Printing

Personnel: Current Staff. No. of Staff _____ **No. of Hours** _____

Personnel: Hire additional staff No of Positions _____

Capital (land, building, vehicles, etc.)

Contracted Services: _____

Other _____

Describe the need that gave rise to the request. Provide quantitative data to justify need (workload data, ratis, etc.).

The Town's Climate Action Plan and Carrboro Connects Comprehensive Plan sets the Town on a path to carbon neutrality.

Converting the fleet to zero emission electric vehicles and reducing the use of gas and diesel are key to achieving these goals.

Describe how the grant will address the need identified.

The vehicles selected for this grant were slated for replacement in the FY26 CIP. The Public Works Fleet team have pilot tested an F-150 Lightning and determined that they will meet the duty cycle of the existing gas-powered fleet vehicles. The two Mach-es have been used by other municipalities, including the City of Durham, with positive results.

The APU for the FD engine is estimated to reduce diesel usage while idling by 60-80% compared to idling using the main engine. This will decrease emissions and contribute to improved air quality, reduce costs, and potentially extend the vehicle's lifespan by reducing wear and tear on the main engine.

Describe return on investment and the benefit(s) of this grant. Provide, to the extent that you can, cost data that shows our return on investment.

The total cost of owning and maintaining an electric vehicle is generally less than an equivalent gas-powered vehicle due to significantly lower fuel costs (electricity), reduced maintenance costs, and higher resale value.

The APU would also save money due to reduced fuel costs and potentially reduced wear and tear.

Because these vehicles were slated to be replaced in FY26, the grant will essentially fund the cost differential between electric vehicles and gas-powered vehicles and 75% of the cost of the APU.

Describe how the grant supports Town Council's strategic priorities and identify the specific initiative(s).

The Town's Climate Action Plan and Carrboro Connects Comprehensive Plan sets the Town on a path to carbon neutrality.

Converting the fleet to zero emission electric vehicles and reducing the use of gas and diesel are key to achieving these goals.

Will this project duplicate or compete with another service or program provided by the Town of Carrboro or other local agency?

No

Approved by Department Head: Signed by: *Amy Armbuster* **Date:** 2/18/2025
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Approved by Grant Manager: DocuSigned by: *Wendy Welsh* **Date:** 2/21/2025
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Approved by Chief Finance Officer: Signed by: *Chaz Offenburg* **Date:** 2/24/2025
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Approved by Town Manger: DocuSigned by: *Patrice Toney* **Date:** 2/19/2025
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Prepared by: Signed by: *Amy Armbuster* **Date:** 2/18/2025
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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

February 17, 2025

Nicole Hunter
Volunteers for Youth
205 Lloyd St, Suite 103
Carrboro, NC 27510

Dear Ms. Hunter:


In response to your letter requesting to temporarily close the following street segments in Carrboro for the Volunteers for Youth Annual 5k Run to be held on Saturday, April 12, 2025, beginning at 8:00 am until 12:00 pm:

- W. Main Street (SR 1010) between E Weaver St and Simpson St
- Hillsborough Road (SR 1009) between Simpson Rd and N Greensboro St (SR 1772)
- N. Greensboro Street (SR 1772) between Hillsborough Road (SR 1009) and E Weaver St

Permission is granted to temporarily close these street segments subject to the Carrboro Police Department placing the traffic control devices to safely block the streets, establishing appropriate detour routes, and providing adequate law enforcement to handle traffic.

If you have any questions, please contact Derek Dixon, Division Maintenance Engineer at (336) 487-0000.

Sincerely,

Signed by:

A54244BEB57442F...

W. R. Archer III, PE
Division Engineer

WRA/SDD/dgg
cc: S. D. Dixon, Division Maintenance Engineer
C. N. Edwards Jr., PE, District Engineer
D. M. McPherson, Division Traffic Engineer

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS DIVISION 7
P.O. BOX 14996
GREENSBORO, NC 27415-4996

Telephone: (336) 487-0000
Fax: (336) 334-3637
Website: www.ncdot.gov

Location:
1584 YANCEYVILLE STREET
GREENSBORO, NC 27405