



**Orange County  
Board of Commissioners**

**Agenda**

**Business Meeting**

November 14, 2023

7:00 p.m.

Southern Human Services Center

2501 Homestead Road

Chapel Hill, NC 27514

**Note:** Background Material  
on all abstracts  
available in the  
Clerk's Office

**Compliance with the "Americans with Disabilities Act"** - Interpreter services and/or special sound equipment are available on request. Call the County Clerk's Office at (919) 245-2130. If you are disabled and need assistance with reasonable accommodations, contact the ADA Coordinator in the County Manager's Office at (919) 245-2300 or TDD# 919-644-3045.

**1. Additions or Changes to the Agenda**

**PUBLIC CHARGE**

*The Board of Commissioners pledges its respect to all present. The Board asks those attending this meeting to conduct themselves in a respectful, courteous manner toward each other, county staff and the commissioners. At any time should a member of the Board or the public fail to observe this charge, the Chair will take steps to restore order and decorum. Should it become impossible to restore order and continue the meeting, the Chair will recess the meeting until such time that a genuine commitment to this public charge is observed. The BOCC asks that all electronic devices such as cell phones, pagers, and computers should please be turned off or set to silent/vibrate. Please be kind to everyone.*

**2. Public Comments (Limited to One Hour)**

(We would appreciate you signing the pad ahead of time so that you are not overlooked.)

- a. Matters not on the Printed Agenda (Limited to One Hour – THREE MINUTE LIMIT PER SPEAKER – Written comments may be submitted to the Clerk to the Board.)

*Petitions/Resolutions/Proclamations and other similar requests submitted by the public will not be acted upon by the Board of Commissioners at the time presented. All such requests will be referred for Chair/Vice Chair/Manager review and for recommendations to the full Board at a later date regarding a) consideration of the request at a future Board meeting; or b) receipt of the request as information only. Submittal of information to the Board or receipt of information by the Board does not constitute approval, endorsement, or consent.*

- b. Matters on the Printed Agenda

(These matters will be considered when the Board addresses that item on the agenda below.)

**3. Announcements, Petitions and Comments by Board Members (Three Minute Limit Per Commissioner)**

**4. Proclamations/ Resolutions/ Special Presentations**

- a. "The Nature of Orange" Photography Contest 2023

**5. Public Hearings**



## **6. Regular Agenda**

- a. Approval of a Professional Services Contract with Gensler to Provide Community Engagement Services for a Greene Tract Master Plan
- b. Approval of Budget Amendment #3-A to Fund the Bridge Housing Opportunity at 2032 Homestead Road in Chapel Hill in Collaboration with Alliance Health and Caramore, Inc.

## **7. Reports**

- a. Implementation of Medicaid Expansion in Orange County
- b. US 70 Multimodal Corridor Plan

## **8. Consent Agenda**

- Removal of Any Items from Consent Agenda
  - Approval of Remaining Consent Agenda
  - Discussion and Approval of the Items Removed from the Consent Agenda
- a. Minutes
  - b. Resolution to Amend Involuntary Commitment Transportation Plan
  - c. Designation of the Davis Cotton Gin and Press as an Orange County Historic Landmark
  - d. Fiscal Year 2023-24 Budget Amendment #3
  - e. Construction Bid Award for the Richard E. Whitted Complex Stormwater Improvement Project
  - f. Orange County FY 2025 - Global Agreement for Operating

## **9. County Manager's Report**

## **10. County Attorney's Report**

## **11. \*Appointments**

## **12. Information Items**

- November 2, 2023 BOCC Meeting Follow-up Actions List
- Memorandum – Efland Cheeks Community Center Addition - Update
- Memorandum – Perry Hills Mini-Park – Master Plan
- Memorandum – NC Mountains to Sea Trail Progress Report
- Memorandum – Transit Dashboard Update
- Memorandum – Recognition of County Employee Retirements from July 1, 2023, through September 30, 2023
- Memorandum – Financial Report - First Quarter FY 2023-24

## **13. Closed Session**

“To discuss and take action regarding plans to protect public safety as it relates to existing or potential terrorist activity and to receive briefings by staff members, legal counsel, or law enforcement or emergency service officials concerning actions taken or to be taken to respond to such activity.” NCGS 143-318.11(a)(9).

Approval of Closed Session Minutes

## **14. Adjournment**



*Note: Access the agenda through the County's web site, [www.orangecountync.gov](http://www.orangecountync.gov)*

**\*Subject to Being Moved to Earlier in the Meeting if Necessary**

Orange County Board of Commissioners' meetings and work sessions are available via live streaming video at [orangecountync.gov/967/Meeting-Videos](http://orangecountync.gov/967/Meeting-Videos) and Orange County Gov-TV on channels 1301 or 97.6 (Spectrum Cable).

**ORANGE COUNTY  
BOARD OF COMMISSIONERS**

**ACTION AGENDA ITEM ABSTRACT**

**Meeting Date:** November 14, 2023

**Action Agenda  
Item No. 4-a**

**SUBJECT:** "The Nature of Orange" Photography Contest 2023

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**DEPARTMENT:** Environment, Agriculture, Parks  
& Recreation (DEAPR)

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**ATTACHMENT(S):**

- 1) Slideshow of Winning Photos
- 2) Contest Brochure

**INFORMATION CONTACT:**

Kalani Allen, 245-2518  
David Stancil, 245-2522

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**PURPOSE:** To recognize the winners and thank all participants along with judges of "The Nature of Orange" 2023 Photography Contest.

**BACKGROUND:** The Orange County Commission for the Environment and Orange County Parks and Recreation Council annually co-sponsor "The Nature of Orange" Photography Contest, recently completed in April 2023. This year, the theme was *Farms, Parks and Trails in Orange County*. The goal of the contest was to inspire exploration, celebration and appreciation of Orange County's diverse landscapes and outdoor experiences. Photographers help document the beauty and diversity of the natural resources, and people connecting to their environment.

A total of 79 photographs were submitted throughout the contest. A panel of judges selected first, second and third place winners from the Youth and Adult divisions. In addition, judges identified one Honorable Mention award per age category. This year's judges were photographers Christian Fiore and Jerry Fraser.

Winners received a congratulatory certificate and a small monetary prize. Typically, the photographs are displayed throughout Orange County in locations such as at the Orange County Public Library. In addition, winning photographs are shared on the Orange County DEAPR Facebook Page and will be "streaming" around County government on visual monitors in office buildings throughout the County.

The 2023 contest winners are as follows:

Youth: 1<sup>st</sup> Place – **Elaina Milano**; 2<sup>nd</sup> Place – **Sihwon Moon**; 3<sup>rd</sup> Place – **Kylee Harvey**;  
Honorable Mention: **Kylee Harvey**  
Adult: 1<sup>st</sup> Place – **Kelly Mieszkalski**; 2<sup>nd</sup> Place – **Nathalie Volkheimer**; 3<sup>rd</sup> Place – **Diane Cashion**; Honorable Mention: **Joseph Brennan**

**FINANCIAL IMPACT:** Costs for administering the annual photo contest are included in the adopted FY 2023-24 budget.

**SOCIAL JUSTICE IMPACT:** There is no Orange County Social Justice Goal impact associated with this item.

**ENVIRONMENTAL IMPACT:** There is no Orange County Environmental Responsibility Goal impact associated with this item. However, many of the photographs document the County's natural and cultural resources.

**RECOMMENDATION(S):** The Manager recommends that the Board recognize and congratulate the 2023 photography contest winners and thank the judges and all those who participated in this community event.



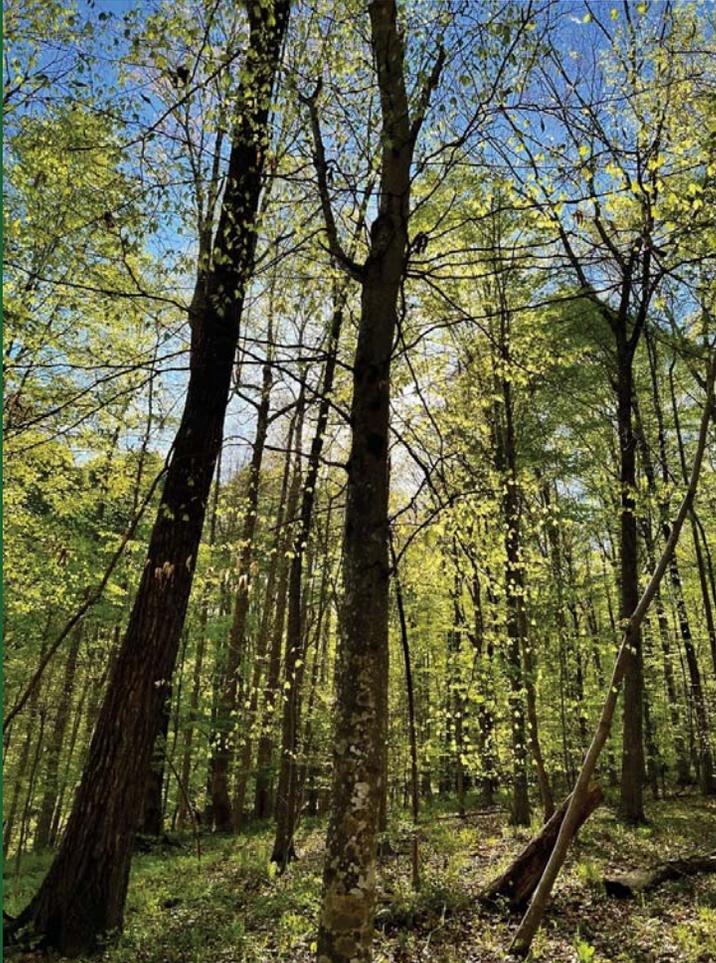
Department of Environment,  
Agriculture, Parks & Recreation



The  
*Nature*  
of  
*Orange*  
Photography Contest



# Annual Photography Contest, 2022



The purpose of the contest is to document the beauty and diversity of our natural resources or show residents and visitors enjoying our parks and environment.

The theme was Farms, **Parks** and **Trails** in Orange County.



## Number of Entries

**79** Total entries (**57** Adult submissions and **22** Youth submissions)

Increase of about 38.5% participation from last years' contest



## Score Criteria

- Relevancy
- Composition/Arrangement
- Focus/Sharpness
- Lighting and Creativity

# Adult Winners

# 1st Place Adult Winner

Kelly Mieszkalski

Graceful Great Blue

I came across this Great Blue Heron while it was fishing the first pond off the Dairy Pond Trail. After 5 minutes in one spot with no luck, it decided to relocate to another section of the pond and I was lucky enough to capture the brief flight. - Kelly Mieszkalski

**Brumley North/George and Julia Brumley Family  
Nature Preserve**



## 2nd Place Adult Winner

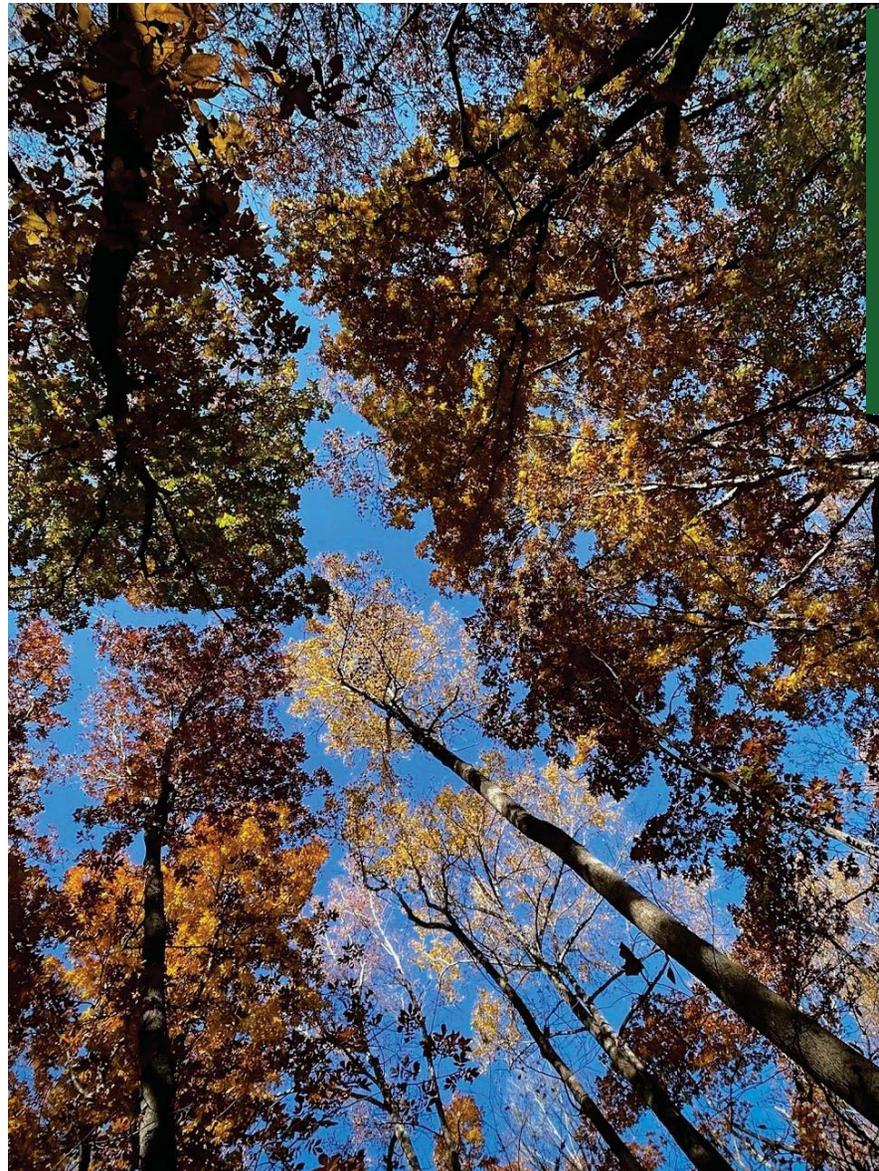
Gold Park isn't only a beautiful space to play and relax in; it provides a space for us all to get together in. Across cultures and languages. – Dr. Nathalie Volkheimer

**Gold Park, Hillsborough NC**

**Dr. Nathalie Volkheimer**

**Untitled**





Diane Cashion

"Canopy 2"

Strolling through Mason Farm Reserve

3rd Place Adult Winner

Mason Farm Biological Reserve, Chapel Hill NC



Joseph Brennan

Evening Walk

Honorable Mention  
Adult Winner



A couple enjoying an intimate summer evening stroll through a quaint, weather-worn covered bridge.

**River Walk, Hillsborough NC**

  
**ORANGE COUNTY**  
NORTH CAROLINA

# Youth Winners

# 1st Place Youth Winner

Elaina Milano

After the Rain

It had rained a few weeks back and my mother, and I were walking the trails and saw this little green fellow in the grass. I liked the way he blended in.

**Gold Park, Hillsborough NC**



## 2nd Place Youth Winner

I was walking on the storywalk in the Chapel Hill library. Then I saw two beautiful flowers in the same place.

Sihwon Moon

Best Friends

Chapel Hill Library Storybook Trail, Chapel Hill NC





A young girl lounges on a blanket in front of the Ayr Mount house.

Kylee Harvey

Lounging

3rd Place Youth Winner

Ayr Mount, Hillsborough NC

# Honorable Mention Youth Winner

Kylee Harvey

Ayr Mount

A high angle photo of the historical Ayr Mount building.

**Ayr Mount, Hillsborough NC**



## Where to See Photos

Photos are used for County documents, reports and plans.

- 
 Climate Action Plan  
 Annual Comprehensive Financial Report  
 Parks and Recreation Master Plan 2030
  
- 
 Orange County Public Library  
 Orange County Visitors Bureau  
 Local Orange County Businesses





- ✓ Increase the number of youth submissions
- ✓ Collaborate with other Orange County departments to display photos in lobbies, breakrooms and other areas.

## Looking Ahead – Future Goals

- ✓ 2023-2024 Year Theme Reveal



# THANK YOU

- ✓ **Judges:** Christian Fiore and Jerry Fraser
- ✓ **Sponsors:**
  - Orange County DEAPR
  - Orange County Parks and Recreation Council
  - Orange County Commission for the Environment
- ✓ **Contest participants**



# The Nature of Orange

## Photography Contest

The Department of Environment, Agriculture, Parks and Recreation (DEAPR) is proud to present its annual **Nature of Orange** photography contest. The goal is to inspire exploration, celebration and appreciation of Orange County's diverse landscapes and outdoor experiences. Through photography we want to document the beauty of our wildlife, waterways, natural resources, and people connecting with the environment.

For more information on our local parks and recreation facilities, go to [www.orangecountync.gov/DEAPR](http://www.orangecountync.gov/DEAPR).

### CONTEST RULES

- Photographs should feature Parks, Farms and Trails in Orange County with wildlife, natural resources, landscapes or people enjoying these outdoor spaces.
- All photos must be taken in a natural setting (no staged photos) and must be taken in Orange County.
- Orange County employees are eligible.
- DEAPR staff and contest judges are ineligible.
- Maximum of five (5) total photo entries per person.
- Photos must be high resolution .png or .jpg files.
- Email all photos to [kallen@orangecountync.gov](mailto:kallen@orangecountync.gov).

**SPONSORS:** Orange County Department of Environment, Agriculture, Parks and Recreation, Parks and Recreation Council of Orange County, Commission for the Environment of Orange County

*Prizes will be awarded in gift cards from various merchants. Owner/Use Rights: Contestants retain the copyright to their photographs, and all rights thereto, except as follows. Orange County and DEAPR shall have the right to use the likeness, name, and/or images photographed by contestants in any and all publications, including web site entries, without compensation in perpetuity. Photos will be credited to the contestant named in the entry form. Descriptions or titles, if any, used with the photos are in DEAPR's sole discretion. See Photo Release and Agreement on the required Entry Form*



2022 1st Place Adult  
Alexcina Wartski

**ENTRY DEADLINE:** April 30, 2023

### AGE DIVISIONS:

Youth (18 & under) and Adult

### PRIZES IN EACH DIVISION:

\$100 First, \$75 Second, \$50 Third

### TO ENTER:

Download the Entry Form at [www.orangecountync.gov/NatureOfOrange](http://www.orangecountync.gov/NatureOfOrange) and email the form and all photos to Kalani Allen at [kallen@orangecountync.gov](mailto:kallen@orangecountync.gov).

**ORANGE COUNTY  
BOARD OF COMMISSIONERS**

**ACTION AGENDA ITEM ABSTRACT**

**Meeting Date:** November 14, 2023

**Action Agenda  
Item No. 6-a**

**SUBJECT:** Approval of a Professional Services Contract with Gensler to Provide Community Engagement Services for a Greene Tract Master Plan

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**DEPARTMENT:** Planning and Inspections

**ATTACHMENT(S):**

1. Gensler Community Engagement Services Proposal

**INFORMATION CONTACT:**

Cy Stober, Director, 919-245-2592  
Perdita Holtz, Deputy Director, 919-245-2578

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**PURPOSE:** To provide a historical perspective on engagement activities related to the development of the Greene Tract and to discuss and approve a new community engagement proposal to inform the site design process.

**BACKGROUND:** The Greene Tract is located east of the Rogers Road community within the Town of Chapel Hill's extra-territorial jurisdiction (ETJ). Of the 164-acre parcel, 104 acres is jointly owned by Orange County/Chapel Hill/Carrboro and 60 acres is owned by Orange County (Headwaters Preserve). Over the last 20+ years, the three jurisdictions have invested significant resources to identify and support the goals for the Greene Tract as a resource for the Rogers Road community and the residents of the two towns and Orange County, all of which can be found on the County's dedicated [Greene Tract project page](#) and [dynamic StoryMap](#), but featuring the following:

- In 2006, the Town of Chapel Hill initiated and led a Rogers Road Small Area Plan Task Force with the Greene Tract partners, resulting in a final report in March 2009;
- In 2012, the Historic Rogers Road Neighborhood Task Force led its own small area planning efforts, resulting in a final report in September 2013;
- In July 2015, the Jackson Center co-led the Mapping Our Community's Future Report with the Historic Rogers Road Community, which was completed in May 2016;
- In June 2016, Orange County purchased 60 acres for preservation from the Solid Waste Enterprise Fund ("Headwaters Preserve");
- At the 2016 Assembly of Governments (AOG) Meeting, a suggestion was raised to ask the elected officials of the three jurisdictions to participate in discussions on the Greene Tract;
- In 2017, staff examined a potential reconfiguration of the jointly-owned tract and the County-owned tract for the purposes of environmental preservation, potential affordable housing development, and a possible school site;

- Between 2018 and 2019, the three jurisdictions considered multiple iterations of a joint resolution for the development of the Greene Tract and accompanying Conceptual Plan;
- Between 2019 and 2020, the three jurisdictions discussed and approved the Greene Tract Resolution for a Path Forward and Interlocal Agreement, identifying land use acreages for the Greene Tract, initiating staff to seek professional services to conduct an environmental assessment, and initiating the drafting of an Interlocal Agreement between the three jurisdictions to provide a decision-making process for the three jurisdictions moving forward;
- In April 2020, Orange County contracted with SynTerra to complete the Greene Tract Environmental Assessment, to be delivered in July 2020;
- In 2021, the Interlocal Agreement (ILA) between Orange County and the Towns of Carrboro and Chapel Hill Regarding the Current and Future Use of the Jointly Owned Greene Tract was executed by all three parties. Among other commitments, it directed staff from all three jurisdictions to work in good faith to “develop a work plan that includes, among other things, a decision point timeline regarding development” of the Greene Tract; and
- In November 2021, the three local governments adopted a resolution approving a conceptual plan, which identified land uses and acreages to be used as schematic for future planning purposes, including the development of a Master Plan. The 45 acres with frontage on Purefoy Drive and Lizzie Lane were identified for “Development” and the 16 acres with frontage on Merin Road were identified as “Public School and Recreational Site”.

In January 2023, a staff work group operating at the direction of the ILA identified the need to separate the master planning needs for the Greene Tract into professional design services and community engagement services, allowing trained professionals to focus on the respective deliverables and allowing the planning staffs to coordinate their efforts. This would allow the community engagement efforts to focus on a shared vision and mission for the design professionals to utilize in the delivery of a master plan that recommends development footprints, designs, and intensities for this acreage, as directed by the 2021 Greene Tract ILA. The staff is currently reviewing Statements of Qualifications for the design services, and anticipate an award of contract forthcoming.

### **Request For Proposals (RFP) Process of Evaluation**

In June 2023, Orange County issued a Request for Proposals (RFP) to identify a qualified consultant to provide Community Engagement Services for the Greene Tract Master Plan on behalf of Orange County and the two Towns.

Four qualified proposals were received and evaluated by the proposal review committee composed of Orange County, Town of Chapel Hill, and Town of Carrboro Planning staff. The committee evaluation was based on the following criteria:

<b>Criteria</b>	<b>Maximum Point Value</b>
1. Consultant experience as it relates to the scope of services of the RFP and project deliverables	15
2. Technical approach to the project, proposed tasks, and timeline to complete work	20
3. Project Organization	15
4. Consultant's capability and capacity to perform project	10
5. Community Engagement Strategy	20
6. Total cost of proposed services	20
<b>Total</b>	<b>100</b>

Based on the proposal evaluation process, the review committee unanimously recommends Gensler for contract award. Gensler is an internationally-recognized land planning and community engagement consulting firm with a Raleigh office dedicated to the North Carolina Piedmont that supports 45 staff. Gensler features the Gensler Research Institute, which explores equitable design solutions to create diverse spaces for clients and communities. Gensler is being supported by VHB on this project, utilizing VHB's prior experiences in working with both Towns and the County on varied planning projects, most recently a Traffic Impact Analysis for St. Paul's Village located at the intersection of Rogers Road and Purefoy Drive.

### **Summary of Project Scope and Approach**

The Gensler and VHB proposal is intended to assist Orange County, the Town of Carrboro, and the Town of Chapel Hill with community engagement services to coordinate and manage the community engagement strategy for the development of the Greene Tract Master Plan. Community engagement efforts will be a central component to the master planning process and will encompass innovative and inclusive community engagement initiatives, focusing on the underserved Rogers Road and Eubanks Neighborhood community.

All services on behalf of the Greene Tract must be consistent with the "mutual promises and obligations" for "Public Participation and Decision-Making" established by the 2021 Greene Tract ILA, including commitments to Public Engagement, Affordable and Mixed Income Housing and other uses, a School Site with Public Recreation, Connectivity, and a Development Agreement. These commitments are reflective of the direction staff received previously from governing boards, housing partners, and the community, and were established in the 2020 Resolution as land use needs and goals to promote mixed-income housing opportunities; preserve environmental features; protect historical and cultural resources; promote cost-effective infrastructure; incorporate school and recreation sites; and earmark development areas for mixed income housing and mixed use potential.

The project features a 10-month timeline, with 8 months dedicated to direct public engagement. Over this timeline, Gensler and VHB will use a four-phased approach to provide these services to the Greene Tract partners:

- Phase A: Planning & Strategy, featuring an Engagement Strategy and Communications Roadmap, and a Planning Report that includes Site Visit findings, a Community Asset Map, and initial interview findings;
- Phase B: Engagement Implementation, featuring Design Workshop One: *Vision Launch and Alignment*;
- Phase C: Synthesis & Initial Design Recommendations, featuring an Insights Summary and Design Workshop Two: *Community Co-Creation*, that will result in design recommendations for the master plan; and
- Phase D: Design Alignment & Ongoing Outreach (in coordination with the design services consultant) featuring an open house and a Final Recommendations Report and Master Plan Report

The consultant previously provided a scope of work that featured a more robust direct community engagement program with many elements that repeated past efforts on behalf of development of the Greene Tract, especially the *Mapping Our Community's Future* report. Reflecting direction from the Board of Commissioners at its October 10, 2023 work session, staff directed Gensler to omit several of the direct engagement services in the provided scope of work, consequently lowering the cost of service. The revised scope of work will deliver:

- 1) 10 monthly staff meetings;
- 2) 3 community design workshops, including the final open house to present the master plan;
- 3) 3 progress presentations to meetings of the governing boards of the property owners; and
- 4) 10 monthly newsletters

Gensler did request modifications to the standard allocation of risks within the contract. Planning & Inspections Director Cy Stober negotiated terms deemed acceptable but unburdens Gensler from certain delays, lowering its standard of care, and making payments compulsory even if work is not achieved to the County's satisfaction.

### 2021 Greene Tract ILA Community Engagement Commitments

The 2021 Greene Tract ILA includes a section on Public Participation that makes the following commitments:

- The public engagement contemplated in this Agreement shall occur jointly. The Parties shall not engage in individual staff or individual governing board public engagement.
- The Parties' staffs shall consult with affordable housing stakeholders to seek input regarding preferred sites, special needs, connectivity, and any other information relevant to the ultimate selection of the site(s) for affordable and mixed income housing.
- The Parties' staffs shall consult with school administration to seek input regarding preferred sites, special needs, and any other information regarding the ultimate selection and/or size of the site.

Project Steering: The Gensler proposal includes a project steering committee but does not prescribe the composition of the Steering Committee. The project steering committee will be composed as directed by the 2021 ILA, featuring planning staffs from all three jurisdictions, representatives of the Affordable Housing community, a representative from Chapel Hill-Carrboro City Schools, and representation from the Rogers Road-Eubanks Neighborhood Association. The role of the committee would be:

- to review draft work products and provide feedback;
- provide guidance to the consultant team on the community engagement strategy; and

- serve as a liaison between this consultant and the consultant selected for the Master Plan Design services.

Both Gensler/VHB and the design services firm are obligated to work cooperatively on this project. The Committee will meet with the consultant monthly through the planning process.

Project Presentation: The consultant will be required to make in-person progress presentations at up to three (3) meetings of the governing boards of the property owners of the Greene Tract (Orange County, the Town of Chapel Hill, and the Town of Carrboro) for direction and feedback. Other community stakeholders represented in both the 2021 Greene Tract ILA and on the Steering Committee may be invited to participate and comment at such meetings, at the discretion of the property owners.

Based on the cost of the initial proposal, staff asked the consultant to develop a refined option that will provide for service on a shorter timeline and at a lower cost, with a cumulative cost savings of \$125,200.

A complete list of Project Deliverables and Fee Schedule is provided as Attachment 1.

**FINANCIAL IMPACT:** The consulting cost proposal to complete the Greene Tract Master Plan Community Engagement Services as presented in the scope of work is \$244,800. Pursuant to the 2021 Greene Tract ILA, Orange County shall be responsible for \$105,264 (43%) of these costs, being reimbursed by the Town of Chapel Hill and the Town of Carrboro for \$105,264 (43%) and \$34,272 (14%), respectively, of the total associated costs with this project. The costs of delivery can be found in the Scope of Services in Attachment 1.

**SOCIAL JUSTICE IMPACT:** The following Orange County Social Justice Goals are associated with this item:

- **FOSTER A COMMUNITY CULTURE THAT REJECTS OPPRESSION AND INEQUITY**  
The fair treatment and meaningful involvement of all people regardless of race or color; religious or philosophical beliefs; sex, gender or sexual orientation; national origin or ethnic background; age; military service; disability; and familial, residential or economic status.
- **ENSURE ECONOMIC SELF-SUFFICIENCY**  
The creation and preservation of infrastructure, policies, programs and funding necessary for residents to provide shelter, food, clothing and medical care for themselves and their dependents.
- **CREATE A SAFE COMMUNITY**  
The reduction of risks from vehicle/traffic accidents, childhood and senior injuries, gang activity, substance abuse and domestic violence.
- **ESTABLISH SUSTAINABLE AND EQUITABLE LAND-USE AND ENVIRONMENTAL POLICIES**  
The fair treatment and meaningful involvement of people of all races, cultures, incomes and educational levels with respect to the development and enforcement of environmental laws, regulations, policies, and decisions. Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental and commercial operations or policies.
- **ENABLE FULL CIVIC PARTICIPATION**  
Ensure that Orange County residents are able to engage government through voting and volunteering by eliminating disparities in participation and barriers to participation.

**ENVIRONMENTAL IMPACT:** The following Orange County Environmental Responsibility Goal impacts are associated with this item.

- **CLEAN OR AVOIDED TRANSPORTATION**

Implement programs that monitor and improve local and regional air quality by: 1) promoting public transportation options; 2) decreasing dependence on single-occupancy vehicles, and 3) otherwise minimizing the need for travel.

- **RESULTANT IMPACT ON NATURAL RESOURCES AND AIR QUALITY**

Assess and where possible mitigate adverse impacts created to the natural resources of the site and adjoining area. Minimize production of greenhouse gases.

**RECOMMENDATION(S):** The Manager recommends that the Board:

1. Authorize the expenditure of up to \$244,800 for planning services to provide Community Engagement Services for the Greene Tract Master Plan; and
2. Approve and authorize the County Manager to execute and sign the contract to provide for the scope of services as detailed in Attachment 1.



**ORANGE COUNTY**  
NORTH CAROLINA

**Community Engagement Services  
for the Greene Tract Master Plan**

RFP# 367-OC5388 ~ November 2, 2023 ~ REVISED

**Gensler**

# Technical Approach

The Greene Tract Master Plan is an opportunity to advance the voice of a marginalized community and deliver a vision that has been crafted through 40 years of discussion on this site. This community engagement effort is the conduit for the Greene Tract Master Plan to deliver on this vision, and to, in turn, foster long-term trust and accountability between residents and local institutions. These types of meaningful outcomes are the result of thoughtful, equitable community co-production – efforts that this team is uniquely qualified to deliver. As a team of Strategists, Planners and Designers, we view equitable and collaborative engagement as foundational to delivering projects that are aligned with community need.

At Gensler and VHB, we are guided by our values to create and uphold structural, procedural, and distributional equity within the communities in which we work. As a result, we believe that we are ideally positioned to understand and translate the language of the community's vision for the Greene Tract Master Plan into a set of design criteria and planning principles that consider the specific challenges of developing the Greene Tract Site. We look forward to partnering with the community to connect their vision to the design of the Final Master Plan.

We understand the scope of work to be supported through four primary categories.

## Task 1: Project Coordination & Management

Gensler and VHB, herein referred to as “the Team,” will coordinate and manage the community engagement strategy for the development of the Greene Tract Master Plan with the following tasks:

- Identify a Staff Point of Contact – Jessica Pearson, design manager and strategy lead will be the primary point of contact for the Gensler and VHB team.
- The fee assumes monthly updates (10) to local government staff to be held virtually. Additional coordination with Orange County staff may be required in early phases of the project or prior to key events.
- Provide a detailed work plan and schedule, developed in conjunction with local government staff
- Review and analyze existing plans, studies, assessments, and related agenda items prepared by each of the three local governments
- Visit the site and local Rogers Road neighborhood, with government staff
- Provide community engagement related materials and output documentation utilized during events.
- The team assumes bi-weekly meetings (up to 12 meetings) with the Design team once selected for the duration of the design process.



Roger Park, Community Engagement

## Task 2: Community Engagement Strategy & Outreach

The Team will coordinate and meet with specialized staff and planning partners as well as attend meetings with identified stakeholders as part of engagement and outreach. The goal of this phase is to enable co-production and activation of ideas and collaboration with the Master Plan design team. The Team recognizes that this is far from the first planning effort that has happened in this community. The engagement strategies we lead, grounded in social equity, will lean on previous planning, engagement, institutional knowledge, and work to turn these into a deliverable vision for the Greene Tract Master Plan.

The Team will develop and lead a community engagement strategy that includes in-person workshops and monthly e-Newsletters. Our team will lead a social equity strategy designed to collect inclusive, effective, and meaningful input from the community. The strategy will prioritize diversity, race, and equity components to engage communities of color.

Steering Committee: Steering of the project will be done by staff from the three jurisdictions, in partnership with Rogers Eubanks Neighborhood Association (RENA), affordable housing partners, a representative from Chapel Hill-Carrboro City Schools, and possibly transportation/transit.

## Task 3: Master Plan Process

Over the course of the engagement work, the Team will develop a vision statement, mission statement, goals, and objectives for the future design and development of the Greene Tract. As the project moves into design and development, our background and experience uniquely position us to provide continued advisory and strategy services in coordination with the design team.

Scope of Work with proposed activities by phase:

We see the following phases and activities as being relevant for the community engagement in alignment with the Greene Tract Master Planning process:

- A. Planning & Strategy
- B. Engagement Implementation
- C. Synthesis & Initial Design Recommendations
- D. Design Alignment & Ongoing Outreach

All four phases will include core team check-ins, regular meetings with the Greene Tract Steering Committee, regular meetings with the Master Plan design team, and three (3) progress presentations to meetings of the governing boards of the property owners.

### Phase A – Planning & Strategy

In alignment with the timeline provided, we propose to start the project with two months of Planning & Strategy through the following activities and workshops.

#### *Data Gathering and Review*

The Team will collect and review key materials relevant to the community, including strategic planning documents and previous community engagement summaries, to understand the history and objectives of previous work on the Greene Tract.

#### *Staff and Planning Partner Alignment*

The team will meet with specialized staff and planning partners as defined by the scope in the RFP to understand challenges, opportunities, and needs. The team assumes up to (8) interviews or small group meetings to be held in person or virtually. Meetings may stagger beyond Phase A as relevant to the design process.

#### *Site Visit*

The Team will tour the existing site(s) with government staff to understand current conditions and observe community interactions within the parks or space. Site photos and observations will be included in the documentation.

#### *Develop Engagement Roadmap (ongoing)*

We will work with the Steering Committee to identify appropriate channels for outreach and engagement with potential to include any of the activities outlined in our project timeline. The roadmap looks at specific engagements over time across a spectrum of digital and analog channels. The roadmap is a living document that will evolve with feedback over the course of the engagement activities. The roadmap will also ultimately serve as a recorded history for the community and project team, tracking frequency and extent of engagement and outreach.

#### *Deliverables:*

- Engagement Strategy and Communications roadmap
- Planning Report with synthesis from Site Visit, Asset map, initial interviews, and Data Gathering

### Phase B – Engagement Implementation

In alignment with the timeline provided, we propose to launch the engagement implementation phase after two months of Planning & Strategy with the following activities and workshops over the following two months. This approach assumes a design team will be on board for Phase B and specific community events. Activities will be tracked on the engagement roadmap, which will be used as a live document that will evolve with feedback over the course of the engagement activities.

We are proposing to facilitate design workshops with the design team, distill input, and document the process.

#### *Design Workshop One: Vision Launch & Alignment*

The team will conduct an interactive and dynamic vision session, typically lasting two to three hours for public stakeholders to engage and build a shared understanding of possibilities. With potential to co-host with a community partner like RENA, these large-scale meetings are meant to inform and educate the public on the project status and coalesce priorities, vision, and goals for the development. The purpose of this meeting will be to re-ignite public discussion on the Greene Tract, share the engagement roadmap, and guide the public through a series of interactive exercises to explore key areas of opportunity and challenge

as they relate to this project. Using previous engagement as a baseline, this workshop will use a design thinking approach based in equity and deliberation to identify shared interests. Options could include using collaborative problem-solving game methodologies to facilitate shared understanding or topic led brainstorming that explores design concepts.

The team will present the initial focus areas, guiding principles, and possible design priorities as part of a second facilitated workshop. Through the workshop, we will develop a set of Design Criteria and Evaluation Measures that will inform the planning and design approach. Breakout sessions will be used to facilitate deeper conversation around key topics and validate the initial approach.

The fee assumes up to 75 participants and approximately 5 facilitators hosting the event. Logistics and coordination support relative to facility procurement, food and refreshments, or translation, would be provided by Orange County planning staff. The team will document feedback and create a summary document. Recognizing that not all community members will be able to attend these workshops, all content from these meetings will be posted online and made available to the public.



Englewood Nature Trail Community Engagement

## Phase C – Synthesis & Initial Design Recommendations

In alignment with the timeline provided, we propose to continue engagement after four months of Engagement Implementation with the following activities and workshops over the next two months, as team synthesizes the various activities and feedback into an initial set of design recommendations.

### *Insights Summary and Guiding Principles*

Utilizing all the input gathered from the vision launch, interviews, and workshops, our team will synthesize collected input and develop a set of project specific guiding principles and design priorities/ strategies for the project design team, as well as local government stakeholders.

### *Design Workshop Two: Community Co-Creation*

Recognizing that the deliberation process is not linear, rather it is one that moves between naming, framing, deciding, organizing, and learning, this is a time to review information created from the previous workshop and other engagement sessions to determine what adjustments and further alignment is needed. The team will engage the community in a workshop that investigates planning scenarios in a highly interactive way. Part presentation, part design-charrette, the team will present two planning options and invite participants to post sticky notes and draw or diagram their ideas. During this session, the team will share key themes, opportunities, and questions revealed through research and provoke participants with innovative concepts primed for reaction. The Team will share speculative scenarios informed by research, driven by stakeholder goals and validated through end-user perspectives. The design workshop would be planned in collaboration with the design team for their input and participation.

The fee assumes up to 75 participants and approximately 5 facilitators hosting the event. Logistics and coordination support relative to facility procurement, food and refreshments, or translation would be provided by Orange County planning staff. The team will document feedback and create a summary document. Recognizing that not all community members will be able to attend these workshops, all content from these meetings will be posted online and made available to the public.

### *Design Recommendations*

The team will prepare a set of design recommendations to share with the design team once they are selected and engaged on the project.

### *Deliverables:*

- Insight Summary

## Phase D – Design Alignment & Ongoing Outreach

All activities completed during the design phase are in close collaboration with the design team to make sure the opportunities for decision making are clear and actionable. In alignment with the timeline provided, we propose to continue on-going outreach after two months of Synthesis & Initial Design Recommendations, with eight months of outreach and engagement in alignment with the development of the design.

### *Final Open House / Celebration*

This final event celebrates how community members worked together to develop a set of design criteria according to the outcomes they want to achieve and how the Master Plan will impact equity in and outside of the Greene Tract community. The open house format leverages physical installations or digital presentations in community assets such as community centers, parks, greenways, churches, or other public facilities. This format presents the opportunity to maintain trusting relationships by sharing project stories, relevant project information, and transparency in the connection between final design criteria and community input. This open house culminates in an event that celebrates the final recommendations and could include public art installations or other activations. Ideally, this event will be co-created with Steering Committee, who help the Team set up an event most appropriate for the community.

The fee assumes up to 75 participants and approximately 5 facilitators hosting the event. Logistics and coordination support relative to facility procurement, food and refreshments, or translation would be provided by Orange County planning staff. The team will document feedback and create a summary document.

### *Deliverable:*

- Final Recommendations Report and Master Plan Report

**Scope Includes**

- 10 monthly staff meetings
- 3 workshops
- 3 progress presentations to meetings of the governing boards of the property owners
- 10 monthly newsletters

**Assumptions and Exclusions**

- The provided scope and roadmap reflect an efficient and creative approach to meeting your engagement goals as outlined in the RFP. Activities may be scaled up or down as desired to further adapt to milestones or timelines as needed. Venue rentals, food/ drinks, and other costs related to event logistics have not been included in the reimbursable number. The team assumes logistic support will be provided by the Orange County staff as needed for in-person engagements.
- Orange County staff will be responsible for translation services at design workshops.
- Current duration of the project is estimated at 10 months or 40 weeks for delivery of the final report. Should the project timeline extend, additional services will be necessary to support ongoing coordination meetings as well as any additional scope.
- The team understands the milestone targets as outlined in the RFP.

# Total Cost

<b>Tasks</b>	<b>Fee</b>	<b>Notes</b>
Task 1: Project Coordination and Management	\$54,000	Reflects ongoing meetings and project alignment with Orange County staff, engagement team, and design team.
Task 2: Community Engagement Strategy Task	\$90,800	Aligns with Phases A and B
Task 3: Master Plan Process	\$80,000	Aligns with Phases C and D
<i>Estimated Reimbursables</i>	<i>\$20,000 NTE</i>	<i>Printed Materials, Event and Facilitation Materials and Supplies, as well as travel</i>
<b>TOTAL</b>	<b>\$244,800</b>	<i>Includes fees and estimated reimbursable expenses</i>

Abu Dhabi	Mumbai
Atlanta	Munich
Austin	Nashville
Baltimore	New York
Bangalore	Newport Beach
Bangkok	Oakland
Beijing	Paris
Berlin	Philadelphia
Birmingham	Phoenix
Bogotá	Portland
Boston	<b>Raleigh</b>
Charlotte	Riyadh
Chicago	San Antonio
Dallas	San Diego
Denver	San Francisco
Detroit	San Jose
Dubai	San José
Hong Kong	Seattle
Houston	Shanghai
La Crosse	Singapore
Las Vegas	Sydney
London	Tampa
Los Angeles	Tokyo
Mexico City	Toronto
Miami	Vancouver
Minneapolis	Washington DC
Morristown	

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**ORANGE COUNTY  
BOARD OF COMMISSIONERS**

**ACTION AGENDA ITEM ABSTRACT**

**Meeting Date:** November 14, 2023

**Action Agenda  
Item No. 6-b**

**SUBJECT:** Approval of Budget Amendment #3-A to Fund the Bridge Housing Opportunity at 2032 Homestead Road in Chapel Hill in Collaboration with Alliance Health and Caramore, Inc.

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**DEPARTMENTS:** Housing, Criminal Justice  
Resource

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**ATTACHMENT(S):**

Partnership to End Homelessness Gaps  
Analysis  
Cost Estimates  
Alliance PowerPoint Presentation

**INFORMATION CONTACT:**

Rachel Waltz, 919-245-2496  
Caitlin Fenhagen, 919-245-2303

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**PURPOSE:** To approve Budget Amendment #3-A to provide start-up and short-term operational funding for a Bridge Housing program at 2032 Homestead Road in Chapel Hill in collaboration with Alliance Health and Caramore, Inc.

**BACKGROUND:** Bridge Housing and therapeutic support is an evidence-based, best practice for ensuring stabilization for individuals exiting homelessness, incarceration and institutions. This short-term, low barrier housing coupled with supportive services is designed to enhance opportunities for an individual's successful transition into permanent housing. The model provides safe and temporary housing for 60 to 120 days with a focus on recovery supports, developing independent living skills, connections to housing navigation, case management and peer support. Bridge Housing has been identified as a critical need in the Orange County Partnership to End Homelessness System Gaps Analysis for several years. Currently, there is no accessible, non-voucher Bridge Housing serving residents in Orange County seeking to exit homelessness or seeking short-term stabilization following reentry from incarceration or institutionalization.

In July 2023, Ann Oshel, the Alliance Health Vice President for Community Health and Well-Being, approached Orange County regarding a residential property at 2032 Homestead Road in Chapel Hill that was vacant and owned by Caramore, Inc. Ms. Oshel suggested that the property could be reimagined to fill an Orange County housing need. The residence had been previously operated since 2015 as a licensed, long-term group home for persons with mental illness. The property was owned by Gary Gaddy and Sandra Herring with the intended purpose of providing long-term supportive housing for individuals with mental health needs. The group home closed prior to COVID and was abandoned by the provider. The owners then gifted the property to Caramore Inc., in 2019 with the expressed purpose of serving individuals with behavioral needs facing housing crisis. The five-bedroom, brick ranch home on .75 acres of land is centrally located on Homestead Road in Chapel Hill, next to a city bus stop, and neighboring the Church of the

Advocate, whose property contains several Pee Wee Homes. In addition, the property at 2032 Homestead Road is in close proximity to Inter-faith Council (IFC) properties, as well as Orange County's Southern Human Services Center and Seymour Center. Since assuming ownership, Caramore has provided enhancements to the home and ensured its upkeep.

Over the last several months, Alliance Health, Caramore and Orange County human services leaders have been discussing whether this property could be utilized to fill critical housing, behavioral health and reentry needs. It was determined by these stakeholders that the property could best serve the community as a new collaborative Bridge Housing program for individuals with behavioral health diagnoses. With escalating numbers of residents in Orange County experiencing homelessness with behavioral health needs seeking stabilization and support on their way to permanent housing, this program will provide critical housing and interventions for their support.

The Bridge Housing program at 2032 Homestead Road will serve six individuals in four bedrooms for up to five months. Four (4) of the beds will serve individuals identified by Orange County, and two (2) beds will serve individuals identified by Alliance Health. The program will be staffed seven (7) days a week with two (2) positions providing case management and peer support through individual and group programming. Orange County housing, behavioral health, reentry and social service providers will have full access to the home to provide necessary additional supports. Referrals to fill the four (4) Orange County-funded beds will be placed via Coordinated Entry to ensure alignment with Orange County priorities, reduce duplication of efforts, and facilitate faster connection to permanent housing.

The program would be managed by Caramore under a contract with Alliance Health. As Alliance Health already has an existing relationship with Caramore, this additional program collaboration would be far more cost-effective than retaining a new provider. Since 1974, Caramore has been in Chapel Hill providing vocational and residential support services to adults living with mental illness. The Caramore model of services is client-centered and effective, with its services being advocacy-oriented and community-based. Over the years, thousands of Caramore clients have successfully transitioned to independent living and employment.

The Homestead property and the collaboration between Alliance Health, Caramore and Orange County provides a truly unique opportunity to provide a centrally-located, short-term supportive housing model that fills a significant gap in the Homeless System Gaps Analysis. The Town of Chapel Hill has been notified of this proposal for the property at 2032 Homestead Road, and Housing Director Sarah Vinas has ensured Orange County that there are no issues from a zoning perspective and that implementation efforts can proceed without community engagement or additional notification being required.

The financing of this Bridge Housing program will be a partnership between Orange County, Caramore and Alliance Health. This chart below details the costs associated with a necessary renovation, the costs to Caramore during the two-month renovation, the start-up costs and the annual operating expenses for the six-bed program.

### Bridge Housing Program at 2032 Homestead Road

EXPENSES	AMOUNT	RESPONSIBLE PARTY
Renovation of Basement to include New Bathroom	\$50,000	Alliance Health
Payment for Caramore Costs during Two (2) Months of Renovation	\$36,972	Alliance Health
<b>Start-Up Costs</b>	<b>\$20,850</b>	Orange County
Annual Operations Costs for Six (6) Beds	\$221,831	2/3 Orange County, 1/3 Alliance Health
<i>For Four (4) beds</i>	\$147,887	Orange County
<i>For Two (2) Beds</i>	\$73,944	Alliance Health

<b>Six (6) Months Operational Costs for Four (4) Orange County Beds</b>	<b>\$73,944</b>
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County staff proposes that the Board consider utilizing \$94,794 of funds from the Social Justice Reserve Fund to support the Orange County portion of this project (start-up costs and six (6) months of operational expenses for four (4) beds as highlighted above). The funding would be contingent upon Alliance Health's funding for the necessary renovations to the property, the payment by Alliance Health for two (2) months of rent to Caramore during the renovations and the assumption of the operational costs for two (2) beds annually.

Operational funding after the first six (6) months for the four (4) Orange County beds would be requested as part of the FY 2024/2025 Partnership to End Homelessness budget process.

**FINANCIAL IMPACT:** Financial Impacts are included in the background information above. Approval would authorize the transfer of \$94,794 from the Social Justice Reserve funds. The approved budget for the Social Justice Reserve was \$187,487, and if the Board approves this funding, a balance of \$92,693 would remain.

**SOCIAL JUSTICE IMPACT:** The following Orange County Social Justice Goals are applicable to this item:

- **GOAL: FOSTER A COMMUNITY CULTURE THAT REJECTS OPPRESSION AND INEQUITY**  
The fair treatment and meaningful involvement of all people regardless of race or color; religious or philosophical beliefs; sex, gender or sexual orientation; national origin or ethnic background; age; military service; disability; and familial, residential or economic status.
- **GOAL: ENSURE ECONOMIC SELF-SUFFICIENCY**  
The creation and preservation of infrastructure, policies, programs and funding necessary for residents to provide shelter, food, clothing and medical care for themselves and their dependents.
- **GOAL: CREATE A SAFE COMMUNITY**  
The reduction of risks from vehicle/traffic accidents, childhood and senior injuries, gang activity, substance use and domestic violence.

This initiative seeks to promote and ensure a community network of basic human services and infrastructure that maintains, protects, and promotes the well-being of all County residents.

**ENVIRONMENTAL IMPACT:** There are no known Orange County Environmental Responsibility Goal impacts associated with this item at this time.

**RECOMMENDATION(S):** The Manager recommends that the Board approve Budget Amendment #3-A to transfer \$94,794 from the Social Justice Reserve Fund for the start-up costs and six (6) months of operational expenses for a new Bridge Housing program at 2032 Homestead Road in Chapel Hill in collaboration with Alliance Health and Caramore, Inc.

Gap	Progress since June 2019	Status	Notes	Needed to Fill												
<b>Bridge Housing</b>	Reentry House Plus opened summer 2021 to provide bridge housing to up to 3 participants at a time, plus a peer house manager; Program has not operated according to best practices and has not seen program flow ; OCPEH, CJRD, DSS Alliance Health, and Caramore are exploring an alternative approach	UNFILLED	Orange County Local Reentry Council (LRC) seeing 65 people exiting jail or prison per year needed an average of 60 nights stay	Depends on approach												
<p><b>Program Description:</b> There is a critical need for short-term, low barrier reentry housing and supporting services to help reentering individuals re-integrate into the community Bridge Housing and support is an evidence-based best practice for ensuring stabilization and support for people reentering from incarceration, which has been identified as a <a href="#">critical priority by U.S. Housing and Urban Development Secretary, Marcia Fudge</a>.</p> <p>Approach One: Bridge Housing funds allow for short-term supportive stabilization housing at hotels for up to 60 days for 55 reentering individuals per year and supportive services for 65 individuals through Reentry House Plus. Reentry House Plus has contracted with the SWIT (Success While in Transition) program run by individuals who themselves have reentered successfully to provide a month-long course and ongoing one-on-one case management and peer mentoring for these individuals in collaboration with our Local Reentry Council.</p> <p>Approach Two: Bridge Housing funds allow for a home-based short-term supportive stabilization and connection with permanent housing for individuals experiencing homelessness and exiting institutions. Caramore would provide site-based supportive services with support from Alliance Health. OCPEH partners would provide referral via Coordinated Entry and connection to permanent housing, including Rapid Re-housing, Behavioral Health housing like Transition to Community Living, and other permanent housing where appropriate. Program would serve up to six individuals for stays up to ninety days for up to twenty-four people served annually.</p>																
<p><b>Program Budget:</b></p> <p>Approach One:</p> <table data-bbox="154 1596 1364 1711"> <tr> <td>Hotels – 55 people per year, an average of 60 nights, \$55/night</td> <td>\$181,500</td> </tr> <tr> <td>Services – SWIT classes, \$600/person for 65 people</td> <td>\$ 39,000</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$220,500</b></td> </tr> </table> <p>Approach Two:</p> <table data-bbox="154 1774 1364 1879"> <tr> <td>Alliance Health – 2 beds (1/3)</td> <td>\$73,944</td> </tr> <tr> <td>Orange County – 4 beds (2/3)</td> <td>\$147,887</td> </tr> <tr> <td><b>TOTAL Operating Costs – rent, utilities, client supports, staffing</b></td> <td><b>\$221,831</b></td> </tr> </table>					Hotels – 55 people per year, an average of 60 nights, \$55/night	\$181,500	Services – SWIT classes, \$600/person for 65 people	\$ 39,000	<b>TOTAL</b>	<b>\$220,500</b>	Alliance Health – 2 beds (1/3)	\$73,944	Orange County – 4 beds (2/3)	\$147,887	<b>TOTAL Operating Costs – rent, utilities, client supports, staffing</b>	<b>\$221,831</b>
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Operational and Start Up Cost Estimates for Bridge Housing at Homestead

<u>Start Up Expenses</u>	<u>Amount</u>	<u>Comments / Notes</u>
security system	\$500	doorbell camera
power wash exterior	\$500	
moving expenses	\$500	we have some furnishing at CCI that can be used at Homestead, delivering of furnishings
ramp to main floor	\$3,000	updated per Jay Miller on OCT 16, 2023
grab bars in bathrooms	\$500	just for the two currently existing full bathrooms, the future, added BA
reinforce stair railings - interior & exterior	\$500	
improve exterior lighting	\$750	
address trip hazard driveway and walk ways	\$750	
upgrade exterior and interior door lock	\$750	
paint, repair back deck	\$500	
cut back hedges near house, and at perimeter	\$1,000	
address rotten wood exterior, per Jay Miller	\$2,000	Jay has photos
clean out gutters	\$500	
electrical upgrades	\$0	included in capital improvement project
ensure windows operational	\$750	able to escape in event of fire
landscaping	\$2,000	clear junky wooded areas at perimeters
Bedroom furnishings	\$4,000	\$1,000 per BR
<i>bed frame, box spring, mattress</i>		ensure beds are low to ground, mattress have encasement re bedbugs, incontinence,
<i>night stand</i>		
<i>small frig</i>		
<i>dresser</i>		
<i>bed linens</i>		
<i>desk, bulletin board, chair, lamp</i>		
<i>room dividers to facilitate room sharing</i>		
<i>window coverings, blinds</i>		
kitchen stuff	\$500.00	plates, bowls, pots, pans, coffee maker, dishtowel, eating utensils,
kitchen table and chairs	\$250.00	
sofa	\$250.00	
tv	\$500.00	
recliners	\$500.00	
coffee table	\$100.00	
lamps, stuff to hang on walls	\$250.00	
<b>Estimated Start Up Cost TOTAL</b>	<b>\$20,850.00</b>	

## Operational and Start Up Cost Estimates for Bridge Housing at Homestead

<u>Operational Expenses</u>	<u>Amount/YR</u>	<u>Comments / Notes</u>
Salary and Wages - Direct Care	\$117,022	1 FTE as Bridge House Manager, plus 4 partime employees providing onsite supervision 7 days per week
Salary - Program Supervision	\$10,125	QMHP to supervise Homestead Bridge House Manager (cost based on existing Program Director cost per)
Travel / Transportation	\$2,000	gas, staff mileage reimbursement
Client Assistance Activities	\$11,272	Client food, client house hold supplies, client clothing and hygiene items
Insurance - business auto	\$2,351	cost base existing per vehicle insurance cost; one vehicle allocated to Bridge House - Homestead
Insurance - property	\$1,829	homeownership cost
Insurance - general liability	\$2,266	cost estimate based on 1 "faculty" and 6 "students" / clients served
Insurance - professional liability	\$3,781	cost estimate based on 3 FTE
Property Repair and Maintenance	\$1,500	depends, in part of how many start up cost are actually addressed
Property Taxes	\$3,959	Orange tax, Orange storm water, Chapel Hill and Carrboron school tax and New Hope fire tax
Depreciation expense / reserve maintenance	\$6,000	Caramore would typically charge rent to tenants; rental income would cover cost for repair maintenance; at the conclusion of the project, Caramore needs money in reserve for future expenses.
Communications	\$4,294	Verzion cell phone cost for onsite employees
Meeting Conference Expense	\$511	Staff meetings, internal staff trainings, staff orientation meetings - largely food related cost
Office Supplies / Materials	\$3,790	Office supplies, mattress bedcovers, bed linens, medication security
Rent	\$0	Caramore owns property outright, no mortgage cost
Utilities	\$12,000	power, water, gas and internet
Trash removal service	\$720	\$60 per month via private company
Lawn Maintenance	\$1,440	\$120 per month
	<b>subtotal</b>	<b>\$184,859</b>
Administative Overhead	\$36,972	20% - services requires extensive accounting and detailed bill invoicing supports
<b>Estimated Annual Operational Cost TOTAL</b>	<b>\$221,831</b>	
	\$18,486	estimated monthly cost
	\$101	per client, per night cost estimate, assume at full capacity of 6



# Bridge Housing at Homestead Road

**Presentation to the Orange County Board of County Commissioners**

**11/14/23**

# What is Bridge Housing?

- Provides safe and temporary housing for persons exiting out of institutions or homelessness with behavioral health needs
- 3-5 month program focusing on recovery supports, independent living skills and housing search/navigation
- On site services include case management and peer support specialists
- Goal is to secure permanent supportive housing and connection to all needed services and supports

# Our Focus Population

- Persons living in, or at risk of, homelessness with primary mental illness or co-occurring substance use
- Persons with episodic engagement in behavioral health services who have had difficulty engaging in treatment
- Persons who have accessed crisis services, had interactions with law enforcement or are returning from incarceration
- Persons who have expressed a desire or willingness to pursue permanent supportive housing

# Overview of Program

- Capacity to serve 6 participants
  - 4 referred through Orange County
  - 2 referred through Alliance
- Onsite staff 7 days per week
  - Case Management
  - Peer Support
- Individual and group support
  - Recovery education
  - Independent living skill building
  - Accessing community resources
  - Preparing for tenancy



# Program Operations

- Program Referrals
  - 4 referred through Orange County
    - Coordinated Entry via support from Local Re-Entry Council and Street Outreach Harm Reduction and Deflection
  - 2 referred through Alliance
    - To address Emergency Department utilization
- Permanent Housing Placement
  - Caramore providers will partner with homeless system providers to utilize Continuum of Care funded program vacancies, behavioral health housing, and mainstream housing based upon eligibility



# Program Outcomes

- 100% of participants linked to behavioral health and physical health services
- 100% of participants engage in their Person Centered Plan including crisis and wellness planning
- 100% of residents engage in pre-tenancy education
- 100% of participants connected to eligible benefits
- 100% of participants will be entered into Coordinated Entry and linked to Orange County supportive housing services

# Bridge Housing Works

- Alliance has implemented 5 bridge housing programs beginning in 2017
- Supports a Housing First approach
- Reduces other public costs such as jail stays and frequent interactions with first responders
- Reduces the suffering and trauma of homelessness
- Improves quality of life outcomes through the ultimate goal of permanent supportive housing

**ORANGE COUNTY  
BOARD OF COMMISSIONERS**

**ACTION AGENDA ITEM ABSTRACT**

**Meeting Date:** November 14, 2023

**Action Agenda  
Item No.** 7-a

**SUBJECT:** Implementation of Medicaid Expansion in Orange County

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**DEPARTMENT:** Social Services

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**ATTACHMENT(S):**  
Medicaid Expansion Presentation

**INFORMATION CONTACT:**  
Nancy Coston, 919-245-2800  
Lindsey Shewmaker, 919-245-2800

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**PURPOSE:** To receive an update regarding the expanded Medicaid availability in Orange County beginning on December 1, 2023.

**BACKGROUND:** The North Carolina General Assembly approved legislation in early 2023 that authorized Medicaid expansion in North Carolina, and Governor Roy Cooper signed it into law in March 2023.

However, the expansion legislation did not include a specific date that eligibility rules would change, and it also made Medicaid expansion contingent on the passage of a State budget for the 2023-25 fiscal years. The budget was ultimately approved in September, and December 1, 2023 was announced as the start date of Medicaid Expansion in North Carolina.

Starting December 1, 2023, North Carolina is providing health care coverage to more people through Medicaid. Medicaid will cover people ages 19 through 64 years with incomes up to 138% of the Federal Poverty Level. This is about \$20,000 for an individual and about \$34,000 for a family of three.

Medicaid provides comprehensive medical coverage including services like primary care, maternity care, hospitalizations, prescription drugs, and hearing and vision. Current Medicaid recipients with full coverage will not see any changes and will continue receiving services.

An additional 600,000 North Carolinians are expected to receive coverage through the expanded Medicaid program. In Orange County, an additional 6,800 people are expected to receive coverage once the program is fully implemented.

In anticipation of Medicaid Expansion, the Orange County Board of County Commissioners, based on the recommendation of the County Manager, approved the creation of nine (9) new positions to assist with enrollment. Social Services staff have been working to fill those positions and get new staff trained to be ready to take applications in December.

**FINANCIAL IMPACT:** There are no additional County costs for Medicaid expansion at this time.

**SOCIAL JUSTICE IMPACT:** The following Orange County Social Justice Goals are applicable to this item:

- **GOAL: FOSTER A COMMUNITY CULTURE THAT REJECTS OPPRESSION AND INEQUITY**  
The fair treatment and meaningful involvement of all people regardless of race or color; religious or philosophical beliefs; sex, gender or sexual orientation; national origin or ethnic background; age; military service; disability; and familial, residential or economic status.
- **GOAL: ENSURE ECONOMIC SELF-SUFFICIENCY**  
The creation and preservation of infrastructure, policies, programs and funding necessary for residents to provide shelter, food, clothing and medical care for themselves and their dependents.
- **GOAL: CREATE A SAFE COMMUNITY**  
The reduction of risks from vehicle/traffic accidents, childhood and senior injuries, gang activity, substance abuse and domestic violence.

**ENVIRONMENTAL IMPACT:** There is no Orange County Environmental Responsibility Goal impact expected from Medicaid expansion.

**RECOMMENDATION(S):** The Manager recommends that the Board receive the report on implementation of Medicaid expansion in Orange County and provide any comments or questions.



# Medicaid Expansion and Orange County: Expected Changes in 2023-2024

November 14, 2023

# What is Medicaid Expansion?

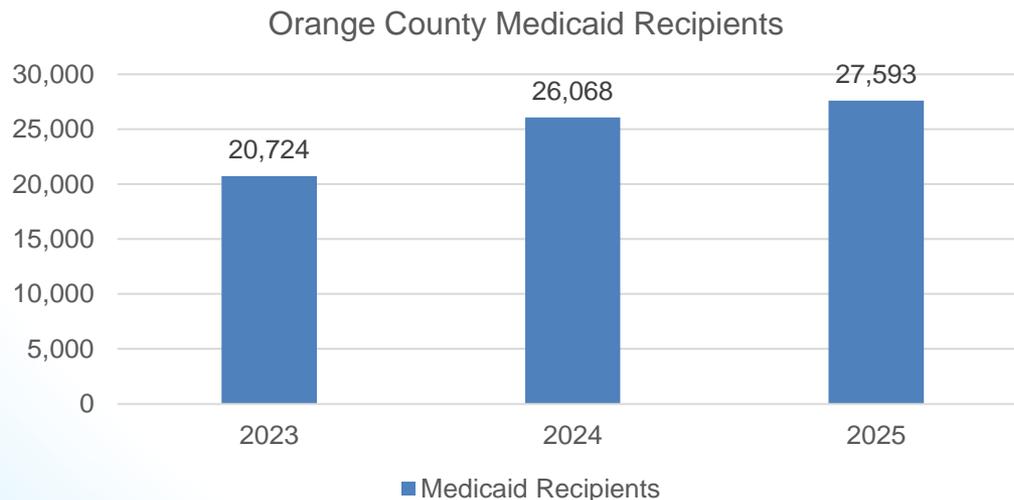
- Starting **December 1, 2023**, North Carolina is providing health care coverage to more people through Medicaid
- Medicaid will cover people ages 19 through 64 years with higher incomes
- People who have never previously been eligible in North Carolina may be able to get Medicaid
- Medicaid pays for doctor visits, yearly check-ups, emergency care, mental health and more – at little or no cost to recipients

# What types of services are covered under Medicaid?

- **primary care** for check-ups or illness
- **hospital services** to stay overnight (inpatient) or procedures when you can go home the same day (outpatient)
- **maternity** and **postpartum care** for women who are pregnant and after giving birth
- **vision** and **hearing** services
- **prescription drug** benefits to pay for medicines
- **behavioral health**
- **preventative** and **wellness** services
- **devices** and other **therapies**
- **dental** services

# How will this impact Orange County residents?

- As of September 2023 there were 20,724 Orange County residents receiving Medicaid
- New enrollment in year one of Medicaid expansion in Orange County is estimated to be 5,344
- Total new enrollment due to Medicaid expansion after the ramp-up is expected to be 6,869



# More North Carolinians will be eligible

- People are eligible if they are **19 through 64 years old** AND have income below **138% of the Federal Poverty Level**.
- And if someone was already eligible, nothing changes.

Household Size	Annual Income
Single Adults	≤ \$20,120
Family of 2	≤ \$27,214
Family of 3	≤ \$34,307
Family of 4	≤ \$41,400
Family of 5	≤ \$48,493
Family of 6	≤ \$55,586

Group	Annual Income in 2023 (rounded)
Children	211% of Federal Poverty Level 1 - \$30,800 2 - \$41,600 3 - \$52,500
Pregnant Women	196% of Federal Poverty Level 1 - \$28,700 2 - \$38,700 3 - \$48,700
<ul style="list-style-type: none"> <li>• Older Adults &gt; 65</li> <li>• People with blindness</li> <li>• People with disabilities</li> </ul> *Asset limits also apply	100% of Federal Poverty Level 1 - \$14,600 2 - \$19,700

# Are there any other eligibility criteria?

- In addition to the age and financial criteria, expanded Medicaid will not include people who are:
  - Pregnant (they can be covered under another Medicaid program)
  - Entitled to or enrolled in Medicare benefits under Part A or B
  - Otherwise eligible for and enrolled in another full Medicaid program
- If the applicant is a parent/caretaker of a child living in the home under age 21:
  - The child must be currently receiving Medicaid and/or have Minimum Essential Medical Coverage (MEC), which is any insurance plan that meets the Affordable Care Act requirement for having health coverage or comprehensive medical insurance, which provides basic medical care and hospitalization.

# Are immigrants now eligible for Medicaid?

- Some non-US citizens can get health coverage through Medicaid.
- To be eligible they must be:
  - A person living in North Carolina
  - A non-citizen with qualified immigration status. Most people must wait five years.
- Non-citizens without documents who do not qualify for full health coverage under Medicaid may be able to get temporary coverage for emergency conditions that need to be treated in an emergency room.

# How much will Medicaid cost for a recipient?

- There are no monthly premiums
- Medicaid pays the cost for most health care services
- The highest copay is \$4 and that is only required on some services

Service	Copay
Chiropractic visits Doctor visits Non-emergency and emergency department visits Optometrist and optical visits Outpatient visits Podiatrist visits	\$4
Generic and brand prescriptions	\$4 per prescription

# What information do people need to apply?

- It takes time to complete the application. Here is some of the information applicants will be asked to provide for each person applying:
  - Full legal name
  - Date of Birth
  - Social Security number (or immigration documents)
  - North Carolina residency
  - Income information (from paystubs, W-2 forms, tax returns or business records)
  - North Carolina uses external resources to verify the information you provide. If more information is needed, you will receive a letter in the mail from your local DSS.

# What documents can be used if DSS asks for more information?

<b>North Carolina Residency</b>	<ul style="list-style-type: none"> <li>• A photo ID with your NC address listed, or</li> <li>• A utility bill, or</li> <li>• A lease or mortgage agreement, or</li> <li>• Vehicle registration, or</li> <li>• Documentation of employment, or</li> </ul> <p>If they do not have any documentation, they can check a box in ePASS labeled “NC Residency Declaration.”</p>
<b>Income</b>	<ul style="list-style-type: none"> <li>• If they're <b>Employed</b> - pay stubs, employer verification or their most recent tax return to show proof of their income.</li> <li>• If they're <b>Self-Employed</b> - their most recent tax return or copies of business records. If they don't have that, they can fill out a <a href="#">Verification Form for Self-Employment Income and Expenses</a> form.</li> </ul>
<b>Date of Birth</b>	<ul style="list-style-type: none"> <li>• A photo ID with their date of birth listed, or</li> <li>• Birth certificate</li> </ul>
<b>Social Security Number</b>	<ul style="list-style-type: none"> <li>• A copy of their Social Security card, or</li> <li>• Another official document containing their name and SSN, or</li> <li>• A military ID card</li> </ul>
<b>Citizenship</b>	<ul style="list-style-type: none"> <li>• Birth Certificate, or</li> <li>• Passport</li> </ul>
<b>Immigration Status</b>	<p>A copy of their VISA/immigration card.</p>

# What if someone currently has limited benefits through Family Planning Medicaid?

- If someone meets the new eligibility rules they will automatically receive full Medicaid coverage as of December 1, 2023 and they will:
  - Get a letter from the NC Department of Health and Human Services letting them know that they will start getting full Medicaid coverage.
  - Be assigned a health plan. If they want to change it, they will have 90 days to pick a new one.
  - Get a packet from their health plan with a new Medicaid ID card. Their ID card also has the name of their primary care doctor. They can change the doctor that was assigned by contacting their health plan.
  - If they have health coverage through HealthCare.gov they will need to cancel that plan. Clients need to understand that they should **not cancel a plan until they receive information from their new health plan through Medicaid.**

# How to apply for Medicaid

- People can apply in 4 ways:



**ePASS**

[epass.nc.gov](http://epass.nc.gov)



**Paper application**

[ncgov.servicenow/services.com](http://ncgov.servicenow/services.com)



**In person at your  
local DSS office**

[ncdhhs.gov/localDSS](http://ncdhhs.gov/localDSS)



**Call DSS office**

[ncdhhs.gov/localDSS](http://ncdhhs.gov/localDSS)

# After someone applies, how long does it take to find out if they qualify for Medicaid?

- It may take up to 45 days after they apply. Incomplete applications may take longer.
- Applicants can help the process go faster by:
  - **Applying online at ePASS and providing all information requested.** If the application is incomplete, it may take longer to process. DSS will reach out to applicants if they do not have what is needed to complete an application, so be sure to respond to mail or phone calls.
  - **Keeping their contact information up-to-date in ePASS,** so they don't miss important information about their Medicaid benefits
  - **Sign up for an enhanced ePASS account.** An enhanced ePASS account allows people to keep their information updated without having to contact the local DSS office

# What happens once someone is approved?

- Most people who get health coverage through Medicaid are part of NC Medicaid Managed Care. This means they can choose the health plan that is best for them.
- All health plans offer the same base services. Some have extra services. Each has its own network of doctors and professionals.
- Recipients can choose their health plan and their primary care doctor - family doctor, clinic or health care provider - when they apply.
- They will receive a health care plan ID card in the mail. It will come from the health plan that they selected. If they did not select a health plan, one will be assigned. Recipients have 90 days to pick a new one. They will receive a packet from the NC Medicaid Enrollment Broker that tells them how to change plans.

# Medicaid Managed Care Health Plans

- Medicaid recipients in Orange County currently have access to the following Standard Medicaid Managed Care Plans

AmeriHealth  
Caritas

Carolina  
Complete Health

Healthy Blue

UnitedHealthcare  
Community Plan

WellCare

# What can impact ongoing eligibility?

- Recipients of expanded Medicaid (MXP) will be re-evaluated for eligibility every twelve months to ensure they remain eligible
- Changes in circumstance should be reported during the enrollment period and could result in a re-evaluation of eligibility. These could include:
  - Any change in income or household composition
  - Pregnancy
  - Medicare eligibility
  - 3<sup>rd</sup> party insurance coverage

# What if someone is not eligible under expansion?

- If someone is still not eligible for health coverage through Medicaid, they may be able to get health coverage through the ACA Marketplace at HealthCare.gov
- Open enrollment for 2024 began November 1, 2023, and ends January 15, 2024. People can apply at other times of the year if they qualify for special enrollment such as loss of a job, change in family circumstance, or loss of Medicaid coverage.
- Households with incomes up to 400% of the federal poverty level may be eligible for help to pay for health coverage
- If someone doesn't have health insurance, they can also get basic health care services at federally qualified health centers, rural health clinics, and free and charitable clinics. Costs vary based on income. Learn more at <https://www.ncdhhs.gov/divisions/office-rural-health/safety-net-resources>

# Medicaid Expansion and the Health Insurance Marketplace

	Household Income Range (as % of FPL)	% contribution of household income at start of range	% contribution of household income at top of the range
Medicaid →	Less than 138%	0%	0%
Marketplace ↓	138%-150%	0%	0%
	150% - Less than 200%	0%	2%
	200% - Less than 250%	2%	4%
	250% - Less than 300%	4%	6%
	300% - Less than 400%	6%	8.5%
	400% and higher	8.5%	8.5%

# How are we sharing information on Medicaid Expansion?

- Community Presentations
  - Northern Orange NAACP
  - Board of County Commissioners
  - Board of Health
- Partnering with Municipalities
- Social Media
- Flyers and Informational Materials Sent to Community Groups

# Will Orange County be ready?

- Orange County DSS staff have been working on plans for most of the year on how to manage Medicaid Expansion
- The Board of County Commissioners approved 9 new positions related to Medicaid Expansion in the FY2023-24 budget
- Staff have been working to hire and train new staff in anticipation of expansion

Questions?

**ORANGE COUNTY  
BOARD OF COMMISSIONERS**

**ACTION AGENDA ITEM ABSTRACT**

**Meeting Date:** November 14, 2023

**Action Agenda  
Item No.** 7-b

**SUBJECT:** US 70 Multimodal Corridor Plan

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**DEPARTMENT:** Orange County Transportation Services (OCTS)

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**ATTACHMENT(S):**

1. Draft Existing Conditions Report

**INFORMATION CONTACT:**

Darlene Weaver, Transportation  
Planning Manager, 919-245-2002

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**PURPOSE:** To receive the draft Existing Conditions Report and provide comments on the US 70 Multimodal Corridor Study.

**BACKGROUND:** In 2019, Board of County Commissioners (BOCC) approved US 70 as a County Priority for possible consideration in the State's Strategic Prioritization of Transportation (SPOT) process. This occurred with the understanding the corridor posed significant safety and mobility issues for all uses. The Comprehensive Transportation Plan (CTP) in Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) identified this corridor for potential multimodal improvements. The CTP in Burlington-Graham Metropolitan Planning Organization noted US 70 as a corridor needing multimodal improvements. Both CTP were amended in 2022 incorporating the State's new Complete Street Policy.

Following County approval as a priority, Orange County staff started working with Vanessa Hangen Brustlin (VHB) to analyze the corridor in partnership with local jurisdictions and regional agencies. DCHC MPO provided the funding while Orange County managed the project. A Core Technical Team (CTT) was created composed of Hillsborough, Mebane, Orange County, the North Carolina Department of Transportation (NCDOT), DCHC MPO and BG MPO staff, with the State's Integrated Mobility Division (IMD) and Rail Road Division invited as critical stakeholders. The CTT meets monthly with VHB.

The draft Existing Conditions Report is provided at Attachment 1. This report was used as part of the first round of public workshops. VHB completed the first round of public workshops last March, with the second round scheduled for late November and early December. Staff will continue to encourage input throughout the planning process and present the findings to all boards along the corridor at the end of the year. OCTS staff will present a summary of the draft Existing Conditions Report, along with outcomes from the public workshops and next steps, for Board feedback.

All public comments will be included in the appendix, with responses to how they were addressed.

**FINANCIAL IMPACT:** There is no financial impact with receiving this report. The final plan will determine potential projects and processes necessary to implement the plan.

**SOCIAL JUSTICE IMPACT:** The following Orange County Social Justice Goals are applicable to this item:

- **GOAL: FOSTER A COMMUNITY CULTURE THAT REJECTS OPPRESSION AND INEQUITY**  
The fair treatment and meaningful involvement of all people regardless of race or color; religious or philosophical beliefs; sex, gender, or sexual orientation; national origin or ethnic background; age; military service; disability; and familial, residential, or economic status.
- **GOAL: ENSURE ECONOMIC SELF-SUFFICIENCY**  
The creation and preservation of infrastructure, policies, programs, and funding necessary for residents to provide shelter, food, clothing and medical care for themselves and their dependents.

**ENVIRONMENTAL IMPACT:** The following Orange County Environmental Goal impact is applicable to this item:

- **CLEAN OR AVOIDED TRANSPORTATION**  
Implement programs that monitor and improve local and regional air quality by: 1) promoting public transportation options; 2) decreasing dependence on single-occupancy vehicles, and 3) otherwise minimizing the need for travel.

**RECOMMENDATION(S):** The Manager recommends the Board receive the information and provide comments on the US 70 Multimodal Corridor Plan.

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# US 70 Existing Conditions

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## 1.1 Introduction

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### 1.1.1 Study Purpose

The US 70 Corridor Study is an in-depth review of the 18.9-mile stretch of US 70 between NC 119 in Mebane to the Orange / Durham County line and the 3-mile stretch of US 70 Business from NC 86 (Churton Street) to US 70. The existing two-lane roadway is a regionally significant east-west corridor with daily traffic volumes ranging from less than 4,000 vehicles/day to about 17,000. Traffic congestion along the corridor is concentrated during peak periods at a few locations with more frequent intersections and/or heavy conflicts/turning movements. The route also acts as relief for I-85 or a secondary route in the event of an accident. Much of the western portion of the corridor runs adjacent to the North Carolina Railroad (NCRR) line carrying both passenger and freight rail services. There are numerous stream crossings along this portion of US 70, most notably over the Eno River where the Mountains-to-Sea Trail (MST) also crosses. Other parks and open spaces in and around the corridor include the Eno River State Park and Quarry, Historic Occoneechee Speedway and Natural Area, River Park and Riverwalk Trail, Kings Highway Park, Efland-Cheeks Park and Community Center, and Lake Michael Park. The roadway also traverses rural, residential, commercial, manufacturing, institutional, and agricultural land uses, which makes designing a roadway that accommodates the needs of all users an important challenge.

The City of Mebane, Town of Hillsborough, NCDOT Division 7, Burlington-Graham Metropolitan Planning Organization (BGMPO) and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) recognized the need to evaluate this vital roadway and have come together to fund this study.

The goal of this study is to develop a long-term vision for this corridor, including the US 70 roadway itself and the surrounding communities and natural areas. This vision is comprehensive, addressing preservation of the area's

character, economic opportunity and vitality, environmental sensitivity, and transportation improvements for all users (e.g., drivers, freight, pedestrians, bicyclists). While this vision cannot determine ultimate design details, its analysis and recommendations will help guide those decisions by documenting transportation needs, community priorities, and environmental constraints.

The project's Study Team represents the broad interests of the corridor, including members from the City of Mebane, Town of Hillsborough, BGMPO, DCHC MPO, Alamance and Orange Counties, VHB, and Rose & Associates. The Study Team is reviewing land use and roadway plans, examining economic and land use trends, and considering both short-term and long-range improvements that will preserve and enhance environmental resources and the economic vitality of the corridor and the surrounding communities it supports.

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### 1.1.2 Study Context

The study corridor spans 18.9 miles of US 70 from NC 119 in Mebane and the Orange / Durham County line and the 3 miles of US 70 Business from NC 86 (Churton Street) in Hillsborough to US 70. The current federal function classification of this stretch of US 70 is Minor Arterial, while the stretch of US 70 Business under study is classified as a Major Collector / Other Principal Arterial.

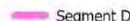
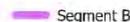
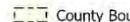
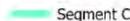
Historically, the purpose of this route was to link the municipalities of Durham, Hillsborough, Mebane, and beyond; however, the completion of I-85 and I-40 diminished the importance of this function. Although the corridor is still an important commuter route and plays an important role in acting as a secondary route for I-85, a growing share of trips using this part of US 70 begin or end at homes and businesses along the corridor itself.

Given the length of the corridor and the wide variation in traffic demand, land use, topography, and roadway design elements, it is helpful to logically divide the corridor into shorter segments, ideally segments that share relevant characteristics. **Figure 1** identifies seven corridor segments, A – F. Segments A through E comprise the US 70 corridor from west to east, while Segment F includes the entirety of US 70 Business. Segments range from just over three miles long to just under four miles, averaging about 3.6 miles in length.

Figure 1: Project Vicinity and Study Segments



**Legend**

- |   |   |   |  |
|---|---|---|--|
|  Segment A |  Segment D |  US 70 Corridor Study Buffer |  Railroad Track |
|  Segment B |  Segment E |  County Boundary             |  |
|  Segment C |  Segment F |  Municipal Boundary          |  |

- Segment A - US 70 from NC 119 to Mace Road
- Segment B - US 70 from Mace Road to Lloyds Dairy Road
- Segment C - US 70 from Lloyds Dairy Road to east of NC 86 (Churton Street)
- Segment D - US 70 from east of NC 86 (Churton Street) to US 70 Business
- Segment E - US 70 from US 70 Business to the Orange / Durham County Line
- Segment F - US 70 Business from NC 86 (Churton Street) to US 70

### Segment A

This segment through Downtown Mebane passes through the most urban part of the entire corridor, and it includes all the Alamance County portion of the study area. The Alamance / Orange County line falls within the area of study. Most of the westernmost 2 miles of the corridor fall within the City of Mebane in Alamance County.

Segment A extends from James Walker Road east to Mace Road. NCCR tracks run along the southern side of US 70 for most of this segment, within 40-50 feet through the western half. This proximity creates delays and safety concerns when trains cross intersecting roadways. Right-of-way constraints and conflicts limit options for improving traffic, pedestrian, and bicycle trips in this vicinity. There are some constraints related to potential historic elements. Beyond the Downtown area, surrounding land uses consist mainly of highway commercial and light industrial uses in a suburban setting.

The most recent BGMPO Comprehensive Transportation Plan (CTP), adopted on May 24, 2022, identifies the western portion of this segment of US 70 as a Boulevard in need of improvements to accommodate traffic congestion and enhance mobility as well as addressing a need for modernization. Through Downtown Mebane eastward, US 70 is classified as a Major Thoroughfare (2-lane). Various plans recommend bicycle and pedestrian improvements along US 70 at key points throughout Downtown Mebane. There are also long-range proposals for fixed-route bus service. Key roadway attributes include the following:

- The prevailing roadway cross-section is two lanes with paved 2'-4' shoulders. Just west of Downtown, curb-&-gutter and sidewalk begin along the north side; eventually, curb-& gutter appears on the south side. On-street parking is provided along both sides of the street between 3<sup>rd</sup> and 5<sup>th</sup> Streets. Curb-& gutter disappear from the south side and then the north just east of 5<sup>th</sup> Street, although sidewalk continues along the north side until 9<sup>th</sup> Street. There are turn lanes at some intersections. There are no bicycle accommodations.
- Speed limits drop from 55 mph to 45 mph at the western end of this segment, transitioning down to 25 mph through the Central Business District (CBD), then back up to 45 mph through the eastern half of the segment (see **Figure 2** for statutory speeds throughout the study).
- Estimated 2022 average annual daily traffic volumes (AADTs) range from about 9,000 vpd to a high of approximately 12,000 vpd through the CBD.

### Segment B

Segment B extends through the Buckhorn Road intersection east to Lloyds Dairy Road. Land use along this segment is mixed suburban-rural, with industrial, institutional, commercial, residential, and even some agricultural uses. The latest DCHC MPO CTP (amended March 9, 2022) identifies this segment of US 70 as a Major Thoroughfare (2-lane), and the plan recommends improvements with respect to transit service. Key roadway attributes include the following:

- The prevailing roadway cross-section is two lanes with paved 2'-4' shoulders. Some intersections have left-turn lanes. There are no sidewalks or bicycle facilities.
- The speed limit is 45 mph throughout.
- Estimated 2022 AADTs range from about 5,000 vpd to a high of approximately 7,500 vpd

### Segment C

This segment extends eastward from Lloyds Dairy Road through the NC 86/Churton Street intersection. The western end of the corridor includes an unusual high-speed interchange with the I-85 Connector that does not serve eastbound US 70 traffic and incorporates an unorthodox left-lane exit (westbound) and a mainline yield (eastbound). This design presents particular challenges to pedestrians and bicyclists. Immediately east of this interchange is a narrow bridge over the Eno River, followed by a significant hill and curve. Land use along this segment is mixed suburban-rural, with industrial, institutional, commercial, residential, and even some agricultural uses.

The latest DCHC MPO CTP (amended March 9, 2022) identifies this segment of US 70 as a Major Thoroughfare (2-lane) in need of multimodal improvements, primarily related to bicycle and pedestrian accommodations, as well as transit service, including a park & ride lot near Revere Road. The I-85 / US 70 Connector interchange is cited for conversion to a full access connection. Key roadway features include the following:

- The prevailing roadway cross-section is two lanes with paved 2'-4' shoulders, with the exception of the I-85 Connector interchange, where the eastbound and westbound lanes separate, and an additional lane is added to the entry/exit roadways. There are turn lanes at major intersections, but sidewalks and crosswalks (with pedestrian signals) are only at the Revere Road/Faucette Mill Road intersection.
- West of the Hillsborough Town Limits, the speed limit is 50 mph, except for a short 55 mph segment though the I-85 Connector interchange. The speed limit is 45 mph within the Hillsborough Town Limits.
- Estimated 2022 AADTs are around 5,000 vpd west of the I-85 Connector, jumping to nearly 12,000 west of the Connector and increasing to about 15,000 vpd at NC 86/Churton Street.

### Segment D

Segment D extends from just east of the NC 86/Churton Street intersection to the US 70 Business intersection. US 70 in the vicinity of Orange High School Road is subject to school-related queuing and delays. Intersections at NC 86, St Mary's Road, and Lawrence Road experience peak-period congestion, and lack adequate pedestrian crossing treatments. There are significant grades approaching the new bridge across the Eno River, which lacks pedestrian and bicycle accommodations. Land use along this segment is mixed suburban-rural, with industrial, institutional, commercial, residential, and recreational uses.

The latest DCHC MPO CTP identifies this segment of US 70 as a Major Thoroughfare (2-lane) in need of multimodal improvements, primarily related to bicycle and pedestrian accommodations west of Lawrence Road. There are also recommendations for bus service improvements west of St Mary's Road, including a park & ride lot near Gwen Road. Key roadway attributes include the following:

- The prevailing roadway cross-section is two lanes with paved 2'-4' shoulders. Some intersections have turn lanes. Other than a short sidewalk segment on the north side of US 70 east of NC 86, there are no sidewalks or bicycle facilities.
- The speed limit is 45 mph west of the Eno River, transitioning to 55 mph just east of the bridge.
- Estimated 2022 AADTs range from about 15,000 vpd west of St Mary's Road to approximately 10,000 vpd east of Lawrence Road.

### Segment E

This segment extends from the US 70 Business intersection east to NC 751, near the Durham County line. Technically, the portion of US 70 east of the I-85 interchange is designated US 70 Business (US 70 follows I-85 east though Durham). Segment E is part of the NC Colonial Heritage Byway, as designated in the NC Scenic Byway program. This byway provides an impressive tour of 18th and 19th-century history in North Carolina. Land use along this segment is mixed suburban-rural, with industrial, institutional, commercial, residential, and recreational uses.

The latest DCHC MPO CTP identifies this segment of US 70 as a Major Thoroughfare (2-lane) in need of multimodal improvements west of Pleasant Green Road. The unconventional high-speed design (left-side exits and required U-turns) of the I-85/US 70 interchange combines its proximity to the Pleasant Green/Mt Herman Church Road intersection to create congestion and safety problems. This design is especially challenging for bicyclists and pedestrians. While previous plans

have suggested solutions, there are currently no recommended improvements. Key roadway attributes include the following:

- The prevailing roadway cross-section is two lanes with paved 2'-4' shoulders. Some intersections have turn lanes. There are no sidewalks or bicycle facilities.
- The speed limit is 55 mph except for a short segment of 45-mph between University Station Road and Mt Herman Church Road/I-85.
- Estimated 2022 AADTs are over 15,000 vpd west of the I-85 interchange, dropping to 10,000 vpd or less to the east.

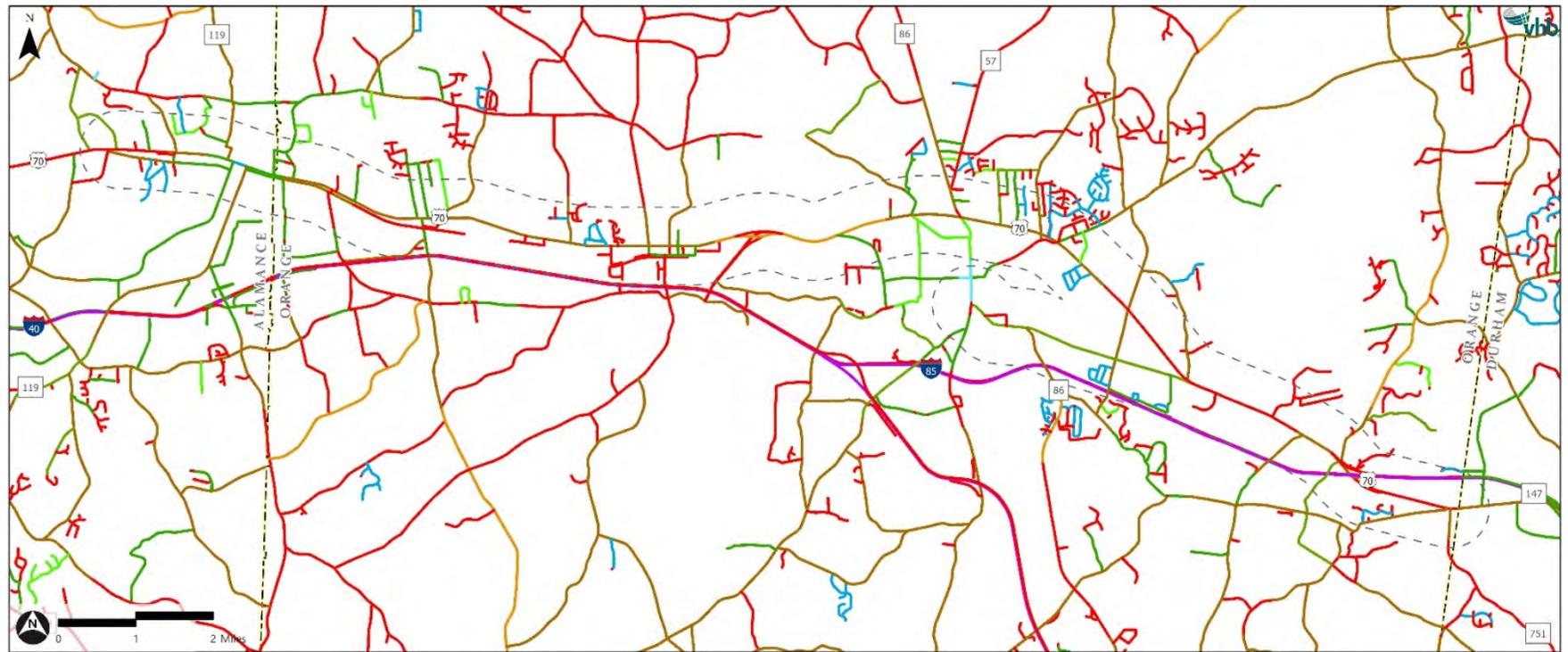
#### **Segment F**

Segment F extends from just east of the NC 86/Churton Street intersection to the US 70 Business intersection. Segment F also comprises part of the NC Colonial Heritage Byway. Land use along this segment is mixed suburban-rural, with light industrial, institutional, commercial, residential, and recreational uses. There are some constraints related to potential historic elements.

This facility is functionally classified as Other Principal Arterial west of NC 86, and Major Collector to the east. The latest DCHC MPO CTP identifies this segment of US 70 Business as a Major Thoroughfare (2-lane) in need of bicycle improvements west of Lawrence Road, and enhanced bus service west of NC 86. Key roadway attributes include the following:

- The prevailing roadway cross-section is two lanes with minimal paved shoulders (e.g. less than 2'). Some intersections have turn lanes. There are limited sidewalks on the south side of US 70 Business, extending east from NC 86 to the Sportsplex. There are no bicycle facilities.
- The speed limit is 40 mph throughout.
- Estimated 2022 AADTs range from just over 9,000 vpd on the west end, down to over 3,000 vpd on the east end.

Figure 2: Statutory Speed Limit Map



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## 1.2 Transportation Infrastructure

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### 1.2.1 US 70 Roadway Design Elements

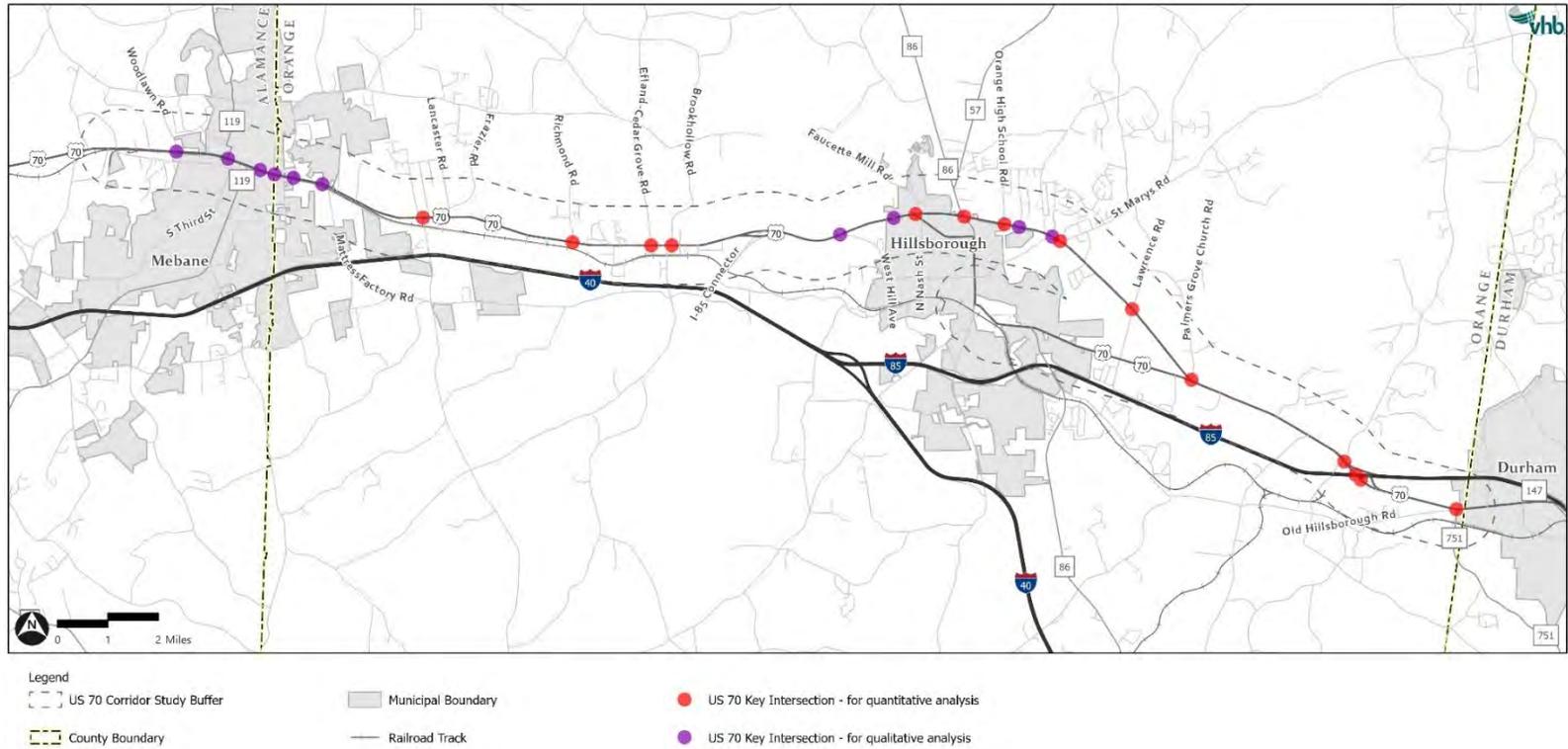
US 70 is a basic 2-lane highway, most of which has 4' paved shoulders and 120' ROW. Thirteen intersections along this 18.9-mile segment are signalized. Driveways and intersections are frequent, but visibility is often adequate. The terrain is mildly-to-moderately rolling, with some significant vertical and horizontal curvature, though not excessive for the primarily 45 mph speed limit. There are no bicycle facilities and limited pedestrian facilities along the corridor.

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### 1.2.2 US 70 Intersections

Within the study area, US 70 and US 70 Business intersect approximately 95 public streets, and numerous private roads and driveways. 15 intersections are currently signalized (see **Figure 3**).

Figure 3: Project Vicinity and Study Intersections



### Signalized Intersections

- US 70 (W. Center Street) at James Walker Road
- US 70 / NC 119 (Center Street) at SR 1962 (Third Street) and Washington Street and Norfolk Southern Railway Crossing 735 469V\*
- US 70 / NC 119 (Center Street) at 4th Street and Washington Street and Norfolk Southern Railway Crossing 735 471W\*
- US 70/NC 119 (Center Street) at NC 119 (Fifth Street) and Norfolk Southern Railway Crossing 735 472D\*
- US 70 at SR 1114 (Buckhorn Road)\*\*
- US 70 at SR 1004 (Efland-Cedar Grove Road)\*\*
- US 70 (Cornelius Road) at US 70 Business/SR 1328 (Faucette Mill Road - Revere Road)\*
- US 70 at NC 86/US 70 Business/Churton Street\*
- US 70 at SR 1588 (Orange High School Rd)\*
- US 70 at SR 1555 (Miller Road)
- US 70 at SR 1002 (St Mary's Road)\*
- US 70 at SR 1561/1709 (Lawrence Road)\*
- US 70 at SR 1567 (Pleasant Green Road) and SR 1713 (Mount Herman Church Road)\*
- US 70 Business at NC 86 / SR 1879 (Elizabeth Brady Road)
- US 70 Business/NC 86 at SR 1009 (Churton Street)

As part of the traffic analysis, peak-period turning-movement counts were collected at ten of these signalized intersections, indicated with an asterisk (\*). Recent traffic counts determined to still be accurate were also used as part of the traffic analysis, indicated with two asterisks (\*\*). These intersections were determined to be most critical, and most likely to undergo significant change. Peak-period turning-movement counts were also collected at these major unsignalized intersections:

### Unsignalized Intersections

- US 70/SR 1303 (East Washington Street) at SR 1402 (Mattress Factory Road)\*
- US 70 at US 70 Business/SR 1562 (Palmer's Grove Church Road)\*\*

Several signalized and unsignalized intersections have been upgraded beyond their original cross-sections to reduce crash potential and/or increase capacity. Such improvements--typically involving additional turn-lanes, acceleration /deceleration lanes, or channelization--are summarized below:

**James Walker Road**

- Median crossover, no left turn bay

**Third Street**

- Dedicated left turn lanes on US 70

**Fourth Street**

- Dedicated left turn lanes on US 70

**Fifth Street**

- Dedicated left turn lanes on US 70
- Dedicated left turn lanes on Fifth Street
- Dedicated eastbound right turn lane on Fifth Street
- Traffic queuing safety measures

**Buckhorn Road**

- Dedicated southbound left turn lane on US 70

**Faucette Mill Road / Revere Road**

- Dedicated left turn lanes on US 70
- Channelized right turn lanes on Faucette Mill Road / Revere Road
- Dedicated westbound left turn lane on Revere Road

**NC 86 / Churton Street**

- Dedicated left turn lanes on US 70
- Channelized right turn lanes on NC 86 / Churton Street
- Dedicated left turn lanes on NC 86 / Churton Street



**Fifth Street at US 70 – looking north**

**Orange High School Road**

- Dedicated northbound left turn lane on US 70
- Dedicated northbound right turn lane on US 70

**Miller Road**

- Dedicated left turn lanes on US 70

**St Mary's Road**

- Dedicated left turn lanes on US 70
- Dedicated northbound right turn lanes on US 70
- Dedicated left turn lanes on St Mary's Road

**Lawrence Road**

- Dedicated left turn lanes on US 70

**Pleasant Green Road / Mount Herman Church Road**

- Dedicated left turn lanes on US 70
- Dedicated right turn lanes on US 70
- Median crossover, no left turn bay

**NC 86 / Elizabeth Brady Road**

- Dedicated left turn lanes on NC 86 / Elizabeth Brady Road

**Old NC 86 / Churton Street**

- Dedicated right and left turn lanes on US 70 Business
- Dedicated eastbound left turn lane on Old NC 86 / Churton Street



**NC 86 / Churton Street at US 70 – looking north**

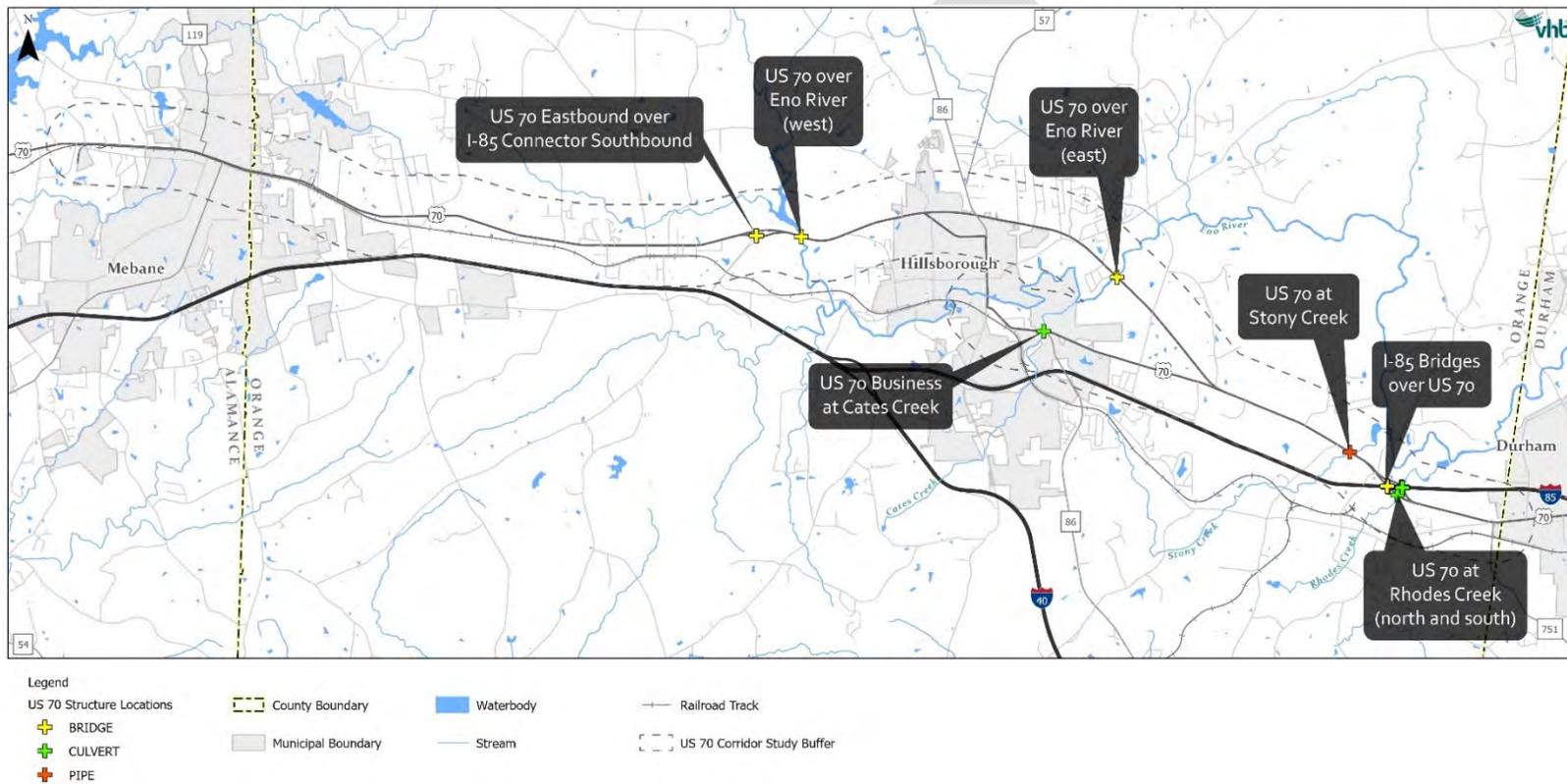
Monolithic channelization islands are used on several side roads intersecting US 70. These islands help guide vehicles turning off US 70 into the proper lane, avoiding sideswipe or head-on collisions. This is especially relevant for left-turns, at skewed intersections, and where large turning radii (used to accommodate higher-speed turns and large vehicles) create wide intersection throats. The following intersections incorporate this treatment:

- US 70 (Cornelius Road) at US 70 Business/SR 1328 (Faucette Mill Road - Revere Road)
- US 70 at NC 86/US 70 Business/Churton Street

### 1.2.3 Bridges

US 70 crosses four bridges and three culverts, and US 70 Business crosses one culvert in the study corridor (see **Figure 4**).

**Figure 4: Bridge and Culvert Locations in Corridor**



Some of these structures present physical constraints for multimodal improvements to US 70. Any plans to improve or replace these structures should carefully consider existing and future capacity, connectivity, and safety needs for all relevant modes, as well as environmental implications. Structures are summarized below in west-to-east order:

### **US 70 Eastbound Bridge over I-85 Connector Southbound**

Bridge No. 670007 carries US 70 over the I-85 Connector. The bridge was constructed in 1953, has a Sufficiency Rating of 61.92, and is Functionally Obsolete and Structurally Deficient, but has no weight restrictions. The substructure is a reinforced concrete deck on I-beams. The superstructure is approximately 180-feet long and 28-feet wide with a single 14-foot eastbound travel lane that has 7-foot paved shoulders on either side.

Due to its low guardrails and relatively high traffic speeds (posted 50 mph), this bridge is not suitable for pedestrian or bicycle use. In addition, the southbound I-85 Connector passes beneath this bridge at a highly skewed angle as a 2-lane, one-way road with no shoulders and a posted speed limit of 55 mph.

### **US 70 over Eno River Bridge – West of Hillsborough**

Bridge No. 670032 carries US 70 over the Eno River. The bridge was constructed in 1922, has a Sufficiency Rating of 57.87, and is Structurally Deficient, but has no weight restrictions. The substructure is a reinforced concrete deck on girders. The superstructure is approximately 165 feet long and 26 feet wide with two 10-foot travel lanes and 3-foot paved shoulders.

Given its narrow width and relatively high traffic volumes and speeds (posted 50 mph), this bridge is not suitable for pedestrian or bicycle use. In addition, there are no trails or sidewalks to/from the bridge.

### **US 70 over Eno River Bridge – East of Hillsborough**

Bridge No. 670046 carries US 70 over the Eno River. The bridge was recently replaced in 2021 and has a Sufficiency Rating of 99 with no weight restrictions. The superstructure is approximately 265 feet long and 28 feet wide with two 12-foot travel lanes and 3-foot paved shoulders.

Due to narrow width, low guardrails, and relatively high traffic volumes and speeds (posted 45 mph), this bridge is not suitable for pedestrian or bicycle use. In addition, there are no trails or sidewalks to/from the bridge, but the MST will pass beneath the bridge; because of that, improvements to the underpass have been made on both sides of the Eno River.

### US 70 at Stony Creek Culvert

Culvert No. 670056 carries Stony Creek under US 70 and has a Sufficiency Rating of 87.88 with no weight restrictions. The structure is a single reinforced concrete arch pipe that is approximately 38 feet by 18 feet, and 63 feet long.

### I-85 Bridges over US 70

There are four bridges on I-85 that span US 70 at the interchange just east of Pleasant Green Road. All were constructed in 1958.

- Bridge #670103 (NB I-85 over EB US 70) is Functionally Obsolescent, with a Sufficiency Rating of 74.81
- Bridge #670106 (SB I-85 over EB US 70) is Functionally Obsolescent, with a Sufficiency Rating of 67.00
- Bridge #670110 (SB I-85 over WB US 70) is Structurally Deficient and Functionally Obsolescent, with a Sufficiency Rating of 67.00
- Bridge #670111 (NB I-85 over WB US 70) is Functionally Obsolescent, with a Sufficiency Rating of 64.07

Clearances beneath these overpasses could constrain improvements to US 70 and should be considered in future bridge improvement/replacement projects.

### US 70 at Rhodes Creek Culvert (north)

Culvert No. 670255 carries Rhodes Creek under US 70 / US 70 Business and I-85. The culvert has a Sufficiency Rating of 100.00 with no weight restrictions. The structure consists of three reinforced concrete box culverts, each 7 feet by 8 feet, extending approximately 397 feet at their centerline.

### US 70 at Rhodes Creek Culvert (south)

Culvert No. 670254 carries Rhodes Creek under US 70 / US 70 Business and I-85. The culvert has a Sufficiency Rating of 85.81 with no weight restrictions. The structure consists of three reinforced concrete box culverts, each 7 feet by 8 feet, extending approximately 87 feet at their centerline.

### US 70 Business at Cates Creek Culvert

Culvert No. 670029 carries Cates Creek under US 70 Business. The culvert has a Sufficiency Rating of 66.67, and is Structurally Deficient with no weight restrictions. There have been recurrent flooding issues, and some mitigation work has been performed. The structure consists of two reinforced concrete box culverts, each 10 feet by 6 feet, extending approximately 42 feet at their centerline.

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## 1.2.4 Pedestrian Facilities

Sidewalks are largely absent from both the US 70 and US 70 Business corridors (**Figure 5**). The exception to this is where US 70 travels through the City of Mebane, where there is nearly a mile stretch of sidewalk on the north side of the road between the Mebane Community Park driveway and 9<sup>th</sup> Street. There are also marked crosswalks, pedestrian signal heads, and ADA features (curb ramps and tactile warning strips) at the signalized intersections at Third Street and Fourth Street in Mebane. However, not all of these treatments were constructed in accordance with current best practices. For example, several curb ramps lead into the center of the intersection rather than aligning with the sidewalk/pedestrian access route. Some pedestrian improvements are planned.

There are two short stretches of sidewalk where US 70 travels through the Town of Hillsborough. One stretch of sidewalk (approximately 350') is in front of the Walgreens near the intersection with US 70 Business (Churton Street), though the sidewalk does not front the road and therefore does not connect to the bus stop. There is also a small segment of sidewalk on the north side of US 70 and marked crosswalks, pedestrian signal heads, and ADA features at Faucette Mill Road. The crosswalks at this intersection mainly serve pedestrians traveling north-south on Faucette Mill Road/Revere Road. Worn paths along the shoulder of US 70 were also observed in Hillsborough, suggesting that pedestrians are walking along the roadside, particularly between US 70 Business (Churton Street) and Faucette Mill Road.

Sidewalks are absent near Efland Cheeks Elementary School Road (4401 Fuller Rd, Efland); however, no children have been observed walking along US 70.

There are also several short stretches of sidewalk present on the US 70 Business corridor. There is sidewalk present on the south side of US 70 Business directly in front of Sport Endeavors. There are also segments of unconnected sidewalk on either side of US 70 Business near the Poplar Ridge neighborhood and marked crosswalks at the intersection of Quincy Cottage Road and a midblock crosswalk in front of the Orange County Sportsplex.



Marked crosswalk and pedestrian signal heads at Faucette Mill Road



Worn path observed west of US 70 Business (Churton Street)



Pedestrian facilities at Fourth Street in Mebane

### 1.2.5 Bicycle Facilities

There are no dedicated bicycle facilities on either the US 70 or US 70 Business corridor (**Figure 5**). There are narrow paved shoulders, generally three or less feet wide, along the two-lane section of roadway, which represents the largest portion of the corridor. These shoulders are not wide enough for cyclists to ride completely out of the travel lane. Neither Share the Road signs nor shared lane markings were found along the corridor to indicate the presence of bicyclists.



Figure 5: Bicycle and Pedestrian Accommodations



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## 1.2.6 System Connectivity

I-85 supplants much of US 70's role in connecting the Mebane/Burlington area with Hillsborough and Durham. While the proportion of traffic traveling the entire length of the corridor has declined since the completion of I-85, new development along the corridor and along roads accessed via US 70 has generated additional trips that use parts of the corridor in travelling to jobs, residences, schools, stores, and other services or activities. Although traffic growth for the study corridor overall averaged about 2.3% annually between 2011 and 2019, rates varied considerable year-to-year and by location.

The lack of north-south connectivity along the corridor results in vehicles using portions of US 70 to complete north-south trips. This adds traffic and turning movement conflicts that increase delay, especially at key intersections. Vehicles using NC 86 and NC 57 north of US 70 is an example of this issue. Congestion through downtown Hillsborough discourages automobile trips, and truck traffic is (mostly) routed around downtown. Completion of the new NC 119 connection helped address a similar situation in Mebane. Traffic also uses US 70 to access one of the limited number of north-south routes across or to/from I-85, such as Lawrence Road.

The lack of western access at the I-85 Connector also represents a lack of connectivity, forcing traffic to use indirect routes on minor roads with at-grade rail crossings through Efland, or to continue eastward on US 70 through Hillsborough. This is a particularly noticeable problem for truck traffic.

The proximity of the rail line to US 70 along the western portion of the corridor limits connectivity to the south, while trains at at-grade rail crossings introduce temporary restrictions to connectivity.

For pedestrian and bicycle travel, the lack of facilities and continuity in the study corridor is a major obstacle, not only for trips along US 70, but for trips across it. This deficiency also reduces the attractiveness and effectiveness of transit service in the corridor.

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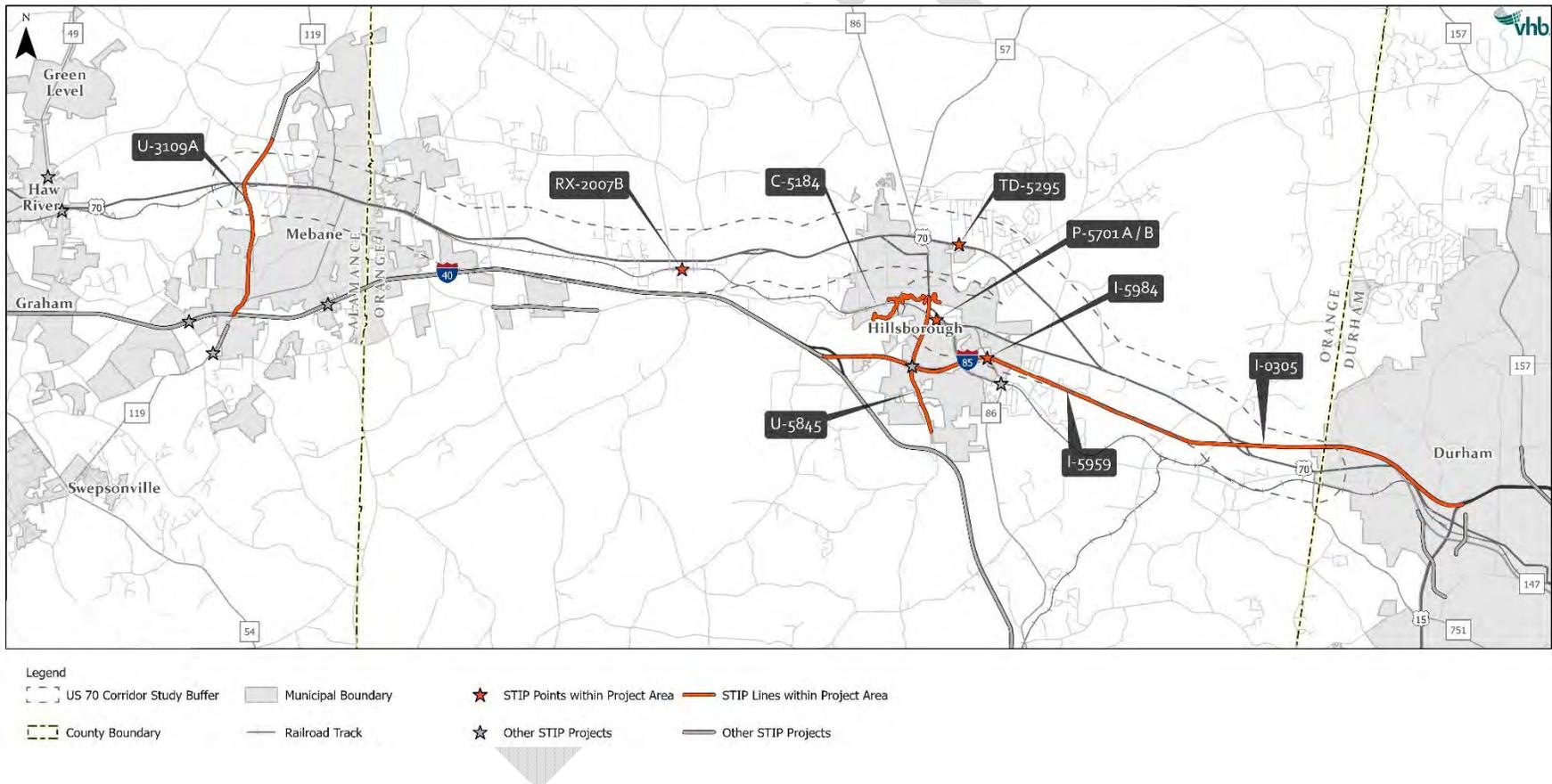
## 1.2.7 Planned & Committed Improvements

The following sections describe planned or committed projects that directly or indirectly affect –or are affected by– travel in the US 70 corridor.

### 1.2.7.1 STIP Projects

The current NCDOT 2020-2029 State Transportation Improvement Program (STIP) includes nine projects located within the project study area (see **Figure 6**). The nature, purpose, and schedule of each project is summarized below.

**Figure 6: Current 2020-2029 NCDOT STIP Projects in Corridor**



**STIP # U-3109A – NC 119**

U-3109A proposes to relocate NC 119 from I-40 / I-85 to north of SR 1921 (Mebane Rogers Road). The project is currently under construction.

**STIP # RX-2007B – Norfolk Southern Railroad**

RX-2007B proposes to install active warning devices at Norfolk Southern Railroad crossing 735145T near Efland. Construction is scheduled for Fiscal Year (FY) 2023.

**STIP # C-5184 – Riverwalk Trail**

C-5184 proposes to construct a paved, off-road trail along the Eno River and construct a sidewalk to provide bicycle and pedestrian connectivity to the greenway as part of the Riverwalk Trail.

**STIP # P-5701A/B – Norfolk Southern Railroad**

P-5701A proposes to construct a passenger rail station building, site access, utilities, and parking, and P-5701B proposes to construct a station platform and realign the curve for the Norfolk Southern Railroad H-Line at milepost 41.7 in Hillsborough. Construction for P-5701A is scheduled to begin in FY 2022, and P-5701B is scheduled to begin in FY 2023.

**STIP # U-5845 – SR 1009 (South Churton Street)**

U-5845 proposes to widen SR 1009 (South Churton Street) to multilanes from I-40 to the Eno River in Hillsborough. Right of way acquisition is scheduled to begin in FY 2029, and construction is currently unfunded.

**STIP # TD-5295 – GoTriangle**

TD-5295 proposes to construct a GoTriangle park-and-ride lot in the Town of Hillsborough. Construction is scheduled for FY 2023.

#### STIP # I-5984 – I-85

I-5984 proposes to upgrade the I-85 / NC 86 interchange in Hillsborough. Right of way is scheduled for FY 2024, and construction is scheduled for FY 2026.

#### STIP # I-5959 – I-85

I-5959 proposes pavement rehabilitation on I-85 from west of SR 1006 (Orange Grove Road) to the Durham County Line. Construction is scheduled for FY 2028.

#### STIP # I-0305 – I-85

I-0305 proposes to add lanes to I-85 from west of SR 1006 (Orange Grove Road) in Orange County to west of SR 1400 (Sparger Road) in Durham County.

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## 1.3 Corridor Travel Demand Characteristics

This section summarizes characteristics of travel in the study corridor, including historic and current AADTs and associated trends; truck/heavy vehicle volumes; traffic speeds; time-of-day characteristics; peak-period turning movements at signalized intersections; and relevant attributes of pedestrian, bicycle, transit, and rail modes.

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### 1.3.1 Historic Traffic Volumes (AADTs)

NCDOT's count program provides a consistent source of data for assessing traffic volume trends over time. There are multiple count stations on US 70 within the study limits. This study uses data from NCDOT's Traffic Count Database System for the years 2011-2022, as summarized in Table 1 and **Figure 6**. AADT estimates derived from StreetLight Insight and VHB's 2022 traffic counts were also considered.

AADTs on US 70 are highest on the eastern portion of corridor in Hillsborough (14,400 vpd) and by the I-85 interchange near Durham (17,000 vpd). Volumes are steady through Mebane, then decrease towards the middle of the study corridor, reaching a low of 3,800 vpd in Efland, before increasing through Hillsborough.

Due to the effects of COVID-19, however, traffic volumes dropped substantially in 2020, before beginning to recover in 2021, and continuing through 2022 (although complete NCDOT data for 2022 AADTs are not yet available). Overall, available 2022 traffic levels appear similar to those in 2019. However:

- Trucks make up a larger share of traffic now than in 2019. This is due in part to increased online shopping and home delivery, and in part because truck traffic was less impacted by COVID than travel by personal automobile.
- Traffic volumes recovered somewhat faster in the western portion of the corridor than the eastern. This may be due to the more industrial/commercial nature of employment in the west, resulting in more work-from-home opportunities (thus less travel) to the east.

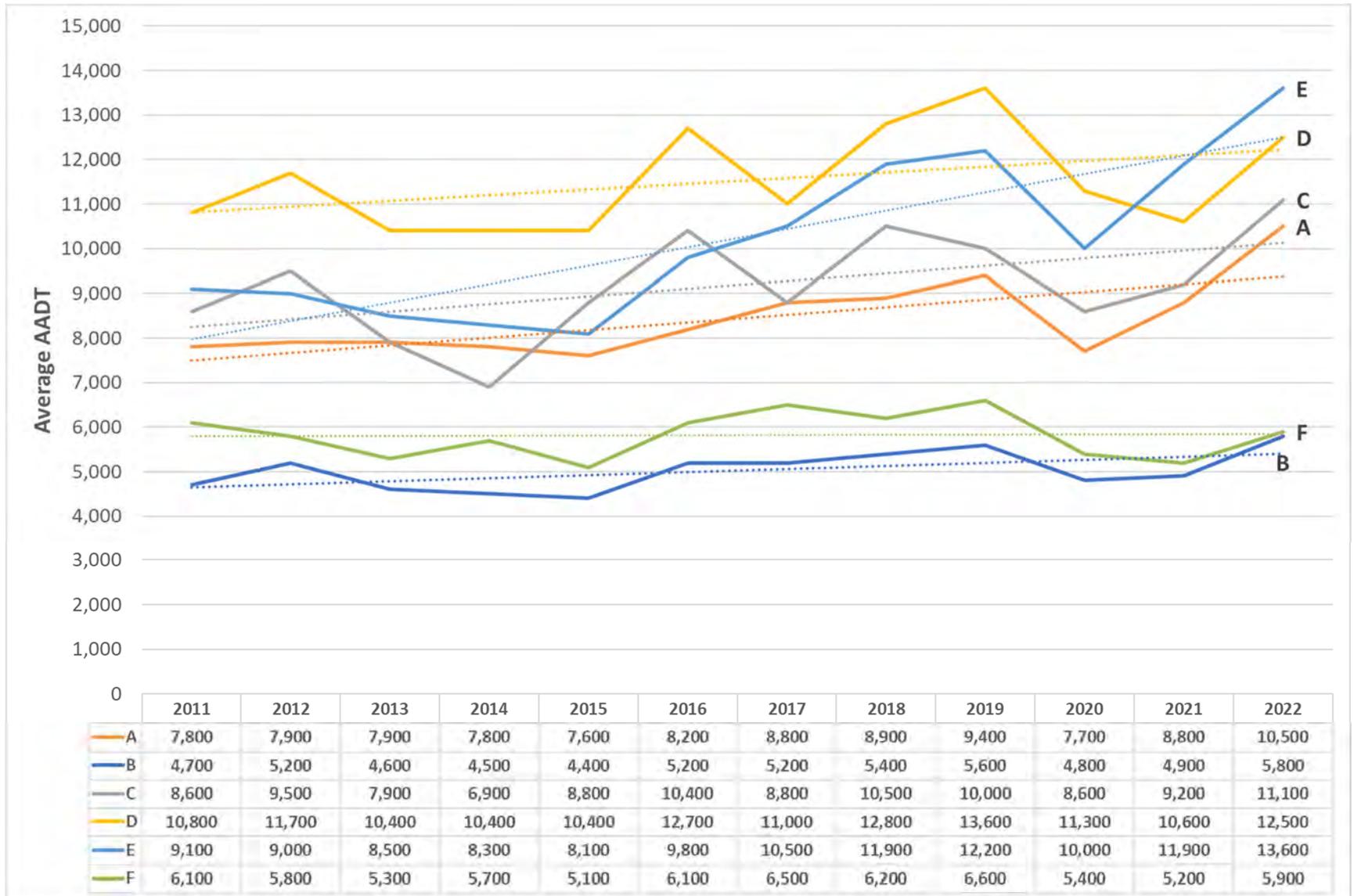
Although traffic growth for the study corridor overall averaged about 2.3% annually between 2011 and 2019, rates varied considerable year-to-year and by location (typically between 2% and 3% annually).

Further analysis of NCDOT count data reveals no substantial, sustained traffic growth trends for US 70 immediately beyond the study limits; in fact, some minor decreases were observed. Traffic volumes for significant roads intersecting US 70 within the study corridor were also assessed. NCDOT AADT records were reviewed, along with other counts and StreetLight estimates, and in general, traffic trends at these locations are consistent with US 70 observations. Figure 6 shows the average historic NCDOT AADT for each segment in the study area from 2011-2022.

**Table 1: US 70 Historic NCDOT AADTs and Estimates (by location)**

Route	Location	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
US 70	West of Moore Road	6,500	-	6,700	-	6,600	-	7,200	-	7,800	-	6,800	-
US 70	East of Woodlawn Road	7,900	-	8,400	-	8,100	-	8,600	-	9,500	7,500	8,600	-
US 70	East of 2nd St	11,000	-	10,000	-	10,000	-	11,000	-	12,000	-	10,500	-
US 70	West of 4th St	8,600	-	8,400	-	8,500	-	9,500	-	9,800	-	9,000	-
US 70	West of 7th St	7,800	-	7,800	-	7,300	-	8,400	-	8,800	-	8,600	-
US 70	East of 9th Street	7,300	-	7,600	-	-	-	8,600	-	9,100	-	8,900	-
US 70	East of Supper Club Rd	7,400	-	7,700	-	-	-	9,000	9,500	9,600	8,300	9,300	-
US 70	West of Railroad Crossover	-	-	-	-	-	-	-	7,600	9,500	-	-	-
US 70	West of Mace Road	6,200	-	6,700	-	5,300	-	7,700	8,100	8,700	7,200	8,700	-
US 70	West of Frazier Rd	5,800	6,500	5,900	-	5,300	-	6,700	7,000	7,400	6,300	6,500	7,200
US 70	West of Efland Cedar Grove Rd	-	-	-	-	-	-	-	-	-	-	-	5,700
US 70	East of Efland Cedar Grove Rd	4,400	4,800	4,100	-	4,200	5,000	4,400	4,800	4,600	3,900	4,400	5,400
US 70	West of Forrest Ave	3,900	4,200	3,700	3,800	3,600	4,500	4,600	4,500	4,800	4,100	3,800	5,000
US 70	West of West Hill Ave N	8,800	9,600	7,700	-	9,200	11,000	8,500	9,300	10,800	9,000	9,900	11,800
US 70	West of Holiday Park Rd	7,100	7,800	6,900	6,900	7,400	8,200	7,800	9,200	9,700	8,100	8,000	9,600
US 70	West of Hill St	-	-	-	-	-	-	-	12,300	8,800	-	-	11,200
US 70	West of NC 86	9,800	11,000	9,200	-	9,700	12,000	10,100	11,100	10,500	8,700	9,000	11,800
US 70	East Of US 70 Bus N Church St	12,000	13,000	11,000	11,000	11,000	14,000	11,000	14,000	14,800	12,300	12,200	14,400
US 70	West of Lawrence Rd	11,000	12,000	11,000	-	11,000	13,000	11,600	13,100	13,900	11,600	10,200	12,500
US 70	East of Lawrence Rd	9,400	10,000	9,300	9,200	9,300	11,000	10,500	11,400	12,100	10,000	9,500	10,700
US 70	East Of US 70 BUS	12,000	12,000	11,000	-	9,400	14,000	12,800	14,700	15,500	12,900	11,700	13,800
US 70	East of Riverside Dr	-	-	-	-	-	-	-	12,500	11,600	-	-	12,500
US 70	East of Linden Rd	-	-	-	-	-	-	-	15,000	13,600	-	-	14,400
US 70	East of University Station Rd	-	-	-	-	-	-	13,500	13,500	15,400	12,800	14,100	-
US 70	North Of I-85	-	-	-	-	-	-	-	-	-	-	17,000	-
US 70	West of Old NC 10	6,800	-	6,300	-	6,600	-	7,000	7,000	7,400	6,400	6,400	-
US 70	East of NC 751	8,500	-	8,100	-	8,300	-	8,700	8,700	9,500	7,900	8,200	-
US 70 Bus	East of S Churton St	9,200	8,700	7,900	8,800	6,700	9,000	9,200	8,600	9,100	7,600	7,300	8,100
US 70 Bus	East of NC 86	6,700	6,200	5,500	-	6,000	-	7,000	6,800	7,200	6,000	5,600	6,600
US 70 Bus	East of Lawrence Rd	2,500	2,400	2,400	2,600	2,500	2,900	3,200	3,200	3,400	2,700	2,600	3,100

Figure 6: Historic Traffic Volume Trends by Study Segment



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## 1.3.2 Traffic Data

VHB collected relevant traffic data at locations along the corridor in September of 2022, primarily at major intersections, both signalized and unsignalized. Data obtained and analyzed included turning movement volumes by time-of-day for all vehicles and for trucks and busses, and bicycles, as well as pedestrian crossing volumes. To capture representative peak conditions, counts were obtained for typical Tuesdays, Wednesdays, and Thursdays when schools were in session.

StreetLight Insight probe data were used to supplement turning movement volumes at additional intersections, and to estimate changes in traffic characteristics observed during the pandemic. StreetLight analysis provided information on changes in daily traffic, time-of-day distributions, truck percentages, travel speeds, trip lengths, and trip origin-destination patterns.

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### 1.3.2.1 Traffic Characteristics

#### 2022 Average Annual Daily Traffic (AADT) Volumes

StreetLight was used to estimate AADTs and other traffic data, such as peaking characteristics and vehicle classifications, for Monday-Thursdays in 2019 and 2021. Available data for 2022 was also collected; however, these AADTs are an approximation using data from September 2021 through April 2022 to obtain an adequate sample size. Truck AADTs (AADTTs), including medium and heavy trucks, were only available for 2019 and 2021. The locations and respective AADTs are listed in

Table 2.

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**Table 2: StreetLight AADTs**

Route	Segment	Location	2019	2021	2022
US 70	A	E of Woodlawn	8,900	8,300	8,500
		W of Supper Club	8,300	7,500	7,800
		W of Buckhorn	7,100	6,700	7,200
	B	E of Frazier	3,800	3,800	4,000
		W of Richmond	3,500	3,200	3,400
		W of Efland-Cedar Grove	3,900	3,700	4,000
	C	W of Connector	4,100	4,000	4,400
		W of Eno R West	10,000	9,200	9,700
		W of Lakeshore	8,900	8,900	9,500
		W of Constitution	9,400	9,700	10,500
	D	W of Orange High School	12,600	12,000	12,900
		W of Miller	12,500	11,600	12,000
		W of Eno R East	11,200	9,900	10,200
		W of Lawrence	11,000	9,700	10,000
		W of US 70 Bus East	10,100	8,800	9,000
E	W of University	12,700	10,800	10,700	
	W of Pleasant Green	14,000	11,700	11,800	
	W of NC 751	7,500	7,000	6,600	
US 70 Bus	F	E of Churton	7,600	6,900	6,900
		E of Quincy Cottage	4,800	4,700	4,900

Overall, volumes at these locations remained slightly lower in 2021 than in 2019, as people continued working from home through the pandemic. The estimated AADT for each segment is shown in Table 3. The eastern segments of US 70 experienced a larger drop in volumes (~10%) than the western segments (~5%) and Segment F on US 70 Business near Downtown Hillsborough (6%). This difference may be attributable to socio-economic and employment type differences. Higher-income white-collar work proved more amenable to working from home than did lower-paying industrial,

agricultural, and service work. Such variations map onto the corridor consistent with the observed changes in traffic volumes.

During 2022, traffic nearly returned to pre-pandemic levels in Segment A and increased compared to pre-pandemic volumes in Segments B and C, between Efland and NC 86 in Hillsborough. Traffic volumes in Segment D, from NC 86 in Hillsborough to Palmers Grove Church Road, increased again in 2022 but remained about 6% lower than pre-pandemic volumes. Traffic volumes in Segment E continued to decrease with a 2% drop in volume from 2021 that amounted to a 15% drop in volume since 2019.

**Table 3: StreetLight Estimated AADTs**

Segment	2019	2021	2022
A	8,100	7,500	7,800
B	3,700	3,600	3,800
C	8,100	7,900	8,500
D	11,500	10,400	10,800
E	11,400	9,900	9,700
F	6,200	5,800	5,900

**Time-of Day Traffic Characteristics (Peaking)**

StreetLight data analysis also yielded valuable information about the hourly distribution of traffic (peaking characteristics). **Figure 7** and **Figure 8** depict the variations in total (two-way) traffic volumes throughout the day along each segment of the corridor, and **Figures 9-14** depict the variations for each segment.

The study area generally has higher volumes during the PM peak than the AM peak. US 70 exhibits a sharp drop in traffic after the AM peak with a slight midday increase attributable to lunch trips while increasing until the PM peak. The section between Woodlawn Road and Mebane has an unusual peak at 3:00 pm followed by a sharp drop at 4:00 pm before returning peak conditions at 5:00 pm (the “M” shape between 3:00 and 6:00 pm), which is attributable to the nearby elementary school. Segment A, located between Woodlawn Road and Buckhorn Road, has a steeper increase approaching the PM peak than the other segments due to the unusual traffic pattern east of Woodlawn Road.

Peaking characteristics for the remainder of Segment A --as well as Segments B, C, and E-- are in line with expectations for a minor arterial like US 70.

Segment D experiences an earlier peak than the other segments, which is attributable to school pick-up at the nearby Orange Middle and High Schools along Orange High School Road.

Segment F on US 70 Business shows sustained volumes after the AM peak including elevated midday volumes which are attributable to people entering Downtown Hillsborough in morning and for lunch. The PM peak is lower and flatter than the other segments and is attributable to most people commuting on US 70 after work. The higher AM and PM peaks exhibited in the middle location are typical of lower-volume rural roads with higher proportions of commute trips.

No extremes or significant imbalances in the directional distribution of traffic were observed.

Time-of-day traffic distributions were affected by the safer-at-home directives associated with the COVID-19 pandemic. Morning peaks were drastically reduced due to school closures and people working from home. Midday traffic increased as a share of daily travel as people scheduled discretionary trips during off-peak hours. However, time-of day travel appears to have returned to pre-pandemic patterns.

StreetLight data were also used to compare weekend travel patterns to typical weekdays. As expected, weekend traffic volumes were lower, with fewer morning trips and less peaking. However, traffic on Pleasant Green Road was surprisingly high on weekend mornings, a characteristic attributed to recreational trips to Eno River State Park and its trail heads and river access.

Figure 7: Percent of Daily traffic by Time-of-Day, US 70 & US 70 Bus (by Study Segments)

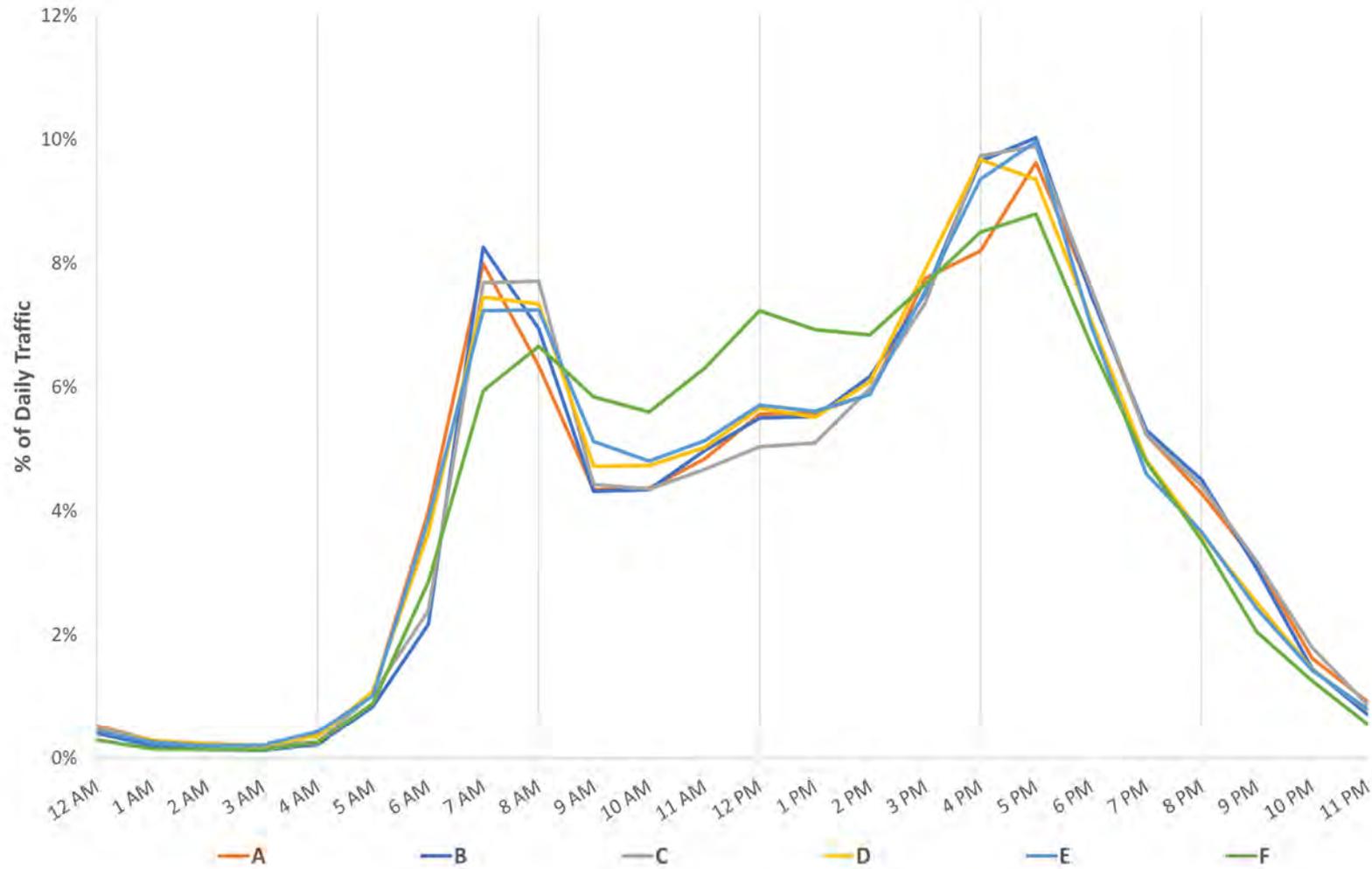


Figure 8: Traffic Volumes by Time-of-Day, US 70 & US 70 Bus (by Study Segments)

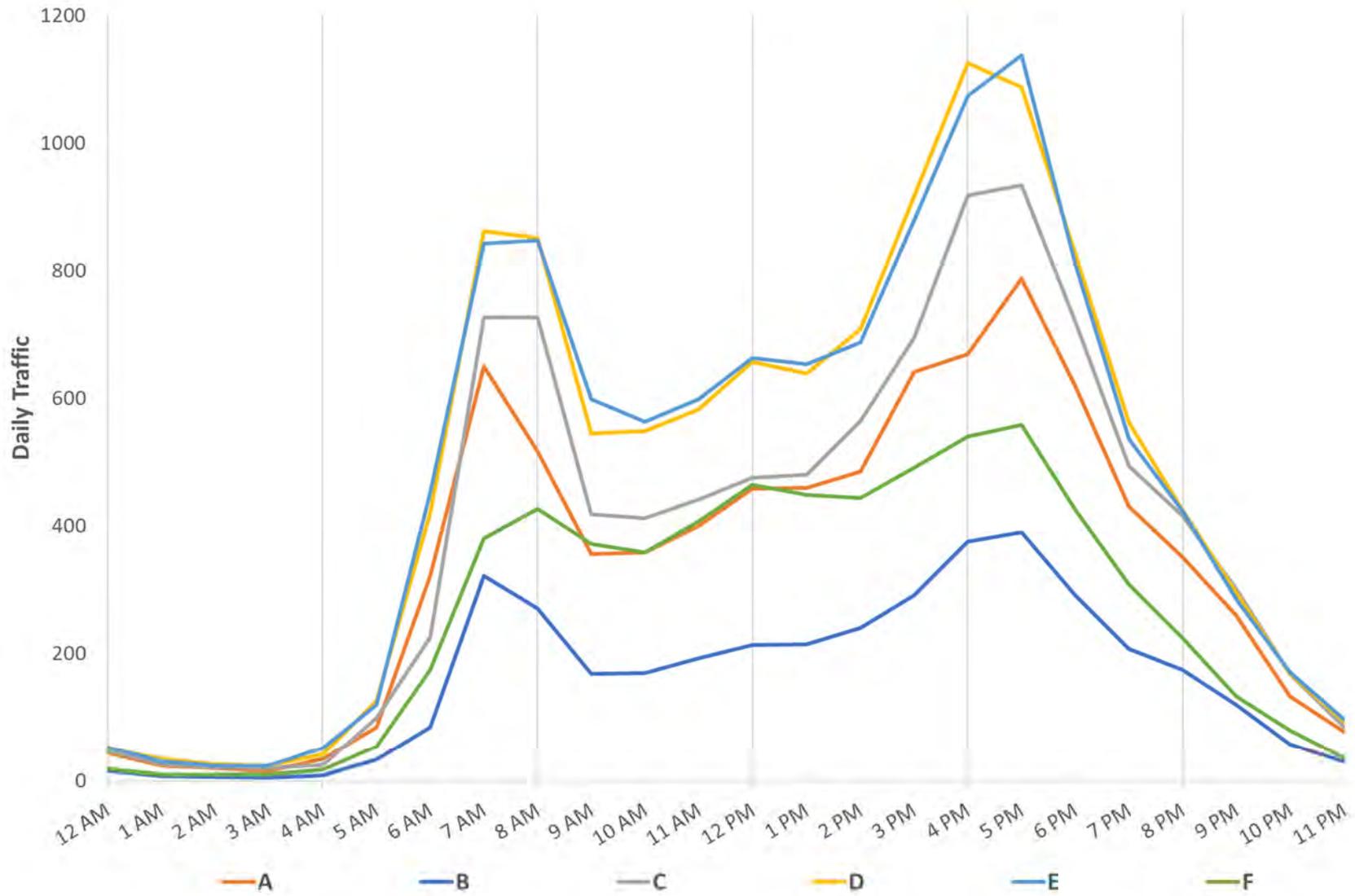


Figure 9: Traffic Peaking Characteristics, US 70 (Segment A)

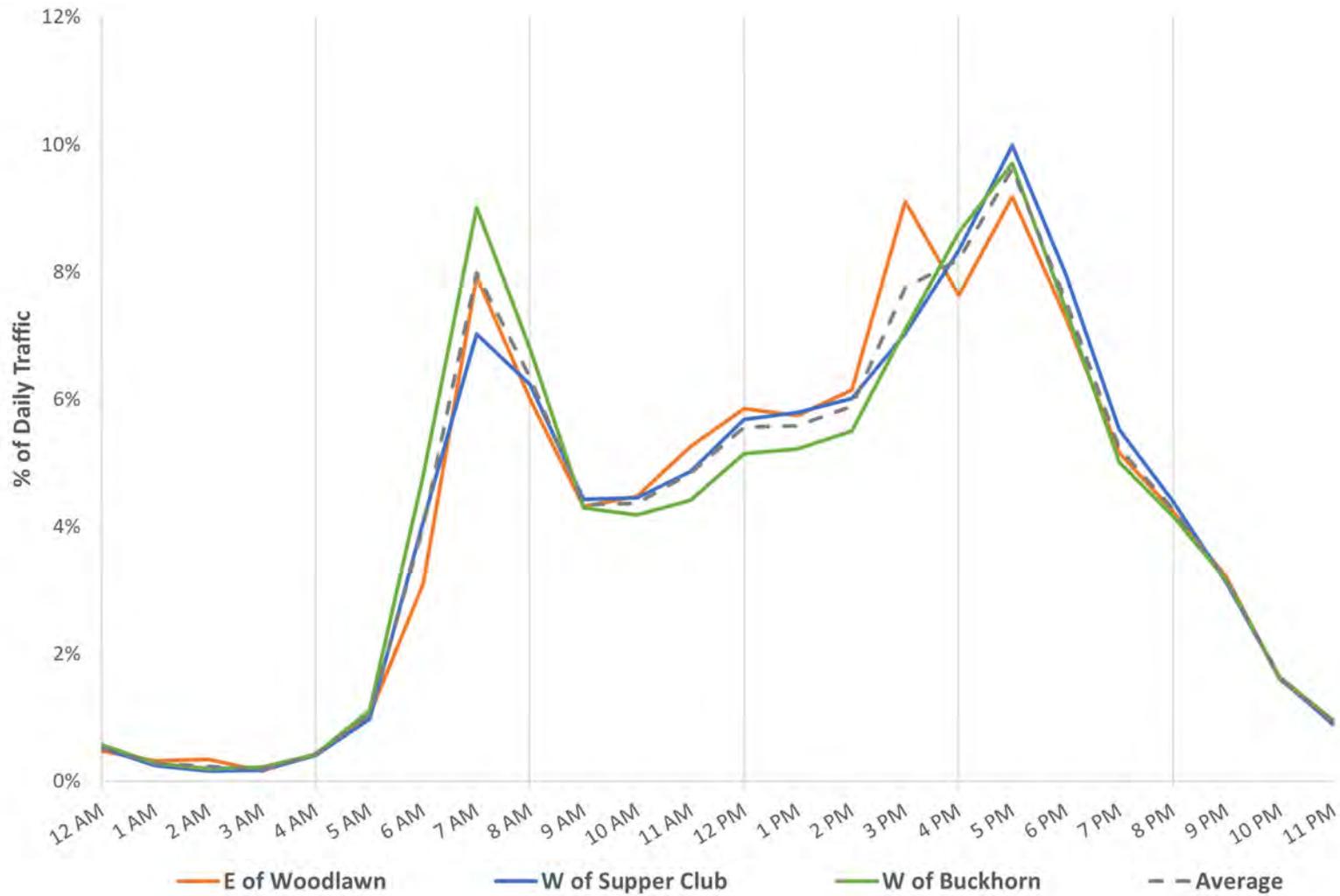


Figure 10: Traffic Peaking Characteristics, US 70 (Segment B)

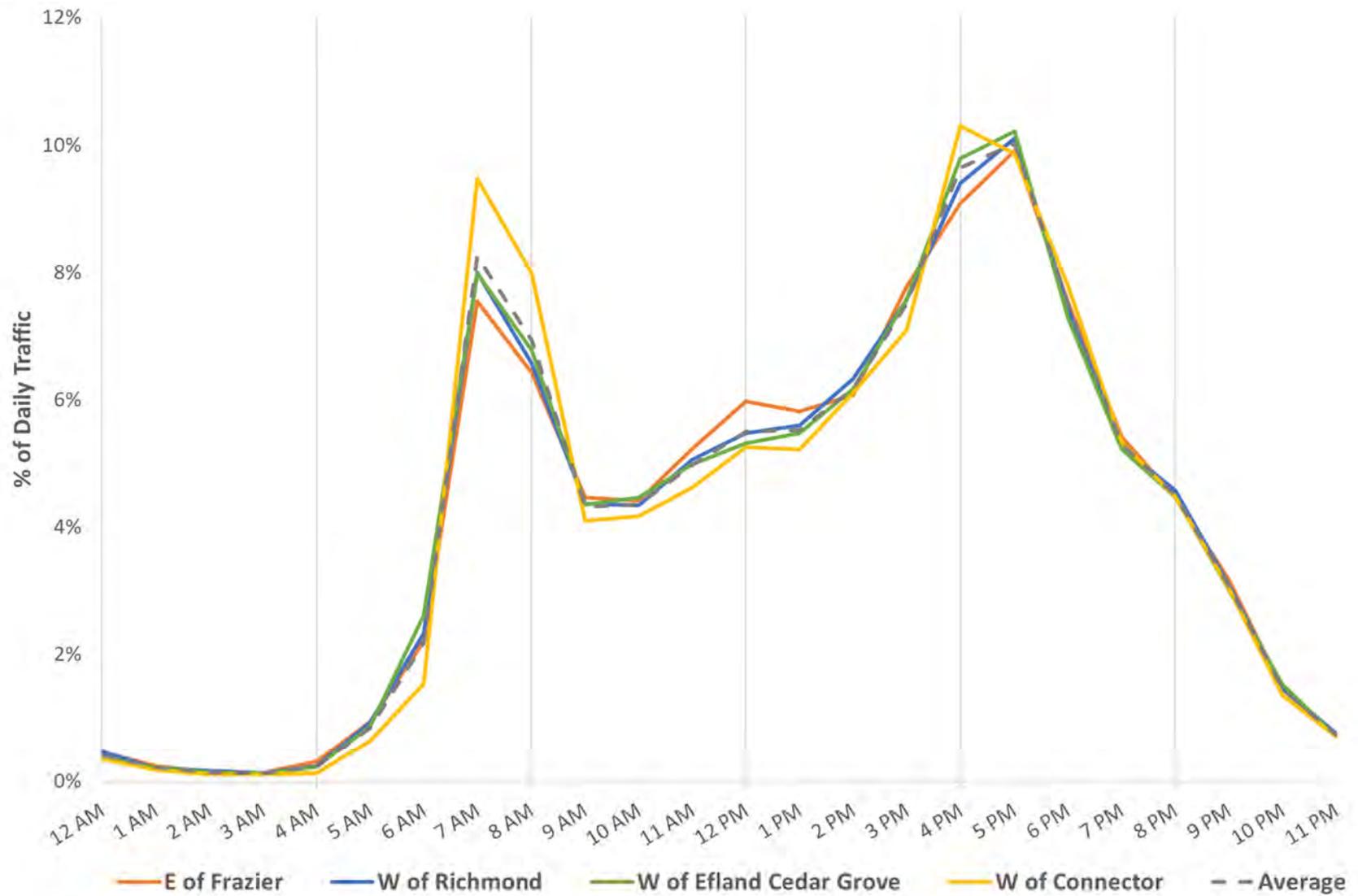


Figure 11: Traffic Peaking Characteristics, US 70 (Segment C)

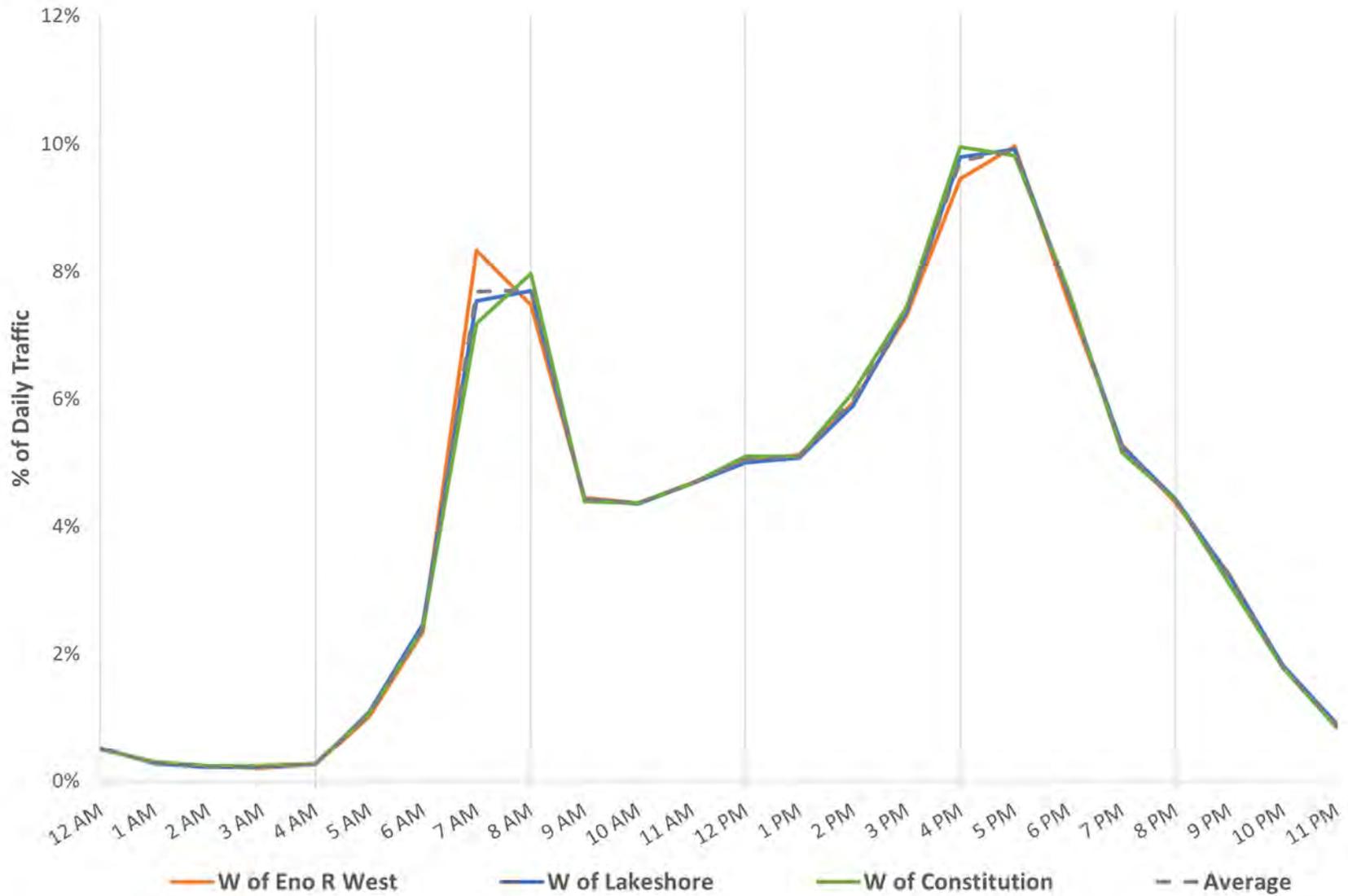


Figure 12: Traffic Peaking Characteristics, US 70 (Segment D)

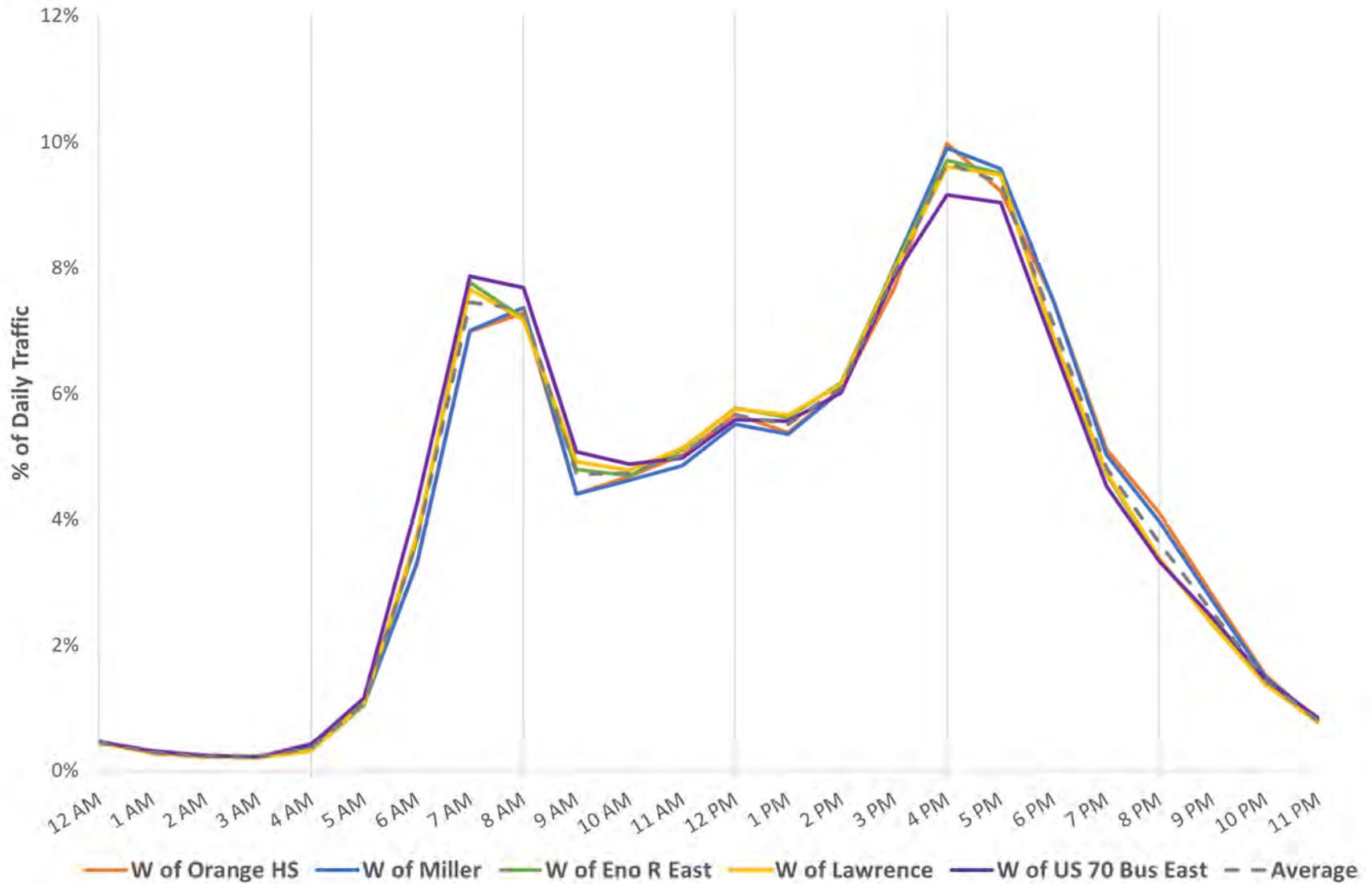


Figure 13: Traffic Peaking Characteristics: US 70 (Segment E)

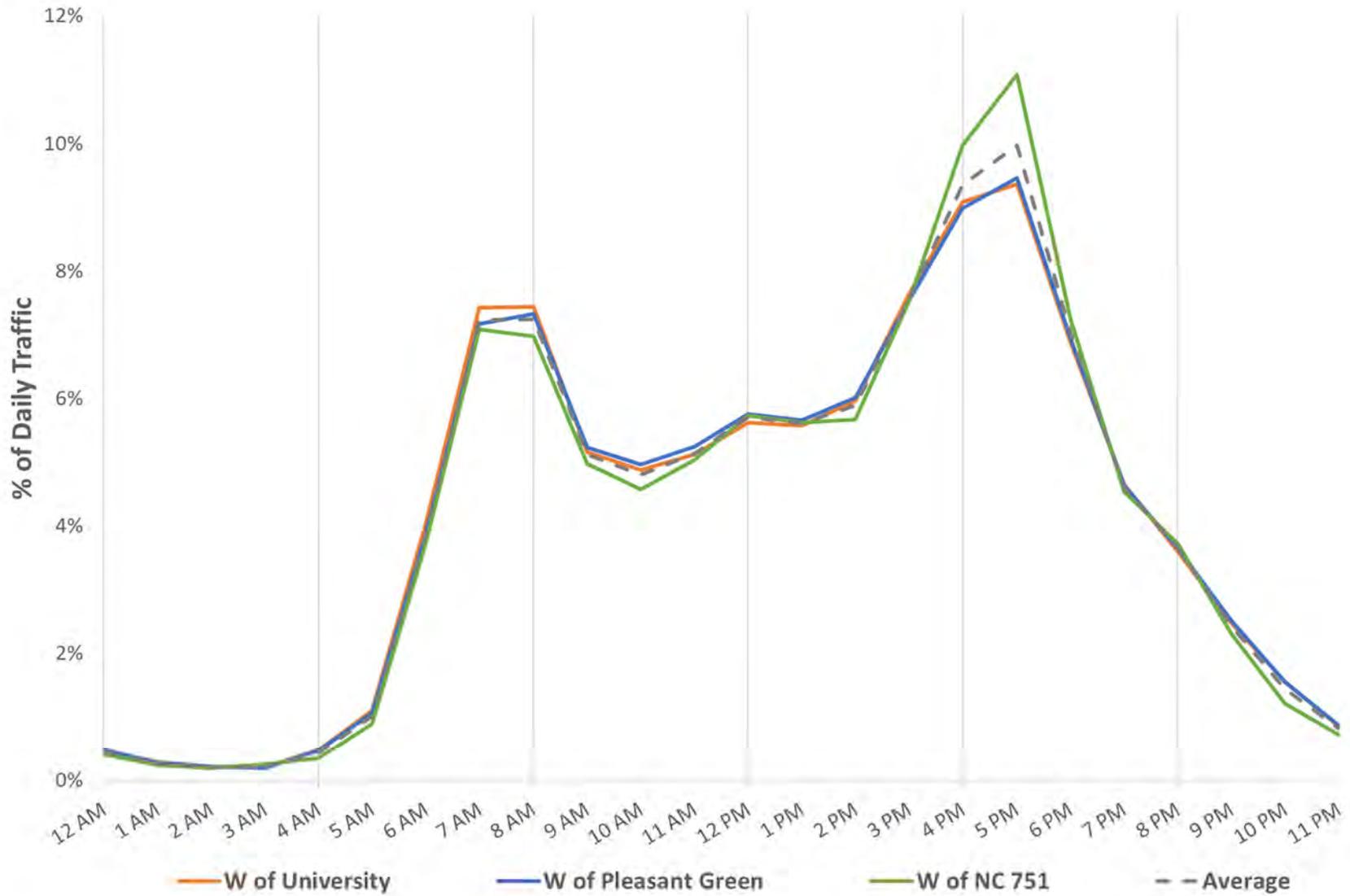
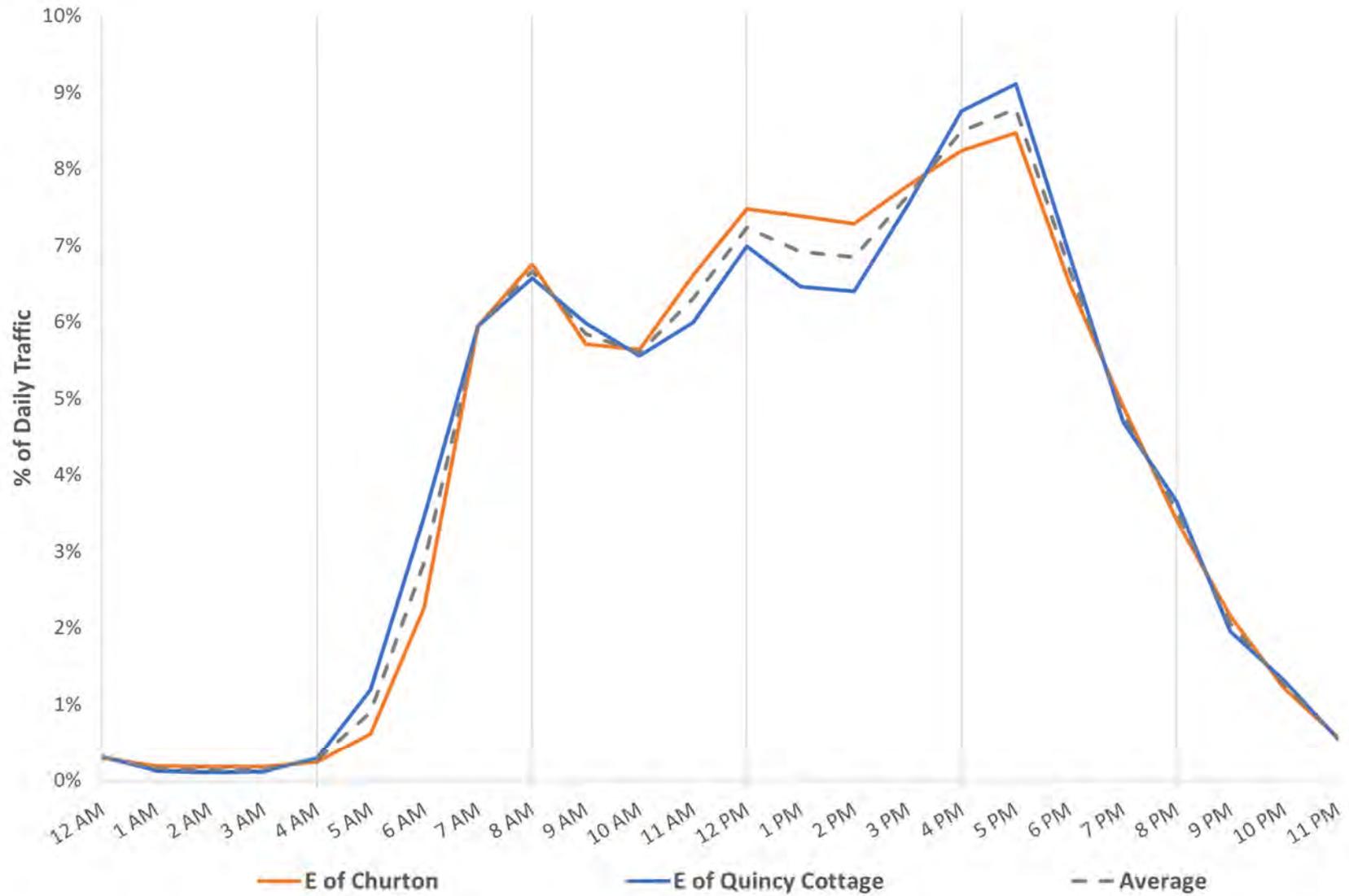


Figure 14: Traffic Peaking Characteristics: US 70 Bus (Segment F)



### Vehicle Speeds

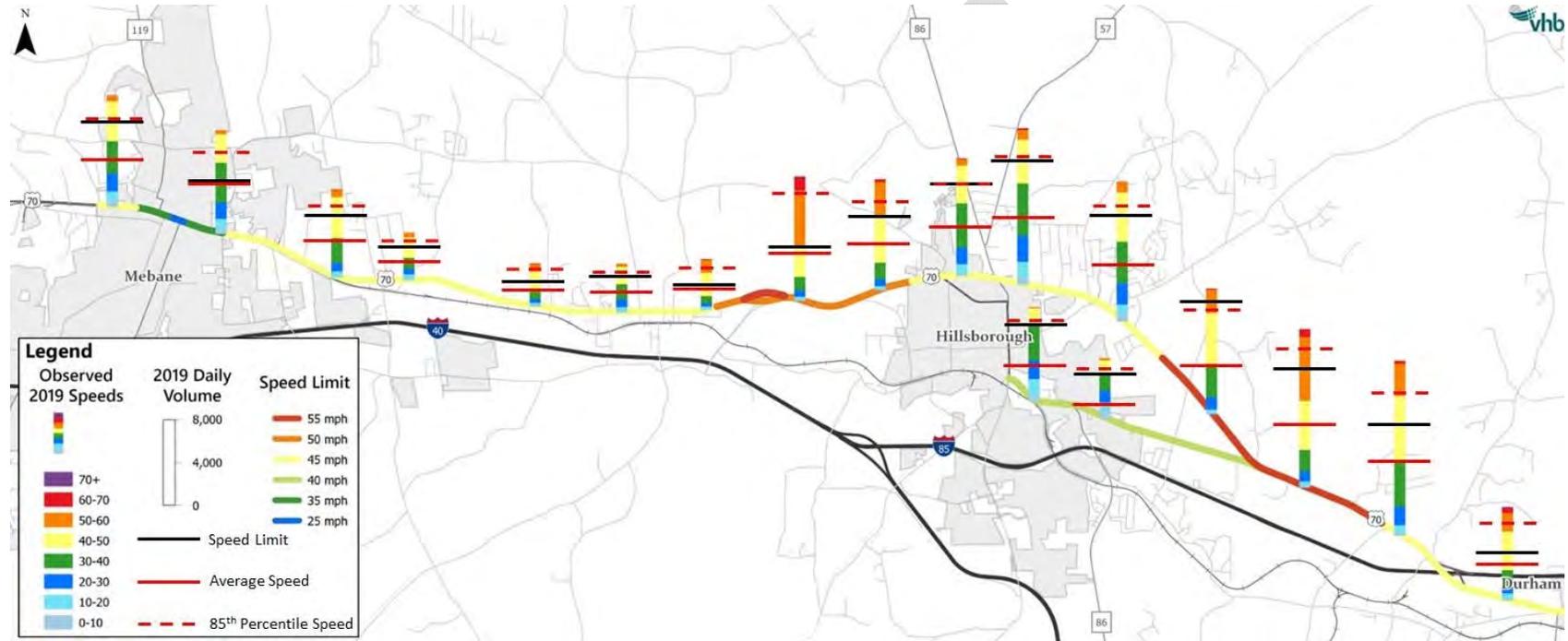
Vehicle speeds were gathered from StreetLight at locations distributed throughout the corridor. The 2019 average and 85<sup>th</sup> percentile speeds (mph) are shown alongside the speed limit in Table 4 and

**Figure 15.** Locations where the 85<sup>th</sup> percentile vehicle speed is five mph or higher than the speed limit are shown in bold. The locations with vehicle speeds higher than the speed limit are situated in the less urban areas between Mebane and Hillsborough, and Hillsborough and Durham.

Table 4: 2019 Speed Data and Limits

Route	Location	Average Speed	85th Percentile Speed	Speed Limit
US 70	E of Woodlawn	35	46	45
US 70	W of Supper Club	34	44	45
US 70	W of Buckhorn	39	49	45
US 70	E of Frazier	37	49	45
US 70	<b>W of Richmond</b>	41	51	45
US 70	W of Efland-Cedar Grove	36	47	45
US 70	W of Connector	43	53	55
US 70	<b>W of Eno R West</b>	49	<b>59</b>	50
US 70	W of Lakeshore	45	54	50
US 70	W of Constitution	36	46	45
US 70	W of Orange High School	34	46	45
US 70	W of Miller	34	47	45
US 70	W of Eno R East	36	48	45
US 70	<b>W of Lawrence</b>	39	<b>50</b>	45
US 70	W of US 70 Bus East	41	52	55
US 70	W of University	46	57	55
US 70	<b>W of Pleasant Green</b>	41	<b>52</b>	45
US 70	<b>W of NC 751</b>	43	<b>54</b>	45
US 70 Bus	E of Churton	29	42	40
US 70 Bus	E of Quincy Cottage	30	44	40

Figure 15: 2019 Speed Data and Statutory Limits



### Truck Volumes / Freight Movement

Data is divided into medium trucks, which have two or more axles but no towed trailer, and heavy trucks, which are trucks towing separate trailer units. 2019 average daily traffic data for Monday – Thursday was analyzed using StreetLight data, which were validated against available counts. Truck percentages at multiple locations throughout the corridor are summarized in Table 5.

**Table 5: 2019 Truck Percentages**

<b>Route</b>	<b>Location</b>	<b>Heavy</b>	<b>Medium</b>	<b>All Trucks</b>
US 70	E of Woodlawn	0.6%	2.3%	2.9%
US 70	W of Supper Club	0.8%	2.4%	3.2%
US 70	W of Buckhorn	1.2%	3.2%	4.4%
<b>US 70</b>	<b>E of Frazier</b>	<b>1.7%</b>	<b>5.6%</b>	<b>7.4%</b>
<b>US 70</b>	<b>W of Richmond</b>	<b>1.8%</b>	<b>5.0%</b>	<b>6.8%</b>
US 70	W of Efland-Cedar Grove	1.5%	3.9%	5.4%
US 70	W of Connector	1.1%	3.3%	4.4%
US 70	W of Eno R West	3.1%	2.9%	6.0%
US 70	W of Lakeshore	3.3%	3.2%	6.5%
US 70	W of Constitution	2.9%	2.9%	5.8%
US 70	W of Orange High School	2.2%	2.7%	4.9%
US 70	W of Miller	2.3%	2.7%	5.1%
US 70	W of Eno R East	2.4%	3.3%	5.7%
US 70	W of Lawrence	2.5%	3.4%	5.9%
US 70	W of US 70 Bus East	2.7%	3.6%	6.3%
US 70	W of University	2.2%	4.0%	6.3%
US 70	W of Pleasant Green	2.1%	3.9%	6.0%
US 70	W of NC 751	0.7%	3.4%	4.1%
US 70 Bus	E of Churton	0.3%	1.5%	1.7%
US 70 Bus	E of Quincy Cottage	0.5%	2.9%	3.4%

These truck percentages are in the expected range for a Minor Arterial like US 70, given surrounding land uses and connections. The higher share of truck traffic (especially heavy trucks) in Segment C can be explained by the fact that US

70 is the only viable route for trucks using NC 86 and NC 57 to serve Danville, Yanceyville, Rougemont, Roxboro, and other areas to the north of Hillsborough. The lower truck percentages on US 70 Business are also what would be expected entering Downtown Hillsborough. Truck data from traffic counts and StreetLight were used to calculate intersection levels-of-service during peak periods, when trucks typically comprise a smaller share of total traffic.

### 1.3.2.2 Intersection Turning Movement Counts

Traffic counts were collected at 11 intersections on Tuesday, September 20<sup>th</sup>, 2022, with schools in session. Sixteen-hour traffic counts were collected at the following nine intersections along US 70:

- NC 751
- Pleasant Green Road (SR 1567)/Mt. Hermon Church Road (SR 1713)
- Lawrence Road (SR 1561/SR 1709)
- St. Mary's Road (SR 1002)
- NC 86/US 70 Bus/Churton St
- US 70 Bus (Revere Road)/Faucette Mill Road (SR 1328)
- Mattress Factory Road (SR 1402)
- NC 119 (Fifth Street)
- Third Street (SR 1962)

24-hour traffic counts were collected at the following two intersections along US 70:

- Orange High School Road (SR 1588)
- Buckhorn Road (SR 1114)

The peak hour volumes from the traffic counts are shown in Section 1.4 - Traffic Operations and Quality of Service as part of the volumes used in the Synchro analysis (Figure 20)

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### 1.3.3 Pedestrian and Bicycle Trips

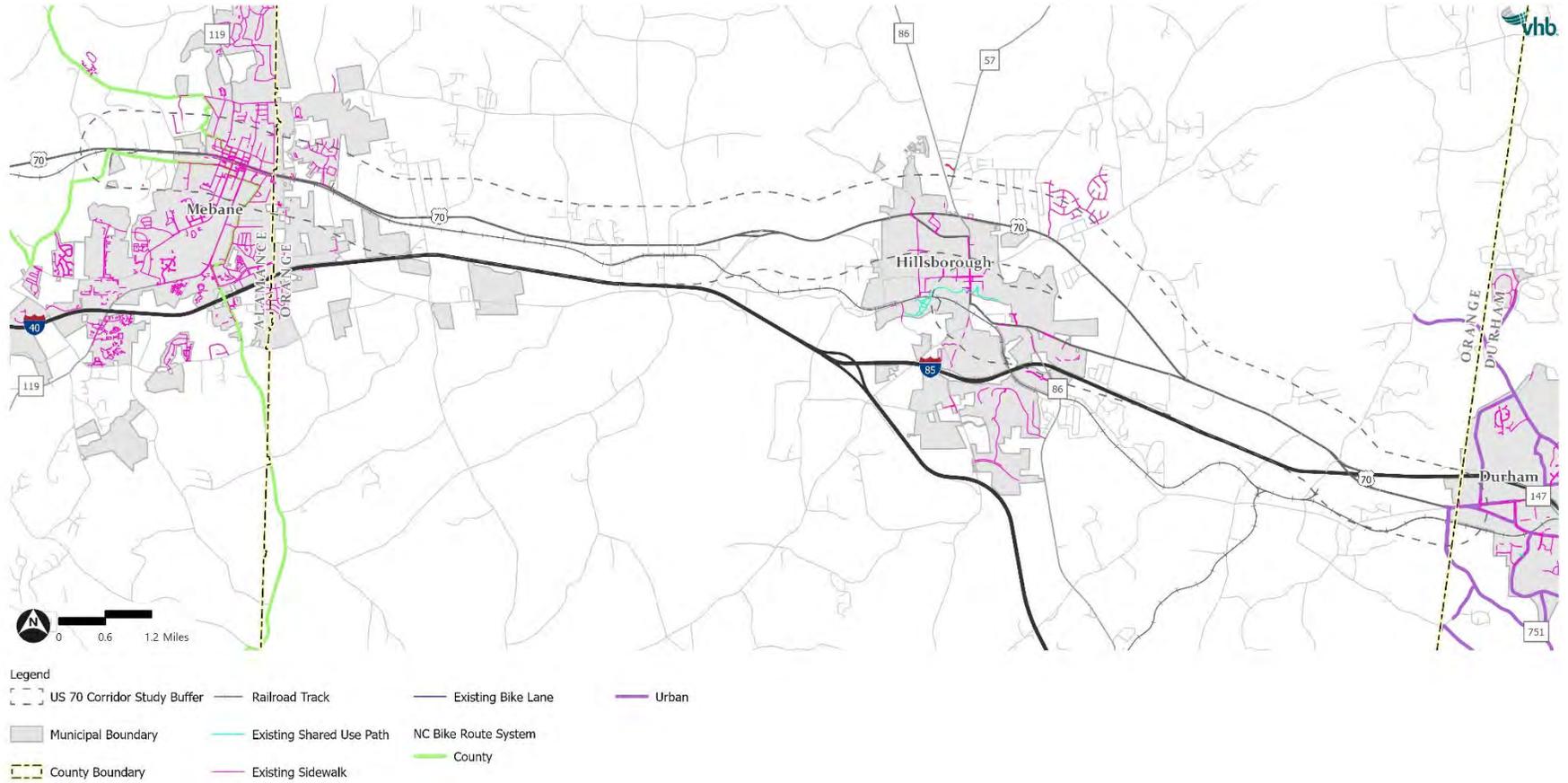
Pedestrian counts were collected for this study at the intersections listed above. These counts revealed a total of 192 pedestrians crossing the corridor during the count periods. A total of 131 pedestrians were observed in Mebane at Third Street (100) and Fifth Street (31). In the Hillsborough segment of the corridor, 49 pedestrians were observed at Faucette Mill Road (30), NC 86 (11), St. Mary's Road (7), and Orange High School Road (1).

Bicycle counts collected for this study revealed a total of 99 cyclists at nine intersections. Of these, 75 traveled on roads and 24 used sidewalks. Over 40% of the cyclists (46) were observed on the eastern portion of the corridor near Pleasant Green Road (22) and NC 751 (24). All 22 cyclists at the Pleasant Green Road intersection were using the road, and half (11) were traveling on US 70 through the intersection. Two cyclists were turning onto or off US 70, and nine were traveling across US 70 between Pleasant Green Road and Mt. Hermon Church Road.

At NC 751, 88% (21) of cyclists were using the road. Eight cyclists were traveling on US 70 through the intersection, and six were turning onto or off US 70. The seven remaining cyclists on the road were observed along the old road alignment between NC 751 and Old NC 10. Five used this pavement section to turn right on NC 751, and the remaining two crossed NC 751 to continue eastbound on US 70 towards Durham. Although the pavement section ends without connecting to Old NC 10, a well-traversed path or maintained strip of grass can be seen, suggesting cyclists may be using this old alignment to avoid the section of US 70 between NC 751 and Old NC 10.

Due to large traffic volumes, high travel speeds, and limited accommodations, most cyclists who utilize this corridor are likely experienced and more comfortable operating alongside vehicular traffic. For example, cycling clubs and groups organizing rides throughout the week in the corridor's vicinity are generally experienced and used to the conditions. Most cyclists are generally less experienced, and therefore, choose to avoid riding along this corridor (see **Figure 16**).

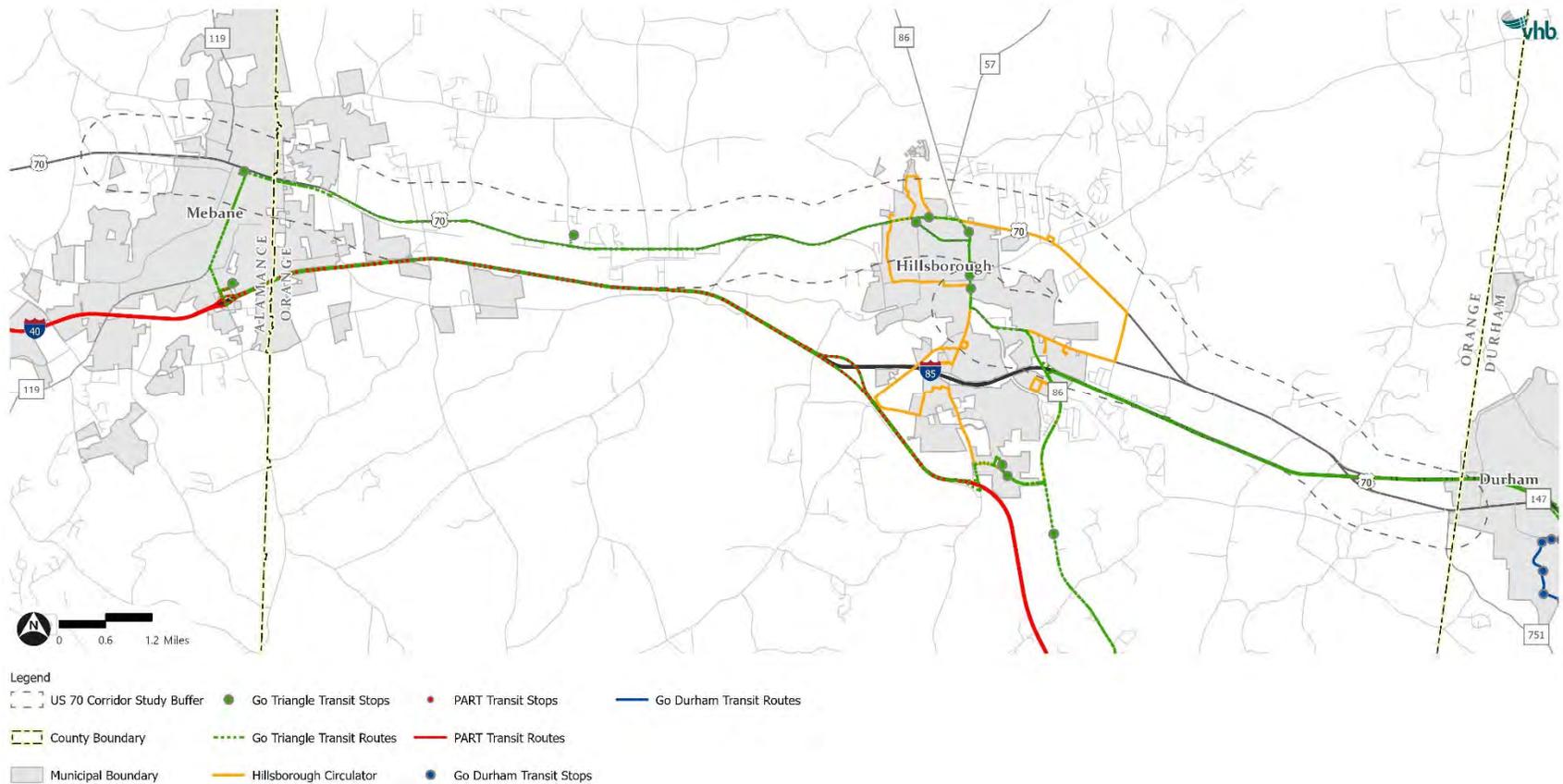
Figure 16: Bicycle and Pedestrian Accommodations



### 1.3.4 Transit Service

The US 70 study area is served by several public transportation providers and regional transportation authorities that accommodate regional and local transit trips through Alamance County, Orange County, Durham County and within municipalities. Local and regional transportation systems operate a variety of services including demand response services, local fixed route bus and express bus routes. **Figure 17** shows the study area’s existing local fixed bus routes, express bus routes, and park-and-ride lots.

Figure 17: Transit Routes in Corridor



### Piedmont Authority for Regional Transportation (PART)

The Piedmont Authority for Regional Transportation (PART) provides regional planning and coordination services for the Piedmont Triad and operates the Piedmont Triad regional public transportation system that overlaps with US 70 corridor study. PART’s regional programs include the following transit services:

- Regional transit system (PART Express)
- Regional ridesharing and vanpool program

The PART Express system provides a regional bus service connecting across Alamance County and Orange County and connecting to other local and regional transit providers. The PART Express Route 4 (“Alamance Burlington Express”) is a peak-only service that operates every 20-40 minutes between Greensboro and Chapel Hill, with stops along I-40 in Burlington, Graham and Mebane. PART Express Route 4 does not operate during the evening or on weekends. A one-way fare on PART Express is currently listed at \$2.50 (\*\$1.25 for a discounted fare), with UMO smartcard and mobile app electronic fare payment options available.

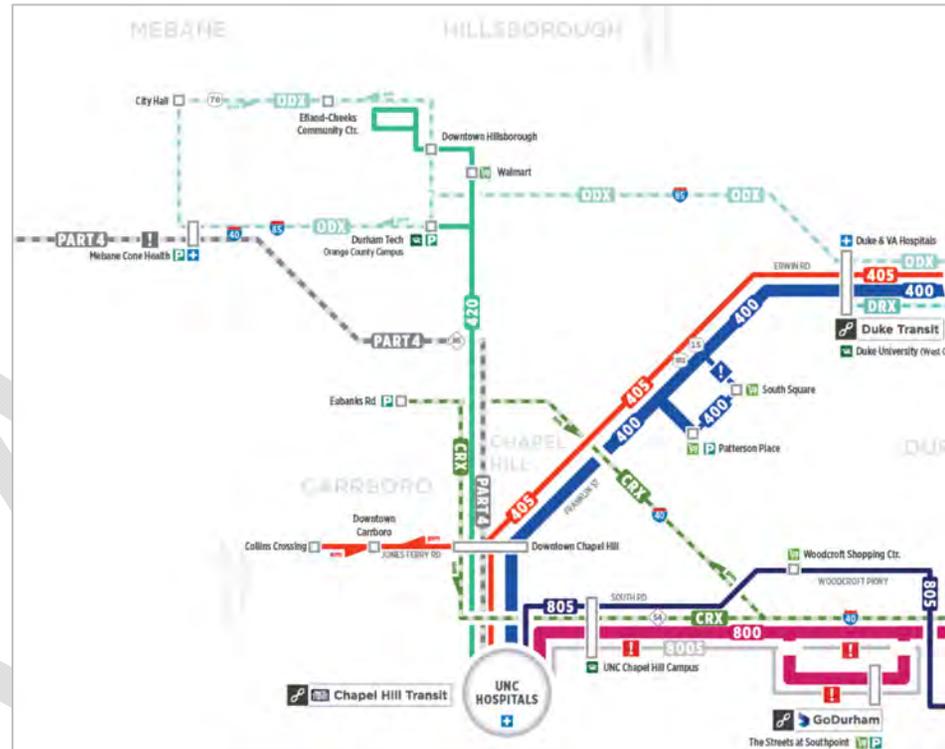


## GoTriangle

GoTriangle provides regional transit services between Wake, Durham, Orange, and Alamance Counties. In addition to regional bus operations, GoTriangle provides other commuter resources for the Raleigh-Durham-Chapel Hill area, including paratransit services, ridematching and vanpools, and an emergency ride home program. The following two GoTriangle routes overlap with US 70 study area:

Route 420 - Provides weekday peak period express service hourly between Hillsborough and Chapel Hill. The GoTriangle Short Range Transit Plan (SRTP) (2018) proposed moving the route to I-40 between Chapel Hill and Hillsborough (instead of NC-86) and to use Churton Street instead of NC 86 and US 70 in Hillsborough to improve on time performance and provide more direct service.

Orange-Durham Express (ODX) - Provides weekday rush hour express service hourly between Efland, Mebane, Hillsborough, Duke/VA Hospitals, and downtown Durham. The GoTriangle SRTP (2018) proposed increasing the frequency of the route to every 30 minutes and streamlining the service between Mebane Cone Park & Ride, the Durham Tech Orange County Campus, and Durham. ODX route does not operate during the evening or on weekends. The GoTriangle transit fare is typically \$2.25 for regional routes and \$3.00 per one way trip on Express routes (with discount fares also available); the agency is temporarily operating a fare-free format until June 2023.





### Orange County Public Transportation (OPT)

Orange County Public Transportation (OPT) is Orange County's transportation agency responsible for providing transportation services to residents of Orange County, the Town of Hillsborough, Efland and a part of the City of Mebane. OPT provides community transportation including demand response and circulator bus service, with the following circulators in service:

- Hillsborough Circulator: A fare-free route connecting major destinations throughout Hillsborough. The Connector provides hourly service Monday-Friday between 8 PM and 5 PM. The Hillsborough Circulator is a fare-free service.
- Orange-Alamance Connector: Connects major destinations in Hillsborough, Efland, and Mebane. The route operates hourly Monday- Friday between 10 AM and 3 PM.
- Orange-Chapel Hill Midday Connector (OCH): Connects major destinations in Hillsborough, Chapel Hill, and Cedar Grove. The OCH runs hourly Monday-Friday between 9:45 AM. and 3:50 PM.

The fare to ride the Orange-Alamance Connector and the Orange-Chapel Hill Connector is \$2 (one way) for the general public, \$1 for children 6-12, and free to seniors 60+, children under the age of 6, and persons with disabilities. Orange County Transportation has recently shifted to cashless fare collection and accepts UMO smartcard and mobile app for fare payments.

### GoDurham

GoDurham is the Durham County public transportation agency. GoDurham operates a variety of fixed bus routes that are generally outside of the US 70 corridor study area; these routes interconnect with other transit providers in the region including PART, Orange County Transportation, and GoTriangle.

As part of public transportation services available in Durham County, Durham County ACCESS provides transportation to Durham County residents who meet certain criteria (including Durham County residents who are disabled, seniors 60+, transportation disadvantaged, or live in rural areas of Durham County). Applications are required to ride Durham County ACCESS. Durham County ACCESS also provides trips for activities and destinations related to:

- Work and Work-Related Training
- Nutritional and Medical Appointments
- Shopping and Personal Needs Regardless of Age (based on factors including distance from the GoDurham fixed-route bus service)

### Alamance County Transportation Authority (ACTA)

The Alamance County Transportation Authority (ACTA) provides transportation for the elderly, disabled, and general public in Alamance County. ACTA uses ADA-accessible vans and buses to assist individuals with special needs. All transportation services are available Monday-Friday from 5:00 AM-5:30 PM and must be scheduled by 11 AM on the previous working day. ACTA provides transportation for general purpose trips, medical trips, and almost any non-emergency trip destination. In addition, special programs and pricing are available to qualified riders based on eligibility requirements.

ACTA fares are \$5.00 for a one-way trip/or \$10 for a round trip. Starting on March 24, 2020 and through the end of January 2022, ACTA has been waiving the fare collection.

### Planned Transit Improvements Based on Prior Plans

The Orange County Transit Plan (2017) was developed by representatives from Orange County, the Towns of Hillsborough, Chapel Hill, and Carrboro, the University of North Carolina (UNC), and GoTriangle to improve transit options throughout Orange County and strengthen regional transit connections. The plan examines ways to improve the transit network through enhanced bus service and facilities. The Orange County Transit Plan has several goals, including improving overall mobility and transportation options while providing geographic equity and positive impacts on air quality.

Relevant recommendations include:

- New Hillsborough Train Station for intercity (Amtrak) service
- New commuter express service between Mebane, Hillsborough, and Durham (implemented)
- Improvements to Hillsborough bus stops
- Additional deviated fixed-route transit service
- Hillsborough transfer center to connect Orange Public Transportation and GoTriangle

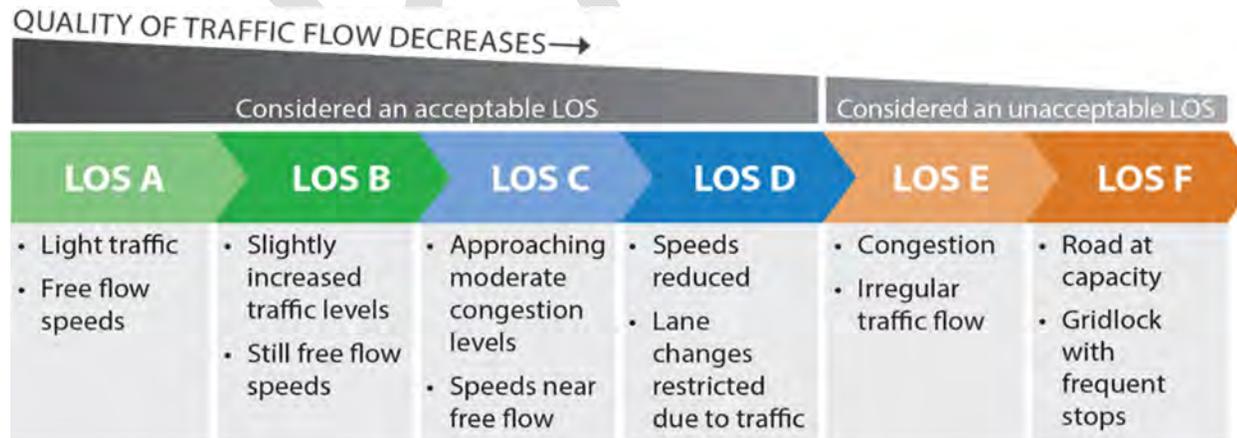


## 1.4 Traffic Operations and Quality of Service

There are a variety of ways to measure the performance of a transportation facility. Transportation professionals typically rely on guidance from the Highway Capacity Manual, which describes performance from the traveler point of view that is designed to be useful to roadway operators, decisions makers, and member of the community. Individuals may travel along US 70 via personal vehicle, walking, bicycling, or via transit, each of which can be quantitatively measured using standard criteria such as delay, average speed, percent time spent following, or other measures. The dominant form of transportation currently along US 70 is by automobile. As a result, this section covers traffic operations along the corridor on a corridor basis (i.e. distinguishable segments with common roadway characteristics), as well as by individual intersections. Given the low volume of pedestrian and bicycle trips, and the lack of dedicated facilities, providing a meaningful assessment of bicycle level-of-service is difficult; however, deficiencies and opportunities can be identified.

The conventional concept of traffic, level-of-service (LOS) can be summarized—at least qualitatively—in **Figure 18**. More detailed, qualitative tables are presented in subsequent sections. Generally, LOS D is acceptable in most rural and suburban situations. In some highly urbanized settings, or where there are unacceptable environmental/community impacts, excessive costs, or other policy or planning objectives, LOS E can be appropriate.

Figure 18: Level of Service Illustration



### 1.4.1 Corridor-Level

For corridor-level capacity analysis using Highway Capacity Software Plus (HCS7), sections in four of the segments were assessed for LOS in the AM and PM peak hours. These four sections were treated as two-lane highways which matches most of the corridor. This classification applies to intercity routes connecting major traffic generators and serving commuters who expect to travel at relatively high speeds, with few or no traffic signals. For these segments, directional analysis was required to capture the effects of opposing traffic and passing restrictions.

Segmental corridor analyses were conducted using the Highway Capacity Software Plus (HCS7) software package. Segmental corridor LOS results reflect daily operations; however, peak-hour parameters are considered. To analyze segments, various parameters are accounted for, including daily volume, lane width, shoulder width, peak hour directional split, terrain type, and truck percentages. Free flow speed for each of the sections was collected from StreetLight. The LOS analysis integrated data from the traffic counts collected in Fall 2022. **Figure 19** graphically represents the worst case (AM or PM peak) directional LOS for the corridor.

Figure 19: Corridor Level of Service Summary for US 70

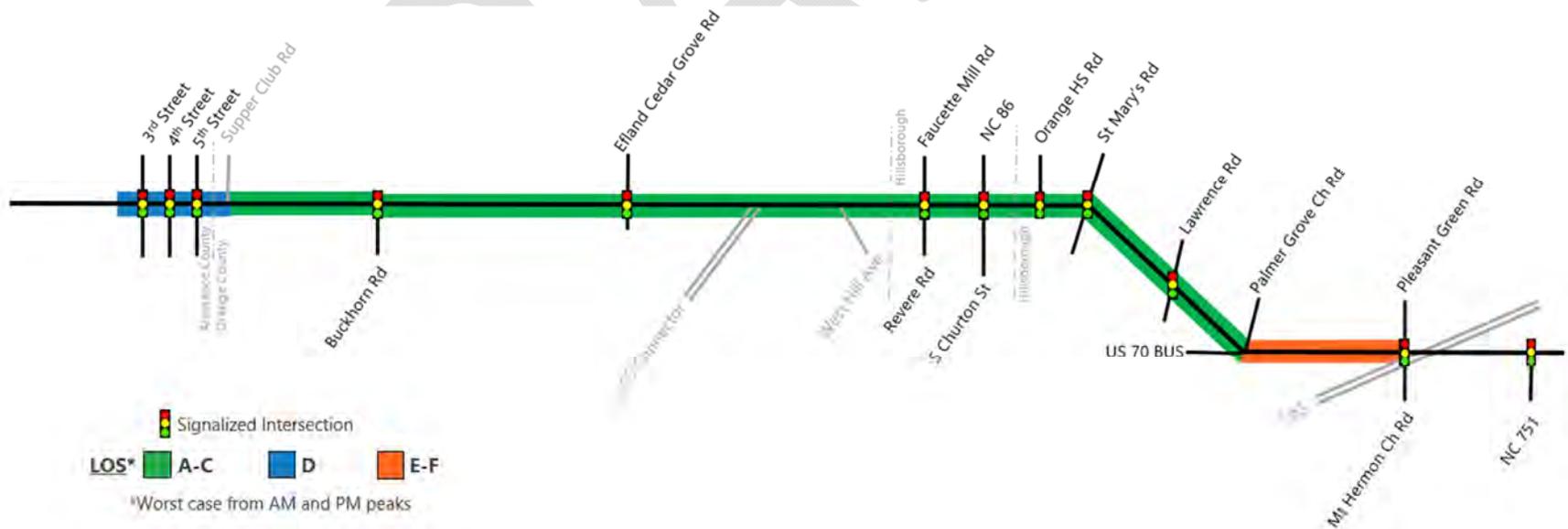


Table 6 describes LOS criteria relating to average travel speed (ATS) and percent time-spent following (PTSF) for Class I facilities. PTSF can have a significant impact on LOS when there are few opportunities to pass slower-moving vehicles, typically because of sight-distance limitations.

**Table 6: Level of Service Description for Two-Lane Highways**

Level of Service	Class I Highways	
	ATS (mph)	PTSF (%)
A	>55	<=35%
B	>50 - 55	35% - 50%
C	>45 - 50	50% - 65%
D	>40 - 45	65% - 80%
E	<= 40	>80%
F	Flow rate exceeds segment capacity	Flow rate exceeds segment capacity

Table 7 summarizes the results of HCS capacity analysis by segment and direction for the AM and PM peak periods. In general, LOS is slightly lower in the AM peak due to a combination of higher volumes and more pronounced directionality.

The sections in Segments A, B, C, and D operate at an acceptable LOS in both directions during both peak hours. The section from US 70 Business to Pleasant Green Road in Segment E operates at an acceptable LOS in both directions during the PM peak hour and in the eastbound direction during the AM peak hour. This section operates at LOS E in the westbound direction during the AM peak hour.

**Table 7: Corridor Level of Service Summary for US 70 Using Two-Lane Highways Analysis**

Segment	Segment Location	Segment Length (miles)	AM Peak			PM Peak		
			Segment LOS	ATS (mph)	PTSF (%)	Segment LOS	ATS (mph)	PTSF (%)
A	Supper Club Rd to Mace Rd (EB / WB)	1.7	C / B	43.6 / 44.4	62.4 / 48.7	B / C	44.6 / 43.4	46.6 / 64.1
B	Buckhorn Rd to Efland-Cedar Grove Rd (EB / WB)	3.9	B / A	49.3 / 50.4	47.9 / 31.8	A / B	50.2 / 49.5	34.7 / 46.0
C	East of US 70 Connector to Hillsborough Border (EB / WB)	1.4	D / B	45.6 / 48.4	67.7 / 44.6	C / D	47.4 / 46.2	56.1 / 65.1
E	US 70 Bus to Pleasant Green Rd (EB / WB)	2.2	B / E	50.5 / 47.4	46.3 / 72.4	D / B	47.6 / 50.4	69.7 / 46.2

Suburban/urban roadways with more frequent traffic signals require arterial analysis to account for intersection-related delays. An arterial LOS analysis in Synchro using HCM 2000 methodology was completed for sections in Mebane and Hillsborough due to the number and spacing of signalized intersections through both municipalities and their transition areas. 2019 Free Flow Speeds from StreetLight were utilized, and Table 8 shows the LOS criteria based on travel speeds. The average speed and corresponding LOS for both sections are shown in Table 9.

**Table 8: Level of Service Description for Urban Streets (HCM2000)**

Urban Street Class	Free-Flow Speed, mi/h	Travel Speed Threshold (lower limit) by Level of Service, mi/h				
		A	B	C	D	E
I	55	>42	>34	>27	>21	>16
	50	42	34	27	21	16
	45	42	34	27	21	16
II	45	35	28	22	17	13
	40	35	28	22	17	13
	35	35	28	22	17	13
III	35	30	24	18	14	10
	30	30	24	18	14	10
IV	35	25	19	13	9	7
	30	25	19	13	9	7
	25	25	19	13	9	7

**Table 9: Corridor Level of Service Summary for US 70 in Segment A (Mebane) and Segments C-D (Hillsborough)**

Segment	Town	Segment Location	Arterial Class	AM Peak		PM Peak	
				Segment LOS	ATS (mph)	Segment LOS	ATS (mph)
A	Mebane	3rd St to 5th St (EB / WB)	IV / III	D / D	12.1 / 16.4	D / D	12.0 / 15.7
C-D	Hillsborough	Faucette Hill Rd to Palmers Grove Rd (EB / WB)	II / I	B / B	31.7 / 36.3	B / C	34.1 / 33.3

The HCS methodology for estimating LOS for travel by bicycle (BLOS) is an empirically derived procedure that assesses a facility’s suitability for bicycle travel using a specified set of roadway characteristics, including traffic volume and speed; heavy vehicle percentage; pavement condition; access points on right side; presence of bicycle lane; and bicycle lane, shoulder, and outside travel lane widths. Table 10 summarizes the BLOS for each segment by direction and peak period. Note that BLOS for individual intersections has not been calculated.

In its current state, this corridor is generally not well-suited for bicycle travel. Every section analyzed operates at LOS E or LOS F in both directions during both peak hours. The most important contributing factors appear to be traffic volumes and speeds; lack of bicycle lanes; limited width of shoulders and outside travel lanes; limited sight distance, and density of access points.

**Table 10: Corridor Segment Bicycle LOS Summary for US 70**

Segment	Segment Location	Segment Length (miles)	AM Peak		PM Peak	
			Segment BLOS	BLOS Score	Segment BLOS	BLOS Score
A	Supper Club Rd to Mace Rd (EB / WB)	1.7	F / F	5.61 / 5.59	E / E	5.29 / 5.41
B	Buckhorn Rd to Efland-Cedar Grove Rd (EB / WB)	3.9	F / E	5.58 / 4.56	E / E	5.29 / 5.30
C	East of US 70 Connector to Hillsborough Border (EB / WB)	1.4	F / F	6.03 / 6.15	F / F	5.54 / 5.71
E	US 70 Bus to Pleasant Green Rd (EB / WB)	2.2	F / F	5.85 / 6.07	F / F	6.30 / 5.56

1.4.2 Intersections

Peak hour LOS measures the adequacy of the intersection geometrics and traffic controls of a particular intersection or approach for the given turning volumes. LOS ranges from A through F, based on the average control delay experienced by vehicles traveling through the intersection during the peak hour. Control delay represents the portion of total delay attributed to traffic control devices (e.g., signals or stop signs). The engineering profession generally accepts LOS D as an acceptable operating condition for signalized intersections in urban areas and LOS C for rural areas.

At unsignalized intersections, LOS E is generally considered acceptable only if the side street encounters delay. Nevertheless, side streets sometimes function at LOS F during peak traffic periods; however, the traffic volumes often do not warrant a traffic signal to assist side street traffic. Table 11 provides a general description of various LOS categories and delay ranges.

**Table 11: Level of Service Description for Intersections**

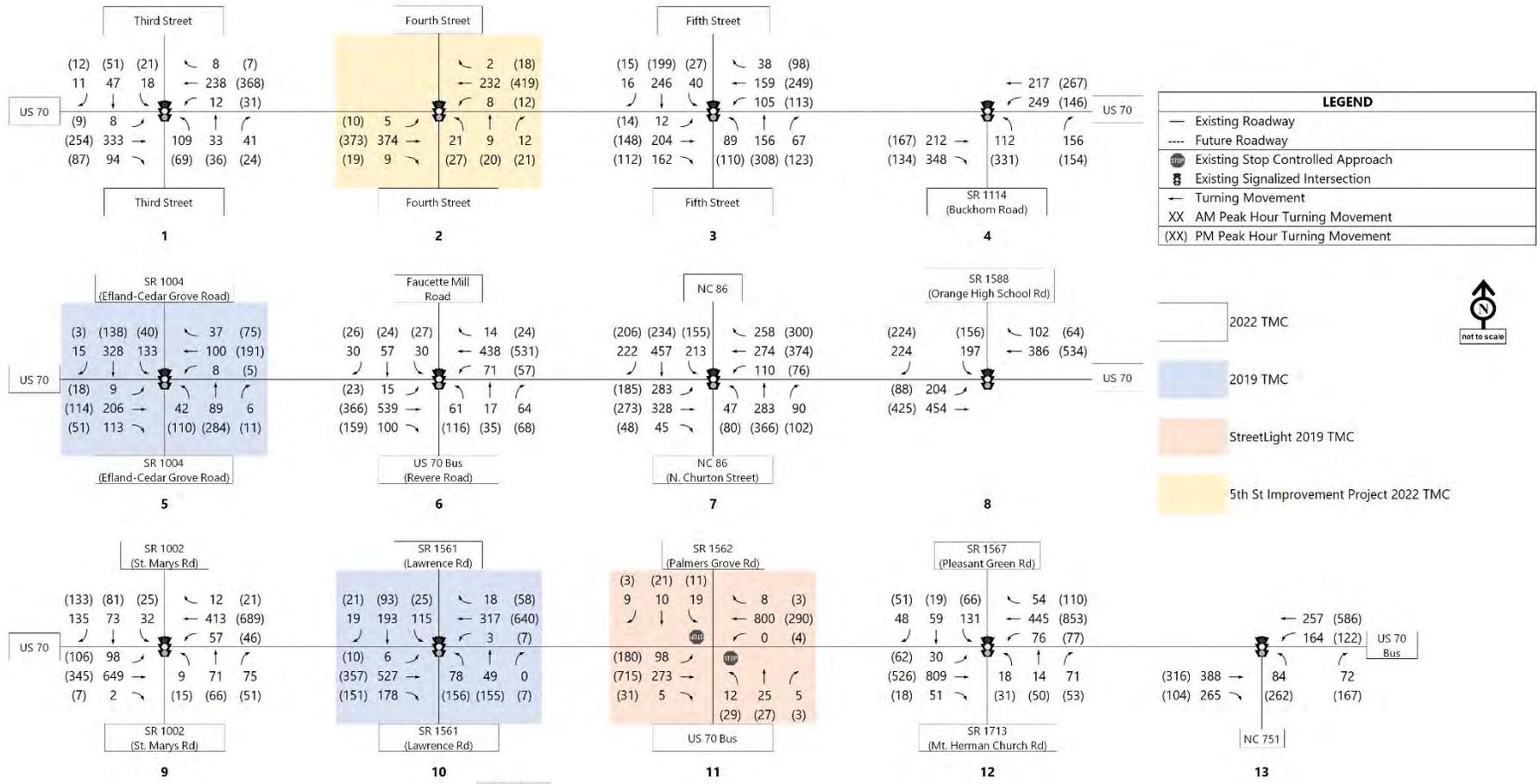
Level of Service	Description	Signalized	Unsignalized
A	Little or no delay	<= 10 sec.	<= 10 sec.
B	Short traffic delay	10-20 sec.	10-15 sec.
C	Average traffic delay	20-35 sec.	15-25 sec.
D	Long traffic delay	35-55 sec.	25-35 sec.
E	Very long traffic delay	55-80 sec.	35-50 sec.
F	Unacceptable delay	> 80 sec.	> 50 sec.

**Level of Service Analysis**

Intersection LOS analyses were performed for the typical weekday AM and PM peak hours using *Synchro/SimTraffic Professional Version 11*. The Existing (2022) scenario analysis utilized the existing signal plans from the NCDOT. The intersection cycle lengths were set per the minimum cycle lengths in the NCDOT Capacity Analysis Guidelines. Peak hour volumes used in the analysis are from the traffic counts as well as StreetLight, the 5<sup>th</sup> Street Improvement Project, and 2019 turning movement counts. The volumes and source for each intersection are shown in **Figure 20**. A summary of the findings for the Existing (2022) scenario level of service analysis can be found in Table 9, and the full *Synchro/HCS*

output can be found in Appendix II. **Figure 21** graphically depicts the worst case (AM or PM peak) LOS for signalized intersections and unsignalized approaches, as well as identifying locations with potential for queuing problems.

**Figure 20: Peak Hour Turning Movements at Priority Intersections**

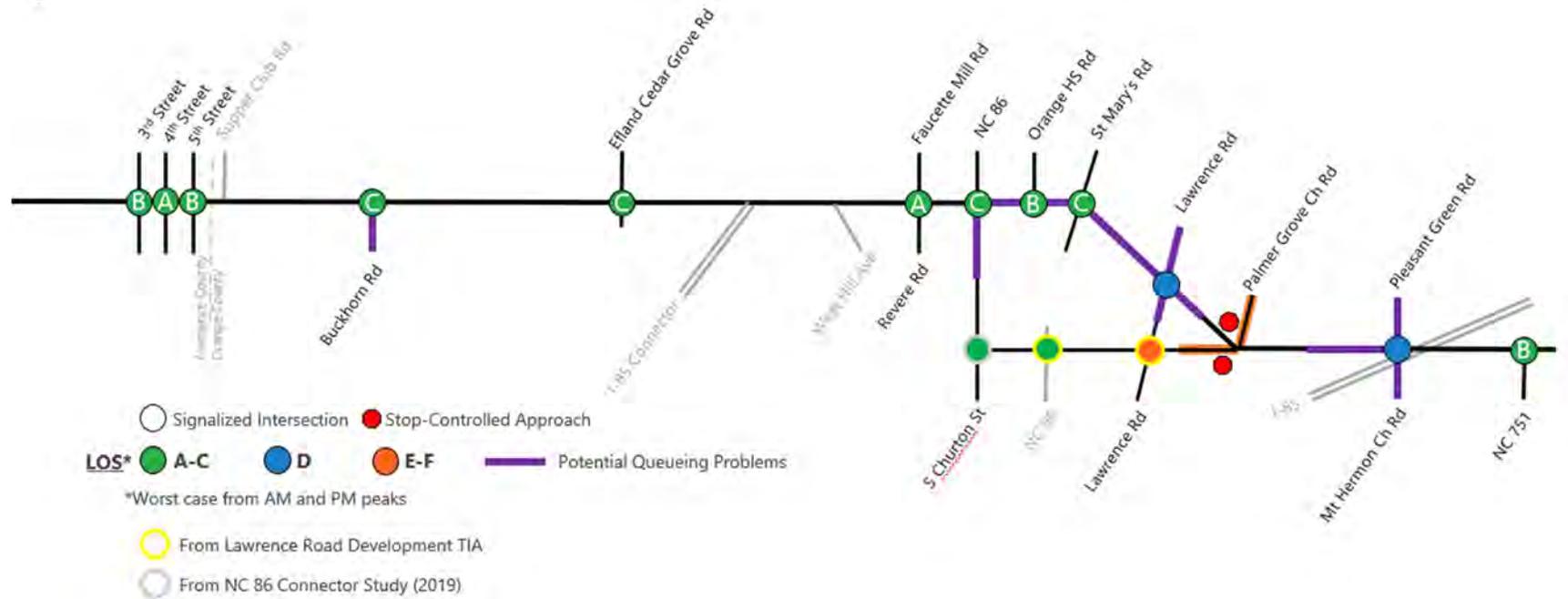


All twelve signalized intersections analyzed operate acceptable overall LOS during peak hours, and conditions are generally similar overall between both peak hours. US 70 generally experiences a better LOS than the cross streets at each intersection. Most side streets operate at an acceptable LOS during both peak hours except for a few intersections between Durham and Hillsborough. Mt. Herman Church Road and Pleasant Green Road operate at LOS F during both peak hours. At Lawrence Road, the northbound approach operates at LOS E during the AM peak, and the southbound approach operates at LOSE E during the PM peak hour.

Between the Mt. Herman Church Road/Pleasant Green Road and Lawrence Road intersections is the unsignalized US 70 Bus/Palmers Grove Road intersection. The NB US 70 Bus approach operates at LOS F during both peak hours (with worse delay in the PM), and the SB Palmers Grove Road approach operates at the LOS D during the AM peak hour and LOS E during the PM peak hour. These LOS deficiencies are due mainly to vehicles waiting to turn onto US 70, although crossing and right-turning vehicles contribute. Combined with heavy peak-hour traffic, high speeds and some visibility constraints create long delays as drivers wait for adequate gaps in traffic.

Due to their proximity to at-grade rail crossings, several signals in Mebane (Moore Street, 3<sup>rd</sup> Street, 4<sup>th</sup> Street, and 5<sup>th</sup> Street) require interconnection with the rail crossing signals and crossing gates to preempt normal traffic signal operation in the presence of a train. This preemption prevents conflicting signal combinations between the relevant traffic control devices. LOS is not calculated for preemptive operation, but such conditions obviously add delay and can create long vehicle queues.

Figure 21: 2022 Intersection LOS



### Queuing Analysis

LOS is not the only metric of intersection performance. The length of vehicle queues waiting to enter the intersection—while related to delay—is not explicitly considered in calculating LOS. A separate inspection of observed/estimated queue length is required. Long vehicle queues have the potential to create problems typically by:

- Exceeding available storage
- Preventing turning vehicles from accessing turn lanes due while stuck in a through lane queue
- Increasing rear-end crashes due to unexpected queues especially around curves
- Increasing potential for blocked intersections (gridlock), driveways, crosswalks, and railroad tracks

Several signalized intersections have potential long queueing issues:

- Buckhorn Road NB lane (Both peak hours) – only about 150' (~6 vehicles) from at-grade railroad crossing in PM.

- Efland-Cedar Grove Road SB lane (AM peak only)
- NC 86 (N. Churton Street) SB through/right-turn lane (AM peak hour) - may block turn lane access.
- NC 86 (N. Churton Street) SB left-turn lane (AM peak only) – may exceed available storage.
- NC 86 (N. Churton Street) NB through lanes (Both peak hours)
- US 70 WB through lane at NC 86 (Both peak hours) – Significant queueing observed back to Orange High School Road which is more severe than reflected in Synchro analysis. Through lane queueing may block access to turn lanes that is compounding problems at the Orange High School Road intersection.
- US 70 WB through lane at Orange High School Road (Both peak hours) – Significant queueing also observed during both peak hours. Right-turning vehicles may be stuck queueing in through lane impacting drop-off/pick-up at the middle school and high school. School-bound vehicles were also observed cutting through a church parking lot.
- US 70 WB through lane at St. Mary’s Road (PM peak only) - may block turn lane access and increase potential for rear-end crashes around curve.
- US 70 EB through/right-turn lane at St. Mary’s Road (AM peak only) – may block turn lane access and increase potential for rear-end crashes around curve.
- Lawrence Road NB and SB lanes (Both peak hours)
- US 70 WB through/right-turn lane at Lawrence Road (PM peak only)- may block turn lane access.
- US 70 EB through/right-turn lane at Lawrence Road (AM peak only) - may block turn lane access.
- US 70 WB through turn lane at Lawrence Road (PM peak only) – may block turn lane access.
- Mt. Hermon Church Road/Pleasant Green Road NB and SB approaches (Both peak hours)
- US 70 EB through lane at Mt. Hermon Church Road/Pleasant Green Road (AM peak only) – may block turn lane access and increase potential for rear-end crashes around curve.
- NC 751 NB left-turn lane (PM peak only) – may exceed available storage.

Table 12: Intersection LOS and Delay

ID	Intersection and Approach	Traffic Control	Existing (2022)	
			AM	PM
1	<b>3<sup>rd</sup> St &amp; US 70 (Center St)</b>	Signalized	B-15.6	B-13.8
	Eastbound		B-17.1	B-11.4
	Westbound		B-11.9	B-12.6
	Northbound		B-14.7	B-15.7
	Southbound		C-22.5	C-26.7
2	<b>4<sup>th</sup> St &amp; US 70 (Center St)</b>	Signalized	A-6.1	A-8.2
	Eastbound		A-5.7	A-5.7
	Westbound		A-5.5	A-9.4
	Northbound		B-14.4	B-14.9
3	<b>5<sup>th</sup> St &amp; US 70 (Center St)</b>	Signalized	B-13.9	B-15.6
	Eastbound		A-4.1	A-8.0
	Westbound		B-16.3	B-16.2
	Northbound		A-9.8	B-13.5
	Southbound		C-28.1	C-27.6
4	<b>Buckhorn Rd &amp; US 70</b>	Signalized	D-36.9	C-26.7
	Eastbound		D-39.4	D-35.4
	Westbound		C-23.2	B-14.9
	Northbound		E-55.5	C-31.3
5	<b>Efland-Cedar Grove Rd &amp; US 70</b>	Signalized	C-20.5	B-15.0
	Eastbound		C-24.0	B-14.5
	Westbound		B-16.0	B-16.8
	Northbound		B-10.0	B-16.4
	Southbound		C-22.5	A-9.5
6	<b>Revere Rd/Faucette Mill Rd &amp; US 70</b>	Signalized	A-7.7	A-10.0
	Eastbound		A-6.4	A-7.1
	Westbound		A-6.0	A-9.4
	Northbound		B-14.5	B-16.9
	Southbound		B-14.7	B-15.0
7	<b>NC 86 (S Churton St) &amp; US 70</b>	Signalized	C-30.6	C-30.0
	Eastbound		C-29.6	C-28.4
	Westbound		C-26.9	C-28.6
	Northbound		D-35.6	D-36.9
	Southbound		C-31.7	C-26.7

ID	Intersection and Approach	Traffic Control	Existing (2022)	
			AM	PM
8	<b>Orange High School Rd &amp; US 70</b>	Signalized	B-16.4	C-20.6
	Eastbound		A-9.8	A-6.8
	Westbound		C-21.3	C-27.0
	Southbound		C-20.9	C-26.1
9	<b>St. Marys Rd &amp; US 70</b>	Signalized	C-21.7	C-25.8
	Eastbound		B-19.7	B-10.0
	Westbound		B-15.2	C-28.0
	Northbound		C-28.3	C-28.2
10	<b>Lawrence Rd &amp; US 70</b>	Signalized	D-38.0	D-37.0
	Eastbound		D-36.3	C-22.4
	Westbound		B-16.0	D-36.0
	Northbound		E-69.4	D-52.7
	Southbound		D-52.5	E-61.2
11	<b>US 70 Bus/Palmers Grove Ch Rd &amp; US 70</b>	Unsignalized	-	-
	Northbound		F-83.4	F-225.8
	Southbound		D-31.8	E-37.8
12	<b>Mt Herman Ch Rd/Pleasant Gr Rd &amp; US 70</b>	Signalized	D-48.5	D-41.3
	Eastbound		D-44.3	C-26.1
	Westbound		C-28.5	D-39.7
	Northbound		F-102.1	E-79.7
13	<b>NC 751 &amp; US 70</b>	Signalized	F-89.3	F-83.7
	Eastbound		B-13.0	B-19.7
	Westbound		B-15.7	C-23.6
	Northbound		A-7.1	B-13.8
			B-17.8	C-25.5

1.5 Safety

**Corridor Overview**

The Study Team analyzed reported crashes between August 2017 through July 2022 along US 70 from SR 1965 (Moore Street) in Alamance County to 25' north of US 70 Business/SR 1562 (Palmers Grove Church Road) in Orange County to provide an overview of how the corridor is performing and identify potential crash patterns or hotspots. The total crash rate was higher on US 70 than the corresponding critical crash rate determined by comparing the corridor with similar facilities in North Carolina (Table 13A - Left). Crash rates along US 70 also exceeded the respective critical rates for non-fatal injury, night (dark), and run-off road crashes. The crash rates for fatal crashes and crashes occurring under wet conditions did not exceed their respective critical crash rates. Crashes reported during the same period along US 70 Business from SR 1009 (S Churton Street) to NC 751 were analyzed as well. Similarly, the total, non-fatal injury, night (dark), and run-off road crashes exceeded their respective critical rates, and the fatal and wet crash rates did not (Table 13B - Right).

**Table 13A: US 70 Corridor Crash Rates**

Rate	US 70 Crashes	Crashes Per 100 MVM	Statewide Rate <sup>1</sup>	Critical Rate <sup>2</sup>
Total	828	330.18	263.25	280.30
Fatal	4	1.60	1.32	2.71
Non-Fatal	239	95.31	73.07	82.15
Night	210	83.74	57.83	65.93
Wet	115	45.86	43.32	50.36
Run-Off Road	240	95.71	45.46	52.66

**Table 13B: US 70 Business Crash Rates**

Rate	Seg. A Crashes	Crashes Per 100 MVM	Statewide Rate <sup>1</sup>	Critical Rate <sup>2</sup>
Total	165	340.11	263.25	302.60
Fatal	0	0.00	1.32	5.06
Non-Fatal	42	86.57	73.07	94.29
Night	42	86.57	57.83	76.82
Wet	22	45.35	43.32	59.90
Run-Off Road	25	51.53	45.46	62.41

<sup>1</sup>2017-2021 statewide crash rate for 2-lane undivided urban US Routes

<sup>2</sup>Based on the statewide crash rate (95% level of confidence)

There were 828 recorded crashes in the study corridor during the analysis period. Rear-end collisions accounted for 366 crashes (44% of total crashes). These crashes occurred frequently throughout multiple sections of the study area especially near isolated intersections and areas with transitions between rural and urban conditions. The frequency of rear-end crashes could be attributable to multiple interrelated causes including sections with curves, numerous driveways and

intersections including unexpected or isolated traffic signals, high travel speeds, limited turn lanes, rolling terrain, and transitions between rural and urban conditions.

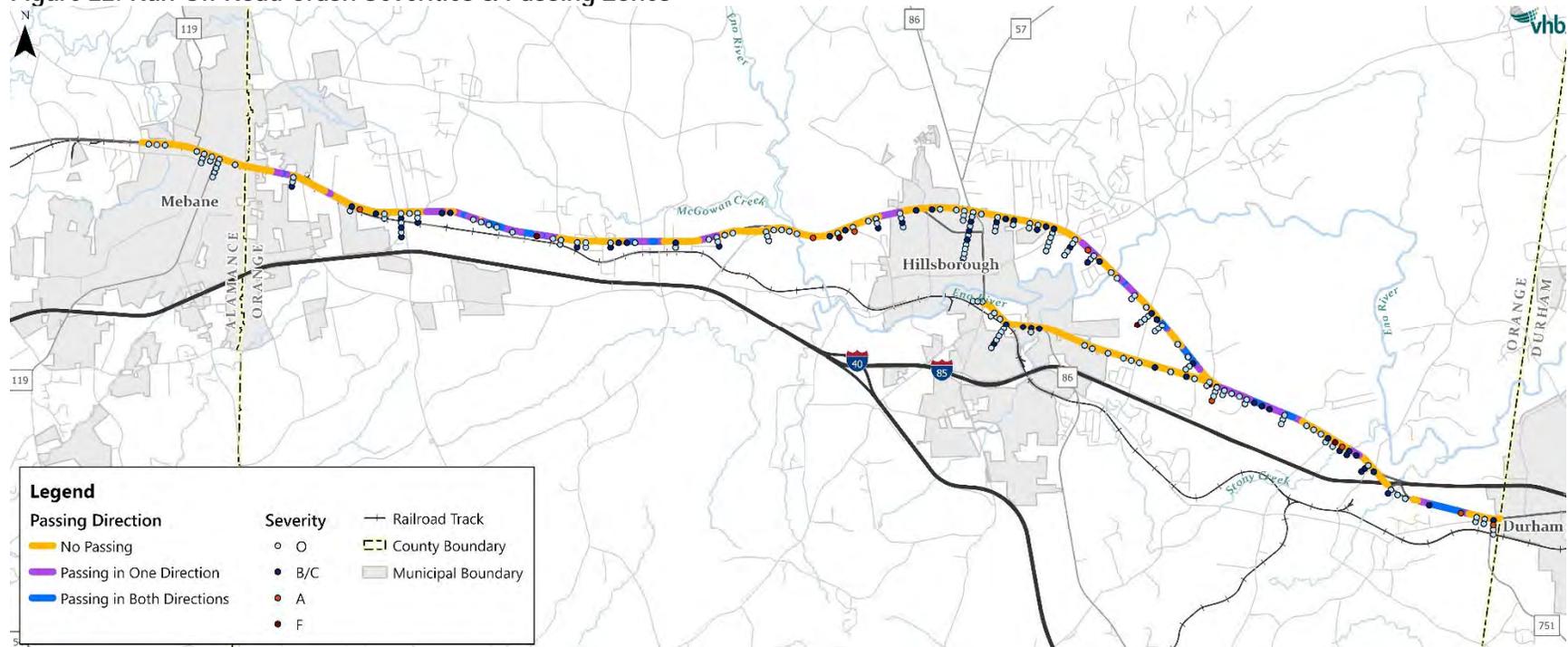
The second most common crash type was frontal impact crashes, which includes angle, left-turn, and right-turn crashes and accounted for 189 of the total crashes (23%). Of these, angle crashes were the most prominent with 83 crashes (10% of total crashes). Left-turn and right-turn crashes accounted for about 12% and 1% of the total crashes, respectively. These crashes are concentrated in the urban portions of the corridor, north of Hillsborough and in Mebane, and at isolated intersections such as in Efland.

Lane departure crashes accounted for 175 of the total crashes (21%). Of these, fixed object crashes were the most prominent with 86 crashes (10% of total crashes). Run-off road, sideswipe (opposite direction), and head-on crashes accounted for 4%, 2%, and 1% of crashes, respectively. Run-off-road crash locations and severities as well as the passing zones are shown in **Figure 22**. An explanation of crash severity can be found in Table 14.

**Table 14: Crash Severity Description**

Severity	Description
K	One or more people are killed at the scene or die within 30 days of the crash due to injuries received from the crash.
A	One or more people receive incapacitating injuries that prevent the individuals from performing their normal activities for 24 hours or longer.
B	One or more people receive non-incapacitating injuries that are apparent at the scene and will not prevent the individual from performing their normal activities for more than 24 hours.
C	One or more people complain of pain or momentary unconsciousness; however, the injuries are not visible or obvious at the scene of the crash.
O	No one is injured, and only property is damaged.

Figure 22: Run-Off Road Crash Severities & Passing Zones

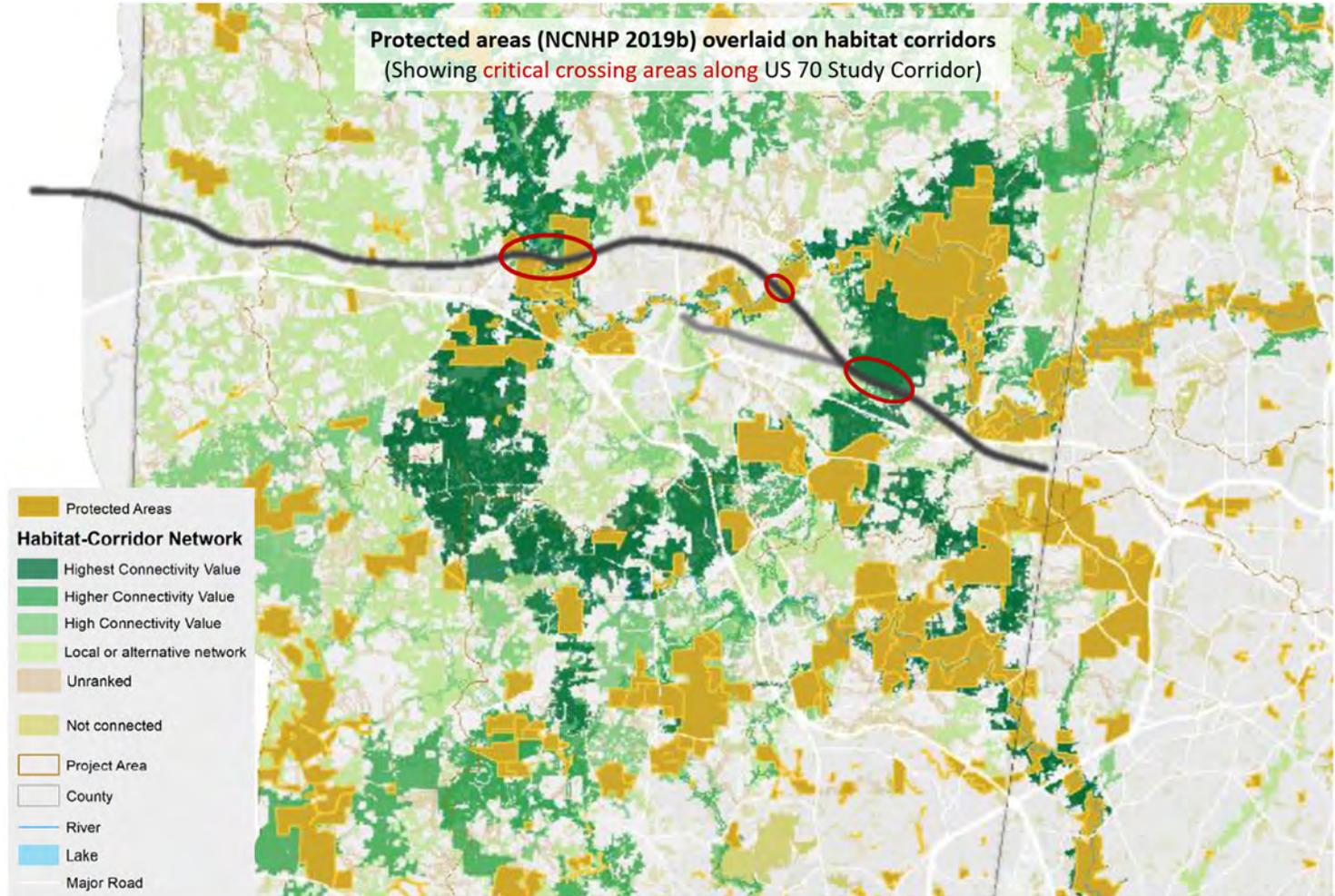


There were also 67 animal crashes (8% of total crashes). Segment B and Segment C had the most animal crashes with 26 and 25, respectively, and most of these were concentrated north of Hillsborough. As detailed in the 2019 report, *A Landscape Plan for Wildlife Habitat Connectivity in the Eno River and New Hope Creek Watersheds*, these crashes represent not only a danger to drivers and passengers. The crashes, along with the barrier created by the roadway itself, are a substantial threat to critical ecosystems and the wildlife they support. The Eno River and New Hope Creek-Jordan Lake watersheds are home to ecologically important habitats supporting a rich diversity of plant and animal species. Development and climate change cause habitat fragmentation and loss. To survive, animal species must be able to move within and between remaining high-priority wildlife habitats. Functional ecosystems require a connected network of habitats and corridors for movement. In addition to sustaining diverse wildlife populations, such connections can benefit water quality, native plants, working farms and forests, and public health and safety.

**Figure 23** indicates critical wildlife crossing locations in Segments C, D, and E of the US 70 Corridor. The *Landscape Plan* identifies criteria for barrier roads and potential crossing locations, along with potential actions to preserve and enhance connectivity within and between wildlife habitats. This information will help guide design recommendations for US 70 that will benefit both traffic safety and the environment.

Rear end and frontal impact crashes are the most common crash types. Rear end collisions make up almost half of the crashes along the corridor which suggests drivers may not be anticipating the transitions occurring between more rural and more urban conditions. The high proportion of rear end crashes and frontal impact crashes at isolated intersections along the corridor point to unexpected stops in traffic as a contributing factor possibly due to increased turning volumes and at isolated signalized intersections due to queues at red lights. Other potential contributing factors include curving approaches, limited turn lanes, and intersection skew.

Figure 23: Major Wildlife Corridors & Critical US 70 Crossing Areas



Adapted from A Landscape Plan for Wildlife Habitat Connectivity, 2019

The corridor was further analyzed by segment with more attention paid to prominent crash locations and other areas of concern. The following is a summary of observations and potential considerations by segment alongside figures displaying prominent crash locations (defined as locations with six or more crashes).

**Segment A**

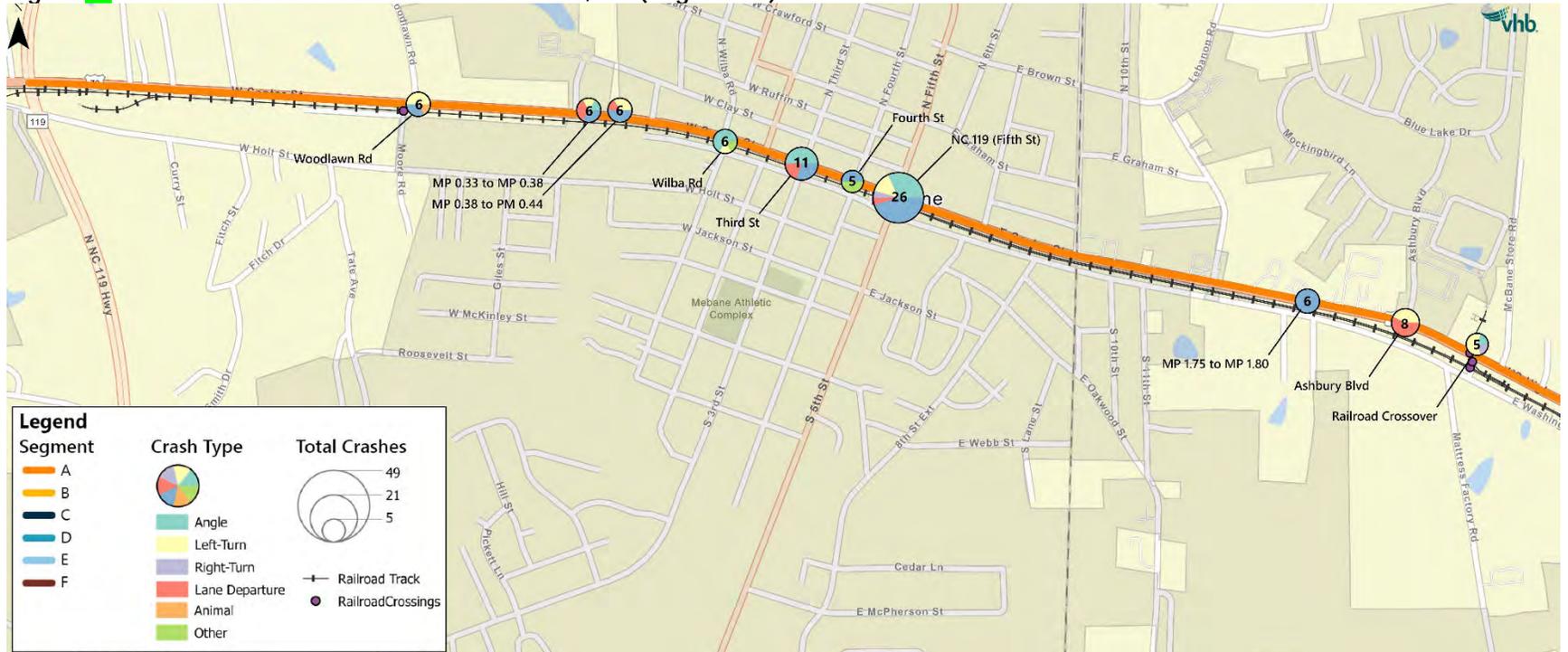
Segment A exceeds the respective statewide average for all categories except fatal crashes. This segment exceeds the critical rates for total and night crashes (Table 15).

**Table 15: Segment A Crash Rates**

Rate	Seg. A Crashes	Crashes Per 100 MVM	Statewide Rate <sup>1</sup>	Critical Rate <sup>2</sup>
Total	165	340.11	263.25	302.60
Fatal	0	0.00	1.32	5.06
Non-Fatal	42	86.57	73.07	94.29
Night	42	86.57	57.83	76.82
Wet	22	45.35	43.32	59.90
Run-Off Road	25	51.53	45.46	62.41

In Mebane, the Fifth Street intersection experienced a high percentage of rear end crashes. This is the first signalized intersection entering Mebane from the east, and it is the first traffic signal since the isolated signal at Buckhorn Road. This traffic signal and associated stops may surprise drivers leading to rear end and turning crashes. **Figure 24** shows prominent crash locations in and near Mebane. Also shown in **Figure 24** are the at-grade railroad crossings through Mebane. As volumes increase in this area, further protections for vehicles and pedestrians at the railroad crossings should be considered.

Figure 24: Prominent Crash Locations near Mebane, NC (Segment A)



### Segment B

Segment B exceeds the respective statewide crash rate for every category and the critical rate for all categories except fatal crashes (Table 16). The total and non-fatal injury crash rates are both double the respective critical rates, and the night and run-off road crash rates are close to doubling the respective critical rates. It has the highest crash rate of the segments for total, wet, and run-off road crashes.

**Table 16: Segment B Crash Rates**

Rate	Crashes	Crashes Per 100 MVM	Statewide Rate <sup>1</sup>	Critical Rate <sup>2</sup>
Total	171	640.92	263.25	316.80
Fatal	1	3.75	1.32	6.85
Non-Fatal	55	206.15	73.07	102.17
Night	44	164.92	57.83	83.92
Wet	23	86.21	43.32	66.16
Run-Off Road	35	131.18	45.46	68.81

<sup>1</sup>2017-2021 statewide crash rate for 2-lane undivided urban US Routes

<sup>2</sup>Based on the statewide crash rate (95% level of confidence)

There are clusters of rear-end and frontal impact crashes as well as a cluster of run-off road crashes in the section with Mace Road (SR 1384), Buckhorn Road (SR 1114), Shambley Road (SR 1309), and Frazier Rd (SR 1310). Buckhorn Road is the only signalized intersection between Fifth Street in Mebane and Efland-Cedar Grove Road in Efland. This isolated traffic signal could be unexpected for drivers, contributing to the frequency of rear end and frontal impact crashes. This may also contribute to the run-off road crashes in the section if drivers are swerving to avoid rear end collisions. Buckhorn Road may also have higher turning volumes than expected due to the access it provides to I-85 at a nearby interchange. This group of intersections in general is surrounded by driveways which may cause the increasing turning volumes to surprise drivers coming around the curves along both sides of the section, especially with the isolated traffic signal at Buckhorn Road.

Multiple A- and B-injury frontal impact crashes occurred in this section. A-level injury frontal impact crashes included a left-turn (same roadway) crash at Shambley Road and an angle crash at Frazier Road. The construction of turn lanes at Mace Road, Shambley Road, and Frazier Road as well as the restriping of the median to a two-way left-turn lane could

reduce the potential for crashes along this section of US 70. Improvements to signage and striping in this section to try to increase awareness of the side streets could be considered. However, proximity of the unsignalized Mace Road and Shambley Road intersections to the signalized Buckhorn Road intersection may limit the options for signing improvements. The installation of flashing Signal Ahead signs in place of the existing warning signs could also be considered to decrease the potential for rear end and frontal impact crashes at the Buckhorn Road intersection. The replacement of the existing traffic signal with a roundabout could also be considered to help reduce vehicle speeds and lower the potential for turning crashes. **Figure 25** shows the prominent crash locations near Buckhorn Road and in Efland. There are also at-grade railroad crossings shown in **Figure 25** at the Railroad Crossover and across Buckhorn Road, south of US 70. As this area continues to grow, further protections for vehicles and pedestrians at the railroad crossings should be considered. Various improvements have been discussed as part of other planning efforts.

There is also a spike in rear end crashes in Efland at Efland-Cedar Grove Road (SR 1004/SR 1372) and Brookhollow Road (SR 1324). Brookhollow Road was identified as a potentially hazardous (PH) location in 2022 by the Highway Safety Improvement Program (HSIP) – PH# 67I00186. The frequency of crashes may indicate that drivers are not adjusting to increased traffic conflicts by reducing speeds as they enter Efland. Drivers may not be expecting increased turning volumes, as reflected in the number of frontal impact collisions at Efland-Cedar Grove Road. The next closest signalized intersection to Efland-Cedar Grove Road along US 70 from the east is at Revere Road which is about 3.5 miles away and from the west is at Buckhorn Road which is about 3 miles away. Drivers may not expect this isolated traffic signal, contributing to crashes. Traffic calming measures entering Efland including restriping or installing pavement markings to alert drivers to slow down could be considered. To decrease the potential for crashes at Efland-Cedar Grove Road intersection, the installation of dual-indicated Signal Ahead signs including a flashing LED as well as Signal Ahead pavement markings could be considered. The replacement of the existing traffic signal with a roundabout could also be considered to help reduce vehicle speeds entering Efland and lower the potential for turning crashes.

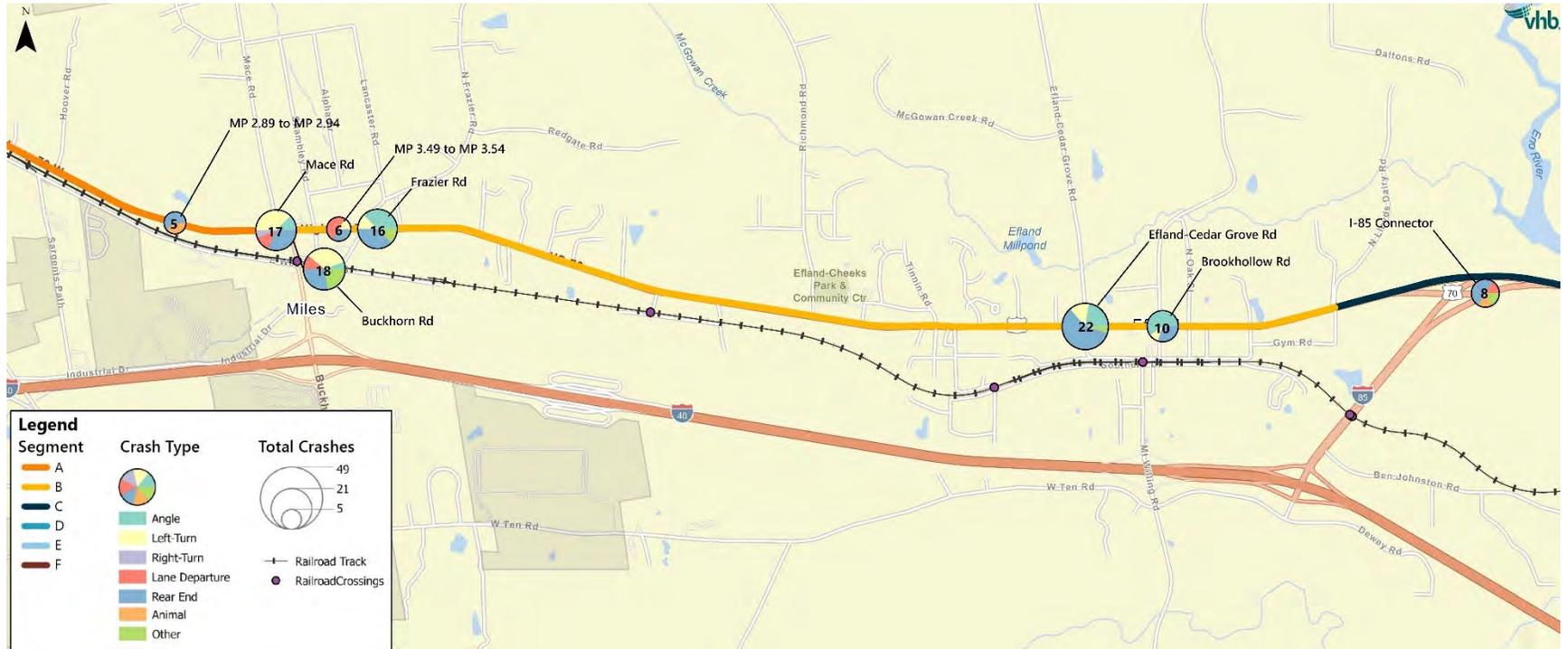
Brookhollow Road is located on the downside of a vertical curve from the east which may contribute to rear end crashes due to poor sight distance for westbound drivers. The vertical curves entering Efland as well as vehicle speeds may also be contributing factors to the crashes in Efland. Checking the sight distance near Brookhollow Rd to see if improvements to the existed alignment and grade could be considered. Improvements to the existing Intersection Ahead sign, such as the addition of a Hill Blocks View sign and Supplementary Speed Limit Plaque if appropriate and permissible, could be considered. Checking all signs to ensure appropriate retro-reflectivity and replacing worn signs as well as the installing retro-reflective signpost panels could also be considered.

The interchange for the I-85 Connector east of Efland may influence drivers to associate the area with conditions like an interstate as opposed to a road entering a town. The centerline striping and allowance of passing on US 70 entering Efland may also encourage drivers to maintain high speeds like those on a rural road with lower volumes and may not prepare drivers to expect turning vehicles in Efland. Prohibiting passing by restriping with double yellow centerlines could be considered.

The speed limit entering Efland transitions from 55 mph to 50 mph to 45 mph. The decreasing speed limit appears to be the main warning to drivers of a transition to the more urban conditions in Efland, as there is not a drastic change in the character of the surrounding area. This may not provide enough advanced notice to drivers of the upcoming conditions in Efland. Lowering the speed limit if permissible and calling attention to the decreased speed limit with larger warning and speed limit signs could be considered.

The School Bus Stop Ahead warning sign along westbound US 70 east of the curve entering Efland shows signs of wear and a potential loss of retro-reflectivity. Other than this warning sign, there is no further signage delineating the bus stop after the curve. There are no shelters, sidewalks, or crosswalks available for the students using the bus stop. The addition of pedestrian facilities such as paths, crosswalks, and bus shelters along US 70 in Efland is recommendation if feasible. There is also an at-grade railroad crossing across Mt. Willing Road south of US 70 shown below, which could cause unexpected vehicle queues.

Figure 25: Crashes near Buckhorn Road and Efland-Cedar Grove Road (Segments A-C)



### Segment C

Segment C exceeds the respective statewide crash rate for every category and the critical rate for all categories except fatal crashes (Table 17). The total crash rate is over 1.8x higher than the critical rate, and the non-fatal, night, and run-off road crash rates are over 1.6x their respective critical rates. It has the second highest crash rate of the individual segments for total, fatal, and run-off road crashes.

**Table 17: Segment C Crash Rates**

	Rate	Crashes	Crashes Per 100 MVM	Statewide Rate <sup>1</sup>	Critical Rate <sup>2</sup>
Total		271	555.39	263.25	302.48
Fatal		2	4.10	1.32	5.05
Non-Fatal		77	157.81	73.07	94.23
Night		61	125.01	57.83	76.76
Wet		39	79.93	43.32	59.84
Run-Off Road		49	100.42	45.46	62.36

<sup>1</sup>2017-2021 statewide crash rate for 2-lane undivided urban US Routes

<sup>2</sup>Based on the statewide crash rate (95% level of confidence)

The high number of rear end crashes at the West Hill Avenue intersection could be due its location after curves in both directions. It also lacks turn lanes and is the first intersection from the west in urban conditions with increased turning volumes relative to other nearby roads and driveways. Similarly, the relatively high number of rear end crashes at Lakeshore Drive and Holiday Park Road (SR 1390) could be due to their location in a curve near edge of Hillsborough with the potential for unexpected turning volumes along Lakeshore Drive due to vehicles heading into Hillsborough. There was an A-injury crash and two B-injury crashes involving turning vehicles at Holiday Park Road and Lakeshore Drive.

Lakeshore Drive does not have turn lanes and is in a curve the near transition from rural to conditions as vehicles enter and exit Hillsborough which could contribute to rear end crashes. The intersection is located between two lakes with a culvert crossing the roadway along the eastbound approach and is located at the bottom of a vertical curve. Ensuring appropriate signage is installed to delineate the culvert crossing and checking to ensure there is not ponding or flooding during large storms could be considered. Due to the intersection’s location, the construction of turn lanes may not be feasible; however, they could be considered if the intersection continues to see issues with rear end crashes.

There are also a few clusters of lane departure crashes in this section of the study area including a fatal crash. Multiple factors could contribute to the lane departure crashes in this area, including roadway curvature, high travel speeds, changing conditions, and limited shoulders. The limited shoulder and proximity of trees to the roadway in certain segments could also decrease the potential for drivers to recover after departing the roadway. The speed limits between

Efland and Hillsborough are 50-55 mph, which may not appropriately prepare drivers to enter an urban area. The high speeds could contribute to the number and severity of crashes in this area. A transition in speed limit down to 35 mph before and throughout Hillsborough could give drivers more time to adjust to urban conditions and reduce the potential for crashes near the limits of Hillsborough and throughout the town. **Figure 26** shows the prominent crash locations in Hillsborough.

**Segment D**

Segment D exceeds the critical rates for night and run-off road crashes (Table 18). There are clusters of run-off road crashes near Market House Way/Glen Road and St. Mary’s Road, possibly due to the location in a curve. There is also a cluster of run-road crashes near NC 86 as well as one near Lawrence Road.

**Table 18: Segment D Crash Rates**

Rate	Crashes	Crashes Per 100 MVM	Statewide Rate <sup>1</sup>	Critical Rate <sup>2</sup>
Total	221	290.17	263.25	294.49
Fatal	1	1.31	1.32	4.14
Non-Fatal	65	85.34	73.07	89.84
Night	63	82.72	57.83	72.82
Wet	31	40.70	43.32	56.38
Run-Off Road	54	70.90	45.46	58.83

<sup>1</sup>2017-2021 statewide crash rate for 2-lane undivided urban US Routes

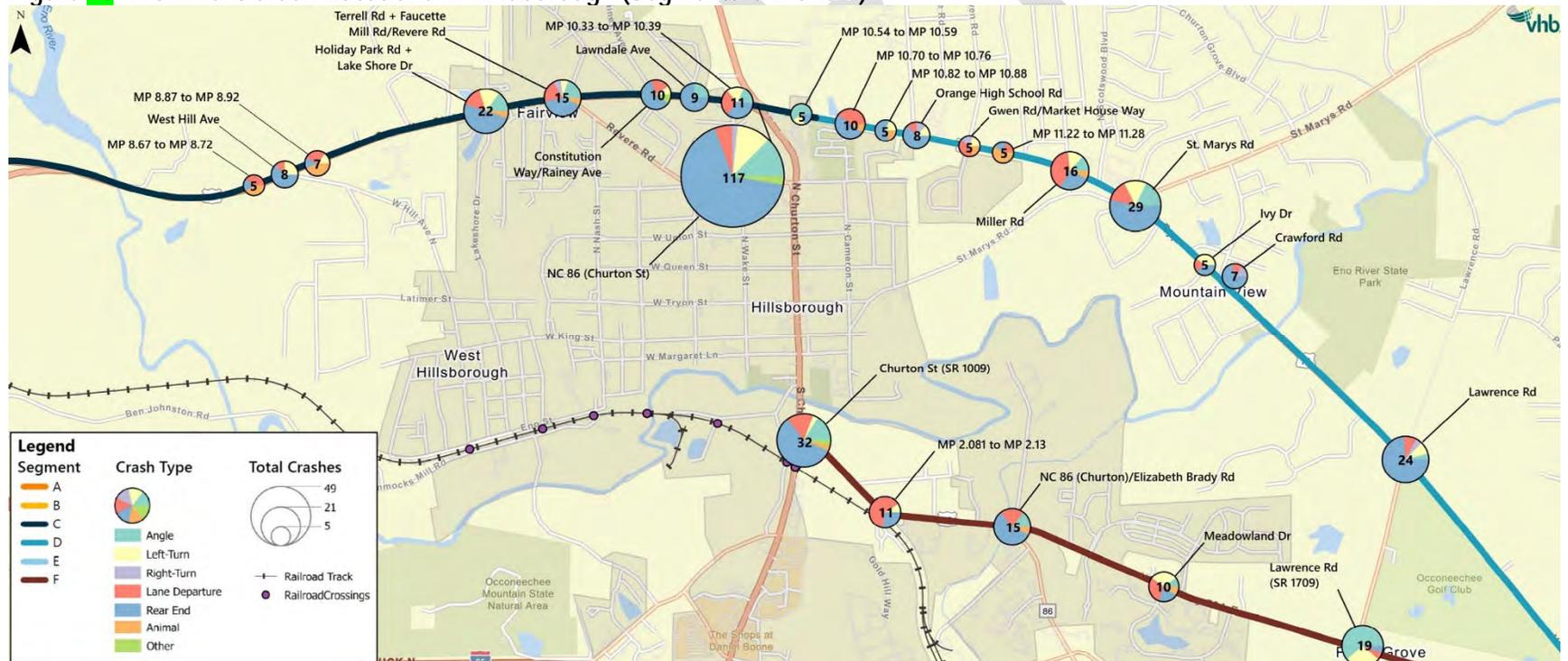
<sup>2</sup>Based on the statewide crash rate (95% level of confidence)

Gwen Road (SR 1628)/Market House Way is near a transition from rural to urban conditions as vehicles enter and exit Hillsborough. The striping along the westbound approach does not transition from a two-way left-turn lane to a left-turn lane unlike the striping along the intersection’s eastbound approach and the preceding intersection’s westbound approach. This may not provide westbound drivers with enough notice of the upcoming intersection. Restriping with left-turn lane is recommended for consideration. In Google Street View for July 2022, there is damage to the guardrail on along eastbound US 70 just after the intersection. This could have potentially occurred for multiple reasons including an eastbound vehicle attempting to avoid a turning vehicle which failed to yield right of way or a vehicle losing control

while turning left onto US 70 from Gwen Road. Continued monitoring for turning and lane departure crashes at intersection is recommended.

North Scottswood Boulevard (SR 2300) was identified as a potentially hazardous (PH) location in 2022 by the Highway Safety Improvement Program (HSIP) – PH# 67I00177. Per the US 70 crash analysis, this intersection experienced 3 frontal impact crashes (2 southbound left-turns and 1 eastbound left-turn) and 1 rear-end crash involving a westbound vehicle attempting a U-turn. Slightly south of the intersection, there was one more crash that involved a westbound vehicle attempting an improper U-turn from the right-turn lane over the median and colliding with another westbound vehicle. Based on the US 70 crash data, this intersection would not meet the 2022 HSIP Intersection Warrants.

Figure 26: Prominent Crash Locations in Hillsborough (Segments C-D and F)



### Segment E

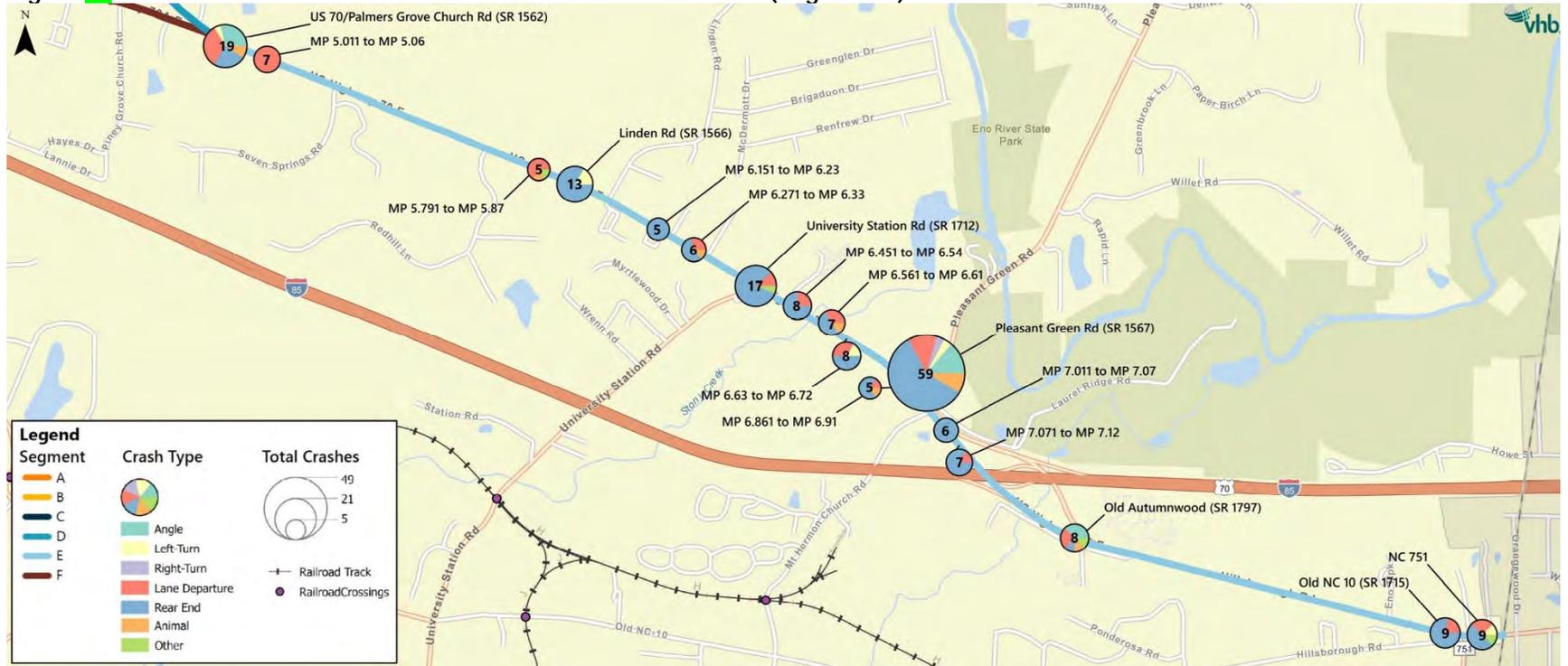
Segment E exceeds the statewide and critical rates for total and run-off road crashes (Table 19). Most of the run-off road crash locations are spread between Palmers Grove Road and Pleasant Green Road with clusters near Palmers Grove Road and University Station Boulevard. The cluster near Palmers Grove include an A-injury crash. The cluster near University Station Boulevards includes a fatal, A-injury, and multiple B & C injury crashes.

**Table 19: Segment E Crash Rates**

Rate	Crashes	Crashes Per 100 MVM	Statewide Rate <sup>1</sup>	Critical Rate <sup>2</sup>
Total	249	320.43	263.25	294.17
Fatal	1	1.29	1.32	4.11
Non-Fatal	32	41.18	73.07	89.67
Night	42	54.05	57.83	72.66
Wet	28	36.03	43.32	56.25
Run-Off Road	48	61.77	45.46	58.69

There are a high number of run-off road crashes near Palmers Grove Road that could be related to intersection skew and high travel speeds. The high number of rear end crashes between Linden Road and the I-85 interchange could also be due to high vehicle speeds as well as unexpected queueing and congestion at the Pleasant Green Road intersection. The traffic signal at Pleasant Green Road is the first signal since Lawrence Road in over three miles from the west and since NC 751 over 1.5 miles away from the east. The nearby I-85 interchange may lead to drivers exiting I-85 to maintain interstate speeds and influence drivers passing through the interchange to associate the area with interstate conditions. This could partially explain the severity of the run-off road crashes near University Station Boulevard. The transition from urban conditions in Hillsborough to rural and back to urban near Durham as well as the I-85 interchange may lead to confusing or conflicting conditions for driving traversing the area. Prominent crash locations in Segment E from Palmers Grove Road to Durham County are shown in **Figure 27**.

Figure 27: Prominent Crash Locations in near Pleasant Green Road (Segment E)



### Segment F

Segment F exceeds the respective statewide crash rates for every category and the critical rates for all categories except fatal crashes (Table 20). Segment F has the highest fatal, non-fatal injury, and night crash rates of the segments. There are clusters of run-off road crashes in the curve between the Tuscarora Drive segments (Figure 26). The high rates in this section may be partially attributable to drivers maintaining high speeds as conditions changes closer to downtown Hillsborough.

**Table 20: Segment F Crash Rates**

Rate	Crashes	Crashes Per 100 MVM	Statewide Rate <sup>1</sup>	Critical Rate <sup>2</sup>
Total	146	413.47	263.25	309.58
Fatal	2	5.66	1.32	5.92
Non-Fatal	81	229.39	73.07	98.15
Night	59	167.09	57.83	80.30
Wet	29	82.13	43.32	62.96
Run-Off Road	29	82.13	45.46	65.54

**Pedestrian and Bicycle Crashes**

Four pedestrian crashes and zero bicycle crashes were **reported** along the corridor between August 2017 and July 2022, as summarized in Table 21. Many bicycle or pedestrian “near-misses” are not reported and are, therefore, unsubstantiated. Both travelling along US 70 and crossing US 70 are potentially hazardous, given the lack of appropriate accommodations for pedestrians and bicyclists. Traffic speeds, rolling terrain, driver expectations, and access locations all contribute to crash potential, and suggest that pedestrian and bicycle travel in this corridor is suppressed due to discomfort and risk. Vehicle safety is typically measured in terms of crash history; given that many bicycle and pedestrian trips are foregone due to the above reasons, crash history is not a reliable indicator of conditions related to bicycle and pedestrian safety. Given the potential amount of latent demand and the scarcity of crash data, bicycle and pedestrian safety are generally assessed differently from vehicular crashes, relying more on physical conditions. A similar approach is applied to railroad safety as well, due to the infrequent—but typically severe—nature of such rail crashes.

**Table 21: Bicycle and Pedestrian Crashes (August 2017 - July 2022)**

Date	Day of Week	Time	Location	Nearest Intersection	Severity	Road Surface Condition	Ambient Light
Jul 2021	Thursday	10:03 PM	Orange County	Buckhorn Rd	Possible Injury (C)	Dry	Dark - Not Lighted
Jul 2021	Sunday	2:44 PM	Hillsborough, Orange County	Faucette Mill Rd	Evident Injury (B)	Dry	Daylight
Feb 2020	Tuesday	7:36 PM	Hillsborough, Orange County	Faucette Mill Rd	Evident Injury (B)	Dry	Dark - Lighted
Jan 2020	Friday	9:38 PM	Hillsborough, Orange County	NC 86	Possible Injury (C)	Dry	Dark - Lighted

### Large Vehicle Crashes

Sixty-two crashes involving large vehicles were reported along US 70 between Mebane and NC 751, including one fatal crash and four B-injury crashes as well as multiple C-injury crashes. This crash rate appears to be generally proportionate to the volume of trucks relative to total traffic. The crashes are shown in Table 13. Crashes (crashes occurring from Palmers Grove Church Rd to NC 751 are shown in the US 70 Bus TEAAS Study in the appendix). The fatal crash involved a truck rear-ending a vehicle leading to a multicar crash in a construction zone when traffic was stopped by a flagger near W Hill Avenue (SR 1161). The largest cluster of truck crashes occurred in Hillsborough near Churton Street (NC 86) including three school bus crashes. All three school bus crashes were rear ends that occurred in the morning around 7:30 am – 8:30 am.

Eight crashes involving large vehicles were reported along US 70 Bus from Churton Street (SR 1009) in Downtown Hillsborough to slightly before Palmers Grove Church Road including one A-injury crash and one B-injury crash as well as multiple C-injury crashes. The A-injury crash involved a left-turning passenger vehicle striking another on Churton Street (SR 1009) at US 70 Bus leading to a multicar crash including a bus. The B-injury crash involved a truck running off the road to the left and striking a utility pole then a house near Efland Street. The largest cluster of truck crashes occurred in Hillsborough near Churton Street (NC 86) including three school bus crashes. All three school bus crashes were rear ends that occurred in the morning around 7:30 am – 8:30 am. A table for large vehicle crashes is available in the Appendices.

### Rail Crossing Crashes

Although no active rail lines cross US 70 in the study corridor, there are five at-grade crossings in Segment A that are in close proximity to US 70 (less than 50 feet in several instances). There have been two crashes at these locations over the last 10 years:

- Third Street
  - March 2021 – Passenger train traveling at 76 mph struck a car stopped on tracks in daylight. No injuries.
- Fifth Street
  - December 2014 – Passenger train traveling at 79 mph struck a van trapped between gates in daylight. Driver killed.

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## 1.6 Environmental Context

An environmental screening was completed for the project study area utilizing existing GIS resources. This screening analysis indicated areas of possible environmental concern, including streams and wetland areas, community resources, and locations of hazardous waste sites. These data were obtained from a variety of sources including those listed below:

- Local Government GIS Departments - Alamance County, Orange County, City of Mebane, Town of Hillsborough
- NC Center for Geographic Information and Analysis (NC One Map)
- NCDENR Division of Water Quality (DWQ)
- NC Department of Cultural Resources – State Historic Preservation Office (NC SHPO)
- NC Department of Environmental Quality – Waste Management (DEQ-WM)
- NC Department of Transportation GIS Unit
- NC Natural Heritage Program (NHP)
- NC Wildlife Resources Commission (WRC)
- US Fish and Wildlife Services (FWS)

**Figure 28** through **Figure 31** illustrate the known environmental features present within the project study area as indicated by the environmental screening process.

This summary references environmental features that are located within the:

- Project corridor
- Project study area
- Vicinity of the project study area

The project corridor refers to the right-of-way, which varies between 100-124 feet wide along the corridor. The project study area refers to a half mile buffer (5,280 feet total width) of the existing roadway centerline, displayed as a gray dotted line on the figures. Features within the vicinity of the project study area are located beyond the half-mile buffer, however, have been considered to still be relevant because they will help to determine the character and needs of the corridor.

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## 1.6.1 Built Environment

The built environment in the study area is primarily rural residential, with agricultural farms scattered in between (**Figure 28**). There are commercial, retail, and industrial developments at the eastern and western ends of the study area and many natural areas on the east end of the corridor. Overall, the study area is low density.

A review of places of worship in the vicinity of the study area identified 27 places of worship and seven cemeteries. Five public schools and one private school are located within the project study area, with most of the schools being located within either Mebane or Hillsborough municipal limits. In addition, there are seven fire stations that are spread across the corridor (including Mebane, Efland, and Orange County Fire Departments as well as Eno Fire and Rescue). The full list of community resources is included as an Appendix item.

Other notable places of interest include the three National Register-listed historic districts (Mebane Commercial, Old South Mebane, and Hillsborough Historic) and 14 National-Register-listed historic sites located within those districts.

Lastly, the corridor is sprinkled with numerous open spaces, parks, and natural areas, most notably, the Mebane Community Park, Occoneechee Natural Area and Speedway, Eno River State Park and Rock Quarry, and the Duke Forest.

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## 1.6.2 Land Use

### Historic Properties

The North Carolina State Historic Properties Office (SHPO) is responsible for surveying and designating structures and districts of historical significance and maintains an online web viewer with more information <http://gis.ncdcr.gov/hpoweb/>.

The highest level of preservation is the National Register. The second highest is the State Study List. The third level is Determined Eligible, meaning that the properties are in the process of becoming listed on the Study List. The following historic properties were identified within the project study area, shown in Table 22:

**Table 22: Historic Properties in the Project Area**

Site Name	Status*	Site ID	Description	Year Listed
Durham Hosiery Mill No. 15	NR	AM1791	1922 two-story brick and concrete textile mill	2010
Rigsbee's Rock House	NR/LL	OR0302	1929 Tudor Revival house	1988
White Furniture Company	NR/LL	AM0466	1924 furniture factory complex	1982
Occoneechee Speedway	NR	OR1542	1940s early NASCAR site	2002
Efland Home	NR	OR2815	1925 one-story hip roof T-shaped frame African American school	2018
Nash Law Office	NR	OR0012	1801-1807 one-story frame building	1971
Old Orange County Courthouse	NR	OR0014	1845 Greek Revival two-story brick courthouse	1971
St. Matthews Episcopal Church and Churchyard	NR	OR0019	1825-1826 Gothic Revival	1971
Heartsease	NR	OR0009	Late 18 <sup>th</sup> to early mid-19 <sup>th</sup> century two-story frame house	1973
Ruffin-Roulhac House	NR	OR0017	1820 Federal/Greek Revival	1971
Sans Souci	NR	OR0020	1813 two-story Federal houses	1971
Eagle Lodge	NR	OR0007	1820 early Greek Revival Masonic Lodge	1971
Burwell School	NR	OR0004	1837 two-story frame house and school	1970
Ayr Mount	NR	OR0002	1814-1816 Georgian/Federal two-story brick tripartite house	1971
Montrose	NR	OR0050	19 <sup>th</sup> – early 20 <sup>th</sup> century Graham Family estate	2001
Mebane Commercial Historic District	NRHD	AM1698	1905-1960 commercial district	2011
Hillsborough Historic District	NRHD	OR0077	18 <sup>th</sup> -20 <sup>th</sup> century county seat residential/commercial district	1973
Old South Mebane Historic District	NRHD	AM1508	1900-1961 residential district	2011
Old South Mebane Historic District Boundary Increase	NRHD	AM2351	1900-1962 residential district	2013
Benjamin Frank Mebane House	SL	AM0284	1855 Greek Revival	1985
S.C. Forrest House II	SL	OR1409	1927 house, S.C. Forrest	1995
Ja-Max Motor Lodge	SL	OR3001	1952 one-story hip roof frame Miscellaneous Modernist building	2017
Orange County Courthouse	SL	OR0054	1953 two-story side gable brick Colonial Revival courthouse	2006
Jones Department Store	SL	AM1507	1910 three-story parapet roof brick Romanesque Revival building	2000
Bridge No. 670241	DOE	OR2222	1922 reinforced concrete t-beam bridge (DOT 670241)	2005

\*Status: NR – National Register-listed, LL – Local Landmark; NRHD – National Register-listed Historic District; SL – Study List; DOE – Determined Eligible

## Hazardous Materials

18 gas stations were identified in the project area, each with underground storage tanks that may pose a potential challenge for redevelopment of these parcels:

- Tommy's Mini-Mart - 300 West Center Street, Mebane, NC 27302
- Foust Corner Market - 509 East Center Street, Mebane, NC 27302
- Foust Oil Company - 601 East Center Street, Mebane, NC 27302
- The Pop Shoppe - 6300 Buckhorn Road, Mebane, NC 27302
- Mebane BP - 7615 US 70, Mebane, NC 27302
- Efland Supermarket - 3419 US 70, Efland, NC 27243
- Talbert's Mini Mart - 225 Mount Willing Road, Efland, NC 27243
- AZ Shop N Go - 2113 US 70 Business, Hillsborough, NC 27278
- Circle K #382 - 1204 US 70 Bypass, Hillsborough, NC 27278
- Hillsborough BP #305 - 1811 NC 86, Hillsborough, NC 27278
- Hwy 86 Amoco Food Shop - 114 NC 86, Hillsborough, NC 27278
- Lloyd's Quickie Mart #2 - 110 NC 86, Hillsborough, NC 27278
- Quality Mart #9 - 1414 US 70 Bypass, Hillsborough, NC 27278
- Quickie Mart – 225 Churton Street, Hillsborough, NC 27278
- Breeze Thru #30026 – 2300 Old Chapel Hill Road, Hillsborough, NC 27278
- Carolina Propane – 4630 Hillsborough Road, Durham, NC 27705
- La Marqueta – 4701 Hillsborough Road, Durham, NC 27705
- Shop & Go Food Mart – 4640 Hillsborough Road, Durham, NC 27705

Three other active underground storage tanks, not found on gas station properties, were also identified in the project area servicing locations such as:

- Dodson's Service Center – 306 West Center Street, Mebane, NC 27302
- Frank Efland – 316 Efland-Cedar Grove Road, Efland, NC 27243
- Orange County Asset Management Services – 600 NC 86, Hillsborough, NC 27278

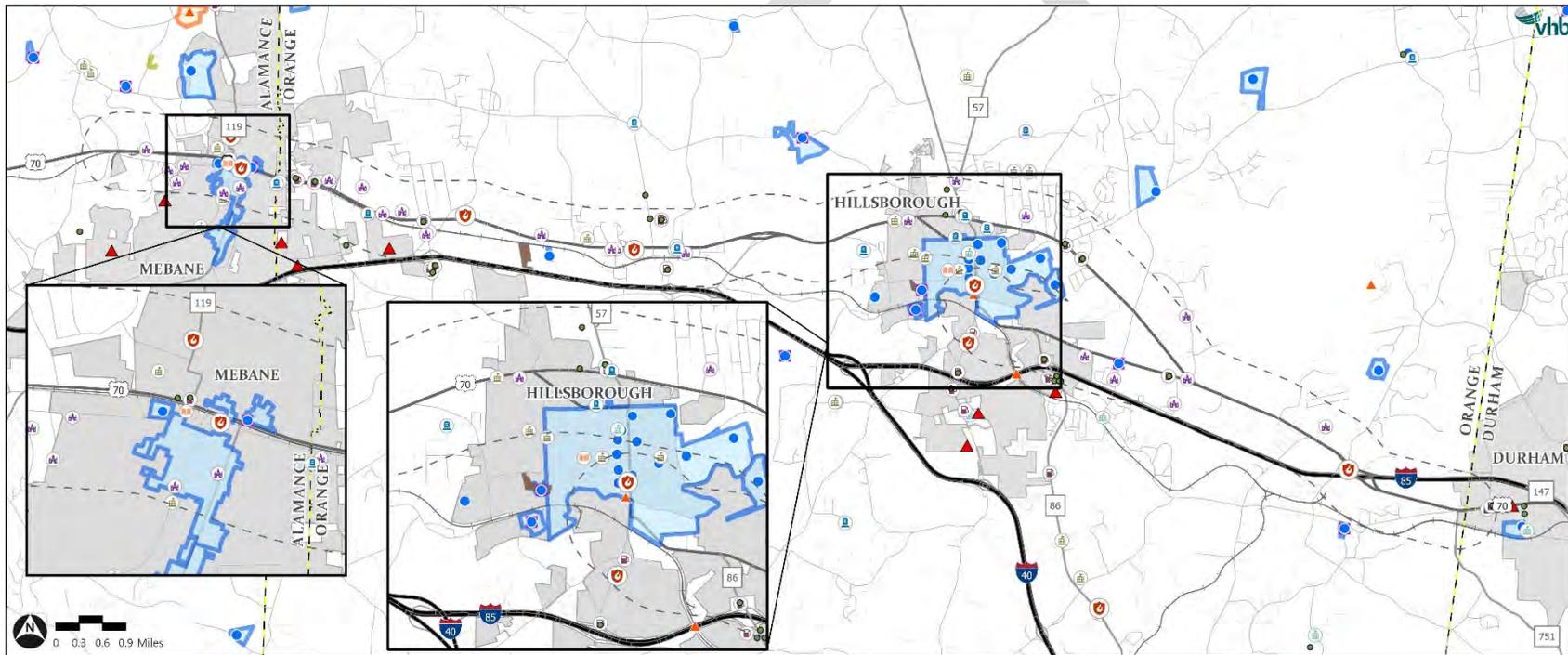
One hazardous waste site, the former General Electric Mebane Operations site, now known as ABB (6801 Industrial Drive, Mebane, NC 27302), is located approximately 0.3 miles off the US 70 corridor southwest of Mebane. In addition, one



Brownfield site is in the project area – former Redman Industries, now known as Barber & Ross Window Company (200 Redman Crossing Road, Mebane, NC 27302) located approximately 0.2 miles off the US 70 corridor between Miles and Efland.

This GIS-level screening also included active and former landfills and dry-cleaning sites, but no features were identified within the project study area.

Figure 28: Places of Interest

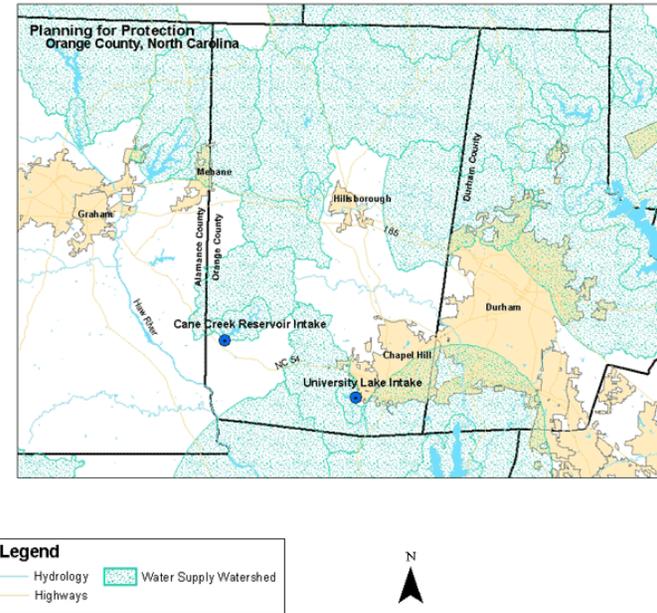


- |  |  |   |  |   |
|--|--|---|--|---|
| <ul style="list-style-type: none"> <li> US 70 Corridor Study Buffer</li> <li> County Boundary</li> <li> Municipal Boundary</li> <li> Railroad Track</li> </ul> | <ul style="list-style-type: none"> <li> Airport</li> <li> Cemetery</li> <li> Public Library</li> </ul> | <ul style="list-style-type: none"> <li> Fire Station</li> <li> Gas Station</li> <li> Underground Storage Tank</li> <li> Public School</li> <li> Private School</li> </ul> | <ul style="list-style-type: none"> <li> Hazardous Waste Site</li> <li> Places of Worship</li> <li> Brownfield Boundary</li> <li> Historic Points                             <ul style="list-style-type: none"> <li> National Register individual listing</li> <li> NR and Local Landmark</li> <li> Determined Eligible - DOE</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li> Historic District                             <ul style="list-style-type: none"> <li> NR</li> <li> SLDOE</li> <li> DOE</li> </ul> </li> </ul> |
|--|--|---|--|---|

### Conservation

The Cane Creek Reservoir (8705 Stanford Road) near Mebane Oaks Road south of the project area serves as a drinking water supply for 70,000 people and is operated by the Orange Water and Sewer Authority (OWASA). This reservoir includes recreational opportunities, including boat rental, fishing, nature trail and picnic areas. OWASA has acquired more than 1,600 acres of land within the Cane Creek watershed to protect the quality of this resource.

For additional background visit <https://deq.nc.gov/about/divisions/water-resources/drinking-water/drinking-water-protection-program/success-stories/orange-county>



### 1.6.2.1 Natural Environment

#### Protected Areas and Open Space

The North Carolina Natural Heritage Program (NHP) is responsible for surveying and designating properties and easements where natural resource conservation is one of the primary management goals, also known as managed areas.

This dataset also includes several properties and easements that are not primarily managed for conservation, but that are of conservation interest. This conservation interest ranges from properties and easements which support rare species and intact, high-quality natural communities to those that are open spaces in places where open space is scarce. Managed areas along the project corridor, including two dedicated nature preserves, are shown in Table 23.

**Table 23: Managed Areas Project Area**

Site Name	Owner	Site Type	Description
Orange County Open Space	Orange County	Local Government	Managed for multi-use – subject to extractive or overhead use
NC Division of Mitigation Services	NCDEQ	State Easement	Managed for biodiversity – disturbance events suppressed
NC Clean Water Management Trust Fund	NCDNCR	State Easement	Managed for biodiversity – disturbance events suppressed
Duke Forest	Duke University	Private Site	Managed for multi-use – subject to extractive or overhead use
Eno River Duke Forest Mesic Slopes Registered Heritage Area	Duke University	Registered Heritage Area	Managed for biodiversity – disturbance events suppressed
Eno River Association Easement	Eno River	Private Easement	Managed for multi-use – subject to extractive or overhead use
Triangle Land Conservancy Easement*	TLC	Private Easement	Managed for biodiversity – disturbance events suppressed
Mountains-to-Sea Trail	NCDNCR	State Park	Managed for multi-use – subject to extractive or overhead use
Historic Preservation Foundation	NC Preserve	Private Site	Managed for multi-use – subject to extractive or overhead use
James M. Johnston Nature Preserve	Classical American Homes Preservation Trust	Dedicated Nature Preserve	Managed for biodiversity – disturbance events proceed or are mimicked
Eno River State Park*	NCDNCR	State Park	Managed for biodiversity – disturbance events proceed or are mimicked
Eno River Nature Preserve	NCDNCR	Dedicated Nature Preserve	Managed for biodiversity – disturbance events proceed or are mimicked

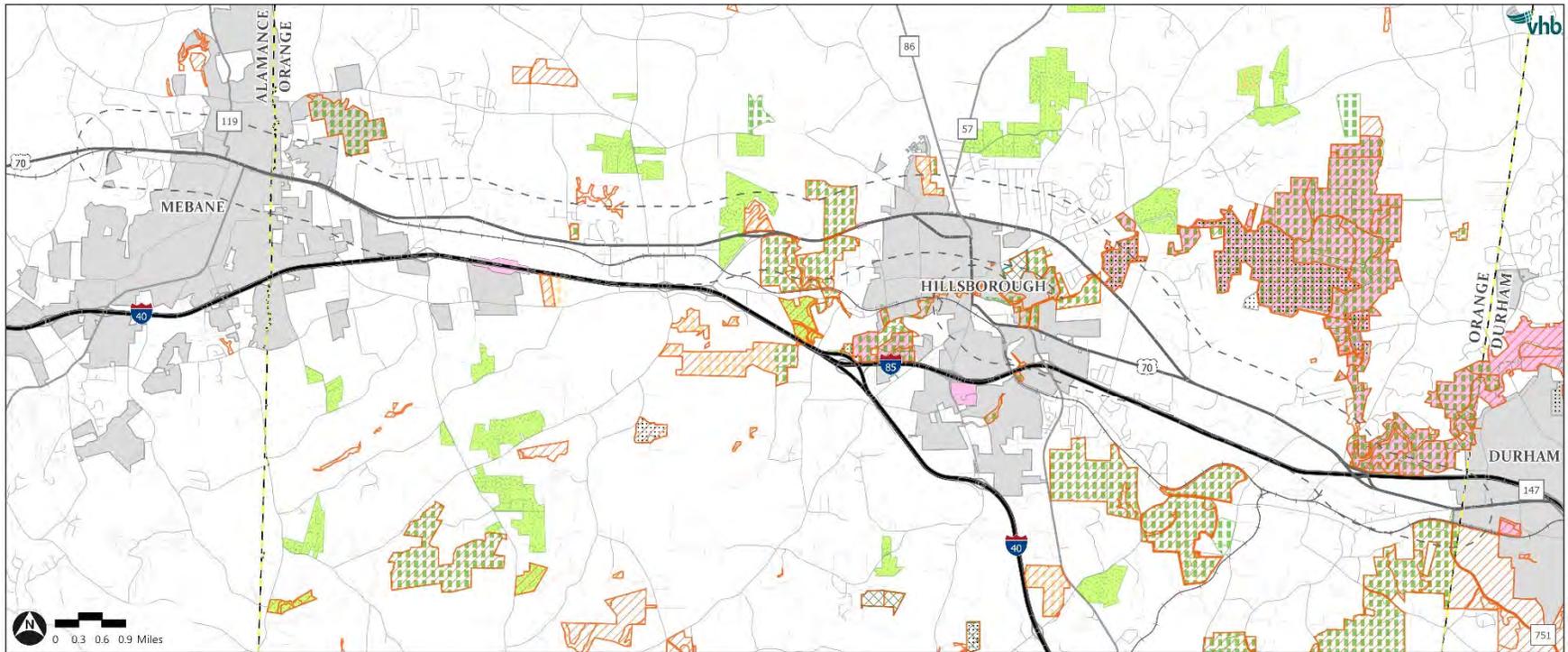
*\*Contains Land Trust Conservation or Conservation Tax Credit Property*

Out of these managed areas, the Montrose Gardens, located in the Triangle Land Conservancy Easement, is identified as a Land Trust Conservation Property, and parts of the Eno River State Park are identified as Conservation Tax Credit Property.

In addition, three voluntary agriculture district parcels, all owned by Andres B Lloyd Jr., are in the project area west of Hillsborough at US 70 and the I-85 connector. All the protected areas and open space in the project corridor are shown in **Figure 29**.

This GIS-level screening also included land and water conservation funded properties, but no features were identified within the project study area.

Figure 29: Protected Areas and Open Space



### 1.6.2.2 Water Quality

The Division of Water Resources (DWR), a subset of the NC Department of Environmental Quality, is responsible for the protection, classification and enhancement of all streams and water bodies within North Carolina. The project study area is located within both the Neuse and Cape Fear River Basins of North Carolina (Figure 30).

There are no fewer than 11 named stream crossings along the corridor, with designated floodplains along of them. The Eno River is the most regionally significant stream crossed by the US 70 corridor, which flows east to converge with the Flat and Little Rivers to form the Neuse at Falls Lake. The full list of hydraulic features along the corridor included is in Table 24.

The local watershed plan for Morgan and Little Creek protects 74.5 square miles of land within Orange, Durham, and Chatham counties. More information on this Local Watershed Plan (LWP) is available here: [https://files.nc.gov/ncdeq/Mitigation%20Services/Watershed\\_Planning/Cape\\_Fear\\_River\\_Basin/Morgan\\_Little\\_CK/Morgan%20and%20Little%20LWP%20Fact%20Sheet%20.pdf](https://files.nc.gov/ncdeq/Mitigation%20Services/Watershed_Planning/Cape_Fear_River_Basin/Morgan_Little_CK/Morgan%20and%20Little%20LWP%20Fact%20Sheet%20.pdf)

**Table 24: Hydraulic Features in the Project Area**

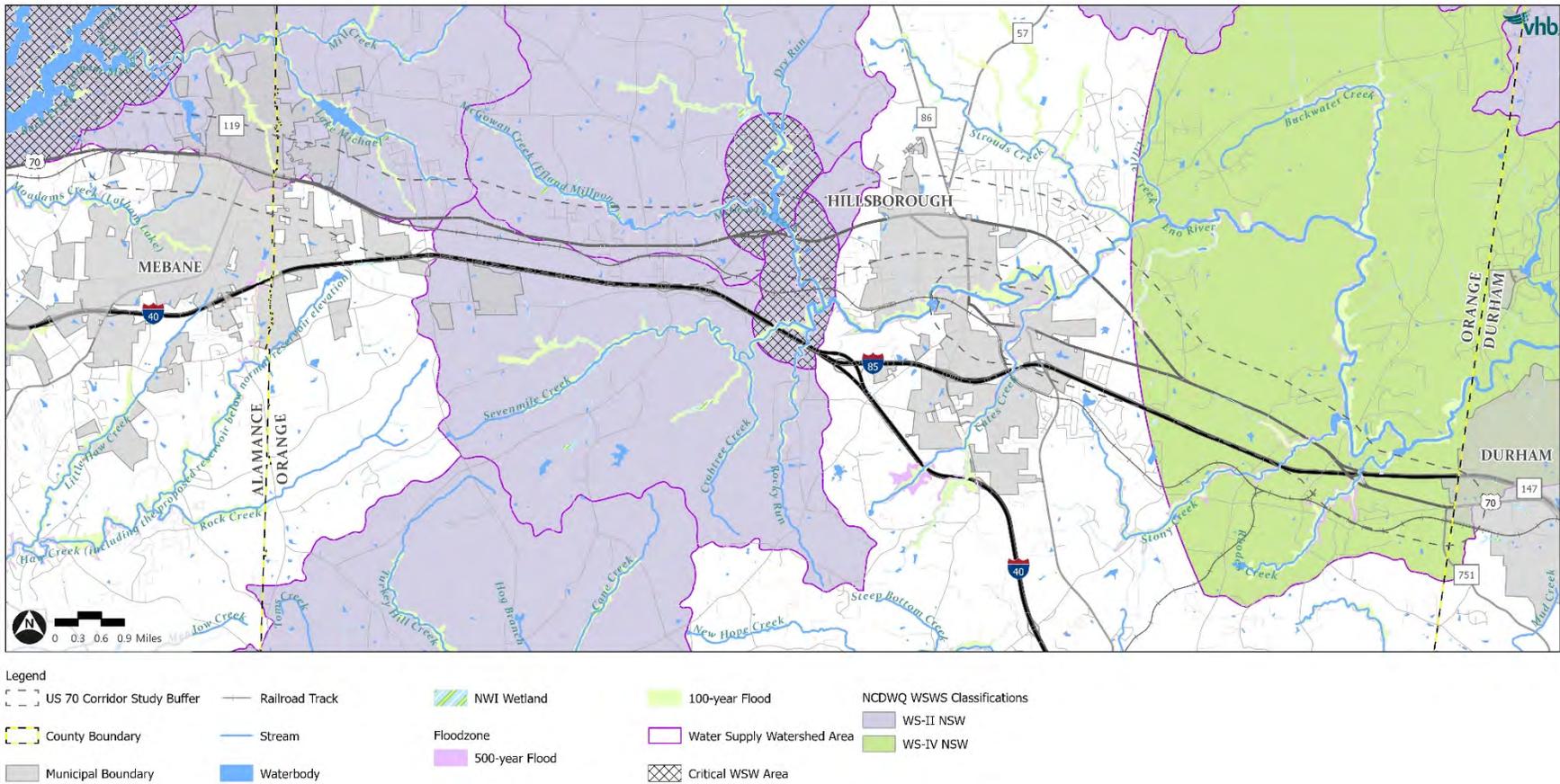
Stream Name	Classification*	Description	Basin	Designated Floodplain?
McAdams Creek (Latham Lake)	WS-V; NSW	From source to Back Creek	Cape Fear	Yes
Unnamed Tributary to Mill Creek (Forest Lake)	WS-II; HQW; NSW	From source to 0.4 miles upstream of mouth	Cape Fear	No
Lake Michael	WS-II; HQW; NSW	Entire lake and connecting stream to Mill Creek	Cape Fear	Yes
McGowan Creek (Efland Millpond)	WS-II; HQW; NSW	From source to 0.7 miles upstream of mouth	Neuse	Yes
McGowan Creek	WS-II; HQW; NSW; CA	From 0.7 miles upstream of mouth to Corporation Lake	Neuse	Yes
Eno River (Corporation Lake, Lake Ben Johnston)	WS-II; HQW; NSW; CA	From 0.4 miles upstream of Dry Run to Lake Ben Johnston Dam	Neuse	Yes
Eno River	C; NSW	From Lake Ben Johnston Dam to SR 1561 (Lawrence Road)	Neuse	Yes
Cates Creek	C; NSW	From source to Eno River	Neuse	Yes
Eno River		From SR 1561 (Lawrence Road) to US 501	Neuse	Yes
Stony Creek	WS-IV; NSW	From 0.4 miles upstream to SR 1710 (Old NC 10)	Neuse	Yes
Rhodes Creek	WS-IV; NSW	From source to Eno River	Neuse	Yes

\*C – Aquatic Life, Secondary Contact Recreation, Fresh Water; CA – Critical Area; NSW – Nutrient Sensitive Waters; HQW – High Quality Waters; WS-II – water supply for drinking, culinary or food processing purposes in predominately undeveloped watersheds, WS-IV – water supply for drinking, culinary, or food processing purposes in moderately to highly developed watersheds or protected areas; WS-V – water protected as water supply

Water supply watersheds (WSW) are portions of land that drain into a reservoir that serves as a municipal drinking water supply. The portion of land that is immediately adjacent to the water intake is designated as 'critical', and the land that is upstream of this area is designated as a 'protected' water supply watershed.

Eight water supply watershed areas are located within the project area, three of which are listed as critical areas, shown in **Figure 30**.

**Figure 30: Water Resources in Corridor**



More information on water supply planning is available at <https://deq.nc.gov/about/divisions/water-resources/planning/water-supply-planning>.

### 1.6.2.3 Wildlife Resources and Natural Heritage Elements

While it is not expected that this corridor study project would directly impact plant or animal species, best management strategies during construction must be implemented to protect aquatic habitats within and downstream of the project study area.

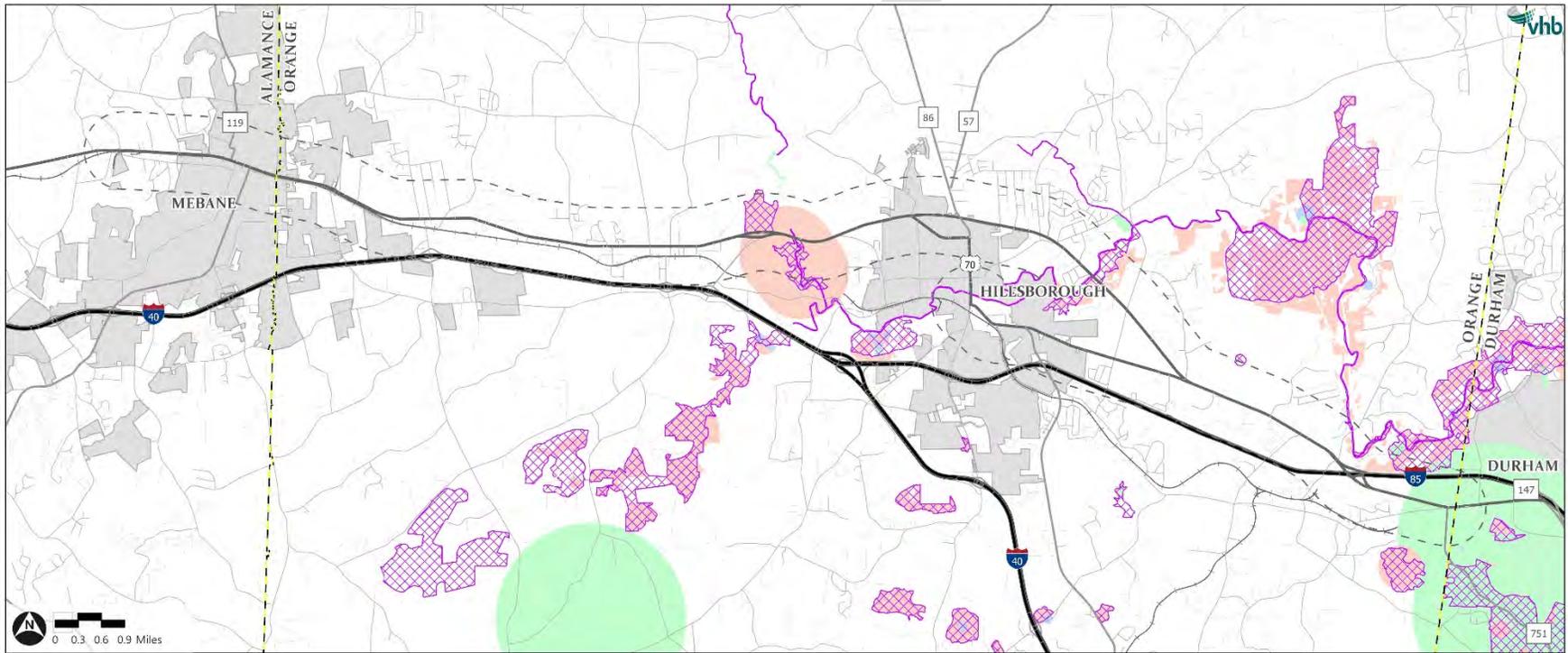
The NC Natural Heritage Program (NHP) is responsible for identifying occurrences of rare plants and animals, exemplary or unique natural communities, and important animal assemblages (see **Figure 31**). Collectively, these plants, animals, natural communities, and animal assemblages are referred to as elements of natural diversity, or simply as elements.

Some of the NHP resources that have been identified include:

- Easements of land managed by several agencies:
  - NC Clean Water Management Trust Fund (State)
  - NC Division of Mitigation Services (State)
  - Triangle Land Conservation Easement (Private)
- Orange County Water and Sewer Authority (OWASA) Property (Local)
- Orange County Open Space (Local)
- Six Natural Heritage Natural Areas (*Name – Rating – ID*)
  - Eno River Mesic Slopes and Floodplain – General – NAID #2197
  - Eno River Aquatic Habitat – Very High – NAID #980
  - Poplar Ridge Slopes and Bottom – Very High – NAID #2190
  - Eno River / Cates Ford Slopes and Uplands – Very High – NAID #1701
  - Eno River Mountain Spleenwort and Rhododendron Bluff – General – NAID #2359
  - Middle Eno River Bluffs and Slopes – Very High – NAID #455
- 30 Natural Heritage Element Occurrences, which are primarily Natural Communities located west of the Town of Hillsborough.

This GIS-level screening also included game lands; however, no features were identified within the study area.

Figure 31: Wildlife Resources in Corridor



- Legend
- US 70 Corridor Study Buffer
  - Municipal Boundary
  - County Boundary
  - Railroad Track
  - Natural Heritage Natural Area (NHNA)
  - Natural Heritage Elements Occurrences (NHEO)
    - Animal
    - Natural Community
    - Plant

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## 1.7 Relevant Plans

This section summarizes relevant planning and policy efforts, focusing on the most recent transportation-related plans, and on those specific elements that affect the US 70 Corridor Study, or which could be affected by it.

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### 1.7.1 Regional / Long Range Transportation Plans

#### 2022 Burlington Graham Metropolitan Planning Organization Comprehensive Transportation Plan (CTP)

This plan addresses the aspirational transportation improvements in the Burlington-Graham Metropolitan Planning Organization (BGMPO) area for the next 25 to 30 years. The noted recommendations within the study area include both roadway and bicycle improvements:

- Modernize US 70 by adding a wider paved shoulder to improve safety and mobility – creating a transit corridor from NC 119 to Supper Club Road.
- Widen NC 119 to a four-lane, divided facility; add bike lanes and sidewalk from NC 54 to Old Hillsborough Road / Trolling wood Hawfields Road.
- Widen Mattress Factory Road to a four-lane, divided facility; add bike lanes and sidewalk from Washington Street to Rock Quarry Road.
- Realign Mattress Factory Road to allow for safer railroad crossing and improve mobility; extend on a new location as a four-lane, divided facility with sidewalks and bike lanes.

Numerous pedestrian accommodations are recommended in the Mebane municipal limits. On the US 70 corridor, the plan recommends a side path from Supper Club Road to Mattress Factory Drive and a wider, paved shoulder to modernize the roadway, and create a transit corridor from NC 119 to Supper Club Road.

The plan also proposes urban bus corridors throughout downtown Mebane and along US 70 as well as a fixed guideway transit system along US 70 east of Third Street.

### **2020 Burlington-Graham Metropolitan Planning Organization Metropolitan Transportation Plan (MTP)**

This plan identifies the planned transportation improvements in the Burlington-Graham area through the year 2045. The plan identifies US 70 as a major transportation corridor and key to the economic vitality of the region. Projects along the study corridor include:

- Orange-Alamance Bus Connector, which would provide hourly transit services between major activity centers in Hillsborough, Efland, and Mebane.
- Hillsborough-Mebane Commuter Rail Connector, which, if approved, could include a new commuter rail station in Mebane.
- I-40 and US 70 integrated corridor management.
- Advanced signal technology upgrades along US 70.

The plan also proposes numerous bicycle, pedestrian, and transit improvements adjacent to the US 70 corridor throughout downtown Mebane.

### **2017 Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Comprehensive Transportation Plan (CTP)**

This plan identifies the planned transportation improvements in the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) area through the year 2040. The notable recommendations along the US 70 corridor include:

- Widen US 70 to a four-lane, divided facility with a dedicated bike lane and sidewalk from the I-85 connector to US 70 Business.
- Improve the existing I-85 connector / US 70 interchange to create a full movement interchange.
- Widen Churton Street (US 70 / NC 86) to a four-lane facility with a raised median, bike lanes, and sidewalks.

### **2022 Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Metropolitan Transportation Plan (MTP)**

This plan identifies the planned transportation improvements in the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) area through the year 2050. The plan focuses on transit corridor development, major roadway access management, and Complete Streets designs.

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## 1.7.2 Statewide Transportation Plans

### **NCDOT Pedestrian and Bicycle Plan, “WalkBike NC” (2013)**

The State Division of Bicycle and Pedestrian Transportation convened stakeholders and community members statewide to review and update the State’s bicycling routes (among other objectives). The plan adopted an alternate alignment of the MST that takes the route south of US 70, just east of the study corridor, at Trollingwood Road and back up toward US 70 at Mt. Willing Road.

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## 1.7.3 Countywide Transportation Plans

### **2011 Orange County Unified Development Ordinance (Updated 2015)**

Orange County has adopted zoning classifications and subdivision regulations to protect the natural environment and to promote compatible development of land. The Unified Development Ordinance (UDO) was originally adopted in 2011 and has been updated as recently as 2015. The UDO includes the following relevant items:

- The Ordinance outlines an Overlay District called the Efland-Cheeks Highway 70 Corridor (ECOD) for U.S. 70 and Efland Cheeks Highway containing the parcels adjacent to highway 70 within the Cheeks townships. The District outlines the requirement for all conversion of non-residential land uses and any non-residential land disturbing activity to be reviewed then permitted by the Planning Director.
- The ordinance allows for mixed-- but compatible--land uses by permit that enhance and protect the existing single-family land uses. Non-residential uses within the Highway 70 Corridor Overlay District are limited to professional office and similar institutional uses and shall not make up more than 40% of the corridor, outside of the pre-designated commercial areas.
- All lots shall be granted at least one ingress and egress point per road front unless access can be provided through some internal means. Minimization of the total number of driveways along US 70 is desirable. The plan recommends shared driveways or other access management techniques.

- Where US 70 and I -85 intersect constitutes the Eno Economic Development District that allows for a wide range of non-residential uses with limited higher density residential uses.

### 2008 Orange County Future Land Use Map (amended 2012)

The future land use plan balances environmental constraints and community needs by accommodating a particular combination of compatible land uses and relating them to current zoning classifications. There are three basic land use categories (Developed, Transition, and Rural) and several overlays (watershed protection).

Properties along the corridor and within the Orange County jurisdiction predominately fall into one of the five following zoning classifications:

- Agricultural Residential (AR) - Agricultural activities and associated residential and commercial uses predominate.
- Rural Residential (R1) - Identifies rural areas to be developed as low intensity and low density residential.
- Public Interest District (PID) - These lands are considered valuable for recreational and research purposes and are afforded special treatment.
- Economic Development (EDB, EDE, EDH) - Identifies areas along major transportation corridors that may be in proximity to 10- Year or 20-Year Transition areas of the County which have been specifically targeted for economic development activity consisting of light industrial, distribution, flex space, office, and service/retail uses.
- Commercial Industrial Transition Activity Node for Office / Research and Manufacturing (O/RM) - Identifies areas changing from rural to urban in form and density. A full range of commercial and industrial activities would be appropriate and allowed.

The amended Future Land Use Map determines the following recommendations for the US 70 corridor:

- The majority of the parcels located along the corridor from the ETJ boundary eastbound to Harding Street fall within the 10 Year Transition land use distinction. Where Efland Cedar Grove and US 70 intersect is considered the Commercial-Industrial Transition Activity Node. After N Lloyds Dairy Road to the end of the ETJ for approximately 2,000 feet is designated as Agricultural Residential.

For more information on the location(s) of Orange County zoning and future land use boundaries visit <https://www.orangecountync.gov/1238/Comprehensive-Land-Use>.

### 2006 Orange County Efland-Mebane Small Area Plan

The Small Area Study analyzed the defined area and made recommendations regarding housing, community services, transportation, open space, and land use and economic features.

The plan makes references to the Orange County Land Use Plan and provides the following recommendations:

- Medium and higher intensity commercial development that would be most appropriately served by a centralized water and sewer system should be located within the US 70/I-85 corridor from the Efland community to the extraterritorial planning jurisdiction of Mebane.
- Established activity nodes in the Cheeks Township, two of which are in the US-70 Corridor. These nodes are the: I-85/Buckhorn Node (Economic Development) and the Miles North Node (Commercial-Industrial Transition) located at the intersection of US 70 and Buckhorn Road.
- Encouragement of stricter enforcement of the speed limits along US 70.

### 2014 Orange County Comprehensive Parks and Recreation Master Plan 2030

The Orange County Comprehensive Parks and Recreation Master Plan identifies facilities, parks, and trails for expansion, improvement, and creation across Orange County by 2030. Key recommendations include:

- A proposed segment of the MST is planned to cross the study corridor at the confluence of Cane Creek and the Haw River.
- The Orange County trail segment is planned to parallel Cane Creek north from the Alamance County line to the Town of Hillsborough where the trail follows the Eno River westward.
- The plan recommends that the county and other stakeholders develop a master plan to facilitate the completion of the trail segment and consider the location of a node or way station on county or OWASA land to provide basic hiking services.

### Voluntary Agricultural Districts - Alamance and Orange Counties

Both Alamance and Orange Counties participate in a program for Voluntary Farmland Preservation. These programs aim to promote and encourage the preservation of farmland in the rural portions of the county, where agricultural uses predominate, by means which are voluntary, rather than regulatory. Designating land as a Voluntary Agricultural District

(VAD) is the mechanism for this protection. The minimum acreage required for a VAD is 5 acres for horticulture use, 10 acres for agricultural use, and 20 acres for forestry use. Once designated as an agricultural district, the property is considered a conservation easement that prohibits non-farm use for a period of 10 years. Agricultural districts, once designated, are eligible for preservation grants from federal, state, and local funding sources.

More information may be found at:

- Alamance County <https://alamance.ces.ncsu.edu/>
- Orange County [http://www.orangecountync.gov/departments/deapr/voluntary\\_agricultural\\_districts.php](http://www.orangecountync.gov/departments/deapr/voluntary_agricultural_districts.php)

Many VADs are located around the corridor. There are 4 Voluntary Agricultural District parcels along the project corridor, all located north and south of the US 70 / I-85 connector interchange for a total of 271.49 acres.

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## 1.7.4 Municipal Transportation Plans

### City of Mebane Bicycle and Pedestrian Transportation Plan (2015)

The City of Mebane's Bicycle and Pedestrian Transportation Plan communicates the blueprint for making bicycling and walking an integral part of daily life in Mebane. The plan lists several priority projects in and around downtown Mebane that recommend the construction of a sidewalk or shared use path as well as intersection improvements in various locations. One priority project within the project study corridor, Fifth Street at Center Street / US 70 Business and Norfolk Southern Railroad Crossing, recommends high visibility crosswalks, and upgraded curb ramps, as well as pedestrian signals and other pedestrian safety measures (rubber sectional crossing, automatic gates, etc.).

### 2017 Mebane by Design Comprehensive Land Development Plan

The Mebane by Design Comprehensive Land Development Plan is intended to be used by the City of Mebane and County partners to guide land development decisions. It is a long-range guide for public policy decisions concerning the overall growth and development of the Mebane community, and it focuses on the physical growth and development of Mebane and the study area. In relation to the US 70 corridor, the plan calls for:

- Improved pedestrian access across major streets, including US-70.
- Improved Transportation Demand Management (TDM) through public transportation.

- Detailed guidance on the development of the Downtown District, including along and adjacent to Center Street (US 70).
- Renewed mix-use land use policies for downtown, including the ‘Village Concept’ that has been deployed elsewhere in Mebane, and higher densities to encourage active transportation.
- Sidewalk connectivity along and across US-70, public arts, and connecting NC-119 Bypass to US-70 and downtown with bicycle and pedestrian facilities.

### **2008 Mebane Unified Development Ordinance (updated 2021)**

Mebane has adopted zoning classifications and subdivision regulations to protect the natural environment and to promote orderly growth and development. The Unified Development Ordinance was originally adopted in 2008 and has been updated as recently as 2021. Properties along the corridor and within the Mebane jurisdiction fall into one of 4 zoning classifications:

- Heavy Manufacturing (HM) – relates to land suitable for manufacturing, industrial and warehousing uses.
- Residential District (R-6, R-8, R-10, and R-20) – relates to varying densities of suitable housing development. R-20 districts may or may not have access to municipal water and sewage.
- Commercial District (B-1, B-2, and B-3) – relates to businesses that serve the needs of nearby residents, from neighborhood commerce to the central business district.
- Office and Institutional (O&I) – relates to light commercial and high-density residential uses and serves the Mebane business sector.

More specific zoning definitions and information is available at <https://cityofmebanenc.gov/unified-development-ordinance/>.

### **2018 Mebane 2040 Comprehensive Transportation Plan**

Mebane’s 2040 Comprehensive Transportation Plan (CTP) is for the City of Mebane in Alamance and Orange Counties. The plan is multi-modal, covering roadway, public transportation, and bicycle and pedestrian travel. The plan lists the following projects associated with the US 70 corridor:

- Realign the northern terminal of Mattress Factory Road to improve the existing at grade crossing on Washington Street, as the existing configuration does not accommodate heavy vehicles and limits connectivity to US 70 across the railroad.

- Improve safety for pedestrians along Woodlawn and Moore Roads to improve access to the Holt Street Park and crossing of US 70.

### **2018 Mebane NC Railroad Traffic Separation Study**

The Mebane Traffic Separation Study (TSS) focuses on eight (8) existing at-grade roadway-railroad crossings along a 5-mile span through downtown Mebane to determine the need for improvements and/or elimination of public at-grade crossings to improve safety and mobility for motorists, pedestrians, rail passengers, and train crews. The TSS evaluated the rail line in Mebane that crosses various streets, as well as any planned or programmed railroad and roadway improvements within the study area. The relevant recommendation include:

- Improve pedestrian connectivity between US 70 and Washington Street.
- Numerous configuration changes at crossing locations and adjacent intersections.
- Establish median and pedestrian refuge island on 5th Street with new crosswalks at 5th Street and Washington.
- Establish new pedestrian crossings at 1<sup>st</sup> Street and 2<sup>nd</sup> Street, including overpass and underpass options.

### **2018 Mebane Downtown Vision Plan**

The Mebane Downtown Vision Plan was created to align the community and economic need of Downtown with City officials', local business owners', and residents' visions. The Vision Plan illustrates the potential for nearly 850,000 square feet of new residential and commercial uses in Downtown, and it includes the following recommendations:

- An 8' two-way bike path with a curbed buffer on Center Street (US-70), lane reconfiguration, and street trees.
- Connecting sidewalks on Clay, Center (US-70), 3rd, and 5<sup>th</sup> Streets.
- Improved pedestrian connectivity from Ruffin to Washington to 2<sup>nd</sup> Street, in coordination with the development of the Kingsdown property.

### **2022 Mebane Fifth St Improvement Impact Study**

The City of Mebane analyzed potential traffic impacts of the proposed Fifth Street and Washington Street Intersection Improvement project. Analysis includes volume development, capacity analysis, safety assessment, and multimodal evaluation results due to the planned geometrics modifications and resulting travel pattern changes at the Fifth Street and Washington Street intersection and six other adjacent intersections, including intersections with Center Street (US-70). Notable findings included:

- Recommendations include new sidewalk connections, new raised medians, further monitoring for signalization and other crash modifications safety improvements at Fifth/Jackson.
- The study did not examine traffic impacts of a shopping center in development for Fifth/Washington.
- The signalized Fifth Street and Center Street intersection is projected to operate at LOS B during both the AM and PM peak hours, with or without the roadway project, under both the 2025 and 2035 conditions.
- The signalized Fourth Street and Center Street intersection is projected to operate at LOS A during both the AM and PM peak hours under the Existing conditions. It is projected to operate at LOS B under both the 2025 No-Build and Build conditions, and at LOS B or C under 2035 No-Build and Build conditions.
- Based on travel demand analysis, traffic volumes are expected to continue to increase in the study area (5-10% by 2025, 20-25% by 2035) due to ambient growth and background developments, despite that completion of NC 119 Bypass is expected to result in 9-14% traffic reductions at the Fifth Street and Center Street intersection.

### **2022 GoTriangle Mebane Park-and Ride Feasibility Study**

The GoTriangle Mebane Park-and Ride Feasibility Study was launched in March 2022 to investigate potential new locations for a permanent or leased park and ride facility in Mebane. A pool of potential parcels was identified, evaluated for viability, and narrowed based on their ability to meet the study goals and objectives identified by GoTriangle and key stakeholders. The preferred purchase site is located on Washington Street, across the railroad tracks from US-70 in East Mebane. The plan includes conceptual development at the preferred site including parking facilities, amenities, and a driveway to service the residences. The site currently has access to a water line, but no sewer mains. Orange County is considering expanding utilities north of the interchange. In addition, the parcel was chosen in part because it has no signalized intersections between the proposed site and I-40/85.

### **Hillsborough Future Land Use Plan / March 11, 2013; revised June 9, 2014**

The Hillsborough Future Land Use Plan was adopted as part of the Hillsborough Comprehensive Plan and is subject to amendments following the procedure established in the Unified Development Ordinance (UDO).

Important changes shown in the plan are a new mixed-use area north of the future train station, mixed residential neighborhoods in the urban service area, on the outskirts of the existing town limits, and employment, suburban office, and neighborhood mixed use areas on either side of I-40.

Traveling eastward along the U.S. 70 corridor from the Town limits, the majority of land uses consist of Residential and Mixed-Use categories. This land uses are typically more conducive to pedestrian and bicycle infrastructure:

- Neighborhood Mixed Use (1.1 miles), from Town boundary to US 86.
- Mixed Residential Neighborhood (0.6 miles), from US 86.
- Small Lot residential uses (1.7 miles), Starting at Orange County High School until Crawford Road.
- Retail Services (0.7 miles) being located at major intersections.
- Other land uses along the corridor include Rural Living (0.56 miles) and Permanent Open Space (0.2 miles).

### 2015 Hillsborough Vision 2030

Vision 2030 is a comprehensive policy document that documents existing conditions in the Town and identifies strategies to sustain Hillsborough's small-town nature and 'sense of place', support economic and cultural diversity, promote sustainability, improve connectivity, and implement the plan. The plan describes the history of the town, and existing demographics, natural features, recreation, transportation, land use, tax base and revenue, public utilities, tourism and economic development, and regional coordination.

The 2030 Vision Plan outlines the strategic goals and strategies for guiding the town officials through the next wave of future growth and aims to accomplish the adopted vision statement for the Town listed in the budget and strategy map.

The plan's strategic goals include ensuring that future development is compatible with the special character of Hillsborough, conserving natural and environmental resources, and implementing sustainable practices in the management of local resources. Strategies identified to achieve these goals include:

- Develop policies to encourage affordable housing, business retention, workforce development, and business recruitment.
- Conserve natural and environmental resources by working with local advocacy organizations to protect known resources and improve development regulations to encourage the preservation of existing tree canopy.
- Continue to support and encourage sustainable practices in public and private development by creating a local definition of and best practices for sustainable development and developing local metrics like distances to basic services and annual water use to monitor change over time.
- Improve community connectivity by identifying preferred north-south alternatives to Churton Street, reestablishing Amtrak train service in Hillsborough, implement the Community Connectivity and Parks and Recreation Master Plans, and develop alternative transportation options.
- Develop a policy or process to renew outdated policies or planning documents.

The Vision Plan additionally notes Town commissioners are looking for alternatives improvements for providing connectivity for South Churton Street to NC 86 and US 70. North-south traffic is primarily the focus of this goal, stating that bottlenecks along Churton Street has pushed the town to look at other alternatives.

Residential developments north of Hillsborough are moderated and carefully approved to try and relieve traffic pressures through Downtown as well as reduce the burden of new units on the existing water and sewer system which is current reaching capacity.

### **2007 Hillsborough Parks and Recreation Master Plan (updated 2014)**

The plan is founded on a comprehensive study of the Town's recreational needs and includes an inventory of existing facilities, a needs assessment, and recommendations to guide the development of recreation facilities.

The plan aims to meet the Town's recreational needs by providing recreational facilities in each of the Town's 16 park districts, using the Town's natural and historical heritage, and providing safe, convenient, and efficient travel ways for non-motorized transportation for all people in Hillsborough.

Recommendations are organized into four categories 1) Organized Sports, 2) Bicycle and Pedestrian Facilities, 3) Social Equity, and 4) Partnerships with Regional and Local Organizations, with additional recommendations for each of the park districts. Some recommendations are broad, like promoting the inclusion of pedestrian and bicycle amenities in development projects and coordinating with Orange County and other municipalities on regional recreation planning. Specific recommendations include:

- Campaign with NCDOT for a safe pedestrian crossing at the intersection of US 70 and Orange High School Road.
- Providing pedestrian and bicycle paths along US 70.
- Investigate opportunities to open a pedestrian connection along Latimer Street between Hayes and Durham streets and between West King Street and Kings Highway Park.
- Recommend to Orange County the installment of a public park on the un-built lot behind the Orange County Planning and Agricultural Building.
- Investigate opportunities to preserve the Nash Mill site and promote its use for public recreation.
- If the Elizabeth Brady Road Bypass is built, provide wide outside lanes and sidewalks on both sides of the road.
- Promote additional greenway projects, including Cates Creek and the MST connector trails.

### **2009 Hillsborough Community Connectivity Plan (updated 2017)**

The Hillsborough Community Connectivity Plan inventoried existing pedestrian and bicycle facilities and makes recommendations for improvements to create a network of safe, accessible, and convenient options for alternative modes of travel in Hillsborough.

Goals relevant to this plan include enhancing local and regional connectivity and increasing safety and accessibility. The plan also identified key destinations and barriers to connectivity, such as bridge crossings and high traffic roadways.

The Connectivity Plan includes recommendations for sidewalk construction and maintenance, new crosswalk locations, bicycle facilities and routes, and greenways. The plan highlights the need for updating the sidewalk ordinance and connecting sidewalk fragments built by developers, pedestrian safety improvements, and increasing accessibility to parks. Key recommendations for the U.S. 70 Corridor include:

- Paved and marked bicycle lanes to be implemented on US 70/Cornelius Street and US 70A from Old NC 86 to Meadowlands Drive.
- Additional bicycle lanes are recommended on a section of North Churton Street between Corbin Street and US 70 Bypass.
- Construction of new sidewalk/shared use path infrastructure along US 70 (in Town limits) and US 70 from Forest Ridge to Meadowlands Drive
- Update the Orange County Bike Plan to incorporate additional bike routes for the US 70 / I-85 Connector.
- It also outlines design policy for sidewalks, bike lanes, crosswalks, greenways and shared use paths, and trails and footpaths.

### 2006 Hillsborough Churton Street Strategic Plan

The Churton Street Strategic Plan was developed to create a strategic plan for the future design and development of Churton Street, an important economic and cultural corridor for the Town. The plan aims to provide recommendations to improve the appearance of Churton Street and adjacent properties, increase private investment along the corridor, improve wayfinding, mobility, and access for users of the corridor.

The plan provides recommendations for transportation improvements, corridor revitalization, and signage. Specific recommendations include:

#### Transportation and Open Space

- Give the corridor a boulevard treatment with planted median where feasible north and south of downtown.
- Improve the corridor with modern roundabouts at key intersections, striped bike lanes where feasible, continuous sidewalks along corridor, and minimized curb cuts, traffic signals, and left turns where feasible.
- Connect to parks, create pedestrian plazas and mini parks along the corridor, and add a bicycle path on Exchange Park Lane.

- Encourage a planned location of a transit station and park and ride lot at the newly realigned US 70 Business and Orange Grove Road.
- Work with Duke Power to develop a policy that will facilitate the burying of utility lines as substantial development and redevelopment takes place in the corridor.

#### Land Use and Economic Development

- Update future land use maps and amend development regulations to encourage land uses that will break up existing commercial strip development patterns.
- Plan for expected future development in the Waterstone area and the redevelopment of northern part of Churton South district into a transit-oriented community.
- Ask the Economic Development Commission to assist in business recruitment and to highlight available properties along the Corridor.
- Undertake a market study for the corridor to identify opportunities for economic development within the corridor and help the town focus recruitment efforts and infrastructure investments.

#### US 70 / Cornelius Street Corridor Strategic Plan / 2007

The US 70 / Cornelius Street Corridor Plan provides a vision for future development and redevelopment of the US 70 Corridor to address land use, transportation, crime and code enforcement, and site plan and design issues. Phase 1 of the Plan recommends 8-foot-wide, asphalt shared-use paths along the far edge of the right of way on both sides of the road from the western town limits to the NC 86/NC 57 intersection. Relevant recommendations include:

#### Connectivity

- Four-lane divided highway with a central planted median and shared-use paths on either side.
- Paved shared-use paths are at least 8-feet wide and are separated from the roadway by planted medians.
- High-visibility crosswalks are recommended at key intersections.
- Traffic-calming strategies are recommended for internal streets in new developments.
- Bicycle racks and pedestrian amenities are recommended at commercial and multi-family developments.

#### Transportation

- Widen US 70/ Cornelius Street to a four-lane divided highway with a planted median and with a bikeway or greenway path along both sides for bike and pedestrian use.
- Encourage pedestrian connectivity along US 70 and among development sites as well as requiring pedestrian connectivity internal to development sites.

- Encourage bike and pedestrian amenities like bike racks and benches at commercial and multi-family development sites.
- Provide crosswalks where sidewalks and greenway paths facilitate and encourage crossing.
- Enhance connectivity and safety by connecting and rerouting side streets.

#### Economic Development

- Identify the ideal land uses for parcels along the US 70 Corridor and establish coherent and comprehensive processes to encourage redevelopment.
- Encourage the 70 Corridor community to establish a Community Development Corporation with a for-profit development arm.
- Establish a small-scale mixed-use district or permitting process, revised parking requirements for commercial, office, and institutional uses, and access management standards.
- Create flexible parking standards that encourage shared parking by mixed-peak uses and that encourage alternate modes of transportation.

#### Hillsborough NC-86 Connector Study

The purpose of the NC 86 Connector Study was to identify feasible alternatives for connectivity in the area south of the Town, generally bounded by Eno Mountain Road, NC 86, and I-85.

The project team reviewed existing plans; conducted rail crossing analysis; identified constraints and opportunities for implementation of a new connection; developed feasible and constructable alternatives for a proposed connection and provided planning-level cost estimates.

As part of the two-phased corridor study, the project team provided preliminary structural design for a bridge within the resource-sensitive area. The desired connection involved traversing an area with a stream prone to flooding, major power transmission towers, and an active railroad with future realignment plans. The study coordinated all communications and reviews with the NCDOT Rail Division and NC Railroad. This project required ongoing and open communication with the Town, local stakeholders, NCDOT Rail Division as well as the NCRR.

#### Hillsborough Comprehensive Sustainability Plan / In Progress

Hillsborough is currently in the process of creating a comprehensive sustainability planning initiative that will set community priorities and guide priority actions for years to come. The plan will guide future development and the

transition to 100% clean energy, balancing environmental stewardship, resiliency, and racial justice with smart growth that will allow for a thriving economy and a great quality of life for the residents of Hillsborough.

The foundation of the plan involves reviewing, updating, and compiling existing strategic plans with sustainability as the lens. Led by a series of public engagement events, the process will develop the plan goals and objectives; set the criteria for establishing priorities; incorporate climate action and resiliency into the new plan; and create benchmarking and tracking systems for the plan elements.

Plan elements focus on community connectivity, future land use, parks and recreation, rail station planning, corridor planning, and climate action. A major priority for the Town is multimodal connections, for which the project team has been evaluating opportunities and feasibility with safety and resiliency at top of mind. The plan elements are listed within the 8 main chapters: Town Government & Public Services, Land Use & Development, Environment & Natural Systems, Transportation & Connectivity, Social Systems & Public Space, Housing & Affordability, Economic Systems & Tourism, and Climate & Energy.

The plan's transportation and connectivity chapter outline and unifies recommendations listed in the Town's other controlling plans, with specific future pedestrian and bike facilities planned to be included on the segments of US 70 within the Town's jurisdiction. Other key recommendations include an update of the Town's UDO and Zoning Classifications, as well as an implementation plan for unifying the other controlling plans within the Town.

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## 1.7.5 Other Plans, Studies, Policies, and Documents

### **Final E-B-M Access Management Plan (AMP) / April 2, 2019**

This plan is a combination of the original adopted 2011 E-B-M AMP; 2017 Transportation Study; and County Planning, City of Mebane, and public comments. It is a long-range transportation vision for the area illustrating roadway alignment and corridor width necessary to serve future land uses and address traffic impact as development occurs.

The vision of this plan is that the area will retain the core village area that will be the center of community life. An efficient multi-modal transportation system will operate in the area and commercial and light industrial uses both in the planning area and nearby will provide job opportunities to area residents. There will be a mix of housing types and sizes that will be economically accessible to a broad spectrum of working people. Parks and greenspace will be connected by a system of greenways that will allow people to enjoy a high-quality outdoor environment while also serving as corridors for wildlife migration.

Findings and recommendations specific to the US 70 corridor include:

- AMP update recommendations that may impact US-70 or adjacent properties and intersections.
- Require right-of-way dedication - based on the “Street Cross-Section Requirements” below - for all development throughout the Planning Area and acquire necessary easements for infrastructure improvements.
- Work with NCDOT to pursue funding to advance the following improvements:
  - Install a traffic light at high frequency crash intersections to ensure safety for all users and assist traffic flow.
  - Install a crosswalk with a flashing light at key intersections in the planning area.
- Consider a provision that any development having ingress/egress in the Planning Area either construct its fair share of recommended improvements or provide payment in lieu of such improvements.
- Work with developers, the Orange County Economic Development Department, and Orange County Planning and Inspection Department to implement access management recommendations.
- Identify and promote transportation projects in the planning area to respective planning organizations and NCDOT.
- Pursue NCDOT SPOT Safety projects for key intersections throughout the planning area.
- Support NCDOT’s Complete Streets Policy, which was being updated at the time this Plan was prepared, to address multi-modal travel and protect pedestrian and bicycle circulation around residential subdivisions and commercial areas.
- Take transit services into consideration as the E-B-M AMP is implemented. Currently, Orange County
- Public Transportation operates one route in the planning area called
- Intersection improvements for US-70 include:
  - West bound left turn lane.
  - East bound right turn lane.
  - Northbound right and left turn lane.
  - Recommendations include a roundabout at US-70/I-85 Connector.

### 2019 Eno New Hope Plan

The goal of this project is to provide an actionable plan for ensuring wildlife habitat connectivity across the landscape of the Eno River and New Hope Creek-Jordan Lake watersheds through minimizing the impacts from future land uses changes.

Recommendations relevant to US 70 include encouraging the redesign of the I-85/US 70 to incorporate bridge designs that allow wildlife to cross safely under the bridge and that allow pedestrian passage along any existing or planned trail-system connectors.

### **2008 Eno Economic Development District Small Area Plan (amended 2009)**

The Eno Economic Development District (EDD) Area Small Area Plan comprises of a focus area of approximately 942 acres and serves as the unification of previous plans while outlining recommendations made in the following topic areas: Water and Sewer, Intergovernmental Issues, Land Use and Zoning, Transportation, Housing, Parks, Recreation and Open Space, Communications, Other Recommendations, Potential Strategic Growth and Rural Conservation (SGRC) Program, and Plan Updates, Implementation.

Relevant recommendations for the I-70 corridor include supporting the proposed future improvements by NCDOT that will redesign the I-85/US 70 interchange and to develop a US 70 and secondary roads Access Management Plan to manage traffic.

### **2022 Bringing Eno River State Park to Downtown Hillsborough**

This project aims to acquire a group of parcels located near downtown between US 70 and 70A as park space. The collection of parcels makes up over 200 acres of preserved open space to be added to the Eno River State Park.

Once added, the Eno River state park will comprise of over 4.7k acres connecting to Durham and other parts of Orange County. Relevant findings include:

- Within the properties are approximately 4 miles of walking trails and 2.8 miles of river and tributary frontage.
- Two National Registry of Historical Places registered sites can also be located within the properties.
- The sale is being facilitating by the Eno River Association with 23% of the land value to be donated by the preservation trust with the rest to be raised over the next fiscal years through public and private sources.

### **Mountains-to-Sea (MST) North Carolina State Trail Master Plan (2015)**

The vision for the MST is an off-road hiking trail connecting Clingmans Dome on North Carolina's western border to Jockey's Ridge State Park on its eastern Outer Banks. In this master plan, the NC Division of Parks and Recreation (DPR) remains focused on moving forward to connect these trail limits.

The MST segments 10-12 are included in the US 70 corridor study area. Segment 10, named Haw River Trail, joins the Haw River Trail at the Guilford-Alamance County line and extends south along the Haw River Trail to Cane Creek and follows Cane Creek North into Orange County. Segment 11 runs from the Alamance County line to the Oconeechee Mountain State Natural Area just near the Town of Hillsborough limits. Segment 12 follows the Eno River through the Town of Hillsborough, Oconeechee Speedway, and sections of Eno River State Park to Falls Lake. All these segments are classified as mid-term to long-term in planning priority.

### **A Landscape Plan for Wildlife Habitat Connectivity in the Eno River and New Hope Creek Watersheds (2019)**

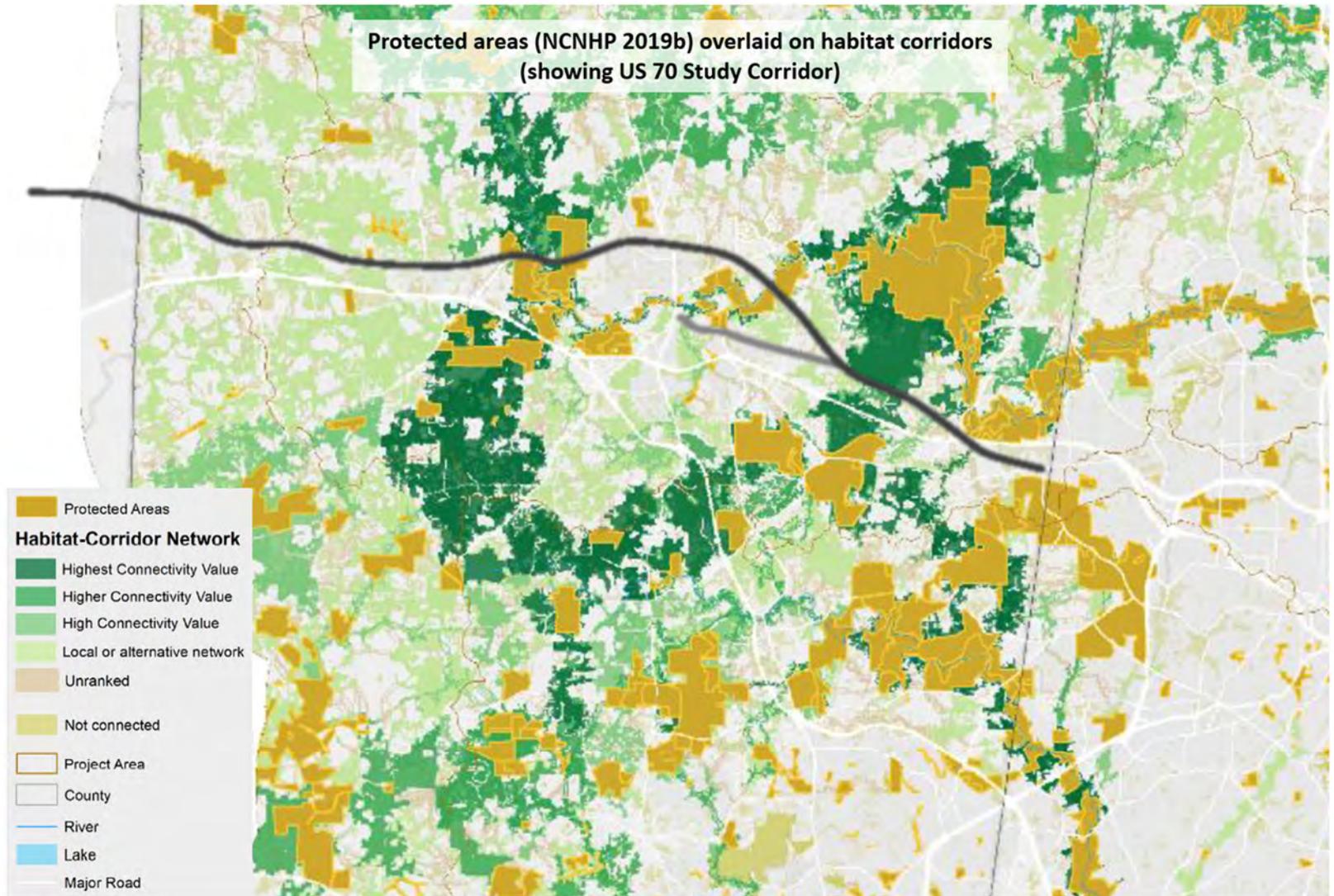
Recognizing that the Eno River and New Hope Creek-Jordan Lake watersheds are home to ecologically important habitats supporting a rich diversity of plant and animal species, this plan identifies actions to preserve and enhance connectivity within and between wildlife habitats. Development and climate change cause habitat fragmentation and loss. To survive, animal species must be able to move within and between remaining high-priority wildlife habitats. Functional ecosystems require a connected network of habitats and corridors for movement. In addition to sustaining diverse wildlife populations, such connections can benefit water quality, native plants, working farms and forests, and public health and safety.

This plan helps ensure wildlife habitat connectivity throughout the Eno River and New Hope Creek-Jordan Lake watersheds. The objectives most relevant to the US 70 Corridor Study involve guidance for decision-making related to land protection, land-use, and transportation. Three basic principles associated with this effort are:

- Protect conservation priorities, including large natural areas and sensitive habitats.
- Buffer these areas from suburban and urban development.
- Connect these natural areas across the landscape to reduce habitat fragmentation.

The table below identifies criteria for barrier roads and potential crossing locations, while the map identifies critical wildlife crossing locations in Segments C, D, and E of the US 70 Corridor. This information will help guide design recommendations in the US 70 Study.

Habitat guild	Barrier road characteristics	Potential crossing locations
General wet-mesic hardwood forests (Four-toed salamander)	Surface width $\geq$ 26 feet Shoulder curb present Median barrier or curb present Striped median present Traffic volume $\geq$ 2000	Intersections between barrier roads and streams
Dry-wet hardwood and mixed forests (Eastern box turtle, salamanders)	Surface width $\geq$ 26 feet Shoulder curb present Median barrier or curb present Striped median present Traffic volume $\geq$ 2000	Intersections between barrier roads and streams
Sparsely settled mixed habitats (medium-sized mammals, snake)	Speed limit $\geq$ 60 miles per hour Median barrier present Traffic volume $\geq$ 10,000	Intersections between barrier roads and streams Bridges over non-barrier roads



Adapted from *A Landscape Plan for Wildlife Habitat Connectivity*, 2019

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## 1.8 Public Input

The project team has solicited public input on this project by including a stakeholder team which is composed of community and business leaders and will provide feedback throughout the project. The project team has created a website, [www.us70west.com](http://www.us70west.com), that provides project updates and facilitates public input. There are two rounds of scheduled public workshops, the first of which begins in March 2023. The project team also conducted interviews with several key stakeholders along the corridor.

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### 1.8.1 Stakeholder Interviews

As part of the Public Involvement Plan, the project team solicited interviews from groups that possessed specialized knowledge of the US 70 corridor. Interviews were conducted over the phone during December 2022. Interview subjects were selected based on their subject matter specialization and ability to complement the study team and existing data sources. These sources included public safety, education, and real estate and development perspectives. Major findings from these discussions are identified below.

- US 70 is often used an alternate route to I-85.
- Wildlife crossings are often seen along the corridor and are important to consider in further recommendations.
- Vehicle crashes are often seen along the corridor, most notably at West Hill Avenue in Hillsborough and 5<sup>th</sup> Street in Mebane.
- There is an existing pedestrian use of the US 70 corridor, particularly for hiking and biking activities near Haw River, Downtown Mebane, and Hillsborough's connection to the MST corridor.
- Speed limits should be considered for lowering in various areas of the corridor.
- There is a safety concern for the corridor, particularly at railroad crossings, including improvements to the I-85 connector.

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## 1.8.2 Community Workshops

Community workshops will occur in two rounds with three sessions per round. The sessions are scheduled for locations that balance the geography of the corridor and are intended for—but not limited to—the general public and affected populations. The first round of community workshops is scheduled for March 2023, and the second round is scheduled for late summer 2023. Workshop content will inform the community about identified deficiencies, and to confirm that the Study Team has captured the concerns, needs, and vision of the community as the project team proceeds with developing project alternatives and recommendations. Feedback and responses from the first round of public workshops will be incorporated into subsequent project reports.

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## 1.8.3 Community Events

Three Community Events throughout the project area will be attended to further engage the public and solicit input. These events will be held XXX

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## 1.9 Appendices

Rose and Associates Existing Economic Conditions Summary Brief

Traffic Count Data

Level-of-Service Analysis Reports

Crash Data & Analysis

Environmental Screening Summary

**ORANGE COUNTY  
BOARD OF COMMISSIONERS**

**ACTION AGENDA ITEM ABSTRACT**

**Meeting Date:** November 14, 2023

**Action Agenda  
Item No. 8-a**

**SUBJECT:** Minutes

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**DEPARTMENT:** Board of County Commissioners

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**ATTACHMENT(S):**  
Draft Minutes (Under Separate Cover)

**INFORMATION CONTACT:**  
Laura Jensen, Clerk to the Board, 919-  
245-2130

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**PURPOSE:** To correct and/or approve the draft minutes as submitted by the Clerk to the Board as listed below.

**BACKGROUND:** In accordance with 153A-42 of the General Statutes, the Governing Board has the legal duty to approve all minutes that are entered into the official journal of the Board's proceedings.

Attachment 1: October 3, 2023 Business Meeting

**FINANCIAL IMPACT:** There is no financial impact associated with this item.

**SOCIAL JUSTICE IMPACT:** There is no Orange County Social Justice Goal impact associated with this item.

**ENVIRONMENTAL IMPACT:** There is no Orange County Environmental Responsibility Goal impact associated with this item.

**RECOMMENDATION(S):** The Manager recommends the Board approve minutes as presented or as amended.

1 DRAFT

2 **MINUTES**  
3 **ORANGE COUNTY**  
4 **BOARD OF COMMISSIONERS**  
5 **BUSINESS MEETING**  
6 **October 3, 2023**  
7 **7:00 p.m.**

8 The Orange County Board of Commissioners met for a Business Meeting on Tuesday, October  
9 3, 2023, at 7:00 p.m. at the Whitted Human Services Center in Hillsborough, NC.

10  
11 **COUNTY COMMISSIONERS PRESENT:** Chair Jamezetta Bedford, Vice-Chair McKee and  
12 Commissioners Amy Fowler, Sally Greene, Jean Hamilton, Phyllis Portie-Ascott, and  
13 Commissioner Richards

14 **COUNTY COMMISSIONERS ABSENT:** NONE

15 **COUNTY ATTORNEYS PRESENT:** John Roberts

16 **COUNTY STAFF PRESENT:** County Manager Bonnie Hammersley, Deputy County Manager  
17 Travis Myren, and Clerk to the Board Laura Jensen. (All other staff members will be identified  
18 appropriately below)

19  
20 Chair Bedford called the meeting to order at 7:00 p.m. All commissioners were present.

21  
22 Chair Bedford invited Tara May, Deputy Clerk to the Board, to recognize boards and  
23 commissions volunteers in attendance.

24 Tara May thanked volunteers for their contributions to Orange County and invited them  
25 forward to take a photo with the Board.

26 Board members expressed their appreciation to volunteers for their service on boards and  
27 commissions.

28  
29 **1. Additions or Changes to the Agenda**

30 Chair Bedford dispensed with reading the public charge.

31  
32 **2. Public Comments (Limited to One Hour)**

33 **a. Matters not on the Printed Agenda**

34 Mary Bratsch-Hines spoke on the proposed Orange Grove Rd. waste and recycling facility.  
35 She again extended an offer to Commissioners to tour the proposed site with her and/or other  
36 neighbors to the property. She said through a public records request, she learned that the Solid  
37 Waste Management Department and OWASA have been in discussions for 18 months on the  
38 proposed site. She said she and other neighboring residents only learned about the plan 2 months  
39 ago. She said she understands this process may be lengthy but doesn't understand why the public  
40 wasn't included in the decision-making process earlier. She said the neighborhood information  
41 meetings hosted by Solid Waste Management brought out 85 and 110 people who are all opposed  
42 to the site. She said little to no data was provided on the existing sites related to why they need  
43 to close, and no public documentation was provided on the process for choosing the site. She  
44 said she subsequently learned that Solid Waste Management had already identified 3 sites, all  
45 owned by OWASA and all located on the same stretch of Highway 54, without community input  
46 by the time they contracted with an outside consultant in March 2022. She said since August, she  
47 said over 100 neighbors within 2000 ft. of the proposed site have signed a letter to OWASA, and  
48 over 750 people have signed an online or paper petition against the proposed site. She said the  
49 issues the community has raised are irreconcilable and a new site must be selected. She said  
50 instead of understanding these issues 18 months ago, county staff have engaged in hours of paid  
51 work and the contract for the outside consultant was \$18,000 and this was not a good use of

1 taxpayer funds. She said residents deserve to see the same information as decision-makers and  
2 to be part of the process. Instead, she said residents are on the defensive and fighting for their  
3 homes and families' health and safety. She said she and other residents would prefer to be on  
4 the offensive and on the side of Solid Waste Management in understanding the need for a new  
5 consolidated site and to have been part of the governmental process.

6 Mary Lawrence said her property is adjacent to the proposed site for solid waste  
7 convenience center. She said the center would be located on 7.7 acres carved from the northeast  
8 corner of a 56-acre plot owned by OWASA. She said about 30 acres is currently wooded, and the  
9 rest is open and used for land application of biosolids. She said the proposed site already bears  
10 the environmental burden of biosolids from OWASA and the surrounding community has already  
11 absorbed the numerous risks associated with this practice and a solid waste convenience center  
12 would add additional burden. She said to build the center would require removing hardwood trees  
13 that stand between the site and neighboring properties, which neighbors need to absorb the water  
14 runoff from the biosolids site and filters wells. She said a representative from the engineering firm  
15 involved in the project said he could give no guarantees that contaminants from the site would  
16 not infiltrate the neighbors' wells, which means the center could double the risk of well  
17 contamination. She said the proposal is lose-lose for 70 homes and asked the Board to withdraw  
18 support for the project.

19 Joshua Setzer said an NC-54 corridor study was presented at the last meeting, and there  
20 were findings shared that are relevant to the solid waste facility issue. He said Highway 54 is well  
21 beyond its carrying capacity resulting in congestion and accidents. He said solutions will take  
22 years and, in the meantime, the population will continue to grow, and it will get worse on Highway  
23 54 before it gets better. He said despite this, Solid Waste Management has proposed  
24 consolidating two convenience center sites into one at the corner of Orange Grove Rd. and  
25 Highway 54, which would make even more people have to use Highway 54. He referenced the  
26 census block data presented by Nishith Trivedi at the last meeting which showed that there is a  
27 community of concern along Orange Grove Rd. that meets three environmental justice thresholds.  
28 He said this section of Southwestern Orange County at the junction of Orange Grove Rd. and  
29 Highway 54 is already overburdened by traffic and underserved by roads and is burned by waste  
30 byproduct from the biosolid treatment program which is now known to contain PFAS and is under  
31 EPA study. He said the proposed waste and recycling center would bring more traffic and potential  
32 contamination. He urged the Board to ask Solid Waste to look for other sites.

#### 33 34 b. Matters on the Printed Agenda

35 (These matters will be considered when the Board addresses that item on the agenda below.)  
36

### 37 **3. Announcements, Petitions and Comments by Board Members**

38 Commissioner Portie-Ascott said she attended the ribbon cutting for Innovate Carolina  
39 Junction on September 27<sup>th</sup>. She said she appreciated that there was a moment to acknowledge  
40 the women who worked at that location and made their living selling flowers and a carnation was  
41 provided to all who entered. She said the Junction is a hub for innovation and entrepreneurship  
42 at UNC Chapel Hill. She said she also attended the Local Government Housing Collaborative  
43 meeting. She said the group has put a pause on the RFP because the previously identified funds  
44 can't be used for county-wide housing plan, only for a plan focused on the four priority populations.

45 Commissioner Richards did not have any announcements.

46 Vice-Chair McKee said there is a lot of activity along the roads in northern Orange County.  
47 He explained that this is a result of the broadband initiative the Board started two years ago, and  
48 multiple crews are hard at work laying conduit. He said the plan is for this work to be done by the  
49 end of 2024.

50 Chair Bedford thanked Vice-Chair McKee and Commissioner Greene for serving on the  
51 Broadband Task Force, which led to the work Vice-Chair McKee mentioned. She said she and

1 Commissioner Hamilton attended a presentation by Chapel Hill Planning staff on September 28<sup>th</sup>  
 2 regarding potentially changing the WASMPBA boundary. She said that issue will be with the  
 3 Chapel Hill Town Council.

4 Commissioner Hamilton said a report from the consultant working on the capital needs of  
 5 schools was given at the Capital Needs Work Group on September 20<sup>th</sup>, and the Board's joint  
 6 meeting with the School Boards on September 26<sup>th</sup>. She said the report included the condition of  
 7 all the schools in Orange County as well as how to prioritize the different needs both for the  
 8 condition of the facilities as well as educational adequacy. She said it was a lot of information and  
 9 she's happy we've reached this step as a county. She said she wants people to notice and pay  
 10 attention and review the report because there will be a lot of decisions that have to be made. She  
 11 said she attended the Chamber of Commerce meeting this morning and there was a forum for  
 12 candidates in Orange County. She said she will also attend the Alliance Health board meeting on  
 13 Thursday.

14 Commissioner Fowler said she also attended the candidate forum breakfast today and  
 15 enjoyed hearing ideas from candidates. She said she has not yet been to the Innovation Junction,  
 16 but B3 has a pop-up coffee shop there, which is a company that employs people with and without  
 17 disabilities.

18 Commissioner Greene said she attended the GoTriangle meeting on Wednesday and the  
 19 board adopted some fourth quarter amendments to the Orange Transit Plan and elected new  
 20 officers. She said the new Chair is Brenda Howerton, Chair of the Durham County Board of  
 21 Commissioners, Vice-Chair is Mary-Ann Baldwin, Mayor of the City of Raleigh, Vivian Jones,  
 22 Mayor of Wake Forest, is Treasurer, and she announced that she will serve as the board's  
 23 Secretary.

#### 24 **4. Proclamations/ Resolutions/ Special Presentations**

##### 25 **a. National 4-H Week Proclamation**

26 The Board approved a proclamation recognizing October 1-7, 2023, as National 4-H Week in  
 27 Orange County.

28 **BACKGROUND:** National 4-H Week is October 1-7, 2023, and is promoted by both the National  
 29 4-H Council and North Carolina 4-H and celebrated in states and counties from coast to coast.  
 30 The overall goals of National 4-H Week are to promote the ways in which 4-H serves families and  
 31 youth in grades kindergarten through twelfth, and to promote the 4-H "learn by doing" experiential  
 32 learning model that sparks youth interest in future careers, leadership, and community service.  
 33 Orange County boasts eight community-based clubs from Cedar Grove to Carrboro and continues  
 34 to grow to meet the needs of Orange County residents.

35 Orange County Cooperative Extension, a partnership between Orange County Government,  
 36 North Carolina State University, and North Carolina Agricultural & Technical State University,  
 37 continues to promote 4-H Youth Development as the premier vehicle for inspiring youth interest  
 38 in the fields of science, technology, engineering, agriculture, arts, mathematics, and more.  
 39 Orange County 4-H offers a wide variety of programming across the County, employing the  
 40 following modes of delivery: day and residential camps, school enrichment, afterschool  
 41 programming, and community-based clubs. Considerable research has been published to  
 42 highlight the role 4-H plays in helping youth thrive as participants and throughout life. Samples  
 43 of that research include:

- 44 • Arnold, M. E. & Gagnon, R. J. (2019). Illuminating the process of youth development: The  
 45 mediating effect of thriving on youth development program outcomes. Journal of Human  
 46 Sciences and Extension, 7(3), 24-51.

- 1 • Noble, R., Hall, K., Hensley, S., & Arnold, M.E. (2021). Aligning 4-H youth development
- 2 frameworks with the 4-H Thriving Model. Available at: [https://helping-youth-](https://helping-youth-thrive.extension.org/)
- 3 [thrive.extension.org/](https://helping-youth-thrive.extension.org/).
- 4 • National 4-H Council. (2023, January 1). *What is 4-H?*. 4-H. <https://4-h.org/about/>.
- 5 • Search Institute (2014b). The developmental relationships framework. Minneapolis, MN:
- 6 Author.

7  
8 The Strategic Vision for 4-H, as outlined in the National 4-H Council Strategic Plan [4-H Youth](#)

9 [Development A 2025 Vision is by 2025](#), states “4-H will reflect the population demographics,

10 vulnerable populations, diverse needs and social conditions of the country. This vision has the

11 elements of inclusion, caring adults, serving at minimum 1 in 5 youth, and the volunteers and staff

12 reflect the diversity of the population.”

13  
14 Jonathon Smith, County Extension Director, said there are 270 4-H members across the

15 county and 43 active volunteers that help support the program and members. He said that five of

16 the six total county council officers are present tonight, and all but one of them are students from

17 the Chapel Hill area. He said he is excited to see 4-H expanding to urban communities in this

18 way, while remaining well-known in rural areas as well. Jonathon Smith introduced Gabi Taylor,

19 Lilly Kohout, Anastasia Smith, Navya Sharma and Natiya Sharma.

20 Anastasia Smith said she is the president of the county 4-H council and shared all of the

21 reasons 4-H is important to her.

22 Lilly Kohout said she is a senior at Chapel Hill High School and is the vice-president of the

23 county’s 4-H council. She talked about the many opportunities 4-H has offered her.

24 Nitya Sharma said has been in 4-H for two years. She shared what she has experienced

25 in 4-H and how it has impacted her.

26  
27 Commissioner Fowler read the following proclamation:

### 28 29 NATIONAL 4-H WEEK PROCLAMATION

30  
31 **WHEREAS**, 4-H youth across the nation are leading efforts to solve problems in their

32 communities and make a difference for their futures; and

33  
34 **WHEREAS**, 4-H is the largest youth development organization in North Carolina and the largest

35 in the nation with nearly six million participants; and

36  
37 **WHEREAS**, in 2022, 4-H in North Carolina provided 20,787 educational activities impacting

38 188,425 youth; and

39  
40 **WHEREAS**, Orange County’s 4-H program numbers more than 260 members and more than 40

41 volunteers engaged in camps, school enrichment, afterschool programs, and eight community

42 clubs; and

43  
44 **WHEREAS**, 4-H, as part of the North Carolina Cooperative Extension Service of NC State

45 University and NC A&T State University, is a program where youth are engaged in experiential

46 learning opportunities in 4-H’s mission mandates of science, engineering, technology, healthy

47 living, and citizenship; and

48  
49 **WHEREAS**, 4-H has connected youth and their communities with the innovative research and

50 resources from our nation’s 112 land-grant universities and colleges for more than 120 years;

1  
2 **NOW, THEREFORE**, we, the Orange County Board of Commissioners, do hereby proclaim  
3 October 1-7, 2023, as National 4-H Week in Orange County, and urge the people of this County  
4 to take advantage of the opportunity to become more aware of this research-based program that  
5 enhances our young people's interests in their futures as part of Orange County 4-H Youth  
6 Development and to join us in recognizing this unique partnership between our County and the  
7 University of North Carolina System.

8  
9 Adopted this 3<sup>rd</sup> day of October, 2023.

10  
11 \_\_\_\_\_  
12 Jamezetta Bedford, Chair  
13 Orange County Board of Commissioners  
14

15 A motion was made by Commissioner Fowler, seconded by Commissioner Hamilton to  
16 approve this proclamation.

17  
18 **VOTE: UNANIMOUS**

19  
20 Vice-Chair McKee said he remembers his experience as a 4-H member and shared the  
21 impact it had on his life. He said he would not be surprised to see all the members present tonight  
22 in his seat or in other seats of influence in the future.

23  
24 **b. National Register Recommendation for Ridge Road School**

25 The Board endorsed the Historic Preservation Commission's recommendation to ask the State  
26 Historic Preservation Office to list Ridge Road School in the National Register of Historic Places.

27  
28 **BACKGROUND:** The historic Ridge Road School is being nominated to the National Register  
29 for its significance as one of the best-preserved historic two-room Black schoolhouses in Orange  
30 County, built in the 1930s and used until the 1950s. The federal process for listing a property in  
31 the National Register of Historic Places includes a provision giving the BOCC the opportunity to  
32 offer a recommendation for or against the listing of historic properties within its jurisdiction. The  
33 HPC fully supports the nomination of the Ridge Road School to the National Register. As required,  
34 the HPC held a public hearing and received public comment regarding this proposed National  
35 Register listing at its regular meeting on September 27, 2023. The HPC subsequently  
36 recommended the proposed designation for approval (Attachment 3).

37  
38 DEAPR contracted with a consultant to prepare this National Register Report to promote this  
39 official recognition for properties of special historical, architectural or cultural significance to  
40 Orange County. This is an ongoing HPC program to protect and preserve historic resources.  
41 Funding was provided through the County's Lands Legacy Program, which includes as one of its  
42 priorities the protection of "lands of historic, cultural, or archaeological significance."

43  
44 The National Register is an honorary designation that carries no local regulatory burden, but does  
45 provide a federal and state process for protection in the case of projects receiving federal or state  
46 funding, or projects that require some form of federal or state permit or license.

47  
48 The attached National Register report provides a detailed architectural description, followed by a  
49 statement of the school's significance and historical context about Black schools in Orange  
50 County, along with a detailed history of the school (Attachment 1).

1 Peter Sandbeck, Cultural Resources Coordinator, reviewed the background information  
2 for the item and made the following presentation:

3  
4 Slide #1



5 Peter Sandbeck said this is the side of the schoolhouse that faces the road.

6  
7  
8 Slide #2



9

1 Peter Sandbeck said slide #2 shows a picture of the side of the schoolhouse with the  
2 entrance. He said it was built in 1932 to replace an outdated school building and community  
3 members donated lumber milled and sewn by a local contractor to build it. He said this was a  
4 respected institution until it closed in the 1950s. He said it stands on land owned by farmer Walter  
5 and Maggie Torian. He said many of their descendants are in the area today and are dedicated  
6 to the Jones Grove Baptist Church, which acquired the school after it closed.

7  
8 Slide #3



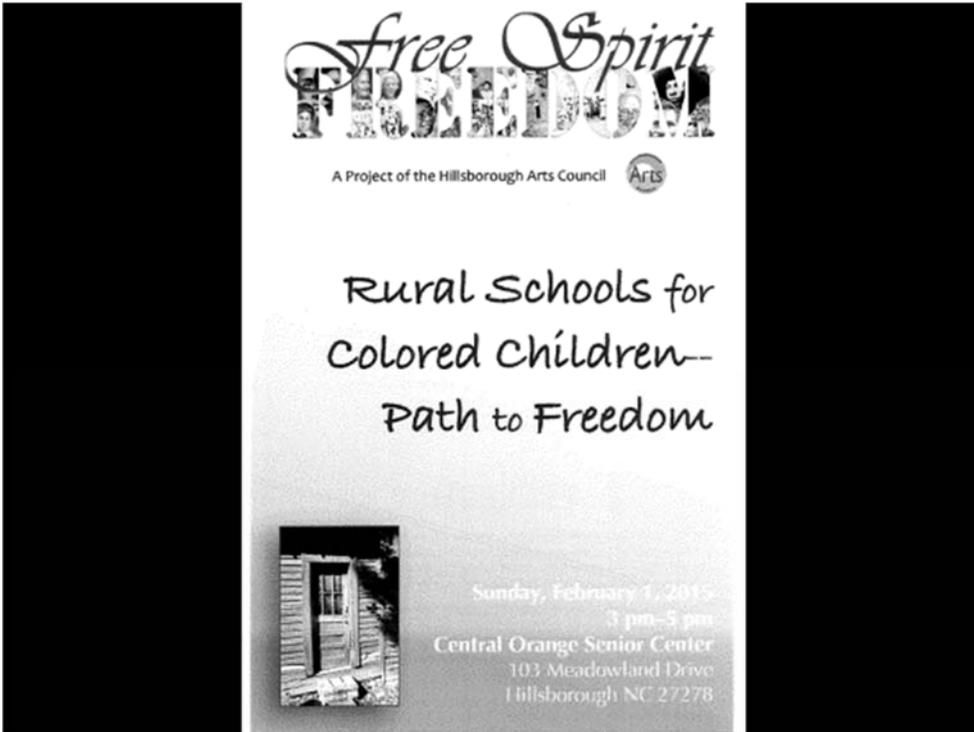
9  
10 Peter Sandbeck said Alethia Burt (pictured in slide #3) and Ruth Torian taught grades 1-  
11 7 during the time the school was open and were an integral part of the community. He shared a  
12 bit of background information on both teachers and highlighted the impact they had on students  
13 during this difficult period of time in the county's educational history.  
14  
15

1 Slide #4



2  
3 Peter Sandbeck said this picture was published in the News of Orange in 1951 extolling  
4 the wonderful things happening in the small two-room Black schools at the time.  
5

6 Slide #5



7  
8 Peter Sandbeck recognized the congregation members of Jones Grove Baptist Church  
9 in attendance and invited them to make comments.

1 Tremaine Royster, pastor of Jones Grove Missionary Baptist Church, thanked the Board  
2 for taking the time to remember this school. He shared how important the Ridge Road School is  
3 as a representation of the community's legacy.

4 Peter Sandbeck discussed the work of Representative Renee Price through Free Spirit  
5 Freedom.

6 Vice-Chair McKee asked if there are any plans to further restore the building.

7 Peter Sandbeck said yes, and designation on the National Register of Historic Places will  
8 allow the opportunity to seek funding sources. He said he will keep the Board updated on the  
9 progress.

10 Vice-Chair McKee said he will likely bring forward a petition to provide county funding  
11 toward this effort.

### 12 PUBLIC COMMENTS:

13 Louis Watkins said he was born and raised in Hillsborough on the same road as the  
14 school. He said he went to Ridge Road School starting in 1942 with 4 of his 9 siblings and really  
15 enjoyed going there. He said he went as far as the fourth grade. He shared memories of his time  
16 at school and walking 2.5 miles there each day.

17 Representative Renee Price said she first learned of the school over 10 years ago and  
18 she and Jackie Liggins went throughout the county to document the schools that were built for  
19 African American children during the era of segregation. She said there are 29 of these schools  
20 in Orange County. She explained the steps and conversations leading to her learning the name  
21 of Ridge Road School. She said she had a conversation with Melvin Beasley and he has similar  
22 stories to Mr. Watkins about bringing wood to burn for warmth, carrying water from the well, and  
23 using text books passed down from the white schools. She said Mr. Beasley was very humble  
24 and was the first African American to serve on the Orange County Board of Elections. She said  
25 this school stands as a testament to the determination of the students, parents, and the  
26 community to ensure a good education for everyone and recognizing that knowledge and  
27 education is a pathway to freedom. She said most other school buildings like this have fallen into  
28 disrepair or were converted to a residence or storage, but Ridge Road is the one in the best  
29 shape. She said saving this building will serve as an example and will continue to tell the full story  
30 of Orange County. She asked the Board to support the recommendation.

31 Commissioner Greene thanked everyone for their work on this. She said she drove by the  
32 school today and the pictures are great, but walking around the school is even better. She said it  
33 is sad this is the best-preserved building because it is frankly not in great shape and is glad to  
34 hear that the designation will help with fundraising for restoration. She said this recommendation  
35 is very comprehensive and appreciates the detailing of the deep history of school systems in  
36 Orange County. She said she very much supports this application.

37 Commissioner Hamilton said there are many difficult decisions to make as a county  
38 commissioner, but this one is easy. She thanked everyone involved for their efforts in bringing  
39 this forward. She said her grandparents were teachers and ministers in rural Georgia and  
40 imagines her grandmother may have taught in a school like this. She said it is important history.

41 Vice-Chair McKee said he remembers a similar school in Caldwell when he was growing  
42 up and is now, sadly, only the stones of the foundation.

43 Commissioner Richards said she finds this especially important today as so many people  
44 are trying not to acknowledge our history. She said it is important to save places that are tangible  
45 and to have memory of our history. She said it is urgent to save it while it's still able to be saved,  
46 and hopefully will be able to use the school as a teaching tool about the county's true history. She  
47 said her mother attended a one-room schoolhouse in rural Mississippi in the 1920s and expressed  
48 again the importance of preserving Ridge Road School.  
49  
50

1 Commissioner Portie-Ascott thanked the Jones Grove Church congregation for being  
2 committed to elevating history through this project.

3 Commissioner Fowler echoed other comments and said she appreciated reading about  
4 the school's history and the effort that went into this.

5 Chair Bedford said she agrees with comments from other commissioners and appreciates  
6 the level of detail in the recommendation. She agreed this is an easy decision.  
7

8 A motion was made by Commissioner Greene, seconded by Commissioner Hamilton, to  
9 endorse the National Register Nomination of the Ridge Road School and authorize the Chair to  
10 sign the Elected Official Comment Letter to indicate the Board's recommendation for listing in the  
11 National Register.  
12

13 **VOTE: UNANIMOUS**

14 **5. Public Hearings**

15 None.  
16  
17

18 **6. Regular Agenda**

19 **a. Renewal of Management Services Agreement for the Piedmont Food Processing Center**

20 The Board renewed a two-year Management Services Agreement for Piedmont Food Processing  
21 Center.  
22

23 **BACKGROUND:** In 2011, Orange County was one of four county government partners that  
24 helped to establish the Piedmont Food and Agriculture Processing Center (PFPC). The Center  
25 has changed names, staff and leadership, and scope of services in the past 12 years. The County  
26 owns and maintains the facility in which Piedmont Food Processing Center (PFPC) operates  
27 shared kitchen spaces and provides food business incubator services.  
28

29 The County entered into the first management services agreement with PFPC in 2021. At that  
30 time, Board members requested additional information regarding who is using the facility and the  
31 stage of development for those clients. This information is provided as part of the attached  
32 "Frequently Asked Questions" document.  
33

34 The proposed management services agreement does not modify any of the provisions of the  
35 current agreement. It continues to define responsibilities for building usage and maintenance,  
36 financial reporting, and all other relevant needs related to operating PFPC services in a County  
37 owned facility. The renewal would extend the term of the agreement for two (2) years.  
38

39 Travis Myren made the following presentation:  
40  
41

1 Slide #1

Agenda Item 6 -a



## Piedmont Food Processing Center Management Services Agreement

Board of Commissioners Business Meeting  
October 3, 2023

2  
3  
4

Slide #2

### Purpose

- Consider renewal of a management services agreement with the Piedmont Food Processing Center to continue operations at the County owned property at 500 Valley Forge Road in Hillsborough

2



5  
6

## 1 Slide #3

## Background

- PFPC operates as an incubator, accelerator, and shared kitchen/co-working space
- County owns the land, the facility, and fixed equipment
  - Land and building is valued at \$965,100
- Original lease was approved in 2012
  - Rent was scaled to reach \$26,000 by September 2016
- Rent was waived by the Board of Commissioners starting in July of 2016
- Lease was converted into a Management Services Agreement in 2021 for a term of two years

3

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4

## Slide #4

## Background

- Frequently Asked Questions (FAQ) prepared by PFPC and included in Board packet addresses
  - Clients and tenure
  - Services provided
  - Capacity
  - Work with local farmers
  - Funding
  - Economic impact
- Board packet also includes profit and loss statement and balance sheet prepared by PFPC

4



5

1 Slide #5

## Proposed Renewal

- Proposed renewal for two additional years to October 2025
- PFPC obligations are maintained
  - PFPC is granted access to the facility and equipment to enable local food and agricultural entrepreneurship
  - PFPC manages the facility and relationships with users
  - PFPC sets user fees
  - PFPC obligated to work with Economic Development, Chamber of Commerce to market the facility
  - PFPC obligated to submit annual balance sheet, profit and loss statement, and cash flow statement to demonstrate financial stability and performance
  - PFPC maintains and repairs some equipment related to kitchen operations
- County obligations also maintained
  - General facility maintenance
  - Capital improvements

5



2  
3  
4

Slide #6

## County Capital Improvements

- Debt service for capital improvements paid using Article 46 sales tax revenue
- Ten-year capital improvement history – total \$1.8 million authorized
- Recent investments included in the \$1.8 million total
  - \$185,000 to install pre-cast interceptor for grease, add a drive over drain for food trucks and other improvements to comply with town and environmental health regulations, and an emergency generator to provide consistent cooling capability during a power interruption.
  - \$115,000 to install exterior signage, paint the interior and exterior, update the existing epoxy flooring, and improve the exterior lighting.
  - \$140,000 to install roofing system over the exterior freezers
  - \$242,000 to design and replace the existing heating, ventilation and air conditioning units
  - \$19,019 to replace the exterior windows

6



5  
6  
7  
8

## 1 Slide #7

## Tax Value and Market Comparisons

- Land and facility valued at \$965,100
- Value of property tax exemption
  - Orange County - \$8,061.48
  - Orange Rural Fire - \$1,012.39
- PFPC pays business personal property tax on equipment valued at \$67,470
  - Orange County - \$563.58
  - Orange Rural Fire - \$70.78
- County sales tax on PFPC client products earned based on point of delivery
- Local commercial realtor estimated market rent between \$12 and \$18 per square foot
  - Total market rent between \$124,800 and \$187,200 annually

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Travis Myren said there was another question from the Board that staff is working to gather information on. He said the range is large because of the uniqueness of the facility.

## Slide #8

## Recommendation

- Approve and authorize the Chair to sign a renewal of the management services agreement with the Piedmont Food Processing Center to continue operations at the County owned property at 500 Valley Forge Road in Hillsborough for two years.

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Commissioner Portie-Ascott asked if there was money set aside for emergency repairs. Travis Myren said no and that would require a budget amendment.

1 Commissioner Portie-Ascott asked if a budget amendment has ever been required over  
2 the years.

3 Travis Myren said this has not happened before.

4 Commissioner Fowler said it would be helpful to have a work session on this. She said  
5 that she has a lot of the same questions that she had two years ago. She asked the percentage  
6 of viable businesses that exit the facility and then locate in Orange County. She asked why  
7 Durham has representation on the board when the county is no longer contributing. She said she  
8 is curious about the structure. She said one of the reasons it is not a non-profit is because this is  
9 not a depressed area, but the website lists it as a non-profit. She said she is curious about why  
10 Orange County is subsidizing this and has heard that other areas are doing this, but she would  
11 like to know what percentage are subsidized by counties. She said she would like to know if there  
12 are more subsidies in more rural areas. She said that she would like to know if they can require  
13 that a percentage of orange Couty businesses are the ones being helped. She said she is still  
14 trying to figure out why they are subsidizing for people all over the state. She said she is not  
15 saying she is against this but looking to increase the benefits to Orange County. She said she  
16 wants to know if there is a waitlist for people to use the facility.

17 Commissioner Greene said they are not a 501c(3) non-profit but they are technically called  
18 a non-profit in NC, they are not exempt from taxes in North Carolina.

19 Sue Ellsworth said they have to balance each kitchen and the capacity of each kitchen.  
20 She said the full catering kitchen and production equipment get a lot of use. She said that there  
21 is a waiting list for some kitchens, but others have none. She said the dry fill product kitchens  
22 have less of a wait.

23 Commissioner Fowler asked if priority is given to Orange County residents for the waitlist.

24 Sue Ellsworth said they always give priority to Orange County residents. She said even  
25 when they felt they were at capacity they always made an effort to fit in Orange County residents.

26 Eric Hallman said they get about 12 inquiries a week, and some are ready to start  
27 immediately. He said they balance what is available with when they can start.

28 Commissioner Richards asked if a user forms their business there, are they an Orange  
29 County business.

30 Eric Hallman said they have to register their production address as the facility and that  
31 would mean their production address is Orange County.

32 Commissioner Richards said that is what she thought. She said they would be considered  
33 Orange County businesses while they are there, but not once they graduate from the facility.

34 Chair Bedford said they have their corporate registration address and their production  
35 address.

36 Commissioner Richards asked if they would have two registered addresses. She said she  
37 is trying to understand the relationship between where people live that use the facility. She said it  
38 would be an Orange County manufacturing business but once they are out, they would be based  
39 on their own addresses.

40 Eric Hallman said they would use their corporate address and that would usually be their  
41 home. He said Orange County does not have a lot of ability to keep companies local, and  
42 companies usually go out of state. He said they have completed a study of how to keep the studies  
43 local with the Kenan Institute.

44 Sue Ellsworth said they talk a lot about the numbers but she wanted to take a moment  
45 and make sure the people are discussed too. She said there are people behind the brands of  
46 each one of the products created by the businesses. She reviewed some of the products gifted  
47 to the Board members and spoke on the hard work of each of the business owners. She said she  
48 works closely with the people that make the products and work on their businesses.

49 Vice-Chair McKee asked if PFPC is still serving as a center for food trucks.

50 Sue Ellsworth said yes, and she thinks there are about 15 now. She encouraged a visit to  
51 the facility.

1 Commissioner Greene applauded Sue Ellsworth for creating the non-profit called We  
2 Power Food. She said that it is a great place for women to start and continue their businesses.

3 Sue Ellsworth said it is a nonprofit that works on developing and providing resources to  
4 women food entrepreneurs. She said it helps them get the correct information from the start. She  
5 said this helped bridge the gap in communication between business owners and regulatory  
6 agencies.

7 Commissioner Hamilton asked how many board members there are and who is on the  
8 board.

9 Eric Hallman said two commissioners, one from Durham County and one from Orange  
10 County, and there are five board members. He said there is a need to expand the board.

11 Commissioner Hamilton asked if there is a thought of how many to expand to.

12 Eric Hallman said that they need to figure out what the BOCC wants the organization to  
13 be and from there they can get the right skill set.

14 Commissioner Hamilton said she would like to see a breakout for profit and loss.

15 Eric Hallman said he can provide that.

16 Commissioner Hamilton said she would like to know the fixed equipment and value of it.

17 Eric Hallman said there are two steam kettles, a skillet, two double decker ovens, a bread  
18 proofer, a liquid nitrogen blast freezer and a hydraulic juice press, and a dishwasher. He said that  
19 most of the equipment has fully depreciated and the replacement value is significant. He said the  
20 equipment lasts a long time and most of the equipment was purchased with grants.

21 Commissioner Hamilton asked if they continue to get grants.

22 Eric Hallman said they continue to apply but they have not applied for new equipment  
23 because they do not have the resources to deploy that. He said they would love to expand their  
24 services, particularly for dry fill services, and that would require new equipment.

25 Commissioner Hamilton asked how charges are determined.

26 Eric Hallman said the hourly rates are market rate from mission driven kitchens. He said  
27 they are in a network of incubator kitchens. He said there are 38 kitchens across the state that  
28 meet and share ideas. He said that \$28 an hour is the going rate and that is what they charge.

29 Sue Ellsworth said they also charge for storage so that's additional revenue.

30 Chair Bedford said her concern is on accountability and board governance and asked how  
31 many board meetings were held and how many met quorum.

32 Eric Hallman said there were two last year with quorum, and one this year with quorum.

33 Chair Bedford said this is a concern for her because it doesn't follow their bylaws. She  
34 said that is not good board governance. She said that they should provide high level of  
35 management oversight and review the financial statements. She said that her experience at the  
36 time was that management changed the fee structure and then informed the board afterwards.  
37 She asked if the board conducts an evaluation for them. She asked if there was a job description.  
38 She asked if they get retirement or health insurance. She asked if they get paid vacation.

39 Sue Ellsworth said she gets long-term and short-term disability, paid vacation, and they  
40 investigated bringing insurance in, but it is not affordable for a company their size. She said she  
41 uses the marketplace to get insurance.

42 Chair Bedford said one of her issues is that they do not have similar benefits to county  
43 employees, and it is not fair. She said they work very long hours, and they are dedicated and  
44 great employees. She said that her criticism of the Board is not about the employees. She said it  
45 was a surprise to her when the board minutes were refused. She said she thinks the BOCC should  
46 extend the contract for a year.

47 Eric Hallman said this started as a four-county collaborative in 2010. He said this was  
48 Durham, Alamance, Chatham, and Orange. He said that in 2011 their doors were opened. He  
49 said that it was funded at \$1.3 million from various state, federal, and private funds. He said that  
50 Congressman Price was instrumental in this, and it paid for the building renovation and the  
51 equipment. He said in 2012, former County Manager Frank Clifton said they did not want anything

1 further to do with it and it became a non-profit. He said that in 2015 there was a shutdown looming.  
2 He said that he walked into Barry Jacobs' office, and he started as the interim director with a  
3 deferred salary. He said he started with their financials and because they were behind, the non-  
4 profit was dissolved. He said that when Orange County filed, they filed with the wrong box checked  
5 and there was no way they could get reinstated for non-profit. He said that they started a new  
6 entity in January 2018 and started the process to become their own non-profit. He said that with  
7 research, they determined that the IRS was not providing that status for businesses like this. He  
8 said that they operate as a non-profit, with no owners, but that is what they were told is ok. He  
9 said they are a NC non-profit but file federal taxes as a C-Corporation. He said they are still unsure  
10 about their relationship with Orange County, and they need to figure that out.

11 Commissioner Fowler asked if it would be possible to coordinate with Durham Tech on  
12 culinary classes.

13 Sue Ellsworth said it would be hard with the way the kitchens are set up and because of  
14 the regulations.

15 Commissioner Greene said she is trying to understand the non-profit issue. She said they  
16 board operates like a non-profit, but they are not filing as a 501c(3). She asked if they are not a  
17 non-profit because they recognize that the groups they are helping do not fall into the category  
18 for non-profit.

19 Eric Hallman said yes.

20 Commissioner Portie-Ascott said that 80-85 businesses have used the facility this year  
21 and asked how the number has changed over the last 3-5 years.

22 Eric Hallman said they have 60 current clients at a time and that demand has not  
23 decreased.

24 Commissioner Richards said if any board members haven't gone, they should go. She  
25 said she applauds the creativity, the work, and the encouragement for small businesses. She said  
26 she is very supportive. She said that if there are things the Board is uncomfortable with, they  
27 should be direct about addressing those things, but she believes this is an asset for Orange  
28 County and wants to figure out how best to support it.

29 Commissioner Hamilton said she has not been to the facility yet. She said that reading  
30 through the information and understanding the history, the amount of subsidy that Orange County  
31 is giving, she has to ask herself what other uses could benefit from the use of the money. She  
32 said it is not clear to her what the alternatives are or the direct benefits to the residents of Orange  
33 County. She said she feels this is something where she would like more time to see the benefit  
34 of having this facility. She said she is in favor of a shorter agreement while doing the work to reach  
35 an agreement for a longer term.

36 Chair Bedford said BOCC provides capital support for only two outside agencies. She said  
37 the other is a program that serves disabled adults. She said this kitchen serves for-profit  
38 businesses. She said that she is concerned about duplication of services. She said that there is  
39 a need for additional financial analysis. She said she is not in favor of selling this. She said there  
40 should be support and the employees should be paid properly. She said that this feels like déjà  
41 vu from two years ago. She said that this contract saves this program from a runaway board. She  
42 said it is really important that they need to consider restructuring. She said that 7 or 8 farmers are  
43 using the facility. She said that she has requested the full financials, and they can understand the  
44 operations themselves. She said they should require the sharing of minutes. She said that she  
45 questions why Orange County taxpayers should subsidize for-profit businesses in general, but  
46 especially those that are from outside of Orange County. She said she wants to extend the  
47 contract for one year and task the Manager to create a list of the items. She read a list that will be  
48 provided to the manager of things she would like to know. She said a consultant may need to be  
49 brought in. She said she needs a full financial analysis with market rents, maintenance costs, and  
50 long-term future. She said this needs to bring in the overall economic benefits and costs to the  
51 county and the region. She said she would like to know what the farmers need and would like a

1 recommendation on how to support them. She said she would like to know how other jurisdictions  
 2 are managing these facilities. She said that she would like to see an analysis of different  
 3 ownership structures. She asked if they could partner with Durham Tech to offer classes in a more  
 4 efficient manner. She said she wants to make sure they prevent the runaway board issue and see  
 5 the best way to organize the structure. She said that meeting only twice in the last year is not  
 6 working. She said a legal review is needed for taxpayers supporting for-profit businesses. She  
 7 said they are also in need of a succession plan.

8 Commissioner Portie-Ascott asked if they have approved independent audits or if it is new  
 9 in the agreement.

10 Chair Bedford said she is unsure if they are part of the audit.

11 John Roberts said an audit is optional and would be at the cost of the county.

12 Commissioner Fowler said she wants to revisit why a Durham County commissioner is on  
 13 the board. She said she would like to give Orange County residents some form of priority. She  
 14 said she is unsure if it still makes sense to fully subsidize this.

15 Vice-Chair McKee said this is an incubator just like others they support. He said that he  
 16 understands concern over subsidizing a private company, but they also subsidized a private  
 17 company for broadband. He said they could make a distinction, but he is unsure there is one. He  
 18 said they are helping individuals trying to launch a business. He said this is a specialized industry.  
 19 He said the Board prides itself on being leaders in NC and nationally, and the interest shown in  
 20 the facility outside of Orange County is national. He said he would be opposed to the county  
 21 taking over management. He said this is an organization that needs specialized management. He  
 22 said he could support a 1-year extension.

23 Commissioner Greene said she agrees with Vice-Chair McKee. She said there are other  
 24 incubators they support and that fund economic development opportunities for private companies.  
 25 She said that this is not just about Orange County. She said that one of her son's friends started  
 26 a company and they sell all over the place now. She said that she would support two years but  
 27 certainly a 1-year extension. She said they need to have a work session to determine how to keep  
 28 this and make it more successful.

29  
 30 A motion was made by Commissioner Hamilton, seconded by Vice-Chair McKee, to  
 31 approve and authorize the Chair to sign the Management Services Agreement renewal for the  
 32 Piedmont Food Processing Center for a period of one year.

33  
 34 Vice-Chair McKee added a friendly amendment that this subject will be brought back at a  
 35 work session at the discretion of staff and Board leadership.

36  
 37 Commissioner Portie-Ascott asked how the county has been harmed because they have  
 38 only met twice.

39 Chair Bedford said they don't know.

40  
 41 **VOTE: UNANIMOUS**

42  
 43 James Watts, PFPC Board of Directors Chair, agrees with the Board's concerns and said  
 44 these questions have always existed.

45  
 46 **7. Reports**

47 **a. 2025 Countywide Property Tax Revaluation Update**

48 The Board received an overview and update from staff on the 2025 revaluation process.

49  
 50 **BACKGROUND:** Counties in North Carolina are required to conduct a revaluation of all real  
 51 property at least once every eight years. Orange County, like many other counties, has adopted

1 a resolution to advance the cycle to once every four years. The last revaluation of real property  
 2 in Orange County took effect January 1, 2021, and the next is scheduled for January 1, 2025.

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 4 Nancy Freeman, Tax Administrator, made the following presentation:  
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6 Slide #1

# 2025 Property Tax Revaluation Update

Nancy T. Freeman

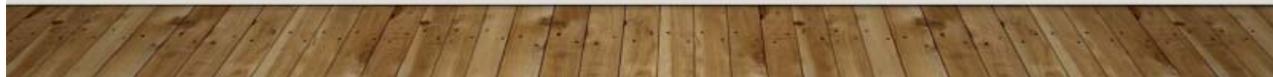
Orange County Tax Administrator



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 8 Slide #2  
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## What is Revaluation or Reappraisal?

- Revaluation purpose stated by *In Re Allred, 351 NC 1 (1999)*:  
 "...purpose of a revaluation for tax purposes is to attain equalization of values, and throughout the Act there are procedures and controls for the timing and calculation of property valuations which help to ensure that equalization. Examples ... 105-284 (establishing uniform assessment standards), 105-286 (establishing scheduled octennial valuations and horizontal valuations based on uniform geographic or category adjustments), 105-287 (limiting valuation adjustments between general valuations) and 105-317 (requiring uniform schedules of values, standards and rules be applied countywide). The rules outlined in these sections are designed to promote horizontal equity between owners of similar properties, limit discretionary valuation and ensure reliability to the ad valorem tax process which allows taxpayers and counties to plan and budget accordingly."



1 Slide #3

## What is Revaluation or Reappraisal (continued)?

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- Revaluation re-established the fairness of the tax burden between properties, which typically change in value at different rates by location and property type.
- Required by North Carolina General Statute 105-286 at least once every 8 years.
- Orange County conducts a revaluation every four years, based on resolution signed on May 7, 2013.
- The last countywide reappraisal has an effective date of January 1, 2021.
- The next reappraisal will update real property values to reflect fair market value as of January 1, 2025.

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Slide #4

## Importance of Reappraisal Cycle

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- Required by North Carolina General Statute 105-286 at least once every 8 years.
- However, Orange County chooses to conduct a revaluation or reappraisal every four years.
  - Keeps real estate value levels more equitable with current market conditions.
  - Keeps personal property, public utility companies and real estate assessment levels more equitable since personal property and public utility values are updated yearly.

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1 Slide #5

## NCDOR Reappraisal Standards

North Carolina Department Of Revenue (NCDOR) adopted the International Association of Assessing Officers' (IAAO) Standard on Mass Appraisal of Real Property in 2017 and determined reappraisal standards for all counties. The main requirements of the Reappraisal Standards are:

- Frequency of Reappraisal, or Revaluation
  - Requirement statewide is every eight years, recommended is at least every four years
  - Median Sales Ratio of Real Property determined by NCDOR indicates if a county must conduct a reappraisal sooner than planned

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Slide #6

## NCDOR Reappraisal Standards (continued)

- Type of Reappraisal
  - Based on Review of Random Sample using 1% of Improved Properties
  - For Counties on a four-year cycle, a Data Review conducted by NCDOR is required three years prior to the planned Revaluation
  - Orange County's Random Sample Review was completed in September 2022, Results:
    - Square Footage Data: NCDOR Standard – 95%, Orange County – 95.41%
    - Objective Data: NCDOR Standard – 95%, Orange County – 98.71%
    - Subjective Data: NCDOR Standard – 90%, Orange County – 93.89%
    - Recommendation made by NCDOR : Minimum Desktop Reappraisal
- Required Reappraisal Plan
  - Orange County submitted plan to NCDOR in January 2023
  - Plan includes: Budget, Staffing levels, Outsourcing Needs, and Timeline

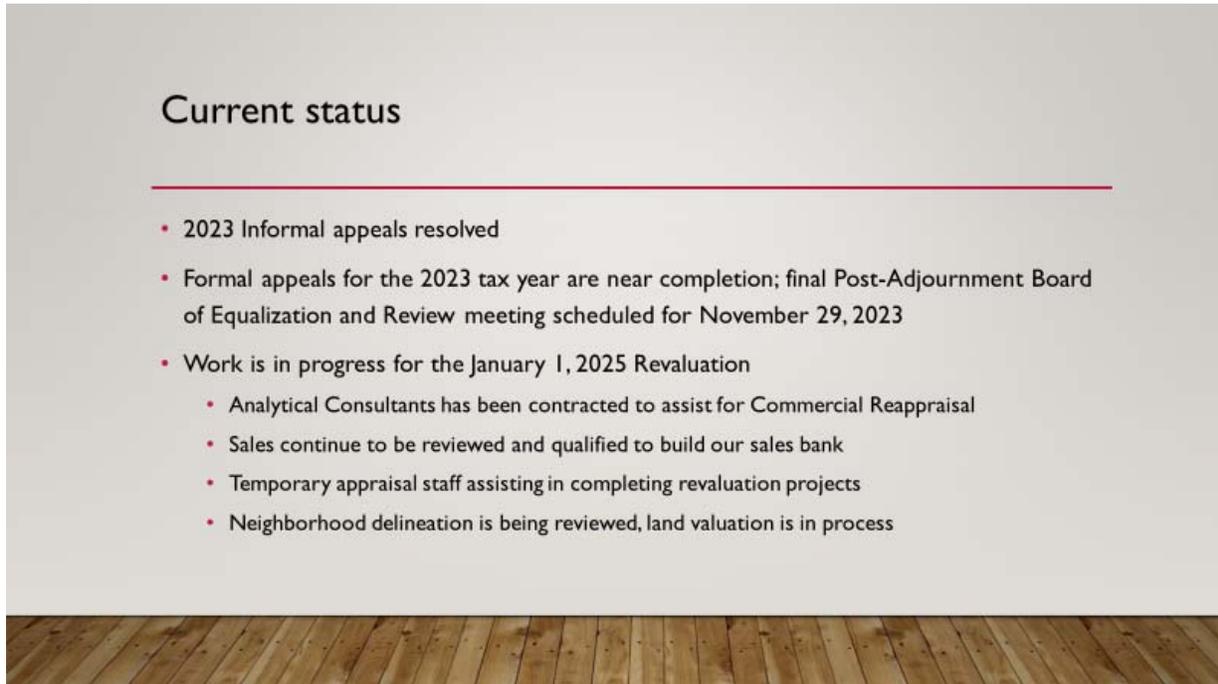
5  
6 Vice-Chair McKee asked that field reviews focus on areas identified during the last  
7 revaluation as areas of concern.

8 Nancy Freeman said absolutely and that she knows the Northside was an area of concern.  
9 She said they found ten conservation districts in the county, and they will be closely reviewed to  
10 make sure they are being valued correctly.

11 Commissioner Hamilton asked what 1% of improved properties means.

- 1 Nancy Freeman said it means there is a building or home on the property, not just land.  
 2 Commissioner Hamilton asked what the 95% square footage data of is compared to.  
 3 Chad Phillips said they look at the initial list and then the appraisers go back out a second  
 4 time to compare it. He said it is a system versus appraisers on the field.  
 5 Nancy Freeman said it is a self-check and reviewed by the NC Department of Revenue.  
 6

## 7 Slide #7



## Current status

- 2023 Informal appeals resolved
- Formal appeals for the 2023 tax year are near completion; final Post-Adjournment Board of Equalization and Review meeting scheduled for November 29, 2023
- Work is in progress for the January 1, 2025 Revaluation
  - Analytical Consultants has been contracted to assist for Commercial Reappraisal
  - Sales continue to be reviewed and qualified to build our sales bank
  - Temporary appraisal staff assisting in completing revaluation projects
  - Neighborhood delineation is being reviewed, land valuation is in process

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## 10 Slide #8



## 2025 Revaluation Timeline

- January 2022 – June 2024: Neighborhood Delineation and Field Visits
- January 2023 – December 2024: Sales Analysis
- February 2023 – December 2023: Land Valuation
- March 2023 – Data Validation Forms Mailed to all Residential Improved Property Owners
- September 2023 – November 2024: Commercial Valuation
- May 2024 – August 2024: Building of Schedules of Values
- September 2024 – December 2024: Public Hearing and Adoption of Schedules of Value
- February – March 2025: Notices of Value mailed
- January 2025 – June 2025: Appeals

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Commissioner Portie-Ascott asked if the data valuation forms were sent to the sample.

1 Nancy Freeman said this form was sent to all property owners and asked them to tell them  
2 if it was not correct. She said they have done this during the last three valuations.

3 Commissioner Portie-Ascott asked if a resident might have complained because the  
4 information was incorrect.

5 Nancy Freeman said they may have noticed that it was incorrect and then the changes  
6 are made, but from that point forward. She said they cannot make it retroactive. She said they are  
7 not required to send the form back, but they received about 2,200 back for the 2021 revaluation.  
8 She said that it was very helpful, and it was sent out a year earlier this year.

9 Commissioner Hamilton asked if you could look up your property online to see if you filled  
10 out the form.

11 Nancy Freeman said there is a way to review characteristics of property online and to  
12 send messages directly to tax office. She said they are anticipating a similar number of appeals.

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14 Slide #9

## Revaluation Process

- Properties are appraised at 100% market value at the time of the revaluation. Data is reviewed from the most recent qualified sales leading up to the revaluation date.
- The **Schedule of Values** is a manual to describe and document the methodology and procedures for appraising real estate at market value at the time of the county's most recent revaluation.
- In order to reappraise all parcels at the same time as of the same date, **mass appraisal** is used. It is the process of grouping uniform or similar properties together to ensure fair and equitable property values, and is used by all North Carolina counties to conduct a reappraisal.
- Real property values remain the same until the next reappraisal, unless physical changes are made to the property during non-reappraisal years.
- New buildings and other improvements are appraised according to the percentage of completion on January 1 of each year and are valued according to the Schedule of Values to reflect the value as of the most recent revaluation date.

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## 1 Slide #10

## Market Sales Statistics – NCDOR Annual Report

- Sales ratio expresses the relationship between current assessed values and current market values. Counties with populations of 75,000 or more that have a Sales Ratio of under 85% or over 115% must conduct a revaluation of their real property within three years if a reappraisal is not already scheduled within that time period. See North Carolina General Statute 105-286(a)(2).
- 2021 Sales Ratio Median = 98.66%
- 2022 Sales Ratio Median (provided by NC Department of Revenue) = 81.97%
  - At this point, the average Sales Ratio for 2021 Reappraisal Counties was 89.14%
- 2023 Sales Ratio Median (provided by NC Department of Revenue) = 69.49%
- First Quarter 2023 Sales Ratio Median = 65.90%
- Second Quarter 2023 Sales Ratio Median = 64.8%

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## Slide #11

## Market Sales Statistics – NCDOR Annual Report (continued)

What does this mean?

- To quote Chris McLaughlin, University of North Carolina School of Government Professor:  
*"In 2022, the country is a couple of years into its recovery from the "COVID Recession" and real estate prices are BOOMING. Home prices in North Carolina increased 45% from March 2020 to March 2022 and continue to pick up steam."* (from Blog: **Sales Assessment Ratios Plummet**, 5/17/2022 <https://canons.sog.unc.edu/2022/05/sales-assessment-ratios-plummet/> )
- As is evident by the significant change in Sales Ratio from 2021 at 98.66% to our current estimated 64.80%, sale prices continue to climb in Orange County. If the trend continues, properties could experience a substantial increase in values county-wide in the 2025 Revaluation, similar to what was experienced in the 2021 Revaluation.
- Since Orange chooses to reappraise every four years, we are not required to advance the 2025 reappraisal. However, we could not choose to postpone the revaluation because the 2022 sales ratio is below 85%.

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## 1 Slide #12

## Lessons Learned: Northside Neighborhood Conservation District and others

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Current plan: recognize all neighborhood conservation districts as their own separate neighborhoods. Field reviews will be concentrated in areas with previously high levels of appeals.

Values continue to increase in Northside Conservation District, mirroring what is happening throughout the entire County. There have been 44 Qualified Sales within the three neighborhood codes that include the Northside District since the 2021 Revaluation. Since 2021 the Average Sale Price is \$482,444, Median Sale Price is \$420,000.

One example of how values are changing within the Northside Conservation District: PIN 9789204198 has a current assessed value of \$772,200. The property has sold twice since January 1, 2021:

June 14, 2021 for \$875,000

September 6, 2022 for \$970,000

The current assessed value is 79.60% of most recent sales price

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Nancy Freeman said that in their review, ten conservation districts were identified.

## Slide #13

## 2025 Revaluation Community Initiatives

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### Continued Online Offerings

- Comper for Citizens - simple, convenient way to find and compare sales; available to anyone, anywhere
- Online Property Record Card (PRC) and Change Request - easy-to-understand format to review property characteristics and a way for an owner to electronically submit a change request to appraisal staff
- Appraisalest – online option for property owners to submit appeals; first used successfully in 2021 Revaluation, now majority of appeals are submitted online

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Vice-Chair McKee asked John Roberts if there is no ability to value these homes in these areas in a different way.

John Roberts said no.

Nancy Freeman said "Appraisalest" on slide #13 should read Appeals.

1 Slide #14

## Revaluation Projects

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- The Tax Office planned several projects as part of the 2025 Revaluation.
- Below is a partial list of those projects. The projects are worked by appraisers, temporary appraisal assistants, and other assessment staff.
  - Apartment Cleanup – In Progress
  - Conservation Districts – In Progress
  - Flood Zones Review
  - Land Size Inaccuracy – Completed
  - Mobile Homes – In Progress
  - Valuation of Exempt Properties – Completed

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Commissioner Portie-Ascott asked what apartment cleanup is.

Chad Phillips said a lot of the projects were cleaning up data. He said it is not changing values but if there are multiple buildings on the same property, there should be one on each card. He said that apartments should be sketched for more accuracy.

Commissioner Greene said Northside and Pine Knolls are two historically Black and affordable neighborhoods. She said the other two in Chapel Hill are pretty expensive neighborhoods. She asked the rationale for including those.

Nancy Freeman said they do not know yet but want to focus to make sure they are accurately valued. She said it may be that nothing is needed.

Commissioner Greene said she thinks those will blend in with the rest of Chapel Hill homes.

Nancy Freeman said they are looking into the classification of mobile homes as real property or personal property. She said those will be corrected if they are not.

## 1 Slide #15

## 2025 Revaluation Community Initiatives (continued)

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- Orange County Revaluation Webpage: <https://www.orangecountync.gov/878/Revaluation>
- New video now available on Tax Administration website: What is Revaluation?
- Additional videos in the works:
  - a. How to Appeal
  - b. What is Market Value?
  - c. Information on Tax Office Websites
- Community meetings and workshops
  - Preparing Community for Revaluation
  - Appealing Your Value
- Social Media Promotion

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## Slide #16

Questions?

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Commissioner Greene asked if the PowerPoint was provided to the Board.  
Chair Bedford said it was in the agenda packet.  
Nancy Freeman said she would send an updated PowerPoint.

1 **8. Consent Agenda**  
2

- 3 • Removal of Any Items from Consent Agenda  
4 • Approval of Remaining Consent Agenda  
5 • Discussion and Approval of the Items Removed from the Consent Agenda  
6

7 A motion was made by Vice-Chair McKee, seconded by Commissioner Fowler, to approve  
8 the consent agenda.  
9

10 **VOTE: UNANIMOUS**  
11

12 **a. Minutes**

13 The Board approved the minutes of the September 5, 2023 Business Meeting, as presented.

14 **b. Motor Vehicle Property Tax Releases/Refunds**

15 The Board accepted the report reflecting the motor vehicle property tax releases/refunds  
16 requested in accordance with the NCGS and approved the attached release/refund resolution.

17 **c. Property Tax Releases/Refunds**

18 The Board approved a resolution approving property tax release/refund requests in accordance  
19 with North Carolina General Statute 105-381.

20 **d. Late Applications for Property Tax Exemption/Exclusion**

21 The Board adopted a resolution approving sixteen (16) untimely applications for  
22 exemption/exclusion from ad valorem taxation for sixteen (16) bills for the 2023 tax year.

23 **e. Proclamation for Fire Prevention Week – October 8-14, 2023**

24 The Board approved and authorized the Chair to sign the proclamation designating October 8-  
25 14, 2023 as Fire Prevention Week in Orange County.

26 **f. Approval of Board of Commissioners Meeting Calendar for Year 2024**

27 The Board approves the proposed meeting schedule for calendar year 2024.

28 **g. Five-Year Lease Extension for Hillsborough Commons**

29 The Board approved the five-year lease extension for Hillsborough Commons and authorized the  
30 Chair to sign upon final review by the County Attorney.

31 **h. Amendments to the Code of Ordinances Section 18-154. – Parks and Facilities**

32 The Board approved and authorized the Chair to sign a resolution adopting the proposed  
33 amendments to the Code of Ordinances Section 18-154. – Parks and Facilities, to include the  
34 updated name of the Soccer.Com Center, as well as including new county park facilities.

35 **i. Approval of Resolution Amending the Orange County FY 2022-2023 HOME Program**  
36 **Design**

37 The Board approved and authorized the Chair to sign a resolution amending the resolution  
38 adopted on June 7, 2022 that authorized the Orange County FY 2022-2023 HOME Program  
39 Design.

40 **j. Resolution Supporting Medicaid Availability Prior to Re-Entry for Incarcerated**  
41 **Individuals**

42 The Board approved and authorized the Chair to sign a resolution supporting federal legislation  
43 and policy reform currently under consideration that would allow individuals who are incarcerated  
44 to access Medicaid prior to release from prison or jail. The Board further authorized the Clerk to  
45 send a copy of the resolution to US Representative Valerie P. Foushee, US Senators Thom Tillis  
46 and Ted Budd, members of Orange County's legislative delegation, North Carolina Department  
47 of Health and Human Services Secretary Kody H. Kinsley, and The Towns of Hillsborough,  
48 Carrboro, and Chapel Hill.

49 **k. Approval of Proposed Letter to the National Association of Counties (NACo)**  
50 **Supporting Relocation of the 2024 Annual Conference**

1 The Board approved and authorized the Chair to sign and send a letter requesting the relocation  
2 of the 2024 NACo conference from Hillsborough County, Florida.  
3

4 **9. County Manager’s Report**

5 Bonnie Hammersley reviewed the agenda for the Joint Meeting with the Chiefs’  
6 Association and Work Session scheduled for October 10, 2023.  
7

8 **10. County Attorney’s Report**

9 John Roberts had no report for the Board.  
10

11 **11. \*Appointments**

12 None.  
13

14 **12. Information Items**

- 15
- 16 • September 19, 2023 BOCC Meeting Follow-up Actions List
  - 17 • Tax Collector’s Report – Numerical Analysis
  - 18 • Tax Collector’s Report – Measure of Enforced Collections
  - 19 • Tax Assessor's Report – Releases/Refunds under \$100
- 20

21 **13. Closed Session**

22 None.  
23

24 **Adjournment**

25

26 A motion was made by Commissioner Fowler, seconded by Commissioner Hamilton, to  
27 adjourn the meeting at 10:00 p.m.  
28

29 **VOTE: UNANIMOUS**  
30  
31

32 Jamezetta Bedford, Chair  
33  
34

35 Recorded by Tara May, Deputy Clerk to the Board  
36

37 Submitted for approval by Laura Jensen, Clerk to the Board

**ORANGE COUNTY  
BOARD OF COMMISSIONERS**

**ACTION AGENDA ITEM ABSTRACT**

**Meeting Date:** November 14, 2023

**Action Agenda  
Item No. 8-b**

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**SUBJECT:** Resolution to Amend Involuntary Commitment Transportation Plan

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**DEPARTMENT:** Sheriff's Office

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**ATTACHMENT(S):**

A Resolution Supporting Involuntary  
Commitment Transportation Services  
by the UNC Health Care System to  
Youth Behavioral Hospital (Butner,  
NC)  
Involuntary Commitment Transportation  
Plan  
October 24, 2023 Consent Letter from  
UNC Health President Janet Hadar

**INFORMATION CONTACT:**

Sheriff Charles S. Blackwood,  
919.245.2900  
Jennifer Galassi, Legal Advisor to the  
Sheriff, 919.245.2952

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**PURPOSE:** To approve a resolution amending the Orange County Involuntary Commitment Transportation Plan.

**BACKGROUND:** On March 10, 2020, the Orange County Board of Commissioners adopted the Orange County Involuntary Commitment (IVC) Transportation Plan pursuant to North Carolina General Statutes § 122C-251(g). This statute permits the Board to designate law enforcement personnel, volunteers, or other public or private agency personnel to provide all or parts of the transportation services required by involuntary commitment proceedings.

The UNC Health Care System (UNC Health) will soon begin operating a new facility in Butner, North Carolina known as "Youth Behavioral Hospital," which will operate as an inpatient psychiatric facility, providing treatment and care to minors who are experiencing behavioral health crises. In anticipation of the high volume of patients at the facility, UNC Health desires to conduct certain transportation services through its law enforcement officers, security personnel, and other staff by providing transportation of certain involuntary commitment respondents between the facilities it operates in Orange County and the Youth Behavioral Hospital.

**FINANCIAL IMPACT:** The provision of the transportation services by UNC Health from UNC Health's Orange County facilities to the Youth Behavioral Hospital in Butner will be at no cost to Orange County.

**SOCIAL JUSTICE IMPACT:** The following Orange County Social Justice Goals are applicable to this item:

- **GOAL: FOSTER A COMMUNITY CULTURE THAT REJECTS OPPRESSION AND INEQUITY**

The fair treatment and meaningful involvement of all people regardless of race or color; religious or philosophical beliefs; sex, gender or sexual orientation; national origin or ethnic background; age; military service; disability; and familial residential or economic status.

- **GOAL: ENSURE ECONOMIC SELF-SUFFICIENCY**

The creation and preservation of infrastructure, policies, programs and funding necessary for residents to provide shelter, food, clothing and medical care for themselves and their dependents.

- **GOAL: CREATE A SAFE COMMUNITY**

The reduction of risks from vehicle/traffic accidents, childhood and senior injuries, gang activity, substance abuse and domestic violence.

**ENVIRONMENTAL IMPACT:** There is no Orange County Environmental Responsibility Goal impact associated with this item.

**RECOMMENDATION(S):** The Manager recommends that the Board approve and authorize the Chair to sign the Resolution.

*Before the Orange County Board of Commissioners*

**A RESOLUTION SUPPORTING  
INVOLUNTARY COMMITMENT TRANSPORTATION SERVICES  
BY THE UNC HEALTH CARE SYSTEM  
TO YOUTH BEHAVIORAL HOSPITAL (BUTNER, NC)**

WHEREAS, pursuant to N.C. Gen. Stat. § 122C-251(a), Orange County has the duty to provide, through its law enforcement officers, transportation under the civil commitment proceedings of Article 5 of Chapter 122C of the North Carolina General Statutes for: (i) respondents who reside in Orange County; and, (ii) respondents taken into custody within Orange County (the "Transportation Services"); and,

WHEREAS, N.C. Gen. Stat. § 122C-251(g) permits the Orange County Board of Commissioners to designate law enforcement personnel, volunteers, or other public or private agency personnel to provide all or parts of the Transportation Services required by involuntary commitment proceedings (an "IVC Transportation Plan"), provided such designated persons are willing and trained as set forth in N.C. Gen. Stat. § 122C-202.2(a)(3), and further provided any such IVC Transportation Plan assures adequate safety and protection of both the public and the respondent; and it further appearing all requirements of section 251(g) are satisfied here; and,

WHEREAS, as required by N.C. Gen. Stat. § 122C-251(g), the Orange County Board of Commissioners has adopted an IVC Transportation Plan, and the UNC Health Care System ("UNC Health") now desires to provide certain Transportation Services consistent with that plan; and,

WHEREAS, UNC Health currently operates facilities within Orange County at which involuntary civil commitment respondents are located, including but not limited to inpatient psychiatric facilities and emergency departments; and

WHEREAS, UNC Health will soon begin operating a new facility in Butner, North Carolina known as "Youth Behavioral Hospital" which will operate as an inpatient psychiatric facility and will provide treatment and care to minors who are experiencing behavioral health crises; and,

WHEREAS, UNC Health anticipates that a high volume of patients at its Orange County facilities who are involuntary civil commitment respondents will require Transportation Services from those Orange County facilities to Youth Behavioral Hospital; and,

WHEREAS, UNC Health anticipates this high demand for Transportation Services from its Orange County facilities to Youth Behavioral Hospital will exist on a regular and sustained basis into the indefinite future; and,

WHEREAS, UNC Health recognizes that — barring modification to the current Orange County IVC Transportation Plan — the Orange County Sheriff's Office will bear responsibility for meeting this increased need for Transportation Services; and,

WHEREAS, UNC Health recognizes that meeting this increased need has the potential to divert resources from the many other vital functions the Orange County Sheriff's Office provides within the Orange County community; and,

WHEREAS, it is in the best interest of UNC Health to ensure its patients receive Transportation Services to Youth Behavioral Hospital promptly, including outside of regular business hours; and,

WHEREAS, UNC Hospitals — which is part of UNC Health Care System — maintain a campus law enforcement agency, pursuant to N.C. Gen. Stat. § 116-40.5, with law enforcement officers assigned to its Orange County facilities as well as to the Youth Behavioral Hospital; and

WHEREAS, UNC Hospitals generally has equipment and staff available to transport patients; and

WHEREAS, UNC Health now desires to conduct certain Transportation Services directly through its law enforcement officers, security personnel, and other personnel (collectively, "Transportation Personnel") by providing transportation of certain involuntary civil commitment respondents between its Orange County facilities to the Youth Behavioral Hospital in a manner consistent with the terms of the Orange County IVC Transportation Plan, as approved by the Orange County Board of Commissioners on 10 March 2020; and,

WHEREAS, UNC Health desires to continue to utilize the Orange County Sheriff's Office as needed for Transportation Services unrelated to the Youth Behavioral Hospital, and may from time to time still desire to utilize the Orange County Sheriff's Office as needed for Transportation Services related to the Youth Behavioral Hospital; and,

WHEREAS, all Transportation Personnel will receive Crisis Intervention Training; UNC Health will supply vehicles for the transportation of involuntary civil commitment respondents; UNC Health will maintain the following insurance coverages: (General Liability coverage equal to or greater than \$1 million per occurrence / \$2 million aggregate per annum; Commercial Automobile insurance, including bodily injury/property damage liability. coverage, equal to or greater than \$1 million per accident for any vehicle used in the provision of services, including owned, hired, and non- owned vehicles; and coverage under the North Carolina Workers Compensation Act); UNC Health will comply with applicable law in the custody and transportation of involuntary civil commitment respondents; and, to the extent permitted by law, including the North Carolina Tort Claims Act,

UNC Health agrees to indemnify and hold harmless Orange County and the Orange County Sheriff and his employees and agents with respect to Transportation Services conducted by UNC Health; and

WHEREAS, the provision of such Transportation Services by UNC Health from UNC Health’s Orange County facilities to the Youth Behavioral Hospital will be at no cost to Orange County:

NOW, THEREFORE IT IS RESOLVED, that, as permitted by N.C. Gen. Stat. § 122C-251(g), UNC Health may transport respondents under involuntary civil commitment proceedings between its Orange County facilities to the Youth Behavioral Hospitals in Butner, North Carolina, consistent with the Orange County IVC Transportation Plan as approved by the Orange County Board of Commissioners on 10 March 2020. UNC Health shall comply with and follow the applicable requirements and procedures of Article 5 of Chapter 122C of the North Carolina General Statutes and shall receive the benefits of designation under N.C. Gen. Stat. § 122C- 251(g) during such transports.

Except for the delegation of transportation authority to UNC Health delineated herein, all responsibilities and obligations identified under the Orange County IVC Transportation Plan, as adopted by the Orange County Board of Commissioners on 10 March 2020, remain unchanged.

The adoption of this resolution shall not be construed as creating any agency or other relationship between Orange County, the Orange County Sheriff’s Office, and UNC Health. This designation is intended to serve only as the designation required by N.C. Gen. Stat. § 122C-251(g).

This resolution shall become effective fifteen days after the date of its adoption in order to afford time to accommodate the notice requirements imposed by N.C. Gen. Stat. § 122C-251(g)(3).

**ADOPTED** by the Orange County Board of Commissioners

this the \_\_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
Jamezetta Bedford  
Chair, Orange County Board of Commissioners

Attest:

\_\_\_\_\_  
Laura Jensen  
Clerk, Orange County Board of Commissioners

## IVC TRANSPORTATION PLAN

### I. Issuance of Transportation Order and Service

- A. A Magistrate or clerk of Superior Court shall evaluate petitions for involuntary commitment.
- B. If the involuntary commitment criteria are met, the magistrate or Clerk of Court will issue a Custody Order to law enforcement.
- C. A law enforcement officer must take the respondent into custody within 24 hours after the order is signed.

### II. Transportation for Initial Examination

- A. Without unnecessary delay after assuming custody, the law enforcement officer shall take the respondent to an area facility for examination by a physician, eligible psychologist, or any health professional or mental health professional who is certified to perform the first examination for involuntary commitment as provided in Chapter 122C of the North Carolina General Statutes.
- B. When the respondent is a resident of the city, or is taken into custody within the city limits, that city's police department will provide transportation in accordance with the order. If the respondent lives in the county, or is taken into custody in the county, then the county must transport the respondent.
- C. If the transportation order requires the respondent to be transported to a facility outside the county, then the county is responsible for the transportation regardless of whether the respondent resides in the city or the county.
- D. A clerk, magistrate, or district court judge may authorize the family or immediate friends of the respondent, if they so request, to transport the respondent pursuant to IVC procedures. This authorization shall only be granted in cases where the danger to the public, the family or friends of the respondent, or the respondent himself or herself is not substantial. The family or immediate friends of the respondent shall bear the costs of providing this transportation.

### III. Transportation between Facilitates

- A. If the commitment examiner finds that the respondent is mentally ill and is dangerous to self or others the commitment examiner shall recommend inpatient commitment, and shall so show on the examination report.
- B. Upon notification, the law enforcement officer or other designated person shall take the respondent to a 24-hour facility pending a district court hearing.

- C. To the extent feasible, in providing the transportation of the respondent, the law enforcement agency shall act within six hours of notification. Other designated persons shall take the respondent to a 24-hour facility within six hours of notification.
- D. If a 24-hour facility is not immediately available or appropriate to the respondent's medical condition, the respondent may be temporarily detained under appropriate supervision at the site of the first examination.
  - 1. Upon the commitment examiner's determination that a 24-hour facility is available and medically appropriate, the law enforcement officer or other designated person shall transport the respondent after receiving a request for transportation by the facility of the commitment examiner.
  - 2. To the extent feasible, in providing the transportation of the respondent, the law enforcement agency shall act within six hours of notification. Other designated persons shall transport the respondent without unnecessary delay and within six hours after receiving a request for transportation by the facility of the commitment examiner.
- E. The law enforcement agency who originally took the respondent into custody is responsible for transporting the respondent from the initial examination to the designated 24-hour facility if the facility is located within the county.
- F. Transportation between counties for respondents held in 24-hour facilities who have requested a change of venue for the district court hearing shall be provided by the county where the petition for involuntary commitment was initiated.

#### IV. Outpatient Treatment and Discharges

- A. If the physician recommends outpatient treatment, or neither inpatient nor outpatient treatment, the agency who originally took the respondent into custody shall return the respondent to the respondent's regular residence or, with the respondent's consent, to the home of a consenting individual located in the originating county.
- B. Transportation between counties for discharge of a respondent from a 24-hour facility shall be provided by the county of residence of the respondent. However, a respondent being discharged from a facility may use his own transportation at his own expense.

#### V. Procedural Considerations

- A. To the extent feasible, in providing transportation of a respondent, a city or county shall provide a driver or attendant who is the same sex as the respondent, unless the law enforcement officer allows a family member of the respondent to accompany the respondent in lieu of an attendant of the same sex as the respondent.

- B. Law enforcement officers should advise respondents when taking them into custody that they are not under arrest and have not committed a crime, but are being taken into custody and transported to receive treatment and for their own safety and that of others.
- C. To the extent feasible, law enforcement agencies transporting an IVC individual should provide a driver or attendant of the same gender or, alternatively, allow a family member of the IVC individual to accompany them.
- D. Law enforcement officers may use reasonable force to restrain the IVC individual if it appears necessary for protection of themselves, the IVC individual or others. Officers shall use every effort to avoid restraint of a child under age 10 unless the child's behavior or other circumstances dictate that restraint is necessary.
- E. Law enforcement officers shall respond to all inquiries from the destination facility concerning the IVC individual's behavior and any use of restraints during custody or transport, unless the information is confidential or would compromise a law enforcement investigation.
- F. The cost and expenses of custody and transportation of a respondent are set forth in GS 122C-251(h).

#### VI. Other

- A. This Agreement may be modified by mutual agreement of all the parties.
- B. Any party may withdraw from this Agreement by written notice from its governing body.
- C. This Agreement shall be submitted to the magistrates in the judicial district of each party to the Agreement, to the county clerks of court, to the LME/MCO that serves the city or county, and to the Division of Mental Health, Developmental Disabilities, and Substance Abuse Services.



**Janet Hadar**

President, UNC Hospitals

101 Manning Dr.  
Med Wing E, 3<sup>rd</sup> Floor  
Chapel Hill, NC 27514

24 October 2023

Jamezetta Bedford  
Chair, Orange County Board of Commissioners  
300 W. Tryon St.  
Whitted Bldg. Rm-220  
Hillsborough, NC 27278

Chair Bedford,

I am writing to provide the Orange County Board of Commissioners with the written consent of UNC Hospitals to the proposed modification of the Orange County Involuntary Commitment Transportation Agreement which is currently pending before the Board. This written consent is required by N.C. Gen. Stat. § 122C-251(g)(3).

If adopted, the proposed modification will designate UNC Hospitals as an agency authorized to transport patients under involuntary civil commitment at its Orange County facilities from those facilities to Youth Behavioral Hospital in Butner, North Carolina. YBH — scheduled to open later this year — is an inpatient psychiatric facility operated by UNC Hospitals where children from across the State who are experiencing behavioral health crises will come to receive treatment and care.

Historically, UNC Hospitals has been required to exclusively rely on the Orange County Sheriff's Office to transport patients to inpatient psychiatric facilities like YBH. This proposed modification, however, will authorize UNC Hospitals to transport patients to YBH without involvement from the Sheriff. Both Orange County and UNC Hospitals will benefit from such an arrangement.

I urge the Orange County Board of Commissioners to approve this modification. Please contact me if I can provide you with any further information regarding this matter.

Best regards,

A handwritten signature in black ink that reads "J Hadar".

Janet Hadar  
President  
UNC Hospitals

**ORANGE COUNTY  
BOARD OF COMMISSIONERS**

**ACTION AGENDA ITEM ABSTRACT**

**Meeting Date:** November 14, 2023

**Action Agenda  
Item No. 8-c**

**SUBJECT:** Designation of the Davis Cotton Gin and Press as an Orange County Historic Landmark

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**DEPARTMENT:** Environment, Agriculture, Parks  
and Recreation (DEAPR)

---

**ATTACHMENT(S):**  
Proposed Ordinance Designating the  
Davis Cotton Gin and Press as an  
Orange County Historic Landmark

**INFORMATION CONTACT:**  
Peter Sandbeck, 245-2517

---

**PURPOSE:** To consider and adopt an ordinance to designate the Davis Cotton Gin and Press as an Orange County Historic Landmark.

**BACKGROUND:** The adoption of the attached ordinance is the final step in the process for designating this historic property as an Orange County Historic Landmark, as outlined in the County's Historic Preservation Ordinance. The BOCC held a required joint public hearing with the Historic Preservation Commission (HPC) on October 17, 2023, to obtain public input/comment about the proposed designation. The attached ordinance has been approved by the HPC and the County Attorney's Office and is ready for consideration and adoption by the BOCC.

**FINANCIAL IMPACT:** Upon adoption of this ordinance, the owners will be eligible to apply for a fifty-percent (50%) property tax deferral as per State law and the County's Historic Preservation Ordinance.

**SOCIAL JUSTICE IMPACT:** There is no Orange County Social Justice Goal impact associated with this item.

**ENVIRONMENTAL IMPACT:** There is no Orange County Environmental Responsibility Goal impact associated with this item.

**RECOMMENDATION(S):** The Manager recommends that the Board adopt and authorize the Chair to sign the attached ordinance to designate the Davis Cotton Gin and Press as an Orange County Historic Landmark, and thank the owners for their ongoing efforts to preserve this important historic property.

**AN ORDINANCE OF THE ORANGE COUNTY  
BOARD OF COUNTY COMMISSIONERS  
DESIGNATING THE PROPERTY KNOWN AS THE  
DAVIS COTTON GIN AND PRESS (PIN: 9862611999)  
IN ORANGE COUNTY, NORTH CAROLINA  
AS A HISTORIC LANDMARK**

WHEREAS, all of the prerequisites to the adoption of this ordinance prescribed in Chapter 160D, Article 9, as amended (Historic Districts and Landmarks) of the General Statutes of North Carolina and an Ordinance Creating the Historic Preservation Commission of Orange County (the “Historic Preservation Ordinance”) have been met; and

WHEREAS, the members of the Orange County Board of County Commissioners have taken into full consideration all statements and information presented by the Orange County Historic Preservation Commission at a joint public hearing held on the 17<sup>th</sup> day of October, 2023, on the question of designating the property known as the Davis Cotton Gin and Press as a historic landmark; and

WHEREAS, the property known as the Davis Cotton Gin and Press, located at 421 CD Farms Road in Chapel Hill Township in the County of Orange and more particularly described in Attachments A and B attached hereto, is significant as the only known surviving example of a cotton processing operation in Orange County; and

WHEREAS, the Davis Cotton Gin and Press is significant because the log and frame building along with the Daniel Pratt Cotton Gin patented in 1877 and the press machinery display the distinct characteristics of a small-scale cotton gin facility from the late-nineteenth and early-twentieth centuries; and

WHEREAS, the Davis Cotton Gin and Press operated from ca. 1880 to ca. 1940, providing an essential processing service that helped Orange County’s small farmers prosper and survive during the late-nineteenth and early-twentieth centuries; and

WHEREAS, based on the additional information further detailed in the landmark designation report, incorporated herein by reference, the Orange County Historic Preservation Commission has demonstrated that the property known as the Davis Cotton Gin and Press possesses special significance in terms of its historic, architectural and/or cultural significance and

has recommended that the property be designated as an historic landmark as outlined in Article IV of the Orange County Historic Preservation Ordinance; and

WHEREAS, the State Historic Preservation Office, an agency of the Office of Archives and History of the North Carolina Department of Natural and Cultural Resources, has reviewed and commented on the findings of the Orange County Historic Preservation Commission for the designation of the Davis Cotton Gin and Press as a historic landmark, as required by Chapter 160D, Article 9, as amended, of the General Statutes of North Carolina and the Orange County Historic Preservation Ordinance;

NOW, THEREFORE, BE IT ORDAINED by the Board of County Commissioners of Orange County, North Carolina that:

Section 1. The property known as the Davis Cotton Gin and Press, located in Chapel Hill Township, Orange County, North Carolina jurisdictional area (including the barn, gin and press machinery) and approximately 1.5 acres of the larger parcel of land listed under PIN number 9862611999 and more particularly described in Attachments A and B is hereby designated a historic landmark.

Section 2. This landmark shall be subject to Chapter 160D, Article 9 of the General Statutes of North Carolina and the Orange County Historic Preservation Ordinance, and any amendments as may be made to either set of regulations.

Section 3. The owner(s) and occupant(s) of the property known as the Davis Cotton Gin and Press be given notice of this ordinance as required by applicable law, and that copies of this ordinance be filed and indexed in the office of the County Clerk, Orange County Register of Deeds, Orange County Tax Supervisor and Orange County Department of Environment, Agriculture, Parks and Recreation, as required by the applicable law.

Section 4. In accordance with Chapter 160D, Article 9 of the General Statutes of North Carolina and the Orange County Historic Preservation Ordinance, the exterior and site features of all historic landmarks are always under the purview of the Historic Preservation Commission's Certificate of Appropriateness provisions. In the case of Davis Cotton Gin and Press, this designation includes the historic gin and press and associated machinery and components. The site features include the historic landscape surrounding the barn that houses the gin. The HPC shall determine Certificates of Appropriateness for the Davis Cotton Gin and Press based on the HPC's approved design standards, with reference to the designation ordinance, the application materials and the designation report.

Section 5: In accordance with Section 44-75 of the Orange County Historic Preservation Ordinance, there shall be certain delays in demolition. Consistent with that requirement, nothing in this ordinance shall be construed to prevent or delay ordinary maintenance or repair of any architectural feature in or on said landmark that does not involve a change in design, material or outer appearance thereof, nor to prevent or delay the construction, reconstruction, alteration, restoration, demolition or removal of any feature when a building inspector or similar official certifies to the Commission that such action is required for the public safety because of an unsafe

condition. Nothing herein shall be construed to prevent the owner of the historic landmark from making any use of the historic landmark not prohibited by other statutes, ordinances or regulations.

Section 6. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict with this ordinance.

Section 7. Any part of this ordinance determined by a court of competent jurisdiction to be in violation of any law or constitutional provision shall be deemed severable and shall not affect the validity of the remainder.

Section 8. This ordinance shall become effective immediately upon its adoption.

NOW THEREFORE BE IT RESOLVED that the members of the Orange County Board of County Commissioners do hereby officially designate the Davis Cotton Gin and Press as an Orange County Historic Landmark.

This the 14<sup>th</sup> day of November, 2023

\_\_\_\_\_  
Jamezetta Bedford, Chair  
Orange County Board of Commissioners

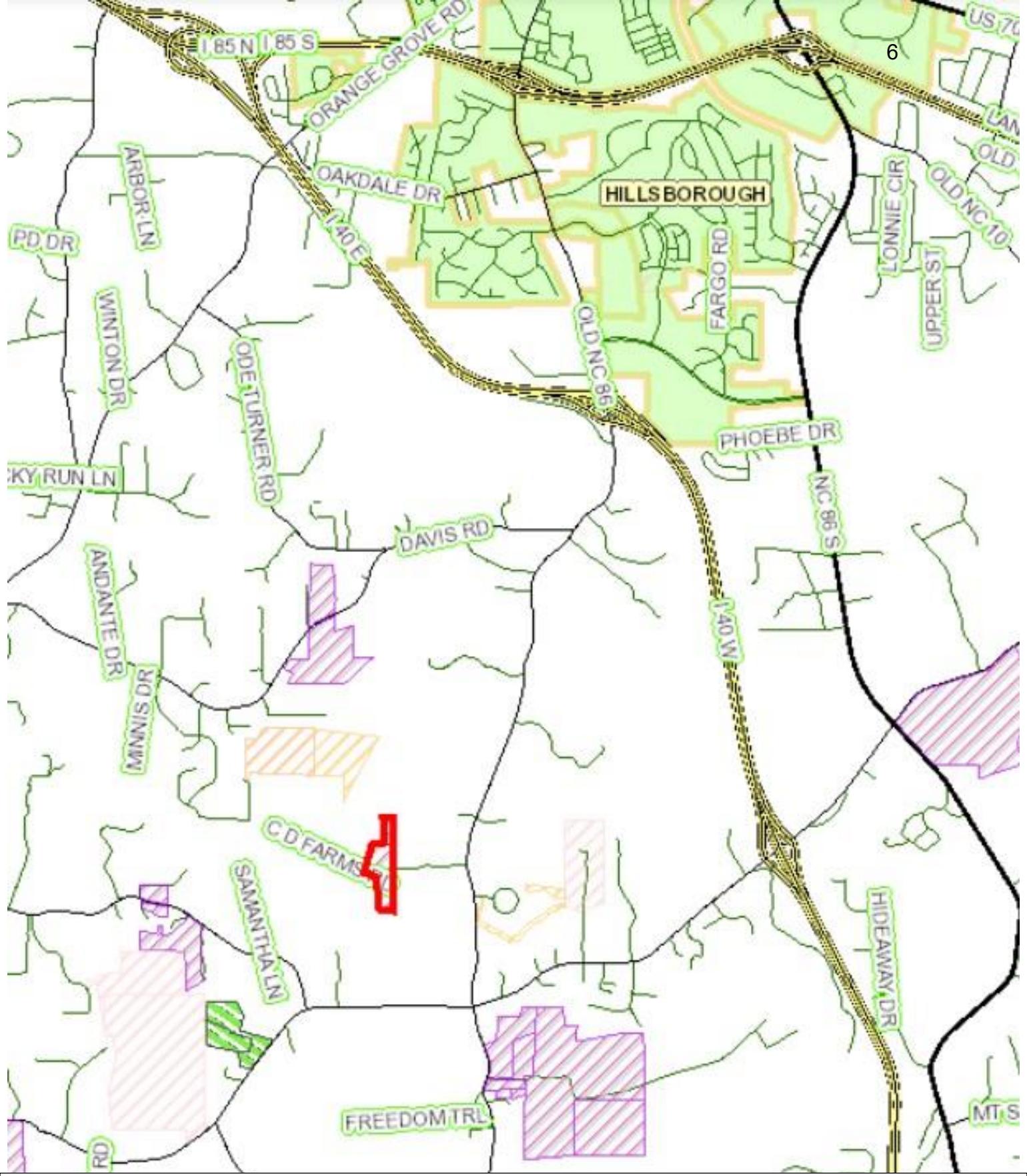
Attest

\_\_\_\_\_  
Laura Jensen, Clerk to the Board



Approx. 1.5 acre portion of larger parcel to be designated as a landmark, where cotton gin and press are located

**Attachment A**  
**Davis Cotton Gin and Press**  
**proposed landmark parcel**  
**boundary: portion of**  
**PIN:9862611999**



**Attachment B**

**Location map for Davis Cotton Gin and Press**

**PIN:9862611999**

ORD-2023-042

**ORANGE COUNTY  
BOARD OF COMMISSIONERS**

**ACTION AGENDA ITEM ABSTRACT**

**Meeting Date:** November 14, 2023

**Action Agenda  
Item No.** 8-d

**SUBJECT:** Fiscal Year 2023-24 Budget Amendment #3

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**DEPARTMENT:** County Manager's Office

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**ATTACHMENT(S):**

Attachment 1. Year-to-Date Budget  
Summary

**INFORMATION CONTACT:**

Kirk Vaughn, (919) 245-2153

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**PURPOSE:** To approve budget, grant, and capital project ordinance amendments for Fiscal Year 2023-24.

**Health Department**

1. The Health Department has received \$46,997 in grant funding through an inter-local agreement from the Guilford County Department of Health and Human Services. These American Rescue Plan Act (ARPA) Public Health Workforce Development funds will be used to assist in the training and professional development of Orange County Health Department staff in order to improve the structure of the Health Department as well as equipment needed to improve medical and dental services to patients.
2. The Health Department has received a \$10,000 award from the North Carolina GlaxoSmithKline Foundation to be used towards providing resources at Gateway Hub including tutoring services and community engagement activities.

**SOCIAL JUSTICE IMPACT:** The following Orange County Social Justice Goals are applicable to these items:

- **GOAL: ENSURE ECONOMIC SELF-SUFFICIENCY**

The creation and preservation of infrastructure, policies, programs and funding necessary for residents to provide shelter, food, clothing and medical care for themselves and their dependents.

- **GOAL: FOSTER A COMMUNITY CULTURE THAT REJECTS OPPRESSION AND INEQUITY**

The fair treatment and meaningful involvement of all people regardless of race or color; religious or philosophical beliefs; sex, gender or sexual orientation; national origin or ethnic background; age; military service; disability; and familial, residential or economic status.

## Department of Environment, Agriculture, Parks and Recreation

3. The Department of Environment, Agriculture, Parks and Recreation (DEAPR) holds funds of the Soil and Water Conservation District Board. At the end of FY 2022-23, there were \$9,577 in unspent funds remaining. This amount fell into the General Fund's fund balance for FY 2022-23. This amendment appropriates these funds from fund balance in the General Fund for use in special projects, program, operational expenses, and other needs that are approved by the Soil and Water Conservation Board of Supervisors.

**SOCIAL JUSTICE IMPACT:** The following Orange County Social Justice Goal is applicable to this agenda item:

- **GOAL: ESTABLISH SUSTAINABLE AND EQUITABLE LAND-USE AND ENVIRONMENTAL POLICIES**

The fair treatment and meaningful involvement of people of all races, cultures, incomes and educational levels with respect to the development and enforcement of environmental laws, regulations, policies, and decisions. Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental and commercial operations or policies.

## Department of Animal Services

4. The Department of Animal Services has received a donation in the amount of \$72,437 from the Estate of Elizabeth D Lee for the purchase of supplies and equipment at the discretion of the department. These funds will be budgeted in the Multi-Year fund outside of the General Fund. This creates the following project ordinance:

***Elizabeth Lee Estate (\$72,437) - Project # 71383***

Revenues for this project:

	Current FY 2023-24	FY 2023-24 Amendment	FY 2023-24 Revised
Donations	\$0	\$72,437	\$72,437
<b>Total Project Funding</b>	<b>\$0</b>	<b>\$72,437</b>	<b>\$72,437</b>

Appropriated for this project:

	Current FY 2023-24	FY 2023-24 Amendment	FY 2023-24 Revised
Grant Expenditures	\$0	\$72,437	\$72,437
<b>Total Costs</b>	<b>\$0</b>	<b>\$72,437</b>	<b>\$72,437</b>

**SOCIAL JUSTICE IMPACT:** There is no Orange County Social Justice Goal impact associated with this item.

## School Districts

5. In order to simplify the administration of school district capital funding, the FY 2023-24 budget transfers Article 46 sales tax proceeds into the School Capital Fund to combine

with the debt supported capital funding, rather than track two separate funding balances. This amendment identifies the balances in the Article 46 Fund at the end of FY 2022-23 and transfers those funds to the School Capital Fund as well. This transfers the remaining balance of \$716,087.44 for Orange County Schools and \$320,974.13 for Chapel Hill Carrboro City Schools to projects in the School Capital Fund. This action increases the authorization of the School Capital Fund, outside of the General Fund, by \$1,037,061.57 and amends the following capital project ordinances:

***CHCCS Mechanical Systems (\$249,473.42) - Project # 54006***

Revenues for this project:

	Current FY 20223-24	FY 20223- 24 Amendment	FY 20223-24 Revised
Bond Proceeds	\$177,715	\$0	\$177,715
Lottery Proceeds	\$959,247	\$0	\$959,247
Transfer from General Fund	\$2,235,367	\$0	\$2,235,367
Article 46 Proceeds	\$0	\$249,473.42	\$249,473.42
Alternative Financing	\$2,007,030	\$0	\$2,007,030
<b>Total Project Funding</b>	<b>\$5,379,359</b>	<b>\$249,473.42</b>	<b>\$5,628,832.42</b>

Appropriated for this project:

	Current FY 20223-24	FY 20223- 24 Amendment	FY 20223-24 Revised
Capital Project Expenditures	\$5,379,359	\$249,473.42	\$5,628,832.42
<b>Total Costs</b>	<b>\$5,379,359</b>	<b>\$249,473.42</b>	<b>\$5,628,832.42</b>

***CHCCS Technology (\$71,500.71) - Project # 54013***

Revenues for this project:

	Current FY 20223-24	FY 20223- 24 Amendment	FY 20223-24 Revised
Bond Proceeds	\$1,862,121	\$0	\$1,862,121
Transfer from General Fund	\$11,721,104	\$0	\$11,721,104
Article 46 Proceeds	\$1,680,907	\$71,500.71	\$1,752,407.71
Alternative Financing	\$6,337,848	\$0	\$6,337,848
<b>Total Project Funding</b>	<b>\$21,601,980</b>	<b>\$71,500.71</b>	<b>\$21,673,480.71</b>

Appropriated for this project:

	Current FY 20223-24	FY 20223- 24 Amendment	FY 20223-24 Revised
Capital Project Expenditures	\$22,561,227	\$71,500.71	\$22,632,727.71
<b>Total Costs</b>	<b>\$22,561,227</b>	<b>\$71,500.71</b>	<b>\$22,632,727.71</b>

***OCS Technology (\$716,087.44) - Project # 51011***

## Revenues for this project:

	Current FY 20223-24	FY 20223- 24 Amendment	FY 20223-24 Revised
Transfer from General Fund	\$4,533,897	\$0	\$4,533,897
Article 46 Proceeds	\$1,066,122	\$716,087.44	\$1,782,209.44
Transfer from Other Projects	\$244,099	\$0	\$244,099
Alternative Financing	\$6,337,848	\$0	\$6,337,848
<b>Total Project Funding</b>	<b>\$12,181,966</b>	<b>\$716,087.44</b>	<b>\$12,898,053.44</b>

## Appropriated for this project:

	Current FY 20223-24	FY 20223- 24 Amendment	FY 20223-24 Revised
Capital Project Expenditures	\$12,181,966	\$716,087.44	\$12,898,053.44
<b>Total Costs</b>	<b>\$12,181,966</b>	<b>\$716,087.44</b>	<b>\$12,898,053.44</b>

**SOCIAL JUSTICE IMPACT:** There is no Orange County Social Justice Goal impact associated with this item.

## Community Centers

- As detailed in an Information Item included with this meeting agenda package, County staff is recommending moving forward with a plan to enclose and upfit the outdoor picnic area at Efland-Cheeks Community Center, rather than funding a feasibility study. The upfit will provide approximately 360 sq. ft. in additional space. This amendment authorizes the transfer of \$2,000 in additional funding from the County Capital Reserve Fund to Asset Management Services' budget to fully fund the \$8,000 needed to perform the design of the upfit. This action increases the authorization in the County Capital Reserve Fund and the General Fund by \$2,000.

**SOCIAL JUSTICE IMPACT:** There is no Orange County Social Justice Goal impact associated with this item.

**ENVIRONMENTAL IMPACT:** There are no Orange County Environmental Responsibility Goal impacts associated with these items other than as noted otherwise above.

**FINANCIAL IMPACT:** Financial impacts are included in the background information above. This budget amendment provides for the receipt of these additional funds in FY 2023-24 and increases the General Fund by \$68,574, the County Capital Reserve Fund by \$2,000, the Multi-Year Grants Fund by \$72,437, and the County Capital Fund by \$1,037,061.57.

**RECOMMENDATION(S):** The Manager recommends the Board approve the budget, grant, and capital project ordinance amendments for Fiscal Year 2023-24.

Attachment 1  
**Year-To-Date Budget Summary**  
*Fiscal Year 2023-24*

Fund Budget Summary	General Fund	Grants Fund	School Capital	County Capital Reserve
Original Budget Revenue	\$271,114,238	\$357,000	\$25,992,243	\$0
Interfund Transfer Revenue	\$1,391,290			
Fund Balance Appropriation	\$7,000,000			\$1,038,010
<b>Total Original Budget</b>	<b>\$279,505,528</b>	<b>\$357,000</b>	<b>\$25,992,243</b>	<b>\$1,038,010</b>
<b>Additional Revenue Received Through Budget Amendment #3 (November 14, 2023)</b>				
Grant Funds	\$736,595	\$327,761		
Non Grant Funds	\$16,241			
Additional Interfund Transfer Revenue	\$44,338	\$23,750	\$1,037,061.57	
Additional Fund Balance Appropriation	\$9,577			\$68,088
<b>Total Amended Budget</b>	<b>\$280,312,279</b>	<b>\$708,511</b>	<b>\$27,029,304.57</b>	<b>\$1,106,098</b>
Dollar Change in 2023-24 Approved Budget	\$806,751	\$351,511	\$1,037,062	\$68,088
% Change in 2023-24 Approved Budget	0.30%	98.46%	3.99%	100.00%

**Authorized Full Time Equivalent Positions**

Original Approved Full Time Equivalent Positions (includes Permanent and Time Limited)	1,001.800			
Changes to Full Time Equivalent Positions				
Amended Approved General Fund Full Time Equivalent Positions	1,001.800	0.000	0.000	0.000
<b>Total Approved Full-Time-Equivalent Positions for Fiscal Year 2023-24</b>	<b>1,001.800</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>

**ORANGE COUNTY  
BOARD OF COMMISSIONERS**

**ACTION AGENDA ITEM ABSTRACT**

**Meeting Date:** November 14, 2023

**Action Agenda  
Item No.** 8-e

**SUBJECT:** Construction Bid Award for the Richard E. Whitted Complex Stormwater Improvement Project

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**DEPARTMENT:** Asset Management Services  
(AMS)

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**ATTACHMENT(S):**  
Recommendation Letter and Certified Bid  
Tabulation

**INFORMATION CONTACT:**  
Angel Barnes, 919.245.2628  
Steven Arndt, 919.245.2658  
Jovana Amaro, 919.245.2651

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**PURPOSE:** To:

- 1) Approve a construction contract with Hamlett Associates for the construction of the Richard E. Whitted Complex Stormwater Improvement Project; and
- 2) Authorize the County Manager to execute the Agreement, subject to final review by the County Attorney, and any subsequent amendments for contingent and unforeseen requirements up to the approved budget amount on behalf of the Board.

**BACKGROUND:** In 2019, the Board of Commissioners approved funding within the Capital Investment Plan for the Richard E. Whitted Complex stormwater management improvements in the northern/rear area of the Whitted Campus. The scope included a facility waste container corral, site drainage improvements, building waterproofing, site grading improvements, gravel parking lot improvements, back stair step/sidewalk improvements, and required signage. The project was advertised for bid on two occasions; however, due to the increases from the pandemic, the Project came in over budget with both bids. In FY 2022-2023, the Board approved additional funding in order to move this project forward.

In September 2023, Orange County published an Advertisement for Bids. On October 26, 2023, the County received four (4) sealed bids from General Contractors. A Recommendation Letter and Certified Bid Tabulation are attached.

**FINANCIAL IMPACT:** The construction contract to complete the work as designed for the Richard E. Whitted Complex Stormwater Improvements Project will be in the amount of \$675,000. The Board previously approved funding for this purpose.

**SOCIAL JUSTICE IMPACT:** The following Orange County Social Justice Goal is applicable to this item:

- **GOAL: ESTABLISH SUSTAINABLE AND EQUITABLE LAND-USE AND ENVIRONMENTAL POLICIES**

The fair treatment and meaningful involvement of people of all races, cultures, incomes, and educational levels with respect to the development and enforcement of environmental laws, regulations, policies, and decisions. Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies.

**ENVIRONMENTAL IMPACT:** The following Orange County Environmental Responsibility Goal impacts are applicable to this item:

- **ENERGY EFFICIENCY AND WASTE REDUCTION**

Initiate policies and programs that: 1) conserve energy; 2) reduce resource consumption; 3) increase the use of recycled and renewable resources, and 4) minimize waste stream impacts on the environment.

- **RESULTANT IMPACT ON NATURAL RESOURCES AND AIR QUALITY**

Assess and where possible mitigate adverse impacts created to the natural resources of the site and adjoining area. Minimize the production of greenhouse gases.

**RECOMMENDATION(S):** The Manager recommends that the Board:

- 1) Approve a construction contract with Hamlett Associates for the construction of the Richard E. Whitted Complex Stormwater Improvement Project; and
- 2) Authorize the County Manager to execute the construction Agreement, subject to final review by the County Attorney, as well as any subsequent amendments for contingent and unforeseen requirements up to the approved budget amount on behalf of the Board.

October 27, 2023

Angel Barnes  
Orange County Asset Management Services  
[abarnes@orangecountync.gov](mailto:abarnes@orangecountync.gov)

Re: **Orange County Stormwater Services  
Richard E. Whitted Complex Stormwater Improvements  
Bid Tab Summary**

Dear Ms. Barnes:

The County has received four bids for us to review for the project. The bids were received prior to October 26, 2023 at 2pm. All companies provided a bid bond and required paperwork. See summary tab attached.

The bid breakdown is as follows:

Contractor	Bid Amount
Hamlett Associates, Inc.	\$675,000.00
H.M. Kern Corporation	\$898,000.00
Harrod and Assoc Constructors, Inc	\$1,075,000
JM Thompson	\$1,101,000
Engineers Estimate	\$690,000

The apparent low bidder is Hamlett Associates, Inc. We have verified that the company is active with Secretary of State, and the company's contractors license has an unlimited value.

It is our recommendation that the County accept the bid from Hamlett Associates Inc. and proceed with the next step.

Please feel free to contact us with any questions.

Sincerely,

SUMMIT DESIGN AND ENGINEERING SERVICES

*Don Sever*

Donald A. Sever, PE  
Senior Project Manager  
Attachments (Bid Proposal)  
Kelli Wilcox (Atlas Engineering)



**ORANGE COUNTY  
BOARD OF COMMISSIONERS**

**ACTION AGENDA ITEM ABSTRACT**

**Meeting Date:** November 14, 2023

**Action Agenda  
Item No. 8-f**

**SUBJECT:** Orange County FY 2025 - Global Agreement for Operating

**DEPARTMENT:** Orange County Transportation Services (OCTS)

**ATTACHMENT(S):**

1. FY 2025 Global Agreement for Operating

**INFORMATION CONTACT:**

Darlene Weaver, Transportation  
Planning, Manager, 919-245-2002

**PURPOSE:** To approve the Orange County Fiscal Year 2025 Global Agreement for Operating.

**BACKGROUND:** The Orange County Staff Working Group (SWG) approved the process for the FY 2025 Work Program's Process, Global Agreements and Projects Sheets in July and October 2023. This process will provide a balanced budget for the FY 2025 Orange Transit Work Program and allow all programmed projects in FY 2025 to move forward.

Annually, the SWG reviews projects included in the Orange County Transit Plan and recommends a specific, annual Work Plan to implement those projects. Like the Capital Investment Plan (CIP), the Annual Work Plan identifies the specific projects and funding amounts budgeted for those projects in the upcoming fiscal year.

The Comprehensive Participation Agreement (also known as Transit Governance Interlocal Agreement) as approved by all member agencies in June 2022 outlines the roles and responsibilities of each agency for the transit Annual Work Program and Multi-year vision plan. This now requires each project sponsor to sign a Global Agreement for operating and capital projects within their jurisdiction. Orange County currently has only a few operating projects for the Global Operating Agreement (Attachment 1).

**FINANCIAL IMPACT:** Orange County receives quarterly reimbursements from GoTriangle for all Orange County specific projects approved in the Annual Work Program. Orange County does not receive any funds where local jurisdictions or regional agency are the project sponsor (e.g. Hillsborough, Chapel Hill, Carrboro, Mebane).

**SOCIAL JUSTICE IMPACT:** The following Orange County Social Justice Goals are applicable to this item:

- **GOAL: FOSTER A COMMUNITY CULTURE THAT REJECTS OPPRESSION AND INEQUITY**

The fair treatment and meaningful involvement of all people regardless of race or color; religious or philosophical beliefs; sex, gender or sexual orientation; national origin or ethnic background; age; military service; disability; and familial, residential or economic status.

- **GOAL: ENSURE ECONOMIC SELF-SUFFICIENCY**

The creation and preservation of infrastructure, policies, programs and funding necessary for residents to provide shelter, food, clothing and medical care for themselves and their dependents.

**ENVIRONMENTAL IMPACT:** The following Orange County Environmental Goal impact is applicable to this item:

- **CLEAN OR AVOIDED TRANSPORTATION**

Implement programs that monitor and improve local and regional air quality by: 1) promoting public transportation options; 2) decreasing dependence on single-occupancy vehicles, and 3) otherwise minimizing the need for travel.

**RECOMMENDATION(S):** The Manager recommends that the Board approve and authorize the County Manager to sign the Global Agreement for Operating for FY 2025 (Attachment 1).

GLOBAL OPERATING FUNDING AGREEMENT  
FOR OPERATIONS AND ADMINISTRATION

ORANGE COUNTY TRANSIT FY2025

This Global Operating Funding Agreement ("Agreement") is made by and between Research Triangle Regional Public Transportation Authority, d/b/a GoTriangle ("GoTriangle") as the administrator of the Triangle Tax District and Orange County ("County"). The foregoing may collectively be referred to as "Parties."

WHEREAS, the Parties to Agreement, who have or may have specific roles in the implementation of public transit and the support of public transit infrastructure in the Orange County area, have determined that it is in their best interest and the best interest of the constituents they represent to coordinate future public transit planning, funding, expansion and construction; and

WHEREAS, an extensive community driven process was used to develop a strategic transit vision document that set forth an enhanced public transit plan for Orange County, referred to as the "Orange County Transit Plan", and this Plan was unveiled and adopted by the GoTriangle Board of Trustees, the Durham Chapel Hill Carrboro Metropolitan Planning Organization's ("DCHC MPO") Policy Board, and the Orange County Board of Commissioners in 2022;

WHEREAS, in conjunction with the Orange County Transit Plan, GoTriangle, Orange County, and DCHC MPO (collectively, "the Governance ILA Parties") adopted the Orange Transit Governance Interlocal Agreement ("Governance ILA") that creates a governance structure for the implementation of the Orange County Transit Plan by and through the annual Orange County Transit Work Program; and

WHEREAS, based on Section 5.02 of the Governance ILA, Orange County has the authority to enter into this Agreement and enforce the provisions thereof and is a necessary Party to this Agreement;

WHEREAS, the Governance ILA specifically created the Staff Working Group ("SWG") and charged the SWG with coordinating and recommending the planning and implementation aspects of the Orange County Transit Work Program; and

WHEREAS, the Governance ILA Parties, together with the Implementing Party, and numerous Orange County municipalities, entered into a Comprehensive Participation Agreement ("Participation Agreement"), which, among other purposes, established standards that govern the Participation Agreement Parties' eligibility for inclusion of sponsored Implementation Elements in the Orange County Transit Annual Work Program, receipt of funding allocations from Orange County Transit Tax Revenue, and confirmed the Participation Agreement Parties' roles in carrying out SWG responsibilities; and

WHEREAS, the FY25 Orange Transit Work Program was developed and recommended by the SWG, presented for public comment, and adopted, as required, by the Boards of Orange County and GoTriangle; and

WHEREAS, the FY 2025 Triangle Tax District Orange Operating Ordinance was adopted by the GoTriangle Board of Trustees; and

WHEREAS, the Parties desire to implement the components of the FY 2025 Orange County Transit Work Program as adopted by GoTriangle and Orange County; and

WHEREAS, as stated in the Comprehensive Participation Agreement, all Implementation Elements ("Projects") contained in the Orange County Transit Annual Work Program, whether partially or fully funded with Orange County Transit Tax Revenues, will not move forward until Implementation Agreements, which shall include a Global/Capital Funding Agreement or an Global/Operating Agreement, are executed by and between the Implementing Party; GoTriangle, as administrator of the Special District, and all other appropriate Parties as identified in Exhibit A.

WHEREAS, Orange County, shall be a party to any Operating Agreement if any Project involves federal or state funding that is otherwise under the distribution and program management responsibility of County or, regardless of funding source, constitutes a regionally significant project as defined in 23 CFR § 450.104; and

WHEREAS, the Parties are authorized to enter into this Agreement pursuant to, inter alia, N.C.G.S. §§ 160A-20.1; 160A-312; 160A-313; 160A-610; 153A-275; 153A-276; and 153A-449.

NOW, THEREFORE, in consideration of the above recitals and the mutual covenants herein contained, the Parties hereto agree as follows:

1. **Annual Approval:**

The Agreement shall be reviewed annually to determine project progress and appropriate updates to Exhibit A documents, which is then executed by all appropriate Parties. The review and approval should consist of:

- A. Addition of new Projects to the Exhibit A if one or more is identified to be included as a part of this Agreement.
- B. Removal of Projects from the Exhibit A if one is identified to be complete or to be discontinued during the Agreement review process.
- C. Update of active Projects in Exhibit A if one or more is identified to require changes to the scope and/or annual funding amount.
- D. Updated Agreement shall be reviewed and executed by all Parties.

2. **Term:**

The Term, or period of performance, is defined as the latest anticipated year for programmed funds allocated by the Orange County Transit Annual Work Program for all

Projects identified in Exhibit A, plus an additional twelve (12) months.

3. **Purpose:**

The purpose of this Agreement is to outline the details of how the Project(s) listed in Exhibit A attached hereto and incorporated herein by reference, being approved Project(s) in the Orange County Transit Annual Work Program, shall be implemented with programmed funding commitments as highlighted in Exhibit A, in accordance with the requirements of the Comprehensive Participation Agreement.

4. **Responsibilities:**

A. **Responsibilities of the Implementing Party.**

- (1) The Implementing Party shall provide the Projects listed in Exhibit A and fund the cost of the Projects on an up-front basis, except as provided herein. The Implementing Party is responsible for ensuring funds are available to pay for the Projects prior to requesting reimbursement from GoTriangle.
- (2) The Orange County Annual Transit Work Program Reimbursement Request and Financial Report Template ("Reimbursement Requests") must be submitted by the Implementing Party at least quarterly, or monthly if preferred by the Implementing Party. The reimbursement request shall be emailed to [DOTransitReimbursements@gotriangle.org](mailto:DOTransitReimbursements@gotriangle.org) with a copy to the identified Tax District Administration staff Steven Schlossberg ([SSchlossberg@gotriangle.org](mailto:SSchlossberg@gotriangle.org)) and Darlene Weaver ([dweaver@orangecountync.org](mailto:dweaver@orangecountync.org)).

All Reimbursement Requests must be made using the Orange Transit Work Program Reimbursement Request and Financial Report template agreed to by the Parties and must include a signed statement by the Implementing Party's Finance Officer or designee stating that funds were spent in accordance with the Orange County Transit Work Program and with all applicable laws, rules, and regulations, and that the Reimbursement Request includes items due and payable. All Reimbursement Requests shall be based on actual expenses incurred as recorded in the financial system.

- (3) In special circumstances where an advance payment may be required, Reimbursement Requests must be submitted using the Reimbursement Request Template and with a justification for the advance payment request. Advance payments received by the Implementing Party must be disbursed within 72 hours of receipt from GoTriangle.
- (4) Any performance on which an Implementing Party receives reimbursement must be performed by June 30 of that fiscal year.
- (5) Reimbursement Requests for expenses incurred as of June 30 shall be submitted by August 10 or date determined by the Tax District Administrator for the fiscal year in which the work was done.

- (6) Further, the Implementing Party shall:
- (a) Ensure that Orange County Transit funds provided by GoTriangle are not misappropriated or misdirected to any other account, need, project, or line item, other than as listed in Exhibit A.
  - (b) Monitor award activities, to include sub-awards, to provide reasonable assurance that funds are spent in compliance with applicable requirements. Responsibilities include accounting for receipts and expenditures, cash management, maintaining adequate financial records, and refunding disallowed expenditures.
  - (c) Maintain a financial management system adequate for monitoring the accumulation of costs.
- (7) For new or extended transit routes, the Implementing Party agrees to coordinate with affected municipalities prior to implementation. These coordination efforts should include discussions as it relates to, but are not limited to, route planning and development, schedule development, installation of passenger amenities to support new transit operations, maintenance and upkeep of passenger amenities, public engagement and advertisement in relation to the new services, etc.

B. Responsibilities of GoTriangle.

- (1) GoTriangle, as administrator of the Triangle Tax District, shall have the responsibilities and duties as set forth in the Governance ILA, including appropriating funds from the FY 2025 Triangle Tax District Orange Operating Ordinance in accordance with the Governance ILA. The specific appropriation and approved project budgets are further detailed in Exhibit A and in the FY2025 Orange County Transit Work Program.
- (2) GoTriangle, upon receipt of a Reimbursement Request, shall verify within five business days whether the Reimbursement Request is complete; is within the approved budget; is within the annual work plan; and is in accordance with the Orange Transit Billing, Payment, and Reimbursement Policy and Guidelines, adopted by GoTriangle, Orange County and DCHC MPO in 2023. Payment will be remitted within thirty (30) days of verification to the Implementing Party according to the payment instructions on file.

If GoTriangle is unable to verify the Reimbursement Request, GoTriangle shall, within two (2) business days, notify the Implementing Party in writing of the deficiencies in the Reimbursement Request. The Implementing Party may thereafter submit a revised Reimbursement Request ("Revised Reimbursement Request"), which shall be verified within five business days of receipt. If the Revised Reimbursement Request is denied, the Implementing Party may place the item on the next SWG agenda for discussion and a recommendation to GoTriangle and the Implementing Party.

- (3) Where advance payments are requested, GoTriangle, after due consideration of the request, will remit funds via payment instructions on file.

- (4) All disbursements from GoTriangle shall be in accordance with North Carolina General Statute 159 Article 3, known as the North Carolina Budget and Fiscal Control Act, and the Orange County Transit Financial Policies and Guidelines, which includes Billing, Payment and Reimbursement Policy and Guidelines, adopted by GoTriangle and DCHC MPO and Orange County.

C. Responsibilities of DCHC MPO

- (1) DCHC MPO shall work with the Implementing Party to have the Project considered for inclusion in the DCHC MPO Transportation Improvement Program.

D. Responsibilities of Orange County

- (1) Orange County, as a non-Implementing Party shall serve as a Party to this Agreement in accordance with the Orange County Transit Interlocal Agreement.
- (2) Orange County shall review and approve all invoices for GoTriangle, as an Implementing Party, Projects, whether it be through quarterly, monthly or advanced payment cycles. Orange County shall follow a similar review process of Go Triangle reimbursements listed above” Responsibility of GoTriangle” item 2 and 3 listed in the above section.

5. **Progress Reporting:**

Unless otherwise agreed in writing between Parties, the Implementing Party agrees to provide quarterly and annual reporting per the Comprehensive Participation Agreement for the Reported Deliverables as identified in Exhibit A using a Reporting Template agreed to by the Parties. The Implementing Party shall include financial status of each Project identified in Exhibit A in all quarterly reports (Q1, Q2, Q3, and Q4). The implementing Party shall include in its enhanced Q2 and Q4 reports, a narrative description of physical progress, an assessment of risks that may impact delivery of the Projects identified in Exhibit A, and a forecast of anticipated deviations from project scope, schedule, and budget baselines identified in Exhibit A agreed upon template. If the Implementing Party is allocating local, federal, state, or other funds towards Projects identified in Exhibit A, it is the Implementing Party’s responsibility if they desire to report those expenditures to the Tax District Administrator, which shall be included as part of the enhanced Q2 and Q4 reports. The Parties agree to share supporting documentation, if requested, in addition to their quarterly and annual reporting, in a timely manner.

6. **Progress Updates**

- A. Meeting: Parties to this Agreement shall endeavor to schedule one project update meeting annually within the forum of the Staff Working Group, unless otherwise determined, so long as it precedes the development and publication of the Orange County Transit Draft Annual Work Program. This is to review the enhanced Q2 report developed by the Implementing Party and Implementation Partners and discuss the extent to which the Project, or sets of Projects, is achieving documented metrics, as

outlined in Section 4 of this Agreement. Generally, these expectations can be defined through the three following elements: Cost, Schedule and Functionality. This meeting shall also evaluate and confirm that the Project or sets of Projects, is meeting expectations outlined in Exhibit A, and provide a forum to discuss proposed mitigation strategies when metrics are not on track.

- B. Amendment Initiation: If metrics for one or more Projects are not being met, Parties to this Agreement shall utilize the approved work program development and/or amendment process to make any necessary adjustments to support the meeting of defined expectations.

7. **Further Agreements:**

The Parties agree that they will, from time to time, execute, acknowledge and deliver, or cause to be executed, acknowledged and delivered, such supplements hereto and such further instruments as may reasonably be required for carrying out the intention of this Agreement. The Parties agree to work together in good faith and with all due diligence to provide for and carry out the purpose of this Agreement.

8. **Amendment:**

Any extension of the Term of this Agreement and/or change to the content of this Agreement shall be by written amendment signed by all Parties.

9. **Breach; Termination:**

In the event that (1) the Implementing Party is not able or fails to provide a Project(s) as required by the Agreement; or (2) GoTriangle is not able or fails to provide funding for a Project(s) as required by the Agreement; or (3) GoTriangle fails to fulfill its responsibilities and duties as set out in the Governance ILA; or (4) any Party fails to fulfill a responsibility or duty of this Agreement; or (5) any Party withdraws from the Comprehensive Participation Agreement (separately each a "breach"), any Party to this Agreement shall notify the SWG Administrator and the other Parties to this Agreement. The Non-Breaching party may place the item on a SWG agenda for discussion and a non-binding recommendation to the Parties.

The Non-breaching Party may provide the Breaching Party with a period of time to cure the breach to the reasonable satisfaction of the Non-breaching Party. If the breach is not timely cured, or cannot be cured, the Non-breaching Party may (1) elect to terminate this Agreement in full; or (2) elect to terminate this Agreement only as to one or more Projects listed in Exhibit A. In the event of breach of this Agreement, the Parties shall be entitled to such legal or equitable remedy as may be available, including specific performance.

In the event the Agreement is terminated for any reason other than by the end of the Term of the Agreement:

- (a) The Implementing Party shall not be required to continue implementing the Projects

but may elect to continue implementing the Projects using funds from sources other than the Orange Transit Tax.

- (b) The Implementing Party shall have sixty (60) days after the date of termination to submit all Reimbursement Requests.
- (c) The Implementing Party shall report the final status for its Deliverable and GoTriangle shall do a final quarterly report and shall issue the annual report required by this Agreement.

**10. ADA and Paratransit Requirements:**

The Implementing Party shall provide paratransit service as required by law within the ADA-required radius of the all day fixed-route bus services implemented as Projects pursuant to this Agreement.

**11. Record Retention:**

All Parties must adhere to record retention guidelines as set forth in North Carolina General Statutes or federal guidelines as appropriate.

**12. Notices:**

Any notice given pursuant to this Agreement shall be deemed given if delivered by hand or if deposited in the United States Mail, postage paid, certified mail, return receipt requested and addressed as follows:

If to GoTriangle:

GoTriangle  
Attn: President and CEO GoTriangle  
4600 Emperor Blvd, Suite 100  
Orange, NC 27703

And with a copy to:

GoTriangle  
Attn: General Counsel GoTriangle  
4600 Emperor Blvd, Suite 100  
Orange, NC 27703

If to Clerk to the SWG:

Orange County  
Attn: SWG Administrator  
201 E Main Street  
Orange, NC 27601

If to DCHC MPO:

DCHC MPO  
Attn: Executive Director

Central Pines Regional Council  
4307 Emperor Blvd., Suite 110  
Durham, NC 27703

13. **Representations and Warranties:**

The Parties each represent, covenant and warrant for the other's benefit as follows:

A. Each Party has all necessary power and authority to enter into this Agreement and to carry out the transactions contemplated by this Agreement, and the individuals signing this Agreement have the right and power to do so. This Agreement is a valid and binding obligation of each Party.

B. To the knowledge of each Party, neither the execution and delivery of this Agreement, nor the fulfillment of or compliance with its terms and conditions, nor the consummation of the transactions contemplated by this Agreement, results in a breach of the terms, conditions and provisions of any agreement or instrument to which a Party is bound or constitutes a default under any of the foregoing.

C. To the knowledge of each Party, there is no litigation or other court or administrative proceeding pending or threatened against such Party (or against any other person) affecting such Party's rights to execute or deliver this Agreement or to comply with its obligations under this Agreement. Neither such Party's execution and delivery of this Agreement, nor its compliance with its obligations under this Agreement, requires the approval of any regulatory body or any other entity the approval of which has not been obtained.

D. The Parties agree to work together in good faith and with all due diligence to provide for and carry out the purpose of this Operating Agreement.

14. **Merger and Precedence:**

The provisions of this Agreement, including all Exhibits and attachments, constitute the entire agreement by and between the Parties hereto and shall supersede all previous communications, representations or agreements, either oral or written between the Parties hereto with respect to the subject matter hereof.

Notwithstanding the foregoing, in the event of any inconsistency or conflict between this Agreement and the Participation Agreement or the Governance ILA, the terms of the Participation Agreement and Governance ILA have precedence.

15. **Dispute Resolution:**

In the event of conflict or default that might arise for matters associated with this Agreement, the Parties agree to informally communicate to resolve the conflict. If any such dispute cannot be informally resolved, then such dispute, or any other matter arising under this

Agreement, shall be subject to resolution in a court of competent jurisdiction. Such disputes, or any other claims, disputes or other controversies arising out of, and between the Parties shall be subject to and decided exclusively by the appropriate general court of justice of Orange County, North Carolina.

16. **No Waiver of Non-Compliance with Agreement:**

No provision of this Agreement shall be deemed to have been waived by any Party hereto unless such waiver shall be in writing and executed by the same formality as this Agreement. The failure of any Party hereto at any time to require strict performance by the other of any provision hereof shall in no way affect the right of the other Party to thereafter enforce the same. In addition, no waiver or acquiescence by a Party hereto of any breach of any provision hereof by another Party shall be taken to be a waiver of any succeeding breach of such provision or as a waiver of the provision itself.

17. **Force Majeure.** The performance of each Party hereunder shall be excused for such period of time as performance is delayed due to force majeure. If any Party hereto is delayed in the completion of its obligations hereunder by the act, delay in providing approval, or default of the other Parties through no fault of the delayed Party, or by acts of God (which shall be deemed to include weather delays caused by rainfall, snow or other factors in excess of such weather for the season in which such performance is to occur that actually cause a delay in performance, fire, strikes, lockouts, unavoidable casualties, war, acts of terrorism, civil commotion, fire or other casualty, theft of materials, unseasonable shortages of materials or supplies, pandemic, epidemic, or any other cause whatsoever beyond the commercially reasonable control of the delayed Party then the time herein fixed for completion of such obligations shall be extended by the number of days that the delayed Party has thus been delayed. The delayed Party shall provide the other Parties hereto with written notice of any delay within ten (10) days after commencement of such delay; provided, however, that only one notice is necessary in the case of a continuing delay.

18. **Governing Law:**

The Parties intend that this Agreement be governed by the law of the State of North Carolina. Proper venue for any action shall solely be Orange County.

19. **Assignment:**

No Party may sell or assign any interest in or obligation under this Agreement without the prior express written consent of the other Parties.

20. **Independence of the Parties:**

Nothing herein shall be construed to modify, abridge, or deny the authority or discretion of any Party to independently develop, administer, or control transportation projects pursuant to enumerated authority or funding sources separate from those in this Agreement.

21. **Execution in Counterparts/Electronic Version of Agreement:**

This Agreement may be executed in any number of counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument. Any Party may convert a signed original of the Agreement to an electronic record pursuant to a North Carolina Department of Natural and Cultural Resources approved procedure and process for converting paper records to electronic records for record retention purposes. Such electronic record of the Agreement shall be deemed for all purposes to be an original signed Agreement.

22. **No Waiver of Sovereign Immunity:**

Nothing in this Agreement shall be construed to mandate purchase of insurance by any municipality pursuant to N.C.G.S. 160A-485; or to in any other way waive any Party's defense of sovereign or governmental immunity from any cause of action alleged or brought against any Party for any reason if otherwise available as a matter of law.

23. **No Waiver of Qualified Immunity:**

No officer, agent or employee of any Party shall be subject to any personal liability by reason of the execution of this Agreement or any other documents related to the transactions contemplated hereby. Such officers, agents, or employees shall be deemed to execute this Agreement in their official capacities only, and not in their individual capacities. This section shall not relieve any such officer, agent or employee from the performance of any official duty provided by law.

24. **Verification of Work Authorization; Iran Divestment Act:**

All Parties, and any permitted subcontractors, shall comply with Article 2, Chapter 64, of the North Carolina General Statutes. The Parties hereby certify that they, and all permitted subcontractors, if any, are not on the Iran Final Divestment List created by the North Carolina State Treasurer pursuant to N.C.G.S. 147-86.59.

25. **No third-Party Beneficiaries:**

There are no third-party beneficiaries to this Agreement.

26. **E – Verify:**

All Parties shall comply with *E-Verify*, the federal E-Verify program operated by the United States Department of Homeland Security and other federal agencies, or any successor or equivalent program used to verify the work authorization of newly hired employees pursuant to federal law and as in accordance with N.C.G.S. §64- 25 *et seq.* In addition, to the best of a Party's knowledge, any subcontractor employed by a Party as a part of this Agreement shall be in compliance with the requirements of E-Verify and N.C.G.S. §64-25 *et seq.* In

cases of conflict between this Agreement and any of the above incorporated attachments or references, the terms of this Agreement shall prevail.

27. **Companies Boycotting Israel Divestment Act Certification:**

The Parties certify that they have not been designated by the North Carolina State Treasurer as a company engaged in the boycott of Israel pursuant to N.C.G.S. 147- 86.81.

28. **Electronic Signatures:**

Parties acknowledge and agree that the electronic signature application Adobe Sign may be used to execute this Agreement and any associated documents. By

selecting "I Agree," "I Accept," or other similar item, button, or icon via use of a keypad, mouse, or other device, as part of the Adobe Sign application, Parties consent to be legally bound by the terms and conditions of this Agreement and that such act constitutes Parties' signatures as if signed by Parties in writing. Parties also agree that no certification authority or other third-party verification is necessary to validate the electronic signature and that the lack of such certification or third-party verification will not in any way affect the enforceability of the electronic signature. Parties acknowledge and agree that delivery of a copy of this Agreement or any other document contemplated hereby, through the Adobe Sign application, will have the same effect as physical delivery of the paper document bearing an original written signature.

SIGNATURE PAGES FOLLOW

Orange County

By:

\_\_\_\_\_  
Bonnie Hammersley, County Manager

<p><b>RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY (d/b/a GoTriangle)</b></p> <p>By: _____ Charles E. Lattuca President and CEO</p> <p>This, the ____ day of _____, 2022.</p>	<p>This instrument has been preaudited in the manner required by The Local Government Budget and Fiscal Control Act.</p> <p>_____</p> <p>Sandra Freeman, Chief Financial Officer for GoTriangle</p> <p>This, the ____ day of _____, 2022.</p>
	<p>Reviewed and Approved as to legal form.</p> <p>_____</p> <p>T. Byron, Smith, General Counsel</p>

## Template Exhibit A

Project ID	Project Category		Project Subcategory	
Project Description & Goals			Project at a Glance	
A PROJECT DESCRIPTION, ADAPTED FROM ANNUAL WORK PROGRAM, GOALS THAT THE PROJECT SHOULD BE ACHIEVING – DEFINED/SUPPLIED BY THE PROJECT SPONSOR AND REVIEWED BY THE SWG ADMINISTRATOR/SWG			Project Title	
			Agency ([PROJECT SPONSOR])	
			Parties to Project	
			Budgeted FYXX Costs (Current Year)	
			Programmed FYXX Costs (Subsequent Year)	
			Planned Start Date	

PROJECT IMPLEMENTATION METRICS	
Metric	Goal ( <i>this is aspirational, not necessarily binding</i> )
<i>Listing and format may vary based on project type. Example is shown below for a capital example - bus stop improvement program:</i>	
<i>Number of Bus Stops Completed Per Year</i>	
<i>FY24</i>	<i>40</i>
<i>FY25</i>	<i>50</i>
<i>FY26-30</i>	<i>75</i>
<i>FY30</i>	<i>All Stops in Orange Improved</i>
<i>Percentage of Bus Stops Meeting Adopted Amenity Standards</i>	<i>Need to establish goals</i>
<i>Miles of Sidewalk Constructed with Stop Improvements</i>	<i>No goal set as it is context specific, but we want to report the output</i>
<i>Number of New and Improved Crosswalks Constructed at Bus Stops</i>	<i>No goal set as it is context specific, but we want to report the output</i>
<i>Actual Expenditures versus Planned Expenditures</i>	<i>See table below for anticipated expenditures</i>
<i>MWBE Contracting</i>	<i>n/a</i>

TRANSIT PLAN PERFORMANCE METRICS
List the programmatic Transit Plan Performance Metrics that this project is expected to contribute towards. Example is shown below for bus stop improvement program:
<i>Improved customer satisfaction survey results</i>
<i>Increased ridership</i>
<i>Reduced emissions due to ridership</i>
<i>Improved safety near bus stops</i>

**BOCC Meeting Follow-up Actions**

Meeting Date	Commissioner/ Sponsor	Description	Target Date	Department	Department Director Assigned	Status	Date Completed
11/2/2023	Bedford	Review and provide update to the Board on whether notifications of neighborhood information meetings (NIMS) can be sent to property renters, along with the current notifications to property owners	1/2024	Planning & Inspections	Cy Stober	To be reviewed and update to be provided to the Board	
11/2/2023	Bedford	Review and provide information to the Board regarding the opportunity as part of the new Land Use Plan process to review the provisions that allow solid waste facilities as a use by right in the Unified Development Ordinance	3/2024	Planning & Inspections	Cy Stober	To be reviewed and information to be provided to the Board	
11/2/2023	Board	Share information regarding the Consensus Principles II for Revised Falls Lake Rules with Orange County's legislative delegation at the March 21, 2024 Legislative Breakfast	3/2024	County Manager	Bonnie Hammersley	Information to be shared at Legislative Breakfast	

**DRAFT**

Date Prepared: 11/03/23

Date Revised: 00/00/23

<b>Meeting Date</b>	<b>Commissioner/ Sponsor</b>	<b>Description</b>	<b>Target Date</b>	<b>Department</b>	<b>Department Director Assigned</b>	<b>Status</b>	<b>Date Completed</b>
11/2.2023	Portie-Ascott	Provide the Board with access to a more easily viewable Orange County Top 6 Emissions Reduction document	11/2023	County Manager	Bonnie Hammersley	Document to be provided	DONE – Clerk sent email to BOCC – 11/2/2023
11/2/2023	Portie-Ascott	Provide the number/percentage of formerly-incarcerated individuals that received service as first-time homeless	12/2023	County Manager	Bonnie Hammersley	To be researched and information provided	
11/2/2023	Board	Send adopted Green Light for Veterans resolution to the North Carolina Association of County Commissioners (NCACC)	11/2023	Clerk to the Board	Laura Jensen	Resolution to be sent	DONE – Clerk sent email to NCACC – 11/3/2023



# ORANGE COUNTY

## NORTH CAROLINA

TO: Orange County Board of Commissioners

FROM: Steven Arndt, Asset Management Services Director

DATE: October 30<sup>th</sup>, 2023

SUBJ: Efland Cheeks Community Center Addition - Update

This memorandum provides an update to the Orange County Board of County Commissioners regarding the effort to provide additional program space for the Efland Cheeks Community Center. During the development of the 23-24 fiscal year Capital Improvements Plan (CIP), there were discussions about the possible funding of an addition to this facility. Due to the uncertainty regarding the scope of such an upgrade, the Board approved a nominal sum of \$6,000 for a feasibility study to investigate and review the impervious surface calculations that might limit future development of the site.

Over the summer, several meetings were held with representatives of the Orange County Planning Department regarding the issue of impervious surface limitations. The existing 2,755 sq. ft. Efland Cheeks Community Center sits on a 12.3-acre plot of land, that includes paved parking lots, ballfields, tennis courts, outdoor shelters and picnic areas. The plot is zoned R-1, rural residential, and is also further constrained by the Upper Eno Protected Watershed. The picture below provides a visual representation of the property:



Note: The existing Efland Cheeks facility immediately abuts the Upper Eno Protected Watershed.

Due to the existing zoning and the Upper Eno watershed restrictions, a stormwater permit and stormwater improvements would be required for development that exceeds 12% of the lot size. After reviewing the existing development of the site and the associated impervious calculations with the Planning staff, it was confirmed that the site had already been developed right up to the 12% impervious surface limitation. As a result, any further development of the site would trigger the permitting, design, and installation of costly stormwater retention facilities.

On Friday, September 15<sup>th</sup>, 2023, a meeting was held with Executive Director Kimya Swann and several other members of the leadership of the Efland Cheeks Community Center to discuss the findings of this study and possible paths forward. After acknowledging the difficulties surrounding the construction of additional space in or around the existing facility, the discussion quickly turned to the possibility of upgrading, enclosing and renovating the attached covered outdoor picnic area. Pictures of the existing space are shown below:



The primary benefits of this approach are twofold in that:

1. The enclosure and upfit of the existing space would not increase the amount of impervious surfaces on the property, thereby avoiding the need for stormwater mitigation.
2. The cost to upgrade an existing structure would be less expensive than building additional space from scratch.

The leadership of the Efland Cheeks Community Center agreed that this approach would provide them with 360 sq. ft. in additional space in a cost-effective and reasonable fashion. Discussions then ensued on program needs and requirements that should be included in the design, as well as expectations regarding the next steps and overall schedule.

The next step will be to hire an architect to design the improvements to the facility. We proposed, and the County Manager approved, re-purposing the \$6,000 allotted for the performance of the impervious surface feasibility study to help pay for the design. A design contract with **Bret Horton Architect, PLLC** is currently being developed. It is anticipated that the design and cost of construction for this improvement will be completed in time for funding consideration in the 24-25 CIP.



Department of Environment,  
Agriculture, Parks & Recreation

**MEMORANDUM**

**To:** Bonnie Hammersley, County Manager

**From:** David Stancil, DEAPR Director  
Marabeth Carr, Landscape Architect  
Kalani Allen, Communications Manager

**Date:** November 14, 2023

**RE:** Perry Hills Mini-Park – Master Plan

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In 2022, after hearing requests from members of the Perry Hills community, the Board of Commissioners approved funding for the creation of a mini-park on an unbuilt two-acre County-owned lot in the Perry Hills community, located between Efland and Mebane (please see Attachment 1). In June 2023, the Board approved supplemental funding for the project, bringing the amount for the mini-park to \$180,000.

The purpose of this memorandum is to report on the completion of a master planning effort with community residents.

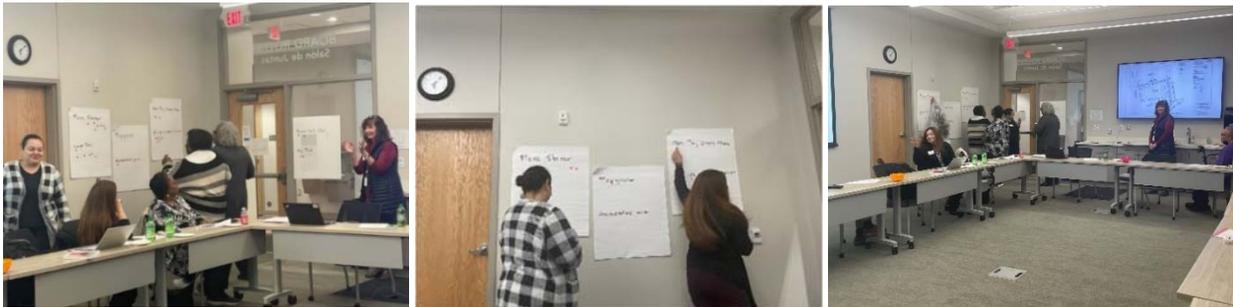
Following survey and preliminary design work in summer/fall of 2022, staff worked with a number of community residents to spread the word about the plans to develop a design for the mini-park. An initial master plan meeting was held on October 6, 2022 - in two parts. The first part invited community residents to visit the site of the park and learn about the findings of the survey and preliminary design work, with the second part taking place within the community as part of the Perry Hills Homeowners Association meeting at the home of a neighborhood resident. A total of 16 community residents attended this session.

After this site visit and initial meeting, a series of three community meetings were set to develop the attached Proposed Master Plan.

At the first meeting on January 9, 2023, the design process began. The group was given a report on an analysis of the site, along with descriptions of both the opportunities and constraints that the site offers. The budget and some “known” costs were also discussed, including items like permits and fees, survey work and minimum requirements for parking that would be required. In addition, an initial “menu” of possible park amenities was generated and discussed. As the meeting concluded, residents were asked to vote on their most-desired park amenities. The types of potential facilities were written on large posters

on the walls and each attendee was given five sticky dots to place on the amenities they most wanted to see in the park. Residents could place all five dots on something if they wished to give it top billing or allocate their dots among the items. The results were tallied and discussed. The most desired amenities, in order of voting, were:

- a small picnic shelter,
- a loop trail,
- swings,
- a small basketball court and
- an open play grassy area.



At the next meeting on March 23, the same community members attended, joined by two members from the County Parks and Recreation Council. At this meeting the group became the designers and were led in performing a design charrette. This exercise consisted of breaking into four smaller groups, with each given a copy of the map with survey of the property, and scale cutouts of the various amenities they chose at the last meeting - along with some possible parking layouts. Each group then worked on the site maps to tape down the amenity cutouts and/or sketching out their ideas on the map. After completing their designs, each group presented their schemes for discussion on likes and dislikes of the various ideas.

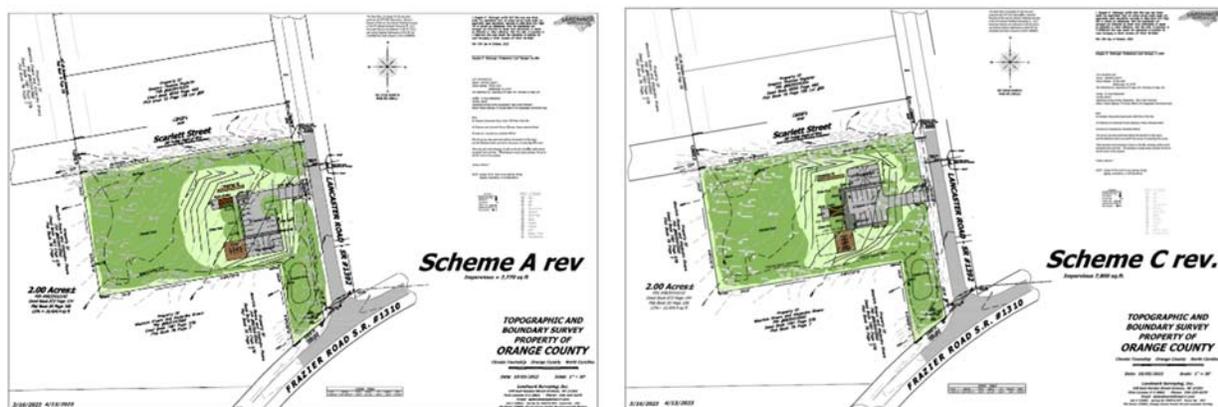


After the charrette exercise, the group agreed to see a set of three schemes developed by the professional landscape architect using the same charrette materials for comparison.



Each design was discussed, and their relationship to the small group charrette designs was noted. After discussion of how to use the design schemes with the charrette results, schemes A and C were selected by the group for use - refining and adding some additional features as discussed. Some of the additional features included benches, solar lights, signage and an area for a garden.

Finally, at the last master plan design meeting on June 13, 2023; the refined schemes A and C from the last meeting were presented to the group.



After discussing the pros and cons of each scheme, the group unanimously voted for Revised Scheme C to become the Proposed Master Plan, with some additional items added such as a kiosk; a little free library; a rain barrel at the picnic shelter and future exercise stations dispersed along the trail. This design was selected to be shared with other members of the original planning members.

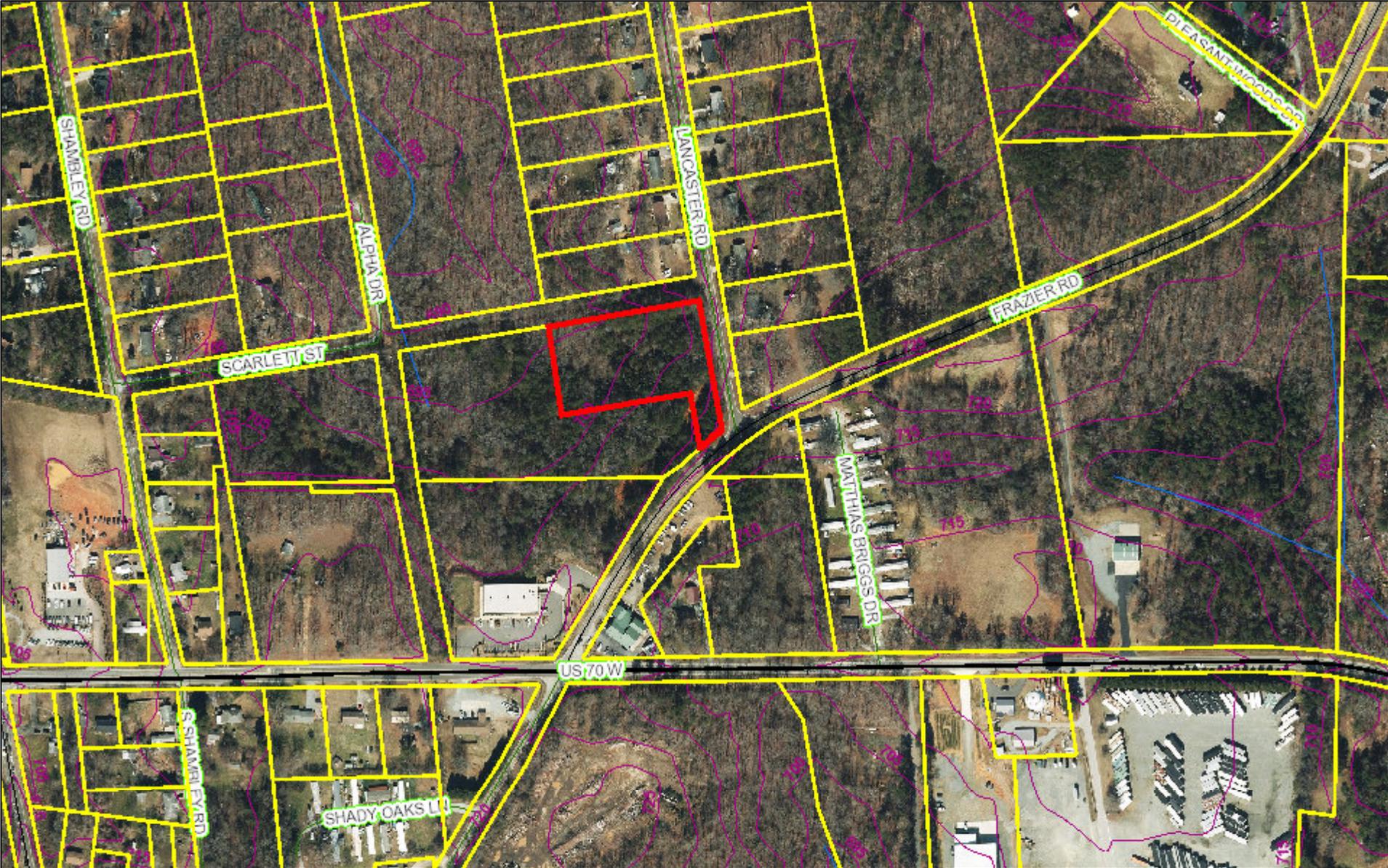
The group also agreed that given the limited budget that the parking area and picnic shelter will be the Base Bid when the project is put out for construction bid. The other amenities will be added to the project as the project budget allows.

The preferred design was then shared by email with the other persons who had signed up to participate in the effort, and a survey was conducted to confirm the desirability of the preferred design.

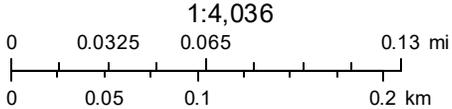
The proposed Master Plan for the Perry Hills Mini-Park, generated by the process described above, may be found as Attachment 2. The proposed Master Plan was shared with the Parks and Recreation Council on September 6 of this year, and was unanimously recommended to be shared with the Board of Commissioners with the Council's approbation.

Please feel free to contact either of us ([dstancil@orangecountync.gov](mailto:dstancil@orangecountync.gov) or [mcarr@orangecountync.gov](mailto:mcarr@orangecountync.gov)) if you have questions.

Copies:           Perry Hills Community Contact List  
                      Parks and Recreation Council



January 5, 2023





The State Plane Coordinates for this site were produced with RTK GPS Observations (Trimble Precision SP-80) and the Network Positional Accuracy of the RTK Derived Positional Information is 0.10". Horizontal Positions are referenced to NAD 83 (2011) and Vertical Positions Referenced to NAVD 88 The Combined Grid Factor Ground to Grid is 0.9999501.

I, Douglas R. Yorbrugh, certify that this map was drawn under my supervision from an actual survey made under my supervision and description recorded in Deed Book 872 Page 194 or others as referenced; that the boundaries not surveyed are indicated as drawn from information in deeds as indicated or other references; that the ratio of precision is 1:10000 and this map meets the standards of practice for Land Surveying in North Carolina (21 NCAC 26.1600).

This 10th Day of October, 2022.

Douglas R. Yorbrugh, Professional Land Surveyor I-1395

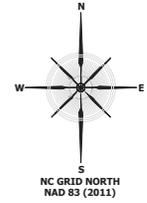
**SITE INFORMATION**  
 Owner: ORANGE COUNTY  
 Owner Address: PO Box 8181  
 Hillsborough, NC 27278  
 PIN #9835416142 / Deed Book 872 Page 194 / Plat Book 55 Page 106  
 Zoning: R1 Rural Residential  
 County District:  
 Watershed/Utility Overlay Designation: Back Creek Protected  
 Eland -Cheeks Highway 70 Overlay District (Pre-Designated Commercial Area)

**Note:**  
 No Geodetic Monuments found within 2000 Feet of this Site.  
 All Distances are Horizontal Ground Distances Unless otherwise Noted  
 All Areas are computed by coordinate Method  
 This Survey has been performed without the benefit of a title report, and the Reference shown are used in the course of conducting this survey  
 There has been some dumping of trash on this site, including, bottle normal household trash and tires. This dumping is mostly along Lancaster Rd and at the NE corner of the property.

Contour Interval 1'

**NOTE:** Contact NC 811 prior to any clearing, boring, digging, excavations, or soil disturbance.

- LEGEND**
- Existing Line Pipe
  - Monument
  - Private Pipe
  - Utility Line
  - Multidirectional Point
  - Fire Hydrant
- TREE LEGEND**
- Pine
  - Oak
  - Elm
  - Sycamore
  - Cherry
  - Sweet Gum
  - Maple
  - Cedar
  - Pine
  - Ash
  - Black Gum
  - Parashanna



# Proposed Master Plan

**TOPOGRAPHIC AND BOUNDARY SURVEY PROPERTY OF ORANGE COUNTY**

Cheeks Township Orange County North Carolina

Date: 10/05/2022 Scale: 1" = 30'

Landmark Surveying, Inc.  
 109 East Harden Street Graham, NC 27253  
 Firm License # C-0862 - Phone: 336-229-6275  
 Email: dyl@landmark@triad.rr.com  
 Job # 220982 Survey By: DWM & DNY Drawn By: DRY  
 File Name: 220982\_Orange County Frazier Rd and Lancaster Rd.dwg

Curve	Bearing	Chord	Radius	Δc	Tangent	Delta
CURVE #1	S 80°14'38" W	68.24	101.13	68.25	34.64	3°55.24"

3/16/2023 4/13/2023

Property Of  
 Mauricio Rivera and Alejandro Rivera  
 PIN #9835410592 578  
 Deed Book 1461 Page 578  
 Plat Book 76 Page 7

Property Of  
 Gregory Thomas Register  
 PIN #9835416304  
 Deed Book 6650 Page 460  
 Plat Book 19 Page 156 Lot #56

**2.00 Acres ±**  
 PIN #9835416142  
 Deed Book 872 Page 194  
 Plat Book 55 Page 106  
 12% = 10,454.4 sq ft

Property Of  
 Mauricio Rivera and Alejandro Rivera  
 PIN #9835410592  
 Deed Book 1461 Page 578  
 Plat Book 76 Page 7

Property Of  
 Mauricio Rivera and Alejandro Rivera  
 PIN #9835410592 578  
 Deed Book 76 Page 7

**ORANGE COUNTY  
DEPARTMENT OF ENVIRONMENT, AGRICULTURE,  
PARKS AND RECREATION**

**MEMORANDUM**

**To:** David Stancil, DEAPR Director  
**From:** Christian Hirni, Land Conservation Manager  
**Date:** November 14<sup>th</sup>, 2023  
**Subject:** NC Mountains to Sea Trail Progress Report

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As an update on activity along the Mountains to Sea Trail (MST) corridor, I have been working with our trail partner organizations and interested landowners and can report the following activity to further the MST project. To protect landowner confidentiality, most properties are not referred to by name:

**Occoneechee Mountain to Seven Mile Creek Natural Area (Phase I)**

- Staff and the Eno River Association (ERA) continue final negotiations with the landowners for a conservation/trail easement that will make the connection from Occoneechee Mountain State Natural Area to Dimmocks Mill Road. Both State and City of Raleigh grants have been awarded to provide funds for the project. County staff is assisting ERA in acquiring and drafting all closing documents for presentation in a future BOCC open session and subsequent State review. Staff also continue discussions with State and private nonprofit partners to confirm the final route and connection through State Parks-owned land to be included in a trail easement.
- The previously approved conservation and trail easement from the Draper-Savage Foundation (Moorefields), adjacent to Seven Mile Creek Natural Area, is under final state legal review and awaiting schedule for closing, after a delay due to property ownership changes. The closing attorney has been hired, and all closing documents and easements have been provided to the State for approval which is anticipated at any time. The closing is estimated for fall/winter 2023.
- Negotiations continue with landowners for a fee-simple acquisition that will be the final piece needed to connect Seven Mile Creek Natural Area to the east. The County has recently been awarded a grant from the NC Land and Water fund that will cover 50% of the acquisition costs, and more grant sources are being researched and reviewed for availability. Staff will be working with Eno River Association to draft the final closing documents and budget to be presented in a future BOCC open session after State review is completed.

**Cane Creek Reservoir Area (Phase II)**

- Staff continues to work with OWASA staff and the Friends of the MST (Friends) to determine the optimal trail route through OWASA Cane Creek Reservoir lands (permitted by OWASA in 2018 with conditions). A meeting was held with OWASA for this purpose, and bimonthly updates between staff and OWASA staff continue to occur. Staff are working to finalize an Emergency Access and Management Plan for this proposed section of trail with Emergency

Services, the Sheriff's Office, and other first response agencies. Once these plans are in draft stage, work will begin to finalize the Memorandum of Understanding (MOU) between OWASA and Orange County for the trail. This is anticipated to occur concurrently with the closing of the three trail easements in the Cane Creek Reservoir region, planned in the late spring-summer 2024.

- Previously approved landowner-donated trail easements with the Shy and Johnson families continue to move toward closing. (Note – both landowners requested modifications to their approved easement language and/or new survey work, which has delayed both closings.) in one case, the landowner asked for additional modifications to the original approved agreement, delaying the closing to accommodate their requests.
- As mentioned in the last MST update, staff continues discussions with a third landowner on Cane Creek Reservoir. This owner is interested in granting a trail easement (which is provided for in their deed of purchase) on land recently acquired adjacent to the reservoir and along the trail route. At the landowner's request, discussions will continue in the next few months after the landowner has completed construction of their home.

#### **Buckhorn Road to Seven Mile Creek Natural Area (Phase III)**

- *NOTE: This segment of the trail is slated in the CIP for FY 2027-28 and beyond. No activity is currently underway here, other than conversations with Friends of the Mountains to Sea Trail (Friends) and occasional landowners.*
- Discussion with Friends staff about potential interim connections along road routes (or a future alternate spur route) continues. There is conversation in the early stages with one landowner and the Friends along a likely interim road route.

#### **Eno River State Park (ERSP) to Durham County (Other Lead Entities)**

*Note: State Parks, the Eno River Association and the Friends are coordinating in this segment from Hillsborough Riverwalk eastward to Durham County. Orange County is assisting as needed and requested.*

- Orange County previously agreed to help the Friends with funding assistance from existing sources for a bridge crossing project on Cates Creek from Hillsborough Riverwalk to Eno River State Park. The project has been completed by FMST, and the requested County funds are conveyed.
- The FMST and State Parks worked to secure a pedestrian walkway on the proposed new NCDOT bridge over the Eno River at Pleasant Green Road. The new bridge is expected to be completed around 2025 (before recent DOT budget issues) with a sidewalk. This will provide access to nearly four additional miles of trail through Eno River State Park.
- FMST, State and County staff successfully petitioned the NCDOT to ensure the trail path be included underneath the newly rebuilt US 70 Bridge east of Hillsborough.
- The Friends and ERA are following up with landowners to connect the trail between two portions of ERSP.

#### **Next Steps:**

- Close the Moorefields trail easement once State review is finished.
- Complete easements and acquisitions with interested landowners in Cane Creek and Occoneechee Mountain / Seven Mile Creek Natural Area locations. Complete recent landowner-initiated revisions.

- Continue discussion of specific trail location and construction details with OWASA staff. Begin drafting, with Emergency Services and Sheriff's Office, an Emergency Access and Management Plan for the Cane Creek Reservoir sections.
- The Friends are planning to post road routes to allow hiking connections between existing and proposed trail segments on their website.
- The Friends and County staff are discussing future possibilities for coordinated outreach and ombudsman work for the MST segments in Orange County.

In closing, it is important to note that negotiations of all trail easements and trail land segments involve a sometimes-lengthy series of discussions with landowners, their attorneys, the County's environmental and legal staff and management, and finally State review and approval where State funds are involved. The County must perform due diligence in any negotiation for acquisitions using public funds. As such, there are occasions where conversation and information gathering are underway and necessary but not always visible to all interested parties, until the time for official action (as per State statutes).

Please let me know if we may provide additional information.

## INFORMATION ITEM



### ORANGE COUNTY GOVERNMENT TRANSPORTATION SERVICES DEPARTMENT



#### MEMORANDUM

**TO:** Board of County Commissioners  
**FROM:** Darlene Weaver, Transportation Planning Manger  
**DATE:** November 14, 2023  
**SUBJECT:** Transit Dashboard Update

This memorandum is an update to the Board of County Commissioners (BOCC) on Orange County Transportation Services (OCTS) Transit Dashboard.

Spring 2023, Orange County Transportation Services (OCTS) contracted with WSP to create a transit tracking dashboard similar to Wake County Transit Performance Tracker ([link](#)). These public resources will be published through the OCTS main website to provide the general public a constant update on all aspects of the County's public transit services.

The transit dashboard has two functions: Transit Map and Performance Data. Each provide different information regarding the County's transit services. The Transit Map indicates the fixed routes, demand response and mobility-on-demand, especially where transit vehicles are so customers know when one is approaching. People can zoom into the map and get more information such as bus number and stop details.

The Performance data illustrates the transit services in six tables. Customers can click the pull down menu on the top left and see the data by service type. Fixed route data is broken down by individual routes while demand response and mobility-on-demand are consolidated by service. Orange Unified Transportation Board (OUTBoard) reviewed this important recourse and it is ready to go live.

Orange County Transportation Services will continue making improvements on the dashboard. Staff is currently working with WSP in drafting the Transportation Multimodal Plan and enhancing our data presentation.

Please forward any questions, comments or concerns to Nishith Trivedi at [ntrivedi@orangecountync.gov](mailto:ntrivedi@orangecountync.gov).



HUMAN RESOURCES

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Brenda Bartholomew, Director | 131 W. Margaret Lane, Hillsborough, NC 27278 | 919.245.2550

**TO:** Board of County Commissioners

**FROM:** Brenda Bartholomew, Human Resources Director

**DATE:** October 30, 2023

**SUBJECT:** Recognition of County Employee Retirements from July 1, 2023, through September 30, 2023

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This memorandum to the Board of County Commissioners is notice of employees that have retired during the period of July 1, 2023, through September 30, 2023. This is also to recognize and express gratitude to retirees for their devotion and service to Orange County and its residents and extend thanks to each of these retirees for their service to Orange County and for their dedication in meeting the primary mission of Orange County, in serving our residents with fairness, respect and understanding.

The following employees have retired during the period of July 1, 2023, through September 30, 2023:

First Name	Last Name	Department	Hire Date	Retirement Date	Years of Service
Barbara	Hawksworth	Environmental Health	1/14/2008	8/1/2023	15.54
London	Ivey	Sheriff's Office	7/1/1995	8/1/2023	28.08
James	Northrup	Information Technologies	6/30/2006	8/1/2023	17.08
Charles	Ramsey	Asset Management Services	7/6/1999	8/1/2023	24.07



FINANCE and ADMINISTRATIVE SERVICES

Gary Donaldson, CTP, Chief Financial Officer | gdonaldson@orangecountync.gov | PO Box 8181, Hillsborough, NC 27278 | 919.245.2453

MEMORANDUM

To: Board of County Commissioners  
 From: Gary Donaldson, Chief Financial Officer  
 Date: November 14, 2023  
 Re: Financial Report- First Quarter FY 2023-24

This FY 2023-24 First Quarter Financial report provides Budget versus Actual comparisons to the prior fiscal year (pages 2-5) and Dr. John Connaughton’s [UNC Charlotte Economic Forecast](#) provides updates on the economy. The American Rescue Plan Act (ARPA) report is below with a more detailed narrative in the Appendix section.

Project Number	ARPA Project Name	Revised Budget (Life-To-Date)	Expenditures (Life-To-Date)	Remaining Budget	% of Budget Used	Project Status
96110	Durham Tech Community College for Small Business Center	\$ 70,000.00	\$-	\$ 70,000.00	0%	Awaiting reimbursement support
96111	First Responder Behavioral Health Program	\$ 45,000.00	\$-	\$ 45,000.00	0%	Closing- Non-ARPA funding source
96102	Senior Lunch Program	\$ 119,229.00	\$-	\$ 119,229.00	0%	To be spent in FY 2025
96122	Broadband Design and Implementation	\$ 10,000,000.00	\$ 1,000,000.00	\$ 9,000,000.00	10%	Completed less than 50
96131	Fire district radios	\$ 2,562,300.00	\$ 505,797.75	\$ 2,056,502.25	20%	Completed 50 or more
96121	Language Access Services	\$ 15,000.00	\$ 4,605.57	\$ 10,394.43	31%	Completed less than 50
96117	Housing Locator	\$ 65,705.00	\$ 29,571.51	\$ 36,133.49	45%	Completed less than 50
96120	Government Alliance on Racial Equity Youth Program	\$ 46,540.00	\$ 21,950.51	\$ 24,589.49	47%	Completed less than 50
96113	ARPA Coordinator	\$ 133,772.00	\$ 65,250.00	\$ 68,522.00	49%	Completed 50 or more
96123	Long Time Homeowner Assistance Program	\$ 516,364.00	\$ 260,571.26	\$ 255,792.74	50%	Completed 50 or more
96116	Housing Helpline Coordinated Entry Specialist	\$ 237,292.00	\$ 124,082.72	\$ 113,209.28	52%	Closing- Non-ARPA funding source
96133	Emergency Housing Assistance	\$ 3,714,882.00	\$ 2,845,188.18	\$ 869,693.82	77%	Completed 50 or more
96112	Powered Air Purifying Respirators (PAPRS)	\$ 124,000.00	\$ 96,182.00	\$ 27,818.00	78%	Completed 50 or more
96119	Eviction Diversion	\$ 167,046.00	\$ 133,100.88	\$ 33,945.12	80%	Closing- Non-ARPA funding source
96127	Stabilization Program for Former Foster Youth	\$ 10,000.00	\$ 8,749.19	\$ 1,250.81	87%	Completed 50 or more
96103	Replacement Temporary Facility Modifications	\$ 51,136.00	\$ 48,747.29	\$ 2,388.71	95%	Completed
96115	Revenue Replacement: Emergency Housing Assistance (EHA)	\$ 9,257,528.00	\$ 8,925,214.61	\$ 332,313.39	96%	Completed
96128	Support for Low Income Families	\$ 25,000.00	\$ 24,333.23	\$ 666.77	97%	Completed
96108	Revenue Replacement: Arts Commission Aid to Impacted Industries	\$ 16,000.00	\$ 15,797.06	\$ 202.94	99%	Completed
96105	ARPA Grant Compliance Position	\$ 38,751.00	\$ 38,624.95	\$ 126.05	100%	Completed
96109	Revenue Replacement: Tourism and Hospitality Recovery	\$ 300,000.00	\$ 299,285.60	\$ 714.40	100%	Completed
96130	Childcare Support Parent Fees	\$ 540,000.00	\$ 539,977.10	\$ 22.90	100%	Completed
96104	Point Ionization	\$ 68,800.00	\$ 68,800.00	\$ -	100%	Completed
96114	Affordable Housing & Home Repairs	\$ 120,000.00	\$ 120,000.00	\$ -	100%	Completed
96118	Landlord Incentive Program	\$ 75,000.00	\$ 75,000.00	\$ -	100%	Completed
96107	Revenue Replacement: Restart the Arts Grants	\$ 100,000.00	\$ 100,000.00	\$ -	100%	Completed
96125	Countywide Food Distribution and Storage	\$ 106,550.00	\$ 106,609.46	\$ (59.46)	100%	Completed
96126	Youth Enhancement Fund	\$ 25,000.00	\$ 25,348.21	\$ (348.21)	101%	Completed
96106	Revenue Replacement: Street Outreach, Harm Reduction, and Deflection (SOHR)	\$ 279,922.00	\$ 315,736.09	\$ (35,814.09)	113%	Closing- Non-ARPA funding source
96124	Long Time Homeowner Assistance Program Software	\$ 8,905.00	\$ 10,414.00	\$ (1,509.00)	117%	Completed
	<b>Total</b>	<b>\$ 28,839,722.00</b>	<b>\$15,808,937.17</b>	<b>\$13,030,784.83</b>	<b>55%</b>	<b>See Note below</b>

Note: The % complete increases to 82% if including the Obligated \$10 million for Broadband.

GENERAL FUND		FY 2024				FY 2023		FYs 2024 vs 2023	
		Original	Revised	YTD Actual*	Percentage	YTD Actual*	Percentage	YTD	%
Revenue	Property Tax	\$190,759,520	\$190,759,520	\$30,402,822	15.94%	\$30,729,654	16.51%	-\$326,832	-0.57% <sup>1</sup>
	Sales & Use Tax	\$43,739,131	\$43,739,131	\$0	0.00%	\$0	0.00%	\$0	0.00%
	Licenses and Permits	\$274,200	\$274,200	\$555	0.20%	\$630	0.20%	-\$75	0.00%
	Charges for Services	\$14,208,193	\$14,208,193	\$2,757,304	19.41%	\$3,833,911	26.95%	-\$1,076,607	-7.54% <sup>2</sup>
	Intergovernmental	\$19,686,908	\$20,348,851	\$2,155,730	10.59%	\$1,850,302	9.38%	\$305,428	1.21%
	Investment Earnings	\$1,600,000	\$1,600,000	\$0	0.00%	\$217,921	2115.00%	-\$217,921	-2115.00% <sup>3</sup>
	Transfers In	\$1,391,290	\$1,433,628	\$0	0.00%	\$0	0.00%	\$0	0.00%
	Miscellaneous	\$846,286	\$867,327	\$148,611	17.13%	\$256,449	6.42%	-\$107,838	10.71% <sup>4</sup>
	Appropriated Fund Balance	\$7,000,000	\$7,000,000	\$0	0.00%	\$0	0.00%	\$0	0.00%
	<b>Total</b>	<b>\$279,505,528</b>	<b>\$280,230,850</b>	<b>\$35,465,022</b>	<b>12.66%</b>	<b>\$36,888,867</b>	<b>15.36%</b>	<b>-\$1,423,845</b>	<b>-2.71%</b>
Expenditure	Community Services	\$15,241,917	\$15,539,297	\$3,434,382	22.10%	\$3,728,276	23.92%	-\$293,894	-1.82%
	General Government	\$11,987,685	\$11,996,855	\$2,765,875	23.06%	\$3,327,472	24.23%	-\$561,597	-1.17%
	Public Safety	\$35,882,898	\$35,921,198	\$8,707,579	24.24%	\$7,792,998	23.47%	\$914,581	0.77%
	Human Services	\$48,541,143	\$48,936,802	\$11,852,421	24.22%	\$9,755,855	21.47%	\$2,096,566	2.75%
	Education	\$107,805,947	\$107,805,947	\$25,979,480	24.10%	\$23,864,435	24.24%	\$2,115,045	-0.14%
	Support Services	\$18,492,107	\$18,476,920	\$6,775,899	36.67%	\$4,512,249	45.29%	\$2,263,650	-8.62% <sup>5</sup>
	Debt Service	\$0	\$0	\$0	0.00%	\$20,515,028	53.88%	-\$20,515,028	-53.88% <sup>6</sup>
	Transfers Out	\$41,553,831	\$41,553,831	\$0	0.00%	\$0	0.00%	\$0	0.00% <sup>7</sup>
<b>Total</b>	<b>\$279,505,528</b>	<b>\$280,230,850</b>	<b>\$59,515,636</b>	<b>21.24%</b>	<b>\$73,496,313</b>	<b>30.61%</b>	<b>-\$13,980,677</b>	<b>-9.37%</b>	

## Notes:

\* - Actual amounts include Encumbrances.

+ - Based on percentage.

1 - Property taxes includes Real, Personal and monthly Motor Vehicle taxes.

2 - Planning Inspection Fees are now accounted for in a separate fund to enhance reporting pursuant to NC Statute 160D-1102.

3 - This is a timing variance in the interest allocation postings.

4 - Miscellaneous includes Hold Harmless Sales Tax, Lease Rentals, Donations and interest earnings.

5 - Reflects Insurance payments now accounted for in Human Resources.

6 - Debt Service is now accounted for in a separate fund.

7 - Transfers Out are to the new Debt Service Fund; Transfers will start in 2nd Quarter.

## General Fund Revenues

General Fund revenues are 12.2% of budgeted revenues compared to 15.3% the prior fiscal year. This represents a timing variance due to property tax collections. During the first quarter of each fiscal year, revenues will trail expenditures and fund balance provides an interim funding source until property tax revenues begins to peak in December-January each fiscal year.

- Property Tax collections are 15.9% of the total Property tax budget compared to 16.5% the prior fiscal year. Real and personal taxes are due September 1 with peak tax collections occurring in December prior to the assessment of penalties and interest. The property tax category includes real, personal, and motor vehicle taxes.
- Motor vehicle taxes are payable on the vehicle renewal date and the tax is based on market value of the vehicle. The North Carolina Department of Revenue remits this tax to the County monthly. Registered Motor Vehicle Taxes become delinquent after 30 days.
- Sales Tax has a three-month revenue lag from the NC Department of Revenue (NCDOR) with the first month of July collections to be received by local governments by October 15. The flowchart on page 3 illustrates this three-month lag.

### Sequencing of Local Sales Tax Collections & Receipt



Charges for services are 21.2% of the budget as compared to 29.3% lower the prior fiscal year. The variance decrease reflects Planning Inspection financial activity now being accounted for in the new Inspection Fund pursuant to NC Statute 160D-1102. The General Assembly now requires all local governments to further report out and delineate permit revenues and expenditures. The Charges for Services category also includes Register of Deeds Excise Stamps paid on real estate transactions and Emergency Medical Charges for ambulance services.

Intergovernmental favorable revenue variance is attributed to Department of Social Service and Criminal Justice Resource grant awards.

#### General Fund Expenditures

General Fund expenditures are 21.2% of budgeted expenditures as compared to 30.6% the prior fiscal year. The variance is primarily due to debt service now being accounted for in the new Debt Service fund.

All the Functional Leadership teams' expenditures are consistent with historical spending rates and there are no material variances to report or monitor at this juncture.

The second quarter report will notate any material variance areas of concern.

- Education appropriations are 24.1% of its budget as compared with 24.2% the prior fiscal year. School appropriations are paid to both School systems by the 15<sup>th</sup> of each month. The remaining Education budget includes School Health and Safety Contracts, Durham Tech Current Expense and Recurring Capital.

## Summary of Other Funds

As noted earlier, the new Debt Service and Inspection Funds are included in this report.

### *Transfers From the General Fund to the Debt Service Fund*

Property tax transfers from the General Fund to the Debt Service Fund are timed to occur during the second quarter as the County reaches peak tax collections. This is anticipated to be the regular timing of flow of funds each fiscal year to meet debt service requirements. Any significant disbursements and obligations prior to the receipt of taxes are funded through the County's fund balance.

OTHER FUNDS		FY 2024				FY 2023		FYs 2024 vs 2023	
		Original	Revised	YTD Actual*	Percentage	YTD Actual*	Percentage	YTD	%
Revenue	11 - Debt Service Fund	\$37,457,498	\$35,457,498	\$0	0.00%	\$0	0.00%	\$0	0.00% <sup>1</sup>
	33- Housing Voucher Fund	\$6,858,632	\$6,858,632	\$1,476,702	21.53%	\$1,479,265	29.78%	-\$2,563	-8.25% <sup>2</sup>
	35 - Emergency Telephone Fund	\$571,016	\$578,160	\$0	0.00%	\$66,151	8.46%	-\$66,151	-8.46% <sup>3</sup>
	37 - Visitor's Bureau Fund	\$2,716,666	\$2,724,415	\$493,141	18.10%	\$550,178	23.23%	-\$57,037	-5.12% <sup>4</sup>
	44 - Inspections Fund	\$1,609,483	\$1,609,483	\$304,799	18.94%	\$0	0.00%	\$304,799	18.94%
	50 - Solid Waste Enterprise Fund	\$12,693,308	\$12,693,308	\$1,599,364	12.60%	\$1,817,863	14.45%	-\$218,499	-1.85% <sup>5</sup>
	53 - Sportsplex Fund	\$4,696,687	\$4,696,687	\$713,941	15.20%	\$713,442	15.58%	\$499	-0.38%
	70 - Employee Health & Dental Fund	\$16,251,634	\$16,251,634	\$2,821,828	17.36%	\$2,598,210	15.18%	\$223,618	2.18%
Expenditure	11 - Debt Service Fund	\$37,457,498	\$37,457,498	\$6,978,027	18.63%	\$0	0.00%	\$6,978,027	18.63%
	33 - Housing Fund	\$6,858,632	\$6,858,632	\$2,095,007	30.55%	\$1,370,786	26.50%	\$724,221	4.04%
	35 - Emergency Telephone Fund	\$571,016	\$578,160	\$33,004	5.71%	\$11,817		\$21,187	
	37 - Visitor's Bureau Fund	\$2,716,666	\$2,724,415	\$659,528	24.21%	\$591,938	24.99%	\$67,590	-0.78%
	44 - Inspections Fund	\$1,609,483	\$1,609,483	\$308,153	19.15%	\$0		\$308,153	
	50 - Solid Waste Enterprise Fund	\$12,693,308	\$12,693,308	\$4,230,065	33.33%	\$4,742,101	37.71%	-\$512,036	-4.38%
	53 - Sportsplex Fund	\$4,696,687	\$4,696,687	\$456,504	9.72%	\$851,678	18.60%	-\$395,174	-8.88%
	70 - Employee Health & Dental Fund	\$16,251,634	\$16,251,634	\$2,879,527	17.72%	\$3,730,997	21.80%	-\$851,470	-4.08%

#### Notes:

- \* - Actual amounts include Encumbrances.
- 1 - Property tax revenues will Transfer In from General Fund in 2nd Quarter.
- 2 -Housing Revenue drawdowns required for Expenditure reimbursements.
- 3- E-911 Revenue remittance from the State for subscriber fees.
- 4- Timing variance reflecting Occupancy Tax remittances.
- 5 - Solid Waste Program Fee collected with the Property Tax Bill; collections will peak
- 6 - Inspection Fund has slight lag between Revenues and Expenditures.

## Sportsplex Fund

The Sportsplex revenue sources are Ice Rink (35% of budget), Membership and Fitness (26% of budget), Sports Aquatics (13% of budget), Sports Kidsplex (12% of budget), and Field House (7% of budget). Reserves and investment income comprise the remaining funding sources. Sportsplex revenues are 15.2% of budget and consistent with the prior year revenue collections. Expenditures budget versus actuals between both fiscal years reflect a timing variance in the recording of first quarter expenditures to the County's general ledger. The second quarter report will provide a better budget versus actual comparison.

### **Solid Waste Fund**

Solid Waste revenues are 12.6% of the total revenues as compared to 14.1% the prior fiscal year. The solid waste program fee of \$142 is billed as a line item on the Property Tax bill, therefore the solid waste collection performance will generally mirror the property tax collection performance. As noted previously, peak Tax office collections occur by the end of December therefore the first quarter revenues of \$1.4 million versus expenditures of \$4.2 million is not a concern; reserve balances fund the first quarter imbalance. Solid waste expenditures are 33.3% of total expenditures as compared to 36.9% the prior fiscal year.

### **Visitors Bureau Fund**

Visitors Bureau revenues are 18.1% of budget as compared to 23.3% the prior fiscal year. The revenue versus expenditure lag is a timing variance. The hotel/motel lodging revenue base has continued to perform well as measured by Gross Lodging revenues, Occupancy rates and Average Daily Room rates. The County occupancy tax rate is set at 3% on the gross receipts from the rental of any room, and lodging or similar accommodation in the County subject to sales tax under G.S. 105-164.4(a)(3). Remittances are due to the Tax Office by the 15<sup>th</sup> of each month. Tax revenues are used to promote the tourism sector.

### **Functional Leadership Teams by Department**

**Community Services** - Animal Services, NC Cooperative Extension, DEAPR, Economic Development, Orange Public Transportation and Planning.

**General Government** - Board of Elections, Clerk to the Board, County Attorney, County Manager, Register of Deeds and Tax Administration.

**Public Safety** – Courts, Emergency Services, Criminal Justice Resource Department, and Sheriff's Office

**Human Services** – Department on Aging, Child Support, Housing, Human Rights, and Community Development, Library, Public Health, and Social Services.

**Support Services** - Asset Management Services, Community Relations, Finance, Human Resources, and Information Technology.

Thanks to the Budget and Accounting Offices for their support in the preparation of this quarterly report.

cc: Bonnie Hammersley, County Manager  
Travis Myren, Deputy County Manager  
Department Directors

## APPENDIX

### American Rescue Plan Act (ARPA) Project Detailed Status and Summary First Quarter FY 2023-24

**All funds are on schedule to be spent by December 31, 2026.**

#### Senior Lunch Program – Department on Aging

This project provides funding to supplement the Senior Lunch Program, which traditionally provides a hot, nutritionally balanced meal daily in a group setting, Monday-Friday for county resident adults 60+. During the COVID-19 Pandemic and County State of Emergency, the meal provision has been altered to 3 days/week drive through service at the 2 Orange County Senior Centers. These funds provide for the continuation of the expanded lunch program. This funding expands the program to meet increased demand and for the drive-through and curbside service to continue as necessary. Participants aged 60 and over are asked to make a voluntary financial contribution to the lunch program but are not required to pay for this service. *Note: This project is in progress and is supported by several funding sources. The project team is estimating that all ARPA funds will be spent in FY 2024-25.*

- FY 2021-22 Round 1 Allocation: \$119,229
  - Total Spent as of First Quarter FY 2023-24: \$0 (*other funding sources being used first*)
  - U.S. Treasury Portal Status: Less than 50% complete

#### Replacement Temporary Facility Modifications – Asset Management Services

This project provided funding to create permanent facility modifications to county-owned facilities to reduce the spread of SARS CoV2. These replaced temporary modifications made to combat the spread of airborne viruses. Modifications came in the form of improving airflow, simplifying foot tracking, and installing permanent air barriers.

- FY 2021-22 Round 1: \$51,136
  - Total Spent as of First Quarter FY 2023-24: \$48,747
  - U.S. Treasury Portal Status: Complete

#### ARPA Grant Compliance Position – Criminal Justice Resources Department

This project provided funding for a 0.5 FTE ARPA Grant Compliance Position through FY 2021-22. The position provided additional administrative support for the Criminal Justice Resource Department as it administered the Street Outreach, Harm Reduction, and Deflection (SOHRAD) program funded by ARPA.

- FY 2021-22 Round 1: \$38,751
  - Total Spent as of First Quarter FY 2023-24:\$38,751
  - U.S. Treasury Portal Status: Complete

### **Durham Tech Community College for Small Business Center – Durham Technical Community College**

This project will provide support for startup and existing entrepreneurs, with special focus on the underserved low to moderate income business community, by providing information and tools needed to develop and scale business ideas through viable, sustainable, profitable, and successful practices. Through the services provided by Durham Tech’s Small Business Center (SBC), entrepreneurs receive assistance in business areas such as business planning, marketing, legal, accounting, and financial management. *Note: Durham Tech has spent the amount of funding allocated and will be reimbursed by Orange County once all supporting documentation is provided.*

- FY 2021-22 Round 1: \$70,000
  - Total Spent as of First Quarter FY 2023-24: \$0
  - U.S. Treasury Portal Status: More than 50% complete
  - *Note: Sub recipient has spent full amount. Once the county reimburses the sub recipient, the expense will be reflected in Total Spent.*

### **Affordable Housing – Home Repairs – Housing and Community Development**

This project provides funding to the Orange County Department of Housing and Community Development for assistance to low-income homeowners for urgent repairs and comprehensive housing rehabilitation. To qualify for these programs, applicants must 1) meet income eligibility restrictions; 2) own a property located in Orange County and occupy it as their primary residence; and 3) be current on their property taxes or be on an approved payment plan that is in good standing. Applications can be submitted by email, mail, or in person. These funds expanded the County’s ability to finance home repairs to fix imminent threats to health and safety, provide accessibility modifications, and provide larger more comprehensive repairs to homes for homeowners to extend the usable life of their homes.

- FY 2021-22 Round 1: \$120,000
  - Total Spent as of First Quarter FY 2023-24: \$120,000
  - U.S. Treasury Portal Status: Complete

### **Housing Locator – Housing and Community Development**

The project covers 1.0 FTE Housing Locator position to provide client-level assistance in locating units for people exiting homelessness, people with Housing Choice Vouchers, and other people at risk of homelessness who contact the Housing Helpline. The position will work in coordination with the Housing Access Coordinator (HAC) to develop and maintain landlord relationships. This will allow the HAC to focus more completely on system-level landlord recruitment, which is not currently feasible due to demand for providing direct housing navigation support for the more vulnerable residents in housing search with vouchers in-hand.

- FY 2021-22 Round 1: \$28,810
- FY 2022-23 Round 1: \$36,895
  - Total Spent as of First Quarter FY 2023-24: \$29,571
  - U.S. Treasury Portal Status: Less than 50% Complete

### **Eviction Diversion – Housing and Community Development**

This is now funded from the General Fund effective FY 2022-23 therefore funds will be reallocated. This project provides funding for an Eviction Diversion Attorney who offers free legal counsel to people in eviction proceedings and an Eviction Diversion Expeditor, who connects people facing and at risk of eviction with community resources and funding. The Orange County Board of Commissioners created an Eviction Diversion Program in June 2020 to help eligible county residents avoid eviction as a result of financial hardship caused by the COVID-19 pandemic and these positions support that program. This program has served 403 households since funding was awarded; 167 households of that total were served between October and December 2022.

- FY 2021-22 Round 1: \$167,046
  - Total Spent as of First Quarter FY 2023-24: \$133,100
  - U.S. Treasury Portal Status: More than 50% Complete

### **Government Alliance on Race and Equity (GARE) Youth Program – Human Rights & Relations**

This project provides funding for a four week summer session bringing together diverse students from each Orange County high school to learn the Government Alliance on Race and Equity (GARE) methodology for advancing racial equity. The youth will identify and engage with diverse groups of youth to develop a long-term recovery strategy from the COVID-19 pandemic for youth led by youth. The program supports the activities of the GARE Countywide Racial Equity Plan and the Countywide Long Term Recovery Plan. These funds will be used to pay stipends and program costs for the sessions. The Orange County Human Rights and Relations Department hosts these sessions.

- FY 2021-22 Round 1: \$46,540
  - Total Spent as of First Quarter FY 2023-24: \$21,950
  - U.S. Treasury Portal Status: Less than 50% complete

### **Language Access Services – Human Rights & Relations**

This project provides funding for language services and outreach to communities in Orange County on government services and human rights and relations issues exacerbated by the COVID-19 pandemic. Translations and interpretations are provided through this program to improve the accessibility of services to people with limited English proficiency. *Note: This project is to provide language services as needed, however there has barely been any need in FY23. The department is identifying other program that have language service needs.*

- FY 2021-22 Round 1: \$15,000
  - Total Spent as of First Quarter FY 2023-24: \$4,606
  - U.S. Treasury Portal Status: Less than 50% complete

### **Broadband Infrastructure Design and Implementation – Information Technologies**

This project provides funding to expand broadband internet connections to rural and underserved parts of Orange County. The county has identified 4,234 addresses that are underserved by broadband providers, with the vast majority in rural census tracts in the county. Additional updates are provided at the this link <https://www.orangecountync.gov/2924/LumosARPA-Broadband-Project>

- FY 2020-21 Round 1: \$5,000,000
- FY 2022-23 Round 1: \$5,000,000
  - Total Spent as of First Quarter FY 2023-24: \$1,000,000
  - U.S. Treasury Portal Status: Less than 50% complete

### **Long Time Homeowner Assistance Program – Tax Administration and Housing and Community Development**

The project provides funding for a program to partially offset an increase on property taxes for income-eligible, long-time homeowners (must own and have lived on the property for at least 10 years) in Orange County following a revaluation of all property values during the COVID-19 pandemic. Funds will also be used to create a communications and outreach strategy to share information about the program with County residents. Housing and Community Development Department staff will be primarily responsible for administering the LHA program – collecting applications and supporting documentation from applicants and verifying program eligibility for each applicant. The Orange County Housing Helpline will play a key role in assisting County residents with completing applications and compiling documentation. The Tax Department will provide some of the eligibility verification details to Housing and Community Development Department staff during application review. Once an application is approved for assistance, Housing and Community Development Department staff will coordinate with the Finance and Administrative Services Department and Tax Department to issue a credit towards the taxpayer’s property tax bill. Orange County has provided assistance to 566 households through this program as of February 10, 2023.

- FY 2021-22 Round 1: \$250,000
- FY 2022-23 Round 1: \$16,364
  - Total Spent as of First Quarter FY 2023-24: \$260,571
  - U.S. Treasury Portal Status: More than 50% complete

### **Youth Enhancement Fund – Department of Social Services**

This project provided additional funding to the youth enhancement fund to support enrichment programs for children living in low-income families. For several years, the Department of Social Services has paid the fees and other costs for children to participate in recreation, tutoring, and other social programs. Social Workers identify children who would benefit from these activities and work with numerous providers to secure slots for these services. Many of the children participate in camps or organized sports and benefit from the socialization, group membership or individualized attention they receive. The Department of Social Services (DSS) used the extra funds to serve more children, particularly given the impacts of the COVID-19 pandemic on children and youth. The Board of County

Commissioners endorsed this concept several years ago as a way to provide equity for all children and all program types.

- FY 2021-22 Round 1: \$25,000
  - Total Spent as of First Quarter FY 2023-24: \$25,000
  - U.S. Treasury Portal Status: Complete

#### **Point Ionization – Detention Center – Asset Management Services**

These funds provided Point Ionization in the HVAC systems in the new Detention Center. Point Ionization is a useful tool in removing airborne viruses, such as SARS CoV2, from air systems. This helped mitigate the spread of COVID-19 in congregate settings such as the detention center.

- FY 2021-22 Round 2: \$68,800
  - Total Spent as of First Quarter FY 2023-24: \$68,800
  - U.S. Treasury Portal Status: Complete

#### **First Responder Behavioral Health Program – Emergency Services**

This now has an alternate funding source, therefore ARPA funds will be reallocated. This project seeks to improve mental health care and support for first responders and medical providers. It provides for up to 300 (1 hr.) clinical sessions with a mental healthcare provider experienced with first responders, 5 group debriefings/diffusions, professional development (mental health), and wellness visits in the first year. Additionally, this contract provides support for bolstering a peer support program, which is in development. In subsequent years, the number of visits has decreased.

The first part of the program, five critical group defusing/debriefing sessions, includes all first responders who may be involved in a critical incident (EMS, tele-communicators, law enforcement, fire, etc.) The second part of the project is for up to 300 (1) hour clinical sessions specifically for Emergency Services Department employees.

- FY 2021-22 Round 2: \$45,000
  - Total Spent as of First Quarter FY 2023-24: \$0 (*purchase order submitted for \$45,000*)
  - U.S. Treasury Portal Status: More than 50% Complete
  - *Note: Alternate Funding sources have been identified, therefore these funds will be reallocated.*

#### **Powered Air Purifying Respirators (PAPRS) – Emergency Services**

This project will provide funding for Powered Air Purifying Respirators (PAPRS), which will replace the need for N95 respirators and annual fit testing. This will outfit Orange County Emergency Services Emergency Medical Services units and South Orange Rescue Squad units. PAPRS provide better protection, allow for prolonged use, provide easier communications, and allow providers to maintain the use of prescription lenses. PAPRS are easier to procure and more resilient than other respirators. The PAPR filter is also more adaptable: can be replaced to match the appropriate threat (chemical, biological, and/or radiological). PAPRS typically have a life span of about 5-7 years when properly

maintained. This provides for 70 total units plus all necessary components. *Note: funds have been encumbered*

- FY 2021-22 Round 2: \$124,000
  - Total Spent as of First Quarter FY 2023-24: \$96,182
  - U.S. Treasury Portal Status: More than 50% Complete

#### **American Rescue Plan Act (ARPA) Coordinator – Finance**

This project supports and coordinates management of all Coronavirus State and Local Recovery Funds (CSLRF)/ARPA to ensure regulatory compliance, reporting, audit compliance, and maximum funding.

- FY 2021-22 Round 2: \$133,772
  - Total Spent as of First Quarter FY 2023-24: \$65,250
  - U.S. Treasury Portal Status: 50% Complete

#### **Housing Helpline Coordinated Entry Specialist – Housing and Community Development**

This is now funded from the General Fund effective FY 2022-23 therefore funds will be reallocated. This project provides funding for a 0.5 FTE Coordinated Entry Specialist to support the Orange County Housing Helpline (HH). People in housing crisis can contact the Housing Helpline; staff their direct people to the most appropriate resources, including emergency financial assistance, homelessness prevention, homelessness diversion, shelter referrals, and permanent housing referrals through the coordinated entry by-name list. Funding for 0.5 FTE Coordinated Entry Specialist for prevention/diversion work would ensure that there are staff to field the average 1100 calls and 880 emails received each month. Funding for the 0.5 FTE Coordinated Entry Specialist would allow more staff on the Housing Helpline that is inundated with calls since launching in March 2020. Before COVID-19, Orange County's Coordinated Entry system served about 60 households per month. Since April 2020, the Housing Helpline has served 4,411 households; 2,203 households of that total were served between October and December 2022.

- FY 2021-22 Round 2: \$32,202
- FY 2022-23 Round 1: \$205,090
  - Total Spent as of First Quarter FY 2023-24: \$ 124,082
  - U.S. Treasury Portal Status: More than 50% complete

#### **Landlord Incentive Program – Housing and Community Development**

This project provided funding for the Landlord Incentive Program (LIP), which provided payments directly to landlords signing new leases for Housing Choice Voucher/Section 8 holders and residents in search of housing as referred from partner agencies such as Compass, Local Re-entry Council, and others. LIP is managed by the Housing Access Coordinator and has been hugely successful in landlord recruitment. Since the COVID-19 eviction moratorium created stagnation in unit turnover, providing Landlord Incentives for new and renewing leases proved an effective strategy to create unit availability for people in housing search. The LIP provided up to \$1,000 bonus for landlords signing new tenant participants in voucher and OCHCD partner programs and \$500 for returning landlords. 166 individuals were served using this funding.

- FY 2021-22 Round 2: \$55,000
- FY 2022-23 Round 1: \$20,000
  - Total Spent as of First Quarter FY 2023-24: \$75,000
  - U.S. Treasury Portal Status: Complete

#### **Long Time Homeowner Assistance Program Software – Tax Administration and Housing and Community Development**

This project provides funding for software used by staff to administer the Long Time Homeowner Assistance Program, which is a program to partially offset an increase on property taxes for income-eligible, long-time homeowners (must own and have lived on the property for at least 10 years) in Orange County following a revaluation of all property values during the COVID-19 pandemic.

- FY 2021-22 Round 2: \$8,905
  - Total Spent as of First Quarter FY 2023-24: \$10,414 (*Journal Entry in process to account for these expenditures in the ARPA project code.*)
  - U.S. Treasury Portal Status: Complete

#### **Countywide Food Distribution and Storage – Department of Social Services**

This project provides additional funding to the Orange County Department of Social Services to continue to provide access to foods for low-income families, particularly during times when schools or other programs providing food are on breaks. The agency provides this assistance through mass distributions families as well as through the pantries operating at each DSS site. The outcome of this project will be reduced food insecurity for families, one of the main needs identified during the recovery planning process. 1,141 households (2,525 individuals) have been served through this project through December 2022.

- FY 2021-22 Round 2: \$60,000
- FY 2022-23 Round 1: \$46,550
  - Total Spent as of First Quarter FY 2023-24: \$106,609
  - U.S. Treasury Portal Status: Complete

#### **Stabilization Program for Former Foster Youth – Department of Social Services**

This project will provide funding to support youth who have graduated from foster care. Youth who have been in foster care can have many issues after leaving foster care. These youths often have limited family support and many experience financial instability and behavioral health issues. The Orange County Department of Social Services remains in contact with many of these individuals several years after they leave care and has been able to intervene to stabilize the situation and assure the youth connect to appropriate resources. Most of these youth are not eligible for other foster care funds and the Department of Social Services will utilize these funds to meet some of their needs such as purchasing household items, clothing, and travel funds to return to the community, and short-term housing while also providing counseling and referrals to appropriate resources.

- FY 2021-22 Round 2: \$10,000

- Total Spent as of First Quarter FY 2023-24: \$8,749
- U.S. Treasury Portal Status: More than 50% Complete

### **Support for Low Income Families – Department of Social Services**

This project will provide funding support to low-income families that have experienced barriers to employment and/or access to essential services created or exacerbated by the COVID-19 pandemic. The Department of Social Services will assist in reducing barriers to transportation by directly paying transportation providers, supplying gas cards, paying vehicle repair costs, etc. Other support may include equipment or supplies need for obtaining or retaining employment, emergency needs, items for health and safety, or costs to safely quarantine when necessary.

- FY 2021-22 Round 2: \$25,000
  - Total Spent as of First Quarter FY 2023-24: \$24,233
  - U.S. Treasury Portal Status: Complete

### **Fire District P25 Phase II Compliant Radio Replacement**

This project provides funding to replace obsolete radios used by nine (9) Orange County Fire Departments and Rescue Squads. The new radios will be P25 compliant in order to ensure interoperability and compatibility with other public safety equipment and entities. *Note: The fire districts have named White Cross Fire District as the fiscal agent for this process. White has selected a vendor for the purchase of new radios and associated annual maintenance. Radios have been ordered and are expected to arrive by June 2023. Once radios are received and the invoice is paid, the expense will be reflected in the Total Spent.*

- FY 2022-23 Round 1: \$2,562,300
  - Total Spent as of First Quarter FY 2023-24: \$505,798
  - U.S. Treasury Portal Status: Less than 50% complete
  - *Note: Once the remaining radios are received and the invoice is paid, the expense will be reflected in the Total Spent.*

### **Childcare Support Parent Fees**

This project will provide funding to cover the cost of parent fees for childcare support and expand eligibility to additional low-income families in need in Orange County, which will enable those families to retain employment.

- FY 2022-23 Round 1: \$540,000
  - Total Spent as of First Quarter FY 2023-24: \$ 539,977
  - U.S. Treasury Portal Status: Complete

### **Unallocated: \$0**

All funds will be spent by December 31, 2026.

## **Revenue Replacement: \$10,000,000**

### ***Restart the Arts Grants – County Manager***

This project provided funding to mitigate business disruptions caused by COVID-19 and provide programmatic support to arts organizations as they begin to re-welcome audiences. The Orange County Arts Commission (OCAC) distributed the funds through grants to the local arts community. The application period was August 2 through August 31, 2021.

The primary purpose of the Restart the Arts program was to assist the nonprofit arts industry which, pre-pandemic, employed 4,000 creative workers and generated \$131M in spending in Orange County each year. Because of this, nonprofit arts organizations received funding priority; however, other arts organizations were invited to apply, particularly those whose operations have a high impact in our community through employment, tourism, or services offered to county residents or artists. The following groups were eligible to apply for funding. All applicants were required to be physically located in Orange County, NC.

- FY 2021-22 Round 1: \$100,000
  - Total Spent as of First Quarter FY 2023-24: \$100,000
  - U.S. Treasury Portal Status: Complete

### ***Arts Commission Aid to Impacted Industries – County Manager***

This project provided funding to the Orange County Arts Commission to support the local art community. These activities included special events, donation drives, as well as support to artists in the Eno Mill Artist Studios rented by the county.

- FY 2021-22 Round 1: \$16,000
  - Total Spent as of First Quarter FY 2023-24: \$15,797
  - U.S. Treasury Portal Status: Complete

### ***Street Outreach, Harm Reduction, and Deflection (SOHRAD) – Criminal Justice Resources Department & Housing and Community Development***

This is now funded from the General Fund effective FY 2022-23 therefore funds will be reallocated. This project provides funding to continue the work of the Street Outreach, Harm Reduction, and Deflection (SOHRAD) team, which connects with people living unsheltered to work on housing issues and other needs such as connections to healthcare and mental healthcare. Since the team started in October 2020, they have served over 230 people living outside or in a place not meant for human habitation. The service and housing needs of people living unsheltered have been exacerbated greatly by the COVID-19 pandemic. This group represents some of the most medically fragile people in our community - by and large the population is older and aging and have medical complications that put them at high risk for contracting and dying from COVID-19. The SOHRAD team rode along with the mobile

vaccination unit to connect people living unsheltered with the COVID-19 vaccine – 26 people received the COVID-19 vaccine with SOHRAD’s help. 180 households have been connected through the SOHRAD program using ARPA funding.

- FY 2021-22 Round 1: \$160,000
- FY 2022-23 Round 1: \$ 175,200
  - Total Spent as of First Quarter FY 2023-24: \$315,736
  - U.S. Treasury Portal Status: More than 50% complete

***Tourism and Hospitality Recovery – Economic Development***

This project provided funding to the Orange County Visitors Bureau to aid in the recovery of tourism and hospitality in Orange County. The county’s central business district of Chapel Hill and around the University of North Carolina at Chapel Hill (where two-thirds of the tourism, and hospitality industry resides) lost 60% of its tourism revenues during the pandemic because the leading tourism generator is the University of North Carolina at Chapel Hill. Recovery included a safe welcome center that serves as an attraction for guests to visit the central business district, learn about Chapel Hill’s history and use this experience as a reason for exploring near-by businesses related to the hospitality industry.

To answer this call, Visitors Bureau leaders contacted former resident and Grammy winning singer and song writer, James Taylor, whose song “Carolina in My Mind,” was written about Chapel Hill. Leaders knew that a new visitor market would be attracted by a personalized welcome from James Taylor, a live rendition of his music, tourism materials related to his favorite things in Chapel Hill, and photo opportunities with his album covers, signed by James, welcoming visitors to Chapel Hill. For recovery to happen in Orange County, tourism leaders must create assets apart from the University of North Carolina. This locale will be in the heart of the Central Business District and Visitors Center leaders are working to add displays and brochures on surrounding local businesses to help this industry recovery.

- FY 2021-22 Round 1: \$150,000
- FY 2021-22 Round 2: \$150,000
  - Total Spent as of First Quarter FY 2023-24: \$299,286
  - U.S. Treasury Portal Status: Complete

***Emergency Housing Assistance and Coordinator – Housing and Community Development***

The Emergency Housing Assistance and Coordinator position is now funded from the General Fund effective FY 2022-23 therefore funds for this position will be reallocated. The reclassified position name is Community Stability Manager. The overall project supports the Orange County Emergency Housing Assistance fund and its program coordinator, which was created under the Risk Mitigation and Housing Displacement Fund to help Orange County residents with low incomes prevent eviction and homelessness and secure and maintain stable housing. Increased unemployment and underemployment due to the COVID-19 pandemic has resulted in many people being unable to pay rent and utilities. Assistance is available to households in Orange County that: (1) Earn no more than 30% of the area median income (AMI), (2) Have an urgent

need for housing assistance that is related to the COVID-19 pandemic, and (3) Do not have adequate resources to cover the cost of their housing need. Eligible activities for EHA include rent, mortgage and utility payments, security deposits, application fees and other emergency housing-related expenses. The EHA Program has provided over \$9 million in housing assistance to more than 1,500 Orange County residents since March 2020.

- FY 2021-22 Round 1: \$1,926,357
- FY 2021-22 Round 2: \$2,700,000
- FY 2022-23 Round 1: \$4,201,041
- FY 2022-23 Round 2: \$1,996,163 (Non-Revenue Replacement)
  - Total Spent as of First Quarter FY 2023-24: \$8,925,214
  - U.S. Treasury Portal Status: More than 50% complete

***Unassigned: \$0***

U.S. Treasury Portal Status Key:

- Not Started
- Less Than 50% Complete
- More Than 50% Complete
- Complete

Below is the status of projects still in progress:

