



Kerr-Tar RPO TCC and TAC Meeting

Kerr-Tar COG Offices Henderson

Wednesday, December 14, 2016– 3:00PM – 5:00PM

1724 Graham Avenue, Henderson, NC 27536

Pursuant to NCGS §138A-15 (e): ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER

Does any member have any known conflict of interest with respect to any matters coming before the board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

Please feel free to attend meeting in person or via Conference Call.

Conference Call Option:

Phone #: 1-888-636-3807

Access Code: 7668349

- **Welcome Guests** – 3:00pm *TAC Chair, Commissioner Jimmy Clayton; TCC Chair, Mike Ciriello*
- **TAC/TCC Action Item**-*Amendment of the TCC Bylaws to add Planning Directors and their alternates to the official membership roster.* The addition of these to the TCC acknowledges the reality of KTRPO membership and does not impact quorum since it is based on active participation and inactive members do not count toward quorum. Inactive members with alternates who serve as active members may elect to choose new alternates.
- **TCC / TAC Action Item**-*Nominate new TCC Chair and Vice Chair with nominations guided by current TCC Chair*
- **TCC / TAC Action Item** – *Receive and approve minutes of last meeting on October 13, 2016.*
 - October meeting minutes enclosed as attachment.
- **TAC/TCC Updates-**
 - **SPOT 4.0 Update**-Ann Stroobant
 - **Comprehensive Transportation Plan (CTP) Study Priority List for FY 2017-2018**-Ann Stroobant
 - **Suggestions for Planning Work Program (PWP) for FY 2017-2018**-Ann Stroobant
 - **Granville County CTP Update**-Ann Stroobant
 - **NC Lakes District Regional Bike Plan Update**-Ann Stroobant
 - **Ethics Update**-Ann Stroobant
 - **CMAQ Update**-Ann Stroobant
- **TAC/TCC Action Item**-*Approve Resolution Endorsing Candidate CMAQ Project Proposal*
(This project will utilize reprogrammed funds from C-5610A, Butner Creedmoor Greenway that was unable to proceed at this time.)
- **NCDOT Reports** –*NCDOT Division 5 & NCDOT Transportation Planning Branch*
- **GUEST SPEAKER, Mr. Charles Edwards, Director of Logistics Strategy at NCDOT-**
-Mr. Edwards will give us a presentation on Freight Focused Developments in North Carolina.
- **Other Business**
- **Public Comment**
- **Adjourn** – *Thank you for your participation!*

2017 KTRPO Meeting Schedule (3- 5PM) – Major Meeting Items

Wednesday March 8, 2017 (this is the only meeting that is not on the same day as the COG Board)

Thursday May 25, 2017

Thursday August 24, 2017

Thursday November 30, 2017

Kerr-Tar Regional Transportation Planning Organization (RPO) Transportation Coordinating Committee (TCC) Bylaws

ARTICLE I-NAME

The name of this committee shall be the Kerr-Tar Regional Transportation Planning Coordinating Committee (TCC), hereinafter referred to as the TCC.

ARTICLE II-PURPOSE

The purpose and goals of this committee shall be to:

1. Develop long-range local and regional multi-modal transportation plans in cooperation with the North Carolina Department of Transportation (NCDOT).
2. Provide a forum for public participation in the regional transportation planning process.
3. Develop and prioritize suggestions for transportation projects that the Rural Planning Organization (RPO) believes should be included in the State Transportation Improvement Program.
4. Provide transportation-related information to local governments and other interested entities/organizations.
5. Conduct transportation related studies and surveys for local governments and other interested entities/organizations.
6. Undertake mutually agreed upon transportation related tasks to enhance transportation system development, coordination and efficiency

ARTICLE III-MEMBERS

Section 1-Membership:

As specified in the Memorandum of Understanding (MOU) between the Kerr-Tar RPO and NC-DOT, the TCC shall consist of officials from local and state governmental agencies directly related to and concerned with the transportation planning process for the Kerr-Tar RPO planning area, which includes Franklin, Granville, Person, Vance, and Warren Counties, as well as the incorporated municipalities within each County that are members of the Kerr-Tar RPO.

Membership of the TCC may be altered on the basis of a majority vote of its membership and approval of the TAC.

The initial voting membership shall include, but not be limited to, the following members:

- County Manager (or his/her staff designee) from each of the five counties of the Kerr-Tar RPO;
- Chief Administrative Official (or his/her staff designee) from each RPO member municipality in the Kerr-Tar RPO;
- Planning Director (or his/her staff designee) from each RPO member county in the Kerr-Tar RPO;
- Executive Director, Kerr-Tar Regional Council of Governments;
- Transportation Planner or Director, Kerr-Tar Regional Council of Governments;
- Executive Director of each County Economic Development Commission within the Kerr-Tar RPO (or his/her staff designee);
- Executive Director of the Kerr Area Regional Transportation Systems (KARTS) for Kerr-Tar RPO (or his/her staff designee);
- Director of the Person Area Transportation System (PATs) for Person County (or his/her staff designee);

- Division Engineer serving Division 5 of the North Carolina Department of Transportation (or his/her staff designee);
- Manager, Transportation Planning Branch, North Carolina Department of Transportation (or his/her staff designee);
- Area Traffic Engineer, Division of Highways, Traffic Engineering Branch, North Carolina Department of Transportation;

Section 2 – Term of Membership:

Term of office for all TCC members is for four years. Re-appointment is possible; no term limits shall be applied.

ARTICLE IV-OFFICERS

Section 1-Officers Defined:

The officers of the TCC will consist of a Chairman and a Vice-Chairman serving annual terms. The Kerr-Tar COG Planning Department will act as staff to the Kerr-Tar RPO, shall act as Secretary to the TCC. The nominations for the positions of Chair and Vice-Chair will be received from among the voting members present at the last meeting of the fiscal year. The Chair and Vice-Chair will assume their posts at the first meeting of the next fiscal year.

Section 2-Duties of Officers:

The Chairman shall call meetings of the TCC to order and shall act as presiding officer of such meetings. The Chairman shall see that all orders and action items, including amendments, are carried into effect. The Chairman shall:

- Sign all official documents of the TCC.
- Preside at all meetings of the TCC.
- Decide all points of order or procedure.
- Transmit all recommendations of the TCC to the TAC.
- With assistance from the Kerr-Tar COG Planning Staff, draft the meeting agendas and make said available to the members in a timely manner.

The Vice-Chairman shall conduct the duties of the Chairman in the event of the Chairman's absence.

The administrative coordination for the TCC shall be performed by the Kerr-Tar RPO Planning Staff, as staff for the Kerr-Tar RPO. The Kerr-Tar RPO Transportation Planner shall:

- Keep minutes of the Kerr-Tar RPO TCC meetings in proper form for the approval of the TCC at its next regular meeting.
- Mail notices of regular meetings of the Kerr-Tar RPO TCC, with a copy of the agenda, in accordance with Article V of these rules.
- Give notice of special meetings called in accordance with North Carolina Open Meeting Law.
- Maintain all files, records, and correspondence of the TCC.

Should neither the Chairman nor Vice-Chairman be able to preside at a meeting, the TCC shall appoint a Chairman Pro-Tem for that meeting nor until such time can the Chairman or Vice-Chairman resume their responsibilities.

ARTICLE V-MEETINGS

Section 1-Regular Meetings:

The TCC shall meet when it is deemed necessary, appropriate, and advisable. Regular meetings may be canceled by the Chairman should there be insufficient business for the TCC to conduct.

Section 2-Special Meetings:

Special meetings may be called by the Chairman, or at the request of three (3) eligible voting members of the TCC petitioning the Chairman. Notice of special meetings shall be given in accordance with Open Meeting Laws of the North Carolina General Statutes.

Section 3-Workshops:

The TCC may choose to hold workshops from time to time. Notification of all workshops shall be mailed to TCC members in the same manner as regular meetings of the TCC.

Section 4-Attendance:

TCC members are expected to attend each regular meeting and each special meeting of the TCC. If a TCC member is unable to attend a meeting, notice should be given by the member to be absent, to the Kerr-Tar RPO Transportation Planner. TCC members are allowed to designate an alternate to attend meetings in their absence, providing such alternate meets the general membership requirements as the absent member. Should a member fail to attend, or make arrangements for an alternate to attend, five (5) or more meetings in any one (1) fiscal year period (July to June), the TCC Chairman shall contact said member to discuss consideration of a replacement member for that unit of government or organization. Voting members (or their authorized alternates) not attending three (3) consecutive meetings will be considered non-voting members for the purposes of determining a quorum as of the third meeting. A member's or alternate's voting privileges will be reinstated automatically by his/her attendance at a later TCC meeting.

Section 5-Agenda:

The agenda is a list of considerations for discussion at a meeting. Any member of the TCC can place items on the agenda prior to its distribution, by notifying the TCC Chairman and/or the Kerr-Tar RPO Transportation Planner. Additional items may be placed on the regular agenda at the beginning of the TCC meeting on the date of the meeting, if approved by a majority vote of the present and eligible voting members.

Section 6-Voting Procedures:

The Chairman may call for a vote on any issue, provided that it is seconded and within the purposes set forth in Article II and provided the issue is on the agenda as outlined in Section 5 of this article. Each voting member of the TCC shall have one (1) vote. A majority vote of the members (or their authorized alternates) present and eligible to vote shall be sufficient for approval of matters coming before the TCC.

The Chairman is permitted to vote. In the event of a tie, where the Chairman has already voted, the Chairman cannot vote again to break the tie and the vote does not pass. Abstentions on issues requiring a vote is permitted, provided members desiring to abstain obtain approval by the TCC for said abstention by a majority vote of the TCC members present. Any member present and not voting shall be recorded as a positive vote on the motion. In the absence of any direction from these Bylaws or other duly adopted voting procedures pursuant to certain approval actions, Robert's Rules of Order will designate procedures governing voting.

Section 7-Quorum

A quorum shall be constituted by the presence of at least fifty percent (50%) of the eligible voting members. Ex Officio advisory representatives identified in Article III, Section 2 shall not be considered for the purposes of obtaining a quorum. Members deemed inactive non-voting members according to Article V, Section 4 shall not be considered for the purposes of obtaining a quorum.

ARTICLE VI-AMENDMENTS TO BYLAWS

Amendments to these Bylaws shall require the affirmative vote of a majority of the TCC's eligible voting members, provided that written notice of the proposed amendment has been mailed seven (7) days prior to the meeting at which the amendment is to be considered and provided that such amendment does not conflict with the letter or fundamental intent of the Memorandum of Understanding (MOU) for the Kerr-Tar RPO, which is the governing document for these Bylaws. In the event of any conflict, the MOU shall carry precedence over these Bylaws.

The Kerr-Tar RPO TCC approved the amendments made to these Bylaws on the 19th Day of May, 2005.
The Kerr-Tar RPO TCC approved the amendments made to these Bylaws on the 9th Day of November, 2006.
The Kerr-Tar RPO TCC approved the amendments made to these Bylaws on the 10th Day of January, 2008.
The Kerr-Tar RPO TCC approved the amendments made to these Bylaws on the 11th Day of February, 2010.
The Kerr-Tar RPO TCC approved the amendments made to these Bylaws on the 14th Day of December, 2014.

Mike Ciriello
Chairman
Kerr-Tar RPO TCC

ATTEST:

Ann Stroobant
Secretary
Kerr-Tar RPO TCC



Kerr-Tar Regional Transportation Planning

TCC-TAC Meeting Minutes

Thursday October 13, 2016 (3:00PM - 5:00PM)

Kerr-Tar Regional Council of Governments

1724 Graham Avenue / Henderson, NC

TAC Members

Sidney Dunston-Franklin Co. Commissioner, TAC Vice Chair
Tony Cozart-Granville Co. Commissioner
Linda Jordan-Town of Butner
Eddie Ellington-City of Henderson
Walter Gardner-Town of Warrenton
Jim Crawford-NC DOT

Guests

Eric Naisbitt, Legislative Assistant to Sen. Chad Barefoot
Tony Sumter, Planner/ Mobility Manager, Kerr-Tar COG

TCC Members

Mike Ciriello- Person Co. Planning Dir.; TCC Chair
Kathy Adcock, PATS
Jason Rogers- Franklin Co.; Alt for Angela Harris
Mike Felts-Granville County
Cheryl Hart-Oxford
Melissa Hodges-Butner
Jessica Gladwin-Butner, Alt. for Tommy Marrow
Justin Jorgensen-Granville County
Ken Krulik, Warren Co., Alt for Linda Worth
G. Paylor Spruill-Henderson Administrator
Harry Mills-Granville Co. EDC
Stuart Litvin-Vance-Henderson EDC
Ray Pulliam-Vance Co.-Interim Planning and Devt. Dir.
Joey Hopkins-NCDOT Div. 5
David Keilson- NCDOT Div. 5
Rupal Desai-NCDOT TPB
Diane Cox-Kerr-Tar COG Executive Director
Michael Kelly-Kerr-Tar COG Planning Director, Alt. Diane Cox
Ann Stroobant, KTRPO Regional Planner and KTRPO Secretary

Welcome and the Review of Agenda— 3:00pm *TAC Vice Chair, Commissioner Sidney Dunston; TCC Chair, Mike Ciriello*
Mike Ciriello, TCC Chair and Commissioner Sidney Dunston, TAC Vice Chair opened the meeting, welcomed everyone and reviewed the agenda. In addition to approving the minutes of our last meeting on June 23, 2016, the TCC/TAC will take a vote to approve the KTRPO Prioritization P4.0 Division Projects Local Points Assignment guided by the KTRPO methodology as applied to Division Scores for submission to the SPOT Office by the deadline as well as voting to approve a resolution to adopt the NC Lakes District Regional Bike Plan.

TAC/TCC ACTION ITEM: Approve Minutes from the meeting on June 23, 2016:

Mike Ciriello introduced the approval of the June 23, 2016 minutes for the TCC. Stuart Litvin made a motion to approve the minutes and Justin Jorgensen seconded the motion for the TCC. The TCC unanimously approved the minutes. Sidney Dunston, TAC Vice Chair introduced the item for the TAC and Tony Cozart made the motion to approve the June 23, 2016 minutes as presented to the TAC members. Jim Crawford seconded the motion. The TAC members unanimously approved the June 23, 2016 minutes as presented.

TAC/TCC Updates-

- Freight Plan Update-Ann Stroobant

Ann Stroobant gave a summary of the two meetings that she had attended in in September-September 21 for the **NC Freight Plan** and September 22 for the **Triangle Regional Freight Plan**. For these meetings, she compiled a table with comments from KTRPO EDC Directors, County Planners and some Town Planners which she sent to the consultants at Cambridge Systematics and Parsons Brinkerhoff regarding critical freight corridors for our region. There are 300 miles yet to be allocated for critical urban and rural freight (total for urban and rural). The next outreach opportunity for the NC Freight Plan will occur in the spring of 2017 (yet to be determined). The main players for the Triangle Regional Freight Plan are DCHC and CAMPO, but Kerr-Tar RPO is inputting into the process at meetings and sending information as mentioned above to the consultants. The next meeting for the Triangle Regional Freight Plan will be in December (date yet to be determined),

- CMAQ Update-Ann Stroobant

CMAQ funds totaling \$270,430 for the canceled Butner to Creedmoor Greenway (project C-5610A) need to be reprogrammed in 90 days or the funding will be lost. The CMAQ Committee met on October 7, 2016 to decide the best way to reprogram the funds. The CMAQ Committee decided to proceed forward with two viable projects (Oxford and Louisburg) that were next in line in our last round of CMAQ funding. It was decided that Oxford and Louisburg would submit their updated applications to Ann Stroobant at Kerr-Tar RPO reconfirming that they can make the 20% match as well as supplying a Letter of Commitment from their Town Councils by November 15, 2016. The Oxford and Louisburg CMAQ projects will compete with one another for the \$270,430. The projects will then be ranked and scored using the KTRPO CMAQ criteria established based on air quality emissions. **The TAC/TCC will approve a resolution to endorse the updated project application that best matches this criteria at their upcoming meeting on Wednesday, December 14, 2016.**

Ann Stroobant also said that there will be a new round of CMAQ for FFY2018, with completed applications due for submission to the CMAQ website on March 15, 2017. The amount of funding for KTRPO has not been determined at this time.

- SPOT 4.0 Update-Ann Stroobant

-Ann Stroobant directed members to page 5 of their packet which includes the revised P4.0 Schedule of Key Dates. KTRPO submitted the approved Regional Impact Local Input Points from our June 23 TCC/TAC meeting by the July 29, 2016 deadline. The NCDOT calculated its Regional Impact total scores and programmed its Regional Impact Projects in August. Kerr-Tar RPO has five Regional Impact Projects (three highway and two transit) resulting from this process-H090247, H111010-B, H111010-C, T130114, and T130115 as seen on page 6 of the packet. Our next step according to the schedule is to approve the KTRPO Division Needs Local Points Assignment for submission to the SPOT Office by the end of October. KTRPO Division Local Points ranked high to low were out for comment from July 19, 2016. The KTRPO P4.0 Subcommittee met on September 9, 2016 to assign our 1300 Division Local Points. The projects selected by the KTRPO P4.0 Subcommittee were then released for comment.

- Comments received relating to KTRPO projects:

- 8/3/16-Unidentified caller from Person County: Why was transit project T150843 deleted?
This project was deleted on 6/10/16 by the SPOT Office because it did not meet the

minimum expenditure. It is our intention to enter this project again into P5, with modifications to meet the requirements.

- 8/19/16 and 8/25/16-Mike Ciriello –Segment A scoring of H111010 needs to be consistent with the B and C segments. The SPOT Subcommittee that met on 9/9/16 deemed this revision appropriate and it was approved.
- 10/11/16-David Keilson, NCDOT Division 5- Project H140487-C-Acquiring Right of way for the realignment project can count as a local contribution which may increase the project score. He needs a letter from Butner Town Manager by end of October indicating intention to purchase and value.
- 10/4/16-Alex Rickard of CAMPO-Project H140487-C is 100% in Kerr-Tar RPO, not 78%.This was verified by David Wasserman of the SPOT Office on 10/4/16.
- 5/3/16-Jordan McMillen-Earlier comment on KTRPO Division project H090819-A resulting in increased scoring, was noted on the project table at this time. The change was accepted and was noted in the May 26, 2016 meeting minutes.

- Discussion of the KTRPO Division Local Points Assignment

Ann Stroobant drew members' attention to the table containing the P4.0 Division 5 DE Methodology Rankings Draft Division Point Assignments (from David Keilson, Division 5 Planning Engineer on 10/10/16) on pages 13-16 of their packet. The table contains all of the projects in the KTRPO area. The text of projects highlighted in yellow indicates the projects where KTRPO has assigned points in the Kerr-Tar Division Projects Local Points Assignment Table. Projects marked with a star are Kerr-Tar projects that were given Preliminary Division Engineer Local Input Points. Seven Kerr-Tar projects were given P4.0 Division 5 DE Methodology Rankings Draft Division Point Assignments-A150869, A130319, H111053, H111010-A, H140487-C, H140496 and H150970. David Keilson, Division 5 Engineer, said that if the modernization project on 401 (H140496) moves forward there is a possibility that this could delay the widening project along the same section (H090195-D). The modernization project scored higher than the widening project. David Keilson said that the modernization project along this segment of 401 is lower cost than the widening project and is a strategic decision. Sidney Dunston asked what was involved in a modernization project. David Keilson said that it involves widening the lanes and paving shoulders. Mike Ciriello said that a modernization project is more likely to be funded. We need to understand the pros and cons of modernization versus widening. Kerr-Tar RPO put points on both projects, H140496 and H090195-D. Each county has 200 points for their important projects, plus 300 points for the next top 3 projects regardless of county, totaling 1300 points. Points will be donated to projects outside of Kerr-Tar in three cases-for H090195-D (55% in CAMPO), H140496 (55% in CAMPO) and H090154 (4% in Peanut Belt). 114 points total will be donated to these projects.

TAC/TCC Action Item-Approval of the KTRPO Prioritization P4.0 Division Projects Local Points Assignment guided by the KTRPO methodology as applied to Division Scores:

After the discussion above, it was decided to take a vote to approve the KTRPO Prioritization Division Projects Local Points Assignment guided by the KTRPO methodology as applied to Division Scores. Mike Ciriello, TCC Chair, asked for a motion to approve the KTRPO Prioritization P4.0 Projects Local Points Assignment guided by the KTRPO Methodology as applied to Division Scores. Justin Jorgensen made a motion to approve the KTRPO Prioritization P4.0 Projects Local Points Assignment guided by the KTRPO Methodology as applied to Division Scores. The motion was seconded by Ken Krulik. The motion passed unanimously. The motion was referred up to the TAC. Sidney Dunston, TAC Vice Chair, asked for a motion to approve the KTRPO Prioritization P4.0 Projects Local Points Assignment guided by the KTRPO Methodology as applied to Division Scores. Tony Cozart made a motion to approve the KTRPO Prioritization P4.0 Projects Local Points Assignment guided by the KTRPO Methodology as applied to Division Scores. The motion was seconded by Jim Crawford. The motion passed unanimously. The KTRPO Prioritization P4.0 Projects Local Points Assignment guided by the KTRPO Methodology as applied to Division Scores was approved by the Kerr-Tar RPO TAC on October 13, 2016.

The approved projects will be submitted by Ann Stroobant to NCDOT by the October 31, 2016 deadline. NCDOT will then calculate Division Needs Total Scores in December. The Draft STIP for 2018-2027 will be released in January 2017.

- NCLD Regional Bike Plan Update-Ann Stroobant, Mike Ciriello, Tony Sumter

Ann Stroobant said that the NC Lakes District Regional Bike Plan, covering all five counties in the Kerr-Tar area is a culmination of five years work, starting in 2012. The grant for the project was awarded through the NCDOT Bike and Pedestrian Division and was secured by Mike Ciriello when he was Kerr-Tar Planning Director. Nick Scheuer, Brandie Crawford, Will Brooks, Alfred Cassidy and Ann Stroobant are additional Kerr-Tar staff who contributed to the draft plan with the final version completed by the consultant Alta Design collaborating with Kerr-Tar Planner/Mobility Manager, Tony Sumter.

Mike Ciriello said that the NCLD Regional Bike Plan was initially an economic development plan. It was the intention to take advantage of the train station for high speed rail as well as using economics and tourism to link with places that are decidedly more rural in character. The NC Lakes District Plan is composed of Blueways and Byways. The NCLD Regional Bike Plan is the completion of the bike portion of this total concept. The NCLD Regional Bike Plan is a regional branding exercise that has the potential to turn our area into an area for tourism, which could increase if the SE High Speed Rail becomes reality. There is a proposed High Speed Rail stop in Henderson. Mike also stated that Virginia has done something similar and is 100% behind their lakes region plan. He said that we need to take the NC Lakes District Regional Bike Plan seriously going forward as it has a lot of economic development potential.

Tony Sumter gave a slide presentation describing the NC Lakes District Regional Bike Plan. He said that the plan is a comprehensive regional bike plan with signage and route recommendations, with proposed routes around the lakes in the Kerr-Tar area as well as proposed links to Kerr-Tar towns and existing bike routes. Tony showed slides of the route recommendations and a map indicating intersections where signage is proposed. Tony Sumter has worked on the revision of the plan, which is now finalized and in the adoption

phase. Tony said that we are seeking a Resolution to Adopt the NC Lakes District Regional Bike Plan from the Kerr-Tar TAC/TCC, the Kerr-Tar COG and the five counties in the Kerr-Tar Region.

Diane Cox said that Kerr-Tar staff would be presenting to the COG Board on October 27 in addition to today's presentation to the TAC/TCC, as well as the five county boards in the next three to five months. The municipalities can adopt the plan also.

TAC/TCC Action Item-Approve Resolution to Adopt the NC Lakes District Regional Bike Plan

After the discussion above, Mike Ciriello made a motion to approve the Resolution to Adopt the NC Lakes District Regional Bike Plan for the TCC. The motion was seconded by Stuart Litvin. The motion passed unanimously. The motion was referred up to the TAC, where Vice Chair Sidney Dunstan asked for a motion to approve the Resolution to Adopt the NC Lakes District Regional Bike Plan for the TAC. Tony Cozart made a motion to approve the Resolution to Adopt the NC Lakes District Regional Bike Plan for the TAC. The motion was seconded by Jim Crawford. The motion passed unanimously.

NCDOT Reports –NCDOT Division 5 & NCDOT Transportation Planning Branch

- **NCDOT Division 5**- no update

- **NCDOT Transportation Planning Branch**-Rupal Desai gave an update on the Granville County CTP.

The survey questions have been designed and edited by the Granville County CTP Committee and NCDOT TPB. A link to the survey will be created to take the survey on line. Hard copies of the survey will also be distributed. Justin Jorgensen said that hard copies of the survey would be distributed to town halls, senior centers and schools in Granville County early next week.

Other Business-none

Public Comment-none

Adjournment

Mike Ciriello asked for a motion to adjourn for the TCC. Paylor Spruill made the motion to adjourn for the TCC which was seconded by Diane Cox. The motion passed unanimously. Commissioner Sidney Dunstan asked for a motion to adjourn for the TAC. Jim Crawford made the motion to adjourn for the TAC, which was seconded by Tony Cozart. The motion passed unanimously. The meeting was adjourned.

**The next Kerr-Tar RPO meeting is scheduled for Wednesday,
December 14, 2016 from 3-5pm.**

Kerr-Tar RPO
SPOT 4.0-Regional Impact Projects

SPOT ID	Mode	TIP	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Specific Improvement Type	Cost To NCDOT	Statewide Mobility Total / Quantitative Score (Out of 100)	Regional Impact Total Score (Out of 100)	Division Needs Total Score (Out of 100)	County(s)	Programmed Amount (2018-2027)	Draft Right-of-Way Date	Draft Construction Date	Funded Status
H090247	Highway	R-3608	Regional Impact	US 401 , NC 39	NC 56/581 (Nash Street) in in Louisburg	SR 1229 (Main Street)	US 401-NC 39 (Bickett Boulevard), NC 56/581 (Nash Street) to SR 1229 (Main Street). Widen to Multi-Lanes.	1 - Widen Existing Roadway	\$ 6,897,000	N/A	74.32	N/A	Franklin	\$ 6,897,000	FY 2023	FY 2025	Regional Impact
H111010-B	Highway	U-5969B	Regional Impact	US 501 (Madison Blvd)	NC 157	Morehead Street	Replace 5 Lane Facility with 4 Lane Facility with Planted Median. Reduce Number intersections; Add Sidewalks to Both Sides of the Road Where they Are Missing. Includes intersection improvements at NC 157 / Johnson Street / Hurdle Mills Road / South Main Street AND NC 49 (Leasburg Road/Chub Lake Street).	11 - Access Management	\$ 10,966,000	N/A	74.38	N/A	Person	\$ 10,966,000	FY 2022	FY 2024	Regional Impact
H111010-C	Highway	U-5969C	Regional Impact	US 501 (Madison Blvd)	Morehead Street	NC 49 / North Main Street	Replace 5 Lane Facility with 4 Lane Facility with Planted Median. Reduce Number intersections; Add Sidewalks to Both Sides of the Road Where they Are Missing. Includes intersection improvements at Carver Drive.	11 - Access Management	\$ 11,736,000	N/A	74.50	N/A	Person	\$ 11,736,000	FY 2022	FY 2024	Regional Impact
T130114	Transit	T-C003A	Regional Impact	Henderson			Expansion Vehicle-KARTS is requesting 1 expansion LTV. In order to meet demand KARTS will have to continue increasing operational capacity by 2 units annually.	1 - Expansion Vehicle	\$ 5,600	N/A	68.70	N/A	Vance	\$ 6,000		FY 2018	Regional Impact
T130115	Transit	T-C003B	Regional Impact	Henderson			Expansion Vehicle-KARTS is requesting 1 expansion LTV. In order to meet demand KARTS will have to continue increasing operational capacity by 2 units annually.	1 - Expansion Vehicle	\$ 5,600	N/A	68.55	N/A	Vance	\$ 6,000		FY 2019	Regional Impact

KERR-TAR DIVISION PROJECTS Local Points Assignment (Kerr-Tar P4.0 Subcommittee approved draft division level projects at meeting on 9-9-16, updated 10/4/16)

SPOT ID	TIER	ROUTE	DESCRIPTION	COUNTIES	REGION SCORE	DIVISION SCORE	KTRPO METHODOLOGY SCORE	DIVISION KTRPO PROJECT RANKING SCORE	KTRPO LOCAL POINTS ASSIGNMENT
H090195-D	Regional Impact (Cascade to Division)	US 401	Widen to Multi-Lanes-from SR 1103 (Flat Rock Church Road Clifton Pond Rd) to SR 1700 (Fox Park Road) at Louisburg	Franklin	35.43	27.54	80	107.54	45
H140496	Regional Impact (Cascade to Division)	US 401	Modernize Roadway (Similiar Moving Ahead Project) from SR 1103 (Flat Rock Church Road / Clifton Pond Road) to SR 1700 (Fox Park Road) at Louisburg	Franklin	36.78	28.98	70.00	98.98	45
H150970	Regional Impact (Cascade to Division)	NC 96 BUS(Broad Street/Linden Ave), from Industry Drive to North of 3rd Street	Road Diet on NC 96 from Industry Drive to North of 3rd Street	Granville	36.31	27.06	90	117.06	100
H140487-C	Regional Impact (Cascade to Division)	NC 56	Realign West Lyon Station Road at NC-56 Intersection	Granville	40.12	30.21 * 31.47	85	115.21 * 116.47	78 100
H111010-A	Regional Impact (Cascade to Division)	US 501 (Madison Blvd)	From Weeks Drive to NC 157. Replace 5 Lane Facility with 4 Lane Facility with Planted Median. Reduce Number intersections; Add Sidewalks to Both Sides of the Road Where they Are Missing. Includes intersection improvements at US 158 (Oxford Road).	Person	41.55	30.56	100.00	130.56	100
A130319	Division Needs	TDF - Person County Executive	Extend runway to 7,000 ft. (Takeoff Length) (includes Project Request Numbers: 3140)	Person	N/A	39.23	90.00	129.23	100
H090819-A	Division Needs	New Route - Henderson Western Outer	Construct 2 Lane Roadway, Part on New Location. Continuation of the Western Outer Loop. From SR 1101 (Old County Home Road) to US 1 Business (Raleigh Road).	Vance	N/A	18.92	100	118.92	100
H090017	Statewide Mobility/Scored as Regional (Cascade to Division)	I-85	I-85 from US 1, Improve Interchange. Provide additional traffic movements	Vance	20.21	11.55	45	56.55	100
H090782	Division Needs	SR 1001	Widen to 12-Foot Lanes from Henderson to Warrenton.	Warren, Vance	N/A	23.81	65	88.81	100
H090154	Statewide Mobility/Scored as Regional (Cascade to Division)	US 158	Widen to Multi-Lanes with Bypasses of Norlina, Macon and Littleton on New Location. From I-85 in Warren County to SR 1405 East of Litttleton in Halifax County.	Warren, Halifax	14.45	10.28	70	80.28	96
Top 3 Next Highest scoring Projects regardless of County									
H111053	Regional Impact (Cascade to Division)	US401	Replace 5-Lane Facility with 4-Lane Facility including Planted Median, Sidewalks and Bike Lane. The Objective Is to Improve the Facility to Delay the Need For Another Bypass of Louisburg(East Nash St. to Burke Blvd)	Franklin	41.05	31.23	100	131.23	100
H111010-G	Regional Impact (Cascade to Division)	US 501 (Madison Blvd)	Carver Drive-Improve Intersection	Person	48.52	36.10	85	121.10	100
A150869	Division Needs	TDF - Person County Executive	Extend runway 500' to 6,500 ft total length(takeoff length); includes former projects 2432 Environmental Assessment/Preliminary Engineering; 2429 Land acquisition Rwy 24; and 2433/2434 Runway 24 Safety Area Extension, Relocate SR 1131 & Relocate Localizer, 200' extension on Rwy 6 and 300' extension	Person	N/A	39.97	75	114.97	100

Total Points=1186+114(donate to CAMPO, Peanut Belt)=1300

- Franklin County Project
- Granville County Project
- Person County Project
- Vance County Project
- Warren County Project

*Change in quantitative score for H-140487-C from David Wasserman in SPOT Office on 11/16/16. Butner has purchased some of the land required for the realignment. This local contribution changed the quatitative score from 30.21 to 31.47.This change ocured after our 10/13/16 TAC/TCC meeting and was therefore not reflected in our table at the time of the meeting.

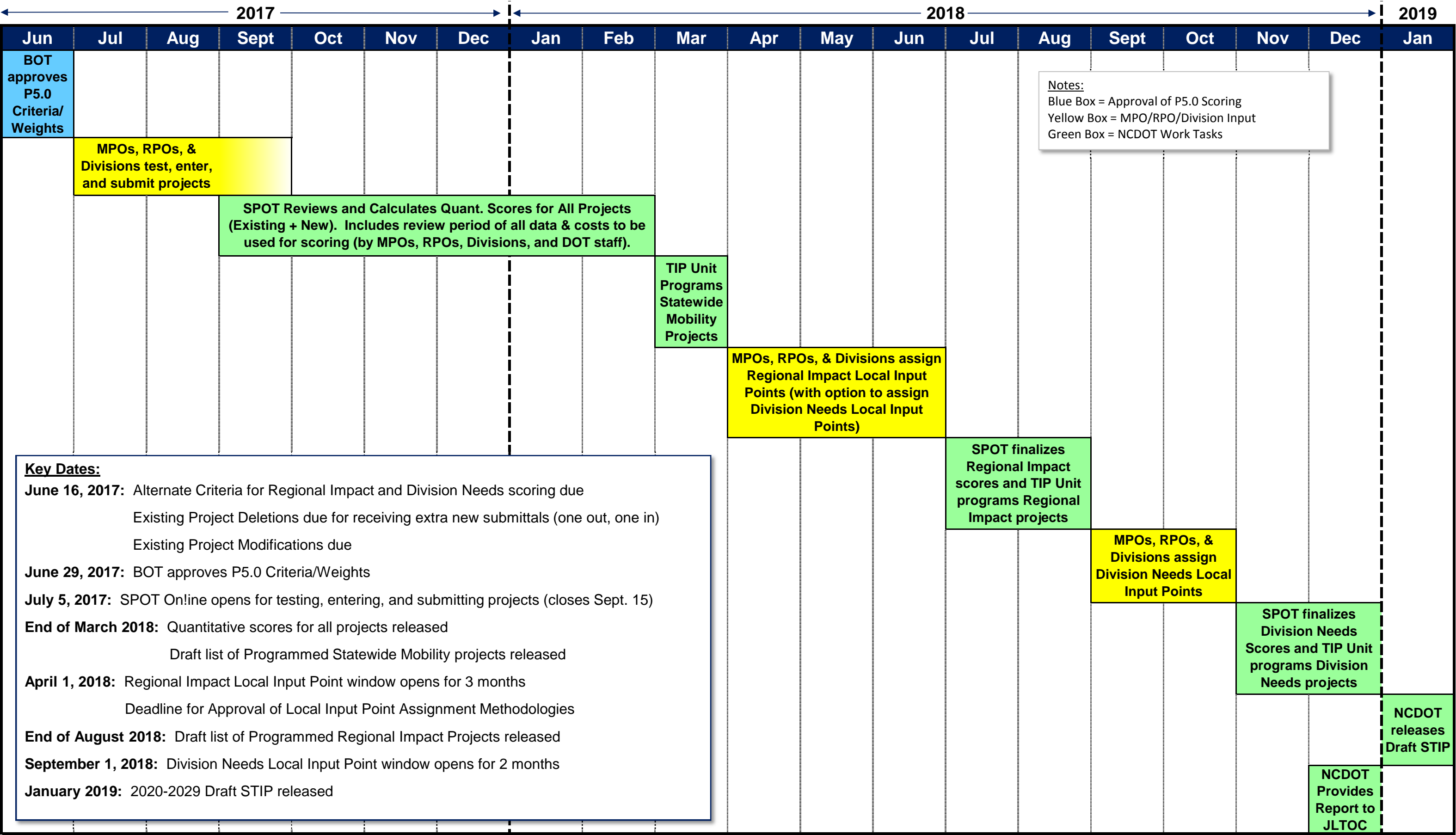
Revised P4.0 Schedule of Key Dates

Date	Activity
April 13, 2016	Quantitative Scores and Draft list of Programmed Statewide Mobility Projects released
April 18, 2016 – July 29, 2016	Regional Impact Local Input Points assignment window open (Division Needs Local Input Points optional)
August 2016	NCDOT calculates Regional Impact total scores and programs Regional Impact projects
September – October 2016	Division Needs Local Input Point window opens for 2 months
November 2016	NCDOT calculates Division Needs total scores and programs Division Needs projects
December 2016	NCDOT prepares 2018-2027 Draft STIP
January 2017	2018-2027 Draft STIP released

Updated April 19, 2016

Updated *Statewide Transportation*

Prioritization 5.0 Schedule



NCDOT Launches Annual Customer Survey

Thursday, December 01, 2016

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RALEIGH –The N.C. Department of Transportation has opened the department's second annual customer survey.

All citizen feedback will be collected online. Citizens wishing to participate can visit go.ncsu.edu/customerservice2016. The survey takes 15 minutes to complete and the survey link is mobile friendly.

The N.C. General Assembly requires the survey to gauge how the transportation department is providing great customer service. Participation can help NCDOT identify ways to make North Carolina transportation services safer, more efficient and customer focused.

The online survey will close December 31.

The results will be available to the public on NCDOT.gov in 2017.

NCDOT



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NCDOT NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

Connecting people, products, and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina.



GEORGE L. WAINWRIGHT, JR.
CHAIRMAN

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PERRY Y. NEWSON
EXECUTIVE DIRECTOR

Vol. 19, Issue 4



Holiday Edition



November 2016

The Holidays Are Quickly Approaching!

Each year at holiday time the State Ethics Commission receives numerous questions concerning the gift bans of the State Government Ethics Act (SGEA) and the Lobbying Law and what exceptions, if any, might be applicable to holiday events and holiday gift-giving. This newsletter summarizes those gift bans and provides general information on a few of the common gift-giving situations and holiday events. As always, you should contact the Commission if you have any doubt about what you should do in a particular situation.

The SGEA's Gift Ban prohibits public servants, legislators and legislative employees from accepting gifts from certain givers *unless* a gift ban exception applies and allows the gift to be received.

The Lobbying Law Gift Ban prohibits direct and "indirect" gift giving from lobbyists, lobbyist principals and liaison personnel to a public servant, legislator or legislative employee *unless* a gift ban exception applies and allows the gift to be given. (An **indirect gift** is a gift given to another with the intent that a legislator, legislative employee or public servant be an "ultimate recipient.")

There is **no de minimus or small gift exception**. In other words, unless a gift ban exception applies, all gifts from these certain givers are prohibited regardless of value.



If You Are A:	You Generally Cannot Accept Gifts From:
Public Servant	<ul style="list-style-type: none"> • Lobbyists • Lobbyist Principals • "Interested Persons"
Legislator or Legislative Employee	<ul style="list-style-type: none"> • Lobbyists • Lobbyist Principals • Liaison Personnel
If You Are A:	You Generally Cannot Give Gifts To:
Lobbyist or Lobbyist Principal	<ul style="list-style-type: none"> • Legislators • Legislative Employees • Public Servants
Liaison Personnel	<ul style="list-style-type: none"> • Legislators • Legislative Employees

Names of lobbyists, lobbyist principals and liaison personnel can be found at:
<http://www.secretary.state.nc.us/lobbyist/>.

Names of public servants, legislators and legislative employees can be found at: <http://www.ethicscommission.nc.gov/coverage/coveredPersons.aspx>

There is no list of "interested persons." However, **interested persons are individuals or organizations:**

- 1) doing or seeking to do business of any kind with the public servant's agency or board;
- 2) engaged in activities that are regulated by the public servant's agency/board; or
- 3) having a financial interest that may be substantially affected by the public servant's action or inaction.

You Wear Your Covered Person Hat At All Times!

Remember, if you are a legislator, legislative employee or public servant, you “wear that hat” at all times, not just during the holidays, and not just when you are engaged in your official duties or employment. Therefore, you should always consider the following before accepting a gift:

- **Is this a “gift” as defined in the Ethics Act?**
- **Who is paying for or funding the gift** (*i.e.*, is the gift directly or indirectly being paid for or funded by a lobbyist, lobbyist principal, liaison personnel or “interested person?”)?
- **If it is a gift from one of these prohibited givers, does the gift fit within a gift ban exception?** Note that if an exception does not apply, you cannot accept the gift.



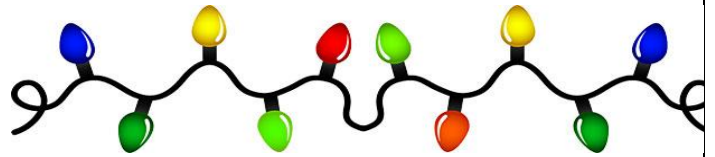
Holiday Gift Giving Hypo

Gifts from Extended Family:

You are a public servant as a member of a State board covered under the SGEA. Your daughter-in-law has a computer service contract with your board, thus she is an “interested person” to your agency. Interested persons are prohibited givers so you can only accept a gift from them if the gift fits within a gift ban exception.

Q. May your daughter-in-law give you a Christmas present?

A. Yes. Gifts given by extended family members or a member of the same household are permissible even though the person would otherwise be prohibited from giving such a gift and you would otherwise be prohibited from accepting it.



Common Questions Asked

Q. Is a Holiday *Greeting* Card a gift?

A. No. Holiday greeting cards are not gifts. Thus, they may be given and received without violating the gift ban.

Q. Is a Holiday *Gift* Card a gift?

A. Yes. Holiday gift cards that can be exchanged for something of value are gifts and may not be given or received unless a gift ban exception applies.

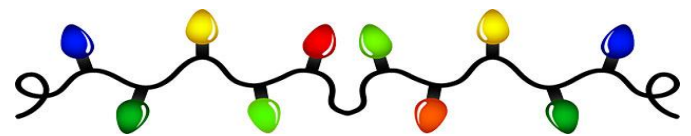
Q. What should I do if I receive a prohibited gift?

A. Promptly decline it, return it, pay fair market value or face value for it, or donate it to a charity or the State. You should also keep a written record of your actions.

Q. Are there exceptions to the gift ban?

A. Yes. But there are four things you must remember regarding the exceptions:

- 1) specific criteria must be met for each exception;
- 2) you can only accept the gift(s) the exception allows;
- 3) the gifts usually must be reported to the Secretary of State by the giver with the report including the name of the recipient and a description and value of the gift; and
- 4) the report is a public record.



Holiday Gift Giving Hypo

Gifts Given Generally to all Others:

You are a public servant and your insurance company is a lobbyist principal. Around the holidays, the company gives calendars to all of its clients and to the general public.

Q. Are you allowed to accept a calendar?

A. Yes. Gifts of items generally made available or distributed to the general public or all other State employees by a prohibited giver do not violate the gift ban.



Charitable Solicitations

The Holidays present many opportunities for charitable donations. However, legislators, public servants and judicial officers are prohibited from soliciting charitable donations from subordinate State employees. This rule does not apply to generic written solicitations to all members of a class of subordinates.

HAPPY ★ NEW ★ YEAR



Contact the Ethics Commission's Advice Unit for detailed guidance and advice at 919-814-3600 or www.ethicscommission.doa.nc.gov.

Food & Beverage Exception

There are several exceptions allowing for food and beverages for immediate consumption at certain types of events. However, if the person paying for or funding the event is a prohibited giver, the specific conditions/rules of the particular exception must be met for the legislator, legislative employee or public servant to eat and drink the food and beverages at the event.



Holiday Party Hypo

You are a covered public servant. Your neighbor is a lobbyist and is having a neighborhood holiday party where food and beverages will be served.

Q. May you attend the party and eat and drink the food and beverages being served to all of the attendees?

A. Because the food and beverages are a gift under the SGEA and are being given by a lobbyist, to be able to eat and drink an exception must apply. Gifts given as part of a business, civic, religious, fraternal, personal or commercial relationship are permissible if two conditions are met: (1) the relationship is not tied to your public service or position; and (2) the gift is given under circumstances that a reasonable person would conclude that the gift was not given to lobbyist you.

In this case, (1) You were invited to a neighborhood party because you are a neighbor, not because you are a public servant. The food and beverages are being given to you as a neighbor of this lobbyist and this relationship is not tied to your public service or position; and (2) you are being given the same gift of food and beverages as all of the attending neighbors. Therefore, a reasonable person would conclude that the gift was not being given to lobbyist you.

The two conditions of this exception are met so you may attend the neighborhood holiday party and eat and drink food and beverages.

CMAQ Funding for FFY 2018 – FFY 2019 (from Terry Arellano, NCDOT)

February 23, CMAQ Applications Due to Kerr-Tar for Prioritization & Evaluation

Projects to be Programmed in FFY 2018		
MPO/RPO	Develop applications and submit to CMAQ website	March 15, 2017
TPB	Review project proposals	March 30, 2017
IRT	Conduct interagency review	April 30, 2017
TPB	Conducts follow-up coordination to address IRT comments/questions	May 31, 2017
TPB	Send letters of approval for final projects to MPOs/RPOs	June 30, 2017
MPO/RPO	Notify Local Project Sponsors of approval of final projects	At MPO/RPO discretion
TPB	Request funding set up in SAP	June 30, 2017
LPS	Project implementation – Request local agreement	July 1, 2017 – January 31, 2018
Projects to be Programmed in FFY 2019		
MPO/RPO	Develop applications and submit to CMAQ website	March 15, 2018
TPB	Review project proposals	March 30, 2018
IRT	Conduct interagency review	April 30, 2018
TPB	Conducts follow-up coordination to address IRT comments/questions	May 31, 2018
TPB	Send letters of approval for final projects to MPOs/RPOs	June 30, 2018
MPO/RPO	Notify Local Project Sponsors of approval of final projects	At MPO/RPO discretion
TPB	Request funding set up in SAP	June 30, 2018
LPS	Project implementation – Request local agreement	July 1, 2018 – January 31, 2019

Note 1 - Requests that entail funding in both FFY 2018 and FFY 2019 would need to be submitted on FFY 2018 schedule

Acronyms:

MPO/RPO – Eligible Metropolitan or Rural Planning Organization

TPB – NCDOT Transportation Planning Branch

IRT – Interagency Review Team (currently NCDOT, FHWA/FTA, EPA, NCDAQ)

LPS – Local Project Sponsor

CMAQ Target Allocations: Federal Fiscal Years 2018 & 2019

	FFY 2018	FFY 2019
Estimated FAST Act CMAQ Apportionment	\$ 53,178,847	\$ 54,152,328
2% SPR Setaside	\$ 52,115,270	\$ 53,069,281
90% Obg. Limit	\$ 46,903,743	\$ 47,762,353
Total Assumed CMAQ State Allocation ¹	\$ 46,903,743	\$ 47,762,353

Area	Pollutants	2010 Estimated	Weighting Factors ²	Adjusted Population	Percent (%)	FFY 2018 Target	FFY 2019 Target	Adjusted	Adjusted	Notes	Blanket STIP Project
		NA Area Population ¹						FFY 2018 Target	FFY 2019 Target		
Statewide ³					35.00%	\$ 16,416,310	\$ 16,716,824	\$ 16,337,750	\$ 16,638,656		C-5600
Regional ⁴					5.00%	\$ 2,345,187	\$ 2,388,118	\$ 2,345,187	\$ 2,388,118		C-5601
Subregional ⁵					60.00%	\$ 28,142,246	\$ 28,657,412	\$ 28,220,806	\$ 28,735,579		
Catawba Region											
Hickory MPO	PM2.5	158,524	1.00	158,524	2.86%	\$ 805,017	\$ 819,753	\$ 805,017	\$ 819,753	No adjustments	C-5608
Great Smoky Mountain National Park Region											
Land of Sky RPO	Ozone (1997)	554	1.00	554	0.01%	\$ 2,813	\$ 2,865	\$ 50,000	\$ 50,000	See note 6	C-5612
Southwestern RPO	Ozone (1997)	3,342	1.00	3,342	0.06%	\$ 16,971	\$ 17,282				
Metrolina Region											
Cabarrus-Rowan MPO	Ozone (2008,1997)	323,384	1.00	323,384	5.84%	\$ 1,642,209	\$ 1,672,271	\$ 1,642,209	\$ 1,672,271	No adjustments	C-5603
Charlotte Regional TPO	Ozone (1997, 2008), CO					\$ 8,284,488	\$ 8,436,142	\$ 8,284,488	\$ 8,436,142	No adjustments	C-5613
Mecklenburg County	Ozone (1997, 2008), CO	919,628	1.44	1,324,264	23.90%						
All Other Areas	Ozone (1997, 2008)	255,932	1.20	307,118	5.54%						
Gaston Cleveland Lincoln MPO	Ozone (1997, 2008)	287,839	1.00	287,839	5.19%	\$ 1,461,704	\$ 1,488,462	\$ 1,461,704	\$ 1,488,462	No adjustments	C-5606
Rocky River RPO	Ozone (1997, 2008)	19,469	1.00	19,469	0.35%	\$ 98,867	\$ 100,677	\$ 98,867	\$ 100,677	No adjustments	C-5617
Rocky Mount Region											
Rocky Mount MPO	Ozone (1997)	88,797	1.00	88,797	1.60%	\$ 450,929	\$ 459,184	\$ 450,929	\$ 459,184	No adjustments	C-5616
Upper Coastal Plain RPO	Ozone (1997)	128,751	1.00	128,751	2.32%	\$ 653,823	\$ 665,792	\$ 653,823	\$ 665,792	No adjustments	C-5619
Traid Region											
Burlington-Graham MPO	Ozone (1997), PM2.5	16,844	1.00	16,844	0.30%	\$ 85,537	\$ 87,103	\$ 85,537	\$ 87,103	No adjustments	C-5602
Greensboro MPO	PM2.5	376,308	1.00	376,308	6.79%	\$ 1,910,967	\$ 1,945,949	\$ 1,910,967	\$ 1,945,949	No adjustments	C-5607
High Point MPO	PM2.5	254,257	1.00	254,257	4.59%	\$ 1,291,168	\$ 1,314,804	\$ 1,291,168	\$ 1,314,804	No adjustments	C-5609
Winston-Salem MPO	CO, PM2.5	382,904	1.00	382,904	6.91%	\$ 1,944,463	\$ 1,980,058	\$ 1,944,463	\$ 1,980,058	No adjustments	C-5620
NW Piedmont RPO	Ozone (1972)	326	1.00	326	0.01%	\$ 1,655	\$ 1,686	\$ 50,000	\$ 50,000	See note 6	C-5614
Triangle Region											
Capital Area MPO	Ozone (1997), CO					\$ 6,339,943	\$ 6,456,001	\$ 6,339,943	\$ 6,456,001	No adjustments	C-5604
Wake County	Ozone (1997), CO	900,993	1.20	1,081,192	19.51%						
All Other Areas	Ozone (1997)	167,271	1.00	167,271	3.02%						
Durham-Chapel Hill-Carrboro MPO	Ozone (1997), CO					\$ 2,377,986	\$ 2,421,517	\$ 2,377,986	\$ 2,421,517	No adjustments	C-5605
Durham County	Ozone (1997), CO	267,587	1.2	321,104	5.79%						
All Other Areas	Ozone (1997)	147,169	1.00	147,169	2.66%						
Kerr Tarr RPO	Ozone (1997)	107,840	1.00	107,840	1.95%	\$ 547,633	\$ 557,658	\$ 547,633	\$ 557,658	No adjustments	C-5610
Triangle RPO	Ozone (1997)	44,518	1.00	44,518	0.80%	\$ 226,071	\$ 230,210	\$ 226,071	\$ 230,210	No adjustments	C-5618
Totals		4,852,237		5,541,776	100%	\$ 46,903,743	\$ 47,762,353	\$ 46,903,743	\$ 47,762,353		

Footnotes:

1 Source - GIS Analysis of 2010 Census Population, 2010 Census Adjusted MPO & RPO Boundaries & EPA Pollutant Shapefiles

2 See "Table 2: SAFETEA-LU CMAQ Apportionment Factors " tab; Source - http://www.fhwa.dot.gov/ENVIRonment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm

3 35% of NC CMAQ Apportionment, per NCDOT Guidelines

4 5% of NC CMAQ Apportionment, per NCDOT Guidelines

5 60% of NC CMAQ Apportionment, per NCDOT Guidelines

6 Per minimum CMAQ target allocation guidelines, a minimum yearly allocation will be guaranteed for any AQ region whose yearly allocation resulting from this formula is less than \$50,000 to ensure that each AQ region can program at least one

Updated 11/7/2016 (TCA)



CMAQ PROJECT APPLICATION

FOR NCDOT USE ONLY

APP ID

STIP ID

IN ORDER TO BE CONSIDERED A COMPLETE APPLICATION PACKAGE, ALL FIELDS MUST BE APPROPRIATELY COMPLETED & REQUIRED ADDITIONAL INFORMATION AS NOTED MUST BE ATTACHED. INCOMPLETE APPLICATIONS WILL BE RETURNED.

GENERAL PROJECT INFORMATION

1 SELECT CMAQ PROJECT TYPE

☐ STATEWIDE ☐ REGIONAL ☒ SUBREGIONAL

2 SELECT MPO/RPO(S)

<input type="checkbox"/> Burlington-Graham MPO	<input type="checkbox"/> Gaston-Cleveland-Lincoln MPO	<input type="checkbox"/> Land of Sky RPO	<input type="checkbox"/> Triangle RPO
<input type="checkbox"/> Cabarrus-Rowan MPO	<input type="checkbox"/> Greensboro MPO	<input type="checkbox"/> NW Piedmont RPO	<input type="checkbox"/> Unifour RPO
<input type="checkbox"/> Capital Area MPO	<input type="checkbox"/> Hickory MPO	<input type="checkbox"/> Rocky Mount MPO	<input type="checkbox"/> Upper Coastal Plain RPO
<input type="checkbox"/> Charlotte Regional TPO	<input type="checkbox"/> High Point MPO	<input type="checkbox"/> Rocky River RPO	<input type="checkbox"/> Winston-Salem MPO
<input type="checkbox"/> Durham-Chapel Hill-Carrboro MPO	<input checked="" type="checkbox"/> Kerr-Tar RPO	<input type="checkbox"/> Southwestern RPO	

3 PROJECT SPONSOR INFORMATION

Agency	CITY OF OXFORD		
Contact Name	CHERYL HART		
Contact Title	PLANNING DIRECTOR		
Address	PO BOX 1307, Oxford, NC 27565		
Telephone	+1 (919) 603-1117	Email Address	cheryl_hart@oxfordnc.org

4 PROJECT INFORMATION

Title	Industry Drive Sidewalk Project (Phase 3)
Description	<p>The City is very committed to improving walk-ability and air quality in Oxford. In the past couple of years, we have begun adding pedestrian infrastructure in the area where our largest need is: the southern part of the City on East Industry Dr. (where 8.5% of residents are without a vehicle). This is a documented MLI (Minority, Low-Income) community with critical need for safe connectivity to resources, surrounding institutions, shopping districts, employment centers, and downtown. New infrastructure in this area will also help to reduce vehicle trips along east Industry Drive by providing a safe alternative for residents in the downtown area to get to shopping, dining, and employment centers.</p> <p>Phase 1 (C-5569) is a 5' wide sidewalk that will begin at Raleigh St. on East Industry Drive (at the pedestrian bridge which crosses over I-85) and traverse westward for approximately 3660 linear feet (.7 mi) and ends at the western entrance of the Granville Corners Shopping Center. (This project is ready to be let for Construction.)</p> <p>Phase 2 (C-5610B) is a 5' wide facility that will pick up at the western entrance of the Granville Corners Shopping Center and continue westward for 3100 ft. along Industry Dr., ending at Coventry Dr. (This has received authorization to proceed with Design.)</p> <p>This CMAQ application is for Phase 3, which will be a 5' wide sidewalk that will pick up where Phase 2 ends at Coventry Dr. and traverse westward toward US 15/Lewis Street (near our industrial employment district), adding 1300 linear ft. of new sidewalk to complete the Industry Drive Pedestrian Facility.</p> <p>This project includes Construction of a 5 ft. concrete sidewalk, multiple crosswalks, appurtenances, landscaping, and signage. Intersection improvements will include: **Northwest Quadrant - 230" right turn taper with curb and gutter extending through the intersection radius; **Northwest quadrant - 230' right turn taper with Curb & gutter in the intersection radius only; **Southwest Quadrant - 330' total length right turn lane with 150' of the length for the taper with Curb & gutter the entire length to minimize impacts. We observed significant right turning traffic even in the off peak time we were there; **Southeast Quadrant - 230' right turn taper with curb & gutter in the intersection radius only; and **Signal modification for pedestrian use and possible protected phase for left turn movements.</p> <p>Project Map Attached.</p>
Include project details, proposed improvements, purpose, need, how it will provide service, who are the primary stake holders & where it will operate & serve. Attach a sketch design plan of the proposed project which shows the general location.	

PROJECT COSTS & DELIVERY SCHEDULE

5 APPLICABLE PROJECT PHASES, FUNDING & YEARS

- CMAQ projects are awarded by Federal Fiscal Years (FFY). FFY run from October 1st of the prior year through September 30th of the next year. For example, FFY 2016 runs from October 1, 2015 through September 30, 2016.
- Cost estimates should reflect anticipated inflation compounded annually at 5% from the current calendar year.
- Minimum 20% match is required for most projects. See 23 U.S.C. §120 paragraph (c) for listing of safety projects that may be funded at up to 100% Federal share.
- In the case of purchasing alternative fueled vehicles (AFV) for general governmental use, CMAQ funding is limited to the cost difference between standard and AFV vehicles. For example, a 2011 Ford Escape lists for \$27,000 and a 2011 Ford Escape Hybrid lists for \$33,000. The total CMAQ-eligible funding for purchase of this AFV would be: \$33,000 - \$27,000 = \$6,000 (subject to local match).

☐ Check box if this project is not typical 80/20 split

Phases(s)	CMAQ Amount	Matching Amount	Total	FFY
<input checked="" type="checkbox"/> Planning, Engineering & Design	\$40,000.00	\$10,625.00	\$50,625.00	2017
<input checked="" type="checkbox"/> Right-of-Way	\$20,000.00	\$5,000.00	\$25,000.00	2018
<input checked="" type="checkbox"/> Construction	\$210,000.00	\$51,875.00	\$261,875.00	2019
<input type="checkbox"/> Transit Operation				
<input type="checkbox"/> Transit Implementation				
<input type="checkbox"/> Non-transit Implementation				
Project Total	\$270,000.00	\$67,500.00	\$337,500.00	

6 ANTICIPATED PROJECT MILESTONE DATES

* Milestone dates must coordinate with funding schedule in Section 5.

* Planning & environmental document; plans, specifications & estimate package; and right of way certification must be complete prior to let date.

Milestone(s)	Month/Year
Planning & Environmental document to be complete:	July/ 2017
Plans, Specifications & Estimate package to be complete:	November/ 2017
Right-of-Way acquisition to begin:	December/ 2017
Anticipated let date (opening of bids):	June/ 2018

Milestone(s)	Month/Year
Anticipated completion date of project (including project close-out & reimbursement of all eligible expenses):	October / 2018
7 LIST THE SOURCE(S) OF MATCHING FUNDS:	
The matching funds will come from City of Oxford's General Fund.	
8 TRANSIT START-UP INFORMATION	
Operation assistance under CMAQ is intended to help start up viable new transportation services that will benefit air quality and eventually cover their own costs. This funding is limited to three years. Other funding sources should supplement & ultimately replace CMAQ funds for operation assistance. Briefly describe how funding will be secured to continue the program after year three. (ATTACH ADDITIONAL SHEET(S) IF NEEDED)	
GENERAL PROJECT INFORMATION	
9 SELECT NC NONATTAINMENT/MAINTENANCE COUNTY(IES):	
* Indicates partial county AQ designation	
<input type="checkbox"/> Cabarrus <input type="checkbox"/> Davidson <input type="checkbox"/> Edgecombe <input type="checkbox"/> Gaston <input type="checkbox"/> Haywood* <input type="checkbox"/> Lincoln <input type="checkbox"/> Orange <input type="checkbox"/> Swain* <input type="checkbox"/> Catawba <input type="checkbox"/> Davie <input type="checkbox"/> Forsyth <input checked="" type="checkbox"/> Granville <input type="checkbox"/> Iredell* <input type="checkbox"/> Mecklenburg <input type="checkbox"/> Person <input type="checkbox"/> Union <input type="checkbox"/> Chatham* <input type="checkbox"/> Durham <input type="checkbox"/> Franklin <input type="checkbox"/> Guilford <input type="checkbox"/> Johnston <input type="checkbox"/> Nash <input type="checkbox"/> Rowan <input type="checkbox"/> Wake	
10 SELECT CMAQ-ELIGIBLE IMPROVEMENT TYPE (check all that apply):	
<input type="checkbox"/> Transportation Control Measures	<input type="checkbox"/> Extreme Low-Temperature Cold Start Programs
<input type="checkbox"/> Alternative Fuels	<input type="checkbox"/> Congestion Relief & Traffic Flow Improvements
<input type="checkbox"/> Transit Improvements	<input checked="" type="checkbox"/> Bicycle/Pedestrian Facilities & Programs
<input type="checkbox"/> Transportation Management Associations	<input type="checkbox"/> Carpooling & Vanpooling
<input type="checkbox"/> Freight/Intermodal	<input type="checkbox"/> Diesel Engine Retrofits
<input type="checkbox"/> Idle Reduction	<input type="checkbox"/> Training
<input type="checkbox"/> Travel Demand Management	<input type="checkbox"/> Public Education & Outreach Activities
<input type="checkbox"/> I/M Programs	<input type="checkbox"/> Experimental Pilot Projects
11 IF TRANSPORTATION CONTROL METHOD, CHECK THE ALLOWABLE TYPE(S):	
<input type="checkbox"/>	Programs/ordinances to facilitate non-automobile travel, provision/utilization of mass transit & general reduction of the need for SOV travel, as part of transportation planning & development efforts of a locality, including programs & ordinances applicable to new shopping centers, special events & other centers of vehicle activity
<input type="checkbox"/>	Programs for improved public transit
<input type="checkbox"/>	Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV
<input type="checkbox"/>	Employer-based transportation management plans, including incentives
<input type="checkbox"/>	Trip-reduction ordinances
<input type="checkbox"/>	Traffic flow improvement programs that reduce emissions
<input type="checkbox"/>	Fringe & transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit services
<input type="checkbox"/>	Multiple-occupancy vehicle programs or transit service
<input type="checkbox"/>	Programs to limit/restrict vehicle use in downtown areas/other areas of emission concentration during peak periods
<input type="checkbox"/>	Programs for the provision of all forms of high-occupancy, shared-ride services
<input type="checkbox"/>	Programs to limit portions of road surfaces/certain sections of metro area to the use of non-motorized vehicles or pedestrian
<input type="checkbox"/>	Programs for secure bicycle storage facilities & other facilities, including bicycle lanes in both public & private areas
<input type="checkbox"/>	Programs to control extended idling of vehicles
<input type="checkbox"/>	Reducing emissions from extreme cold-start conditions
<input type="checkbox"/>	Employer-sponsored programs to permit flexible work schedules
<input type="checkbox"/>	Public Education & Outreach Activities
12 IF TRANSIT IMPROVEMENT, SPECIFY HOW SERVICE WILL BE IMPROVED:	

<input type="checkbox"/> New facilities associated with a service increase	<input type="checkbox"/> New vehicles used to expand the transit fleet
<input type="checkbox"/> Operating assistance for new service (limit three years)	<input type="checkbox"/> Fare subsidies as part of program to limit exceedances of NAAQS

13 EMISSIONS REDUCTION CRITERIA
QUANTATIVE analysis of air quality impacts is required for most project types. **QUALITATIVE** analysis is only allowable when it is not possible to accurately quantify emissions benefits, such as public education, marketing & other outreach efforts, which can include advertising alternatives to SOV travel, employer outreach & public education campaigns. The qualitative analysis should be based on a reasoned & logical determination that the project/program will decrease emissions & contribute to attainment or maintenance of NAAQS. The primary benefit of these activities enhanced communication & outreach that is expected to influence travel behavior & air quality.

• Indicate the type of analysis completed: ☒ Quantitative ☐ Qualitative

For QUANTATIVE analyses, list the expected daily emissions BEFORE and AFTER project implementation:

Pollutant	Daily Emissions Before (kg)	Daily Emission After (kg)	Daily Emissions Reduction (kg)
Carbon Monoxide (CO)	55.67	52.88	2.79
Volatile Organic Compounds (VOC)	2.26	2.14	0.12
Oxides of Nitrogen (NOx)	7.32	6.96	0.36
Particulate Matter (PM2.5)	0.13	0.12	0.01
Total Daily Emissions (kg)	65.38	62.1	3.28

• Describe the method used to estimate the emissions reduction and show calculations:
(ATTACH ADDITIONAL SHEET(S) IF NEEDED)
 See Attached

14 MISCELLANEOUS

For construction of trails, has the Department of Interior been contacted	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> N/A
Is the fare/fee subsidy program part of a broad program to reduce emissions	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> N/A
Will the ITS project conform to the National ITS architecture	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> N/A

15 SUPPORTING INFORMATION CHECK LIST

Check supporting information included as attachment(s) to this application:

<input checked="" type="checkbox"/>	MPO/RPO Support Resolution (Required for SUBREGIONAL proposals)
<input checked="" type="checkbox"/>	Additional project description and/or details
<input checked="" type="checkbox"/>	Map of general project location
<input checked="" type="checkbox"/>	Complete emissions calculations
<input checked="" type="checkbox"/>	Any assumptions used
<input type="checkbox"/>	Other, please specify:

16 MPO/RPO PRIORITY INFORMATION

This project has been prioritized by the MPO/RPO and received the following ranking among all CMAQ requests (UNRANKED APPLICATIONS WILL NOT BE PROCESSED):	
---	--

17 SUBMIT

1) SAVE APPLICATION AND ALL ATTACHMENTS IN A SINGLE PDF DOCUMENT
 2) Upload application as single PDF document to CMAQ Sharepoint Website

Emissions Reduction Calculations Method

City of Oxford Sidewalk Extension: On Industry Drive (from Coventry Drive to US 15)

VMT: Mile Buffer and total VMT within the buffer area is counted

Emissions Factors: Granville County, FIPS Code 37077, Urban Unrestricted Access, Average Speed 42.5 mph <= speed <47.5

	Factor (g/mile)	Daily Emissions		
		Before (kg)	After (kg)	Reduction (kg)
VMT		17346	16479	867
CO	3.209287865	55.67	52.88	2.78
NO _x	0.422071888	7.32	6.96	0.37
VOC	0.130046667	2.26	2.14	0.11
PM _{2.5}	0.007574579	0.13	0.12	0.01

Weighted Lifetime Emissions Reduction: 23,814.33Kg

Assumptions:

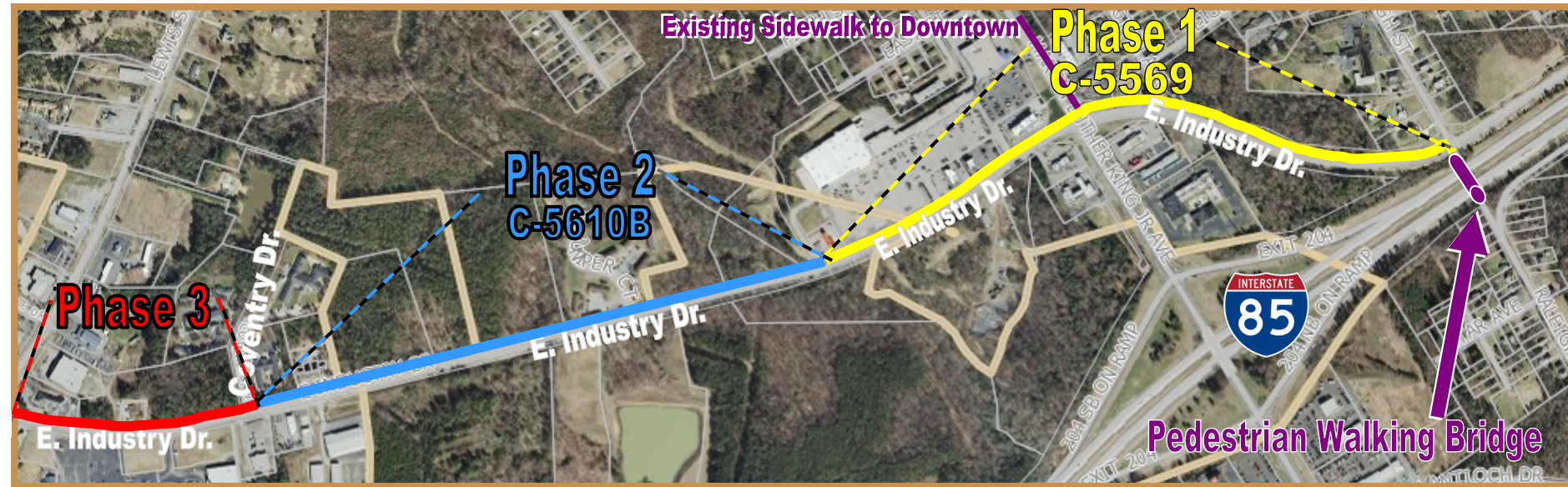
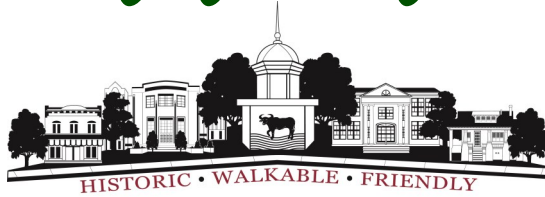
VMT: calculated using a ½ mile buffer of the project area and ADT counts of the road segments multiplied by the length of the road segments.

VMT Savings: 5% VMT is to be saved due to the proposed project.

Project Lifecycle: 20 years

Lifetime Pollutant Reduction: Calculated by adding the daily CO, NO_x, and VOC reduction then multiplying by 365 and the 20 year life cycle.

City of Oxford



Industry Drive Sidewalk Network CMAQ Project Proposal Phase 3

Proposed project would extend the *Industry Drive Sidewalk Network*, building off of C-5569 and C-5610B to provide a safe alternative to cars in the southern portion of the City and connect residents with shopping, dining, employment centers, and other institutional districts, as well as connecting to the existing sidewalk that leads into downtown Oxford.





OFFICE OF THE
MAYOR

City Of Oxford

November 14, 2016

Ms. Ann Stroobant
Regional Planner
Kerr Tar Council of Gov't
PO Box 709
Henderson NC 27536

RE: Cmaq funds for 2016

Dear Ms. Stroobant:

Please note that on November 8, 2016, the Oxford Board of Commissioners voted to support applying for cmaq funds for 2016. The requested funds of \$270,000 will require a 20% match or \$67,500.

We are excited to be able to continue the sidewalk project from Coventry Drive down to the intersection of Lewis St & Industry Dr.

If you need additional information, please let us know.

Sincerely,



Jacqueline vdH Sergent
Mayor of the City of Oxford



CMAQ PROJECT APPLICATION

FOR NCDOT USE ONLY

APP ID

STIP ID

IN ORDER TO BE CONSIDERED A COMPLETE APPLICATION PACKAGE, ALL FIELDS MUST BE APPROPRIATELY COMPLETED & REQUIRED ADDITIONAL INFORMATION AS NOTED MUST BE ATTACHED. INCOMPLETE APPLICATIONS WILL BE RETURNED.

GENERAL PROJECT INFORMATION

1 SELECT CMAQ PROJECT TYPE

☐ STATEWIDE ☐ REGIONAL ☒ SUBREGIONAL

2 SELECT MPO/RPO(S)

☐ Burlington-Graham MPO ☐ Gaston-Cleveland-Lincoln MPO ☐ Land of Sky RPO ☐ Triangle RPO
☐ Cabarrus-Rowan MPO ☐ Greensboro MPO ☐ NW Piedmont RPO ☐ Unifour RPO
☐ Capital Area MPO ☐ Hickory MPO ☐ Rocky Mount MPO ☐ Upper Coastal Plain RPO
☐ Charlotte Regional TPO ☐ High Point MPO ☐ Rocky River RPO ☐ Winston-Salem MPO
☐ Durham-Chapel Hill-Carrboro MPO ☒ Kerr-Tar RPO ☐ Southwestern RPO

3 PROJECT SPONSOR INFORMATION

Agency	Town of Louisburg, NC		
Contact Name	Tony L. King		
Contact Title	Asst. Town Administrator		
Address	110 W. Nash St.		
Telephone	+1 (919) 497-1003	Email Address	Tking@ncrrbiz.com

4 PROJECT INFORMATION

Title	Smoketree/N. Main St., Hospital Sidewalks
Description	<p>The northern end and terminus of N. Main St., as well as Smoketree Way, do not have sidewalks located adjacent to them, nor does the hospital property north of the entrance drive. The proposed project will construct 4 ft sidewalks along streets that have a high pedestrian traffic that currently walks either in the road/street or directly adjacent in the grass right of way. This pedestrian traffic is the result of the location of several medical related facilities in the immediate proximity to the project. Located along Smoketree Way, and to be serviced by the project, is the Louisburg Manor (indicated on project map with an orange marker) and Louisburg Nursing Center and Rehabilitation (indicated on project map with a blue marker). The Franklin Regional Medical Center and associated Mental Health facility (indicated on project map with a yellow marker) is located immediately to the east of the intersection of Smoketree Way and N. Main St. At the northern terminus of N. Main St. is located Dr. Kings medical office/practice (indicated on the project map with a green marker). Currently, pedestrian visitors to each of these facilities, as well as patients/tenants are required to walk between these facilities in the street or grass right of way to access the respective institution. The area to be served by the project is also directly adjacent to many residential units and a subdivision that currently provides many opportunities for pedestrian movement versus vehicular if the sidewalks were an option. Also adjacent to the project is Our Lady of the Lord Catholic Church (indicated by violet marker) and offices that create a high number of vehicular trips each day. The Louisburg Nursing Center currently has 92 beds and has plans to expand in the next year. Louisburg Manor is a 60 bed assisted living facility and 22 independent living apartment unit facility.</p> <p>There are a significant number of daily vehicular trips to both nursing and assisted living facilities by both tenants and visitors. Daily vehicular trips to both the Church and the Doctors Office could be mitigated if safe pedestrian routes were available. An ancillary benefit of the sidewalks would be the opportunity for pedestrian traffic from adjoining neighborhoods to high volume/high activity facilities such as Louisburg High School and assessor facilities such as ball fields which currently require adjoining neighborhoods to drive to access the school related activities. While the direct impacts of this project would be emission reduction, a safety issue of parallel importance would be resolved. Currently visitors push patients in wheel chairs along the street to the doctors office and for outdoor exposure.</p> <p>As indicated on the project map, the Smoketree Way sidewalk section (yellow line) would extend 950 ft. The N. Main sidewalk section (red line on map) would extend 1125 ft. The hospital section (green on map) would extend 170 ft. A painted crosswalk would be installed across Smoketree Way.</p>
Include project details, proposed improvements, purpose, need, how it will provide service, who are the primary stake holders & where it will operate & serve. Attach a sketch design plan of the proposed project which shows the general location.	

PROJECT COSTS & DELIVERY SCHEDULE

5 APPLICABLE PROJECT PHASES, FUNDING & YEARS

- CMAQ projects are awarded by Federal Fiscal Years (FFY). FFY run from October 1st of the prior year through September 30th of the next year. For example, FFY 2016 runs from October 1, 2015 through September 30, 2016.
- Cost estimates should reflect anticipated inflation compounded annually at 5% from the current calendar year.
- Minimum 20% match is required for most projects. See 23 U.S.C. §120 paragraph (c) for listing of safety projects that may be funded at up to 100% Federal share.
- In the case of purchasing alternative fueled vehicles (AFV) for general governmental use, CMAQ funding is limited to the cost difference between standard and AFV vehicles. For example, a 2011 Ford Escape lists for \$27,000 and a 2011 Ford Escape Hybrid lists for \$33,000. The total CMAQ-eligible funding for purchase of this AFV would be: \$33,000 - \$27,000 = \$6,000 (subject to local match).

☐ Check box if this project is not typical 80/20 split

Phases(s)	CMAQ Amount	Matching Amount	Total	FFY
<input checked="" type="checkbox"/> Planning, Engineering & Design	\$34,530.00	\$8,633.00	\$43,163.00	2017
<input checked="" type="checkbox"/> Right-of-Way	\$7,600.00	\$2,000.00	\$9,600.00	2018
<input checked="" type="checkbox"/> Construction	\$228,270.00	\$56,967.00	\$285,237.00	2018
<input type="checkbox"/> Transit Operation				
<input type="checkbox"/> Transit Implementation				
<input type="checkbox"/> Non-transit Implementation				
Project Total	\$270,400.00	\$67,600.00	\$338,000.00	

6 ANTICIPATED PROJECT MILESTONE DATES

* Milestone dates must coordinate with funding schedule in Section 5.

* Planning & environmental document; plans, specifications & estimate package; and right of way certification must be complete prior to let date.

Milestone(s)	Month/Year
Planning & Environmental document to be complete:	06/2017
Plans, Specifications & Estimate package to be complete:	11/2017
Right-of-Way acquisition to begin:	12/2017
Anticipated let date (opening of bids):	04/2018

Milestone(s)	Month/Year
Anticipated completion date of project (including project close-out & reimbursement of all eligible expenses):	09/2018
7 LIST THE SOURCE(S) OF MATCHING FUNDS:	
Town of Louisburg funds	
8 TRANSIT START-UP INFORMATION	
Operation assistance under CMAQ is intended to help start up viable new transportation services that will benefit air quality and eventually cover their own costs. This funding is limited to three years. Other funding sources should supplement & ultimately replace CMAQ funds for operation assistance. Briefly describe how funding will be secured to continue the program after year three. (ATTACH ADDITIONAL SHEET(S) IF NEEDED)	
GENERAL PROJECT INFORMATION	
9 SELECT NC NONATTAINMENT/MAINTENANCE COUNTY(IES):	
* Indicates partial county AQ designation	
<input type="checkbox"/> Cabarrus <input type="checkbox"/> Davidson <input type="checkbox"/> Edgecombe <input type="checkbox"/> Gaston <input type="checkbox"/> Haywood* <input type="checkbox"/> Lincoln <input type="checkbox"/> Orange <input type="checkbox"/> Swain* <input type="checkbox"/> Catawba <input type="checkbox"/> Davie <input type="checkbox"/> Forsyth <input type="checkbox"/> Granville <input type="checkbox"/> Iredell* <input type="checkbox"/> Mecklenburg <input type="checkbox"/> Person <input type="checkbox"/> Union <input type="checkbox"/> Chatham* <input type="checkbox"/> Durham <input checked="" type="checkbox"/> Franklin <input type="checkbox"/> Guilford <input type="checkbox"/> Johnston <input type="checkbox"/> Nash <input type="checkbox"/> Rowan <input type="checkbox"/> Wake	
10 SELECT CMAQ-ELIGIBLE IMPROVEMENT TYPE (check all that apply):	
<input type="checkbox"/> Transportation Control Measures	<input type="checkbox"/> Extreme Low-Temperature Cold Start Programs
<input type="checkbox"/> Alternative Fuels	<input type="checkbox"/> Congestion Relief & Traffic Flow Improvements
<input type="checkbox"/> Transit Improvements	<input checked="" type="checkbox"/> Bicycle/Pedestrian Facilities & Programs
<input type="checkbox"/> Transportation Management Associations	<input type="checkbox"/> Carpooling & Vanpooling
<input type="checkbox"/> Freight/Intermodal	<input type="checkbox"/> Diesel Engine Retrofits
<input checked="" type="checkbox"/> Idle Reduction	<input type="checkbox"/> Training
<input type="checkbox"/> Travel Demand Management	<input type="checkbox"/> Public Education & Outreach Activities
<input type="checkbox"/> I/M Programs	<input type="checkbox"/> Experimental Pilot Projects
11 IF TRANSPORTATION CONTROL METHOD, CHECK THE ALLOWABLE TYPE(S):	
<input type="checkbox"/>	Programs/ordinances to facilitate non-automobile travel, provision/utilization of mass transit & general reduction of the need for SOV travel, as part of transportation planning & development efforts of a locality, including programs & ordinances applicable to new shopping centers, special events & other centers of vehicle activity
<input type="checkbox"/>	Programs for improved public transit
<input type="checkbox"/>	Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV
<input type="checkbox"/>	Employer-based transportation management plans, including incentives
<input type="checkbox"/>	Trip-reduction ordinances
<input type="checkbox"/>	Traffic flow improvement programs that reduce emissions
<input type="checkbox"/>	Fringe & transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit services
<input type="checkbox"/>	Multiple-occupancy vehicle programs or transit service
<input type="checkbox"/>	Programs to limit/restrict vehicle use in downtown areas/other areas of emission concentration during peak periods
<input type="checkbox"/>	Programs for the provision of all forms of high-occupancy, shared-ride services
<input type="checkbox"/>	Programs to limit portions of road surfaces/certain sections of metro area to the use of non-motorized vehicles or pedestrian
<input type="checkbox"/>	Programs for secure bicycle storage facilities & other facilities, including bicycle lanes in both public & private areas
<input type="checkbox"/>	Programs to control extended idling of vehicles
<input type="checkbox"/>	Reducing emissions from extreme cold-start conditions
<input type="checkbox"/>	Employer-sponsored programs to permit flexible work schedules
<input type="checkbox"/>	Public Education & Outreach Activities
12 IF TRANSIT IMPROVEMENT, SPECIFY HOW SERVICE WILL BE IMPROVED:	

<input type="checkbox"/> New facilities associated with a service increase	<input type="checkbox"/> New vehicles used to expand the transit fleet
<input type="checkbox"/> Operating assistance for new service (limit three years)	<input type="checkbox"/> Fare subsidies as part of program to limit exceedances of NAAQS

13 EMISSIONS REDUCTION CRITERIA
QUANTATIVE analysis of air quality impacts is required for most project types. **QUALITATIVE** analysis is only allowable when it is not possible to accurately quantify emissions benefits, such as public education, marketing & other outreach efforts, which can include advertising alternatives to SOV travel, employer outreach & public education campaigns. The qualitative analysis should be based on a reasoned & logical determination that the project/program will decrease emissions & contribute to attainment or maintenance of NAAQS. The primary benefit of these activities enhanced communication & outreach that is expected to influence travel behavior & air quality.

• Indicate the type of analysis completed: ☒ Quantitative ☐ Qualitative

For QUANTATIVE analyses, list the expected daily emissions BEFORE and AFTER project implementation:

Pollutant	Daily Emissions Before (kg)	Daily Emission After (kg)	Daily Emissions Reduction (kg)
Carbon Monoxide (CO)	50.155	47.647	2.508
Volatile Organic Compounds (VOC)	2.032	1.93	0.102
Oxides of Nitrogen (NOx)	6.596	6.266	0.33
Particulate Matter (PM2.5)	0.1184	0.1124	0.006
Total Daily Emissions (kg)	58.9014	55.9554	2.946

• Describe the method used to estimate the emissions reduction and show calculations:
(ATTACH ADDITIONAL SHEET(S) IF NEEDED)
 See attached table.

14 MISCELLANEOUS

For construction of trails, has the Department of Interior been contacted	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
Is the fare/fee subsidy program part of a broad program to reduce emissions	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
Will the ITS project conform to the National ITS architecture	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A

15 SUPPORTING INFORMATION CHECK LIST
Check supporting information included as attachment(s) to this application:

<input checked="" type="checkbox"/>	MPO/RPO Support Resolution (Required for SUBREGIONAL proposals)
<input type="checkbox"/>	Additional project description and/or details
<input checked="" type="checkbox"/>	Map of general project location
<input checked="" type="checkbox"/>	Complete emissions calculations
<input checked="" type="checkbox"/>	Any assumptions used
<input type="checkbox"/>	Other, please specify:

16 MPO/RPO PRIORITY INFORMATION

This project has been prioritized by the MPO/RPO and received the following ranking among all CMAQ requests (UNRANKED APPLICATIONS WILL NOT BE PROCESSED):	
---	--

17 SUBMIT
 1) SAVE APPLICATION AND ALL ATTACHMENTS IN A SINGLE PDF DOCUMENT
 2) Upload application as single PDF document to CMAQ Sharepoint Website

Emissions Reduction Calculations Method

Town of Louisburg Sidewalk Extension: On North Main Street and Smoketree Way

VTM: Mile Buffer and total VMT within the buffer area is counted

Emissions Factors: Franklin County, FIPS Code 37069, Urban Unrestricted Access, Average Speed 42.5

mph <= speed < 47.5

	Factor (g/mile)	Daily Emissions		
		Before (kg)	After (kg)	Reduction (kg)
VTM		15628.11	14846.70	781.41
CO	3.209287865	50.155	47.647	2.507
NO _x	0.422071888	6.596	6.266	0.329
VOC	0.130046667	2.032	1.930	0.102
PM _{2.5}	0.007574579	0.1184	0.1124	0.006

Weighted Lifetime Emissions Reduction: 21,499.37 Kg

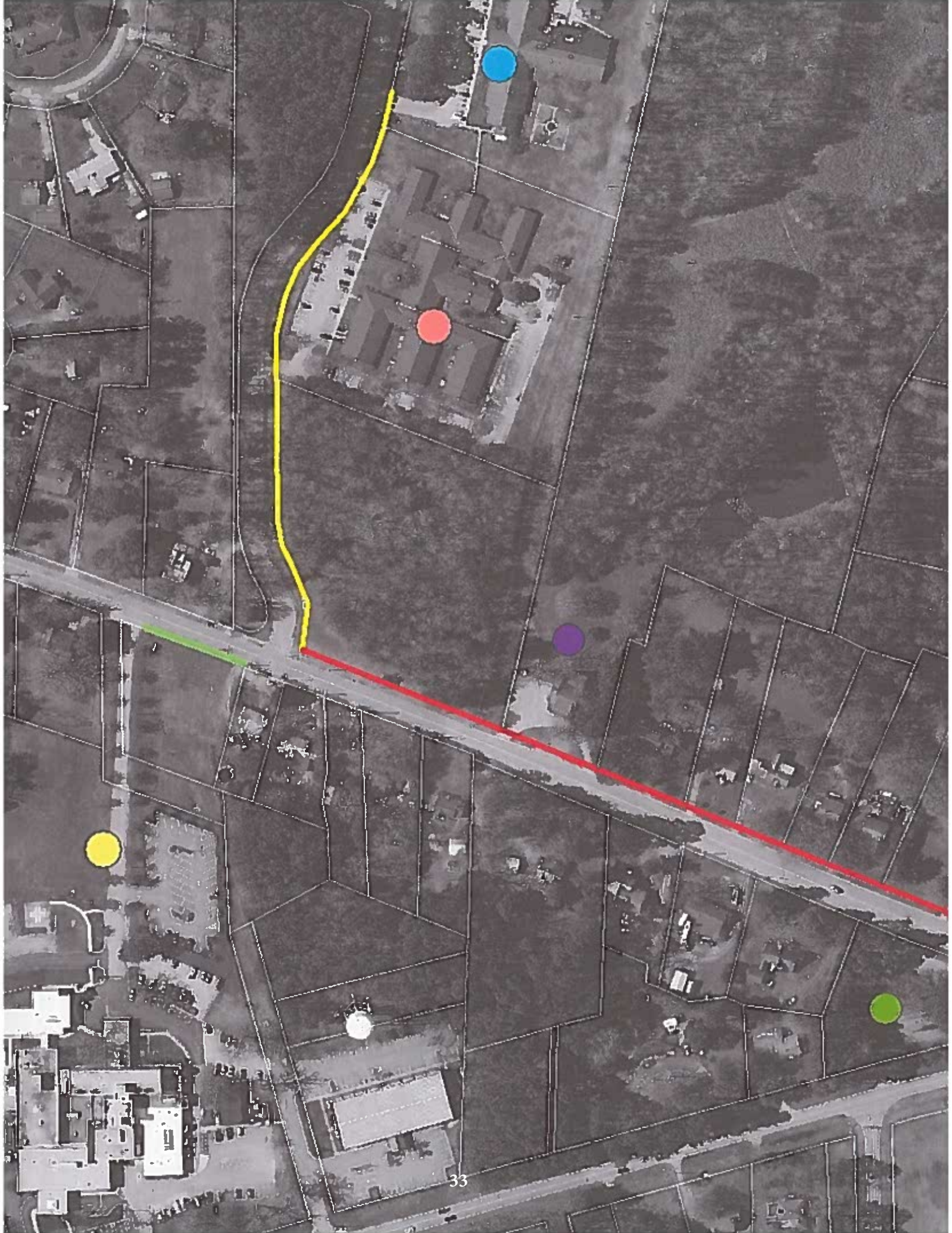
Assumptions:

VTM: calculated using a ½ mile buffer of the project area and ADT counts of the road segments multiplied by the length of the road segments.

VTM Savings: 5% VMT is to be saved due to the proposed project.

Project Lifecycle: 20 years

Lifetime Pollutant Reduction: Calculated by adding the daily CO, NO_x, and VOC reduction then multiplying by 365 and the 20 year life cycle.



Town of Louisburg

Office of the Mayor

110 W. Nash St.
Louisburg, N.C. 27549
(919) 496-3406
(919) 496-6319 Fax



State of North Carolina

Mrs. Ann Stroobant
Regional Planner
Kerr-Tar Regional Council of Governments
PO Box 709
Henderson, NC 27536

RE: Submittal of Louisburg CMAQ application for Smoketree/N. Main project to RPO

Dear Mrs. Stoobant:

The Town of Louisburg is excited to submit and support the application for CMAQ grant funds from NCDOT to complete the Smoketree Way/N. Main St. sidewalk project. The project will construct much needed sidewalks along a section of N. Main St., Smoketree Way, and the public right of way in front of the Franklin Regional Medical Center (Hospital). The Town is requesting \$270,000.00 of the total projected cost of \$338,000.00 from CMAQ funding and will match 20% of the \$338,000.00 with Town funds.

This project is extremely important and will allow pedestrian traffic instead of vehicular traffic between a large skilled care facility, an assisted living facility, the hospital, doctor offices, and a newly developed dialysis center. The sidewalks will also allow for pedestrian traffic to Louisburg High School from a major subdivision and the north end of Main St. The Louisburg Town Council met on the evening of October 17, 2016 and committed support for this project and to the necessary funding match. Thank you for your consideration in this matter and please contact me or Town staff if there is the need for additional information regarding this project.

Sincerely,

Karl T. Pernell, Mayor
Town of Louisburg, NC

Prioritization of KTRPO CMAQ Projects for Reprogrammed C-5610A Funding

City of Oxford Sidewalk Extension on Industry Drive (from Coventry Drive to US 15)

1. **Pollutant Reduction (25 points Maximum):** How many kilograms of the criteria pollutants or their precursors will be displaced over the lifetime of the proposed project? This is calculated by summing the yearly reductions of CO, NOx, and VOC reductions and multiplying this sum by the number of years in the project lifecycle, as follows:

$$\text{Pollutant Reduction} = \left[\begin{array}{ccc} \text{CO} & + & \text{NOx} \\ \text{Reduction} & & \text{Reduction} \end{array} + \begin{array}{c} \text{VOC} \\ \text{Reduction} \end{array} \right] \times \text{Project Lifecycle}$$

Points are awarded as follows:

- 100,000 or more kilograms removed = 25 points
- 75,000-99,999 kilograms removed = 20 points
- 50,000-74,999 kilograms removed = 15 points
- 10,000-49,999 kilograms removed = 10 points
- Less than 10,000 kilograms removed = 5 points

Daily Emissions Reductions:

CO Reduction: 2.78

NOx Reduction: .37

VOC Reduction: .11

Lifetime Pollutant Reduction = **23,814.33 Kg** (Calculated by adding the daily CO, NOx, and VOC reduction then multiplying by 365 days and the 20-year lifecycle for the project.

Points Awarded: **10**

2. **Project Cost Effectiveness (25 points maximum)** – What is the cost per kilogram of pollutant removed over the life of the project? This is calculated by dividing the total project cost (CMAQ + Match) by the Pollutant Reduction.

Points are awarded as follows:

- \$24.99 or less per kilogram removed = 25 points
- \$25.00-\$49.99 per kilogram removed = 20 points
- \$50.00-\$99.99 per kilogram removed = 15 points
- \$100.00-\$199.99 per kilogram removed = 10 points
- \$200.00 – or more per kilogram removed = 5 points

Total Cost of Project (CMAQ + Match): \$337,500.00

Pollutant Reduction: 23,814.33 kg

Cost per kilogram of pollutant removed over life of project: **\$14.17 per kilogram removed**

Points Awarded: **25**

3. **Previously Awarded Funding:** KTRPO will look for any CMAQ funding awarded in the past based on if the project area has been awarded CMAQ funding in the past. This would promote spreading funds to areas who have not received CMAQ funding in the past. If an eligible municipality or county has not received funding within the last 6 years for a CMAQ project it can get up to 15 points.

Points are awarded as follows:

- No funding awarded within last 6 Years = 15 points
- No funding awarded within the last 4 Years = 10 points
- No funding awarded within the last 2 Years = 5 points

Last awarded funding in: 2015 For Project C-5610B (City of Oxford-Industry Drive Sidewalk Phase 2)

Points Awarded: **5**

Oxford Total Points Awarded: 40

Town of Louisburg Sidewalk Extension on North Main Street and Smoketree Way

1. **Pollutant Reduction (25 points Maximum):** How many kilograms of the criteria pollutants or their precursors will be displaced over the lifetime of the proposed project? This is calculated by summing the yearly reductions of CO, NOx, and VOC reductions and multiplying this sum by the number of years in the project lifecycle, as follows:

$$\text{Pollutant Reduction} = \left[\begin{array}{ccc} \text{CO} & + & \text{NOx} & + & \text{VOC} \\ \text{Reduction} & & \text{Reduction} & & \text{Reduction} \end{array} \right] \times \text{Project Lifecycle}$$

Points are awarded as follows:

- 100,000 or more kilograms removed = 25 points
- 75,000-99,999 kilograms removed = 20 points
- 50,000-74,999 kilograms removed = 15 points
- 10,000-49,999 kilograms removed = 10 points
- Less than 10,000 kilograms removed = 5 points

Daily Emissions Reductions:

CO Reduction: 2.507

NOx Reduction: 0.329

VOC Reduction: 0.102

Lifetime Pollutant Reduction = **21,499.37 Kg** (Calculated by adding the daily CO, NOx, and VOC reduction then multiplying by 365 days and the 20-year lifecycle for the project.

Points Awarded: **10**

2. **Project Cost Effectiveness (25 points maximum)** – What is the cost per kilogram of pollutant removed over the life of the project? This is calculated by dividing the total project cost (CMAQ + Match) by the Pollutant Reduction.

Points are awarded as follows:

- \$24.99 or less per kilogram removed = 25 points
- \$25.00-\$49.99 per kilogram removed = 20 points
- \$50.00-\$99.99 per kilogram removed = 15 points
- \$100.00-\$199.99 per kilogram removed = 10 points
- \$200.00 – or more per kilogram removed = 5 points

Total Cost of Project (CMAQ + Match): \$338,000.00

Pollutant Reduction: 21,499.37 Kg

Cost per kilogram of pollutant removed over life of project: \$15.72 per kilogram removed

Points Awarded: **25**

3. **Previously Awarded Funding:** KTRPO will look for any CMAQ funding awarded in the past based on if the project area has been awarded CMAQ funding in the past. This would promote spreading funds to areas who have not received CMAQ funding in the past. If an eligible municipality or county has not received funding within the last 6 years for a CMAQ project it can get up to 15 points.

Points are awarded as follows:

- No funding awarded within last 6 Years = 15 points
- No funding awarded within the last 4 Years = 10 points
- No funding awarded within the last 2 Years = 5 points

Last awarded funding in: 2013 for Project C-5527 (S. Main Street Sidewalk Improvements)

Points Awarded: **10**

Louisburg Total Points Awarded: 45



***Kerr-Tar Regional Planning Organization (RPO)
Resolution Endorsing Candidate CMAQ Project Proposals***

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

WHEREAS, CMAQ is a Federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for pollutants; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) administers the CMAQ program on behalf of non-attainment and maintenance areas within North Carolina; and

WHEREAS, the Kerr-Tar Regional Planning Organization (RPO) has administered a CMAQ project selection process among local area jurisdictions in air quality non-attainment and maintenance counties; and

WHEREAS, the resulting candidate project proposals meet the requirements of CMAQ and the guidelines established by NCDOT to administer the program;

WHEREAS, upon approval of the candidate project proposals for CMAQ funding by the NCDOT, the Kerr-Tar Regional Planning Organization (RPO) will amend its Long-Range Transportation Plan

NOW THEREFORE, be it resolved that by the Kerr-Tar Regional Planning Organization (RPO) endorses the attached proposed CMAQ candidate project application by the Town of Louisburg to provide pedestrian links of sidewalks along a section of Smoketree Way/ N. Main St. to the public right of way in front of the Franklin Regional Medical Center (hospital).

Commissioner Jimmy Clayton, Chairman, Transportation Advisory Committee

Ann Stroobant, Secretary, Technical Coordinating Committee

Date



Charles H.W. Edwards

Charles Edwards is Director – Logistics Strategy at the NC Department of Transportation. His primary focus is freight logistics planning and advisory services. Prior to assuming his current position, Edwards was the Executive Director of the North Carolina Center for Global Logistics. The Center was dedicated to the expansion of logistics education program from high school to graduate school throughout the State of North Carolina.

Edwards began his career in the logistics industry as a truck driver. He was on the senior management team of the North Carolina-based airline that started United Parcel Service Airlines, helped introduce an innovative container to the international airline industry, managed a commercial airport, led the development of the world's largest air vehicle, and has been a senior advisor to public and private aviation and logistics projects in the United States, Europe, Africa, Southeast Asia and the United Arab Emirates. He is the past Chairman of Dubai based freight forwarder Freight Reach Services, LLC which provides freight forwarding services in the UAE and East African countries.

He holds degrees from universities in Canada, the United Kingdom and the United States. He served on the faculty of the Darden School at the University of Virginia and has been a guest lecturer at universities throughout North Carolina and New Mexico. He is a frequent speaker and writer about aviation and logistics topics and in 2010 co-authored *Transport Logistics: The Wheel of Commerce*. Mr. Edwards hosts the UNC-Chapel Hill - Tsinghua University Logistics EMBA program in Dubai and is co-developer of the Air Cargo Professional Development workshop program of The International Air Cargo Association. He also serves on various international and US logistics industry and company boards.