

Kerr-Tar RPO TCC and TAC Meeting Kerr-Tar COG Offices Henderson

<u>Thursday November 30, 2017– 3:00PM – 5:00PM</u> 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, Barry Baker
- TCC / TAC Action Item Receive and approve minutes of last meeting on September 21, 2017.
 - September meeting minutes enclosed as attachment.
- TCC / TAC Update-
 - SPOT 5.0 Update-Ann Stroobant
 - **High-Impact Low-Cost Projects-**Ann Stroobant
 - CMAQ Update-Ann Stroobant
 - Freight Update-Ann Stroobant
 - KTRPO FY18-19 Draft Planning Work Program Update-Ann Stroobant
 - Dates of Future Meetings-Ann Stroobant
- TCC / TAC Action Item Approve KTRPO Resolution in Support of a NCDOT Bicycle and Pedestrian Planning Grant Application for the Town of Warrenton
 - Discussion and approval of the Resolution in Support of a NCDOT Bicycle and Pedestrian Planning Grant Application for the Town of Warrenton
- TCC / TAC Action Item Approve the KTRPO Resolution Endorsing a Comprehensive Transportation Plan for Granville County, North Carolina
 - Discussion and approval of the KTRPO Resolution Endorsing a Comprehensive Transportation Plan for Granville County, North Carolina
- NCDOT Reports NCDOT Division 5 & NCDOT Transportation Planning Branch
- Other Business
- Public Comment
- Adjourn Thank you for your participation!

Upcoming 2018 KTRPO Meeting Schedule (3-5PM)-Major Meeting Items

Tuesday February 13, 2018
Thursday March 8, 2018
Thursday May 24, 2018
Thursday June 28, 2018
Thursday October 25, 2018



Kerr-Tar Regional Transportation Planning TCC-TAC Meeting Minutes

<u>Thursday, September 21, 2017 (3:00PM - 5:00PM)</u> Kerr-Tar Regional Council of Governments 1724 Graham Avenue / Henderson, NC

TAC Members

Jimmy Clayton-Person Co. Commissioner, TAC Chair Sidney Dunston-Franklin Co. Commissioner, TAC Vice Chair Tony Cozart-Granville County Commissioner Walter Powell-Warren County Commissioner Walter Gardner-Town of Warrenton Dan Brummitt-Vance County Commissioner

Board Member Emeritus (Non-voting)

Jim Crawford, Kerr-Tar TAC Board Member Emeritus

Guests

Eric Naisbitt-Legislative Assistant to Senator Barefoot Alrik Lunsford-Kerr-Tar Regional Planner Bernard Clark-Kerr-Tar Mobility Manager

TCC Members

Ken Krulik-Warren County Planning Dir., TCC Vice Chair Kathy Adcock-PATS Harry Mills-Granville County EDC Justin Jorgensen-Granville County Melissa Hodges-Town of Butner Carroll Harris-Town of Macon Leigh Woodall-Person County Lori Oakley-Person County Angela Blount-Vance County G. Paylor Spruill-City of Henderson Joey Hopkins-NCDOT Division 5 David Keilson-NCDOT Division 5 Rupal Desai-NCDOT TBP Diane Cox-Kerr-Tar COG Executive Director Michael Kelly-Kerr-Tar COG Planning Director Ann Stroobant-Kerr-Tar RPO Regional Planner & RPO Secretary

Barry Baker-Granville Co. Planning Dir., TCC Chair

Welcome and the Review of Agenda— 3:00pm TAC Chair, Commissioner Jimmy Clayton; TCC Chair, Barry Baker Barry Baker, TCC Chair and Commissioner Jimmy Clayton, TAC Chair opened the meeting, welcomed everyone and reviewed the agenda. Eric Naisbitt, Legislative Assistant to Senator Barefoot, was welcomed to the meeting as a guest. Michael Kelly, KTCOG Planning Director, introduced Alrik Lunsford, our new Kerr-Tar Regional Planner, with a summary of his experience and education.

TAC/TCC ACTION ITEM: Approve Minutes from the last meeting on August 24, 2017:

Barry Baker, TCC Chair, introduced the approval of the August 24, 2017 minutes for the TCC. Ken Krulik made a motion to approve the minutes and Leigh Woodall seconded the motion for the TCC. The TCC unanimously approved the minutes and referred the item to the TAC. Commissioner Jimmy Clayton, TAC Chair, introduced the item for the TAC and Commissioner Dan Brummitt made the motion to approve the August 24, 2017 minutes as presented to the TAC members. Commissioner Tony Cozart seconded the motion. The TAC members unanimously approved the August 24, 2017 minutes as presented.

TAC/TCC ACTION ITEM- Approve Prioritization 5.0 Division Needs Alternative Criteria by NCDOT Deadline of

September 29, 2017: Ann Stroobant explained the Division Needs Default and Division Needs Alternate Criteria found on pages 9-13 of the meeting packet. In the Default Criteria on page 10 of the packet, Congestion =15%, Benefit-Cost=15%, Safety=10%, Accessibility/Connectivity=5% and Freight=5%. This is the quantitative input representing 50% of the total score. The Alternate Criteria for Division Needs, which must be approved by all of Division 5, is found on page 11 of the packet. In this version of the criteria, Congestion =15%, Benefit-Cost=20%, Safety=15%, Accessibility/Connectivity=0% and Freight=0%. This is the quantitative input representing 50% of the total score. Ann Stroobant has assessed the data using P5 Highway scoring with P4 scaling (which is all that is currently available) to see if the Alternate Criteria would help our projects. She said that of the 42 proposed highway projects, 17 had a lower score and 25 had a higher score using the Alternate Criteria for Division needs. Most of the projects were plus or minus one or two points. The projects that dropped the most in score were the projects that were fairly low scoring under the Default Criteria. Some projects got a boost of four or five points over the Default Criteria.

Of the 21 highway projects selected for the KTRPO P5 Highway Project submission to SPOT Online, 7 projects had a lower score (most were lowered by around one point) and 14 had a higher score (some projects were improved by 3 to 5 points). Projects located in all of the KTRPO counties were included in the 14 projects that received the point increase by using the Alternate Criteria rather that the Default Criteria.

Dan Brummitt brought up the point that freight and accessibility matter more at the State and Regional level.

David Keilson said that in Prioritization P4, the cut-off for funded projects was in the upper 20's at the Division Level and the upper 30's at the Regional Level. Our preliminary scores right now do not provide enough information as to which projects will likely receive funding.

Justin Jorgensen looked at the wording of the letter to David Wasserman stating that KTRPO concurs with the Division Alternative Needs Criteria. He wanted to make sure that the letter stated that KTRPO will use the Division 5 Alternative Criteria for Division Needs in Prioritization P5 only.

Barry Baker, TCC Chair, asked for a motion to approve the P5.0 Division Needs Alternative Criteria with the above clarification added to the letter for the TAC Chair to sign. Justin Jorgensen made the motion for the TCC and Ken Krulik seconded the motion. The item was unanimously approved by the TCC and the item was referred to the TAC. Jimmy Clayton, TAC Chair, introduced the item and Commissioner Sidney Dunston made the motion to approve the P5.0 Division Needs Alternative Criteria with the added clarification. Commissioner Dan Brummitt seconded the motion. The TAC members unanimously approved the Division Needs Alternative Criteria with the clarification that the Division 5 Alternative Criteria will be used for Prioritization P5 only and the TAC Chair will sign.

TAC/TCC ACTION ITEM- Approve KTRPO Prioritization P5.0 Project Submissions:

Ann Stroobant referred members to the KTRPO P5.0 projects in all modes (Aviation, Transit, Bike and Ped, Rail and Highway) on pages 14-36 of the packet. KTRPO has 6 aviation, 7 transit, 3 bike/ped and 21 selected highway projects out of a possible 42 highway projects. KTRPO is allowed 21 projects in each mode. We have had three subcommittee meetings in order to select the 21 highway projects, as the projects for the other

modes do not exceed the required project number. The KTRPO P5.0 Subcommittee meetings were held on 7/25/17, 8/15/17 with a third KTRPO P5.0 Subcommittee meeting on 9/12/17. This third KTRPO Subcommittee meeting narrowed the KTRPO P5.0 highway projects down to our 21 allowed slots. We do not have to do this with our other modes, as they do not approach the 21 project limit. Project information was circulated to TAC/TCC members prior to the August 24 and September 21 TAC/TCC meetings. The KTRPO Subcommittee is composed of the Planner from each Kerr-Tar RPO county, the KARTS and PATS Directors, the Division 5 Planning Engineer, the Kerr-Tar RPO Coordinator and the Kerr-Tar Planning Director.

Ann Stroobant referred members to pages 19-34 of the packet, where projects were first ranked according to the Default Criteria and then according to the Alternate Criteria. In each instance, a line was drawn on the table to show the top 21 highway projects using each criteria as well as indicating the P5 Subcommittee preferred and selected projects. The table showing the details of the 21 KTRPO P5 Highway Projects selected for submission by the P5 Subcommittee to NCDOT is found on pages 35-36 of the packet.

Leigh Woodall asked if NCDOT knows how much funding is available in this round for Kerr-Tar RPO. Joey Hopkins said that the total STI funding statewide is 1.5 Billion/year. In addition, Joey said that that there is not a funding allocation per county and that all of the counties must compete for STI funding.

Discussion ensued concerning several of the highway projects. Ann Stroobant said that she had spoken to David Keilson who thought that **H170618**, NC 56 from Peach Orchard Road to Gayline Road in Franklin County would score better if it was widened from the proposed 3 lanes to 4 lanes and extended down to US 401 instead of stopping at Gayline Road. David Keilson was also present at the meeting. Commissioner Dunston from Franklin County said he had no objection to the modification if the project would score better and would not have a detrimental impact.

Discussion also took place concerning the interchange improvements on I-85 and US 1 in Vance County. Derrik Lewis from the NCDOT Feasibility Studies Unit has had a chance to do preliminary costings on the ramps. Ann Stroobant reported that he said that **H170494** would cost about \$13.2 million with **H170496** costing about \$5.4 million. It was suggested that **H170496**, I-85 from US 1 be the selected ramp, as it would score higher with the lower cost. This movement is North Bound I-85 to South Bound US 1. Joey Hopkins said that the ultimate goal is the larger project and this would work towards completing part of the project.

Barry Baker, TCC Chair, asked for a motion to approve the KTRPO Prioritization P5 Project Submissions in all modes with **H170618** modified from 3 lanes to 4 lanes and extended down to US 401 instead of stopping at Gayline Road and **H170496** substituted for H170494, as input from the Feasibility Studies Unit indicates that North Bound I-85 to South Bound US 1 would score better due to the lower cost. Harry Mills made the motion for the TCC and Joey Hopkins seconded the motion. The item was unanimously approved by the TCC and the item was referred to the TAC. Jimmy Clayton, TAC Chair, introduced the item and Dan Brummitt made the motion to approve the modified action item and Commissioner Tony Cozart seconded the motion. The TAC members unanimously approved the KTRPO Prioritization P5 Project Submissions in all modes (Aviation, Transit, Bike and Ped, Rail and Highway) with **H170618** modified from 3 lanes to 4 lanes and extended down to US 401 instead of stopping at Gayline Road and **H170496** substituted for H170494.

TAC/TCC Updates-

-STIP/SPOT 4.0/5.0 Update-

SPOT 5.0-Ann Stroobant referred members to the copies of the previous P4 KTRPO Methodology used for the KTRPO Local Point Assignments. She also referred members to the copy of the P4 KTRPO projects indicating the KTRPO Local Point Assignments and score breakdown for each project, so that members could be reminded of what occurred using the P4 KTRPO Methodology. Both of these items are attached to the back of the meeting packet. We will need to decide if any aspect of the KTRPO Local Input Methodology should be revised based on past experience and any recommendations from the NCDOT SPOT Office.

-CMAQ Update-

Ann Stroobant said that for CMAQ projects that have been awarded, local governments will need to request a local project agreement using the online NCDOT Local Project Agreement Tool no later than January 15, 2018 for projects to begin in FFY18 and by January 15, 2019 for projects to begin in FFY19. KTRPO has been allocated \$557,658 for FFY19. You will need to submit FFY19 CMAQ project applications to the RPO in February for prioritization and evaluation (date will be determined-last year it was February 23, 2017) so that projects can be evaluated by the March 15, 2018 NCDOT CMAQ submission deadline. The non-attainment counties of Granville, Franklin and Person should start thinking now about their next CMAQ applications.

-NC Lakes District Regional Bike Plan Update-Ann Stroobant informed members that staff are continuing to promote the NCLD Regional Bike Plan through outreach and marketing efforts. The NCLD Regional Bike Plan has gone through a second printing and copies of the bike map and informational cards have been circulated and distributed at events.

-Bike, Pedestrian and Rail Policy-Ann Stroobant drew members' attention to the handout located on on the side table of the TAC/TCC meeting room which includes links to the existing NCDOT Bicycle and Pedestrian Policy and Rail Corridor Preservation Policy. The handout also includes the Draft Sidewalk and Pedestrian Policy and the Draft Rail Corridor Preservation Policy which were presented to the Board of Transportation (BOT) at their July meeting, but no action was taken.

The deadline for the 2018 NCDOT Bicycle and Pedestrian Planning Grant Initiative is November 9, 2017. Information on applying for this grant is on page 37 of the packet.

The deadline to submit an application for the FY17 TIGER grant program is October 16, 2017. Information on this grant is on page 38 of the packet.

-Granville County CTP Update-

Ann Stroobant said work has been continuing on the Granville County CTP. The Granville County CTP Committee, KTRPO, and CAMPO have been working with NCDOT to update the 2008 Granville County Comprehensive Transportation Plan. Granville County draft maps of highway, transit, bike/ped and rail have been completed by Rupal Desai. Rupal Desai said that public meetings have been scheduled for October 5, 2017 from 4-7pm at the Granville Senior Center and for October 10, 2017 from 4-7pm at the South Branch library. Copies of the public meeting flyers and draft maps are available to members on the side table of the TAC/TCC meeting room. After the public meetings are completed, the plan will proceed towards adoption, with meetings for adoption scheduled for October and November with an approximate plan completion date of December 2017.

NCDOT Reports – NCDOT Division 5 & NCDOT Transportation Planning Branch

- **NCDOT Division 5**-Joey Hopkins, Division 5 Engineer, said that Jim Trogden, Secretary of Transportation visited the City of Henderson and Vance County on September 20, 2017. Joey said that it was good for the Secretary to see and meet the Henderson and Vance County representatives and to look at the local issues. The visit was organized by the Henderson-Vance County Chamber of Commerce. Dan Brummitt said that he appreciated the attendance of Joey Hopkins, Scott Capps (the Division Maintenance Engineer), and the Kerr-Tar COG/RPO representatives.

Joey also said that NCDOT will increase spending on mowing and vegetation maintenance. Moving into next year, he said that we would notice a difference in the mowing cycle. There will be more focus on weed eating around the guard rail and litter.

Joey also mentioned the NC 98 Corridor Study which comprises a 27 mile section of the route located in Durham and Wake Counties, with a short section in Franklin County. Both CAMPO and DCHC have included the study in their 2045 long range plan and will consider submitting the corridor into the Prioritization process. Ann Stroobant mentioned that there is a public meeting tonight (9/21/17) on the NC 98 Study in Durham if any members would like the details and are interested in attending.

Joey Hopkins said that each division receives money for a mobility grant. One of the criteria is that the project needs to be ready to go in under 12 months. Joey said that the Division has \$1.7 million available this year.

- **NCDOT Transportation Planning Branch**-Rupal Desai commented on the Granville County CTP earlier under the Granville county CTP Update.

Other Business-none

Public Comment-none

Adjournment-

Barry Baker, TCC Chair, asked for a motion to adjourn for the TCC. Joey Hopkins made the motion to adjourn for the TCC which was seconded by Michael Kelly. The motion passed unanimously. Commissioner Jimmy Clayton, TAC Chair, asked for a motion to adjourn for the TAC. Commissioner Sidney Dunston made the motion to adjourn for the TAC, which was seconded by Commissioner Walter Powell. The motion passed unanimously. The meeting was adjourned.

The next Kerr-Tar RPO meeting is scheduled for Thursday, November 30, 2017 from 3-5pm.

JLTOC

P5.0 Schedule

May 23, 2017 Prioritization 5.0 Schedule 2018 2017 2019 Jul Oct Nov Dec Feb Mar May Jun Jul Aua Sept Oct Nov Dec Jan Jun Aua Sept Jan Apr BOT approves Notes: P5.0 Blue Box = Approval of P5.0 Scoring Criteria & Yellow Box = MPO/RPO/Division Input Weights Green Box = NCDOT Work Tasks MPOs, RPOs, & Divisions test, enter, and submit projects SPOT Reviews and Calculates Quant. Scores for All Projects (Existing + New). Includes review period of all data & costs to be used for scoring (by MPOs, RPOs, Divisions, and DOT staff). **TIP Unit** Programs Statewide Mobility **Projects** MPOs, RPOs, & Divisions assign Regional Impact Local Input Key Dates: Points (with option to assign **Division Needs Local Input** June 29, 2017: BOT approves P5.0 Criteria & Weights Points) **SPOT finalizes** July 5, 2017: SPOT Online opens for testing, entering, and submitting projects (closes Sept. 29th) Regional Impact scores and TIP Unit August 25, 2017: Existing Project Deletions due for receiving extra new submittals (one out, one in) programs Regional Existing Project Modifications due KTRPO to approve at 8/24/17 TAC/TCC Impact projects MPOs, RPOs, & September 29, 2017: Alternate Weights due KTRPO to approve at 9/21/17 TAC/TCC Divisions assign Division Needs Local SPOT Online closes for submitting projects Input Points KTRPO to revise P4 Local Input Point Methodology for P5 End of March 2018: Quantitative scores for all projects released **SPOT finalizes Division Needs** Draft list of Programmed Statewide Mobility projects released Scores and TIP Unit programs Division April 1, 2018: Regional Impact Local Input Point window opens for 3 months **Needs** projects Deadline for Approval of Local Input Point Assignment Methodologies NCDOT releases End of August 2018: Draft list of Programmed Regional Impact Projects released Draft STIF September 1, 2018: Division Needs Local Input Point window opens for 2 months NCDOT Provides 7 January 2019: 2020-2029 Draft STIP released Report to

	Kerr-Ta	ar RPO	Prioritization	5.0 Projects	s-Aviation F	Projects Appro	ved at the KTRPO TAC/TCC Meeting on 9	1/21/2017 & Submitted by the NCDOT Deadline of	of 9/29/17	10.10/5/15
SpotID	ProjectStatus	Mode	Specific Improvement Type	Project Category	Project Title	Route Facility Name	Project Description	Supporting Documents/ Primary Purpose	MPO(s)/RPO(s)	AS 10/5/17 County(s)
A130310	Submitted	Aviation	1900 - Hangars	Division Needs	Corporate Hangar	HNZ - Henderson- Oxford Airport	Construct a new 100' X 120' corporate hangar and associated apron. (includes Project Request Numbers: 2896)	Construct a new 100" X 120" corporate hangar and associated apron(Includes Project Request Numbers:2896).	Kerr-Tar RPO	Granville
A130311	Submitted	Aviation	1900 - Hangars	Division Needs	Corporate Hangar- 50' x 60"	HNZ - Henderson- Oxford Airport	Construct a new 50' x 60' corporate hangar, as well as apron, taxilane, and access road. (includes Project Request Numbers: 3067)	Construct a new 50' x 60' corporate hangar, as well as apron, taxilane, and access road. (includes Project Request Numbers: 3067)	Kerr-Tar RPO	Granville
A130316	Submitted	Aviation	1315 - General Aviation Terminal Building: Construct Addition to Existing	Division Needs	Terminal Expansion , Area Apron Expansion, Term Area and Parkin gExpansion		Expand existing 2,000 terminal building to +/-5,000 sq ft. Building was constructed in mid-1980s. Passenger levels are projected to increase ~40% over next 20 years and terminal needs to be expanded to accommodate increased activity at TDF. Expand terminal auto parking in conjunction with Project 2439 to expand terminal building. Expand 6in waterline from SR 1131 to terminal area. Associated with project 2439. Current terminal is served by well. (includes PRN: 2440/2439/2444)	"Expand existing 2,000 terminal building to +/-5,000 sq ft. Building was constructed in mid-1980s. Passenger levels are projected to increase ~40% over next 20 years and terminal needs to be expanded to accommodate increased activity at TDF. Expand terminal auto parking in conjunction with Project 2439 to expand terminal building. Expand 6in waterline from SR 1131 to terminal area. Associated with project 2439. Current terminal is served by well. (includes PRN: 2440/2439/2444)"	Kerr-Tar RPO	Person
A130318	Submitted	Aviation	1900 - Hangars	Division Needs	T-Hangar, Executive Hangar, & Taxiway Multiple Phases	TDF - Person County Airport	Construct T-Hangar and Executive Hangar. All existing hangars at TDF are occupied. The Airport needs new hangars to support economic development. (includes Project Request Number: 3139)	"Construct T-Hangar and Executive Hangar. All existing hangars at TDF are occupied. The Airport needs new hangars to support economic development. (includes Project Request Number: 3139)"	Kerr-Tar RPO	Person
A150871	Submitted	Aviation	0605 - Pavement Strength - Runway	Division Needs	Strengthen Pavement Runway,Taxiways and Aprons	TDF - Person County Airport	Strengthen Runway, Taxiway, and Apron Pavements to 90,000# for Critical Air Freight Aircraft. The runway, apron & majority of the taxiways were last overlaid in 2003; Taxiway A West and Taxiway H were constructed in 2007. The design strength for these pavements was 30,000# SWG, 68.000# DWG. The pavement PCI's range from 67 (Fair) on the runway, 74 (Satisfactory) on the taxiways, & 67 (Fair) on the apron. The airport currently has operations by aircraft in excess of the pavement design strength.	Strengthen Runway, Taxiway, and Apron Pavements to 90,000# for Critical Air Freight Aircraft. The runway, apron & majority of the taxiways were last overlaid in 2003; Taxiway A West and Taxiway H were constructed in 2007. The design strength for these pavements was 30,000# SWG, 68.000# DWG. The pavement PCI's range from 67 (Fair) on the runway, 74 (Satisfactory) on the taxiways, & 67 (Fair) on the apron. The airport currently has operations by aircraft in excess of the pavement design strength.	Kerr-Tar RPO	Person
A150872	Submitted	Aviation	1305 - General Aviation Terminal Building: New Construction	Division Needs	North Terminal Area Development	HNZ - Henderson- Oxford Airport	Construct a New Parallel Taxiway (Project Request Number 3462); Construct a new terminal area apron(Project Request Number 3463); Construct a new terminal building (Project Request Number 3464);Access Road and Parking for new terminal (Project Request Number 3465). Project includes Project Request Numbers: 3462,3463,3464,3465	Construct a New Parallel Taxiway (Project Request Number 3462); Construct a new terminal area apron(Project Request Number 3463); Construct a new terminal building (Project Request Number 3464);Access Road and Parking for new terminal (Project Request Number 3465). Project includes Project Request Numbers: 3462,3463,3464,3465	Kerr-Tar RPO	Granville

Aviation- Page 1 of 1

Kerr-Tar RPO Prioritization 5.0 Projects-Transit Projects Approved at the KTRPO TAC/TCC Meeting on 9/21/2017 & Submitted by the NCDOT Deadline of 9/29/17

AS-10/3/17

									A3-10/3/17
Spot ID	Project Status	Mode	Specific Improvement Type	Project Category	Route Facility Name	Project Description	Primary Purpose	MPO(s)/ RPO(s)	County(s)
T150699	Submitted	Public Transit	3 - Mobility (route- specific) - Extension	Division Needs	Transportation System	Expansion Vehicle-PATS requests 1 expansion LTV. In order to meet demand, PATS will have to continue increasing operational capacity.	Roxboro Uptown Shuttle requires one expansion vehicle.	Kerr-Tar RPO	Person
T150709	Submitted	Public Transit	6 - Facility - Stop/Shelter	Division Needs	Roxboro	Construct 15 bus shelters along PATS route corridor. The Bus shelter stops are: Cleveland Lane, Brookstone/Shale Circle, Walmart, Weeks Drive, Madison Square Center, Person Memorial hospital, Piedmont Community College, Oaks Apartments, Pine Ridge Apartments, Roses/Food Lion, Person Plaza, Person Industries, Long Memorial Church Lot, Courthouse, and the Library.	To provide shelter for people waiting for the Roxboro Uptown Shuttle at each of the stops.	Kerr-Tar RPO	Person
T171233	Submitted	Public Transit	7 - Facility - Park and Ride	Division Needs	near US 501 and Industrial	Create a Park and Ride Lot near US501 and Industrial Drive (SR1195) as per the Person County CTP PER0004-T page C-15	Provide a dedicated Park and Ride lot near the uptown area near businesses, manufacturers and offices with the dual purpose of ultimately providing a staging area for future travel into Durham.	Kerr-Tar RPO	Person
T171261	Submitted	Public Transit	7 - Facility - Park and Ride	Regional Impact	KARTS-Ruin Creek Road Park and Ride Lot	Construct a Park & Ride Lot at Ruin Creek Road near Maria Parham Hospital as recommended in the Vance Co CTP on page C-11	1	Kerr-Tar RPO	Vance
T171262	Submitted	Public Transit	6 - Facility - Stop/Shelter	Division Needs		Construct 40 Shelters at stops in Henderson Around Town Shuttle route, as per stops in Around Town Shuttle map: http://www.kartsnc.com/around-town-shuttle/	To provide a safe, dry place for passengers to wait for the next bus ias well as a place to sit	Kerr-Tar RPO	Vance
T171266	Submitted	Public Transit	3 - Mobility (route- specific) - Extension	Regional Impact	KARTS	Increase KARTS operational capacity by adding one expansion vehicle.	In order to meet demand, KARTS will need to increase its operational capacity.	Kerr-Tar RPO	Vance
T171267	Submitted	Public Transit	3 - Mobility (route- specific) - Extension	Regional Impact	KARTS	Increase operational capacity by adding one Expansion Vehicle	In order to meet demand, KARTS will need to continue increasing operational capacity.	Kerr-Tar RPO	Vance

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		Kerr-Tar RPO	Prioritiza	tion 5.0 Projects-Bil	ke & Ped	Projects App	proved at the K	TRPO TAC/TCC Meeting on 9/21/2017	& Submitted by the NCDOT Deadl	ine of 9/29/17	AS-10/3/17
SpotID	Project Status	Mode	Project Category	Route Facility Name	Specific Improvement Type	From Cross Street	To Cross Street	Description	Supporting Documents/Primary Purpose	MPO(s)/RPO(s)	County(s)
B171163	Submitted	Bicycle & Pedestrian	Division Needs	City of Oxford, Lake Devin Trail	2 - Off- Road/Separated Linear Bicycle Facility (Bicycle)	Perimenter of	i o Extending	Lake Devin Trail consisting of 3.8 miles of a 10ft graveled trail will provide recreation along the perimeters of the City's park. The trail will enhance the recreation opportunities that currently includes fishing, kayaking, picnic area, horse shoes and volley ball area.	The proposed trail will provide connectivity to a residential subdivision along Hillsboro Street Ext and the Outer Loop.	Kerr-Tar RPO	Granville
B171191	Submitted	Bicycle & Pedestrian	Division Needs	Hospital to Oxford Park, City of Oxford	2 - Off- Road/Separated Linear Bicycle Facility (Bicycle)			Oxford Park Facility. The proposed trail will include 6,600 If of gravel, 3,200 If of asphalt and	The trail will benefit employees and staff of the health facility as well as the residents of the area off the main road, enabling safe cycling and an alternative transportation route.		Granville
B171201	Submitted	Bicycle & Pedestrian	Division Needs	Pine Cone Drive Along Sewer Outfall (Edgewood Drive Subdivision) to Williamsboro Street	2 - Off- Road/Separated Linear Bicycle Facility (Bicycle)	II ITIVE TO SEWER	Williamsboro Stteet	Drive and Edgewood Drive Subdivisions. There	To provide additonal connectivity to the area as well as additional opportunities for for physical activity.	Kerr-Tar RPO	Granville

Bike and Ped- Page 1 of 1

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Spot ID	Project Status	Mode	Specific Improvement Type	Project Category	Route Facility Name	Project Description	Primary Purpose	MPO(s)/RPO(s)	AS-10/3/17 County(s)
R171203	Submitted	Rail	Highway-rail crossing	Statewide Mobility	Alexander Ave Rail Crossing with Grade Separation as per SEHSR Location Recommendations	recommendations in the hearing map link:	separation for the proposed SEHSR in Henderson, increasing safety and improving flow for vehicles and trains	Kerr-Tar RPO	Vance

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			k	Kerr-Tar RPO	Prioritization	5.0 Projects-High	nways Projed	cts Approved at the KTRPO TAC/TCC Meeting on 9/2	1/2017 & Submitted by the NCDOT Deadline of	9/29/17	AS-10/12/17	
SpotID	Mode	Project Status	TIP	Project Category	ROUTE NAMES	From/ Cross Street	To/ Cross Street	Description	Primary Purpose/ Supporting Documents	Specific Improvement Type	MPO(s)/RPO(s)	COUNTY(S)
H090813	Highway	Submitted		Regional Impact	NC 56	Franklinton Bypass	US 401/NC 56 in Louisburg	Section B Widen NC 56 to Four Lanes from Franklinton Bypass to US 401/NC 56 in Louisburg.	Improve traffic flow, congestion and safety	1 - Widen Existing Roadway	Capital Area MPO 58%, Kerr-Tar RPO 42%	Franklin
H170618	Highway	Submitted	9/21/17	Regional Impact	NC 56 (NC 56)	Peach Orchard Road	US 401	Widen roadway. The project is a modification of H090813 (NC56 from Fanklinton Bypass to US 401/NC 56 in Louisburg, NC where the proposal is to widen to 4 lanes. This abbreviated project shortens the length of the project and widens to 4-lanes, and is located entirely in KTRPO. extended from Gayline Road to US 401 because	The primary purpose is to relieve congestion an improve safety. of potential to score higher	1 - Widen Existing Roadway	Kerr-Tar RPO	Franklin
H170619	Highway	Submitted	0,2 ,, ,,	Regional Impact	NC 39 (NC 39)	Burnette Road	55 (5) 141155 5	Upgrade existing intersection with Burnette Road	Improve traffic flow and enhance safety.	10 - Improve Intersection	Kerr-Tar RPO	Franklin
H150761	Highway	Submitted		Regional Impact	US 15	Belltown Rd., SR 1133	Industry Drive	Widen 1.5 miles of US-15 from Belltown Rd (near I-85 near Walmart in Oxford) to Industry Drive		1 - Widen Existing Roadway	Kerr-Tar RPO	Granville
H150970	Highway	Submitted		Regional Impact	NC 96 BUS (Broad Street/Linden Ave)	Industry Drive	North of 3rd Street	Road Diet on NC 96 from Industry Drive to North of 3rd Street		24 - Implement Road Diet to Improve Safety	Kerr-Tar RPO	Granville
H170622	Highway	Submitted		Regional Impact	US 15 (US 15)	Chewning Road/ SR 1514	US 158 Oxford Loop Road	Widen roadway to 3 lanes from Chewning Road to US 158 Oxford Loop Road in Oxford. The 2008 Granville county CTP proposes 4 lanes, but this will be less expensive and will require less ROW.	To improve traffic flow, decrease congestion and increase safety.	1 - Widen Existing Roadway	Kerr-Tar RPO	Granville
H171078	Highway	Submitted		Division Needs	SR 1649 (New Commerce Drive)	End of New Commerce Drive (SR 1649)	Knotts Grove Road (SR 1607)	Construct an extension of New Commerce Drive (SR 1649) to tie in to Knotts Grove Road (SR 1607). This project is included in the new Granville County CTP Update, which is due to be adopted in late 2017 or early 2018.	This is a new roadway extension for the new Granville County Law Enforcement Center. This new connection will help public safety (sheriff, ems. etc) have one more egress, ingress into the facility. This would provide access from both the NC 96 and the US 15 interchanges with I 85.	5 - Construct Roadway on New Location	Kerr-Tar RPO	Granville
H171085	Highway	Submitted		Regional Impact	US 158	US 158 Loop at Williansboro Street in Oxford	I-85	Widen US 158 as a modification of H149004. The project has been shortened to where it has the highest volume.	To improve traffic flow, congestion and safety.	1 - Widen Existing Roadway	Kerr-Tar RPO	Granville
H170616	Highway	Submitted		Regional Impact	NC 49 (Virgilina Road)	SR 1521/ Halifax Road		Upgrade and improve intersection at NC 49/Virgilina Road and SR 1521/ Halifax Road	The project will improve safety and improve traffic flow.	10 - Improve Intersection	Kerr-Tar RPO	Person
H171084	Highway	Submitted		Regional Impact	US 501	SR 1521 (Halifax Road)	SR 1329 (Old NC 501)		To improve congestion, traffic flow and safety in this section of US 501.	16 - Modernize Roadway	Kerr-Tar RPO	Person
H171164	Highway	Submitted		Statewide Mobility	US 158	US 158 Exisitng	US 158 Exisiting	This project is part of H090152. The New Location is referenced in the Person County CTP on page C-13 and is referenced as R-2585. The project is estimated to be 3.6 miles in length.	Improve Congestion and Safety.	5 - Construct Roadway on New Location	Kerr-Tar RPO	Person
H090017	Highway	Submitted		Statewide Mobility	I-85	US 1			Improve connectivity and access to I-85 and US 1. Cost revised as per Derrik Lewis estimate on 9/13/17 of \$24,000,000, which includes both movements.	8 - Improve Interchange	Kerr-Tar RPO	Vance
H090819-A	\ Highway	Submitted		Division Needs (change proposed to Regional-see Primary Purpose/Supporti ng Documents column)		SR 1101 (Old County Home Road)		Construct 2 Lane Roadway, Part on New Location. Continuation of the Western Outer Loop.	Note: At P5 training on 7/14/17, it was pointed out that this project would score better at regional level because of the freight involved at the nearby Walmart Distribution Center (a regional center). New location has most flexibility. There is an environmental impact document from 1995 on this project. This project is included in the 2012 Vance County CTP, but the system will not let me add this in. I also am not able to change this to a Regional level project. Kevin Lacey contacted.	6 - Widen Existing Roadway and Construct Part on New Location	Kerr-Tar RPO	Vance

Prioritization 5.0 Projects-Highways

SpotID	Mode	Project Status	TIP	Project Category	ROUTE NAMES	From/ Cross Street	To/ Cross Street	Description	Primary Purpose/ Supporting Documents	Specific Improvement Type	MPO(s)/RPO(s)	COUNTY(S)
H170486	Highway	Submitted		Regional Impact	US 1 BUS (Raleigh Road)	Old County Home Road/Belmont Drive		Improve intersection	Improve flow of traffic	10 - Improve Intersection	Kerr-Tar RPO	Vance
	Highway fter discus g it to score		17 TAC	Statewide Mobility C/TCC meeting	I-85 (I 85-US1 Interchange) , project was ch	us 1 nanged to other r	novement (fro	Improve interchange n H170494 to H170496) because of lower cost,	Provide additional traffic movements-This is the B segment of H090017. The Northbound I 85 to Southbound US 1, designed according to Derrik Lewis in congestion management. H090017 broken into two movements and this movement is submitted separately as a project, removing the exit to US158. The cost of this ramp is much lower at \$5.4 million. Not positive about what to call interchange now-is it a single point urban interchange?	8 - Improve Interchange	Kerr-Tar RPO	Vance
H170689	Highway	Submitted		Regional Impact	SR 1162	South of South Beckford Drive	US 158 Bypass	Upgrade Dabney Drive (SR 1162) from the end of U-5890 corridor upgrade from south of South Beckford Drive to US 158 Bypass. This acces management project should include planted medians and sidewalks as well as bike lanes.	Improve traffic flow, decrease congestion and increase safety	11 - Access Management	Kerr-Tar RPO	Vance
H171083	Highway	Submitted		Regional Impact	US 1 BUS (Raleigh Raod)	US 1 Bypass	SR 1267 (Dabney Drive)	Modernize this section of US 1 BUS. This is the same section as H090097-widen existing roadway. This is a modernization version.	To improve traffic flow, congestion and safety.	16 - Modernize Roadway	Kerr-Tar RPO	Vance
H149005	Highway	Submitted		Regional Impact	US 1, US 158	Satterwhite Point Road	Ridgeway Drewry Road	Widen to Multi-Lanes		1 - Widen Existing Roadway	Kerr-Tar RPO	Vance 60%, Warren 40%
H170329	Highway	Submitted		Statewide Mobility	US 158 BUS, US 158 BYP			Add northeast bound left turn lane	Reduce congestion	10 - Improve Intersection	Kerr-Tar RPO	Warren
H170493	Highway	Submitted		Regional Impact	US 1 (US1US401)	US1401		Add turn lane at intersection in Norliina	Improve traffic flow and increase safety	10 - Improve Intersection	Kerr-Tar RPO	Warren
H090782	Highway	Submitted		Division Needs	SR 1001	Henderson	Warrenton	Widen to 12-Foot Lanes from Henderson to Warrenton.		16 - Modernize Roadway	Kerr-Tar RPO	Warren 61%, Vance 39%

Highway - Page 2 of 3

Prioritization 5.0 Projects-Highways

			Kerr-T	ar RPO P4.0	Carryover Pro	jects to 5.0-High	ways Projec	ts as Approved at the KTRPO TAC/TCC Meeting on 8	3/24/17/2017 & Submitted by the NCDOT Dead	line of 8/25/17		
SpotID	Mode	Project Status	TIP	Project Category	ROUTE NAMES	From/ Cross Street	To/ Cross Street	Description	Primary Purpose/ Supporting Documents	Specific Improvement Type	MPO(s)/RPO(s)	COUNTY(S)
H140487-A	Highway	Submitted		Regional Impact	NC 56	Realigned Intersection of West Lyon Station Road	South Campus Drive	Widen to 4 lanes with a median	Carryover - add capacity and regional connectivity	1 - Widen Existing Roadway	Capital Area MPO, Kerr-Tar RPO	Granville
H090073-B	Highway	Submitted	R-2241B	Regional Impact	US 501	SR 1521 (Halifax Road)	SR 1329 (Old NC 501)	Widen to Multi-Lanes, Part on New Location	Carryover - Regional Connectivity	6 - Widen Existing Roadway and Construct Part on New Location	Kerr-Tar RPO	Person
H090073-C	Highway	Submitted	R-2241C	Regional Impact	US 501	SR 1329 (Old NC 501)	North of Virginia State Line	Widen to Multi-Lanes	Carryover - Add capacity and regional connectivity	1 - Widen Existing Roadway	Kerr-Tar RPO	Person

	Р	5.0 Highway	Project	Submitted by	Peanut Belt RF	PO (approval at ti	ne 9/21/17 KTR	PO TAC/TCC Meeting); Kerr-Tar RPO will be able	to put Local Points on this Project Later in th	ne P5.0 Priortizatio	on Process	
SpotID	Mode	Project Status	TIP	Project Category	ROUTE NAMES	From/ Cross Street	To/ Cross Street	Description	Primary Purpose/ Supporting Documents	Specific Improvement Type	MPO(s)/RPO(s)	COUNTY(S)
H090154	Highway	Submitted	R-2587	Statewide Mobility	US 158	I-85 in Warren County		Widen to Multi-Lanes with Bypasses of Norlina, Macon and Littleton on New Location.	Provide connection between I-85 and I-95, on NC Freight plan	6 - Widen Existing Roadway and Construct Part on New Location	Kerr-Tar RPO, Peanut Belt RPO	Warren 96%, Halifax 4%

					ı	P5.0 Highway F	Projects Submitted by Division 5 located in Kerr-T	ar RPO			
SpotID	Mode	Project Status	TIP Project Category	ROUTE NAMES	From/ Cross Street	To/ Cross Street	Description	Primary Purpose/ Supporting Documents	Specific Improvement Type	MPO(s)/RPO(s)	COUNTY(S)
H172154	Highway	Submitted	Regional Impact	NC 56	SR 1114 (Peach Orchard)	SR 1226 (Gayline)	Widen to 3-lane	improve mobility and safety	1 - Widen Existing Roadway	Kerr-Tar RPO	Franklin
H172185	Highway	Submitted	Regional Impact				ITS	Improve management of signals.	13 - Citywide Signal System	Kerr-Tar RPO	Vance

2011 - 2012



Prioritization Process is now in Law

"The Department shall develop and utilize a process for selection of transportation projects that is based on professional standards in order to most efficiently use limited resources to benefit all citizens of the State.

The strategic prioritization process should be a systematic, datadriven process that includes a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input.

The Department shall develop a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization." - S.L. 2012-84



P5.0 Standards – Summary Table

Standard	Standard Summary
1.A	Ensure that methodology materials are easily accessible and reader-friendly
1.B	LIP Methodology document content guidance
2.A	Minimum of two criteria
2.B	For each criteria describe the scoring process
2.C	Describe how total scoring is determined, including criteria weights
2.D	Describe how total criteria score translates to points
3.A	Describe how public input is gathered during the process
3.B	Describe how public input received is used in the methodology
3.C	At least one comment period and public meeting should be included
4.A	Highlight the general schedule
4.B	Note the process for point assignments that deviate from the numeric methodology/ranking
4.C	The final MPO/RPO point assignment shall be adopted by the elected official board/committee
5.A	Organization website minimum standards
5.B	Requirements for documentation of preliminary and final point assignment

Prioritization 4.0-Adopted KTRPO P3 Methodology with Draft Modifications for P4

Kerr-Tar Regional Transportation Planning Organization

Prioritization 3.0 Project Solicitation, Local Point Assignment, and Ranking Process Approved by KTRPO TAC on March 27, 2014

P4.0 Local Input Methodology Conditional Approval Version Approved by KTRPO TAC on February 25, 2016

Introduction: The North Carolina legislature and NC Department of Transportation (NCDOT) require all regional transportation planning organizations (rural and metropolitan) to develop a local ranking process for projects across all modes of transportation (highway, bicycle/pedestrian, public transit, aviation, rail, and ferry). The following local ranking process will be submitted to the NCDOT's Strategic Prioritization Office of Transportation (SPOT) for their review and comment and then, the modifications will be presented for adoption by the Kerr-Tar RPO's Transportation Advisory Committee (TAC) on February 25, 2016 to ensure compliance with the legislative mandate. The TAC approved methodology will be made available to the public for a period of public comment consistent with the KTRPO Public Involvement Plan (PIP).

Applicability: This process applies to all projects ranked by Kerr-Tar RPO in Person, Granville, Vance, Warren or Franklin counties that are ranked as "regional" or "division" funding level projects. Funding levels are defined in the 2013 Strategic Transportation Investments law.

SCHEDULE

Local Point Assignment Methodologies: The KTRPO will submit its proposed modified P4.0 Prioritization methodology to NCDOT and to KTRPO TAC/TCC members in January and February, 2016. It is anticipated that comments on the modified methodology for P4.0 will be received from NCDOT in January 2016 and incorporated into the revision. A copy of the TAC approved (March 27, 2014) KTRPO P 3.0 methodology will be posted on the KTRPO website along with the methodology modifications for P4.0 and any NCDOT comments. It is anticipated that the revised document with NCDOT comments incorporated will be distributed to the TAC/TCC in late-January in time to be posted on the KTRPO website (www.ktrpo.com) for public comment. Pending NCDOT review and approval, the KTRPO TAC/TCC will approve the modified KTRPO point assignment methodologies described herein at the February 25, 2016 TAC/TCC meeting.

Project Ranking: The TCC and TAC evaluated the full list of new, existing and modified projects for our five counties from August to October 2015. Final approval, point assignment, and submission to the SPOT office occurs during November 2015 to August 2016 and the final P4.0 scores will be released in October 2016.

PHASE I: Identify Candidate Projects

•	Project Modifications and anticipated Intersection/ Interchange projects due	September 1, 2015
•	Alternate Criteria for Regional Impact and Division Needs scoring due	October 1, 2015
•	TCC/TAC evaluates list of new, existing and modified projects	August-October 2015
•	KTRPO allowed to submit up to 12 new projects entered via SPOT Online	October-November 2015

PHASE II: Assign Points & Final Rankings TAC votes on modified methodology for P4.0(from approved P3.0) February 25, 2016 NCDOT releases Quantitative Scores & Programmed Statewide Mobility Projects Draft List End of March 2016 Regional Impact Local Input Point window opens for two months April 1, 2016 Draft list of Programed Regional Impact Projects released End of July 2016 Division Needs Local Input Point window opens for two months August 1, 2016 Final P4.0 Scores released October 2016

PUBLIC INPUT PROCESS

Local Methodology: KTRPO will release the methodology for a 30-day public comment period *in mid to late January (anticipated)*. This 30-day period will be advertised on the RPO website (www.ktrpo.com) a process conducted in accordance with KTRPO's Public Involvement Plan. The results of the public comment period will be presented to the TCC and TAC at their *February 25* meeting for final approval. All public comment will be documented and reasonable edits to the methodology may be made prior to final approval by the TAC and submission to the Strategic Prioritization Office of Transportation.

Project Ranking: The RPO will present the recommended local points assignments and total scores of all projects to the TCC and TAC at a meeting before the NCDOT deadlines. Upon approval of the TAC, the RPO will release the recommended projects and points assignments for a 30-day public comment period. This 30-day period will be advertised on the RPO website and all relevant documents will be available on the RPO website. The process will be conducted in accordance with KTRPO's Public Involvement Plan. The results of the public comment period will be presented to the TCC and TAC for their consideration at the May 26 and August 25 meeting, during which the public will also be permitted to submit comments. All public comment will be documented. In May 2016, the TAC will be asked to approve the project list for Regional Impact Projects and in August 2016 the TAC will be asked to approve the project list for Division Needs. The lists and assignments will be available on the RPO website. Projects will be scored based on the criteria established regardless of the eligible funding category (statewide, regional or division) and then segregated by eligible funding category into Regional and Division projects.

- Statewide Projects: Entirely determined by quantitative score. For KTRPO, the types of projects that are
 statewide category are highway and one rail project. The statewide routes in KTRPO are US401, US1, US158
 and I-85. Any project that scores well enough will be removed from the process before KTRPO assigns local
 input points. All other routes will be included in the Regional level process.
- Regional Level Projects: US501, US15, all NC routes, and Kerr Area Regional Transportation System (KARTS) are evaluated on the Regional Level.
- **Division Level Projects:** Projects involving SR routes, bicycle and pedestrian, Person Area Transportation System (PATS) transit, and two airports are evaluated at the Division Level.

RANKING

Ranked List Development:

Kerr-Tar RPO receives 1,300 points at the Regional Level and 1,300 points at the Division Level to allocate to projects for local prioritization. The maximum number of points any project can receive is 100.

KTRPO staff will use the following process to create a pool of the top projects from across all tiers. KTRPO will then filter out projects into separate lists by tier. To rank all projects, staff will add together the SPOT quantitative score and the score from ranking process outlined on the next several pages. Final projects scores will reflect 100% (NCDOT) SPOT Office score at Statewide Level; 70% SPOT Office score at Regional and 50% SPOT Office score at Division.

The top two projects in each county from the Regional list will be assigned 100 points for a total of 1000 points. Three more projects will come from the next highest ranked projects regardless of county. Those projects will also be assigned 100 points each for a total of 1300 points.

Only projects that originate at the Statewide or Regional Level are eligible for scoring and local point's allocation under this methodology.

The same process will be used for the Division level with the exception that at least one of the thirteen (13) ranked projects on the draft Division Ranked Priority list must be non-highway mode.

Only projects that originate at the Regional or Division Level are eligible for scoring and local point's allocation under this methodology

Use of Public Input and Comments in Final Methodologies and Rankings: The TCC and TAC will review all public comment received. Public comments will be documented, filed by the RPO, and distributed to appropriate local entities to inform future Prioritization processes and transportation plans. No new projects will be added to the current Prioritization 4.0 list; however, as the NCDOT deadline for submitting new projects will have passed.

Final Ranking and Local Points Assignment: The TAC and TCC will consider the public comments. They will be able to make changes to the draft Ranked Priority lists at the Regional and Division level where they can decide to delete up to 2 projects in each list and replace them with projects from the project lists or, donate the points to a project outside of KTRPO.

The TAC has the final discretion regarding assignment of local points and retains the flexibility to make changes to these point assignments if it is able to document a reason for doing so.

Policy addressing project split across another MPO/RPO and left over points: In the event that extra points are left over if a project falls partially into another MPO/RPO, these remaining points may be donated to the MPO/RPO to assign points on behalf of KTRPO. If the MPO/RPO has also set aside points for the project, the points may be allocated to the next highest KTRPO project to help boost its score. If this project has received the maximum number of points, the remaining points will go down the line to the next available project that has not received the maximum number of points.

	Н	ighway – Ma	ximum 100 Points		
Criteria	0 points	5 points	10 points	15 points	25 points
Crash frequency (25%)	0 crashes	2 or fewer crashes	3 to 5 crashes	6 to 10 crashes	11 or more crashes
Number of automobile ci	rashes most recent	3-year period			2 1 10
Supportive of comprehensive economic development strategy (CEDS) using the CTP as the measure (25%)	Project is not in CTP or other adopted plan		Project is included in CTP but no other plan		Project is included in CTP and is included in other adopted plan(s)
Is the proposed project p the Kerr-Tar Region CEDS	-	dopted transp	ortation plan; does th	e project support a	goal / objective of
Criteria	0 points	-	10 points		20 points
Destinations served (20%)	No direct access to major destination		Direct access to one destination from among the list below		Direct access to at least two destinations from among the list below
Does the project connect community college), hea industry) or recreation/e Criteria	lth care (such as ho	spitals or com	munity clinics), emplo	yment (such as fac	
Multimodal accommodations (15%)	Project does not include bike/ped or transit-supportive facilities or connections		Project includes one bike/ped or transit-supportive facility or connection		Project does include more than one bike/ped or transit-supportive facilities or connections
	•				
Whether the project incluring ride lots, shelters and sta	-		=	upportive facilities i	
	-		=	upportive facilities il	

Criteria	0 points	5 points	10 points	15 points	25 points	
Crash frequency (25%)	0 crashes	2 or fewer crashes	3 to 5 crashes	6 to 10 crashes	11 or more crashes	
Number of pedest	rian and/or bicycle crashes	over the mos	recently tabulated 3-y	ear period.		
Transportation plan consistency (25%)	Project is not in CTP or other locally adopted transportation plan				Project is included in CTP or other locally adopted transportation plan	
ls the proposed pr	oject part of an existing, a	dopted transpo	ortation plan?			
Destination served (25%)	No direct access to major destination		Direct access to at least one destination from among the list below		Direct access to more than one destination from among the list below	
college), health co	connect directly to an educa are (such as hospitals or co ainment destination (such	mmunity clinic	s), employment (such d	s factories or indu		
Project addresses a regional goal / objective (25%)	Project does not meet any approved goal or objective		Project supports one to two approved goal(s) and/or objective(s)		Project supports more than 3 approved goal(s) and/or objective(s)	

Criteria	0 points	5 points	10 points	10 points 15 points			
Project addresses an identified facility safety Issue (25%)	No	Improves facility safety			Improves facility and community safety		
These include, but are railroad crossings, con			k or runway condition, l	ighting, warning	signalization,		
Transportation plan consistency (25%)	Project is not in CTP or other locally adopted transportation plan				Project is included in CTP or other locally adopted transportation plan		
Is the proposed project	part of an existing, ac	dopted transp	ortation plan?				
Project expands facility capacity (25%)	Capacity is not increased				Ability to handle more rail or aircraft		
May include new or ex improvements	panded runway, termi	inals, rail sidin	gs, or additional track a	mong other capa	acity-related		
Project does not meet any approved goal or objective				Project supports a goal of the approved CEDS			

Criteria	0 points	25 points	15 points	50 points		
Project expands capacity, destinations served and/or enhances the ability of passengers to utilize service (50%)	No impact on the criteria	Project impacts at least one criteria		Project impacts two or more criteria		
Projects may include trans	it shelters, information syste	ms, new vehicles to support ne	w or expanded	routes		
Criteria	0 points		·	10 points		
Project improves fuel economy (10%)			Fuel economy is improved by the project			
Project enhances transit pr	oviders' fuel savings and red	luces average annual fuel expe	nditures per vei	hicle		
Criteria	0 points			10 points		
Passenger safety (10%)	Safety is not addressed			Passenger Safety is Addressed by the Project		
Will the project enhance or	n-board and/or passenger sa	fety generally				
riteria	0 points	15 points		30 points		
Project addresses a regional goal / objective (30%) Project does not meet any approved goal or objective		Project supports a single goal or objective		Project supports multiple goals and/or objectives		

Access and Mobility Objective; local public plan goal and/or other public goal or objective

The Kerr-Tar RPO Local Input Methodology (granted conditional approval by the P4.0 Methodology Internal Review Committee that met on 1-14-16 and incorporating its revisions, with final conditional approval on 1-19-16) will be done in accordance with our normal RPO procedures.

_ TAC Chair

CMAQ Target Allocations:

Federal Fiscal Years 2018 & 2019

	FFY 201	3	FFY 2019
Estimated FAST Act CMAQ Apportionment	\$ 53,178,	347	\$ 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,	/43 \$	\$ 47,762,353

		ZUIU Estimated	NA/aiahtina		_						Adjusted		Adjusted		Blanket
		NA Area	Weighting		Percent		FFY 2018		FFY 2019		FFY 2018		FFY 2019		STIP
Area	Pollutants	Population ¹	Factors ²	Population	(%)		Target		Target		Target		Target	Notes	Project
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					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	Ş	819,753	Ş	805,017	Ş	819,753	No adjustments	C-5608
Great Smoky Mountain National Park															
Land of Sky RPO	Ozone (1997)	554	1.00	554	0.01%	Ş	2,813	Ş	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%	Ś	85,537	Ś	87,103	Ś	85,537	Ś	87.103	No adjustments	C-5602
Greensboro MPO	PM2.5	376,308	1.00	376,308	6.79%	\$	1,910,967	\$	1,945,949	Ś	1,910,967		•	No adjustments	C-5607
High Point MPO	PM2.5	254,257	1.00	254,257	4.59%	\$	1,291,168		1,314,804	Ś	1,291,168			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			No adjustments	C-5620
NW Piedmont RPO	Ozone (1972)	326		326		Ś	1,655		1,686		50,000			See note 6	C-5614
Triangle Region	(- ,					•	,		,			Ė	,		
Capital Area MPO	Ozone (1997), CO					Ś	6,339,943	ς	6,456,001	Ċ	6,339,943	Ċ	6.456.001	No adjustments	C-5604
Wake County	Ozone (1997), CO	900,993	1.20	1,081,192	19.51%	Ţ	0,333,343	ب	0,430,001	Y	0,333,343	Ţ	0,430,001	ivo aujustinents	C 3004
All Other Areas	Ozone (1997)	167,271	1.00	167,271	3.02%										
Durham-Chapel Hill-Carrboro MPO	Ozone (1997), CO	107,271	1.00	107,271	3.02/0	\$	2,377,986	Ċ	2,421,517	Ċ	2,377,986	Ċ	2 //21 517	No adjustments	C-5605
Durham County	Ozone (1997), CO	267,587	1.2	321,104	5.79%	ڔ	2,377,360	ڔ	2,421,317	Ą	2,377,900	Ą	2,421,317	ino aujustinents	C-3003
All Other Areas	Ozone (1997), CO	147,169	1.00	321,104 147,169	2.66%										
Kerr Tarr RPO	Ozone (1997)	107,840	1.00	107,840	1.95%	\$	547,633	\$	557,658	ć	547,633	ċ	EE7 650	No adjustments	C-5610
Triangle RPO	Ozone (1997)	44,518	1.00	44,518		\$	226,071		230,210	ċ	226,071			No adjustments	C-5618
Totals	O20116 (1337)	4,852,237	1.00	5,541,776	100%	۶ \$	46,903,743		47,762,353	٠	46,903,743		47,762,353	ivo aujustinents	C-2019

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)

North Carolinians Invited to Share Ideas on How to Best Use Volkswagen Set	+
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North Carolinians Invited to Share Ideas on How to Best Use Volkswagen Settlement to Help North Carolina

Governor Names DEQ as Lead Agency to Develop Plan to Invest \$92 Million Settlement

RALEIGH

Nov 21, 2017

North Carolinians with ideas about how to use \$92 million from a court settlement to improve North Carolina's air quality are encouraged to share their ideas as the State of North Carolina develops its plan.

Governor Roy Cooper named the Department of Environmental Quality (DEQ) as the lead agency to develop its Volkswagen mitigation plan. Close to 18,700 of the affected vehicles are registered in North Carolina, making the state eligible to receive more than \$92 million dollars from the national settlement with Volkswagen AG and its Audi and Porsche affiliates.

"Clean air is important to our health and our economy, and this settlement gives us the opportunity to use funds paid by wrongdoers to make the air we breathe cleaner," Governor Cooper said. "We want to hear from the public how we can best invest these funds to improve North Carolina."

As DEQ drafts the plan, the Department is meeting with interested parties to gather information and determine the best use of the funds for North Carolina. Under the court-approved settlement, the funds must be approved by the court trustee and used to reduce certain harmful air emissions.

North Carolina aims to submit its plan to the court-appointed settlement trustee by next summer. The state anticipates beginning to receive funding from the settlement upon approval by the trustee.

The Division of Air Quality requests public input regarding what the state should include for potential funding in its mitigation plan. Individuals, tribes, governments, and groups are welcome to <u>submit comments until December 31</u>, <u>2017.</u> The settlement includes strict categories for states to use when selecting eligible projects, which are outlined in the request for information.

The plan DEQ develops to use the settlement will specifically describe:

- Funding priorities to guide the planning, solicitation, and project selection processes;
- Categories of eligible projects to achieve the goals and how much funding should be allocated to each type;
- The potential benefit of these projects on air quality in areas that experience greater air pollution;
- Anticipated ranges of emission benefits for eligible projects identified in the plan; and
- Explanation of processes used to obtain public input on the plan.

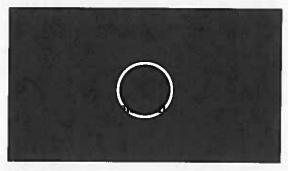
The funding is the result of an investigation launched in 2015 by then-Attorney General Cooper and other state attorneys general into Volkswagen for making and installing illegal software devices to help some vehicles defeat emission tests. The U.S. Environmental Protection Agency discovered that certain diesel-powered automobiles manufactured by Volkswagen AG and its Audi and Porsche

affiliates circumvented federal air emission standards and violated the Clean Air Act by allowing some vehicles to emit 40 times the allowable levels of nitrogen oxide (NOx). The car makers installed defeat devices in 2.0-liter 4-cylinder and 3.0-liter 6-cylinder diesel engines produced between 2009 and 2015.

To resolve the case, Volkswagen will pay \$2.9 billion into an environmental mitigation trust fund to be shared among states and tribes. North Carolina expects to receive about \$92 million from the trust between next year and 2027. Under the court-approved settlement, the money must go to reduce NOx emissions to offset the excess emissions caused by Volkswagen's deceptive actions. In addition, Volkswagen will provide buybacks and repairs of affected vehicles for qualified owners.

Contact Information

Ford Porter govpress@nc.gov (mailto:govpress@nc.gov) 919-814-2100



Railroad behemoth CSX announced in 2016 it would make Rocky Mount an East Coast hub for shipping and receiving cargo containers. The company will build the Carolina Connector, an "intermodal terminal". The terminal will draw and reroute containers from East Coast trains and trucks and from North Carolina's ports in Morehead City and Wilmington. Video provided by CSX

BUSINESS

CSX plans for a major rail hub in Rocky Mount are now in doubt

BY CRAIG JARVIS cjarvis@newsobserver.com

NOVEMBER 03, 2017 4:54 PM

A major rail transportation center planned for Rocky Mount is now in doubt, due to a reassessment the company is doing of its traditional hub-and-spoke strategy.

The \$272 million CSX railroad project was announced in July 2016. It was originally going to be in Johnston County, but opposition from landowners and an attractive proposal assembled by Rocky Mount economic development officials lured it away. CSX was to receive \$122 million in state financial incentives.

On Thursday, the trade publication Trains quoted unnamed sources saying the company had decided not to build in Rocky Mount due to a companywide strategic shift. A CSX spokesman responded with a statement confirming the reassessment but not specifically addressing the fate of the Rocky Mount plan.

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"In an effort to enhance CSX's operating performance, provide a superior service product for our customers and create lasting value for shareholders, CSX's new leadership team is conducting a comprehensive and strategic review of all existing and planned infrastructure projects," Christopher Smith said in the statement. "Intermodal will remain an important part of CSX's business.

"Any changes to existing service or to proposed plans will be discussed directly with CSX customers and relevant stakeholders. CSX appreciates the partnership we have developed with the State of North Carolina and we look forward to continuing the dialogue with the State about the Carolina Connector (CCX) and our plans moving forward."

Gov. Roy Cooper released a statement saying, "We understand CSX is moving to a new business model, and that it may ultimately result in a different plan for Rocky Mount," he said. "I believe in Eastern North Carolina and will keep working to show CSX that Rocky Mount is the right place for them."

The regional hub, called the Carolina Connector, is expected to route freight from trucks and trains for final destinations along the East Cost. It was expected to bring 149 jobs to the Rocky Mount area. At the time it was announced, then-Gov. Pat McCrory called it a "game-changer" for the state's economy.

Oppie Jordan, vice president of Carolinas Gateway Partnership, an economic development group in Edgecombe County, on Friday said she had not heard anything definitive about the railroad's plans.

U.S. Rep. G.K. Butterfield issued a statement saying he was disappointed.

"CSX promised the hub would bring an estimated 1,500 jobs throughout the state and connect eastern North Carolina to the ports," he said. "This project would have wide-ranging benefits, not only in Rocky Mount but throughout the state and region. I truly hope the reports are not true and that CSX sees the value this investment would bring to the company, our community, and state."

Construction was to begin early next year and continue until the end of 2018.

Craig Jarvis: 919-829-4576, @Craig NandO

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Why the "Wow"

Factor

For This

Group Started With Emotion



A RESOLUTION IN SUPPORT OF A NCDOT BICYCLE AND PEDESTRIAN PLANNING GRANT APPLICATION FOR THE TOWN OF WARRENTON

WHEREAS, the North Carolina Department of Transportation (NCDOT) has issued a call for proposals for the 2018 Bicycle and Pedestrian Planning Grant Initiative; and

WHEREAS, the Town of Warrenton will apply for funding from the Department of Transportation for a comprehensive bike and pedestrian plan; and,

WHEREAS, the application for these funds requires endorsement of the Rural Planning Organization serving the Town of Warrenton; and,

WHEREAS, the Rural Transportation Advisory Committee and Transportation Coordinating Committee of the Kerr-Tar RPO feels it to be in the best interest of the region to endorse the application for these funds and the completion of a comprehensive bicycle and pedestrian plan for the Town;

NOW THEREFORE, BE IT RESOLVED, that the Kerr-Tar Rural Planning Organization (KTRPO) Transportation Advisory Committee and Transportation Coordinating Committee hereby endorses the Town of Warrenton's North Carolina Department of Transportation Bicycle and Pedestrian Planning Grant Application for the Development of a Comprehensive Bicycle and Pedestrian Plan.

.,
This the 30th day of November, 2017.
Barry Baker, Chair, Kerr-Tar RPO TCC
Jimmy Clayton, Chair, Kerr-Tar RPO TAC
Ann Stroobant, Secretary, Kerr-Tar RPO TAC/TCC

North Carolina Department of Transportation Application for Bicycle and Pedestrian Planning Grant Funds 2018 Call for Proposals

Updated: Submittal Deadline is Friday November 9, 2017

Applicant Informat			FOR NCDOT USE ONLY Proposal eligible Yes No				
Name of Municipality: Town of Warrenton		Population 865	on County Warren			NCDOT Division 5	
Municipality agrees to enter into a reimbursement ag Yes No	ith NCDOT:		Munic M	ipality is membe PO 🔳 RPO	er of: Neither		
Department applying for grant: Administration							
Contact Person: Meredith Valentine	wn Administrat	or		Work Phone N 252-257-1122	lumber:		
Work Fax Number: 252-257-9219	E-mail Add m.valentin	dress: ne@warrenton.r	nc.gov	OF A SECURIOR SHEET, CONT. CONT.	Постоя повет на постоя на постоя на постоя с постоя с постоя на постоя на постоя на постоя на постоя на постоя	斯特斯德·斯特斯特斯特斯特·斯特斯特 电电子电子电子电子电子电子电子电子电子电子电子电子电子电子电子电子电子电子电	
Mailing Address: PO Box 281		City: Warrenton	AND AND ADMINISTRAÇÃO DE PROPERTO DE LOS TO		State: NC	Zip Code: 27589	
I certify that the City/Town/County of							
	Eligib	ility Criteria					
Plan Category: Bicycle Plan Pedestrian Plan Bicycle & Pedestrian Plan Corridor/Small Area Plan Municipalities may apply for funding to undertake either a bicycle plan, pedestrian plan or Corridor/Small Area Plan in any given fiscal year. Smaller municipalities (below 5,000 population) are eligible to apply for a joint bicycle and pedestrian plan. Please indicate the type of plan for which you are submitting this application. Counties with population less than 50,000 applying on behalf of incorporated or unincorporated communities within their jurisdiction call Nick Scheuer at (919) 707-2608 or email nrscheuer@ncdot.gov for further instructions on preparing the application.							
Has the City/Town/County Council passed a resolution supporting this application?	■ Y	es, attac	ched	Pending**	Date anticipated		
For municipalities within a Metropolitan Planning (MPO), has the MPO passed a resolution supporting	-	8	es, attac	ched	Pending*	* Date anticipated	
For municipalities within a Rural Planning Organizathe RPO passed a resolution supporting this application.		, has	es, atta	ched	Pending*	* 11/30/17 Date anticipated	

*THE SIGNATURE OF AN AUTHORIZED STAFF PERSON (I.E. CITY/TOWN MANAGER, ADMINISTRATOR, ETC.) IS REQUIRED. AFTER COMPLETING THE APPLICATION, PRINT THIS PAGE, OBTAIN THE APPROPRIATE SIGNATURE, SCAN AND SEND AS A SEPARATE ATTACHEMENT.

North Carolina Department of Transportation Division of Bicycle and Pedestrian Transportation, page 1 of 8 – 08/01/2017

^{**}A RESOLUTION BY THE APPROPRIATE MUNICIPAL GOVERNING BODY AND BY THE MPO, IF APPLICABLE, MUST ACCOMPANY THE APPLICATION, OR MUST BE SUBMITTED PRIOR TO DECEMBER 31, 2017 TO BE ELIGIBLE FOR FUNDING. RPO RESOLUTION, IF APPLICABLE, IS HIGHLY ENCOURAGED. PLEASE INDICATE THE DATE YOU ANTICIPATE RECEIVING A PENDING RESOLUTION.

**Municipality/County Name: Warrenton

Narrative Description

In a few short sentences, please some general information about your community (unscored question).

Tracing its origin to 1779, Warrenton was an early center of education for both men and women and reputedly the wealthiest town in the state during the 1850s. Warrenton is the home of well-known builder Jacob Holt, who built Greek revival and Italianate style houses throughout the region. While currently experiencing significant revitalization and economic growth, Warrenton is maintaining its storybook character of small town North Carolina.

1) Please describe the community's vision for improving bicycle AND/OR pedestrian transportation and the realistic and measurable goals that have been set to achieve this vision.

Building on Warrenton's historical and compact structure, the vision for the pedestrian and bicycle transportation improvements focuses on mobility, safety, health, economy and the environment. We would like to create a network of bikeways and pedestrian walkways for the use and enjoyment of the Town's residents and also visitors.

A safe and efficient pedestrian and bicycle transportation system will promote healthy lifestyles while also decreasing accidents and injuries related to vehicular traffic. One goal of the network would be to connect parks, schools, homes and business districts while incorporating local historical walking tours such as the African American Walking Tour of Warrenton as well as A Walking Tour as created by a local non-profit, Preservation Warrenton. We believe this will promote economic growth by giving the option of non-vehicular transportation around town. Another goal is to leverage existing Town right-of-ways, which are quiet residential areas with minimal exposure to dangerous traffic and optimized for biking and walking, and incorporate core elements from the NC Statewide Pedestrian and Bicycle Plan as well as the Warren County Safe Routes to School plan.

The Town has recently been awarded a community assistance grant from the National Park Service whereby the park service will send personnel to help develop a bicycle and pedestrian plan for the entire county. One goal of this grant would be to focus on Warrenton and to create transportation routes that will feature some of our natural resources such as creeks and forest that are along the perimeter of the town.

2) What are the reasons the community needs this plan? Consider including discussion and data regarding safety, land use, connectivity, demographics, diverse and special user roups, etc.

Additionally, identity high-use bicycle and/or pedestrian areas within our around the community.

Warrenton is uniquely laid out as a pedestrian community with a majority of residences within one mile of markets and commercial districts. The proximity of shops and historic homes is uniquely suited for tourists and cultural heritage travelers. A significantly older, native population is desirous of better, more accessible paths for walking. New arrivals of "millenials", comprised of young professionals (many of whom are teachers), are interested in better and safer bicycle pathways. Bicycle rides by millenials are regular occurrences around town and encouraged by Town officials as a way of retaining younger generations in this rural community.

A significant number of the African American population of the town lives in a neighborhood identified as "The Hill". This neighborhood sits on the outskirts of town next to a major highway. Bicycle and pedestrian pathways are lacking that would connect this population to the downtown business district.

A high school, elementary school and a senior citizen are in town and all would benefit from improvement in non-vehicular transportation networks, including pathways that link those locations to a new park in town as well as nature trails along the outskirts of town.

The quiet residential areas with town right-of-ways are the high use pedestrian areas and are spread out around South Main Street as well as North Main Street. Main Street itself is the highest use for bicycle traffic followed by Martin Luther King Blvd.

The Warrenton Police Department reports that 59 vehicular accidents occurred in the Town in 2016 and that 36 vehicular accidents have occurred thus far in 2017.

3) Provide an overview of the current bicycling AND/OR pedestrian transportation system, briefly discussing strengths and weaknesses. Describe facilities currently in place or planned for completion in the next five years (designated bicycle route system, miles of off-road paths, extent of sidewalk network, etc.) as well as potential barriers that inhibit developing the system. Please provide links to relevant documents or maps, or provide as attachments if not available online.

Throughout Warrenton, sidewalks exist on one side of most residential streets and are found on both sides of the roadway on Main Street from US 158 Bypass to College Street. However, a cohesive network of sidewalks is lacking.

A strong community support structure for bi-ped pathways is already apparent that includes businesses, non-profits, and elected officials. Business owners value pedestrian pathways connecting their businesses to residential areas. Non-profits, such as Preservation Warrenton, have established walking tours and printed maps designed for tourists. Elected Officials have expressed a strong desire to link new parks with residential neighborhoods as well as with schools and libraries. A recent donation of land to the Town has become The Hayley Haywood Park and is to be incorporated into the transportation plan. As a demonstration of commitment by elected officials and as part of a recent streetscape project, bicycle racks were installed in the heart of the Town.

A current barrier inhibiting development is a lack of a comprehensive plan that supports education, enforcement and encouragement programs and includes but is not limited to: crosswalks, designated streets for bicycles, and paths linking popular destinations.

The Kerr-Tar Regional Council of Governments, with the help of the NC DOT, recently adopted a Lakes District Bicycle Plan which features Warrenton substantially.

http://www.kerrtarcog.org/wp-content/uploads/2016/04/NCLD_BikePlan_Alta_Final_May2016.pdf

4) How will having a bicycle and/or pedestrian plan help with developing and/or expanding the community's education, enforcement or encouragement programs?

The bicycle/pedestrian plan would be used to develop education tools for residents and visitors regarding safe use of the pathways and and how to interact with vehicular traffic. The plan could help develop signage, publications, wayfinding and community outreach programs. The plan would contain statistics regarding safety as it relates to bicycle related accidents as well as the Town's Traffic Ordinances as it relates to bicycles.

The plan could help in developing new infrastructure ideas, such as crosswalks, No Parking Areas and lower speed limits and could encourage cyclists, walkers and the Town Police Department to explore in more depth the Watch For Me NC safety program. Events could be held at local schools where the Police Department can educate the children regarding safety.

The plan could explore encouragement ideas such as bike repair stations around the Town as well as additional bike racks. Once the infrastructure for the pathways is in place, we could hold a "Kick-Off" event.

To assure results and success, goals and activities will be shared and promoted via public hearings, public outreach and social media. Given that education, enforcement and encouragement initiatives do not happen overnight, Town staff and volunteers will continue to champion efforts for months or even years to come.

5) How will having a bicycle and/or pedestrian plan contribute to improving the overall health of the community? Describe any existing or proposed health programs, initiatives or goals in the community. If applicable, please provide links to relevant documents or provide as attachments if not available online.

According to the 2017 NC County Health Rankings Report, Warren County ranks 84th in Health Outcomes and 95th in Health Factors out of the 100 counties in the state. The same report indicates that 39% of the County is obese and 31% physically inactive, higher than the state averages (30% and 24% respectfully). Alarmingly, the report also indicates that only 39% in Warren County have access to exercise opportunities, compared to the state average of 75%.

http://www.countyhealthrankings.org/rankings/data/nc

While other factors such as income and education can lead to obesity and poor health outcomes, one factor that we can help tackle is access to recreational activities through a network of bicycle and pedestrian pathways. If the Town of Warrenton can help address the needs of improved access, it can collaborate with other organizations to educate people on the benefits of physical activity, thus improving the overall health of our community.

The Warren County Health Department has developed a walking path/route along existing town sidewalks that is designed for improving the health of local citizenry. It has also implemented various health programs through its Healthy Carolinians Partnership, including an exercise program at the local senior center and walking trails at elementary schools.

6) How has the community implemented other locally adopted plans and how have these documents guided local decision-making? Have these planning efforts improved bicycle and/or pedestrian connectivity, accessibility, and/or safety? If applicable, please indicate any related municipal, county and/or regional bicycle planning and/or pedestrian planning activities currently underway or undertaken in the past, including bicycle/pedestrian/greenway elements in broader municipal planning documents (list years and provide links to this information).

Past plans are crucial in informing and integrating the next step, which is developing a comprehensive municipal plan for the Town of Warrenton. Both the Warren County Comprehensive Transportation Plan (2010) and Kerr-Tar COG Lakes District Bicycle Plan (2016) have been utilized when thinking about future bicycle and pedestrian trails throughout Warrenton. The NC DOT Bike Route 4 is also planned to pass by Warrenton and the town made a point of connecting that route with the downtown in our Warrenton Downtown Streetscape Master Plan (2017).

http://www.kerrtarcog.org/wp-content/uploads/2016/04/warrenco_ctp_2010-1.pdf http://www.kerrtarcog.org/wp-content/uploads/2016/04/NCLD_BikePlan_Alta_Final_May2016.pdf https://www.ncdot.gov/bikeped/ncbikeways/map/

The Lakes District Bicycle Plan significantly addresses the five "E" strategies and programs promoted by the American League of Cyclists (pages 92-97): Evaluation, Enforcement, Encouragement, Education and Engineering.

Bicycle and Pedestrian connectivity and accessibility were major focal points addressed in the Warrenton Downtown Streetscape Master Plan. The Town's intent is to utilize this plan as we apply for federal TIGER grant funding in the near future.

http://www.warrenton.nc.gov/page/article/21

7) List the name and title/position of the full-time, permanent municipal staff person responsible for project oversight, as well as any others who will have involvement in plan development (include resumes as attachments). Describe any prior experience these individuals may have in the management, preparation and/or implementation of a bicycle and/or pedestrian plan or other transportation/community planning efforts (provide links where appropriate).

Meredith Valentine, Interim Town Administrator of Warrenton -- Responsible Municipal Staff Person. Experience in managing NC Department of Commerce grants.

Robert Davie, County Manager. Experience in managing USDA RBEG, NC Department of Commerce, NC Department of Environment Natural Resources and Rural Planning grants.

Carla Norwood, Executive Director and Founder - Working Landscapes. Experience includes founding board member of Friends of the Greenway (Franklin, NC). http://www.littletennessee.org/. Served on advisory group that manages a 3-mile public greenway along the Little Tennessee River.

Michael Coffman, Commissioner, Town of Warrenton. Controller, Cast Stone Systems, Inc.. Recently wrote a National Park Service "Rivers, Trails and Conservation Assistance" grant that has been awarded to the Town of Warrenton. The NPS will team with the Town and other partners in planning a county-wide system of bicycle, hiking and horseback trails beginning November 2017 and lasting for two years. https://www.nps.gov/orgs/rtca/index.htm

Joshua Moore, Community Planner, National Park Service. Community Planner for the National Park Service since 2008. See resume.

8) How will the municipality manage the process of working with a consultant? Does local staff have any prior experience with working with a consultant on plan development or similar projects? Please describe the local staff's anticipated role in the plan development process.

The Town Administrator will be assigned as project manager to oversee/coordinate the development of the plan. She will be in charge of arranging meetings of the steering committee and filling out any and all necessary paperwork as the project progresses.

Local staff has prior experience working with Stewart Inc. on our recently adopted downtown streetscape plan. Staff organized meetings with the public for feedback and input, advised consultants based on that feedback, met with elected officials for additional feedback and imput, conveyed this information back to the consultant.

Local staff's anticipated role in the plan development process will include organizing a project kickoff, inventorying existing conditions, review existing plans for project overlaps, help with community participation, develop strategies, plan public workshops, prioritize projects and establish performance measures.

Local staff will also draft a request for proposal and will solicit firms; they will also develop and document an equitable consultant selection process. Staff will work with the selected consultant to develop a contract and scope. Staff will submit to NCDOT quarterly progress reports. After completion of the master plan, local staff will maintain all documentation, accounting records, project records, etc. to substantiate costs incurred for 5 years from the date of final payment.

9) Describe what elected officials and other stakeholders have done to support bicycle and/or pedestrian programs and projects in the past. Additionally, list existing bicycle, pedestrian, greenway, open space or other relevant committees and task forces in the surrounding area that are charged with addressing bicycle issues and/or pedestrian issues and explain how (or if) they will be integrated in the planning process.

Senator Angela Bryant and NC Representative Terry Garrison both offered letters of support for our application for the National Park Service (NPS) Community Assistance Grant which has been awarded to the Town.

The Warren County Board of Commissioners have offered support letters to the Town for both the NPS grant as well as this NC DOT grant proposal.

The Town of Norlina has offered support letters for both the NPS grant and this NC DOT grant.

The County government, including the Economic Development Commission, Parks and Recreation Department, Health Department, Warren County Schools, and the Planning and Zoning Commission have offered support and partnership letters to support the Town in grant funding as it relates to bicycle and pedestrian opportunities.

The Chamber of Commerce of Warren County and of Lake Gaston have offered support letters for bicycle and pedestrian opportunities.

The Kerr-Tar COG has offered letters of support and will have been charged with addressing bicycle issues as it relates to their Lakes District plan. The RPO Coordinator from the COG will be on our steering committee and we hope to actively engage the RPO if we are to receive funding from the NC DOT.

10) What individuals, groups and/or represented interests will be included on the steering committee and what will be the role of the steering committee in plan development. Describe how citizen participation in plan development will be sought.

Representatives from the following groups will be included on the steering committee:

Warren County Health Department

Warren County Economic Development

Warren County Planning and Zoning

Warren County Parks and Recreation

Chamber of Commerce of Warren County

Working Landscapes

Preservation Warrenton

Warrenton Revitalization Committee

Kerr-Tar Regional Council of Governments (RPO Coordinator)

NC DOT

Bikers

Walkers

An Elected Official of the Town of Warrenton

The steering committee will be instrumental in implementing and sustaining project management standards, structures and policies. The committee will hold regular open meetings whereby the public will be notified and encouraged to attend. The Town is committed to an ongoing and active discussion with partners and the community and will continue to work during and after the pathways are established. The Town will assist in promoting and planning all public meetings and getting the community involved with both the National Park Service Community Assistance Grant and the NC DOT Bicycle and Pedestrian Planning Grant.

11) How does your community intend to facilitate the implementation of your bike and/or pedestrian plan? Indicate any available and unique resources (funding and other) that may be sought to contribute toward plan implementation, and identify any departments, agencies, organizations or other partners that may be involved. (Also, given the new legislation regarding implementation reporting discussed in the *Bicycle and Pedestrian Planning Grant Initiative Program Overview*, please indicate acknowledgment of future participation in annual reviews of the status of implementation of projects identified in your funded completed plan.)

Once a master plan is in place, it will take time for that plan to be implemented. Programs, policies and projects will be implemented with funding from a variety of sources: Town appropriations, NC Department of Environment and Natural Resources PARTF grant, US Safe Routes to School Grant.

One aspect of the National Park Service grant is for the park service agent to help the Town identify funding sources for our bicycle and pedestrian related projects. We believe this is extremely unique and invaluable has we move toward implementation.

Warren County Economic Development, Warren County Health Department, Warren County Managers Office and the Chamber of Commerce will also be involved in finding funding sources.

Given the new legislation regarding implementation reporting discussed in the Bicycle and Pedestrian Planning Grant Initiative Program Overview, the Town of Warrenton acknowledges the necessity of future participation in annual reviews of the status of implementation of projects identified in our funded completed plan.

12) What do you expect this plan to do for the municipality or local area? Are there any unique outcomes that you anticipate?

The Town of Warrenton expects that a master plan for bicycle and pedestrian transportation in our community will strengthen our town and county in multiple ways. First, non-vehicular transportation systems will aid us in the recruitment and retainment of new residents and businesses. These systems will also offer an incentive for tourists to explore our Town. The trickle down economic impact of the system could have an enormous economic impact.

The added benefit of recreational opportunities will promote healthier lifestyles. Our community has limited recreational opportunities and such a system of pathways will have a visible impact on the well being of our citizenry.

With the data previously mentioned regarding vehicular accidents in Town, we expect those numbers to drop. We expect our citizenry and law enforcement to work together and learn best practices with regard pedestrian and bicycle safety.

We expect the pathway system to offer opportunities to local citizenry to explore our unique natural resources on the outskirts of town, including creeks, forests and wildlife.

We expect the master plan will solidify Warrenton on the map as "The Biggest Little Town in North Carolina."

Project Cost Information				
Project Cost Range*: \$ 35,000	Local Match Percentage*: % 10 or \$3500	Source(s) of Local Matching Funds (list all applicable): Town of Warrenton		

Attachments (via email)					
Required:	Optional (if information is available on-line, please list link):				
 Municipal Resolution MPO Resolution (if applicable) RPO Resolution (if applicable) Resume(s) of overseeing staff and other individuals 5 attached Map of Municipality Letters of Support 12 attached or were sent 	Optional (if information is available on-line, please list link): Copies of previous plans (summaries and/or web links preferred) Other Maps Other (please identify): Preservation Warrenton Walking Tour Brochure				

Preparer Information**						
Please provide information on the primary person who prepared this application and indicate the municipal department, local agency, consulting firm, or other organization with which they are affiliated.						
Agency/Consulting Firm/Organization:						
Name of Preparer:	Title:		Work Phone Number:			
Michael Coffman	Commissioner, Town of Warrenton		252-213-8047			
Work Fax Number:	E-mail Address:					
252-257-1599	mcoffman@caststonesystems.com					
Mailing Address:		City:	State:	Zip Code:		
417 N Main Street		Warrenton	NC	27589		

Digital Submittal Information Application Packet will be accepted via email ONLY For more detailed information on completing the application please **Emailing Address:** see the Application Instructions document online at Contact: Nick Scheuer at nrscheuer@ncdot.gov https://connect.ncdot.gov/municipalities/PlanningGrants/Pages/Planning-Grant-Initiative.aspx. Subject Title: 2018 Planning Grant Initiative Application Application form and relevant documents will be accepted in digital - Your Municipality/County Name format only and should be emailed to the NCDOT, Division of Format: Every effort should be made to convert the Bicycle Pedestrian Transportation through Nick Scheuer at completed application form and all scanned files to PDF nrscheuer@ncdot.gov. format Updated Deadline: Applications will be accepted no Application Package: There is a maximum 25 megabyte later than 5:00 pm on November 9, 2017. application packet size for emailing per municipality

^{*}SEE BICYCLE AND PEDESTRIAN PLANNING GRANT INITIATIVE OVERVIEW DOCUMENT FOR TABLES ON COST RANGE AND LOCAL MATCH PERCENTAGES: HTTPS://CONNECT.NCDOT.GOV/MUNICIPALITIES/PLANNINGGRANT/PAGES/DEFAULT.ASPX.

^{**} WE ENCOURAGE MUNCIPALITIES TO USE LOCAL STAFF MEMBERS TO COMPLETE THE APPLICATION.

Town of Marrendon
NORTH CAROLINA

Walter M. Gardner, Jr. – Mayor Meredith Valentine – Interim Town Administrator P.O. Box 281 Warrenton, NC 27589-0281 (252) 257-1122 Fax (252) 257-9219 www.warrenton.nc.gov

RESOLUTION FOR THE TOWN OF WARRENTON: APPLICATION FOR N. C. DEPARTMENT OF TRANSPORTATION BICYCLE AND PEDESTRIAN PLANNING GRANT

WHEREAS, The NC Department of Transportation (NCDOT) makes available funding for bicycle and pedestrian planning grants, and

WHEREAS, The Town of Warrenton has need for and intends to plan bicycle and pedestrian pathways to allow for safe travel of pedestrians from residential areas to schools and business districts for the purpose of increasing business opportunities and promoting healthy living, and

WHEREAS, The Town of Warrenton intends to request NCDOT grant assistance for planning of bicycle and pedestrian pathways,

NOW, THEREFORE BE IT RESOLVED, by the Town of Warrenton Board of Commissioners that the Town of Warrenton does hereby agree to make application to NCDOT for a Bicycle and Pedestrian Planning Grant for the projects and purposes noted above. That the Town of Warrenton will provide for efficient operation and completion of the project thereof.

That Walter M. Gardner, Jr., Mayor, the Authorized Official, and successors so titled, is hereby authorized to execute and file an application on behalf of the Town of Warrenton with the NCDOT for a grant to aid in the planning of bicycle and pedestrian pathways described above.

That the Town of Warrenton will provide for efficient administration and monitoring of grant funds.

That the Town of Warrenton has substantially complied or will substantially comply with all Federal, State, and local laws, rules, regulations, and ordinances applicable to the project.

Adopted this 11th Day of September, 2017 in Warrenton, North Carolina.

Walter M. Gardner Jr., Mayor

ATTEST
Clerk to the Board:



United States Department of the Interior



NATIONAL PARK SERVICE Southeast Regional Office Atlanta Federal Center 1924 Building 100 Alabama St., SW. Atlanta, Georgia 30303

November 3, 2017
Mr. Nick Scheuer
NC DOT
Division of Bicycle and Pedestrian Transportation

RE: 2018 Planning Grant Initiative Application for Warrenton, NC

The Rivers, Trails & Conservation Assistance (RTCA) Program of the National Park Service (NPS) provides technical assistance to communities working to conserve rivers and open space, and to establish trails and greenways. In keeping with the National Park Service's mission, "network" projects are encouraged – those that create physical connections in and between parks and communities and that contribute to local, regional and state networks of parks, rivers, trails, greenways and open spaces. The Rivers and Trails Program is particularly interested in projects that incorporate health and fitness goals as part of outdoor recreation planning and seek ways to actively engage youth.

This is one such project. The National Park Service having awarded a technical assistance grant to the Town of Warrenton in response to their application for a network of multi-use trails throughout the county, are in full support of this effort. The NPS will assist the town in various forms; RTCA will assist project partners with developing partnerships among state, county, and municipal park and recreational departments. Help develop strategies for on the ground success and identify potential sources of funding as well as assist with public outreach and facilitation between all parties.

This county wide trail plan has the potential to promote recreation, environmental education and conservation, historic and cultural education, increased tourism and economic development for Warrenton and all the adjacent communities. The National Park Service is proud to be a partner with the Town Of Warrenton and are committed toward the successful implementation of a trail network for the county. We encourage you consider and to approve the Town of Warrenton's application to the North Carolina Department of Transportation 2018 Planning Grant.

Joshua Moore, 404-507-5696, joshua moorer@nps.gov

https://www.nps.gov/orgs/rtca/index.htm

WARREN COUNTY BOARD OF COMMISSIONERS



602 WEST RIDGEWAY STREET
POST OFFICE BOX 619
WARRENTON, NORTH CAROLINA 27589

Victor Hunt, Chairman Tare Davis, Vice Chairman Bertadean Baker Jennifer Pierce Walter Powell

Robert Davie County Manager

Angelena Kearney-Dunlap Clerk to the Board October 18, 2017

Mr. Nick Scheuer North Carolina Department of Transportation Division of Bicycle and Pedestrian Transportation

Dear Mr. Scheuer:

The Warren County Board of Commissioners supports the efforts made by the Town of Warrenton in applying for the bicycle and pedestrian planning grant initiative which would help bring a network of different types of trails to the County in the future. We are pleased to hear that the Town has secured a community assistance grant from the National Park Service which would complement perfectly the consultation which would be available through the NC DOT. Providing recreational opportunities to our citizens is an important endeavor and one in which we encourage. This project also has the potential to have an economic impact on the County if implemented as recreational tourism could help bring visitors to our county. It is also worthy to note that this project will promote land and nature conservation.

The Board of Commissioners has recently approved of the NC Lakes District Regional Bike Plan as it relates to our County. This is a plan developed by the Kerr Tar Regional Council of Governments and its partners. We encourage the Town of Warrenton to help further develop this already existing plan as it relates to the County and expand upon it to include not only bicycle routes but also hiking and horseback trails. We are encouraged by initial plans of linking these routes with other recreational opportunities in the county including Buck Spring Park and the County Recreation Center.

The Board is committed to helping the Town in their planning efforts. We would be happy to host public meetings and aid in the recruitment of countywide volunteers. If there is any other way we may be able to provide assistance, please let us know.

Sincerely,

Victor Hunt, Chairman

With Hur

Warren County Board of Commissioners

Phone: (252) 257-3115 Fax: (252) 257-5971 www.warrencountync.com

"This institution is an equal opportunity provider and employer."



Warren County Health Department 544 West Ridgeway Street Warrenton, N.C. 27589 Phone (252) 257-1185 Fax (252) 257-2897

Margaret Brake, MHA Health Director

November 2, 2017

Mr. Nick Scheuer NC Department of Transportation Division of Bicycle and Pedestrian Transportation

Dear Mr. Scheuer.

Please accept this letter as a show of support and partnership with the Town of Warrenton in their efforts of obtaining grant funding from the NC DOT to hire a consultant to write a master bicycle and pedestrian plan for the town. The Warren County Health Department and our Healthy Carolinians Partnership support all local endeavors that promote healthy lifestyles. This plan would also lay the foundation for badly needed recreational opportunities in a community that has few and that suffers some of the worst health outcomes and factors in the state of North Carolina. The plan would also promote economic development as well as nature stewardship, both of which would be beneficial to the overall health of not only the community but its natural environment. As a public health agency that promotes health and wellness, we at the Health Department are very interested in partnering with any initiatives in the community that attempt to bring opportunities of a healthier lifestyle for our citizens. In fact, our Healthy Carolinians Partnership has implemented various activities in the community to promote physical activity and nutrition such as the "Kicking it with Karen" exercise program at the Senior Center, walking trails at elementary schools, bike rodeos, and walk to school day events. We understand that collaboration is the key to success in these type endeavors. Our current partnership represents over 10 county agencies, community as well as faith-based organizations. As such, we would gladly partner with the Town, National Park Service and other local partners as action plans are developed and additional help is needed.

Sincerely,

Margaret Brake, Health Director Warren County Health Department

Majaril Brake

Twindetta J. Junatall Gwendetta Tunstall, Steering Committee Chair Warren County Healthy Carolinians Partnership



Planning/Zoning and Code Enforcement Department 542 West Ridgeway Street Warrenton, NC 27589 (PH) 252-257-7027 (FX) 252-257-1083

KenKrulik@warrencountync.gov

NC Department of Transportation Division of Bicycle and Pedestrian Transportation Attention: Nick Scheuer

Dear Mr. Scheuer,

November 8, 2017

This letter is in reference to the Town of Warrenton, NC and their efforts apply for an assistance grant through the NC Department of Transportation in order to plan a network of biking and pedestrian pathways around the town. Such a plan would promote healthy living, environmental stewardship and economic development; my department (inclusive of the County's GIS/Information Technology), is very supportive of these efforts by the Town of Warrenton.

One of my department's missions is to provide quality information technology services for Warren County, in the form of GIS (Geographic Information Systems). As part of the County's IT services, my department has operational, strategic and fiscal responsibility for the innovation, implementation and advancement of GIS technology in Warren County. We assisted the Kerr Tar Regional Council of Government in their similar efforts of planning bike routes through the County with our GIS mapping capabilities and will do the same for the Town as they have recently been awarded a community assistance grant through the National Park Service which we also supported.

I and my department are happy to assist the Town and its partners in the same manner as they attempt to develop a master plan related to bicycle and pedestrian traffic around the Warrenton area. We look forward to meeting with the Town, NC DOT and all of their partners in the near future.

Respectfully,

Ken Krulik, AICP CZO

Planning and Zoning Administrator



109 Cousin Lucy's Lane Post Office Box 110 Warrenton, North Carolina 27589 Phone: (252) 257-3184 Fax: (252) 257-5357 www.warrenk12nc.org

November 2, 2017

NC Department of Transportation Division of Bicycle and Pedestrian Transportation

To Whom It May Concern:

Warren County Schools supports the Town of Warrenton in its grant application to the North Carolina Department of Transportation for assistance in developing bicycle and pedestrian pathways in and around the Town. Such a system would promote healthy lifestyles and land and nature conservation while at the same time stimulating economic growth and increasing the means of transportation locally. With NC DOT assistance, a vision and plan can be developed that would lead to a greater chance of implementation in the future.

The children of our County have limited recreational opportunities which this project would help to alleviate, thereby improving their quality of life. Warren County Schools is very much interested in partnering with the Town of Warrenton in this endeavor, in particular as it relates to our schools. Planning biking and walking routes in accordance with the NC DOT Safe Routes to School program and a pathway linking area schools to a soon to be opened Town Park are two projects in particular that the school system and its students would be interested in partnering with the Town.

We look forward to working with the Town of Warrenton and the NC DOT in the near future.

Ray V. Spain, Ed. D.

Superintendent



COMMUNITY COLLEGE

Educating, Inspiring, Supporting,

Yfice of the President

P.O. Box 917 · Henderson, N.C. 27536 · (252) 738-3227 · Fax: (252) 431-0197

November 1, 2017

Mr. Nick Scheuer NC DOT - Division of Bicycle and Pedestrian Transportation 1552 Mail Service Center Raleigh NC 27699-1552

Dear Mr. Scheuer:

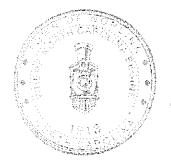
I am writing to you in reference to the application of the Town of Warrenton for a grant from the NC Department of Transportation. Vance-Granville Community College (VGCC) is pleased to support the Town of Warrenton in the application process and project to follow. A master plan for a bicycle and pedestrian transportation system in Warrenton will benefit members of the college and broader community.

VGCC is willing to support the Town of Warrenton by hosting on campus meetings with stakeholders to facilitate a plan and to implement different projects related to the grant. VGCC has faculty and students who may be able to assist with research and planning, marketing the transportation system, and supporting special events to highlight the use of the system.

I look forward to Vance-Granville Community College working with the Town of Warrenton in the implementation of the project, should the grant be awarded. Please let me know if we can provide additional information to assist in the process.

Sincerely,

Dr. Stelfanie Williams President, VGCC



TOWN OF NORLINA

139 Hyco St. • P.O. Box 149 Norlina, North Carolina 27563 Phone: 252-456-3325

October 31, 2017

Mr. Nick Scheuer

North Carolina Department of Transportation

Division of Bicycle and Pedestrian Transportation

Mr. Scheuer,

The Town of Norlina fully supports Warrenton's efforts in applying for grant funding to develop a master plan as it relates to bicycle and pedestrian traffic in and around town. If implemented, bicycle and walking improvements would not only promote healthy lifestyles, it would also serve as a possible economic boost in promoting tourism for not just Warrenton but also the entire county while also promoting nature conservation. The additional transportation routes would also be very helpful to the entire community.

With limited recreational opportunities throughout the county, the Town of Norlina believes that this application is worthy of the Department of Transportation's Bicycle and Pedestrian Planning Grant. We hope the two towns and the county can all partner with the DOT moving forward.

Sincerely,

Mayor Dwight Pearce

Town of Norlina



Warrenton Revitalization Committee PO Box 281 Warrenton, NC 27589

November 8, 2017

Mr. Nick Scheuer

Division of Bicycle and Pedestrian Transportation, NCDOT

Mr. Scheuer,

The Warrenton Revitalization Committee (WRC), a committee formed by the Board of Commissioners of Warrenton, strongly supports the Town of Warrenton's efforts in applying for the Bicycle and Pedestrian Planning Grant Initiative. WRC is committed to a vibrant and prosperous Warrenton and we believe creating transportation routes for bicycle users and pedestrians will help make that vision a reality. Such a network would create economic, recreational and nature-based opportunities in Town that could truly aid in the revitalization of our community.

As it was at the urging of the WRC that the Town apply for the NCDOT Planning Grant Initiative, the WRC is fully committed to be of service in any shape or form. We have already begun the process of brainstorming possible trail locations in our monthly meetings. We will continue to do so and will invite all partners and stakeholders to attend our open meetings and engage any other groups who may be interested in the creation of a transportation network. The WRC acts as the representative body in the Small Town Main Street program and is able to search possible grant opportunities as they relate to trails through that program.

The WRC is very excited about the possibility of collaboration with the National Park Service as the Town has recently been awarded a community assistance grant with them. We are eager to also work with the NCDOT and are committed to making a bicycle and pedestrian transportation plan a reality.

Sincerely,

Mike Coffman

Commissioner, Town of Warrenton

Chair, Warrenton Revitalization Committee



The Chamber of Commerce of Warren County
130 North Main Street
Post Office Box 826
Warrenton, NC 27589
Ph. 252.257.2657

The Chamber of Commerce of Warren County

Website: warren-chamber.org Email: info@warren-chamber.org

30 October 2017

Nick Scheuer
NC Department of Transportation
Division of Bicycle and Pedestrian Transportation

Re: Bicycle and Pedestrian Planning Grant Initiative

Good Morning,

In our ongoing role to promote Warren County and grow the business community locally, our Chamber assists with and promotes many different projects. Recently, it has come to my attention that the Town of Warrenton is in the process of planning a network of hiking, biking and horseback riding trails throughout the County. Please know that The Chamber of Commerce of Warren County wholeheartedly supports the effort of the Town of Warrenton in applying for the Bicycle and Pedestrian Planning Grant Initiative through the NC DOT.

We believe that by promoting healthy lifestyle recreational opportunities as well as land and nature conservation, this planned bicycle and pedestrian trail system could bring about increased tourism, which of course all of the businesses in the County that I represent are more than happy to serve. Such opportunities also make it more likely for new residents and businesses to choose Warren County as an anchor point. All of this could have a huge economic impact on the County and could make the County a recreation destination away from the hustle and bustle of the nearby cities.

As a proponent of tourism, whether nature based or historic or commercial, the Warren County Chamber of Commerce is committed to helping the Town if it were to receive the assistance of the NC DOT. The Chamber is happy to host any community meetings as well as aid in the recruitment of volunteers. The Chamber is also willing to publish any and all progress that is made in the planning/implementation of the trail in our weekly newsletter.

Thanking you in advance for your consideration.

Craig Hahn

Executive Director

The Chamber of Commerce of Warren County



October 25, 2017

Mr. Nick Scheuer North Carolina Department of Transportation

Dear Mr. Scheuer,

On behalf of Working Landscapes—a nonprofit rural development organization based in Warrenton, NC—I am writing to express my enthusiastic support for the Town of Warrenton's application to the Bike and Pedestrian Planning Grant Initiative. At Working Landscapes, we seek to improve quality of life and the economy of our rural region by building on local assets—including our natural and human assets. The Town of Warrenton's proposal to plan a countywide system of bike and pedestrian trails aligns closely with this approach: it will utilize our beautiful rural landscape to create new recreational opportunities for citizens while contributing to economic development by attracting visitors from elsewhere who want to explore the countryside.

Despite this being such a rural area, many residents lack access to the outdoors: there are few public parks and the majority of residents live in a very dispersed settlement pattern. In this majority-minority community, many residents suffer from poor health factors and outcomes; we believe that better access to recreational opportunities—such as would be developed through this project—will help to address these chronic health disparities. The proposed bike and trail network would not only help to connect different parts of the community physically, but also provide a shared community resource that can help bring different sectors of our diverse community together.

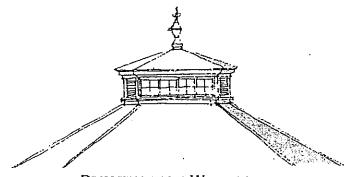
Working Landscapes is happy to commit staff resources and expertise to support the Town of Warrenton's proposal. I have personally helped to develop a greenway in Macon County (along the Upper Little Tennessee River), and have expertise in landscape planning. We also have staff expertise in the design/implementation of community engagement processes that bring diverse voices into the planning process (see CommunityVoiceMethod.org for more information), and concrete experience in rural development projects (such as downtown revitalization projects and the development of NC's only dedicated farm-to-school processing facility). We are willing to help with future fundraising efforts to implement the resulting plan.

I strongly encourage you to support this worthy trail initiative, which will yield significant benefits for our community. Should you have any questions, please do not hesitate to contact me.

Sincerely,

Carla Norwood, PhD Executive Director

Carlallonol



PRESERVATION WARRENTON

Post Office Box 944
Warrenton, North Carolina 27589

North Carolina Department of Transportation

Division of Bicycle and Pedestrian Transportation

Attn: Mr. Nick Scheuer

Re: Town of Warrenton Application for Bicycle and Pedestrian Planning Grant

Dear Mr. Scheuer,

Preservation Warrenton is a non-profit charitable corporation whose mission is "preserving the past for the future". Our activities are primarily geared towards promoting the restoration and preservation of historically significant buildings, grounds, gardens and open spaces in Warrenton and Warren County.

One way in which we have promoted our cause is by creating a historical walking tour within Warrenton. The tour focuses on many of our historical properties within the town. Preservation Warrenton is very supportive of the Town of Warrenton pursuing grant funding from the NC DOT for a master transportation plan involving pedestrian and bicycle traffic around town. Preservation Warrenton is very pleased that our own walking tour will be a component of the master plan, if funding is received. It is also wonderful to hear that the African American Walking Tour of Warrenton will also be a component of the plan.

If implemented, increased bicycle and pedestrian transportation methods would have a large impact on our community. Increased tourism would yield a better economy. Healthier lifestyles would be promoted via the increased recreational opportunities that our community desperately needs. More choices as to how to get to place to place would also make it more likely that people and businesses choose Warrenton as the destination in which they live. All of this could have a huge economic impact on our community.

Preservation Warrenton is happy to support the planning efforts in any way that we can help. One of our members could serve on the steering committee, for instance. We are also happy to help plan the bicycle and pedestrian trails around town. We hope very much that you will award the Town of Warrenton your very generous bicycle and pedestrian planning grant.

Sincerely,

William Miller

v = miller

President

One day, all children in this nation will have the opportunity to attain an excellent education.

TEACHFORAMERICA

November 1, 2017
Mr. Nick Scheuer,
Program Manager
NC DOT – Division of Bicycle and Pedestrian Transportation

Mr. Scheuer,

Teach for America (TFA) is a nonprofit organization whose mission is to enlist, develop and mobilize as many as possible of our nation's most promising future leaders to grow and strengthen the movement for educational equity and excellence. We have been serving the children of Warren County, NC in this capacity for more than 25 years. As our organization serves 52 of the lowest income communities in the nation, we are particularly aware of the challenges that face the rural poor. Lack of recreational opportunities and therefore a better chance of a healthy lifestyle are one of those challenges.

TFA supports the Town of Warrenton in their efforts of applying for grant funding through the NC DOT in order to hire a consultant to help develop a master plan for bicycle and pedestrian transportation in and around Warrenton. Along with providing new, badly needed, recreational opportunities to the community, it would also help stimulate economic growth as well as provide opportunities for the community to learn about and respect land and nature conservation. New transportation means locally would also be of great benefit to the community.

Because such a transportation system would benefit our Corp members and our students, TFA is willing to partner with the Town of Warrenton in order to make this vision a reality. Our members are willing to assist in the planning phase of the project in any way that could prove beneficial to the overall effort. Further, we would like for our students to be engaged in this process as well; I am confident that we can develop student projects that would work in conjunction with the goals of the project, as they develop.

Sincerely,

Andrew Lakis

Executive Director

Teach For America

Eastern North Carolina

National Register of Historic Places in Warren Bounts

ege - Dr. Solomon Williams Jr. House Jos: Mary Anne Brown House S. R. 1550, Vaughan victnity Back Spring Plantation S. R. 1348, Veughan vicinity Huston Place N.C. Route 58, Iner vicinity Cheed of Good Sheehent S. R. 1107, Rukeway vicinity Cherry Hill N.C. Roure 58, Inc. victors Coleman-White-Jones House 325 Halifax Street, Worrents Dalkeith S. R. 1636, Arcola vicinity Green Doke House S. R. 1102, Soul Clay vicinity Elgin S. R. 1509, Warrencon vicinity William J. Hawkins House S. R. 1103, Religeway vicinity Helson Methodist Church S. R. 1306, Oakville vicinity Lake O'Woods S. R. 1512, Iner vicinity Liberta School Building 4.5 m. S of Warrenton, SW side of NC 58 Linden Hall - Dr. Charles Skinner Home Littleton vicinity Little Manor (Moeby Hall) Littleton vicinity Reedy Rill S. R. 1600, Waterston washing Shady Oaks (Cheek-Twitty House) S. R. 1600, Wartenson vicinity Sledge-Hayley House 403 W. Franklin Street, Warrents Manufield Thornton House S. R. 1600, Wattenson vicinity Tusculum S. R. 1635, Arcola vicinity Warren County Fire Tower 4.5 m. S. of Warrenton NC 58 Warren County Training School Wise vicinity Warrenton Historic District Warrenton John Watson House S. R. 1121, Wattenum vicinity

arrenton North Carolina A Few Notes on

— just southof Warrennon, on what is believed to have been the first oval nucetrack built in the state, the legendary racchaire by Archie was trained. The property of Colonit William Russian Johnson, Sie Archie, autom every four-mile-ier in the country in 1509, and the South Cardonia Rejudiane even passed a lew forbidding him to rice in that ware.

■ Health reserts, with their sulphur springs and fine hotels, beckoned spinors from throughout the land. Shown Springs and Jones Springs were among the better known. It was at the latter that Annue Carter face, daughter of General Robert E. Lee, stayed with her family during the Unit War. A victim of typhoid fever in 1862, the deal and was buried at the Jones Loudy contents not from the reson.

■ A few miles from Watersten, JetLio Sumner, general in the Continental Army and first president of the North Carolina Society of the Cincintart, had his famous tavem at or near the Bute Caunity Courthonous

■ On the outsierts of Warrenton stood Bridle Creek, home of two major generals in the Confederate Army, Robert Bansom and Mait W. Bansom.

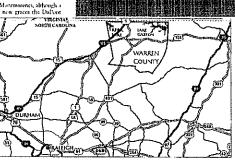
Gone now are hameriakla and Mantmorence, although a circular statease from the latter now graces the DalPoin Museum in Wilmington.

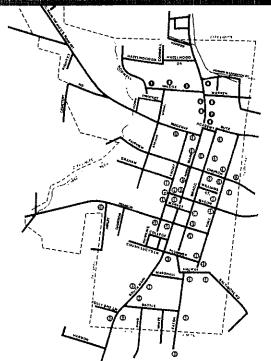
Male and temale academies thrived in Warenton, and among the teaches was Bonnen Alcott, father of the author of Lutle Warnen. Warten County native Orren Randelph, Smith designed the original Stars and Bar at the onset of the Civil War.

■ Benjamin Hawkins, agent in charge of all Indian affairs south of the Ohio River lived here.

■ Twelve miles northeast of Warrenton is Back Spring Plantanent, once the home of Nathanet Mason, U.S. senator and the 6th North Carolinian to serve as Speaker of the U.S. Hause of Representatives. The horse has been restored as well as the nearby corners and underchouse.







North

- White-Harrer-Redwell House (312 Wilcox St.)
- William A. White House (212 Wilcox St.)
- Purefoy House (202 Wilcox St.)
- Mills-Foote House (406 N. Main St.)
- 6 Harry Harner House (136 N. Main St.) Presbyterian Church (327 N. Main St.)
- Green-Polk House (326 N. Main St.)
- **⑤** Green-Parker-Tarwater House (317 N. Main St.)
- Skelton-Haward-Green House (316 N. Main St.)
- Bragg House (236 N. Bragg Sr.)

CENTRAL

- Gloster-Crossan House (211 Biskeway Sr.)
- Bobbitt-Pendleton-Arrington House (109 W Ridgeway St.)
- Pleasant Fowler House (207 N. Main St.)
- William Eaton House (210 N. Main St.)
- D Jones-Cook House (210 N. Bruce St.)
- D John White Cottage (112 N. Hall St.)
- Haz, rd-Falkener-Beckwith House (217 Church St.)
- Falkener House (205 Charch Sr.)
- The Emmanuel Episcopal Church (127 N. Main St.)
- Somezville-Graham House (107 N. Front St.)

- 3 Peter Davis Tavern (103 N. Front St.)
- Hendricks House (105 S. Front St.)
- Gourthouse (Main St.)
- Wilson-Christmas-Davis House or Dr. T. E. Wilson House (116 W. Macon Sr.)
- Blount Cotrage (112 W. Macon St.)
- (B) Cannon House (210 E Macini St.)
- Oak Chapel AME Church (219 E. Macon Sr.)
- Burrows-Harper House (118 S. Frogg St.)
- (B. Jacob Holt House (Second) (122 S. Brust: St.)

South

- Stedge-Hayley-Haywood House (403 W Franklin St.)
- 3 All Saints Church (201 S Front St.)
- Community Center (109)5 W Franklin St.)
- Tr. Plunkett House (204 S. Bragg St.)
- Fitts-MorJeczi-Plutamer House (210 Flummer St.)
- 3 Arrington-Alston House (308 E. Halifax St.)
- Whitsome, or Coleman-White-Jones House (105 E. Halifax St.)
- Tagleside, or John White House (203 E. Haldax St.) William T. Alston House (508 Ecton Avc.)
- (Inhason-Eaton House 1534 Faron Ave.)
- (B) Phillip Norwood House (50) S. Main St.)
- 3 Spruill-King Place (448 S. Main St.)
- Ford Cottage (432 S. Mars St.)
- 3 Jones-Allen House (425 S. Main St.)
- (Aló S. Main St.)
- Davis-Carr-Jones House (103 Plummer St.)



RESOLUTION ENDORSING A COMPREHENSIVE TRANSPORTATION PLAN FOR GRANVILLE COUNTY, NORTH CAROLINA

WHEREAS, the Town of Butner, City of Creedmoor, City of Oxford, Town of Stovall, Town of Stem, Granville County, the Capital Area Metropolitan Planning Organization, the Kerr-Tar Rural Planning Organization, and the Transportation Planning Division, North Carolina Department of Transportation, have actively worked to develop a joint Comprehensive Transportation Plan for the Granville County; and

WHEREAS, the Town of Butner, City of Oxford, Town of Stovall, Town of Stem, and portions of Granville County fall within the planning area of the Kerr-Tar Rural Planning; and

WHEREAS, it is recognized that the proper movement of traffic within and through Granville County is a highly desirable element of the comprehensive plan for the orderly growth and development of the County and the region; and

WHEREAS, it is recognized that the Granville County Comprehensive Transportation Plan will replace the 2008 Granville County Comprehensive Transportation Plan governing transportation planning in Granville County and the Town of Butner, City of Oxford, Town of Stovall, and Town of Stem, and;

WHEREAS, after full study of the Comprehensive Transportation Plan and the supporting documents presented, the Kerr-Tar RPO feels it to be in the best interests of the Kerr-Tar RPO region to endorse a plan pursuant to General Statutes 136-66.2;

NOW THEREFORE, BE IT RESOLVED: That the Kerr-Tar Rural Planning Organization Rural Transportation Advisory Committee hereby endorses the 2017 Granville County Comprehensive Transportation Plan and recommends the adoption of the 2017 Granville County Comprehensive Transportation Plan, dated August 2, 2017, by the Capital Area MPO and the NCDOT Board of Transportation.

Barry Baker, TCC Chair, Kerr-Tar RPO	
DATE	ATTEST:
Jimmy Clayton, TAC Chair, Kerr-Tar RPO	Ann Stroobant, Secretary, Kerr-Tar RPO TAC/TCC
DATE	DATE