

Person County Economic Development Commission
Meeting Location: Person County Office Building Auditorium
304 S. Morgan St.
Tuesday, April 27, 2021
4:00 p.m.

Agenda

4:00 PM	1. Welcome	Mr. G. Phillip Allen, Chairman
4:01 PM	2. Invocation	Mr. Dale Reynolds, Vice Chairman
4:03 PM	3. Consent Agenda A. Approval of the February 2021 Meeting Minutes B. Approval of the March 2021 Meeting Minutes	Mayor Marilyn P. Newell, Secretary
Request Motion to Approve Consent Agenda as Presented		
4:05 PM	4. Director's Report	Ms. Sherry Wilborn, ED Director
4:20 PM	5. Closed Session	Mr. G. Phillip Allen, President
Motion:	Request motion to enter into Closed Session pursuant to NC General Statute 143-318.11 (a)(4), To discuss matters relating to the location or expansion of industries or other businesses in the area served by the public body, including agreement on a tentative list of economic development incentives that may be offered by the public body in negotiations. Any action approving the signing of an economic development contract or commitment, or the action authorizing the payment of economic development expenditures, shall be taken in an open session. To include: (In Person) Sherry Wilborn, ED Director; Brandy Lynch, ED Administrative Support; Heidi York, County Manager; Brooks Lockhart, City Manager; Claudia Berryhill, EDC Farmland Representative; Pamela Senegal, PCC President; Rodney Peterson, PCS Superintendent (Remotely) Amelie Bailey, UNC School of Government DFI; Jordan Jones UNC School of Government DFI	
4:50 PM	6. Closed Session	Mr. G. Phillip Allen, President
Motion:	Request motion to enter into Closed Session pursuant to NC General Statute 143-318.11 (a)(5), To establish or to instruct the public body's staff or negotiating agents concerning the position to be taken by or on behalf of the public body in negotiating (i) the price and other materials terms of a contract or proposed contract for the acquisition of real property by purchase option, exchange, or lease. To include: Sherry Wilborn, ED Director; Brandy Lynch, ED Administrative Support; Heidi York, County Manager; Brooks Lockhart, City Manager; Claudia Berryhill, EDC Farmland Representative; Pamela Senegal, PCC President; Rodney Peterson, PCS Superintendent	
5:15 PM	7. Member Comments	Led By Chairman Allen
5:25 PM	8. Chairman's Report	Mr. G. Phillip Allen, Chairman
5:30 PM	9. Next Meeting - May 25, 2021 4:00 p.m. Person County EDC Board Room 303 S. Morgan St. Roxboro, NC	Mr. G. Phillip Allen, Chairman
5:31 PM	10. Adjournment	Mr. G. Phillip Allen, Chairman
Motion:	Request Motion to Adjourn	

**Minutes of the PCEDC Meeting
Piedmont Community College Room S100
1715 College Dr, Roxboro, NC 27573
February 23, 2021**

Voting Board Members Present:

Mr. Phillip Allen-Chairman
The Honorable Marilyn Newell-Secretary
The Honorable Gordon Powell
Mr. Ernie Wood
Mrs. Elizabeth Bradsher

Mr. Kenneth Perry
Mr. Dale Reynolds-Vice Chairman
Mr. Donald Long

Voting Board Members Absent:

Mr. Danny Talbert

Ex Officios Present:

Ms. Heidi York, County Manager
Dr. Pamela Senegal, PCC Representative
Dr. Claudia Berryhill, Agricultural Representative

Mr. Brooks Lockhart, City Manager
Dr. Rodney Peterson, PCS Superintendent

ED Staff Present:

Mrs. Sherry Wilborn, ED Director
Mrs. Brandy Lynch, ED Senior
Administrative Support
(Minutes)

Others Present:

Ms. Samantha Bagbey
Mr. George Willoughby
Mr. Bo Freeman
Ms. Lynda Clayton
Mr. Larry Cole

The Person County Economic Development Commission February meeting was held at the Piedmont Community College Room S100, to allow for social distancing.

Chairman Allen requested board members to vote by raising of hands, to insure votes were counted correctly.

EDC Welcome and Invocation:

1. At 4:00 p.m., Chairman Allen called the meeting to order.
2. Dale Reynolds gave the invocation.

Chairman Allen request the following changes with the Agenda:

Item 4-NC DOT US 501 Madison Blvd Project

Item 5- Director Report

Item 5A-Discussion on Transparency and Confidentiality

Item 9-Closed Session

Item 10-Adjourn

Approval of EDC Minutes

3. Mr. Allen turns the floor to The Honorable Marilyn Newell for review and approval of the January 26, 2021 EDC minutes.

Elizabeth Bradsher requested to include increased employment and diversity with the economy, to be included in her comments after Commissioner Gentry's presentation in the January 26, 2021 EDC Meeting Minutes.

A motion was made, seconded and unanimously passed for approval of the minutes.

Motion: Ernie Wood

Second: Dale Reynolds

NC DOT US 501 Madison Blvd Project

4. Chairman Allen recognizes Vice Chairman Dale Reynolds for a presentation on the Madison Blvd. Project.

Mr. Reynolds' presentation will be included in the minutes.

Reynolds notes this is a new topic to the EDC, but one he feels is important to economic development. Reynolds highlighted the annual daily traffic flow on several streets. The traffic is proposed to increase in some streets by over 25% by 2040. With the proposed changes, Madison Blvd. would decrease from five lanes to four lanes. The median lane would then be a grassy area.

Highway safety is important to North Carolina Department of Transportation (NCDOT). The current proposal would add an additional three stop lights to Madison Blvd. at locations where the most accidents occur. Mr. Reynolds shared a slide that displayed where the most crashes took place. The two areas with the most accidents are Oak St. through Clayton Ave., Johnson St./South Main St. and Hurdle Mills Rd.

Reynolds states he requested the assistance from the Honorable Marilyn Newell to provide a history of the Madison Blvd. project. Before transitioning into her presentation, she informs the board of her involvement in transportation since the 1990s.

The Honorable Marilyn Newell's presentation will be included in the minutes.

The Honorable Marilyn Newell announces she has asked Mike Ciriello to join the meeting by phone for comments. Mr. Ciriello is currently the Planning Director for the Town of Butner, previously he was the Planning Director of the Kerr-Tar Regional Council of Governments. Mr. Ciriello looks back to 2010. Every ten years or so local municipalities are required to complete a comprehensive transportation plan. Part of that study is to look at all the data from all the transportation systems. They also look at carrying capacity for the road and what the crash rates are. Part of this process is talking to residents, businesses, and real estate agents. The feedback from NCDOT after the reviewing the plan was, NCDOT was not going to build anymore bypasses within the county. There is simply not enough funding for a bypass. The message in 2010 and still today, is to maximize roads that are already in place. The message to Kerr-Tar was there is not enough funding to fix big cities. Therefore, smaller counties will go to the bottom. Madison Blvd. was built as a bypass. There was a mistake made when there were no land use controls added and that results in a lot more crashes. NCDOT looks at the crashes, how severe are the crashes and are the crashes resulting in loss of life. The location of crashes that result in loss of life get more immediate attention from NCDOT. Not to say NCDOT does not look at other

crashes, it is just not as immediate. The turn lane on Madison Blvd. causes a lot of confusion. The concerns named for Madison Blvd. included: safety, congestion, appearance, and lack of a cross walk. The solution would be to bring a bypass to the east side of town and again there is not any funding for that. With removal of the median, it would make the road essentially hold more traffic. By removing the ability to turn, it would elevate confusion, which can make the traffic go slower. There is concern among business owners that removal of the median would reduce business by making the business harder to get to. With the limitations of funding, the revisions to Madison Blvd. became the best option to elevate the issues of congestion, appearance, and safety. Ciriello notes research shows business growth where the recommended changes on the roads have been made. Ciriello concludes by stating it comes down to funding, and the NCDOT looks at quantitative data and cost/benefit ratio. The proposal from NCDOT requires a smaller amount of funding.

The Honorable Marilyn Newell continues with her presentation.

Mr. Dale Reynolds thanks The Honorable Marilyn Newell for her presentation and then he continues with his presentation. Mr. Reynolds provides maps and information about the bypass options that were on the table prior to the announcement from NCDOT in reference to lack of funding. Mr. Reynolds introduces Larry Cole, a business owner in Person County. Mr. Cole has businesses that are located on Madison Blvd. Reynolds invited Mr. Cole for EDC to hear more about the Madison Blvd. project from a business owners' perspective. Mr. Reynolds has knowledge of businesses that have been hurt and ultimately closed due to the types of highway changes that are proposed.

Mr. Cole thanks the EDC for allowing him to speak. He explains he understands traffic and the safety concerns, but the plan does not consider businesses and people using the road every day. He has made a number of suggestions including a dual turning lane and how it works well for a store location he has in Virginia. However, North Carolina does not recognize dual turning lanes. The plan has improved since the beginning and the changes have been positive. One suggestion was to add a stop light at Clayton Ave., and the NCDOT has agreed to add that light. Cole even has requested the stop light be added now. NCDOT has also agreed to eliminate the proposed bike lane and add a stop light at the Furniture Mart shopping center. NCDOT is listening to suggestions. One safety concern of businesses on Madison Blvd. is there is no way for semi-trucks to deliver safely. He believes the new plan will be harmful to businesses and will make it difficult for customers to get to businesses. Cole explains there are several business owners that agree with Mr. Cole's comments and he foresees multiple businesses closing.

Brooks Lockhart states the current design for Madison Blvd. is 17,000 cars per day, and we are moving approximately 27,000 cars a day. We are moving twice as much traffic as was intended for the Blvd. Recognizing there may be different options, NCDOT is still open to suggestions. The project originally started at Weeks Dr., however now it starts above Walmart. When and if

this project starts, this will push a lot of the traffic onto city streets. There will be people upset and there will be growing pains. We are competing on a regional level as well as a metropolitan level. NCDOT projects are very time consuming. On a side note, there will be maintenance costs to maintain the grass median.

Ernie Wood concurs with several points Lockhart has made including that this project will not come to fruition anytime soon.

Reynolds concludes with noting the importance of roads to economic development. Economic development needs to look at the long-term support and planning for businesses and industries.

Directors Report:

5. Wilborn begins with thanking the Person County IT Department, Piedmont Community College, and Brandy Lynch for the work, time, and accommodations that go into a Person County EDC meeting.

Wilborn provides a project activity update to the board. Since the November 2020 update, there has been a 61% increase in project activity. In the November update, there were 13 project requests, and there have been 21 project requests in this quarter. Those 21 projects represented \$5.95 billion in capital investment and up to 15,467 jobs.

Wilborn provides insight to the board on how labor intensive one project request can be. An active project at this time has resulted in 117 emails, approximately the same amount of calls and texts, and six meetings. This project has the potential to bring 25 jobs. There is no control when project requests will come in or how much time Wilborn will have to respond. There is limited preparation that can be done because every project is different.

Below is the data on the 21 project requests:

- 3-Submitted Older Buildings
- 8-Did Not Submit, No Inventory
- 2-Greenfield Sites
- 6-Submitted North Park
- 1-Submitted Person County Mega Park
- 1-Real Estate Needs Not Known

An opportunity for exposure has become available through an advertisement with Area Development Magazine's special publication on Industrial Parks 2021. Wilborn provided the

EDC Minutes for February 23, 2021

board with advertisement costs for the amount of \$6,250.00 for a full-page ad, 400-page advertorial, and 3-month online banner ad. The funds would need to come from the EDC discretionary funds, therefore Wilborn asks for the board's level of interest. Before the board votes, Bradsher questions the amount Wilborn has in the advertising budget and the EDC discretionary funds. Wilborn states the discretionary budget is \$250,000.00. York provides the budgeted amount (off the Person County website) for advertisements is approximately \$9,640.00. Wilborn explains the advertisement budget has been depleted for the year, therefore it would need to come from the EDC discretionary funding. Several board members contend \$9,640.00 is too low for the EDC advertising budget.

A motion was made, seconded and unanimously passed to place a full-page ad in the publication.

Motion: Dale Reynolds

Second: The Honorable Marilyn Newell

At the January meeting, Mrs. Wilborn touched on the Duke Site Readiness Program opportunity. The Duke Site Readiness program requires time and a financial commitment from the local community and the landowner. Ultimately, the landowner decided he was not ready this year for that commitment. If the opportunity is available next year, hopefully there will be more sites further along in development.

On February 9, 2021, the board was invited to attend the Research Triangle Regional Partnership's Elected Officials and Economic Development Symposium. This was a 2-hour virtual session with nationally-recognized site selection consultants to discuss current economic development trends and how communities can position themselves to be more competitive. Mrs. Wilborn thanks Chairman Allen and Chairman Powell for participating. Some key takeaways were shorter project deadlines and projects were profit and deadline driven.

A video was played from the Next Move Group that covered topics similar to those presented at the symposium and was played at Chairman Allen's request. This video highlighted the need of the board to be supportive of the Director and work together as a team. The board is to be the "offensive line", not the "quarterback". Economic Development is a slow process and the Director's job is not over just because the project is landed. It also touched on the importance of confidentiality and how many projects are lost due to someone saying too much.

Lastly, a poll was taken by the EDC Board. The poll was to gauge how the board feels the Director's time should be divided among different areas and focus. This tool will be used to assist Wilborn in the upcoming budget process.

Discussion on Transparency and Confidentiality:

5a. Chairman Allen opens the floor to any members that would like to make comments on transparency and confidentiality. Elizabeth Bradsher starts the conversation. She believes the community needs to be more informed about things that are going on within economic development. She believes this could be why community involvement is limited. Bradsher also feels the need to have the board have an update portion within the meetings.

Mayor Newell informs the EDC board that during the City Council meetings an item on the agenda is "council discussion", this allows for any members to make comments.

Dr. Berryhill does not feel that the board needs to micromanage everything that Director Wilborn acts on, for example, asking the board to approve ad placement. That should be more of an evaluation on the Director done by the county manager. This could free up time within the meetings as well.

Brooks Lockhart proposes that the Ex-Officios could provide a written update to be provided within the agenda packet. Allen and York concur with Lockhart.

Elizabeth Bradsher states she tries to review items that are on social media. She questions the board on the best way to provide transparency and let the public know what the EDC is doing.

Lockhart explains often it is hard to correct messages that are put on social media and you have to be careful. Adding, it could take more time to responding to misinformation.

Mayor Newell explains it comes down to time and adds social media can be a slippery slope.

Chairman Allen reminds the board of the importance of working together and supporting each other.

Ernie Wood notes if we all work together it is surprising what the EDC can do.

Mayor Newell request Bradsher to elaborate more on what may not have felt transparent. Bradsher explains that she had researched social media and has had several meetings and the feedback she received was there was no importance to the EDC. The EDC board was not engaged.

EDC Minutes for February 23, 2021

Dr. Berryhill questions Bradsher on the awareness of the EDC website and the minutes. Bradsher explains she tries to tell them about the website and when the meetings are. However, a lot of people are at work and cannot attend.

Lockhart expresses his confusion about the perception of the EDC Board and requests more information from Bradsher. Lockhart explains several members on the board work for the public, and he has a hard time understanding why people see that. She states she had attended several meetings in 2020 and continues by stating some of the meetings in 2020 were cancelled and that is a poor perception.

Mayor Newell explains that the meeting time has been discussed in the past. The board has always worked to find a good time for everyone. She also notes the meeting is open to the public, but none are in attendance.

The Honorable Gordon Powell notes that as he looks around the room he sees members that could be somewhere else, but they are dedicated to Person County. He notes he limits himself on social media. He reminds there is a county website, EDC website, and the public has a responsibility as well. He believes the board does an outstanding job.

Wilborn comments that there are some things held back due to transparency, because some social media platforms are closed groups and there is the perception that it would not be appropriate for members and elected officials to engage on such a limited platform.

Reynolds explains there are times meeting items aren't complete yet and you have to be conscious of people's time. Reynolds commended the Chairman for using his discretion not to waste people's time unnecessarily and hopes he will continue to do so.

Wilborn notes that we have been compared to other counties on a performance level. She reminds the board of her previous comments on the amount of time, preparation, and involvement it takes to have a meeting. Wilborn continues with a review of other counties who meet much less and some less than quarterly.

Mayor Newell states the board has met monthly since 2012.

Ernie Wood acknowledges his appreciation for Chairman Allen, Dale Reynolds, and Mayor Newell for their commitment to the board while still working full-time jobs.

Ex Officio Update:

6. Heidi York reports the county is in the process of developing the budget. The Person County Commissioners will have their budget retreat on March 1, 2021. York also states that some members have asked her for an update on the task force and shares that there has not been an announcement regarding membership of the Economic Development Task Force from the Person County Commissioners.

Dr. Senegal announces that Piedmont Community College (PCC) has been assisting Capital Power employees to try to keep the talent within the county and keeping them from unemployment. PCC is continuing to work on industry projects with Eaton, GKN, and Polywood. Dr. Senegal thanks all the sponsors of the internship program. Clean up from the ice storm continues as well as work on ADA projects. PCC is still working to get their mechatronics program Semi certified.

Dr. Peterson states the 6-14 partnership with PCC has opened up many doors including a request to submit a grant proposal for the STEM program with ties to the Department of Defense. This would promote this program in the middle and high school level. Person County Schools was also invited to submit another grant proposal with the North Carolina Impact Initiative. Person County Schools with Person County will begin work on the 2022 plan including Covid effects. This will allow the schools to begin the budget process in March.

Brooks Lockhart announces the City of Roxboro has begun the yearly budget process. Ice storm clean up within the City of Roxboro is underway. Lockhart estimates a 4 to 6-week completion timeline. Mayor Newell has started work on a winter Disaster Preparedness Plan similar to plans in place for hurricanes.

Dr. Berryhill reports the recent ice storm caused damage to farms in the area. The United States Department of Agriculture has begun meeting with farmers about the damages they have incurred. The Person County Health Department is working with farmers on plans to vaccinate their workforce. Person County Extension has applied to be a pilot county for a broadband project. The Visit NC Farm app continues to grow. Person County Tourism is leading the charge for better signage within the county. Person County Tourism, along with other agencies including EDC, has identified the need for better photographs for all agencies to use. Tourism received grant funding through Covid that could be used for photographs.

Chairman's Report:

7. Chairman Allen stated he was encouraged by the discussion and emphasized the need of teamwork.

Next Meeting:

8. The next meeting was announced as March 23, 2021 4:00 p.m. at Piedmont Community College Room S100.

Closed Session:

9. Request motion to enter into Closed Session pursuant to NC General Statutes 143-318.11(a)(4), To discuss matters relating to the location or expansion of industries or other businesses in the area served by the public body, including agreement on a tentative list of economic development incentives that may be offered by the public body in negotiations, and 143-318.11 (a)(5), To establish or to instruct the public body's staff or negotiating agents concerning the position to be taken by or on behalf of the public body in negotiating (i) the price and other materials terms of a contract or proposed contract for the acquisition of real property by purchase option, exchange, or lease. To include: Sherry Wilborn, ED Director; Brandy Lynch, ED Administrative Support; Heidi York, County Manager; Brooks Lockhart, City Manager; Claudia Berryhill, EDC Farmland Representative; Pamela Senegal, PCC President; Rodney Peterson, PCS Superintendent

A motion was made, seconded and unanimously passed to enter into closed session.

Motion: Donald Long

Second: Dale Reynolds

Closed Session was entered into at 6:47 p.m.

A motion was made, seconded and unanimously passed to come out of closed session.

Motion: The Honorable Merilyn Newell

Second: Dale Reynolds

Closed Session was entered into at 7:02 p.m.

Adjournment:

10. A motion was made, seconded and unanimously passed to adjourn the meeting at approximately 7:03 p.m.

Motion: Ernie Wood

Second: Dale Reynolds

Date Approved

Secretary

STIP PROJECT No U-5969

US 501 (MADISON
BOULEVARD)



TRANSPORTATION

Highways Are A Very Important Part of Economic Development.

A Good Road System Assist With Economic Growth
Industries Depend On Our Highways

Poor Highway Access Reduces Industrial Investment
Highway Modifications Can Adversely Affect Existing
Businesses And New Investments

August 29, 2019 NCDOT Held An Open House Meeting At The County Office Building To Share Project Information And To Receive Feedback To NCDOT Staff and Representatives

 **Project No. US 501 (Madison Boulevard) Handout**
August 29, 2019

PROJECT DESCRIPTION

At the request of the Kern-Tar Rural Planning Organization, NCDOT is proposing to upgrade US 501 (Madison Boulevard) from the existing 5-lane undivided roadway to a 4-lane median divided roadway from south of US 158 to North Main Street in Roxboro. Intersections and cross streets will be reconstructed as part of this project, as well as sidewalks. The proposed project is approximately three miles in length and is included in the 2018-2027 North Carolina State Transportation Improvement Program (STIP). The total cost estimate for the project as provided in the STIP is \$33,600,000.

The corridor, a mixture of residential and commercial development, runs directly through the City of Roxboro. Madison Boulevard is used as the primary connector to downtown Roxboro, as well as to multiple shopping centers and residential communities. The project corridor is a part of the larger US 501 system that is a major north-south connector, traversing most of North Carolina into South Carolina and Virginia.

MEETING PURPOSE

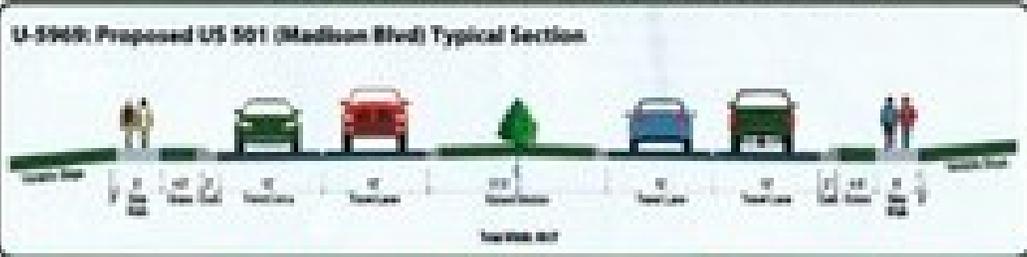
The purpose of this meeting is to share project information and receive your feedback.

This meeting will be an open house format, where you can review preliminary designs and provide your feedback to NCDOT staff and representatives. NCDOT wants to hear from you! Your comments will help inform the design. Use the comment card at the back of this handout or send your comments in the mail, email, or phone by September 20, 2019.

PROJECT GOAL

Madison Boulevard consistently experiences traffic congestion due to the number of vehicles that use this road each day. In addition, the Person County Comprehensive Transportation Plan (July 2011) identified that the intersections along this roadway frequently experience a high number of vehicle crashes. The purpose of this project is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Due to the extensive amount of development that is located on either side of the project, efforts will be made to keep right-of-way acquisition to a minimum.

U-5000: Proposed US 501 (Madison Blvd) Typical Section



The diagram shows a cross-section of the proposed roadway with a central median, two travel lanes in each direction, and sidewalks on both sides. It includes icons for a pedestrian, a car, a tree, and a person walking, along with dimensions for various sections.

PROJECT CHALLENGES

Along with improving the main roadway, changes will be made to cross streets along the project corridor. Due to the corridor being heavily developed, one of the main challenges will be minimizing right of way impacts to property owners to the extent practicable.

CONTACT INFORMATION

Robert Boett
Adms. Project Manager
1616 E. Millbrook Rd, Suite 100
Raleigh, NC 27609
(919) 433-5276 robert.boett@ncdot.gov

Ben Upshaw
NCDOT Division 5
Project Manager 

ANTICIPATED PROJECT SCHEDULE* *Subject to change

Environmental Document: Fall 2019
Right of Way Authorization: 2020
Construction: 2022

14 of 73

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

STIP U-5969

The N.C. Department of Transportation proposes to upgrade U.S. 501 (Madison Boulevard) from the existing 5-lane undivided roadway to a 4-lane median divided roadway from south of U.S. 158 to North Main Street in Roxboro.

U-5969: Proposed US 501 (Madison Blvd) Typical Section





WALMART SUPERCENTER

ROXBORO FIRE DEPT
STATION 2

T U-6069
1.54

501

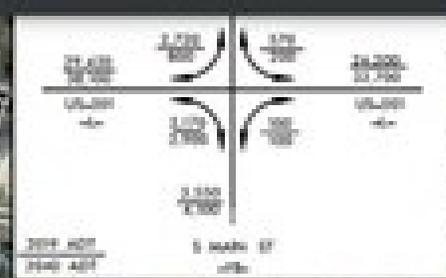
PERSON COUNTY

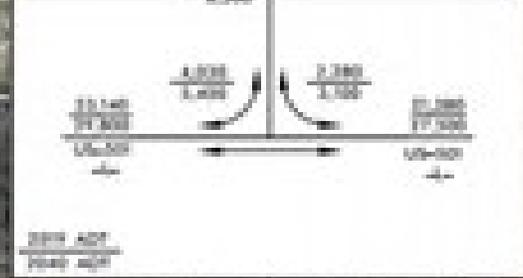
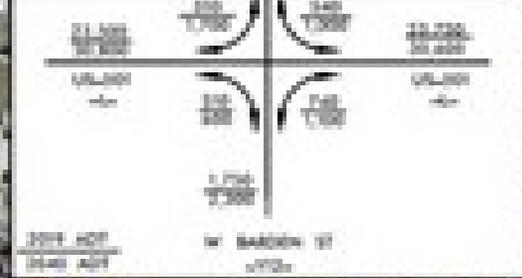
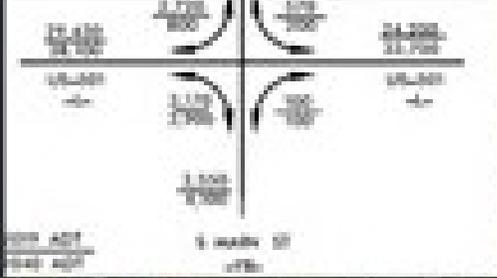
US 501 FROM SOUTH OF US 158
TO SR 1601 (NORTH MAIN STREET)
IN ROXBORO



MAP 1 OF 2

- ① EXIST. DRIVE
- ② EXIST. DRIVE
- ③ EXIST. DRIVE
- ④ EXIST. DRIVE
- ⑤ EXIST. DRIVE
- ⑥ EXIST. DRIVE
- ⑦ EXIST. DRIVE
- ⑧ EXIST. DRIVE
- ⑨ EXIST. DRIVE
- ⑩ EXIST. DRIVE
- ⑪ EXIST. DRIVE
- ⑫ EXIST. DRIVE
- ⑬ EXIST. DRIVE
- ⑭ EXIST. DRIVE
- ⑮ EXIST. DRIVE
- ⑯ EXIST. DRIVE
- ⑰ EXIST. DRIVE
- ⑱ EXIST. DRIVE
- ⑲ EXIST. DRIVE
- ⑳ EXIST. DRIVE
- ㉑ EXIST. DRIVE
- ㉒ EXIST. DRIVE
- ㉓ EXIST. DRIVE
- ㉔ EXIST. DRIVE
- ㉕ EXIST. DRIVE
- ㉖ EXIST. DRIVE
- ㉗ EXIST. DRIVE
- ㉘ EXIST. DRIVE
- ㉙ EXIST. DRIVE
- ㉚ EXIST. DRIVE
- ㉛ EXIST. DRIVE
- ㉜ EXIST. DRIVE
- ㉝ EXIST. DRIVE
- ㉞ EXIST. DRIVE
- ㉟ EXIST. DRIVE
- ㊱ EXIST. DRIVE
- ㊲ EXIST. DRIVE
- ㊳ EXIST. DRIVE
- ㊴ EXIST. DRIVE
- ㊵ EXIST. DRIVE
- ㊶ EXIST. DRIVE
- ㊷ EXIST. DRIVE
- ㊸ EXIST. DRIVE
- ㊹ EXIST. DRIVE
- ㊺ EXIST. DRIVE
- ㊻ EXIST. DRIVE
- ㊼ EXIST. DRIVE
- ㊽ EXIST. DRIVE
- ㊾ EXIST. DRIVE
- ㊿ EXIST. DRIVE





PERSON COUNTY
AMBULANCE

HOBBS SQUARE

15 301



15 501

PERSON COUNTY JAIL

WATCH LINE SEE MAP 1

LEGEND

ROADS
EXISTING RIGHT OF WAY
PROPOSED RIGHT OF WAY
PROPOSED SEGMENTS (DRAINAGE, CONSTRUCTION, UTILITIES)



SOJANGLES

COOKOUT

MCDONALD'S

WENDY'S

PERSON PLAZA



FOOD LION

SHEETZ

DY'S

PLAZA

END TIP PROJECT U-0009
-L- STA 182+39.88

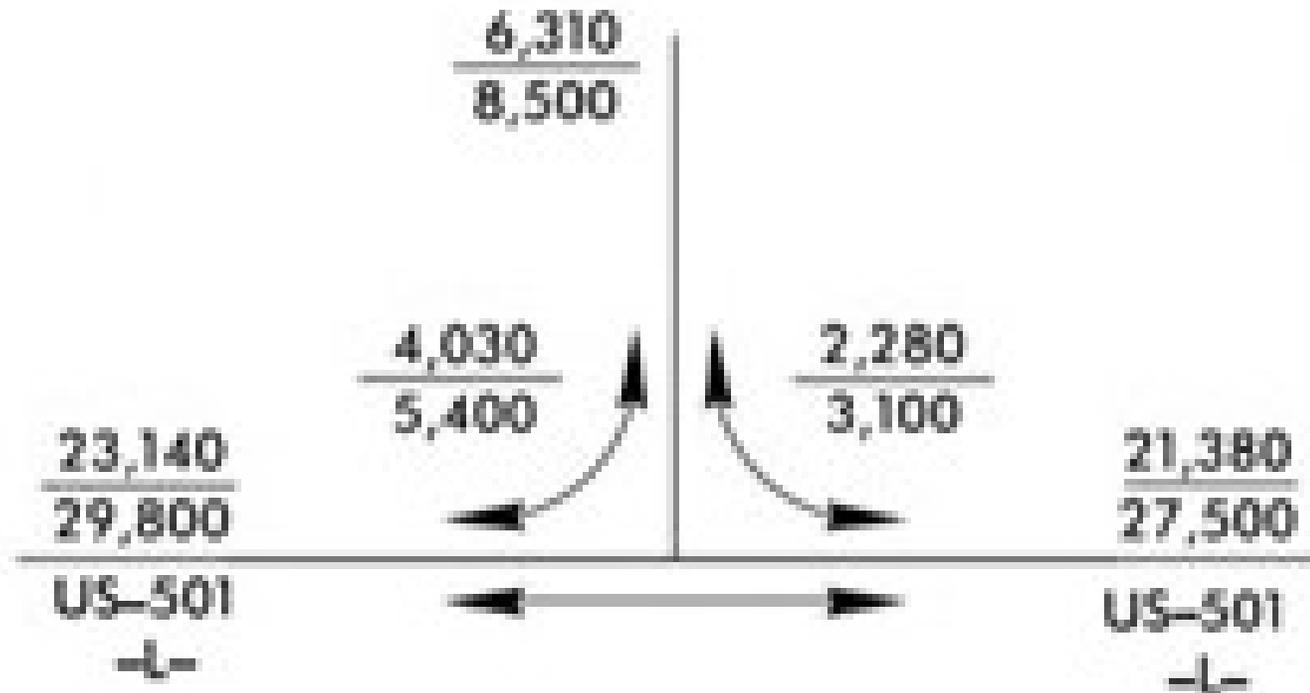
10' WIDE

15 501

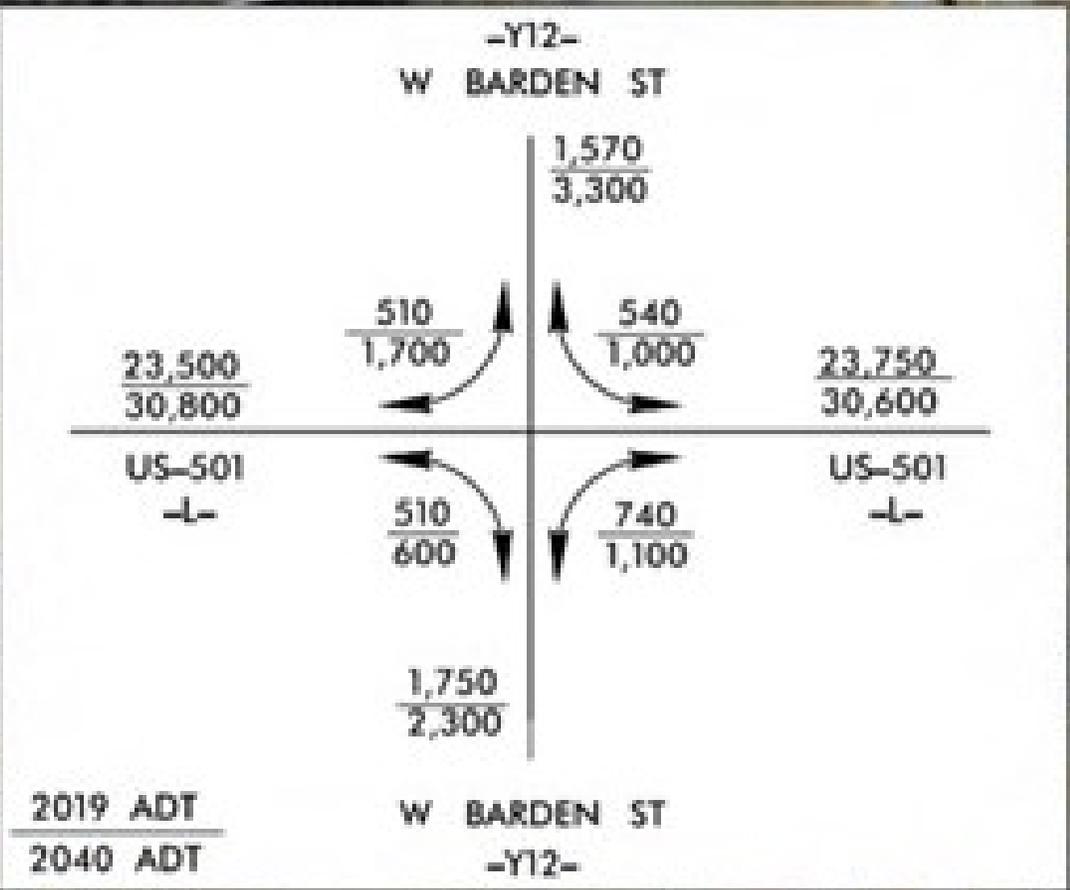
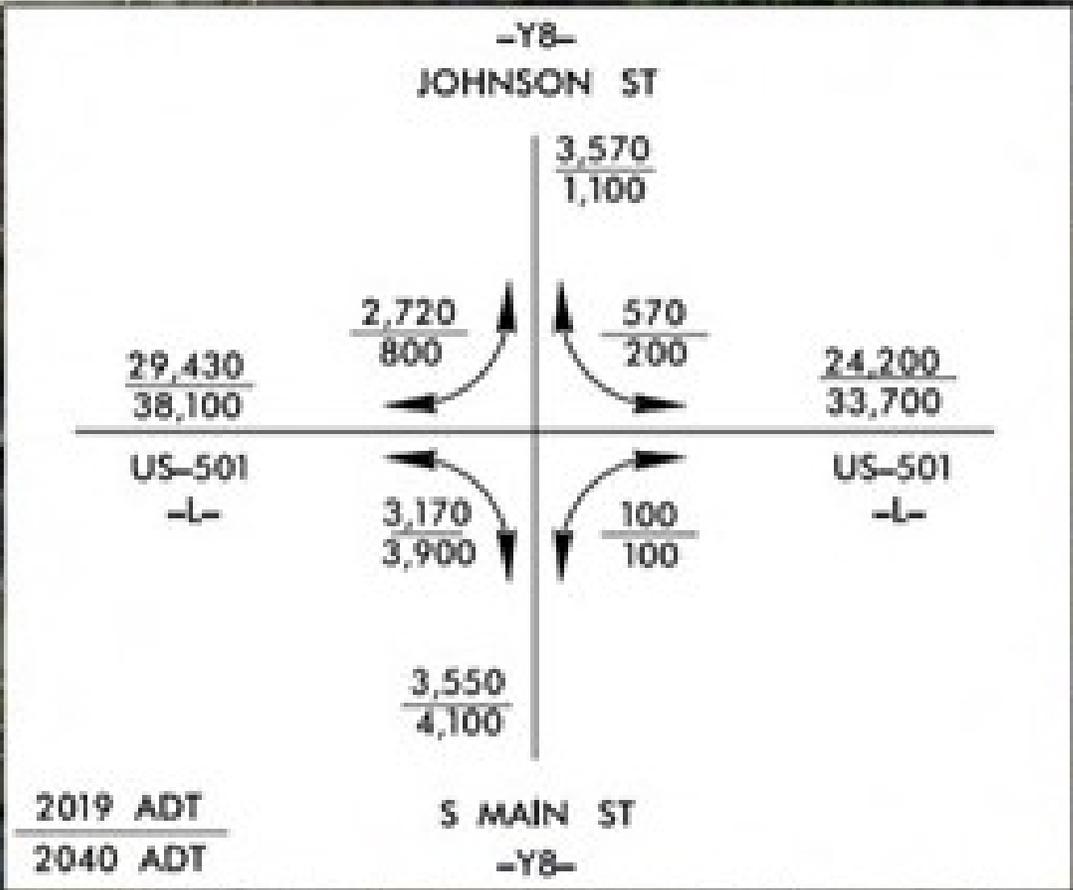
UTILITY INFORMATION

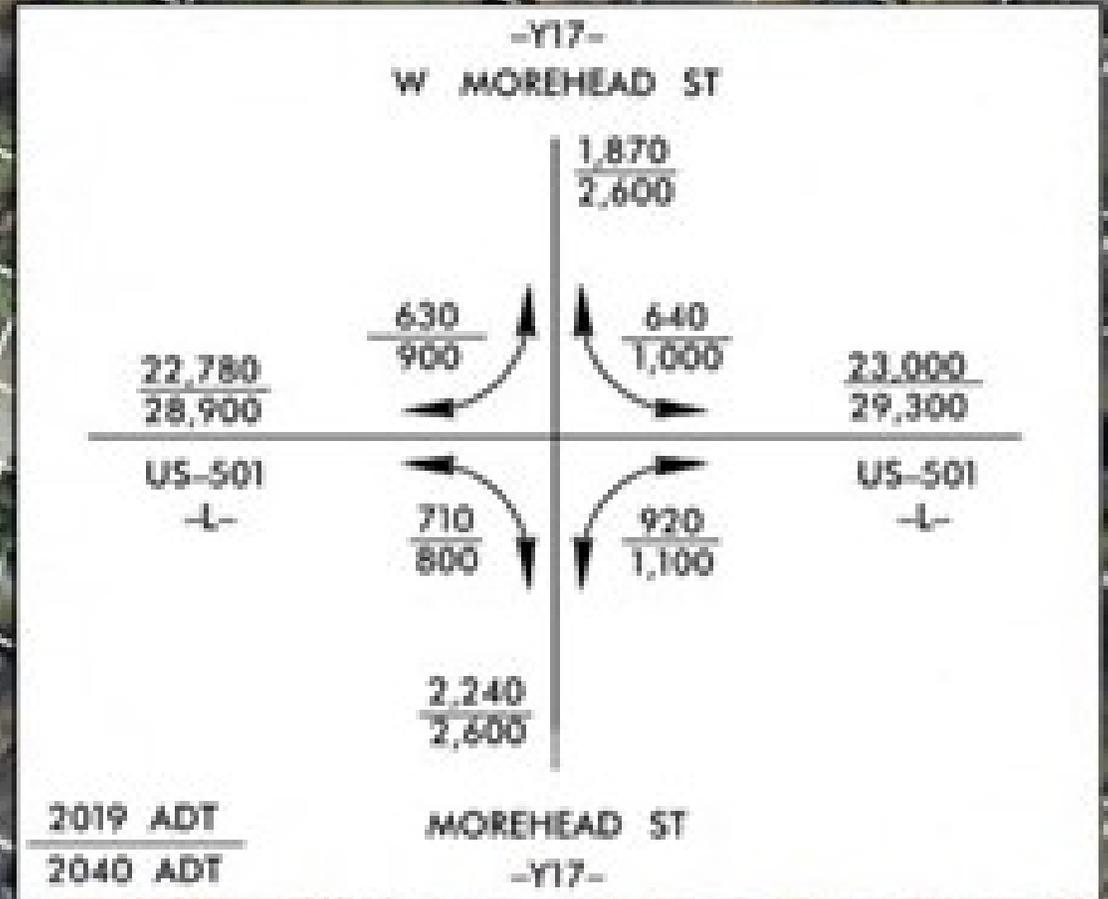
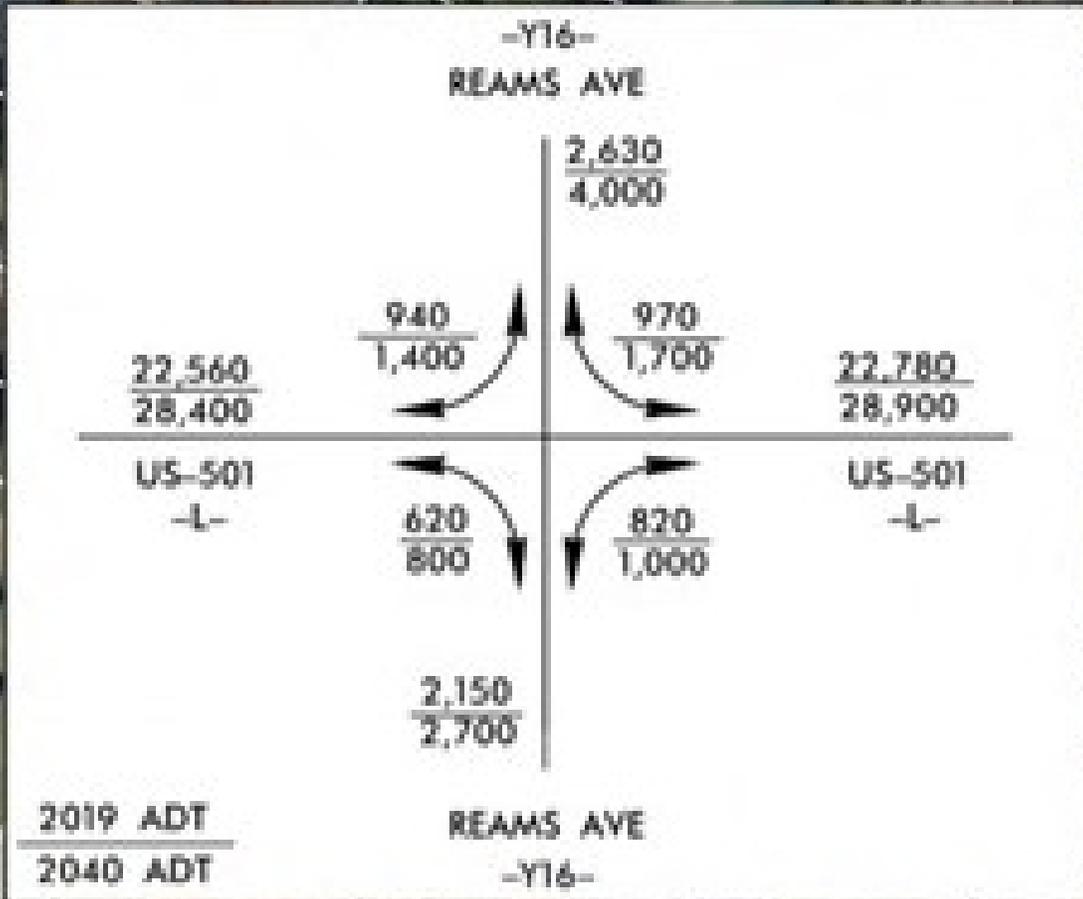
TO PROVIDE GREATER VISUAL CLARITY, EXISTING AND PROPOSED UTILITIES ARE NOT SHOWN ON THESE MAPS OR ON OTHER DISPLAYS. THE UTILITY INFORMATION SHOWN ON THESE MAPS IS LIMITED

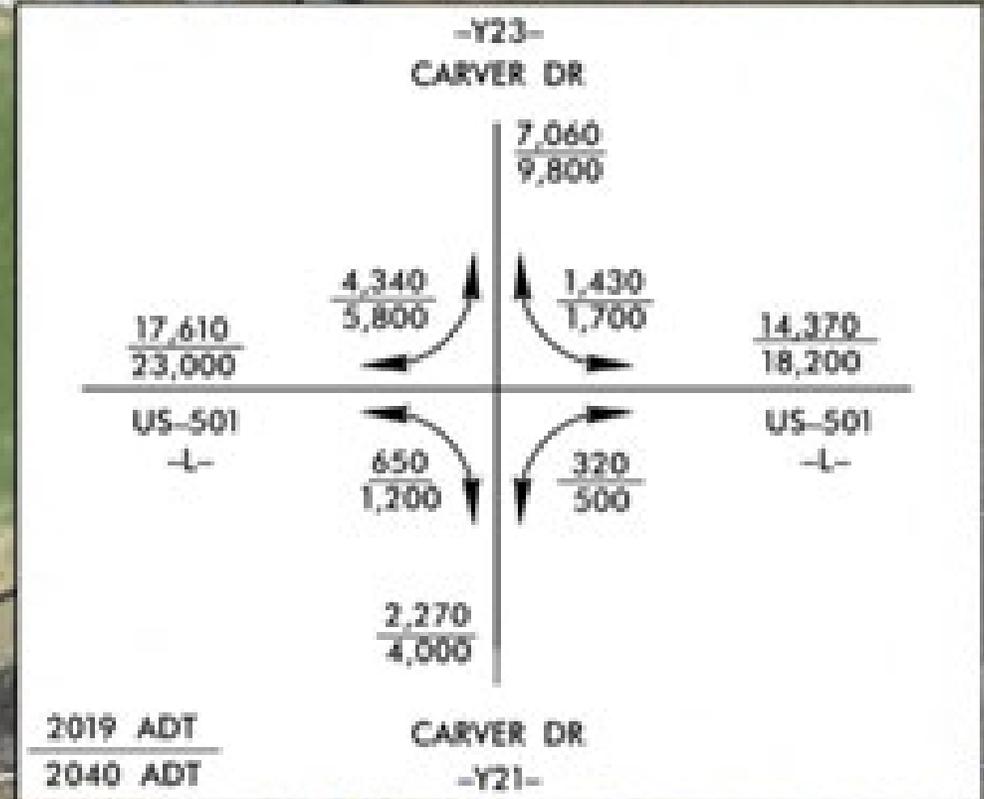
-Y13-
LONG AVE



2019 ADT
2040 ADT







STIP U-5969

Traffic Projections Show An Increase Of Over 25%

TRANSPORTATION

Highway Safety Is Very Important And Plays A Major Role
In NCDOT Projects

Three New Stop Lights Are Added Within The Proposed
Project

Two Areas Create The Most Accidents
Oak Street Thru Clayton Ave.

Johnson Street / South Main Street And Hurdle Mills Rd

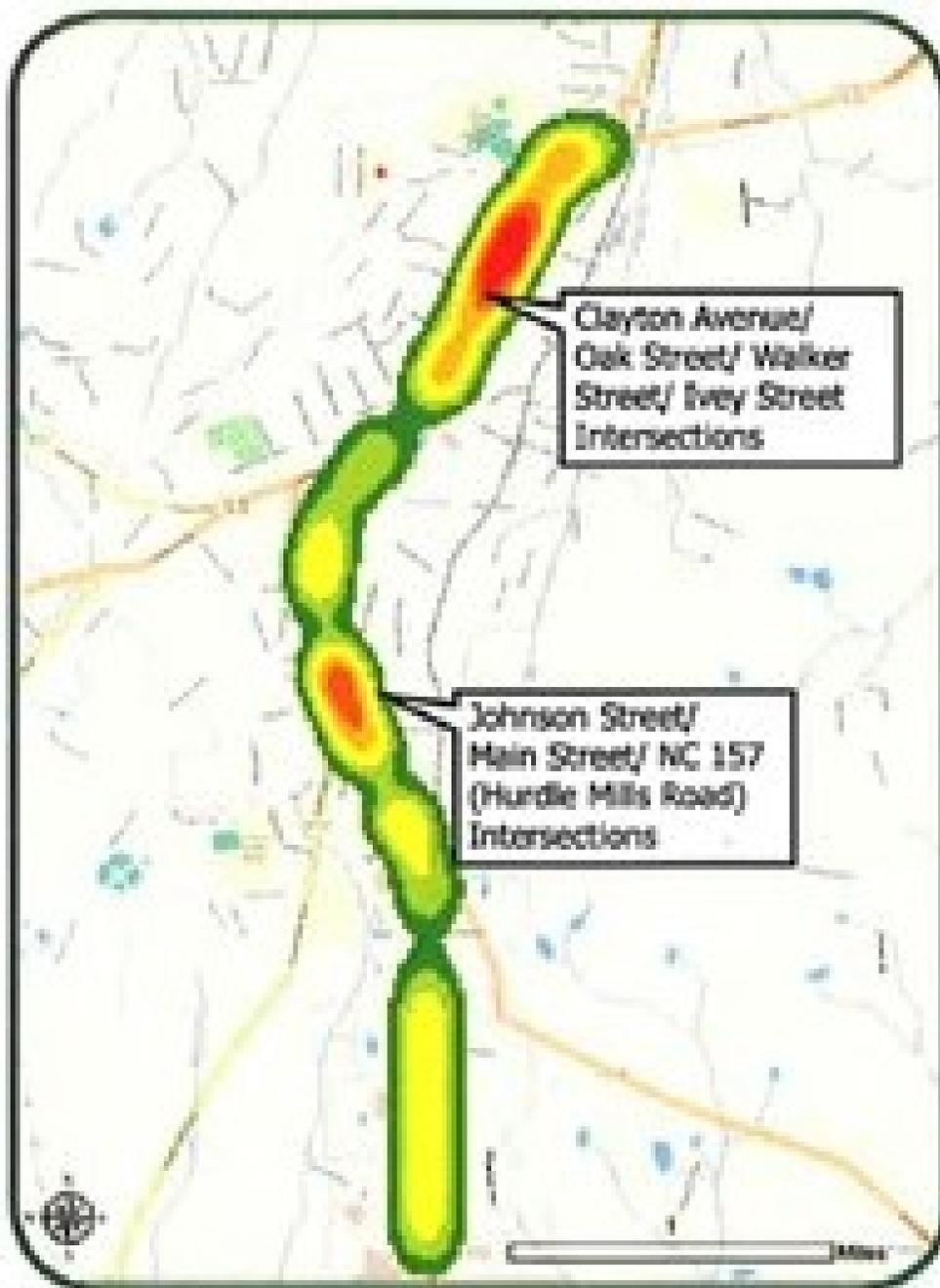


Figure 1. Heat Map of All Crashes

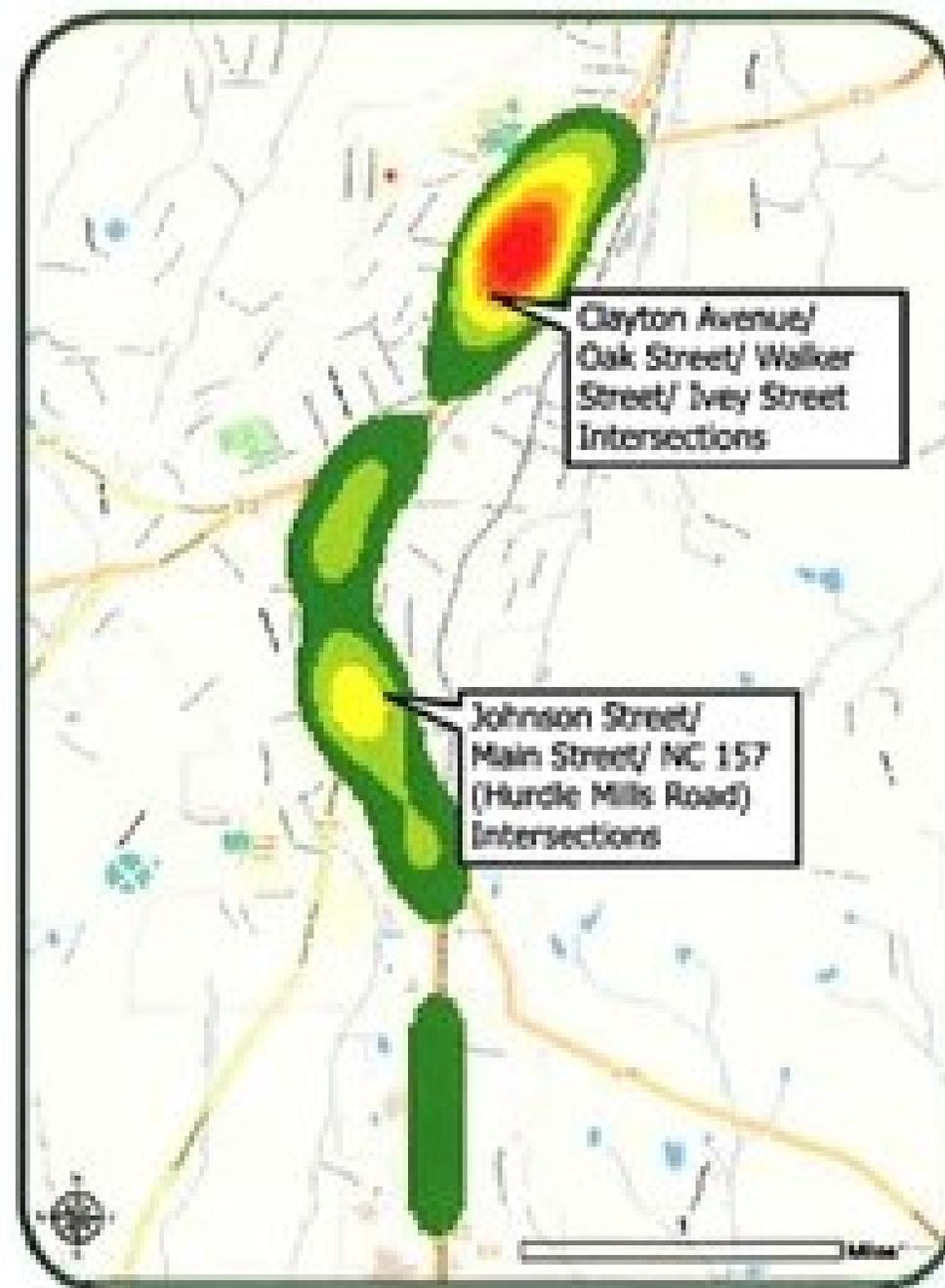


Figure 2. Fatal Injury Crashes Heat Map

STIP U-5969 - HISTORY

Mayor Newell

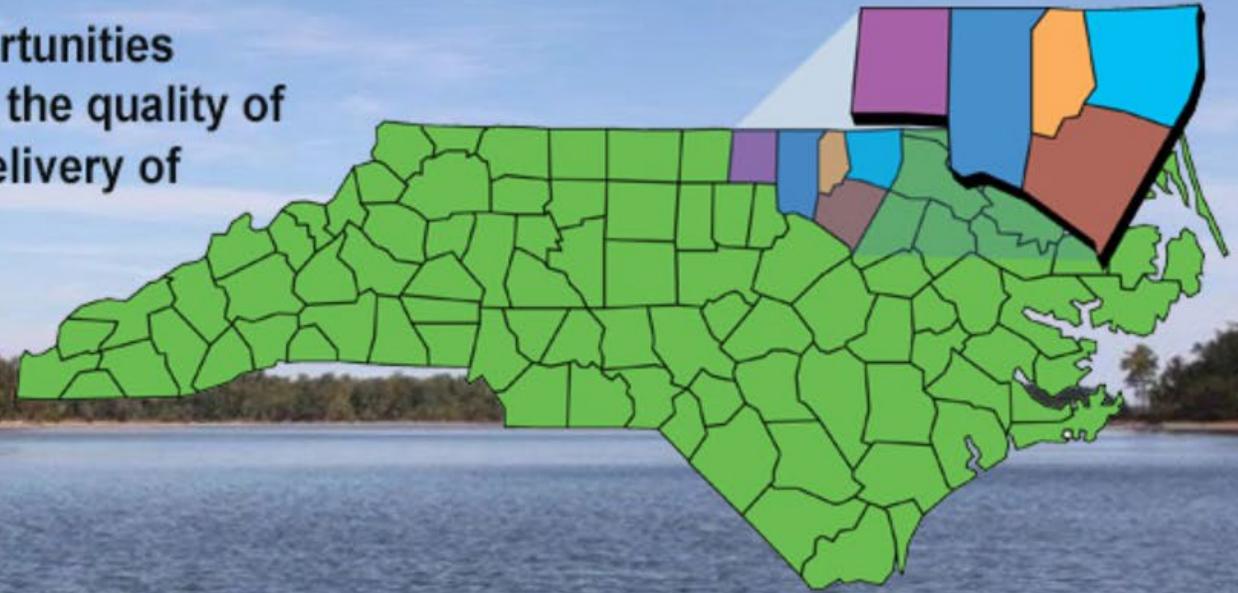
STIP U-5969 - HISTORY

Guest Speaker - Mike Ciriello
Currently The Town Planner For Butner
Former Land Planner For Person County
Former Chairman of The Kerr Tar RPO
(Rural Planning Organization)

Kerr Tar

Regional Council
Of Governments

Promoting regionalism that provides opportunities for local governments to enhance and improve the quality of life for our citizens through the effective delivery of services and programs.



[About](#)

[Open for Business Loan](#)

[Departments](#)

[Member Governments](#)

[Employment Opportunities](#)

[Events](#)

[Resources](#)

[Regional Food Policy](#)

BEAUTIFICATION

Beautification Projects Can Be Beneficial To Economic
Development

Enhancing The Appearance Of The Community

Addition Of Sidewalks Can Better Serve Many Citizens

PERSON COUNTY 2001 LAND USE PLAN

Transportation

Even though Person County is not directly involved in the planning, construction, or maintenance of public roads, the County does work closely with the NC Department of Transportation on these issues. The County and the Department of Transportation have jointly adopted a thoroughfare plan to provide for future major road improvements within the County, including the widening of existing highways and the provision for new bypass alignments. Major road improvements shown on the thoroughfare plan and included in the NC Transportation Improvement Plan (TIP) 2000-2006 will be a major factor in attracting new growth and development to the County.

3.0 Goal: Provide for orderly development along existing and proposed major transportation routes to minimize disruption to free flow of traffic.

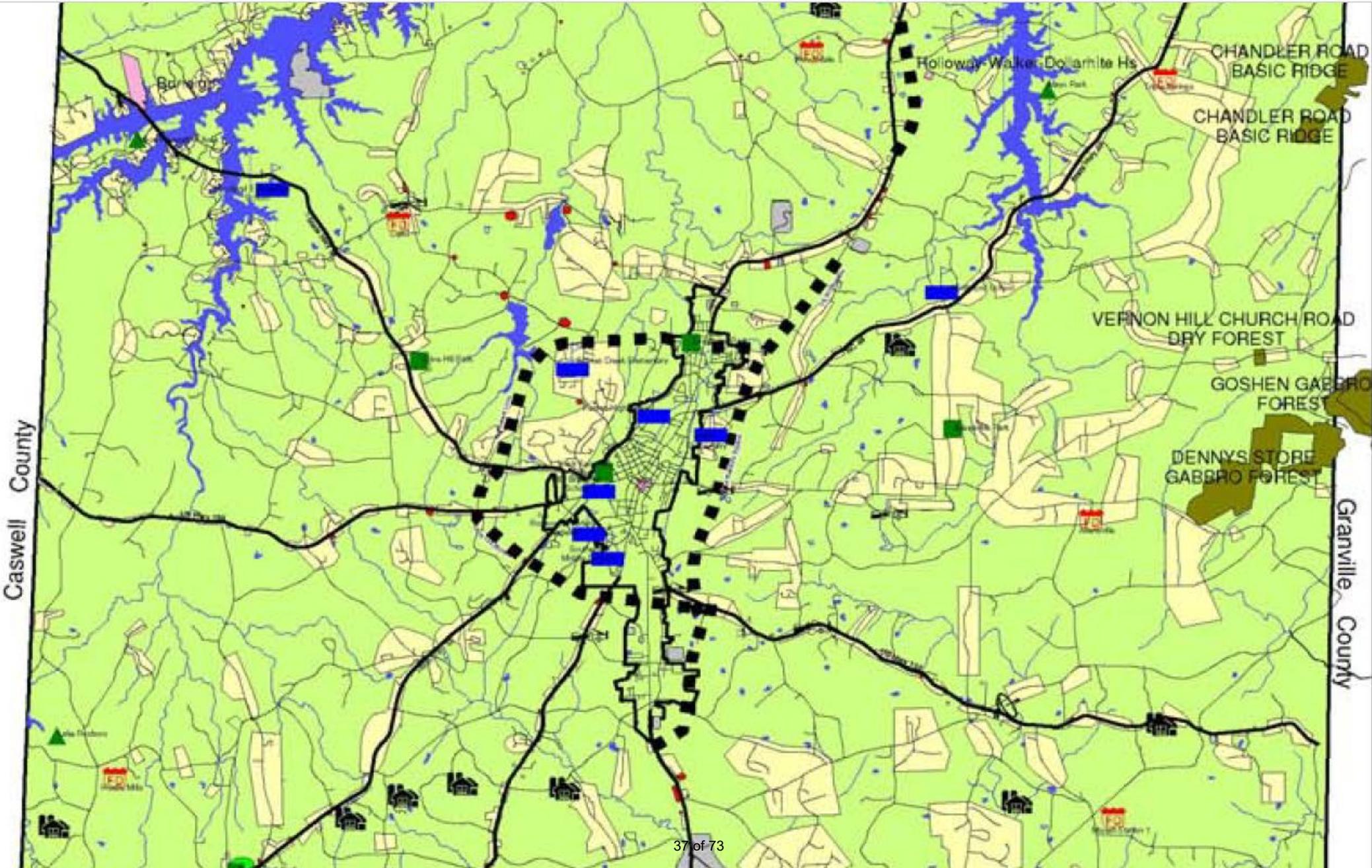
3.1 Objective: Protect US 501 as a community gateway by establishing appropriate regulations to control access to the corridor.

Implementation Strategies:

3.1.1 Adopt an overlay district for all major corridors, which establishes additional requirements for setbacks, buffering and access. (Cross reference Community Appearance, Objective 4.1, Implementation Strategies 4.1.2, 4.1.3; Public Water and Sewer Infrastructure

HIGHWAYS FOR THE FUTURE

Next Slide Shows 2001 Plan For Highway 501
Bypass Around Eastern Roxboro
Also Shows A Possible Loop Road Around
Roxboro



HIGHWAYS FOR THE FUTURE

Highway 501 Bypass Around Eastern Roxboro

Improves Access To Northern Person County Industries

Improves Access To Mega Park

Improves Safety on Madison Blvd

Improves Access To Highway 158

Improves Access To Interstate I-85

HIGHWAYS FOR THE FUTURE

Highway 501 Bypass Around Eastern Roxboro

Improves Safety on Madison Blvd And Secondary Roads

Reduces Traffic On Madison Blvd

Reduces Heavy Trucks And Through Traffic

Reduces Heavy Trucks On Secondary Roads

HIGHWAYS FOR THE FUTURE

Highway 501 Bypass Around Eastern Roxboro And The
Madison Blvd Project May Need To Be Revisited

STIP U-5969 - Comments

Larry Cole – Madison Blvd. Business Owner

EDC DISCUSSIONS



STIP
Project No. U-5969

US 501 (Madison Boulevard) Handout

August 29, 2019



PROJECT DESCRIPTION

MEETING PURPOSE

The purpose of this meeting is to share project information and receive your feedback.

This meeting will be an open house format, where you can review preliminary designs and provide your feedback to NCDOT staff and representatives.

NCDOT wants to hear from you! Your comments will help inform the design. Use the comment card at the back of this handout or send your comments in the mail, email, or phone by September 20, 2019.

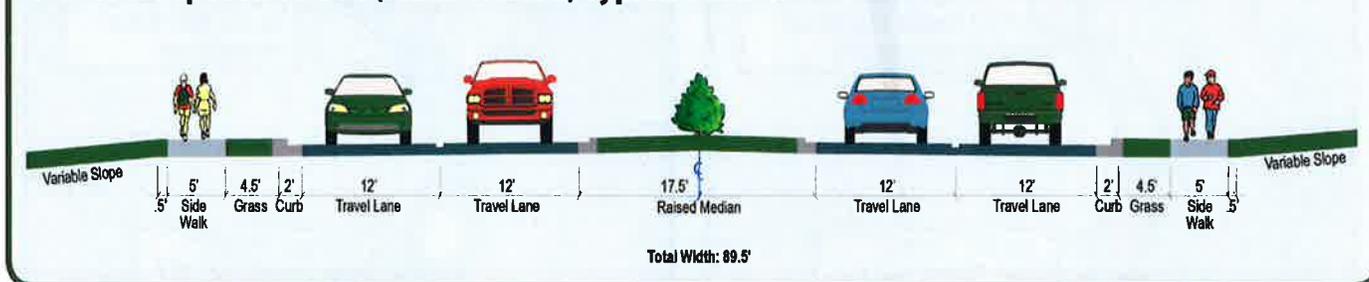
At the request of the Kerr-Tar Rural Planning Organization, NCDOT is proposing to upgrade US 501 (Madison Boulevard) from the existing 5-lane undivided roadway to a 4-lane median divided roadway from south of US 158 to North Main Street in Roxboro. Intersections and cross streets will be reconstructed as part of this project, as well as sidewalks. The proposed project is approximately three miles in length and is included in the 2018-2027 North Carolina State Transportation Improvement Program (STIP). The total cost estimate for the project as provided in the STIP is \$33,600,000.

The corridor, a mixture of residential and commercial development, runs directly through the City of Roxboro. Madison Boulevard is used as the primary connector to downtown Roxboro, as well as to multiple shopping centers and residential communities. The project corridor is a part of the larger US 501 system that is a major north-south connector, traversing most of North Carolina into South Carolina and Virginia.

PROJECT GOAL

Madison Boulevard consistently experiences traffic congestion due to the number of vehicles that use this road each day. In addition, the *Person County Comprehensive Transportation Plan* (July 2011) identified that the intersections along this roadway frequently experience a high number of vehicle crashes. The purpose of this project is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Due to the extensive amount of development that is located on either side of the project, efforts will be made to keep right-of-way acquisition to a minimum.

U-5969: Proposed US 501 (Madison Blvd) Typical Section



PROJECT CHALLENGES

Along with improving the main roadway, changes will be made to cross streets along the project corridor. Due to the corridor being heavily developed, one of the main challenges will be minimizing right of way impacts to property owners to the extent practicable.

CONTACT INFORMATION

Robert Boot
Atkins Project Manager
1616 E. Millbrook Rd, Suite 160
Raleigh, NC 27609
(919) 431-5276
robert.boot@atkinsglobal.com



ANTICIPATED PROJECT SCHEDULE* **Subject to change*

Environmental Document: Fall 2019
Right of Way Authorization: 2020
Construction: 2022

Ben Upshaw
NCDOT Division 5
Project Manager



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

CONGESTION

According to the traffic forecast completed in November 2017, the current annual average daily traffic along the corridor ranges from 8,500 vehicles per day (VPD) to 28,600 VPD. The traffic volume range is projected to increase to 10,600 VPD to 38,100 VPD in 2040. Currently, seven of the twenty intersections in the corridor operate at level of service

(LOS) E or worse during the evening peak hour. All of the signalized intersections will experience increased delay in 2040 when compared to existing conditions.

The project will improve all of the intersection operations to overall LOS D or better for both the morning and evening peak hours.

SAFETY

A safety analysis of the corridor has been conducted and the implementation of several safety countermeasures are proposed along the corridor to improve safety. With the projected increase in traffic volumes, the US 501 corridor is expected to have an increase in fatal and injury and property damage only crashes in the design year of 2040. The corridor crash rate is 604.44 crashes per 100 million vehicle miles traveled, which is more than double the statewide crash rate for similar roadways. In addition, three

intersections along the corridor were identified on NCDOT's Safety Improvement Program as meeting the frontal crash warrant.

A total of 852 crashes occurred within the corridor during the study period (2013-2017), including 179 crashes resulting in injuries and one fatality.

Figure 1 provides a heat map of all observed traffic crash locations specific to the study corridor. **Figure 2** provides a heat map of the fatal injuries specific to the corridor.

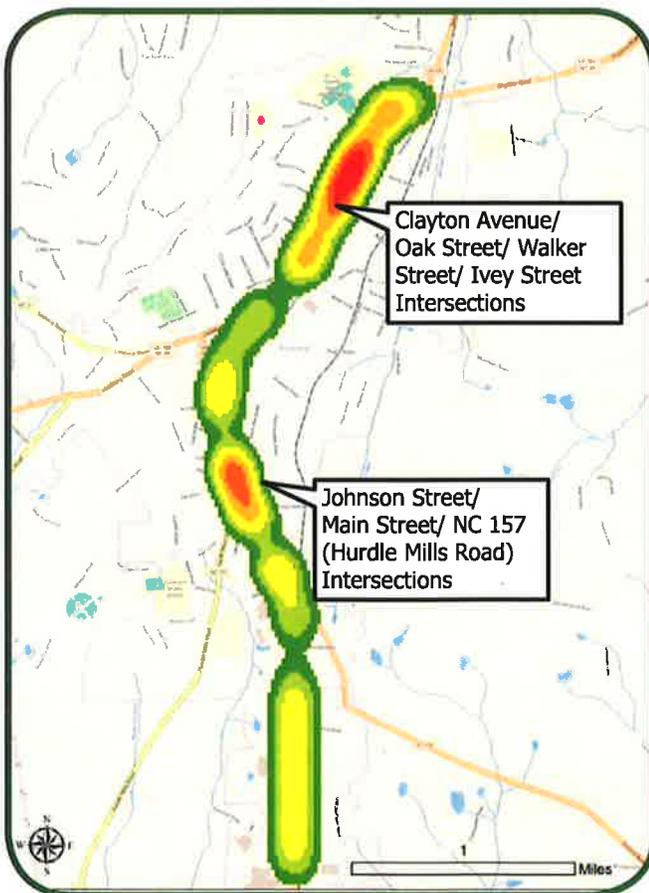


Figure 1. Heat Map of All Crashes

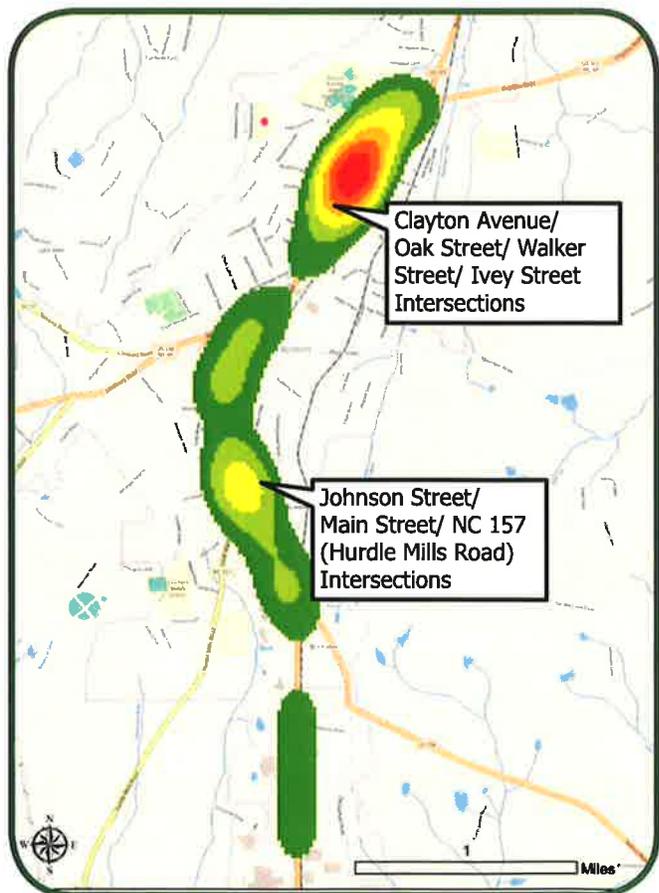


Figure 2. Fatal Injury Crashes Heat Map

SAFETY CONTINUED

The proposed safety countermeasures, such as raised medians, pedestrian enhancements (sidewalks, crosswalks, push signals, ramps) and improvements to side street skews, have been proven in prior research to improve traffic safety.

Implementing these treatments will help reduce the majority of angle and rear-end collisions which make up 72% of the crashes that occur along the study corridor (**Figure 3**). The number of driveways/access points along a roadway contribute to the occurrence of angle crashes; currently, there are 171 driveways/access points along the corridor.

Figure 4 shows how the number of traffic conflict points are greatly reduced with the addition of a median. Improving the skew angle at the approaches of certain signalized intersections will improve driver reaction times and reduce the risk of rear-end collisions. Installation of a traffic signal at currently

un-signalized intersections would relieve timing inefficiency and thus potentially reduce the risk for rear-end collisions. Upgrading the existing traffic signals will reduce the risk for rear-end, angle, and turn collisions. Given the amount of visual clutter present within the study area, improving the visibility of traffic signals can help improve compliance with the intended message of these devices, leading to potential increased safety performance.

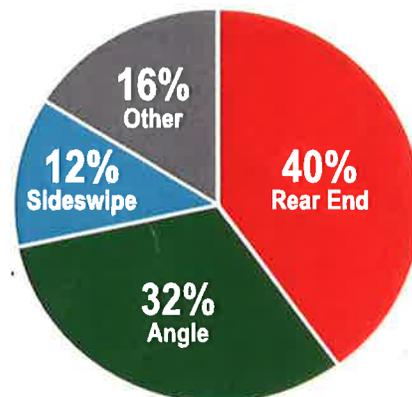


Figure 3. Types of Crashes

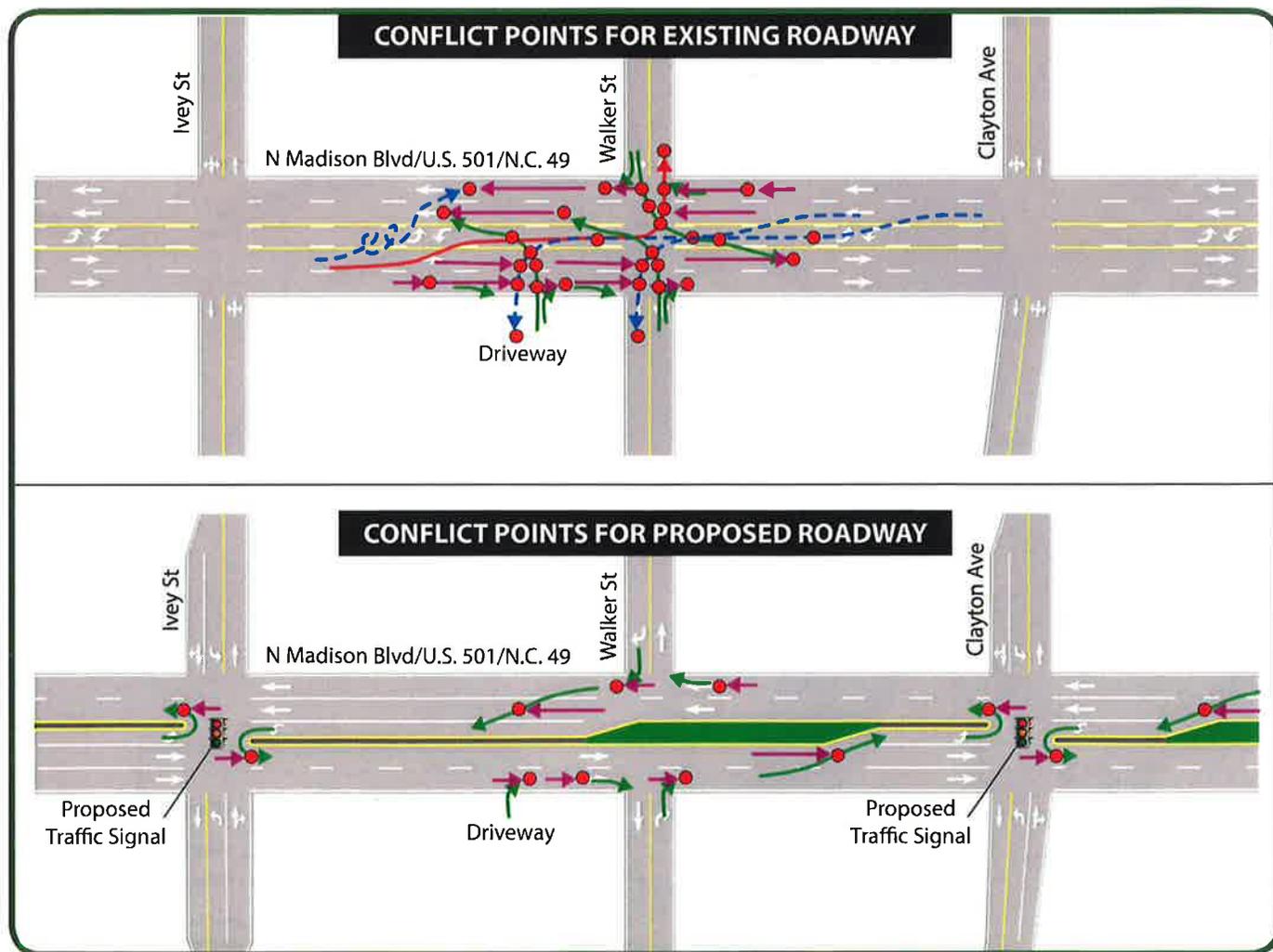
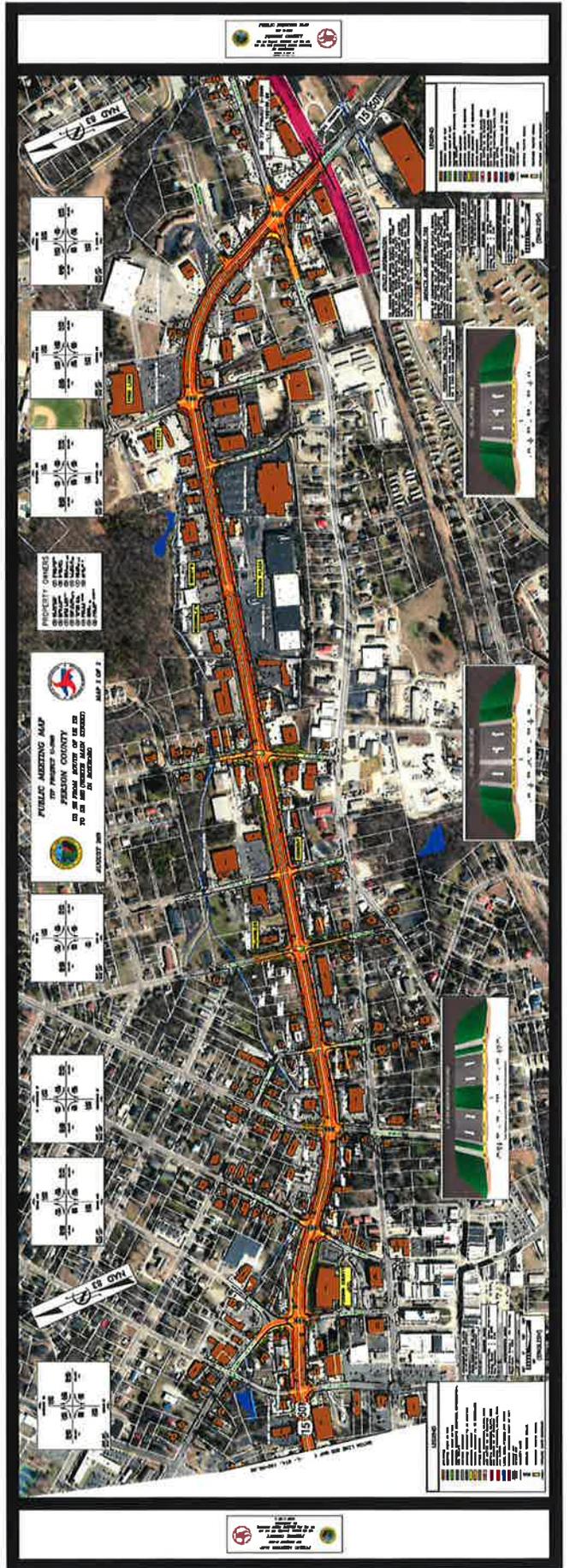
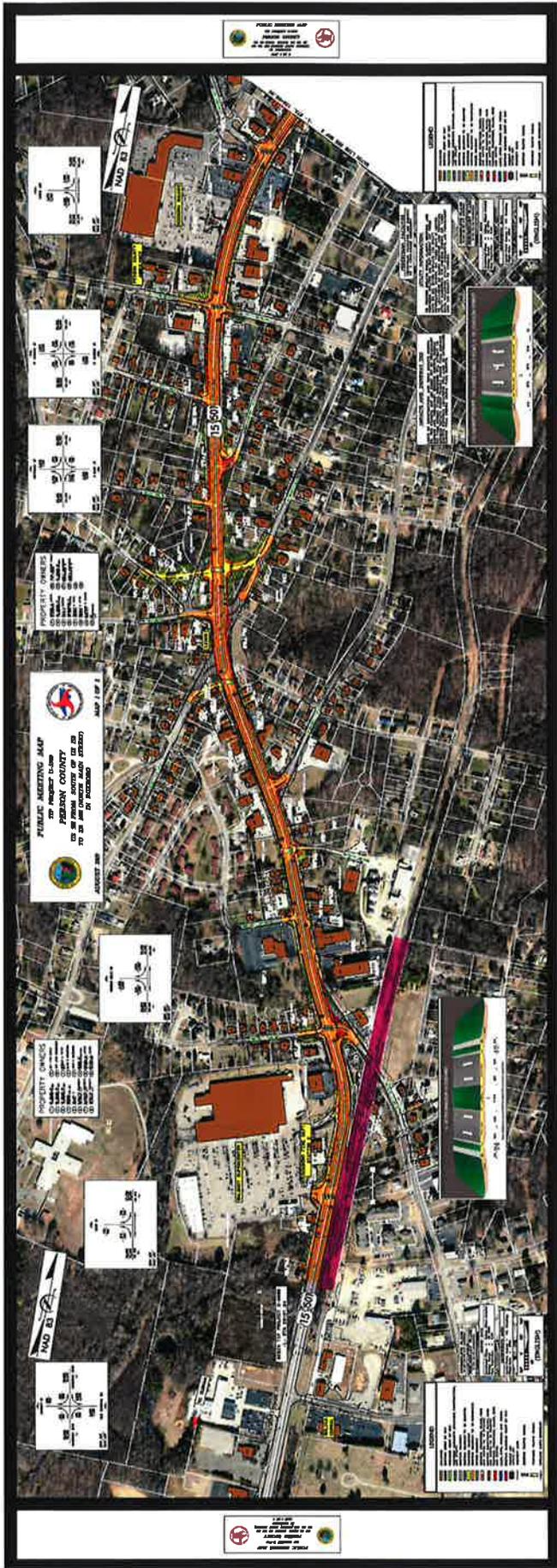


Figure 4. Traffic Conflict Points, Existing and Proposed



FREQUENTLY ASKED QUESTIONS

What is access management?

Access management is a type of roadway design that decreases the number of places where a driver can enter and exit the roadway. The purpose of this design is to improve safety by decreasing the number

of places where a vehicle crash could occur. https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.htm or <http://www.accessmanagement.info/sites/default/files/NC2009EconomicImpacts.pdf>

How does adding a median help with congestion?

Traffic collisions can lead to traffic delays, which causes congestion along roadways. By decreasing the number of traffic collisions that occur, traffic congestion will also decrease. Research conducted on the subject by the analysis of crash data in seven states concluded that raised medians reduce crashes

by over 40 percent in urban areas and over 60 percent in rural areas. <https://safety.fhwa.dot.gov/geometric/pubs/accessmgmtbrochure/median.cfm> or https://ops.fhwa.dot.gov/congestion_report_04/executive_summary.htm

What about my business concerns?

Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners

indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction. https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf

Will bicyclists and pedestrians be accommodated?

NCDOT has been coordinating with the City of Roxboro throughout the project. In order to minimize right of way impacts, it was agreed that the project would not include bike lanes but would have

sidewalks on both sides. More information regarding the project as well as status updates can be found online at <https://ncdot.publicinput.com/us-501-madison-roxboro>.

Will this project accommodate large trucks and emergency services vehicles?

NCDOT has been coordinating with local community leaders and EMS officials to discuss construction detour planning and roadway design to accommodate

trucks and emergency vehicles. NCDOT will continue to coordinate with these entities throughout the planning process of the project.

How is this project funded?

Funding for this project is allocated through the State Highway Trust Fund, which is annually appropriated to NCDOT by the North Carolina General Assembly (NC General Statutes, Chapter 136, Article 14). These funds are then distributed by NCDOT on local, regional, and statewide levels based on data and input received from local planning organizations (i.e.,

Metropolitan Planning Organizations, Rural Planning Organizations, etc.), and NCDOT divisions. After this process, funds for these projects are considered committed. More information about NCDOT finances can be found here: <https://www.ncdot.gov/about-us/how-we-operate/finance-budget/Pages/default.aspx>.





STIP
Project No. U-5969

US 501 (Madison Boulevard) Handout

August 29, 2019



Tell us your thoughts...

Please share your thoughts. Once completed, place the comment form in the comment box tonight, or email your comments to lauren.dix@atkinsglobal.com, or mail your comments to the address below.

Comments will be accepted until **September 20, 2019**.

Atkins
Lauren Dix, Project Consultant
5600 Seventy-Seven Center Dr., Suite 340
Charlotte, NC 28217

1. Please circle how supportive you are of this project to upgrade US 501 (Madison Boulevard) from a 5-lane undivided roadway to a 4-lane divided roadway from south of US 158 to North Main Street.

- a. Very Supportive
- b. Somewhat Supportive
- c. Neutral
- d. Somewhat Unsupportive
- e. Very Unsupportive
- f. Not Sure

2. Please circle how supportive you are of adding a sidewalk and multi-use path to US 501 (Madison Boulevard)).

- a. Very Supportive
- b. Somewhat Supportive
- c. Neutral
- d. Somewhat Unsupportive
- e. Very Unsupportive
- f. Not Sure

3. If you do not support the project, please indicate why.

4. Do you have any specific comments related to the upgrade of the roadway?

5. Are there any impacts to community resources about which you are concerned? Please identify the resource (residences, businesses, streams, parks, other)

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

Staple or tape here before mailing



Atkins
Attn: Lauren Dix
5600 Seventy-Seven Center Dr., Suite 340
Charlotte, NC 28217

PLACE
STAMP
HERE

Atkins
Attn: Lauren Dix
5600 Seventy-Seven Center Dr., Suite 340
Charlotte, NC 28217

Fold here to mail

Phone:

Email:

Address:

Name:

Please provide your contact information.

7. Are there any additional comments that you would like to make about the project?

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

TITLE VI PUBLIC INVOLVEMENT FORM

Completing this form is **completely voluntary**. You are not required to provide the information requested in order to participate in this meeting.

Meeting Type: Public Meeting	Date: August 29, 2019
Location: Person County Office Building	
TIP No: U-5969	
Project Description: US 501 Madison Boulevard in Roxboro, Person County	

In accordance with Title VI of the Civil Rights Act of 1964 and related authorities, the N.C. Department of Transportation assures that no person(s) shall be excluded from participation in, denied the benefits of, or subjected to discrimination under any of the Department's programs, policies, or activities, based on their race, color, national origin, disability, age, income, or gender.

Completing this form helps meet our data collection and public involvement obligations under Title VI and NEPA, and will improve how we serve the public. Please place the completed form in the designated box on the sign-in table, hand it to an NCDOT official or mail it to the Environmental Analysis Unit, 1598 Mail Service Center, Raleigh, NC 27699-1598.

All forms will remain on file at the NCDOT as part of the public record.

Zip Code: _____	Gender: <input type="checkbox"/> Male <input type="checkbox"/> Female
Street Name: (i.e. Main Street) _____	Age: <input type="checkbox"/> Less than 18 <input type="checkbox"/> 45-64 <input type="checkbox"/> 18-29 <input type="checkbox"/> 65 and older <input type="checkbox"/> 30-44
Total Household Income: <input type="checkbox"/> Less than \$12,000 <input type="checkbox"/> \$47,000 – \$69,999 <input type="checkbox"/> \$12,000 – \$19,999 <input type="checkbox"/> \$70,000 – \$93,999 <input type="checkbox"/> \$20,000 – \$30,999 <input type="checkbox"/> \$94,000 – \$117,999 <input type="checkbox"/> \$31,000 – \$46,999 <input type="checkbox"/> \$118,000 or greater	Have a Disability: <input type="checkbox"/> Yes <input type="checkbox"/> No
Race/Ethnicity: <input type="checkbox"/> White <input type="checkbox"/> Black/African American <input type="checkbox"/> Asian <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Other (please specify): _____	National Origin: (if born outside the U.S.) <input type="checkbox"/> Mexican <input type="checkbox"/> Central American: _____ <input type="checkbox"/> South American: _____ <input type="checkbox"/> European: _____ <input type="checkbox"/> Chinese <input type="checkbox"/> Vietnamese <input type="checkbox"/> Korean <input type="checkbox"/> Other (please specify): _____

How did you hear about this meeting? (newspaper advertisement, flyer, and/or mailing) _____

For more information regarding Title VI or this request, please contact the NCDOT Title VI Nondiscrimination Program at (919) 508-1808 or toll free at 1-800-522-0453, or by email at titleVI@ncdot.gov. Thank you for your participation!

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

Staple or tape here before mailing



NCDOT Environmental Analysis Unit
Attn: Kayla Weber, Public Involvement Officer
1598 Mail Service Center
Raleigh, NC 27699-1598

PLACE
STAMP
HERE

NCDOT Environmental Analysis Unit
Attn: Kayla Weber, Public Involvement Officer
1598 Mail Service Center
Raleigh, NC 27699-1598

Fold here to mail

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

MADISON BOULEVARD PROJECT HISTORY AND UPDATE

Person County EDC

February 23, 2021

Transportation Partners

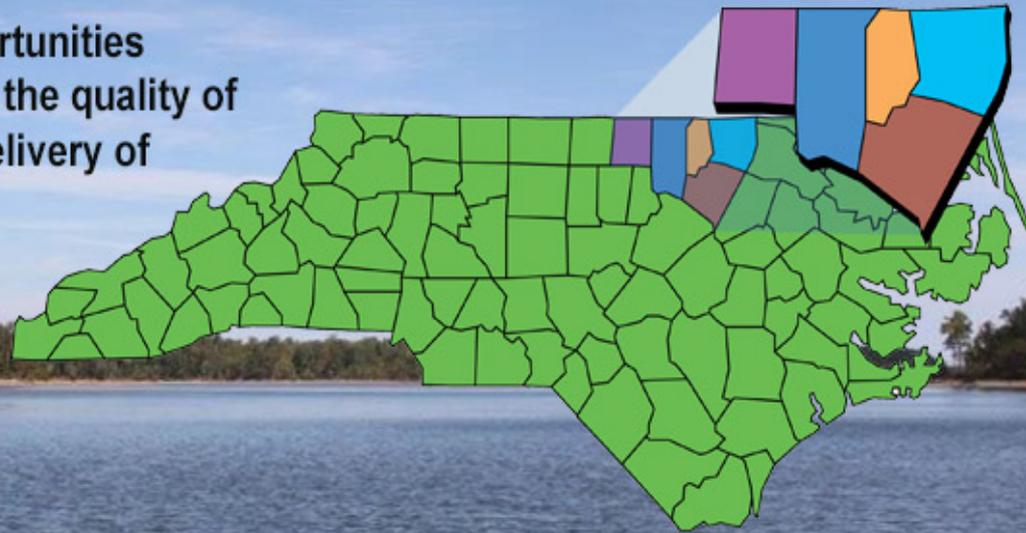
- Roxboro and Person County are connected to two (2) organizations for the purpose of transportation planning – the Kerr-Tar Council of Governments and the N.C. Department of Transportation

Kerr-Tar Council of Governments – (KTCOG)

- The Kerr-Tar Council of Governments is a five-county region comprised of the following (with 2019 population):
 - Granville County – 60,443
 - Franklin County – 69,685
 - Person County – 39,490
 - Vance County – 44,535
 - Warren County – 19,898

Kerr-Tar Council of Government Mission Statement

Promoting regionalism that provides opportunities for local governments to enhance and improve the quality of life for our citizens through the effective delivery of services and programs.



Kerr-Tar Rural Planning Organization - KTRPO

- Mandated by state legislation passed in July 2000 and implemented in 2002, nineteen (19) rural regional planning organizations were designated in North Carolina for the purpose of managing transportation projects and their submission to the State Transportation Improvement Program (STIP) – the primary tool by which transportation plans throughout North Carolina are proposed, studied, planned, funded, designed and constructed by the NC Department of Transportation.

KTRPO Committees

The KTRPO is comprised of two committees, the Transportation Advisory Committee (TAC) and the Technical Coordinating Committee (TCC). The TAC consists of local elected officials and an NC Board of Transportation member.

- The TAC establishes goals, priorities and objectives of the RPO, reviews and recommends changes to comprehensive transportation plans, reviews and approves an annual plan of work, reviews and prioritizes transportation improvement projects for submission to the NCDOT.
- The TCC consists of staff members from local government members, agencies and NCDOT. The TCC provides guidance and recommendations to the Transportation Advisory Committee (TAC).

NC Department of Transportation – Division 5

- The City of Roxboro and Person County are members of the Division 5 of the NC Department of Transportation, comprised of the following (with 2019 population):
 - Durham County – 321,488
 - Franklin County – 69,685
 - Granville County – 60,443
 - Person County – 39,490
 - Vance County – 44,535
 - Wake County – 1,112,000
 - Warren County – 19,898

NCDOT Divisions Map



NCDOT Divisions

Madison Boulevard

- Designated as US Highway 501, Madison Boulevard is owned by the State of North Carolina, with design, maintenance, safety and liability the responsibility of the NC Department of Transportation (NCDOT).
- All U.S. and state numbered roads in NC are owned by the NCDOT, financed primarily with gasoline and use taxes and Federal highway funds.
- While local input is always welcome and public information sought in many ways, the ultimate decisions concerning NCDOT roads are made by them.

Early Madison Boulevard

- Was originally a two-lane street built parallel as a bypass of Main Street in Roxboro and was widened to five lanes in 1976-78.
- Has become the primary business and transportation corridor in Roxboro since its construction.
- The intersection at Madison Boulevard and Reams Avenue is considered by traffic counts among the busiest in Person County. Reams Avenue is also an Emergency Corridor to our local hospital – marked with the blue “H” signs.

Madison Boulevard Project - U-5969

Timeline

- **2011 –**
- A Comprehensive Transportation Plan for Person County was developed following public meetings and comments under the supervision of Kerr-Tar Regional Council of Government's Planning Director, Mike Ciriello. One of the projects included a four-lane median split road with appearance and safety enhancements for Madison Boulevard. This document was adopted by the City of Roxboro, Person County, and the KTRPO. The plan was developed by all agencies and included multiple public comment/input opportunities in their respective public meetings.
- Mr. Ciriello is joining us by phone and agreed to provide insights and answer questions concerning the origins and process of this project.
- In August, the KTRPO submitted Madison Boulevard as a "prioritized" project for their approved project list and in October, the KTRPO TAC and TCC submit the approved projects for 2011 to the NCDOT for consideration in the State Transportation Improvement Plan (STIP).
- In the next 4 years, the KTRPO, Person County and City of Roxboro work to refine the proposal for NCDOT investment in Madison Boulevard based on concerns about appearance, safety, future congestion, accessibility for non-drivers.

Timeline - 2015

- Four years later, the NCDOT released their list of Transportation Projects for funding by the NC Board of Transportation for 2016-2025 and the Madison Blvd project ranked as one of the highest approved for funding.
- A Kick-Off Meeting was held that fall by Person County Planning Director Ciriello, where the safety hazards and potential for traffic growth in the coming years were cited as the primary reasons for the project's importance and submittal. Before leaving the KTCOG, Director Ciriello was responsible for breaking the project into three parts that were individually able to score higher than the project as a whole which resulted in the project scoring so high. This the current structure of the project in Phases A, B and C.

Timeline – 2015-2016 continued

- A Public Meeting was held with NCDOT and a community survey conducted via web, paper, and direct solicitation during this same time.
- **2016 –**
- A Public Input Session was held on a Saturday at the Person County Library in May 2016 for the majority of the day to view maps, renderings, survey results, etc.
- Boulevard merchants attended Person County Commissioners meetings also that month and there was discussion with Planning Director Ciriello and Commissioner Chair David Newell, that this potential project is ultimately decided by NCDOT because it is their roadway and responsibility.

Timeline - 2016

- A letter dated June 14, 2016 is on file and appears to have been mailed to all property/business owners within the corridor that may be impacted by the project. This letter was sent at the request of merchant Larry Cole at the aforementioned Commissioner's meeting.
- There is also on file a copy of a resolution of support from the Person County EDC for this specific project, dated July 14, 2016.

Timeline - 2018

- **March 2018** – City staff attended a meeting with NCDOT Division 5 office regarding their request to review access management and intersection options for the project. At this meeting, we relayed as many concerns of the public as possible make the project a bit more palatable. It was also discussed that plantings and a landscaped median would only be possible with joint involvement from the City/County for funding. NCDOT would not add to the overall project cost to have these “improvements” added.

Timeline – 2018-2019

- **August 2018** – Ms. Johnson shared much information about important organizations to include in outreach efforts, and in October, attended another meeting with NCDOT Division 5 to discuss traffic build alternatives and opportunities for public groups to be updated and to provide more feedback before finalization of plans.
- **January 2019** – Representatives from NCDOT gave presentations to the Person County Commissioners and Roxboro City Council regarding the project and its current timeline. Representatives from NCDOT attended a meeting with members of the business community and their respective organizations regarding the project and to obtain feedback about the project design.

Timeline - 2019

- **January 2019** – We received handouts and copies of the project map to be shared with the public. At that time, the project was slated for Right of Way (ROW) Acquisition in 2020 and Construction in 2022.
- **August 2019** – Public meeting was held with copies of the maps for the project made available for public review. NCDOT staff and project consultants were available for feedback. Online opportunities for additional feedback to a spreadsheet was made available to the public and is maintained by the consultant firm – Atlas Global.

Public Meeting at Person County Auditorium – August 29, 2019



Timeline – 2020

- **February 2020** – Staff received confirmation that the project was removed from the suspension list in January 2020 (it had previously been suspended due to the State's inability to pass a budget by July 1, 2019). ROW acquisition was then moved to late 2021 and construction to begin in 2023.
- **May 2020** – Staff was notified project was suspended again. While the period of suspension was unknown, staff was informed that the project would move forward once NCDOT's spending restrictions were lifted. With current funding issues, the schedule has now been moved out two more years for ROW Acquisition in 2023 and Construction in 2025. These dates are still pending and could be delayed further.

Latest Update

- Just this week (February 2021), we received an email from Ben Upshaw, Project Engineer of NCDOT Division 5:

“Just to clarify the comment about the three sections of the project, they are all three “committed” for funding in our State Transportation Improvement Program (STIP), but the construction of the A section (southernmost portion from S. Main Street to 158 East) has been delayed to a future year. The B and C sections are now scheduled for construction to begin in fiscal year 2025, whereas the A section is not programmed for construction in the current 2020-2029 STIP, meaning construction isn’t scheduled to begin on that section until after 2029.”

Latest Update - continued

- **There is still much more opportunity for public input about this project proposed by the NCDOT and its consultants before right-of-way acquisition would begin.**

**Minutes of the PCEDC Meeting
Piedmont Community College Room S100
1715 College Dr, Roxboro, NC 27573
March 23, 2021**

Voting Board Members Present:

Mr. Phillip Allen-Chairman
The Honorable Marilyn Newell-Secretary
The Honorable Gordon Powell
Mr. Ernie Wood
Mrs. Elizabeth Bradsher

Mr. Kenneth Perry
Mr. Dale Reynolds-Vice Chairman
Mr. Donald Long
Mr. Danny Talbert

Ex Officios Present:

Ms. Heidi York, County Manager
Dr. Pamela Senegal, PCC Representative
Dr. Claudia Berryhill, Agricultural Representative

Mr. Brooks Lockhart, City Manager

Ex Officios Absent:

Dr. Rodney Peterson, PCS Superintendent

ED Staff Present:

Mrs. Sherry Wilborn, ED Director
Mrs. Brandy Lynch, ED Senior
Administrative Support
(Minutes)

Others Present:

Ms. Samantha Bagbey
Mr. George Willoughby
Mr. Bo Freeman
Ms. Lynda Clayton
Mr. Russell Jones
Mr. Dan Craig

The Person County Economic Development Commission March meeting was held at the Piedmont Community College Room S100, to allow for social distancing. In addition to those affiliate partners listed as "Others Present" a number of citizens attended the Duke Energy presentation.

Chairman Allen requested board members to vote by raising of hands, to insure votes were counted correctly.

EDC Welcome and Invocation:

1. At 4:01 p.m., Chairman Allen called the meeting to order.
2. Dale Reynolds gave the invocation.

Duke Energy Presentation

3. Mr. Allen introduces Duke Energy representatives: Tanya Evans, District Manager for Local Government and Community Relations for Duke Energy, John Geib, Duke Energy Director Economic Development of NC, and John Nelms, Duke Energy Senior Economic Development Manager.

The Duke Energy presentation will be included in the minutes.

John Nelms explains Duke's Economic Development Program is focused on industrial growth, not commercial or residential. Duke's intent is to increase the load growth for Duke Energy. Duke wants to be a part of the conversation for economic development prospects too. Nelms notes that having a site is not enough, that the site needs to be vetted. The Duke Site Readiness Program has site readiness in mind.

Tanya Evans expressed Duke Energy's commitment to North Carolina and Person County. Duke Energy has not announced a plant retirement date. Duke has signaled their intentions to retire the plants, but the dates are still "in flux". Replacement generation is also "in flux". Duke Energy has no plans to drain the lakes or sell the plants. Duke Energy wants Person County to be involved with discussions on the future of the power plants.

Every two years Duke has to submit an Integrated Resource Plan (IRP). The IRP is a projection of the future of the electric utility. Duke Energy plans to be net carbon neutral by the year 2050. The NCUC requires Duke Energy to perform coal plant retirement analysis in the 2020 IRP. Evans notes the complete report can be found online. Evans reviewed the slides within the presentation that show other energy sources. She noted some of the possible energy sources will require policy changes.

Evans expressed the plants cannot be retired without having replacement generation approved and in service. There are multiple energy options being considered for both plants in Person County, however no decisions for an energy alternative have been made yet. It would require

12,000 acres of solar to replace the Roxboro plant's output. It would take 600 acres of battery to replace Roxboro. Person County has all transmission lines already in place, Duke Energy owns the land and the workforce is in place. Evans hopes that provides some comfort to the county. Evans assures this is the first of many conversations that Duke Energy plans to have with the county.

Q&A with EDC

4. Chairman Allen explains this is an opportunity for the board to ask Duke Energy any questions. Many of the board members took the opportunity to thank Duke Energy for all their contributions to the community. Duke reciprocated and acknowledged the support they received from the county.

Highlights from Duke Power's question and answer portion of the meeting.

- Duke Energy is in the process of developing a plan for communication with the community about future plans
- Duke Energy has no set date for plant closures
- Duke Energy plans to maintain a good partnership with Person County
- Duke Energy has begun to reduce its supply of gypsum to Certainteed
- Duke Energy acknowledged the Person County Mega Park is special, but not unique
- Person County Mega Park is the best site for power in Person County, power is not the only criteria for making a site great.
- If the two power plants in Person County closed, the circuits are in place and will not go away that serve the Person County Mega Park
- Duke Energy plans to continue communication with Piedmont Community College to address any changes to educational and training needs of the workforce
- Duke Energy is open to discussion with customers that require unique power supply
- Duke Energy notes the importance of community voices and support, especially if natural gas becomes an option
- Natural gas is cheaper to generate
- Duke Energy Progress and Duke Energy Carolinas do have differences, including: rates, customers per square mile, and transmission lines. There are some departments that merged. It will be years/decades before there is just one Duke Energy.
- Duke Energy explains the need to have a reliable energy source. For example, wind and solar are good clean energy sources, but you must have another source when there is no wind or sun.
- Duke Energy explains in great detail how converting from coal power plants to another energy source is not an easy process.

- Duke Energy has supported the Person County Mega Site by providing highly reliable electricity, regular recruitment and submitting Person County Mega Park regularly for project requests
- In response to a specific question about Duke's relationship with the Timmons Group, John Geib explained Timmons Group is an ally and does work for Duke's Economic Development. Geib acknowledged Timmons is a great engineering firm, noting some employees have gotten "out of their swim lane" and that issue has been conveyed to Timmons. It was also noted by Geib that Timmons is an engineering firm but not known to him as a recruiting firm

Directors Report:

5. Wilborn's presentation will be included in the minutes. Upon request, Wilborn's presentation includes responses to stats and statements that are in the community.

Member Comments:

6. Chairman Allen notes this time will be used for any board members to share any comments or updates in the future. The Ex-Officios can email any updates they have into the Economic Development Office. This will be compiled into one report and be distributed monthly.

Wood takes the opportunity to clear up any misconceptions from the February meeting in reference to Timmons Group and contracts with engineers. He explains any contract the county enters into needs to have strong oversight.

Brooks Lockhart takes the opportunity to commend Wilborn for her assistance on the acquisition of the old Loxscreen facility.

Reynolds took the opportunity to express gratitude to Wilborn and Person County Health Director Janet Clayton for their work on the vaccine clinics for manufacturers.

Chairman's Report:

7. Chairman Allen expressed his gratitude for the questions that the board prepared for Duke Energy. He also read an email recognizing the hard work of Director Sherry Wilborn and other county and city officials. This email was received from a property broker involved with a recent property acquisition within the City of Roxboro.

Next Meeting:

EDC Minutes for March 23, 2021

8. The next meeting, a work session was announced as April 27, 2021 at 4:00 p.m. in the Person County Office Building Auditorium.

Adjournment:

9. A motion was made, seconded and unanimously passed to adjourn the meeting at approximately 6:53 p.m.

Motion: The Honorable Marilyn P. Newell

Second: Dale Reynolds

Date Approved

Secretary



ECONOMIC DEVELOPMENT PROGRAM

Recruit power-intensive industry resulting in LOAD GROWTH





BE THE VOICE OF ENERGY AT THE NEGOTIATING TABLE



**OUR MISSION IS TO RECRUIT POWER INTENSIVE INDUSTRY RESULTING IN
LOAD GROWTH – REVENUE – CAPITAL INVESTMENT – AND JOBS – IN THE COMMUNITIES THAT WE SERVE!**

DUKE ENERGY SITE READINESS PROGRAM



GOAL

Identify, assess, improve, & increase awareness of industrial sites in our territory



RECOGNIZED

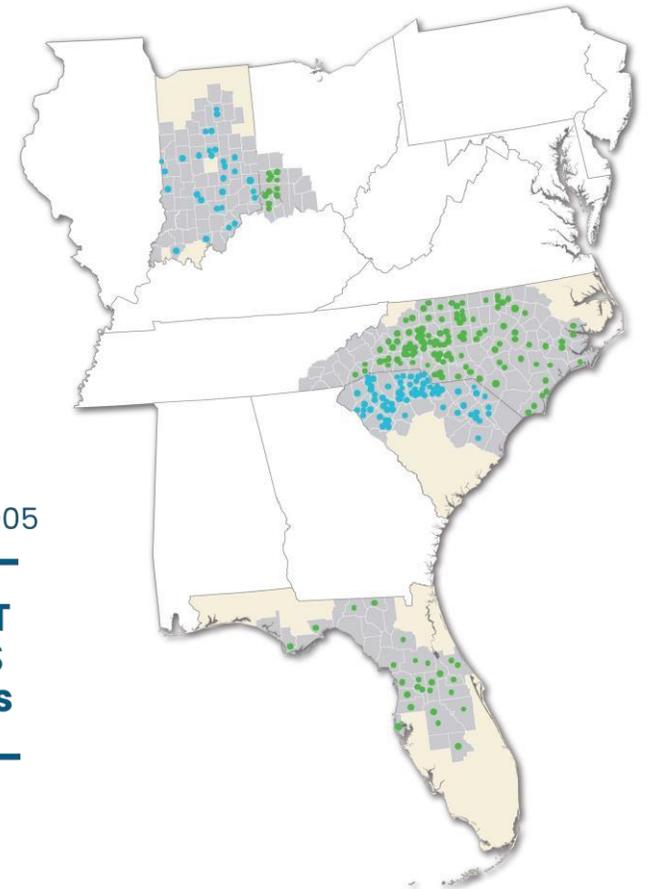
One of the South's 10 Best Site Programs

by Southern Business & Development Magazine



293 sites have been evaluated in our territory since 2005

\$8.3B IN CAPITAL INVESTMENT
CREATED THROUGH THIS
PROGRAM & **12,230 Jobs**



Teammate(s): 1 FT; (2 part-time). Site readiness activities are also handled by the regional ED Managers.

GOALS

Identify & pursue qualified economic development opportunities
Connect with key decision makers and influencers
Attract projects to all six states in our footprint

TARGET MARKETS

Automotive/Transportation
Aerospace
Batteries
Chemicals
Data Centers
Food & Beverage
General Manufacturing

Headquarters (HQ)
Life Sciences
Logistics
Medical Marijuana + CBD
Semiconductors
Steel/Metals



Teammate(s): 5 FT

GOAL

Provide electrical expertise and response, manage projects & close deals



TEAM SPORT

Collaboration with local, regional, and state economic development organizations to win projects that bring capital investment and jobs to the communities we serve



Teammate(s): 3-5 FT in each state (NC, SC, FL & IN)

COMPANY BENEFIT

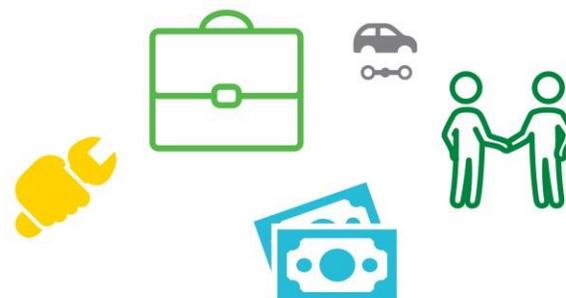
NEW ELECTRIC LOAD
(GROW REVENUE)



MOVE THE NEEDLE

COMMUNITY IMPACT

CREATE JOBS &
CAPITAL INVESTMENT



2020 ENTERPRISE HIGHLIGHTS

\$9.1 billion
in Capital Investment

18,000
New Jobs





Committed to North Carolina and Person County

What I'm planning to talk about today

- Our presence in Person County
- Word on the Street
- Duke Energy IRP
- What happens next

Our Presence in Person County

- Customers: 13,628
- Employees: 284 (does not include contractors or maintenance outage support); Alumni: 278
- Property Taxes Paid (2019): \$5.98 million
- Philanthropy 2019/2020: \$165,000
- Assets and major real estate holdings
 - Roxboro Operations Center
 - Mayo Plant (1983)
 - Mayo Lake
 - Hyco Plant (1966)
 - Hyco Lake

Word on the Street

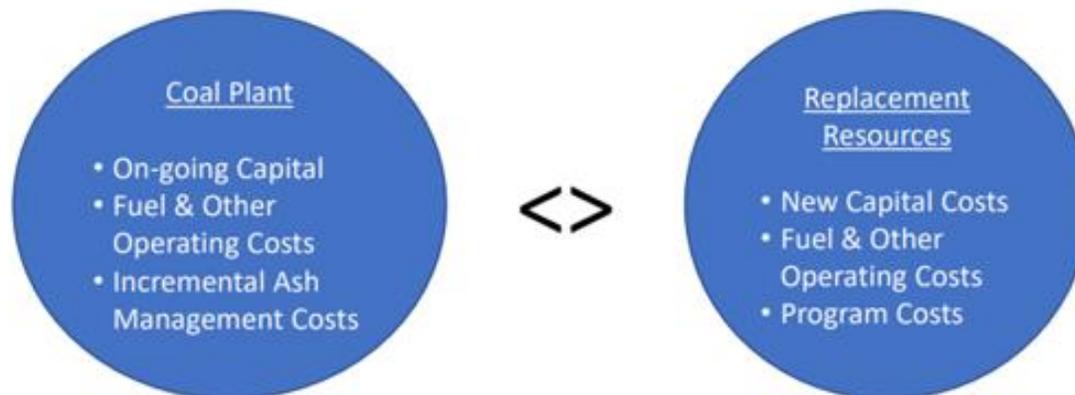
- Plant retirements
- Replacement generation
- Other rumors – lakes, dams, sales, etc

Duke Energy's 2020 Integrated Resource Plan (IRP)

- An Integrated Resource Plan (IRP) explains how an electric utility will meet the projected peak demand and energy requirements of its customers in a cost-effective, reliable manner.
- NC Commission Rules R8-60 require for both DEC and DEP, a bi-annual (every two years) IRP filing with an annual update report in the year between.
- IRP's balance multiple objectives including system reliability, environmental responsibility, and cost impacts.
 - Least-cost planning principles
 - Reliable resource portfolio
 - Manage risk through diverse resource mix
 - Reduce environmental impacts

Duke Energy's 2020 Integrated Resource Plan (IRP)

- The NCUC is requiring Duke Energy to perform coal plant retirement analysis in 2020 IRP
- “Most Economic” and “Earliest Practicable”
 - Most Economic – apply least cost planning principles when determining the optimal mix of resources to meet customer demand (
 - Earliest Practicable - suspends traditional “least cost” economic planning considerations and evaluates the physical feasibility of retiring all the Company’s 10,000 MW of coal generation sites within DEP and DEC as early as practicable when taking into consideration the timing required to put replacement resources and supporting infrastructure into service.



Carolinas IRP – Broad Portfolio Approach to Support Policy Discussions

Portfolios	Portfolio Description
Deliver lowest cost	Base case with no CO₂ prices (Economic coal retirement dates)
	Base Case with CO₂ Prices (Economic coal retirement dates)
Close coal by 2030	Earliest Practicable Coal Retirement (All coal by 2030; Cliffside 6 100% gas)
Reduce CO₂ by 70%	High Wind (Aggressive build of carbon free resources: solar, batteries, on/off-shore wind)
	High SMR (Small Modular Reactors) (Aggressive build of carbon free resources: solar, batteries, on-shore wind, SMR)
No new gas generation	No new gas under economic coal retirement dates



DEP PORTFOLIO RESULTS TABLE

PORTFOLIO	Base without Carbon Policy		Base with Carbon Policy		Earliest Practicable Coal Retirements		70% CO ₂ Reduction: High Wind		70% CO ₂ Reduction: High SMR		No New Gas Generation	
	A		B		C		D		E		F	
System CO ₂ Reduction (2030 2035) ¹	56%	53%	59%	62%	64%	64%	70%	73%	71%	74%	65%	73%
Average Monthly Residential Bill Impact for a Household Using 1000kWh (by 2030 by 2035) ²	\$13	\$21	\$15	\$27	\$16	\$24	\$31	\$39	\$27	\$36	\$49	\$58
Average Annual Percentage Change in Residential Bills (through 2030 through 2035) ²	1.2%	1.2%	1.3%	1.5%	1.4%	1.4%	2.7%	2.1%	2.4%	1.9%	4.0%	2.9%
Present Value Revenue Requirement (PVRR) [\$B] ³	\$35.4		\$35.7		\$37.3		\$44.5		\$41.9		\$52.1	
Estimated Transmission Investment Required [\$B] ⁴	\$0.4		\$0.8		\$0.7		\$3.2		\$1.0		\$6.2	
Total Solar [MW] ^{5, 6} by 2035	4,950		6,350		6,450		7,800		7,800		7,950	
Incremental Onshore Wind [MW] ⁵ by 2035	0		600		1,350		1,750		1,750		1,750	
Incremental Offshore Wind [MW] ⁵ by 2035	0		0		0		1,300		100		2,500	
Incremental SMR Capacity [MW] ⁵ by 2035	0		0		0		0		700		0	
Incremental Storage [MW] ^{5, 7} by 2035	700		1,600		1,600		2,000		2,000		5,000	
Incremental Gas [MW] ⁵ by 2035	5,350		4,300		3,950		2,150		2,150		0	
Total Contribution from Energy Efficiency and Demand Response Initiatives [MW] ⁸ by 2035	825		825		825		1,500		1,500		1,500	
Remaining Coal Capacity [MW] ⁵ by 2035	0		0		0		0		0		0	
Coal Retirements	Most Economic		Most Economic		Earliest Practicable		Earliest Practicable ⁹		Earliest Practicable ⁹		Most Economic ¹⁰	
Dependency on Technology & Policy Advancement												

¹Combined DEC/DEP System CO₂ Reductions from 2005 baseline

²Represents specific IRP portfolio's incremental costs included in IRP analysis; does not include complete costs for other initiatives that are constant throughout the IRP or that may be pending before state commissions

³PVRRs exclude the cost of CO₂ as tax. Including CO₂ costs as tax would increase PVRRs by -\$5-\$8B. The PVRRs were presented through 2050 to fairly evaluate the capital cost impact associated with differing service lives

⁴Represents an estimated nominal transmission investment; cost is included in PVRR calculation

⁵All capacities are Total/Incremental nameplate capacity within the IRP planning horizon

⁶Total solar nameplate capacity includes 2,950 MW connected in DEP as of year-end 2020 (projected)

⁷Includes 4-hr and 6-hr grid-tied storage and storage at solar plus storage sites

⁸Contribution of EE/DR (including Integrated Volt-Var Control (IVVC) and Distribution System Demand Response (DSDR)) in 2035 to peak winter planning hour

⁹Earliest Practicable retirement dates with delaying Roxboro 1&2 to EOY 2029 for integration of offshore wind/SMR by 2030

¹⁰Most Economic retirement dates with delaying Roxboro 1&2 to EOY 2029 for integration of offshore wind by 2030

LEGEND:

- Completely dependent
- Mostly dependent
- Moderately dependent
- Slightly dependent
- Not dependent

Multiple Retirement Scenarios for Roxboro and Mayo

ECONOMIC RETIREMENT DATES OF DEP COAL PLANTS

	2019 IRP RETIREMENT YEAR (JAN 1)	2020 IRP MOST ECONOMIC RETIREMENT ANALYSIS RETIREMENT YEAR (JAN 1)
Mayo 1	2036	2029
Roxboro 1 & 2	2029	2029
Roxboro 3 & 4	2034	2028

Key Factors:

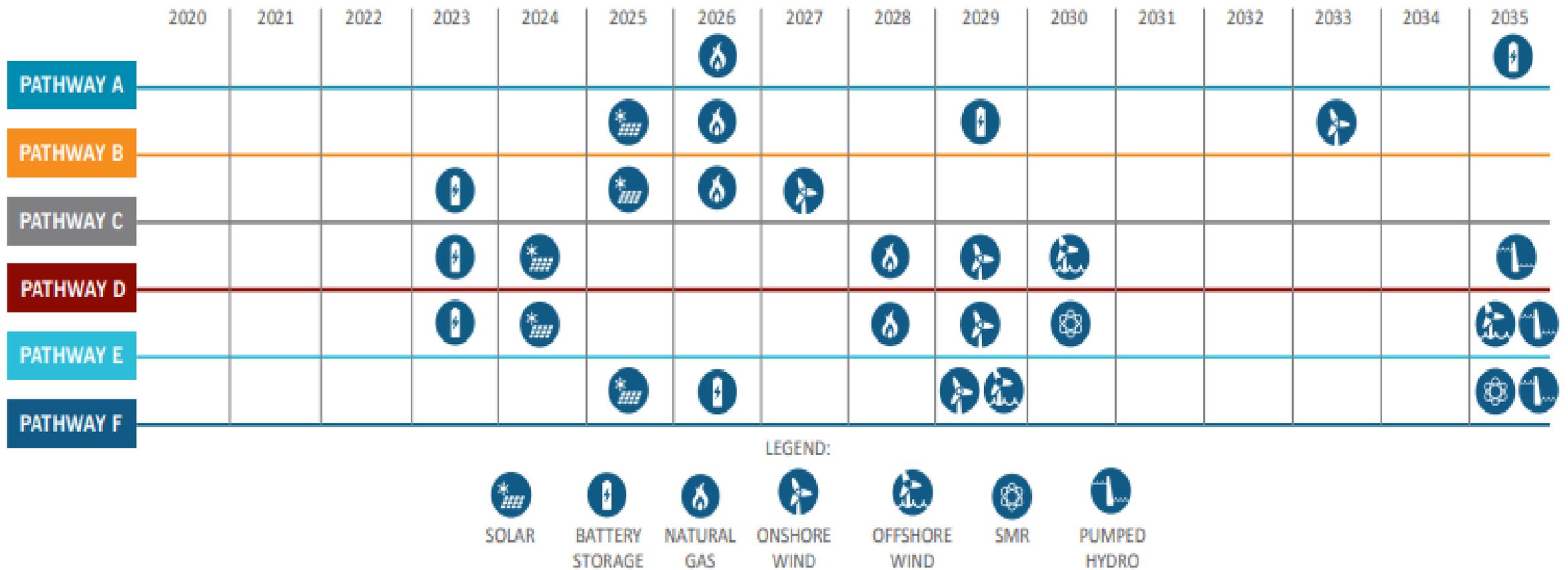
- Dates are dependent on replacement generation approved, constructed and in-service prior to coal plant retirement.
- Dependent on key technology and policy advancement.

EARLIEST PRACTICABLE COAL RETIREMENT DATES OF DEP COAL PLANTS

	BASE CASE MOST ECONOMIC RETIREMENT YEAR (JAN 1)	EARLIEST PRACTICABLE COAL RETIREMENT YEAR (JAN 1)	CONSTRAINING FACTOR
Mayo 1	2029	2026	Build-up of transmission-advantageous battery energy storage
Roxboro 1 & 2	2029	2028	Construction of onsite gas capacity
Roxboro 3 & 4	2028	2028	Construction of onsite gas capacity

Timing of Replacement Generation

TIMING OF INCREMENTAL TECHNOLOGY ADDITIONS BY PORTFOLIO



Replacement Generation

- Multiple options currently being considered for Roxboro and Mayo – NO DECISIONS HAVE BEEN MADE:
 - Natural gas
 - Battery
 - Solar
 - Other?
- From a company standpoint, Person County is an attractive location and we enjoy excellent relations with our customers and local government officials.
- As we replace coal with cleaner generation, it's critical to establish an allocation of generation ownership that provides operational efficiency, greater coordination between generation and transmission planning and protection from market price volatility.
- Our vertically-integrated regulated business model in the Carolinas allows for a fast, flexible and economical plan to serve customers and holds Duke Energy accountable for reliable service. (i.e. opposite of Texas)

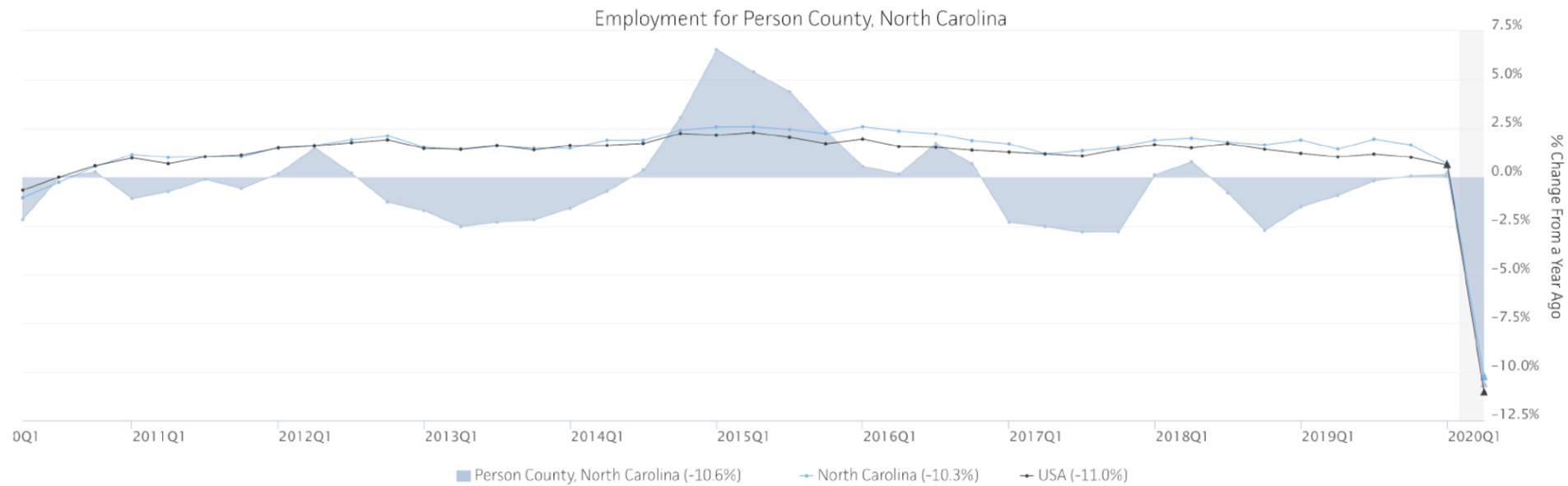
What Happens Next

- These are not official dates or commitments.
- These are planning dates that will likely be adjusted over the next few years depending on regulatory approvals and other factors.
- It's too early to lay out our exact replacement generation plan.
- We will continue operating some coal units for years to come. These plants are valuable company assets.
- We will work proactively with our employees and communities as we transition to a cleaner, lower-carbon energy future.



*BUILDING A **SMARTER** ENERGY FUTURE®*

EDC Meeting
March 23, 2021



Net loss of 400 jobs over 10 years?
Includes COVID-19 impacts.

- Since 2012, well over 1,200 jobs have been added with support from ED staff and/or EDC.
- In the 10 years preceding COVID, unemployment dropped from 13.6% to 3.9%.

Industrial Growth

- Certainteed – 2012
- Diamond Candles - 2013
- Spuntech Expansion – 2014
- GKN Expansion – 2016
- US Flue Cured Tobacco Expansion – 2016
- Carolina Pride Carwash Expansion - 2016
- Polywood – 2018
- Open Book Extracts – 2018

Person County Average Wage

2021: \$42,446

2020: \$42,249

2019: \$40,698

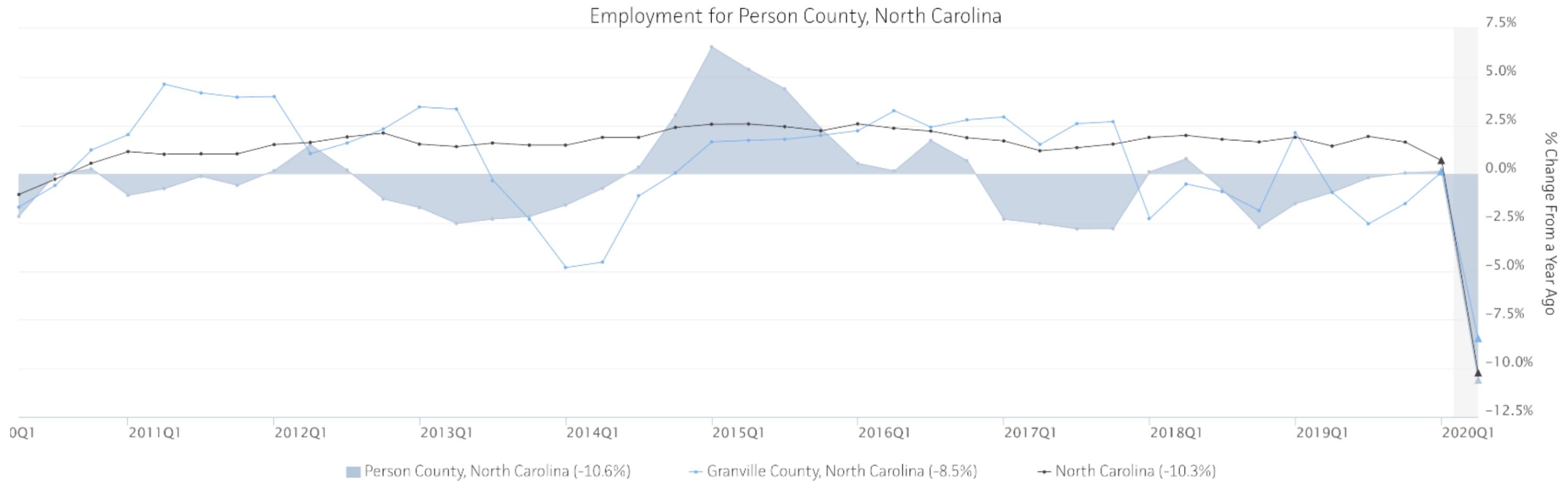
2018: \$39,543

2017: \$37,468

13% increase over 3 years

Average wage for Person County has increased each year since 2017 for a net increase of \$4,978. Only 19 of 100 counties have a higher wage.





The same graph with a comparison to a border county demonstrates fluctuations in year-over-year employment changes.

Statement

Person County Government is the top employer in the county.

Person County is an aging bedroom community with 50-60% of residents over 55.

Fact

Person County is the 3rd highest employer, a similar ranking to other counties, for example, Chatham County Government (2nd) and Johnston County (4th).

55 & over – 34.6%

18-54 – 44.2%

Under 18 – 21.2%



Brittany Jones Brady · 1st

President and CEO at Henderson County...

1mo · 🌐

Economic Development is a very cyclical business. You win a project and immediately you are down a site and workforce, so you spend time to develop product and workforce so that you can go market and hopefully win again. The past few years we have been heavily focused on product and workforce development.



Tess Fay @TessFayGLS · Jan 27

[#siterelection](#) [#behindthescenes](#): Our clients can tell when your stakeholders don't work well together. It's incredible how much a supportive, collaborative, integrated economic development team can impact a company's perception of your community. [@IEDCtweets](#)
[@Consultant_CNCT](#)

CHALLENGES?

Of course.

Product Development

North Park Site

The RFP closed on March 1st.

- Internal Committee Reviews took place 1 week later
- 2 proposals received; neither matched our request
- We are in the process of evaluating costs and going back to developers with counterproposals.
- An update will be provided to the Commissioners at their April 5th meeting, and a presentation of options is anticipated by the EDC April meeting to go to the Commissioners at their first May meeting.

In the meantime, we received the Nationwide Permit for Commercial and Institutional Development on March 14th for the stream crossing. This should allow the driveway permit and soil and erosion control approval for clearing to be issued; the applications have been submitted.

Product Development

Person County Mega Park

With support from Duke Energy, Dominion Energy, and Piedmont Electric, a marketing book has been designed and shared with site selectors through our efforts as well as through RTRP.

This is an adaptable resource that has been utilized many times over.

More information about next steps will be presented in the PCBIC meeting to follow.

TABLE OF CONTENTS	
Proximity to the Research Triangle	3
Regional Area Map	4
Site Access Map	5
Water & Sewer System Improvements	6
Elevation Map	7
Masterplan	8
Generated Power & Gas	9
Fiber Network	10
Person County Moderate Climate	11
Person County Seismic Stability	12
Regional Workforce	13
Customized Training	14
Business Incentives	15
<i>Local Incentives</i>	16
<i>Raleigh Regional Airport</i>	17
Contact	18

SPONSORS	
	
	Piedmont Electric Membership Corporation <small>Your Touchstone Energy Cooperative</small>
	Dominion Energy

Positives

- Polywood is well over the number of jobs they had pledged for this point – 260 by week's end.
- A new owner closed on the former Loxcreen building – new jobs and investment TBD.
- Stokes Manufacturing is in a due diligence period on the building at 140 Somerset Church Rd.; a part of that due diligence is to pursue rezoning. The process has passed the City Planning Board and will go to Council at their April meeting; the building would be utilized for their production as well as creating lease potential for unused space.





Thank you to GKN Automotive for providing a delicious lunch for our staff today. We are so grateful for the continued support of our community! Life is better in Person!



Positives

Privileged to support the PC Health Director in getting hundreds of essential manufacturing workers scheduled and vaccinated. All of our local industry partners were extremely appreciative, and GKN had a meal catered to the schedulers and clinic workers on an non-clinic day.

Poll Results

14 Total Responses	>25	>50	>75	75+	No time
Marketing & Recruitment		10	1	3	
Planning & Research	8	4	1		1
Business, Retention, Exp.	8	3	3		
Product Development	8	3	2	1	
Partner Orgs	11	3			
Community Engagement	13				1
Administrative	13				1

Poll Results

Clearly, these totals add up to more than 100%. I used these results to support a budget request for an additional position for an Assistant Director for the department for the next fiscal year.

14 Total Responses	>25	>50	>75	75+	No time
Marketing & Recruitment		10	1	3	
Planning & Research	8	4	1		1
Business, Retention, Exp.	8	3	3		
Product Development	8	3	2	1	
Partner Orgs	11	3			
Community Engagement	13				1
Administrative	13				1

How do these results match up to the EDC Strategic plan that prioritizes workforce development over marketing and recruitment and has product development tied with business support?
 How do these numbers align with board and community expectations about board meeting frequency and awareness of conditions with existing industry?

EDC Budget

To better account for EDC Discretionary funds, I will ask for a budget amendment at the April 5th BOC meeting to transfer **\$296,533** from the ED Department Contracted Services line to a separate line item in the Economic Catalyst Fund to allow for easier tracking.