



Kerr-Tar RPO TCC and TAC Meeting

Thursday, May 26, 2022

3:00PM – 4:30PM

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.*

Conference Call Line: 1-888-636-3807

Access Code: 7668349#

- **Roll Call of TCC & TAC to Establish Quorums**
- **Call the Meeting to Order** – *TCC Chair & TAC Chair*
- **TCC/TAC Action Item I** – *Approval of April 28, 2022 Meeting Minutes*
- **TCC/TAC Discussion Item I** – *2024-2033 Draft STIP Project Swapping Overview*
- **NCDOT Reports** – *NCDOT Division Engineer and Division Planning Engineer*
 - 2024-2033 STIP Update
 - Transportation Project Updates
- **SRTS Reports** – *Kenia Gomez-Jimenez, Safe Routes to School Coordinator*
 - NCDOT Bicycle Helmet Initiative
 - Oxford Bike Rodeo – *June 4, 2022 at Hix Park in Oxford*
- **Other Business** – *Sam Boswell, RPO Coordinator*
 - FY 22 SPR Update – *Granville Co. East Coast Greenway Feasibility Study*
 - S-Line TOD Study Updates – *Upcoming Public Workshops in Henderson and Norlina*
 - VW Mitigation Plan, Phase 2 – *May 18 Info Session & Remaining RFPs*
 - Clean Fuel Advanced Technology (CFAT) Project Grant Funding
 - USDOT Safe Streets and Roads for All (SS4A) Grant Program
 - USDOT Reconnecting Communities Pilot program
- **Public Comment**
- **Adjournment** – *Thank you for your participation!*



**Kerr-Tar RPO Transportation Advisory Committee & Technical Coordinating Committee
Meeting Minutes**

Meeting Date: Thursday, April 28, 2022

Meeting Time: 3:00 PM – 4:30 PM

Meeting Location: Kerr-Tar COG Office, 1724 Graham Ave, Henderson NC 27536

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

In accordance with the State Government Ethics Act, it is the duty of every TAC member to avoid conflicts of interest. *Does any TAC member have any know conflict of interest with respect to matters coming before the TAC today?* If so, please identify the conflict and refrain from any participation in the particular matter involved.

TCC Members Present:

Mr. Barry Baker, Planning Director, Granville County & TCC Chair
Mr. Bob Deaton, Division Planning Engineer, NCDOT Division 5
Mr. Brandon Jones, PE, Division Engineer, NCDOT Division 5
Mr. Carroll Harris, Mayor, Town of Macon
Ms. Cynthia Jones, Assistant Director of Community and Economic Development, Warren County
Mr. G. Paylor Spruill, Assistant City Manager, City of Henderson
Ms. Irene Johnson, Executive Director, KARTS
Ms. McKinley Perkinson, Economic Development Director, Henderson-Vance County EDC
Mr. Tracy Parrot, PE, Deputy Division Engineer, NCDOT Division 5

TCC Members Present via phone:

Mr. Andy Kuhn, Business Relations Coordinator, Franklin County
Ms. Cheryl Hart, Planning Director, City of Oxford
Mr. Jason Rogers, Planning Administrator, Franklin County
Mr. Justin Jorgensen, Senior Transportation Planner, Granville County
Ms. Lauren Johnson, Planning Director, City of Roxboro
Ms. Lori Oakley, Planning Director, Person County
Mr. Mitch Fleig, Transportation Director, PATS
Mr. Philip Geary, PE, Transportation Engineer III, NCDOT Transportation Planning Division

TAC Members Present:

Ms. Emma Ruth Stewart, City of Louisburg Councilmember & TAC Vice-Chair
Mr. Russ May, Granville County Commissioner

TAC Members Present via phone:

Mr. Michael Ciriello, Planning Director, Town of Butner (TAC Alternate)
Mr. Walter Powell, Sr., Warren County Commissioner
Mr. Walter Gardner, Jr., Town of Warrenton Mayor

Kerr-Tar Staff and Others Present:

Ms. Kenia Gomez-Jimenez, Regional Program Manager, Kerr-Tar COG
Mr. Michael Kelly, Planning Director, Kerr-Tar COG
Mr. Nick Morrison, Multimodal Regional Planner, NCDOT Integrated Mobility Division
Mr. Sam Boswell, Transportation Planner & RPO Coordinator, Kerr-Tar COG

I. Roll Call of TCC & TAC to Establish Quorums

The meeting begins shortly after 3:00 pm with a roll call of TCC and TAC. TCC is able to establish a quorum. TAC must wait for arrival of additional members to establish quorum.

II. Call the TCC Meeting to Order

TCC Chair Baker calls the TCC meeting to order.

III. TCC Action Item I – Approval of March 24, 2022 Meeting Minutes

TCC Chair Baker recognizes the first order of business being approval of the March 24, 2022 RPO meeting minutes. A motion to approve the minutes as written is made by Carroll Harris and seconded by Brandon Jones. The motion carries unanimously.

IV. TCC Action Item II – FY 21-22 KTRPO Project Work Plan (PWP) Amendment

TCC Chair Baker recognizes Sam Boswell to present the case for an amendment to the RPO's Fiscal Year 21-22 Project Work Plan. The RPO is seeking approval for an amendment due to the need to shift funds between categories based on changing priorities, the cancellation of Prioritization 6.0, and COVID-19 limiting travel. There is to be no change to the RPO's overall budget; there is just a reallocation funds across PWP categories in the total amount of \$20,700. The funds are being moved from two categories – Prioritization and Administrative Activities – into three other categories – Data Collection and Assessment, General Transportation Planning, and Advertising.

Paylor Spruill makes a motion that the TCC recommend this amendment be approved by the TAC, and Carroll Harris seconds the motion. The motion carries unanimously and the TCC recommends to the TAC that the FY 21-22 PWP Amendment be approved.

V. TCC Action Item III – Approval of Draft FY 22-23 KTRPO PWP

Chair Baker again recognizes Sam Boswell to present the draft PWP for FY 22-23. Sam states that the budget for the RPO is the same as the previous year, totaling \$139,186. The allocation of funds also remains consistent with the previous year, which the RPO deemed appropriate with the upcoming Prioritization 7.0 process scheduled to begin at the end of the summer.

Paylor Spruill makes a motion that the TCC recommend this draft PWP by approved by the TAC, and Cynthia Jones seconds the motion. The motion carries unanimously and the TCC recommends to the TAC that the FY 22-23 PWP be approved.

VI. NCDOT Reports

Brandon Jones and Bob Deaton provided updates from NCDOT.

2024-2033 STIP Update

Brandon Jones, NCDOT Division 5 Engineer, presents information regarding the 2024-2033 STIP, beginning with a refresher on how transportation projects are to be submitted according to the Strategic Transportation Investment Law. In North Carolina, a new STIP is “typically” adopted every 2 years after a Prioritization Cycle; however, is federally required to be adopted every 4 years.

Even before COVID affected revenues, the STIP budget was also impacted by storm response (e.g., hurricanes) and legal settlements. Cost estimation issues (e.g., estimates being too low, costs increasing) also led to most of the 22 STI funding buckets being substantially over programmed. Over all, NCDOT reports that the interruption in the normal STIP process is a programming (planning) issue rather than a cash issue.

On Monday, April 25, the initial draft 2024-2033 STIP was released. The STIP was developed with existing 2020-2029 STIP funded projects (no new P6.0 evaluated projects). Next, the workgroup developed a list of “delivery projects”, first funded based on upcoming let dates, right-of-way purchases, and grants. Then, they determined which of the remaining 2020-2029 funded projects could remain in the STIP based on a seniority approach (P3-P4-P5). Any projects left over (i.e., no more funding) will be reprioritized in P7.0.

Brandon then explained the “flexibility option”, which allows project schedules to be swapped and allows projects that *aren't* selected for funding to be swapped with projects that *were* selected for funding (e.g., swapping out a P3.0 project for a P5.0 project). However, there are several constraints to this process, and RPO staff will work to develop a clear process to assist the committees with these decisions.

Lastly, Brandon showed the committees how the STIP format has changed (i.e., is now released in spreadsheet form). This should make future STIPs easier to sort and navigate.

Transportation Project Updates

Bob Deaton, NCDOT Division 5 Planning Engineer, provided updates in line with the project memo supplied in the agenda packet. There have been few changes since the RPO met in March. The project memo does not yet reflect changes due to the draft STIP.

NCDOT Spring Litter Sweep

Sam and Brandon gave updates on the Spring Litter Sweep. As provided in the agenda packet, community groups from Henderson, Granville County, Franklin County, and Person County

volunteered their time to gather litter on the roadside. Cynthia Jones reported that Warren County also participated in the Litter Sweep, and McKinley Perkinson told the committees that Vance County is planning a litter pick-up day later in May.

VII. Call the TAC Meeting to Order

At this point in the meeting, there are enough TAC members in attendance to achieve a quorum and TAC Vice-Chair Stewart officially calls the TAC meeting to order.

VIII. TAC Action Item I – Approval of March 24, 2022 Meeting Minutes

Being presented with the meeting minutes from March 24, Russ May makes a motion to approve the minutes, and Walter Gardner seconds the motion. The motion carries unanimously and the March 24, 2022 meeting minutes are approved.

IX. TAC Action Item II – FY 21-22 KTRPO Project Work Plan (PWP) Amendment

Having received a recommendation from the TCC to approve the amended FY 21-22 PWP, Walter Gardner makes a motion to approve and Russ May seconds the motion, which carries unanimously. The TAC approves the FY 21-22 PWP Amendment.

X. TAC Action Item III – Approval of Draft FY 22-23 KTRPO PWP

Having received a recommendation from the TCC to approve the FY 22-23 PWP, Mike Ciriello makes a motion to approve and Russ May seconds the motion, which carries unanimously. The TAC approves the FY 22-23 PWP.

XI. Other Business

TCC Chair Baker turns the time over to Sam to cover the following other RPO business:

VW Mitigation Plan, Phase 2 – Info Session

With upcoming deadlines on various RFPs for the VW Mitigation Plan, the NC Clean Energy Technology Center, in partnership with the North Carolina Dept. of Environmental Quality's Division of Air Quality (DAQ), is hosting an information session at Vance-Granville Community College on Wednesday, May 18th, 2022. The primary emphasis of this session is on Level 2 Charging (for electric vehicles) at workplaces and multi-unit dwellings.

FY 22 SPR Update – Granville Co. East Coast Greenway Feasibility Study

At this time, there is no substantial update from the consultant team working on the Feasibility Study. They are working to contact Norfolk Southern about the feasibility of a rail-trail between Butner and Oxford, and also plan to hold a community engagement meeting with members of the RPO committees soon.

FY 22 USDOT RAISE Grant Summary

On April 14th, the RPO submitted its FY 22 RAISE Grant application with assistance from the East Coast Greenway Alliance and NCDOT's Integrated Mobility Division. The proposed

project would study the feasibility of extending the East Coast Greenway throughout northern Granville County as well as along the S-Line corridor in Vance and Warren Counties.

NCDOT 2022 Bicycle and Pedestrian Planning Grant Initiative

NCDOT is accepting applications for the 2022 Bicycle and Pedestrian Planning Grant Initiative until May 9th at 5:00 pm. The program provides funding for municipalities and counties across the state to develop comprehensive multimodal, bicycle or pedestrian plans. Those interested can contact the RPO Coordinator for assistance.

Advancing Safety for People Who Walk, Bike, and Roll in North Carolina

Sam (and Nick Morrison, NCDOT) shared that the Watch for Me NC program has announced a series of five free, virtual workshops on pedestrian and bicyclists safety and related topics. Workshops are open to all and community members from across the region are invited to attend to learn more about safety for people who walk, bike, and roll.

Introducing New KTCOG Staff

Kenia Gomez, Kerr-Tar COG's new Regional Program Coordinator, introduced herself to the committees. Kenia's role also includes being the COG's Safe Routes to School Coordinator.

XII. Public Comment

There was no public comment.

XIII. Adjournment

Hearing no comment, TCC Chair Baker requests a motion to adjourn, which was made by Brandon Jones and seconded by Paylor Spruill. All members of the TCC vote to adjourn. The TCC meeting adjourns.

TAC Vice-Chair Stewart requests a motion to adjourn, which was made by Mike Ciriello and seconded by Walter Gardner. All members of the TAC vote to adjourn. The TAC meeting adjourns.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

Memorandum

May 26, 2022

To: Kerr Tar RPO TAC/TCC Committees
From: NCDOT Division 5
Subject: May 26, 2022 NCDOT Project Update for Kerr Tar RPO Area Projects

Franklin County:

R-2814-C US 401: Construction underway – Closing in on completion.

R-2814-D US 401: Environmental document completed.

Not funded in the Draft 2024-2033 STIP.

Project is subject to Reprioritization.

May be eligible for swap consideration under the guidelines.

Per Current 2024-2033 DRAFT STIP: Not Funded.

Triangle North Executive Airport: In December 2021, the Airport received \$150,000 in Block Grant funds from the FAA for Airfield Improvements and airside safety needs, requiring a local match of \$16,666.

AV-5819 Triangle North Executive

Per the Draft 2024-2033 STIP: ROW in 2027 / Construction in 2029

Louisburg:

R-5893: NC 56 from Peach Orchard Road to US 401.

Planning & Environmental/Design On Hold – TBD.

Project is subject to Reprioritization.

Per the 2024-2033 DRAFT STIP: Not Funded.

U-6024 & R-3608: US 401/NC 39 Bickett Blvd in Louisburg.

Planning & Environmental/Design On Hold – TBD.

Per 2024-2033 DRAFT STIP: Funded for Preliminary Engineering Only

Louisburg:

C-5610E: Sidewalk on North Main Street & Hospital sidewalks & crosswalk at Smoketree Way.

- Environmental Document complete.
- PE has been ongoing since May 2018.
- Plans at 65%.
- Town is procuring a firm for ROW Acquisition Services, since Feb 2022.
- Tentative completion date is December 2028

C-5610F: Sidewalks along West River Street to Joyner Park in Louisburg.

- Agreements in place.
- The Town is selecting a firm for PE phase.
- No design reviews have been submitted at this time.
- Tentative completion date is December 2030

Granville County:

U-6020: West Lyon Station Road, Butner. Realign intersection.

Municipal agreement in place.

Right-Of-Way (ROW) has now been certified and acquisition is in progress.

Utility companies have been given Notice-To-Proceed (NTP) to begin their relocation work. The Division will seek to advance the "Let-date" as funding allows.

Per STIP: Construction to begin in 2025.

Oxford:

C-5610B: Industry Drive sidewalk (Phase 2,3) 4400ft of sidewalk from Granville Corners Shopping Center to Lewis Street.

- PE has been ongoing since Aug 2018.
- Town cannot get hydro approved for 65% plans.
- Tentative completion date December 2028

Henderson-Oxford Airport: In December 2021, the Airport received \$150,000 in Block Grant funds from the FAA for Airfield Improvements and airside safety needs, requiring a local match of \$16,666.

Person County:

U-5969: US 501, from US 158 to North Main Street in Roxboro. Convert to 4-lane divided, improve intersections, fill in sidewalk gaps. – Project U-5969 has resumed PE activities.

Per Draft 2024 – 2033 STIP:

"B" & "C" Sections - ROW is tentatively scheduled to begin in the fall of FY2023. Construction to begin in FY 2025.

"A" Section - Funded for P/E only. Subject to reprioritization.

Raleigh Regional Airport: In December 2021, the Airport received \$150,000 in Block Grant funds from the FAA for Airfield Improvements and airside safety needs, requiring a local match of \$16,666.

AV-5818 Raleigh Regional
Per the Draft 2024-2033 STIP: Construction in 2028

Vance County:

B-5685: Bridge over Kerr Lake on SR 1308. Project has restarted and PE is continuing.

B-5679: Bridge #70 over Flat Creek on SR 1326. Construction completed and open to traffic.

City of Henderson:

U-5890: Dabney Drive. Coble Blvd. to US 158 in Henderson. Corridor Upgrade.

Planning & Environmental/Design On Hold – TBD.

Per 2023-2029 DRAFT STIP: ROW & Utilities to begin in 2027

Construction to begin in 2029.

Warren County:

P-5602X – S-Line Acquisition Study – Ongoing

Diane Cox
Executive Director

**Member
Governments**

COUNTIES

Franklin
Granville
Person
Vance
Warren

MUNICIPALITIES

Bunn
Butner
Creedmoor
Franklinton
Henderson
Kittrell
Louisburg
Macon
Middleburg
Norlina
Oxford
Roxboro
Stem
Stovall
Warrenton
Youngsville

To: Members of the Kerr-Tar Rural Planning Organization

From: Sam Boswell, RPO Coordinator; Kenia Gomez-Jimenez, SRTS Coordinator

Subject: NCDOT's Bicycle Helmet Initiative

To reduce bicycle injuries and deaths, the North Carolina Department of Transportation encouraged people across the state to receive free bicycle helmets as part of its annual Bicycle Helmet Initiative. Applications were submitted in early February, and recipients of the bicycle helmets were announced in May.

A record number of children, 19,900 total, across the state will be receiving lifesaving bicycle helmets through this year's Bicycle Helmet Initiative.

NCDOT uses funds from the sale of "Share the Road" specialty license plates to purchase bike helmets that are distributed at local safety events by government and non-government agencies. A record 256 organizations will receive helmets this year.

Overall, 1,025 helmets will be distributed across several awardees in Region K. The following organizations will receive helmets:

- Henderson Vance Recreation and Parks
- NC Cooperative Extension (Louisburg)
- Franklinton Parks and Recreation
- Creedmoor Police Department
- Vance County Sheriff's Office
- The Help Center NC (Henderson)
- City of Oxford
- Person County Friends of the Parks Committee
- Butner-Stem Elementary School
- Oxford Parks and Recreation
- Granville Vance Public Health
- Vance County Schools
- Louisburg Police Department

The program, founded in 2007 and overseen by NCDOT's Integrated Mobility Division, has provided thousands of helmets to children. While less than half of all children typically wear a helmet while biking, doing so can reduce the risk of severe brain injuries by almost 90 percent.

Bring your bike (or borrow one of ours) for the

BIKE Rodeo

@ Hix Park

For kids
age 4
to 15

Saturday, June 4
9 a.m. until noon

Learn about bike safety
and show off your
skills on the
challenge course!

The first 75
participants will
go home with a
FREE bike helmet
and backpack!



Oxford
PARKS & RECREATION

Kerr-Tar
Regional Council
Of Governments



ident-a-kid
www.identakid.com



Call the Oxford Parks and Recreation office at 919-603-1135 for more details!

MEMORANDUM



304-F West Millbrook Road
Raleigh, NC 27609
984-500-5426

Project:	Granville County East Coast Greenway Feasibility Study	To:	Sam Boswell, KTRPO
Subject:	Project Status	From:	Cathy Kennedy
Date:	May 10, 2022	cc:	File

Project Background

The Kerr-Tar Rural Planning Organization (KTRPO) has a feasibility study underway to construct a segment of the East Coast Greenway from Oxford, NC to Butner, NC. Per the project scope, the intended greenway corridor would either follow along the SR1004 (Old NC 75) corridor, which is currently the identified East Coast Greenway, or be a rail-with-trail option that follows along the Norfolk Southern (NS) line between Oxford and Butner. The greenway corridor would connect the City of Oxford, Town of Stem and Town of Butner. The segment of NS railroad the trail would parallel is a spur from the City of Durham and terminates at the City of Oxford.

Project Status

Exult and its subconsultant, Kittelson, are conducting the feasibility study. The project kickoff meeting was held on February 7, 2022. Representatives from KTRPO, Butner, Oxford, Stem, East Coast Greenway, and NCDOT were in attendance. At the kickoff meeting, NCDOT Railroad Department expressed some uncertainty that Norfolk Southern (NS) would allow a rail-with-trails along the active railroad line but said it would be essential to have a meeting with the correct NS contact to truly understand the vitality of the corridor. NCDOT Railroad did not want to jeopardize relationships they have with NS and requested they be involved with any NS meetings. They volunteered to utilize their existing relationship with NS to identify the necessary NS contacts for a stakeholder meeting.

During the kickoff meeting the group also expressed interest in a third alignment corridor along Belltown Road. The scoped project was for evaluation of only two corridor alignments. As such the stakeholder meeting with Norfolk Southern became the critical path to understand the vitality of the rail-with-trails option. If this was not going to be a viable corridor, the Belltown Road alignment could be evaluated instead.

To date, the following has been complete:

- Outreach to power and gas companies to gain understanding if a trail could follow/be within existing utility easements.
- Significant outreach to NCDOT Railroad Department regarding recommended NS contact.
- Existing condition maps encompassing potential three corridors

Reason for Delay

Setting up the Norfolk Southern Railroad stakeholder meeting has been difficult. The expectation of being able to create a rail-with-trails project is low but holding a meeting with the correct decision makers at NS was seen as the project's best chance for getting an accurate answer. The outcome of this meeting would provide clarification on the vitality of the rail-with-trails option and ultimately provide clarity on which corridors to evaluate as part of the feasibility study. The meeting with NS is the critical path and has not been able to be scheduled.

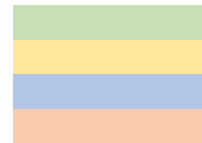
Plan for Completion

NCDOT has made headway on potential NS contacts; however, they have not gotten full confirmation on the ideal NS personnel to include in a stakeholder meeting. To keep the project moving, Exult Engineering has also begun contacting NCDOT's NS contact. Exult Engineering is going to setup a meeting with this NS contact and will document the outcome of the meeting. Then the third stakeholder meeting with KTRPO and other municipality leaders can take place. At this meeting a decision can be made on which two corridors to pursue, which will allow the project to proceed. In the case a meeting with NS cannot be setup by early June, the project will document that outreach to NS was unsuccessful and proceed with the third stakeholder meeting. Attached is a revised schedule that shows a NS stakeholder meeting taking place the first week of June and the following milestones necessary to complete the project.

Draft Project Schedule
Granville County East Coast Greenway Feasibility Study

Milestone	Anticipated	Actual
Design Notice to Proceed	2/3/2022	2/2/2022
Kickoff Meeting	2/18/2022	2/7/2022
Gather GIS information and create existing conditions maps	2/4/2022	2/15/2022
Summary of KO Meeting	2/21/2022	2/15/2022
Outreach to utility owners (Served as stakeholder #2 meeting)	2/18/2022	3/15/2022
Outreach to NS	5/9/2022	5/9/2022
Submit Existing Conditions Maps	5/10/2022	5/10/2022
Stakeholder Meeting with NSRR	6/2/2022	
Key Stakeholder Meeting #3	6/7/2022	
Field Visit	6/14/2022	
Complete Summary of Field Visit and Existing Conditions	6/21/2022	
Begin Alternative Development	6/22/2022	
Draft Key Criteria	6/29/2022	
Coordination Call regarding Key Criteria	6/30/2022	
Begin Matrix Evaluation	7/5/2022	
Begin Planning Level OPCC	7/8/2022	
Finalize Matrix and OPCC	7/15/2022	
Finalize Mapping	7/22/2022	
Submit Alternative Map and Matrix	7/22/2022	
<i>Progress Meeting</i>	7/26/2022	
Begin preparing Materials for Stakeholder/Public Engagement	8/1/2022	
Submit Draft Public Meeting Material	8/15/2022	
Stakeholder Meeting with NSRR	8/22/2022	
Public Meeting	8/23/2022	
<i>Progress Meeting following Public Engagement</i>	9/13/2022	
Begin Development of Final Study Document	9/19/2022	
Finalize Recommended Route	10/3/2022	
Submit Draft of Finalize Memorandum	10/17/2022	
<i>Progress Meeting following Finalized Memorandum</i>	10/31/2022	
Submit Finalized Memorandum	11/14/2022	

- Task 1 - Existing Conditions Assessment
- Task 2 - Alternative Development and Feasibility Evaluation
- Task 3 - Stakeholder and Public Engagement
- Task 4 - Development of Final Study Document



S-LINE TOD STUDY BRIEFING

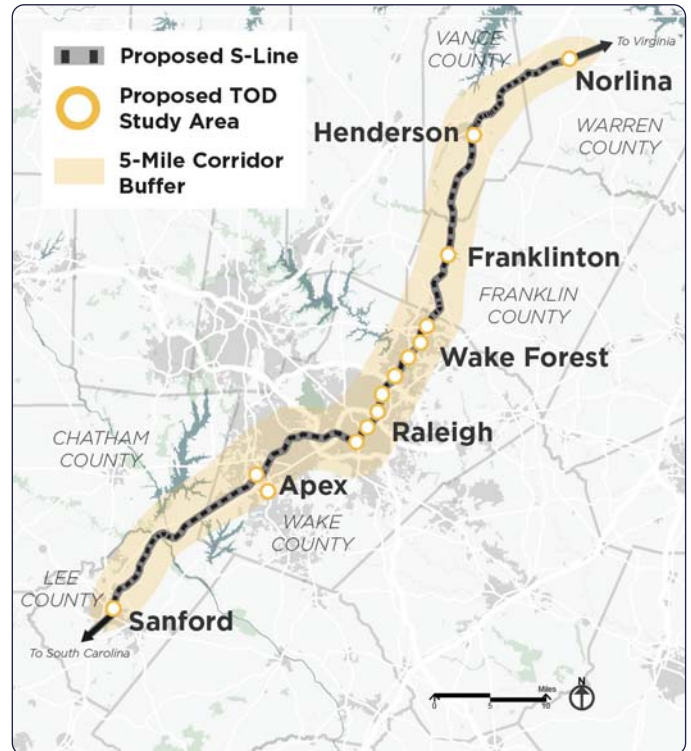


January 2022

Description & Purpose

The NCDOT Integrated Mobility Division is leading a transit-oriented development (TOD) planning initiative for seven communities on a 95-mile-long section of the S-Line rail corridor. This segment of the S-Line is a key missing link within the larger vision for passenger rail service in the Southeast Corridor. In order to better prepare adjacent communities for the possibility of future rail service, this study will evaluate potential TOD opportunities in Sanford, Apex, Raleigh, Wake Forest, Franklinton, Henderson, and Norlina.

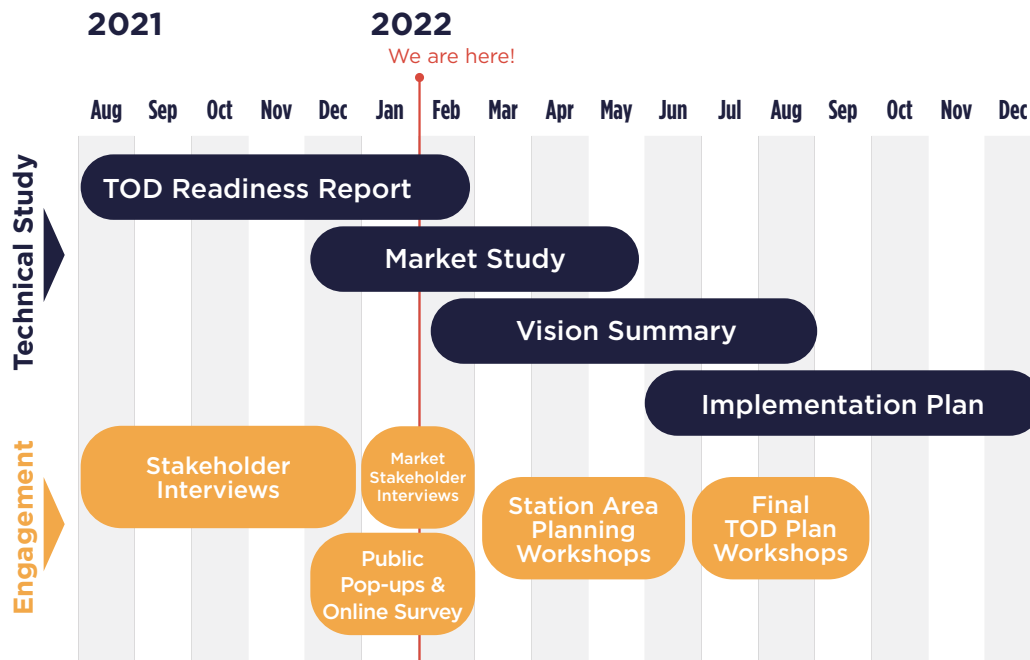
The S-Line TOD Planning Study will evaluate market conditions, affordable housing considerations, multi-modal transportation opportunities, and regulatory conditions in the various jurisdictions. *The study will deliver a vision for future transit-oriented development that is responsive to the communities' individual needs and contexts.*



Past and Ongoing Activities

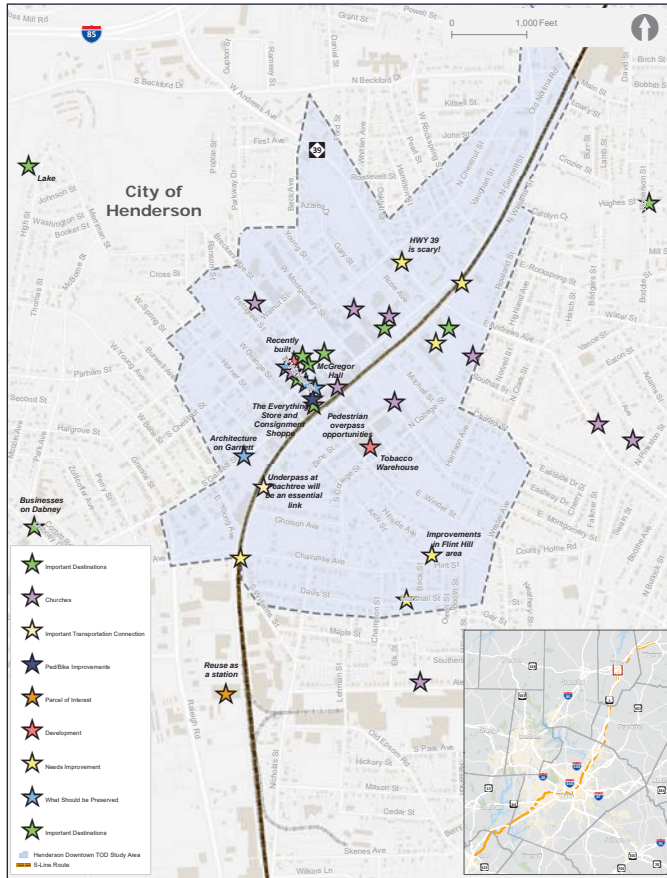
- Held community engagement pop-up meetings in December
- Continue to collect community input from online survey
- Continue market study and stakeholder interviews
- Continue developing S-Line TOD Readiness Report

Schedule



Henderson Community Engagement Summary

The project team held a community pop-up meeting in Henderson in December 2021 and engaged with **over 50 community members**. In addition, **around 50 Henderson residents** have taken the S-Line TOD Planning Public Survey to provide their thoughts on future goals related to the S-Line. The map below highlights key areas of focus from these two efforts.



Key areas of focus from community engagement in Henderson

Key Input Theme: Restore vibrant downtown and maintain community connections across the rail line

Top Votes for Outcomes the Community Would Like to See:

- Supporting existing and new small businesses
- Attracting new jobs
- Creating more lively and diverse streets and downtowns

“Preserve nearby residential communities and keep them affordable.”

Key Opportunity Identified: Residents identified a need for multimodal and transportation safety improvements on Andrews Ave (NC 39) and a desire to maintain pedestrian connections.



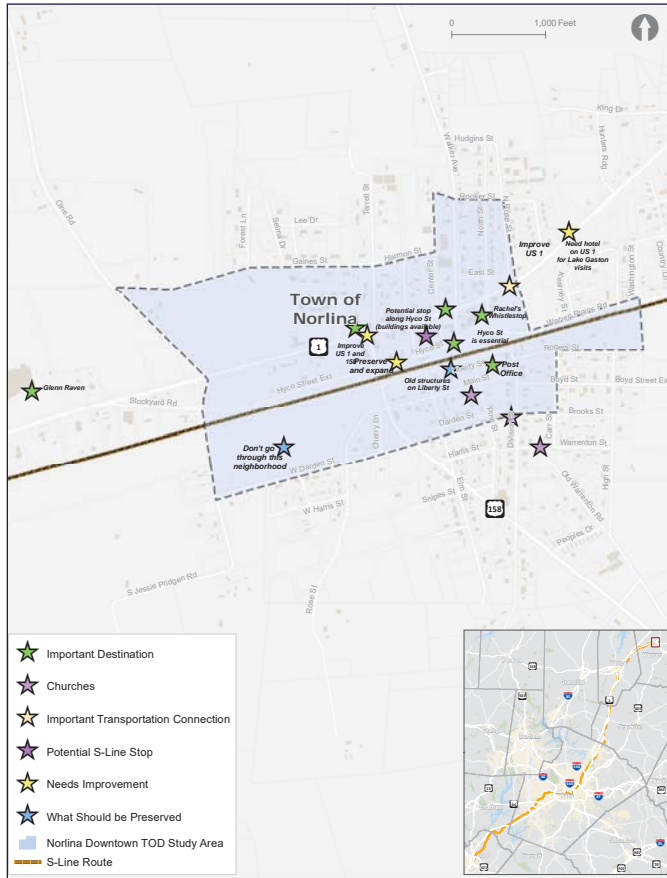
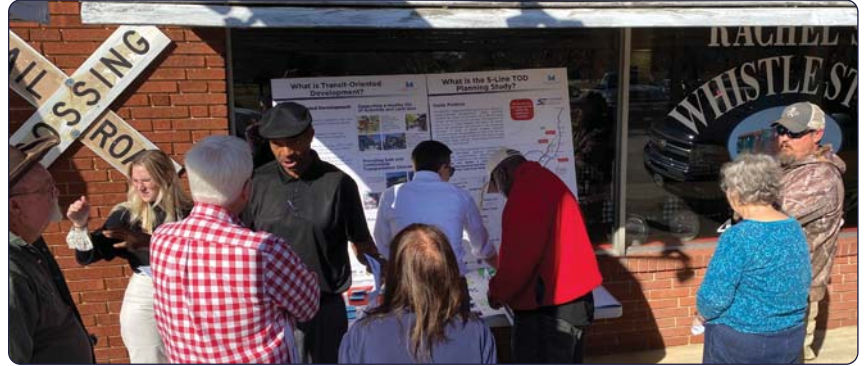
For more information, contact:

- **Email:** SLineTODstudy@kittelson.com



Norlina Community Engagement Summary

The project team held a community pop-up meeting in Norlina in December 2021 and engaged with **over 30 community members**. In addition, **around 30 Norlina residents** have taken the S-Line TOD Planning Public Survey to provide their thoughts on future goals related to the S-Line. The map below highlights key areas of focus from these two efforts.



Key Input Theme: Attracting more businesses and extending downtown

Top Votes for Outcomes the Community Would Like to See:

- Supporting existing and new small businesses
- Attracting new jobs
- Creating more lively and diverse streets and downtowns
- Attracting new residents

“A rail station and new development would help revitalize the area and get back to the historical roots of the community.”

Key Opportunity Identified: Norlina residents are excited about the opportunities for transportation access and reinvestment/expansion in downtown that an S-Line rail station could bring.



Key areas of focus from community engagement in Norlina

For more information, contact:

- **Email:** SLineTODstudy@kittelso.com



Franklinton Community Engagement Summary

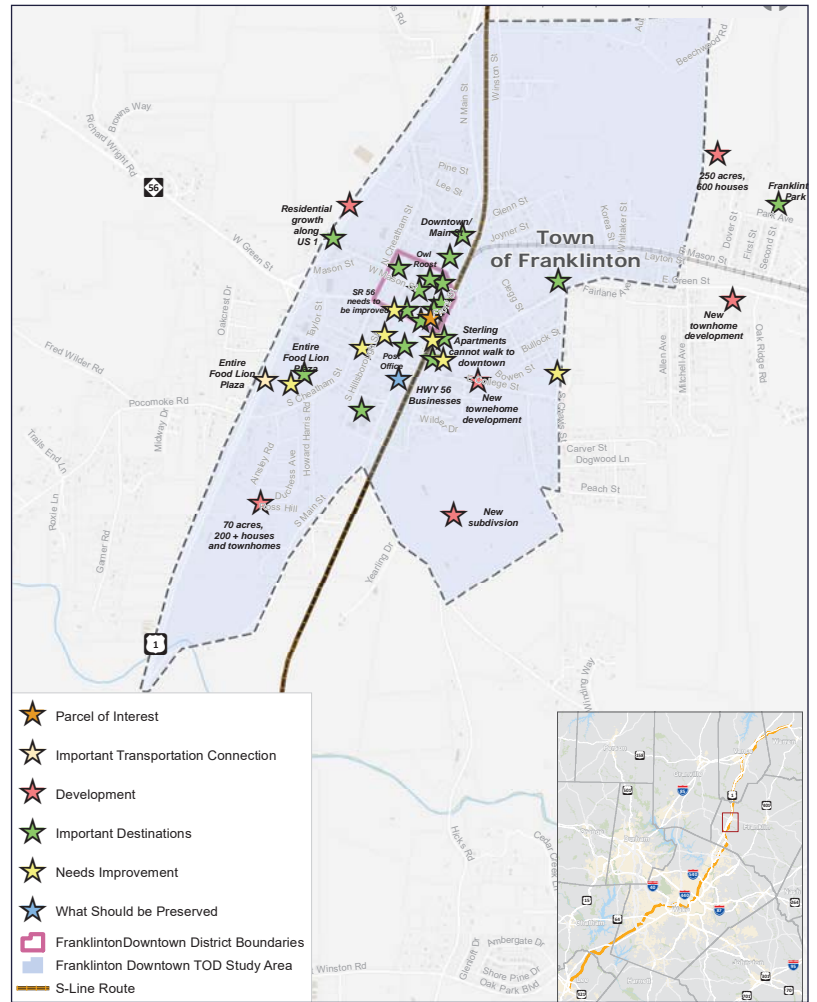
The project team held a community pop-up meeting in Franklinton in December 2021 and engaged with **over 30 community members**. In addition, **over 130 Franklinton residents** have taken the S-Line TOD Planning Public Survey to provide their thoughts on future goals related to the S-Line. The map to the right highlights key areas of focus from these two efforts.



Key Input Theme: Support walkability and maintain connections across the railroad

Top Votes for Outcomes the Community Would Like to See:

- Preserving rural and natural areas
- Building/improving sidewalks and crosswalks
- Supporting existing and new small businesses



For more information, contact:

- **Email:** SLineTODstudy@kittelso.com

Key areas of focus from community engagement in Franklinton



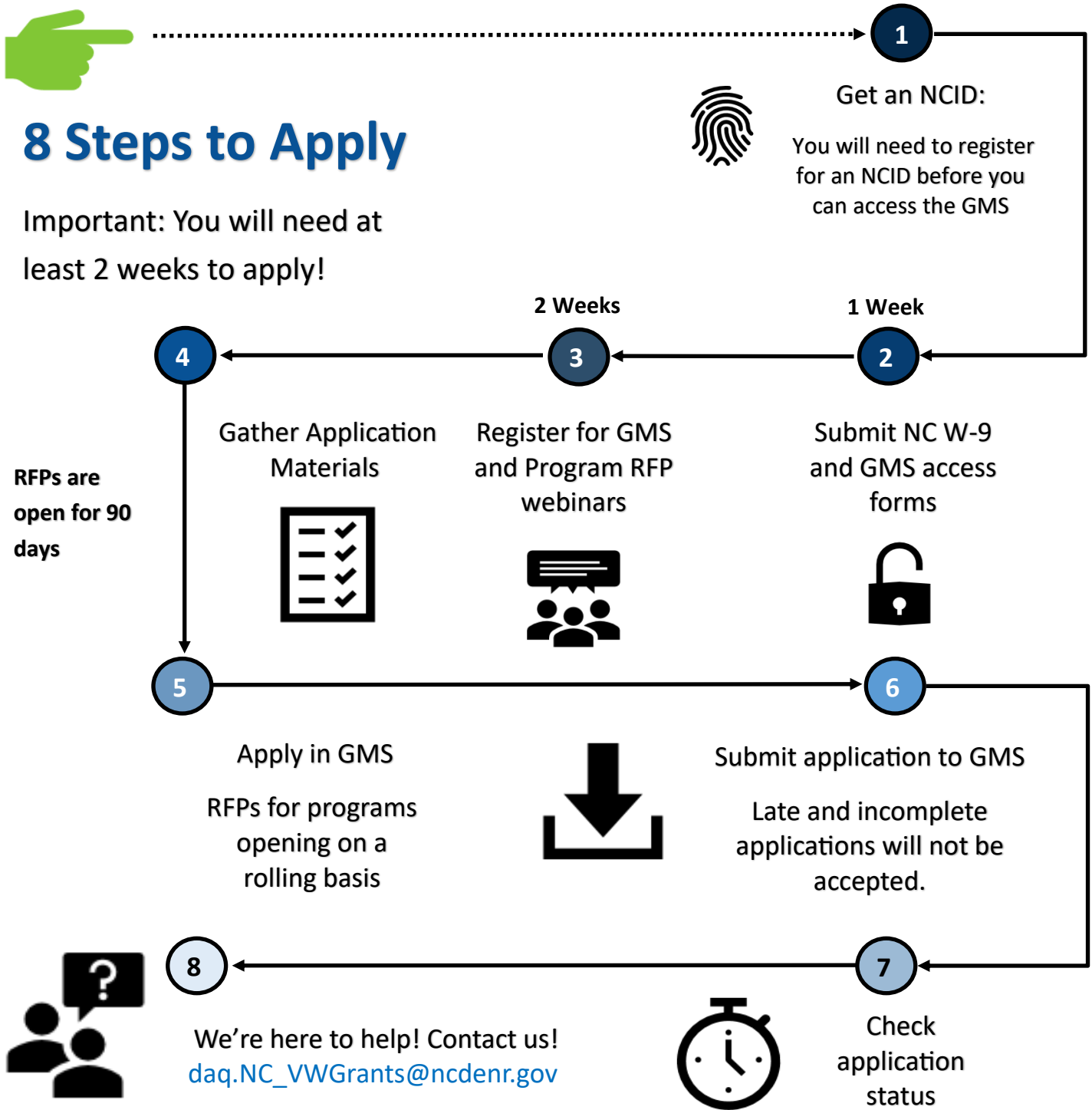


How to apply for funding



8 Steps to Apply

Important: You will need at least 2 weeks to apply!





Clean Heavy-Duty Equipment & Vehicle Replacement Program

Class 4:
14,001 to 16,000 lbs



Class 5:
16,001 to 19,500 lbs



Replacement of Class 4-7 local freight trucks, such as: delivery vans, bucket trucks, beverage delivery trucks, tow trucks and refuse trucks.

Class 6:
19,501 to 26,000 lbs



Class 7:
26,001 to 33,000 lbs



Vehicles eligible for replacement include those with engine model years 1992–2009.

Priority will be given to electric replacements.

Class 8: over 33,000 lbs



Replacement of Class 8 local freight and port trucks, including those used for hauling cargo to and from ports and intermodal rail yards, as well as freight or cargo delivery such as waste haulers, dump trucks and concrete mixers. *Priority will be given to electric replacements.*

School Bus and Transit Bus Replacement Programs



Replacement of a Class 4-8 School Bus, Shuttle Bus, or Transit Bus (vehicles with a Gross Vehicle Weight Rating (GVWR) greater than 14,001 lbs used for transporting people). Vehicles eligible replacement include those with engine model years prior to 2009. *Priority will be given to electric replacements.*

DC Fast and Level 2 Programs



For the acquisition, installation, operation and maintenance of new light duty zero emission vehicle supply equipment. DC Fast includes public access, and Level 2 includes public access, workplace, multiunit dwellings and government complexes.



Additional Eligible Projects

Diesel Emission Reduction Act (DERA) option



DERA provides funding for projects that reduce emissions from existing diesel engines.

Authorized under the Energy Policy Act of 2005 and administered by U.S. EPA, DERA is designed to help replace or retrofit older, dirtier engines still in use with clean diesel or alternative fuel engines.

Freight switchers



Replacement of pre-Tier 4 freight switcher locomotives that operate 1,000 or more hours per year. A freight switcher is a locomotive that moves rail cars around a rail yard as compared to a line-haul engine that moves freight long distances.

Ferries and tugs



Ferries or tugs equipped with unregulated, Tier 1, or Tier 2 marine engines may be repowered.

Ocean going vessels shorepower



Eligible marine shorepower systems provide electric auxiliary power from shore while a boat is docked to allow a vessel's engines to turn off and remain off while the vessel is at berth.

Airport ground support equipment



Supports fuel switching of diesel and gasoline airport ground support equipment. This type of equipment includes all vehicles and equipment used at airports to service aircraft between flights.

Forklifts and port cargo handling equipment



Replacement of forklifts and port cargo handling equipment. Eligible repower or replacement includes electric charging infrastructure.

Additional information regarding Phase 2 can also be found on <https://deq.nc.gov/vw-settlement>.



Electric Vehicle Charging Stations

Which do you need?

Project Types

DC Fast Charging Stations

- ◆ Gas station-like experience, aka short stops
- ◆ 30 minutes ≈ 80% charge
- ◆ Highway corridors
- ◆ Get back on the road
- ◆ Traveling long distances, infrequently

VW Projects:

Priority Corridors

Application Period Closes 11:59PM May 16, 2022

Organizations that own or operate a host site in an eligible location may submit proposal applications

Eligible applicants include:

- ◆ Incorporated nonprofits
- ◆ Public school districts
- ◆ Municipal governments and municipal authorities
- ◆ NC State government agencies
- ◆ NC Tribal government agencies
- ◆ Metropolitan or rural planning organizations located in North Carolina
- ◆ Businesses – corporations, partnerships, sole proprietorships, limited liability companies, business trusts or other legal business entities incorporated in or registered with the NC Department of the Secretary of State
- ◆ Air quality or transportation organizations
- ◆ Federal government agencies located in North Carolina

Existing Site Upgrades

Application Period NOT YET OPEN

Eligible applicants include:

Any organization that owns or operates an existing host site in NC.

Level 2 Charging Stations

- ◆ Slower charge
- ◆ Topping off, like your cell phone
- ◆ 8 hours
- ◆ At the grocery store, mall, work, home, college
- ◆ Traveling short distances, frequently

VW Projects:

State Government

Application Period Closes 11:59PM May 31, 2022

Eligible applicants:

NC State Government Agencies and state maintained attractions. NC State Government Agencies includes state agencies, departments, institutions, public universities and community colleges. State maintained attractions includes state parks, aquariums, museums, etc.

Publicly accessible

Application Period opens May 2, 2022—FIRST COME BASIS

Multi-Unit Dwellings

Application Period NOT YET OPEN

Workplace Charging

Application Period NOT YET OPEN

See Reverse for Eligible applicants for Level 2 Charging Stations





Level 2 Charging Station Projects cont.

Publicly accessible project

Application Period opens May 2, 2022—FIRST COME BASIS

Eligible applicants:

- ◆ Incorporated Nonprofit: an organization as described in section 501(c)(3) of the Federal Internal Revenue Code of 1954, as amended. The organization must be incorporated under NC law or registered with the NC Department of the Secretary of State.
- ◆ Public school districts.
- ◆ Municipal governments and municipal authorities.
- ◆ Tribal government agencies.
- ◆ Metropolitan or Rural Planning Organizations, as defined by the U.S. Department of Transportation at 49 U.S.C. § 5303(b), located in North Carolina.
- ◆ Businesses: corporations, partnerships, sole proprietorships, limited liability companies, business trusts or other legal business entities incorporated in or registered with the NC Department of the Secretary of State.
- ◆ Air Quality or Transportation Organizations: Local or regional air quality or transportation organizations that:
 - ◇ own or operate a fleet located or operating predominately in North Carolina, or
 - ◇ has partnered with or is acting as a project manager for another eligible entity listed in this section.
- ◆ Federal government agencies: Federal agencies that have custody, control, or management of land within or contiguous to the territorial boundaries of North Carolina

Workplace Charging

Application Period NOT YET OPEN

Eligible applicants:

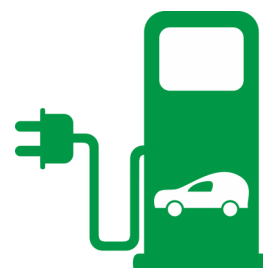
Incorporated Nonprofits, Public school districts, Municipal governments and municipal authorities, Tribal government agencies, Metropolitan or Rural Planning Organizations, Businesses, Air Quality or Transportation Organizations, and Federal government agencies. Workplaces must serve sites with at least five or more year-round and full-time employees. If not publicly accessible, the site must not be reserved for any specific employees. If publicly accessible, the site must be convenient for users of the charging station and have nearby amenities or some likelihood of use by members of the public.

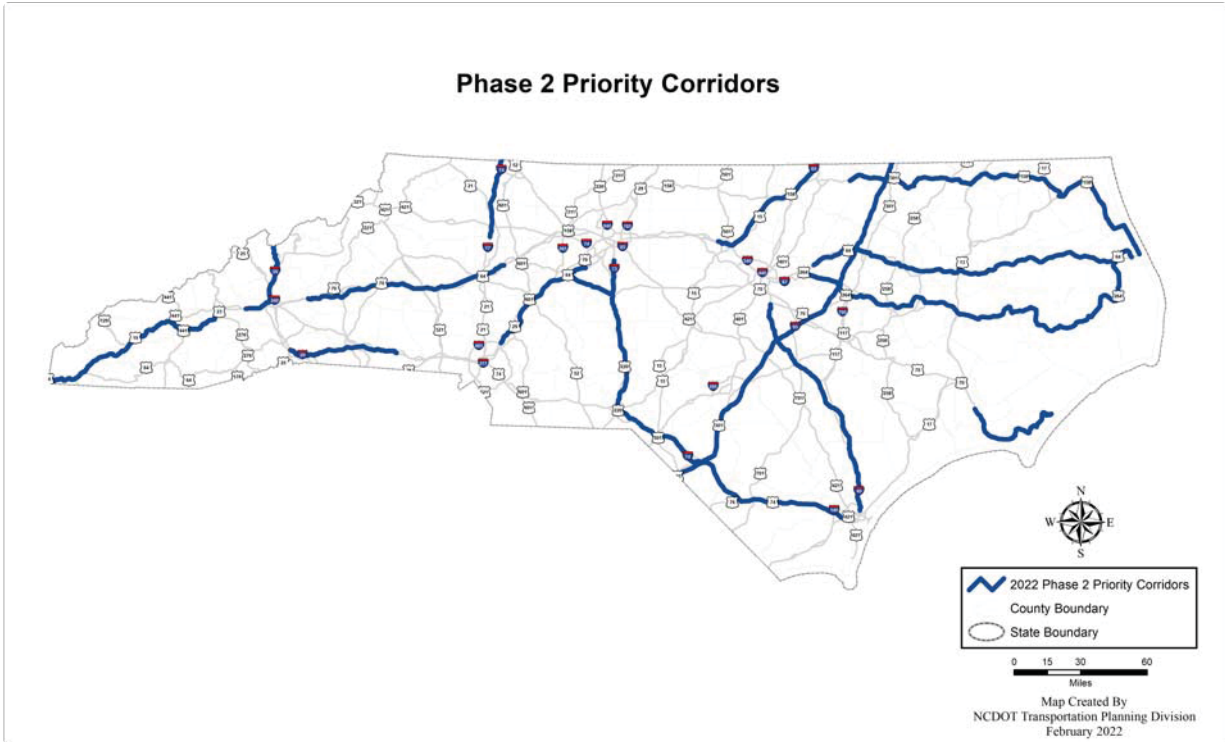
Multi-Unit Dwellings

Application Period NOT YET OPEN

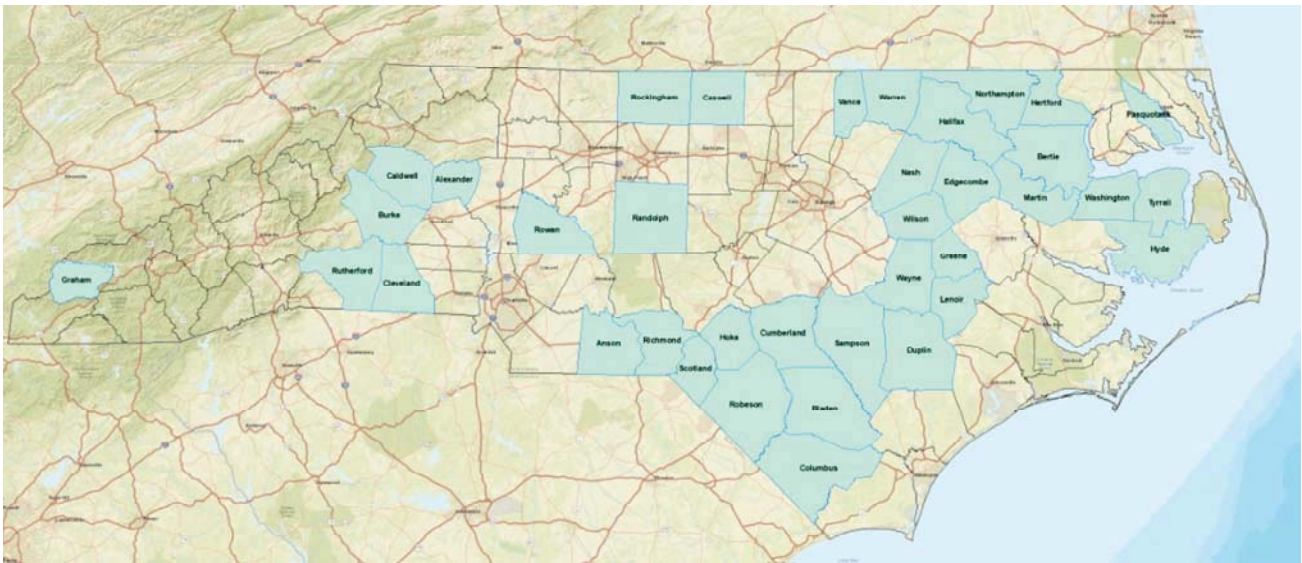
Eligible applicants:

Homeowner's associations, condominium association or residential real estate management association that may apply on behalf of a Multi-Unit Dwelling (MUD). A MUD must be a site with ten or more individual residential housing units within a single building or complex. This includes, but is not limited to, apartment buildings and condominiums, and excludes individually owned townhouses, row houses and mobile homes. Electric Vehicle (EV) charging sites at MUDs must be accessible to all residents with EVs.





1 of 2



Historically Under-Resourced Counties

To: Members of the Kerr-Tar Rural Planning Organization

Diane Cox
Executive Director

From: Sam Boswell, RPO Coordinator

**Member
Governments**

Subject: Clean Fuel Advanced Technology (CFAT) Project Grant Funding

COUNTIES

Franklin
Granville
Person
Vance
Warren

The North Carolina Clean Energy Technology Center (NCCETC) at North Carolina State University has announced a request for proposal for the 2022 Clean Fuel Advanced Technology (CFAT) project. The CFAT project is supported with federal Congestion Mitigation Air Quality (CMAQ) funds provided by NCDOT. The primary purpose of the CFAT project is to reduce transportation related emissions in 24 eligible North Carolina counties. In the Kerr-Tar region, that includes Franklin, Granville, and Person counties.*

MUNICIPALITIES

Bunn
Butner
Creedmoor
Franklinton
Henderson
Kittrell
Louisburg
Macon
Middleburg
Norlina
Oxford
Roxboro
Stem
Stovall
Warrenton
Youngsville

The CFAT project is designed to be as flexible and accommodating as possible to each public and private sector applicants that have an interest in and commitment to mobile emission reduction technologies. The basic criteria for eligibility are that the project:

- **Is transportation related** – including on-road projects, rail and off-road construction equipment used in transportation projects;
- **Reduces criteria pollutant emissions** – including nitrogen oxides (NOx), carbon monoxide (CO), volatile organic compounds (VOCs) or hydrocarbons (HC) and particulate matter (PM); AND
- **Is located within OR benefits a NAAQS maintenance area.**

***Exception:** Electric vehicle charging stations are eligible projects in all 100 counties of the state. To be clear, electric vehicle charging stations *are eligible* outside the 24 counties of NAAQS maintenance.

Applications are due by July 1, 2022.

A minimum 20% to 24% cost share of total project cost is required for all applicants. Total cost share will vary depending on the size of the project.

Total funding available: \$1,500,000.

Maximum per project award: \$300,000.

Minimum per project award: \$5,000.

The specific transportation related technologies eligible for CFAT project reimbursement include:

- Alternative fuel & advanced technology vehicle (AFV) leases
- Alternative fuel & advanced technology vehicle (AFV) conversions
- Mobile idle reduction technologies
- Diesel retrofits
- Electric vehicle charging projects (publicly accessible)

Samuel Boswell

From: Department of Transportation <usdot@info.dot.gov>
Sent: Wednesday, May 18, 2022 1:16 PM
To: Samuel Boswell
Subject: Grant Opportunity: Safe Streets and Roads for All



United States
Department of Transportation

Having trouble viewing this email? [View it as a Web page.](#)



The U.S. Department of Transportation (DOT) has [announced](#) that the application process is now open for communities of all sizes to apply for [\\$1 billion in Fiscal Year 2022](#) funding to help them ensure safe streets and roads for all and address the national roadway safety crisis. The Bipartisan Infrastructure Law's new [Safe Streets and Roads for All \(SS4A\) discretionary grant program](#) provides dedicated funding to support regional, local, and Tribal plans, projects and strategies that will prevent roadway deaths and serious injuries. The SS4A program supports the Department's comprehensive approach, laid out in the [National Roadway Safety Strategy](#), to significantly reduce serious injuries and deaths on our Nation's highways, roads, and streets and is part of our work toward an ambitious long-term goal of reaching zero roadway fatalities. This comes at a time when traffic fatalities are at the highest level they have been at in over a decade.

"We face a national crisis of fatalities and serious injuries on our roadways, and these tragedies are preventable – so as a nation we must work urgently and collaboratively to save lives," said U.S. Transportation Secretary Pete Buttigieg. "The funds we are making available today from President Biden's Bipartisan Infrastructure Law will help communities large and small take action to protect all Americans on our roads."

"The rise in deaths and serious injuries on our public roads affects people of every age, race and income level, in rural communities and big cities alike," said Deputy Federal Highway Administrator Stephanie Pollack. "This program will provide leaders in communities across the country with the resources they need to make roads safer for everyone."

The primary goal of the SS4A grants is to improve roadway safety by supporting communities in developing comprehensive safety action plans based on a [Safe System Approach](#), and implementing projects and strategies that significantly reduce or eliminate transportation-related fatalities and serious injuries involving pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users, commercial vehicle operators; and motorists. Funding can also be used to support robust stakeholder engagement in order to ensure that all community members have a voice in developing plans, projects and strategies.

The funding supports DOT's National Roadway Safety Strategy and collaborative efforts to advance the Safe System Approach and address safety by implementing redundant measures that lead to multiple types and layers of protection.

The SS4A Grant Program was created by Congress under the Bipartisan Infrastructure Law, which directed the Department to support local initiatives to prevent death and serious injury on roads and streets. The law also directed the Department, when selecting projects under the program, to consider other factors in addition to safety, including equitable investment in the safety needs of underserved communities. The program also supports the Biden-Harris Administration's goals of promoting equity and fighting climate change.

Applications may come from individual communities, or groups of communities and may include Metropolitan Planning Organizations (MPOs), counties, cities, towns, other special districts that are subdivisions of a state, certain transit agencies, federally recognized Tribal governments, and multi-jurisdictional groups.

The Department has made the application process to receive funding to develop a comprehensive safety action plan as easy as possible to reduce administrative burden and encourage broad participation in this new funding program, especially for smaller communities, Tribal governments and new federal funding recipients.

The Safe Streets for All Notice of Funding Opportunity (NOFO) announced today can be found at <https://www.transportation.gov/SS4A>. Applications are due on or before September 15, 2022.

The Department will convene a series of [stakeholder webinars](#) in June to help potential applicants learn about the SS4A Grant Program and what they need to know to prepare an application.

1. **Monday, June 13:** How to Apply for the Safe Streets and Roads for All (SS4A) Opportunity ([register here](#))
2. **Wednesday, June 15:** How to Apply for the Safe Streets and Roads for All (SS4A) Opportunity: Focus on Action Plan Grants ([register here](#))
3. **Thursday, June 23:** How to Apply for the Safe Streets and Roads for All (SS4A) Opportunity: Focus on Implementation Grants ([register here](#))

The deadline for applications is 11:59 pm EDT on September 15, 2022. Applicants may find the NOFO, Frequently Asked Questions, and other helpful resources (including "How to Apply" webinars) [here](#).

The Rural Opportunities to Use Transportation for Economic Success ([ROUTES](#)) Initiative aims to address disparities in rural transportation infrastructure by disseminating resources on its [website](#) and providing technical assistance. If you want to learn more about ROUTES, or how it can help your community, you can reach the ROUTES team at rural@dot.gov.

To: Members of the Kerr-Tar Rural Planning Organization

Diane Cox
Executive Director

From: Sam Boswell, RPO Coordinator

**Member
Governments**

Subject: Reconnecting Communities Pilot program

COUNTIES

Franklin
Granville
Person
Vance
Warren

The Bipartisan Infrastructure Law (BIL) established the new **Reconnecting Communities Pilot (RCP)** discretionary grant program, funded with \$1 billion over the next 5 years. The program's funds can support planning, capital construction, and technical assistance to equitably and safely restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development.

MUNICIPALITIES

Bunn
Butner
Creedmoor
Franklinton
Henderson
Kittrell
Louisburg
Macon
Middleburg
Norlina
Oxford
Roxboro
Stem
Stovall
Warrenton
Youngsville

The U.S. Department of Transportation anticipates posting one or more Notices of Funding Opportunity for RCP program grants and technical assistance in summer of 2022. Once NOFO(s) are posted, eligible parties may submit application(s) for grants. Award announcements are expected to be made in early 2023.

An eligible facility is a highway, including a road, street, or parkway or other transportation facility, such as a railroad track, that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors.

The main components of the grant include:

1. **Planning Grants**: Planning grants may be used to study the feasibility and impacts of removing, retrofitting, or mitigating an existing eligible facility or to conduct planning activities necessary to design a project to remove, retrofit, or mitigate an existing eligible facility.
2. **Capital Construction Grants**: Capital construction grants may be used for projects for which all necessary studies and other planning activities have been completed to remove, retrofit, mitigate, or to replace an existing eligible facility.
3. **Technical Assistance**: The Department must prioritize technical assistance to economically disadvantaged communities. The Department anticipates focusing its technical assistance on recipients that demonstrate need as underserved, overburdened, and disadvantaged communities.
 - a. Technical assistance is for building organizational or community capacity to engage in transportation planning and to identify innovative solutions to infrastructure challenges, including reconnecting communities that are bifurcated by eligible facilities or lack safe, reliable, and affordable transportation options.