



Kerr-Tar RPO TCC and TAC Meeting

Thursday, June 23, 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 May 26, 2022 Meeting Minutes*
- **TCC Action Item I** – *Selecting TCC Officers for FY 2022-2023*
- **Presentation** – *Amna Cameron, Deputy Director, Office of Strategic Initiatives & Program Support*
Eastern Transportation Coalition/NCDOT Mileage-Based User Fee (MBUF) pilot
- **NCDOT Reports** – *NCDOT Division Engineer, Division Planning Engineer, & RPO Coordinator*
Draft 2024-2033 STIP & Transportation Project Updates
- **S-Line TOD Study Report** – *Nick Morrison, NCDOT Integrated Mobility Division*
- **Safe Routes to School Report** – *Kenia Gomez-Jimenez, SRTS Coordinator*
- **Other Business** – *Sam Boswell, RPO Coordinator*
FY 22 SPR Update – *Granville Coast East Coast Greenway Feasibility Study*
Volkswagen Mitigation Plan, Phase 2 RFPs
Clean Fuel Advanced Technology (CFAT) Project Grant Funding
USDOT Safe Streets and Roads for All (SS4A) Grant Program
N.C. Clean Transportation Plan Public Information Session #2
- **Public Comment**
- **Adjournment** – *Thank you for your participation!*



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

Meeting Date: Thursday, May 26, 2022

Meeting Time: 3:00 PM – 4:00 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. Andy Kuhn, Business Relations Coordinator, Franklin County
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. 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. Mike Ciriello, Planning Director, Town of Butner
Mr. Michael Felts, County Manager, Granville County
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. Tom Lane, Town of Butner Councilmember & TAC Chair

TAC Members Present via phone:

Mr. Gordon Wilder, Vance County Commissioner
Mr. Walter Gardner, Jr., Town of Warrenton Mayor

Kerr-Tar Staff and Others Present:

Ms. Kenia Gomez-Jimenez, Regional Program Manager & SRTS Coordinator, Kerr-Tar COG
Mr. Michael Kelly, Planning Director, Kerr-Tar COG
Mr. Sam Boswell, Regional Transportation Planner & RPO Coordinator, Kerr-Tar COG

Others Present:

Ms. Brooke Nance, Planner II, Franklin County
Mr. Christopher Neal, Mayor, Town of Louisburg
Mr. Nick Morrison, Multimodal Regional Planner, NCDOT Integrated Mobility Division (IMD)

I. Roll Call of TCC & TAC to Establish Quorums

The meeting begins shortly after 3:00pm and quorums are established for both committees.

II. Call the TCC Meeting to Order

TCC Chair Baker calls the TCC meeting to order. TAC Chair Lane calls the TAC meeting to order.

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

TCC Chair Baker recognizes the first order of business being approval of the April 28, 2022 RPO meeting minutes. A motion to approve the minutes as written is made by Mike Ciriello and seconded by Paylor Spruill. The motion carries unanimously.

TAC Chair Lane requests a motion to approve the April 28, 2022 RPO meeting minutes. A motion is made by Emma Stewart and seconded by Walter Gardner. The motion carries unanimously.

IV. TCC/TAC Discussion Item I – 2024-2033 Draft STIP Project Swapping Overview

TCC Chair Baker turned the time over to Sam to lead a discussion on the Draft 2024-2033 STIP. The beginning of the presentation was a recap of Brandon Jones’s presentation at the April RPO meeting. This included an overview of events that led up to the 2024-33 STIP and an explanation of the STIP development method.

The presentation included a more thorough explanation of the “Seniority Approach” and the “Flexibility Option” parameters. Then, the discussion turned to the specific projects for the Kerr-Tar region that are subject to being swapped in or out of the Flexibility Approach. Projects scheduled for delivery but eligible to be swapped out (“Seniority Projects”) include AV-5818, U-6020, U-5969B, U-5969C, and U-5890. In the current draft of the STIP, these five projects are “committed” (right of way scheduled by FY28). Projects to be reprioritized unless swapped in (“Swappable Projects”) include R-5893, R-2814D, R-3608, U-6024, and U-5969A.

Brandon Jones commented that there is potentially something set up in last year's budget that funded AV-5818 in Person County (airport runway extension). Lori Oakley was also aware of some special funding, but couldn't remember specifics. She thinks construction may have been pushed back to 2029. This will require follow up.

Brandon also noted that 3 of the 5 "Swappable Projects" are in the STIP, but only funded for Preliminary Engineering, giving them a "non-committed" status. These projects would still be reprioritized in P7.0 unless they gain "committed" status in the 24-33 STIP through the swapping "Flexibility Option".

Lori Oakley (Person County) expressed concern about the A section of U-5969 in Roxboro. Person County wants to be sure that this section of the project doesn't fall through the cracks even though sections B and C are scheduled for delivery in the Draft 2024-2033 STIP. Currently, U-5969A is funded for preliminary engineering only, meaning it will be in the STIP but will have a "non-committed" status and will be subject to reprioritization in P7.0.

Emma Stewart expressed concern for R-2814D in Louisburg. This project is currently not funded at all and is a very important project for Louisburg's connection to the Raleigh area.

Brandon noted that reprioritizing projects would provide a chance for projects currently set to be funded at the Division level to be eligible for Regional funding. This could then free up Division funding for other STIP projects.

Butner is unlikely to swap out U-6020 (West Lyon Station Road intersection realignment). Henderson is unlikely to swap out U-5890 (Dabney Drive corridor upgrade).

The deadline for swapping projects (or deciding to not make any swaps) is September 30. KTRPO staff will reach out to CAMPO staff concerning the possibility of making swaps or project schedule changes to make room for R-2814D to achieve "committed" status (ROW scheduled by FY 28).

V. NCDOT Reports – Transportation Project Updates

Bob Deaton, NCDOT Division 5 Planning Engineer, provided updates in line with the project memo supplied in the agenda packet. Projects schedules and costs were updated to reflect information currently in the Draft 2024-2033 STIP.

VI. Safe Routes to School Reports

TCC Chair Baker recognized Kenia Gomez-Jimenez to provide updates from the Safe Routes to School program. First, Kenia gave an update of the NCDOT Bicycle Helmet Initiative. In the Kerr-Tar region, 1,025 helmets will be distributed across 13 organizations. All across the state, there was a record number of bicycle helmets distributed through the program this year.

Second, Kenia announced the City of Oxford's Bike Rodeo, which will take place on Saturday, June 4th from 9:00am-12:00pm at Hix Park. Kerr-Tar Staff will be present at the event teaching about proper bicycle helmet use, and the first 75 attendees will be given a free bicycle helmet.

VII. Other Business

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

FY 22 SPR Update – Granville County East Coast Greenway Feasibility Study

In the agenda packet, there was a memo that covers the progress of the ECG Feasibility Study. Currently, the main reason for delay is an inability to schedule a stakeholder meeting with Norfolk Southern. Since the provided memo was written, Exult Engineering has made contact with NS and is planning to hold a meeting with them in early to mid-June. When this is scheduled, Sam will update the RPO. Following that meeting, Exult will want to hold a stakeholder meeting with members of the RPO, likely in mid to late June.

S-Line TOD Study Updates

In the agenda packet, there were a series of memos from Kittelson & Associates detailing the results of their community engagement pop-up meetings held in Norlina, Henderson, and Franklinton (included because of its connection to the COG, not the RPO) last December.

In June, the Kittelson team plans to conduct a series of urban design workshops in each of the communities being studied along the S-Line rail corridor. During these workshops there will be open studio sessions from 1:00-4:00pm where the public can drop in and see the urban design drawings in process and provide feedback in real-time. There will also be pinup sessions from 5:30-7:00pm each day to present the draft TOD concepts and the background of the project.

The Henderson workshop will be on Tuesday, June 7 at Perry Memorial Library. The Norlina workshop will be on Thursday, June 16 at the Warren County Armory Civic Center.

McKinley Perkinson (Henderson-Vance EDC) announced that the Henderson location may be incorrect due to the Library double booking its space. Sam will check on that and report back to the RPO membership via email.

The following are current or upcoming funding opportunities for various transportation projects. Those interested should contact the RPO Coordinator.

VW Mitigation Plan, Phase 2

There are still multiple RFPs open for the VW Mitigation Plan Phase 2, including Level 2 Electric Vehicle Charging Stations and Clean Heavy-Duty Equipment and Vehicle Replacements.

Clean Fuel Advanced Technology (CFAT) Project Grant Funding

The primary purpose of the CFAT funding is to reduce transportation related emissions in eligible counties. In the Kerr-Tar region, that includes Franklin, Granville, and Person counties. Qualifying projects must be transportation related, reduce criteria pollutant emissions, and be located within or benefit a NAAQS maintenance area. One exception is that electric vehicle charging stations are eligible projects in all 100 North Carolina counties. Applications are due by July 1st.

USDOT Safe Streets and Roads for All (SS4A) Grant Program

The Safe Streets and Roads for All (SS4A) discretionary grant program provides funding to support plans, projects, and strategies that will prevent roadway deaths and serious injuries. USDOT will convene a series of stakeholder webinars in June to help potential applicants.

USDOT Reconnecting Communities Pilot program

The Reconnecting Communities Pilot (RCP) discretionary grant program can support planning, capital construction, and technical assistance to equitably and safely restore community connectivity. One or more Notices of Funding Opportunity (NOFOs) for the program are anticipated to be posted in summer 2022.

Note: *We are currently awaiting clarification about whether RPOs are eligible for these two USDOT funding opportunities. Counties, cities, and towns are eligible, but it is currently unclear if Rural Planning Organizations are. Sam will follow up on this.*

VIII. Public Comment

Andy Kuhn had comments referring back to the discussion about the S-Line TOD Study. He is concerned that the stakeholder engagement and the overall project is happening in a segmented, isolated manner. There is growing concern about how to coordinate aspects of this project on a regional level. Nick Morrison (IMD) volunteered to act as a sort of liaison between the RPO, NCDOT IMD, and Kittelson. He will report at future RPO meetings regarding the progress of the S-Line project.

IX. Adjournment

TCC Chair Baker requests a motion to adjourn, which was made by Mike Ciriello and seconded by Lori Oakley. All members of the TCC vote to adjourn. The TCC meeting adjourns.

TAC Chair Lane requests a motion to adjourn, which was made by Emma Stewart and seconded by Tom Lane. All members of the TAC vote to adjourn. The TAC meeting adjourns.



THE EASTERN
TRANSPORTATION
COALITION
MBUF WORK



Mileage-Based User Fee Pilot Program

Summer 2022



The Opportunity

- The transportation system is funded mainly from a pay-at-the-pump fuel tax.
- As vehicles go farther on less fuel and some stop using any fuel at all, it will be difficult to maintain a viable transportation system in North Carolina without developing a new sustainable approach.



 NorthCarolinaMBUFpilot.com



Mileage-Based User Fees

- The Eastern Transportation Coalition needs your help to explore an alternative approach, called a Mileage-Based User Fee (MBUF).
- A Mileage-Based User Fee means each driver pays for the miles they drive instead of the fuel they buy.
- The Pilot will determine if an MBUF would be a more equitable and sustainable approach to the traditional fuel tax.

a mileage-based user fee 

means you pay  \$\$\$

only for what  \$\$

you use!  \$



Pilot Program

- To better understand if an MBUF could work, the Coalition is conducting a pilot program in North Carolina.
- The Coalition wants you to join and provide your feedback.
- The Pilot is free and designed with strict privacy protection measures to safeguard your data.





How to Join

Participation involves four easy steps:



These steps may vary depending on the mileage-reporting option selected.

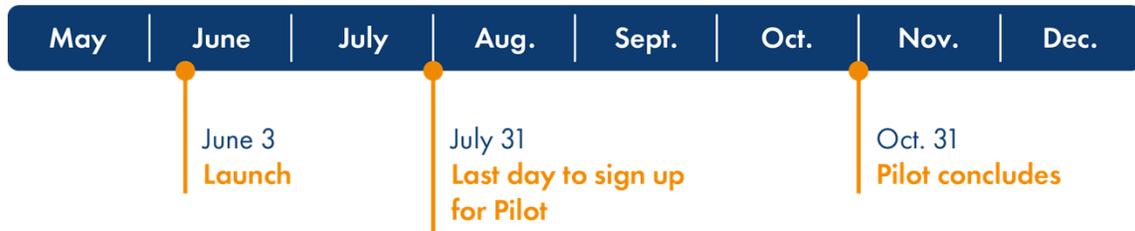


Why Join?

The Coalition needs elected officials to enroll and provide crucial feedback to shape the future of transportation funding in North Carolina.



Timeline



 NorthCarolinaMBUFpilot.com



Contact Us

Encourage the general public to enroll as well! For questions or concerns, please contact a Pilot team member.



NorthCarolinaMBUFpilot.com



984-254-7400



northcarolina@mbufpilot.org



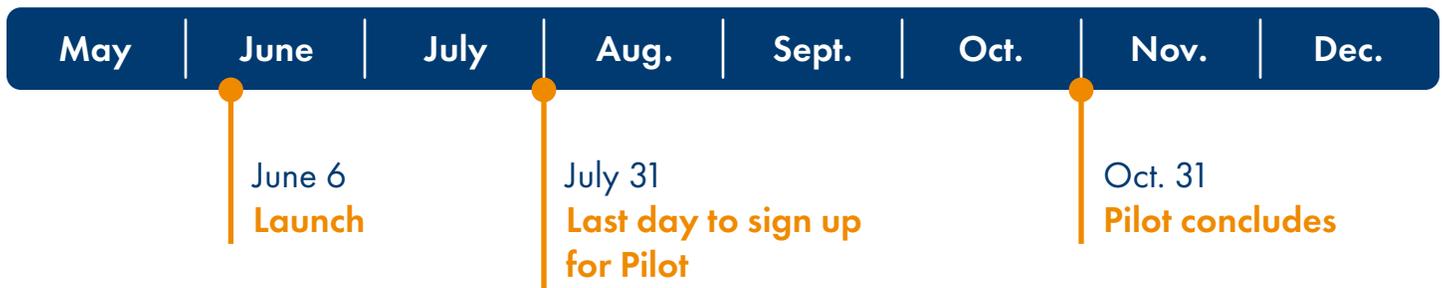
The Eastern Transportation Coalition is a partnership of 17 states and Washington D.C. dedicated to advancing the national conversation around Mileage-Based User Fees through real-world pilots, data analysis, education, and outreach. As vehicles go farther on less fuel and some stop using fuel at all, it will be harder to maintain our transportation system. To explore alternative solutions, the Coalition is partnering with the North Carolina Department of Transportation (NCDOT) to conduct a Mileage-Based User Fee Pilot Program (MBUF), where each driver pays for the miles they drive instead of the fuel they buy. The Pilot will help determine if a MBUF would be a more equitable and financially sustainable approach.



- 1. Enroll** - Fill out the enrollment form by clicking the link on the website.
- 2. Insert** - Plug a small device into your vehicle to record mileage.
- 3. Drive** - Then drive as you normally do.
- 4. Return** - After a few months, mail back the device.

**These steps may vary depending on the mileage-reporting option selected.*

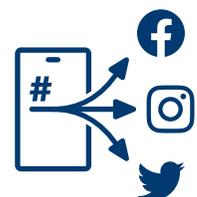
2022 Pilot Timeline



How Can You Get Involved?

- Share information about the Pilot with your networks and encourage others to enroll in the Pilot.
- Post our social media content to your channels. Packets will be provided by our team.

If you know people that are interested and want to learn more, call a team member at **984-254-7400** or visit our website at NorthCarolinaMBUFpilot.com.



How does the Azuga Insight Connected Vehicle Platform work?

Azuga Insight designed and operates the Connected Vehicle Platform that supports the MBUF system.

The platform's process is simple:

- Enroll in the Pilot by providing your personal and vehicle information.
- Select your mileage reporting option (MRO). See below for more details about the MROs.
- Activate your MRO and user account.

Drive normally. Azuga Insight will collect and manage your daily mileage and fuel use for the Pilot.

The Pilot provides drivers all the services and benefits of the Azuga Connected Vehicle Platform at no cost when they participate in the Pilot.

How much does it cost to participate in The Eastern Transportation Coalition MBUF Pilot?

No cost. If you join the Pilot, both participation in the Pilot and access to premium features are free. Fuel tax credits are simulated for the Pilot, and no actual money is exchanged.

What is Azuga Insight?

Azuga Insight is a private company working in partnership with the Coalition to facilitate and manage the technology services for the Pilot. Azuga Insight has been selected by the Coalition to offer mileage-based user fee services for the Pilot. The Azuga Insight platform has been built and tested to provide safe and secure MBUF operations in compliance with security requirements of the Pilot while also providing premium features to participants.

What MROs are available if I sign up for the Pilot?

The following four options are available from Azuga Insight: Plug-in Device with GPS, Plug-in Device without GPS, Manual Odometer Entry, and In-Vehicle Telematics. The Plug-in Devices (with or without GPS) are inserted into the On-Board Diagnostics II port on your vehicle.

- **Plug-in Device with GPS:** The GPS-enhanced Plug-in Device differentiates miles driven by the state where the miles were accrued and calculates the fuel usage fees in each state. The simulated MBUF is charged only on miles driven in states that partner with the Coalition. This option also provides maps of your trip routes for your personal use. Route information is not provided to the Coalition, state departments of transportation, or any other third party.
- **Plug-in Device without GPS:** This Plug-in Device option has no GPS to identify which states the vehicle was driven. All miles recorded are assumed to have occurred in the participant's state of residence using the non-location "per mile rate" for that state.
- **Manual Odometer Entry:** This is a basic "low-tech" option that the participant provides monthly odometer readings throughout the Pilot. Participants choosing this option provide their vehicle's odometer readings by logging into an online account management portal hosted and maintained by Azuga Insight and manually entering the odometer value. The odometer reading can also be entered using a smartphone app by taking a picture of the odometer and uploading the image.
- **In-Vehicle Telematics:** The In-Vehicle Telematics option is available for most newer vehicles manufactured with telematics technology, which can be used to report vehicle mileage data automatically. If approved, the participant will be required to enable telematics service on the enrolled vehicle, authorize Azuga Insight to receive automatic vehicle odometer data, and keep the subscription active for the duration of the Pilot (which may involve additional cost). Detailed step-by-step instructions for authorizing In-Vehicle Telematics will be provided to the approved participants after enrollment.

Will the government be able to see my driving data and location?

No. All program-related data remains secure and confidential. All Pilot data is destroyed shortly after the completion of the Pilot. If a location-enabled MRO is chosen, precise location and routing information—other than the number of miles driven in each state—is not disclosed. Moreover, all data is anonymized for research purposes.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

Memorandum

June 23, 2022

To: Kerr Tar RPO TAC/TCC Committees
From: NCDOT Division 5
Subject: June 23, 2022 NCDOT Project Update for Kerr Tar RPO Area Projects

Franklin County:

R-2814-C US 401: Construction underway – Closing in on completion, +80%.

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

WELCOME TO THE S-LINE COMMUNITY DESIGN WORKSHOP

June 2022

Why we're here

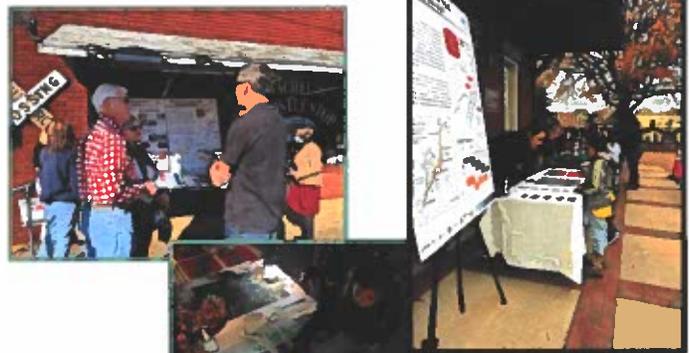
The North Carolina Department of Transportation (NCDOT) Integrated Mobility Division (IMD) is leading a transit-oriented development (TOD) planning initiative for seven communities along a 95-mile section of the Norfolk Southern S-Line railroad corridor. This S-Line segment is a missing link within a larger vision for passenger rail service in the Southeast Corridor, a partnership between North Carolina, South Carolina, Virginia, Tennessee, Georgia, Florida, and Washington, D.C. to implement high performance rail.

The character, urban context, land use, and TOD potential along the S-Line corridor varies significantly between the 7 communities: Sanford, Apex, Raleigh, Wake Forest, Franklinton, Henderson, and Norlina.

This study responds to each community's unique needs and contexts to create a TOD future that supports equity, economic development, and multimodal transportation choices.

What you'll find in the room

- **Our Design Team:** You'll find a team of dedicated designers and community planners working to help NCDOT and your community develop a vision for future transit-oriented development. We're here to talk with you and learn from you!
- **Boards:** You'll find a series of boards with more information on the S-Line TOD Study and what we're doing today during this Community Design Workshop.



How you can help

1. **Participate in the activities on the boards.** Tell us what's most important to YOU as we develop a shared vision for the future of your community.
2. **Talk to our designers and community planners.** Ask questions about what they're drawing and offer your own thoughts on the work in progress. We need to hear from you!
3. **Have fun!** Don't be afraid to pick up a marker and draw with us.
4. **Come back at 5:30pm for the public open house.** This will be a great opportunity to see what we've been working on and give us feedback.



Where to find more information

Stay in touch with us and keep up to date on future opportunities to engage through our website.



tinyurl.com/SLineTOD

From: daq.NC_VWGrants <daq.NC_VWGrants@ncdenr.gov>
Sent: Monday, June 20, 2022 4:07 PM
Subject: North Carolina Volkswagen Settlement Program News and Events - June 20, 2022



News

Phase 1:

- Read Director Mike Abraczinskas [blog](#) about the first electric school bus operating in North Carolina.
- Additional Phase 1 Success Stories can be found [here](#).

Phase 2 Funding Opportunities:

- Applications for the [DC Fast Existing Sites Upgrades Program](#) are currently being accepted and closes on July 11, 2022 at 11:59PM. DAQ Grants Management System Program ID: [NCDEQDAQ0011](#).
- Applications for the [Level 2 Public Access Program](#) as still being accepted on a first come, first served basis until funds are exhausted. DAQ Grants Management System Program ID: [NCDEQDAQ0009](#).
- Applications for the [Level 2 Multi-Unit Dwelling Program](#) will start accepting applications on June 13, 2022 on a first come, first served basis until funds are exhausted. DAQ Grants Management System Program ID: [NCDEQDAQ0012](#).
- Applications for the [Clean Heavy-Duty Equipment & Vehicle Replacement Program](#) are currently being accepted and closes on August 15, 2022 at 11:59PM. DAQ Grants Management System Program ID: [NCDEQDAQ0013](#).
- The Request for Proposals for the [Level 2 Workplace Program](#) was released on June 13, 2022. The application for the program will be available beginning July 25, 2022 on a first come, first served basis until funds are exhausted. DAQ Grants Management System Program ID: [NCDEQDAQ0014](#).
 - **Level 2 Workplace Program Applicant Webinar**
 - A webinar on the Level 2 Workplace Program Request for Proposals is scheduled for 6/27/2022 from 1:00pm – 3:00pm for interested stakeholders and applicants. During this webinar, staff will discuss the RFP

and its requirements and answer questions regarding the Level 2 Workplace Program Request for Proposals and the application. This webinar is for applicants interested in submitting applications for the Level 2 Workplace Program only. Registration is required to participate in this webinar. Click the following WebEx link to complete the necessary registration for the event: [Register](#)

Closed Applications:

- Applications for the [NC Phase 2 Transit and Shuttle Bus Program](#) closed on May 2, 2022.
 - We received a total of 13 applications requesting \$35.6 million in funds, \$13.5 million in VW funds was allocated to the Transit and Shuttle Bus Program in Phase 2 with an additional \$6.1 million available for funding projects in CMAQ eligible counties.
 - Staff is currently reviewing the applications for completeness and will begin evaluations soon.
- Applications for the [NC Phase 2 DC Fast Priority Corridors Program](#) closed on May 18, 2022.
 - We received a total of 209 applications requesting \$34.3 million in funds, \$4.9 million in VW funds was allocated to the DC Fast Priority Corridors Program in Phase 2.
 - Staff is currently reviewing the applications for completeness and will begin evaluations soon.
- The first 23 Level 2 Public Access award letters were announced on June 20, 2022. This first group of awarded projects requested \$255,000 in total for new level 2 charging infrastructure.
- Applications for the [Level 2 State Agency Program](#) closed on June 6, 2022.
 - We received a total of 35 applications requesting \$2.27 million in funds, \$1.0 million in VW funds was allocated to the Level 2 State Agency Program in Phase 2.
 - Staff is currently reviewing the applications for completeness and will begin evaluations soon.
- Applications for the [School Bus Program](#) closed on June 6, 2022.
 - We received a total of 41 applications requesting \$57.1 million in funds, \$27.1 million in VW funds was allocated to the School Bus Program in Phase 2.
 - Staff is currently reviewing the applications for completeness and will begin evaluations soon.

DAQ Grants Management System

- If you are planning to submit an application or applications for our open requests for proposals do not wait to request access to our Grants Management System. It can take a week or longer to process.
 - **New users requesting access to the DAQ Grants Management System. You must complete the online [Enterprise Business Services External Access Request Application](#) and then email a completed [State of North Carolina Substitute W-9 Form](#) to svc.NCVWApplication@ncdenr.gov. You will not have access to the Grants Management system until your request is processed and you receive a “Welcome to Enterprise Business System (EBS) Portal” email.**
 - **IF YOU WAIT UNTIL THE WEEK BEFORE AN APPLICATION CLOSES, YOU MAY NOT HAVE ACCESS TO THE DAQ GRANTS MANAGEMENT SYSTEM TO SUBMIT AN APPLICATION.**
- Applications already started in the DAQ Grants Management System must be completed and submitted including all required attachments prior to the application closing date to be considered for funding.
- Also, please make sure you are submitting applications for the correct program (take note of the program ID numbers above). Applications submitted to the wrong program and not resubmitted under the correct program prior to the application close date will not be considered. We cannot move applications entered in the system between programs.

Historically Under-Resourced Count Outreach Program:

- A recording of the April 11, 2022, Historically Under-Resourced County Outreach Program virtual webinar can be found on our website, <https://deq.nc.gov/VW-HURCOP>.

Other Funding Opportunities:

- U.S. EPA’s 2022 Clean School Bus Program is currently accepting applications. Find out more details and how to apply here: <https://www.epa.gov/cleanschoolbus/online-rebate-application-information-clean-school-bus-program>

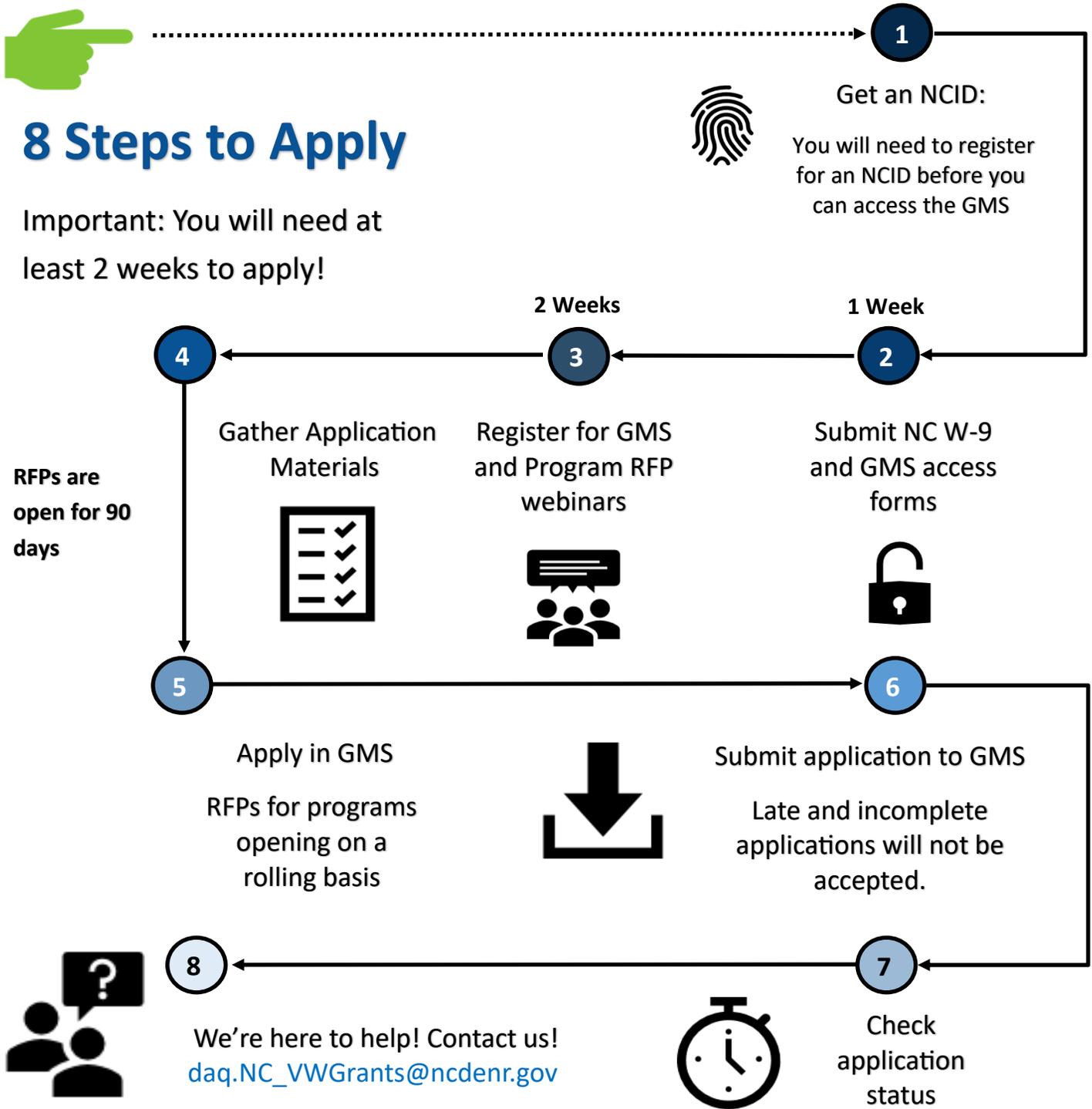


How to apply for funding



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:

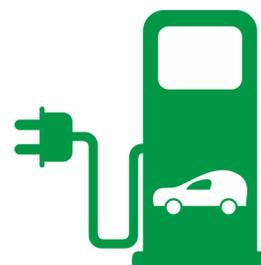
Incorporated Nonprofits, Public school districts, Municipal governments and municipal authorities, Tribal government agencies, Metropolitan or Rural Planning Organizations, Businesses, Air Quality or Transportation Organizations, and Federal government agencies. Workplaces must serve sites with at least 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.

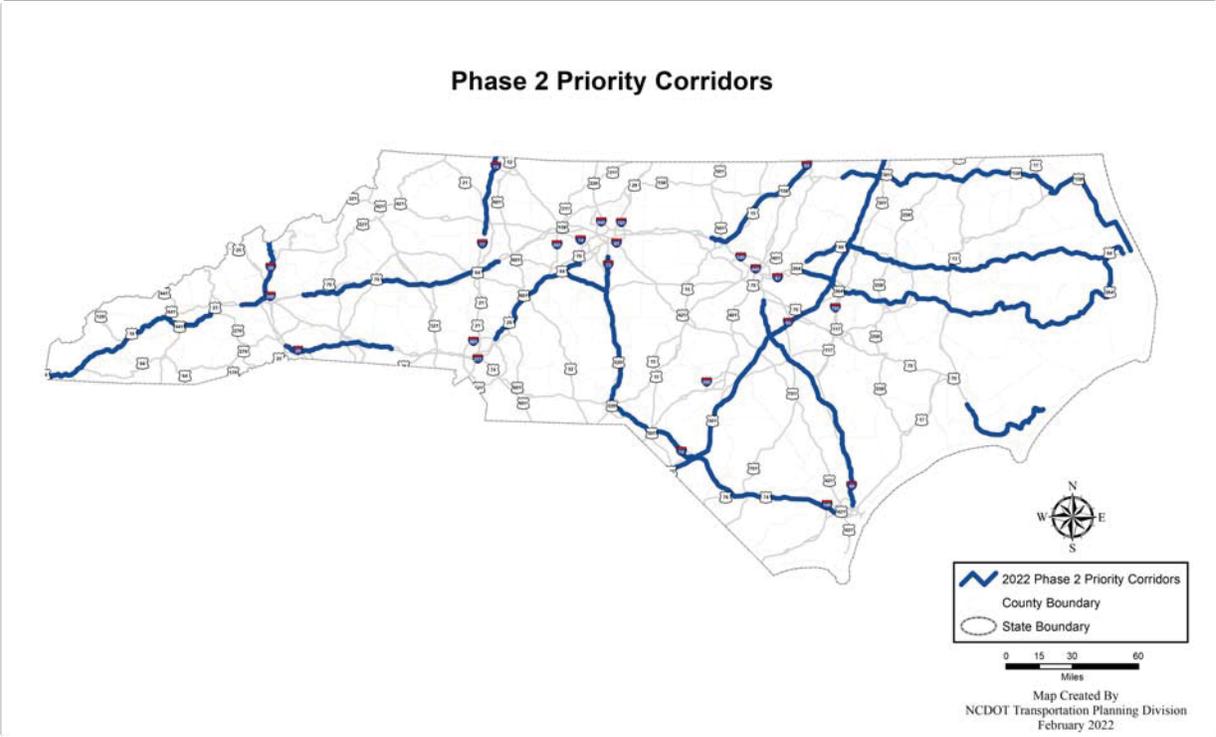
Multi-Unit Dwellings

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 August 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)

NC CLEAN ENERGY TECHNOLOGY CENTER

Clean Fuel Advanced Technology (CFAT)

2022 Grants

Frequently Asked Questions

1. When are award decisions made? And when will awards be announced?

After the deadline, all received applications will be scored by NCCETC staff, then evaluated by the Review Committee. Approximately 2-3 weeks after deadline, the Review Committee decides the awards. Those decisions must be approved by NCDOT and Federal Highways Administration. This process may take up to three months. Only then can NCCETC formally issue awards, and only with formal award letters can projects begin.

2. If awarded funding, what will be required in the quarterly reports?

NCCETC will provide a form for awardees to fill out on a quarterly basis. The RFP describes what is needed in quarterly reports. The form is not long and is a quick way for NCCETC staff to stay abreast of how your project is progressing.

3. How long does reimbursement take? Can I be reimbursed for part of the project before the full project is complete?

Reimbursement generally takes 30 days after invoices are submitted. Reimbursement for a portion of the project is possible but no more often than a quarterly basis. Cost share must be documented on each submitted invoice.

4. Can CFAT funds be used to support a project that is already underway or that is in the advanced planning stages?

For projects in the planning stages at time of application, please note that the role of CFAT funding in an applicant's ability to complete a project will be considered by the application review committee. Applicants are encouraged to carefully plan all projects; however, *projects that would be unable to proceed without funding assistance are preferred over projects that will be completed regardless of CFAT funding.* In other words, if it appears that the project will be completed regardless of funding assistance it is difficult for the review committee to adequately assess the emissions improvement resulting from the funding, since the emissions benefits would have accrued anyway. Similarly, the role of CFAT funding in an applicant's decision to perform a project within an eligible county will also be considered by the reviewing committee.

5. What are eligible projects?

This program is designed to reduce transportation related emissions in North Carolina. The RFP is structured to be flexible and accommodating to various types of technologies or projects that will help reduce mobile pollution emissions. The basic criteria for eligibility are that the project:

- is transportation related - including on-road vehicle projects and rail 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 CMAQ maintenance area.

Additionally, EV charging infrastructure projects are eligible in all 100 counties of North Carolina.

The specific eligible technologies depend on the ability of the project to deliver emission reductions, which requires current commercial availability. Also, eligibility is limited by the grant restrictions (see RFP for details) and is subject to Review Committee approval. However, we are aware of some technologies that are more likely to be approved under the new, more stringent rules including

- Alternative Fuel & Advanced Technology Vehicles (AFV) Leases and Conversions (i.e., Electric Vehicles (EVs), Compressed Natural Gas (CNG) - dedicated and bi-fuel; Liquefied Petroleum Gas (LPG) / propane / Autogas - dedicated and bi-fuel; Electric hybridization - with or without plug-in capability; and Hydraulic hybridization)
- Mobile Idle Reduction Technologies (MIRTs),
- Diesel Retrofit Technologies, and
- Electric Vehicle Charging Stations (EVSE), both Level 2 and DC Fast Chargers.

6. Can projects be extended if unforeseen difficulties prevent completion per original timeline?

In prior years we have worked to create this flexibility. This year, however, we will be unable to grant extensions. It is very important that project proposals be completed, and on the original timeline (i.e., before September 30, 2024.)

7. Which Electric Vehicle Charging Station (EVSE) projects are eligible?

Both Level 2 and DC Fast Charging infrastructure are eligible, both “dig” and “non-dig”. In prior years, digging, trenching, breaking or cutting of ground or pavement were not allowed. This year, such projects must submit additional information to determine eligibility, **but we are encouraging all types of EV charger projects.** Replacement of non-functioning EVSE will also be eligible, as long as the original EVSE was not funded through CMAQ or CFAT funds. We also suggest applicants consider locations or situations like parking decks where conduit can be run without requiring ground-breaking, concrete cutting, or penetrating pavement. **Importantly, EVSE charging station project applications are eligible in all 100 counties** of North Carolina; projects are **not** limited to the 24 CMAQ maintenance counties.

8. Can you provide more specific guidance on preparing the budget template in the application as well as provide an example project budget using the template?

Only be as specific in your budget breakdown as the complexity of your project necessitates. Be sure to provide quotes to support budget. These should be provided as separate PDF documents. It is permissible but not necessary to break out equipment and installation. If your organization is installing equipment, provide a note of explanation in the accompanying document for quotes or briefly explain in application. We ask that you include the specific make and model of requested equipment in budget.

Be FIRM in your budget numbers. The application budget will become a key part of your contract should you be selected for funding.

NOTE: Please use this link to download the Excel budget template.

<https://go.ncsu.edu/cfat22budgetsheet>

Remember, when opening the Excel template, be sure to re-name it and save it to your hard drive.

Budget Example:

Expense Description	Quantity	Per Item Cost	CFAT Funds	Cost Share	Total
<i>Itemized equipment</i>					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
<i>Itemized other expenses</i>					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
Project Total			\$ -	\$ -	\$ -
<i>% of project total</i>			#DIV/0!	#DIV/0!	

9. Why is there a requirement to participate in the NC Smart Fleet Initiative for those who receive a CFAT grant?

A major purpose of the CFAT grant program is expanding public awareness and education. NC Smart Fleet is a recognition program developed by NCCETC to acknowledge, track, and account for progress in reducing emissions through conservation, efficiency and alternative fuels use. Participation in the NC Smart Fleet program helps us expand awareness and educate fleet owners (and others) about the benefits of alternative fuels and advanced transportation technologies. Also, it gives grant recipients another occasion to make announcements in local media or social media. We rely on this kind of additional outreach and information dissemination to continue and expand our impact.

10. How do we determine Cost Share? Why is cost share described as a range?

A minimum 20% to 24% cost share of total project cost is required for all applicants. The reason cost share is a range is due to new NCSU budget & finance requirements. These tend to make required cost share for smaller projects proportionally larger, and smaller for larger projects.

Your total cost share will vary depending on the size of project, and will be calculated inside the Excel budget template. **Gather your rough estimated costs as early as you can**, plug those into the first tab of the spreadsheet, and you will gain a better understanding of your approximate cost share. As your project planning advances, before submitting your application, be sure to go back and correct these numbers in the cost share tab, in order to calculate your precise cost share requirements based on precise costs, quotes, and bids.

11. How do we determine if our project complies with Buy America provisions of federal procurement law?

Unfortunately, the guidance we were seeking was not issued on May 14. However, we must still comply with federal procurement law, and buying American made products and materials is important to our national economy. So we urge everyone to 1) buy off state contract or Sourcewell, which resolves the question of Buy America compliance, or 2) ask your equipment vendors to share certification letter(s) with you, or 3) be patient and persistent in seeking this guidance from FHWA. We at NCCETC will continue to update the public, as best we can, as soon as we gain clear guidance.

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.



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

Subject: NC Clean Transportation Plan Public Information Session #2

Date: June 21, 2022

The N.C. Department of Transportation will host the second in a series of public information sessions on the N.C. Clean Transportation Plan from 6:00pm to 7:30pm on **Tuesday, June 28, 2022**.

The session will be virtual on the *GoToWebinar* platform and is free to attend. Everyone is welcome and encouraged to participate!

Webinar Content: During this second information session, participants will be updated on ongoing plan development activities including recent work group progress. In addition, representatives from a parallel study entitled, “North Carolina Deep Decarbonization Pathways Analysis” will share their plans to evaluate potential emission-reduction pathways that will help NC reach emission reduction goals and discuss coordination with the Clean Transportation Plan.

What to Expect: The information will use a webinar format that includes presentation materials, real-time polling of participants, and a Q & A session with the team.

Registration is Required: If you would like to learn more about the development of the NC Clean Transportation Plan and the corresponding Pathways Analysis, please register at: <https://register.gotowebinar.com/register/3052798856214187278>

After registering, you will receive a confirmation email containing information about joining the webinar.

Please spread the word and forward this information to others who might be interested in North Carolina’s clean transportation future!