



Kerr-Tar RPO TCC and TAC Meeting

Thursday, January 27, 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.*

Virtual and Call-In Options are listed below:

<https://us02web.zoom.us/j/86847148574?pwd=VmkzQmVhbWlCOTFERlZ4TU5nSHZVdz09>

Meeting ID: 868 4714 8574

Passcode: 037252

Call-In Option: (646) 558-8656

Meeting ID: 868 4714 8574

Passcode: 037252

- I. **Roll Call of TCC & TAC to Establish Quorums**
- II. **Call the Meeting to Order – TCC Chair & TAC Chair**
- III. **TCC/TAC Action Item I – Approval of October 28, 2021 Meeting Minutes**
- IV. **S-Line TOD Study – S-Line Study Team (consultants, NCDOT Rail Division)**
- V. **Ethics Commission 2022 – Sam Boswell, RPO Coordinator**
- VI. **FY 22 SPR Update – Sam Boswell, RPO Coordinator**
- VII. **NCDOT Reports – NCDOT Division Engineer and Division Planning Engineer**
- VIII. **Other Business**
 - Bipartisan Infrastructure Law (IIJA) updates – NCDOT
 - Transportation Project Updates
 - VW Mitigation Plan, Phase 2
 - Granville County Recreation Grant
 - NCDOT Bike Helmet Initiative
 - NCDOT DBE Contracting Opportunities
- IX. **Public Comment**
- X. **Adjournment**



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

Meeting Date: Thursday, October 28, 2021

Meeting Time: 3:00 PM – 5:00 PM

Meeting Location: VCS Conference Room, call-in option available

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 (Attending In Person):

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

Mr. Keith Callahan, Lead Building Codes Enforcement Officer, Vance County Planning and Development

Mr. Tracy Parrot, PE, Deputy Division Engineer, NCDOT Division 5

TCC Members Present (Attending Via Phone):

Mr. Andy Kuhn, Existing Industry Coordinator, Franklin County EDC

Mr. Barry Baker, Planning Director, Granville County & TCC Chair

Ms. Brooke Nance, Planner II, Franklin County

Ms. Cheryl Hart, Planning Director, City of Oxford

Ms. Cynthia Jones, Assistant Director of Community and Economic Development, Warren County

Ms. Diane Cox, Executive Director, Kerr-Tar Regional Council of Governments

Mr. G. Paylor Spruill, Assistant City Manager, City of Henderson

Mr. Jason Rogers, Planning Administrator, Franklin County

Mr. Justin Jorgensen, Senior Transportation Planner, Granville County

Mr. Philip Geary, PE, Transportation Engineer III, NCDOT Transportation Planning Division

Mr. Vincent Jones, Warren County Manager

TAC Members Present (Attending In Person):

Ms. Emma Ruth Stewart, City of Louisburg Councilmember & TAC Vice-Chair

Mr. Reggie Horton, City of Roxboro Councilmember

Mr. Tom Lane, Town of Butner Councilmember & TAC Chair

TAC Members Present (Attending Via Phone):

Mr. Dan Brummitt, Vance County Commissioner
Mr. Russ May, Granville County Commissioner
Mr. Walter Gardner, Jr., Mayor, Town of Warrenton

Kerr-Tar RPO Staff Present (Attending In Person):

Mr. Michael Kelly, Planning Director, Kerr-Tar Regional Council of Governments
Mr. Sam Boswell, Transportation Planner, Kerr-Tar Regional Council of Governments RPO Coordinator

I. Roll Call for TAC & TCC

The meeting begins at approximately 3:10 pm. To account for the call-in option, Planning Director Michael Kelly completes a roll call for TCC members and RPO Coordinator Sam Boswell completes a roll call for TAC members to determine quorums.

II. Call the Meeting to Order

TCC Chair Baker recognizes a quorum and calls the TCC meeting to order. TAC Chair Lane recognizes a quorum and calls the TAC meeting to order.

III. TAC/TCC Action Item I – *Approval of July 22, 2021 Meeting Minutes*

TCC Chair Baker recognizes the first order of business being approval of the July 22, 2021 TAC/TCC meeting minutes. TCC Chair Baker receives a motion to approve the July 22 meeting minutes as written from Cheryl Hart. Andy Kuhn seconded the motion and the motion carries unanimously.

TAC Chair Lane recognizes the first order of business being approval of the July 22, 2021 TAC/TCC meeting minutes. TAC Chair Lane receives a motion to approve the July 22 meeting minutes as written from Councilmember Reggie Horton. TAC Vice-Chair Emma Ruth Stewart seconded the motion and the motion carries unanimously.

IV. TCC Action Item I – *Nomination of TCC Vice-Chair*

TCC Chair Baker recognizes the need to nominate a new TCC Vice-Chair following the retirement of Ken Krulik effective October 1, 2021, and opens the floor to nominations regarding the replacement Vice Chair. Vincent Jones requests further information about the organizational structure of the TCC (such as number of positions and length of term) for the educational benefit of new committee members. Cheryl Hart nominates Keith Callahan to serve as TCC Vice-Chair. Justin Jorgensen seconded the motion. Seeing that there were no other nominations, TCC Chair Baker closed the nominations and called for a vote. The motion carried unanimously.

V. Presentation: *East Coast Greenways – Sarah Sanford, East Coast Greenway Alliance VA & NC Manager*

TCC Chair Baker recognizes the presentation prepared by Sarah Sanford from the East Coast Greenway Alliance. Sarah, being unable to attend the meeting and give a live presentation, had recorded her presentation to be played for the Committees.

The East Coast Greenway is a walking and biking route stretching from Maine to Florida, designed to transform the areas it connects through active and healthy lifestyles, sustainable transportation, community engagement, climate resilience, tourism, and more.

With the passage of HB 130, the East Coast Greenway is now a designated State Trail, which opens it to a much wider variety of funding mechanisms (planning, construction, etc.).

Recently, the nonprofit East Coast Greenway Alliance has worked with the Kerr-Tar RPO on multiple projects – the Granville County East Coast Greenway Feasibility Study (funding approved) along with the 2021 RAISE Grant (application pending) which looks at the ECG throughout the entire Kerr-Tar region.

VI. FY 22 SPR Update – Sam Boswell, RPO Coordinator

TCC Chair Baker recognizes Sam to discuss updates on SPR funding. Earlier this year, the RPO applied for Special Study Approval to engage a NCDOT pre-qualified planning consultant to conduct a corridor study to determine the feasibility of constructing the East Coast Greenway through a portion of Granville County. The RPO was awarded funding in the amount of \$65,000. On September 1, the RPO released a Request for Letters of Interest (RFLOI), and by the end of the month had received several responses. During the month of October, the RPO assembled a Selection Committee to review the LOIs and they selected the three highest scoring firms and plan to interview them next week to pick a winner.

VII. NCDOT Updates – NCDOT Division Engineer and Division Planning Engineer

TCC Chair Baker recognizes Brandon Jones, Division Engineer, to provide his NCDOT update. Mr. Jones introduces Tracy Parrott as new Deputy Division Engineer.

Mr. Jones reports that NCDOT is in good financial standing from a cash balance standpoint. NCDOT's revenues are trending up while spending is trending down. Mr. Jones then provided an update on P6.0, which was halted in July. Currently, the STIP is planned to cover 2024-2033. The goal is to have a draft STIP by December 2022. Due to cost increases and limited funding, P6.0 will not contain any new projects. Ongoing discussions will determine how to ensure funding capacity for new projects in Prioritization 7.0. The current STIP is based on a 1% inflation rate, but the NC Board of Transportation recommends a 3% inflation rate held constant after 5 years (compounded first 5 years). This reduces overall funding capacity for STIP by \$2.75B but provides more realistic cost estimates for projects. Mr. Jones will continue to provide members with an update on this process as it continues to develop.

Bob Deaton, Division Planning Engineer, provided the members with a project update for Kerr-Tar RPO area projects.

VIII. Other Business – Sam Boswell, RPO Coordinator

TCC Chair Baker recognizes Sam Boswell to address the other business listed on the meeting agenda. Mr. Boswell summarized the events from the October 26 S-Line Transit Oriented Development Study Advisory Committee Kickoff Meeting. The consultant team will be conducting community engagement activities and providing bi-monthly project briefings to

update communities and stakeholders on the project's progress. Brandon Jones highlighted the importance of remembering that this is a long-term project and that it will be an exercise in highlighting the different needs of the various communities along the S-Line.

Sam provided an update on the Franklin County intersection of Old Halifax/Brantleytown Road and Pearces Road near Bunn being converted to an all-way stop along with an update on the Person County resurfacing work on road including N.C. 158/Louisburg Road and Satterfield, High Plains and Bowmantown roads.

Sam reminded the Committees of the Powell Bill funds, which the municipalities will receive in full by January 2022 (first half of funds were sent out October 1). These are funds that are primarily used for resurfacing projects, but can also be used for maintaining, repairing, constructing, and widening streets, bridges, and draining areas. They can also be used for the planning, constructing, and maintaining of bike paths, greenways, or sidewalks.

Sam provided the Committees with an update on the Volkswagen Mitigation Plan Phase 2. Phase 1 provided the state of North Carolina with \$27M in funding opportunities and Phase 2 will provide \$65M. These funds can be used for electric vehicle charging infrastructure (Louisburg received such funds during Phase 1), school bus replacement, heavy-duty equipment replacement, and heavy-duty vehicle electrification.

Sam reminded the Committees of NCDOT's work to ensure that small, minority-, and woman-owned firms know about opportunities for state transportation contracts.

Sam announced the results of the Fall 2021 Litter Sweep. Michael thanked local participation and volunteers from Granville County, Town of Stem, and others.

IX. Public Comment

TAC Chair Lane commented that we should consider paying attention to the coordination of CAMPO and DCHC's long-range transportation plans. KTRPO may be able to leverage future funding by coordinating future planning efforts with those happening in nearby regions.

X. Adjournment

Hearing no further comments, TCC Chair Baker requests a motion to adjourn. Keith Callahan makes a motion to adjourn the TCC and his motion is seconded by Brandon Jones. All members of the TCC vote to adjourn. TAC Chair Lane requests a motion to adjourn. Emma Ruth Stewart makes a motion to adjourn the TAC and her motion is seconded by Reggie Horton. All members of the TAC vote to adjourn.




There being no further business before the Committees, the meeting adjourns.

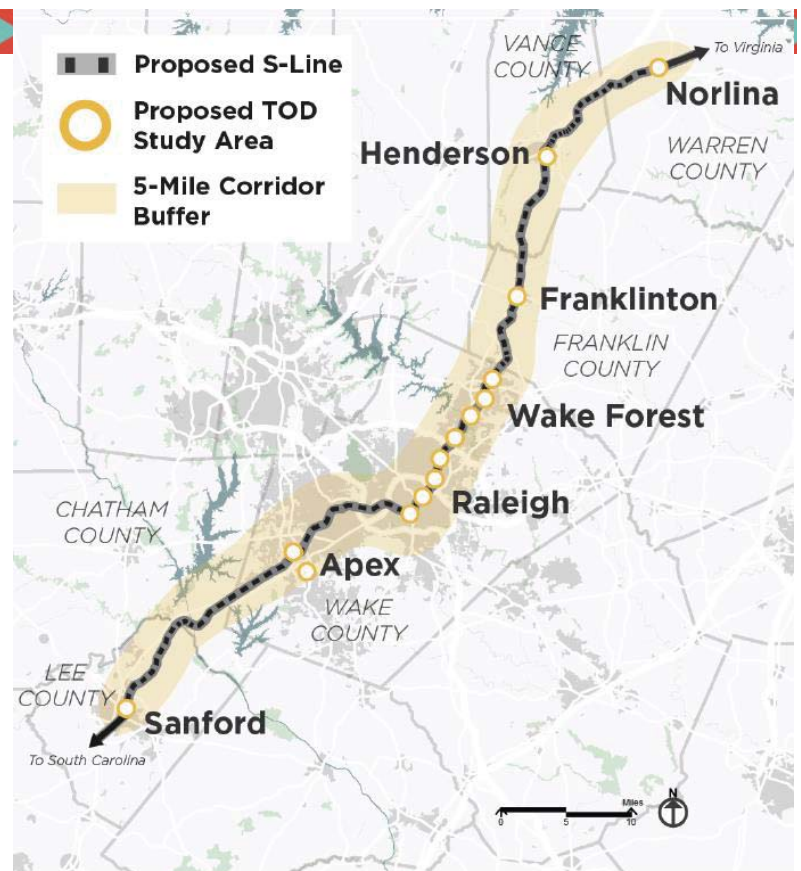
NCDOT S - LINE TRANSIT - ORIENTED DEVELOPMENT PLANNING

JANUARY 2022



Agenda

-  Study Overview
-  Community Engagement
-  Questions & Discussion



S-Line Project Overview

- Critical missing network link
- Intercity, freight and regional rail opportunities
- FY 21 CRISI grant application
- Future funding opportunities



“The S-Line—the Missing Link to the Southeast Corridor”

Study Goals

- Understand the possibilities
- Plan the “place” around transit
- Proactively plan context-driven TOD
- Corridor-wide Conversation
 - Funding / financing
 - Transit operations
- Local Implementation
 - Land use plans & zoning
 - Regulatory Policies
 - Infrastructure investments

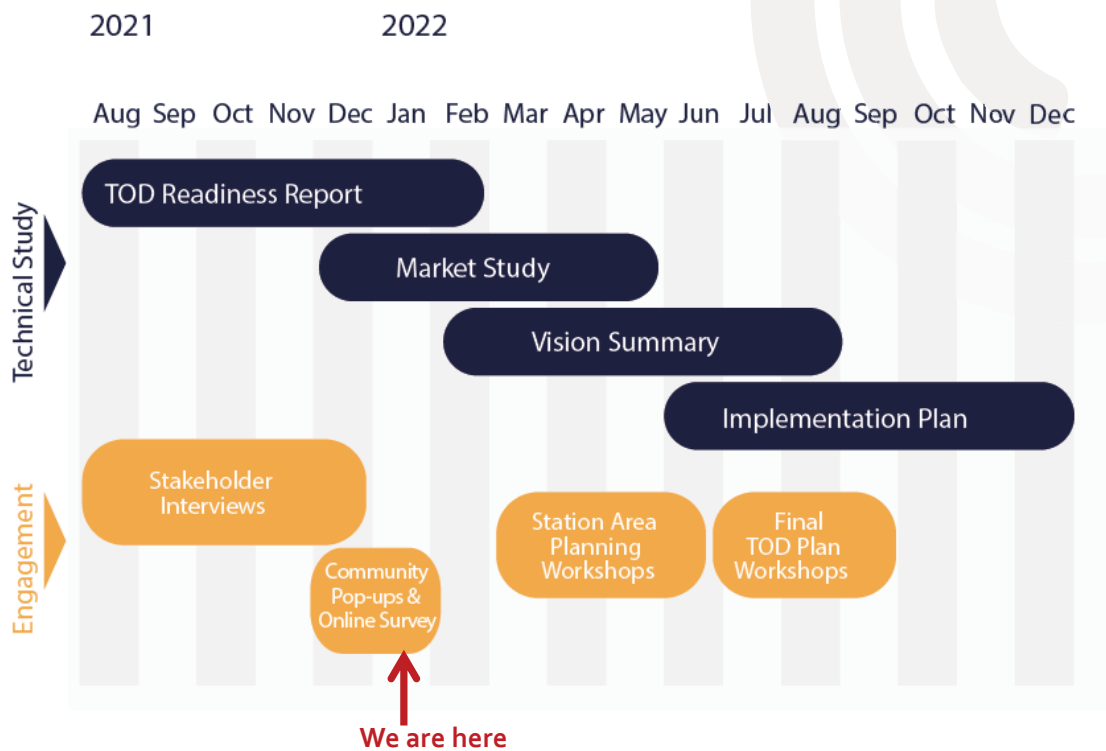


There are a lot of partners....



5

Where we are in the engagement process



6

Community Pop-Up Activities



Engagement by the Numbers



7
community pop-ups
3 holiday celebrations, 1 lunchtime rush, 1 pancake breakfast, 1 social district and 1 holiday market

450+
meaningful interactions

536
votes on values

170
comments

467
pieces of candy handed out

Share our Survey!



<https://www.surveymonkey.com/r/6LPKRDJ>

Open through January 2022



Questions & Discussion



Project Contacts

Ryan Brumfield

rmbrumfield@ncdot.gov



Integrated Mobility Division
N.C. DEPARTMENT OF TRANSPORTATION

Candice Andre

candre@vhb.com



Caitlin Tobin

ctobin@kittelsohn.com

SlineTODstudy@kittelsohn.com



S-LINE TOD STUDY BRIEFING



November 2021

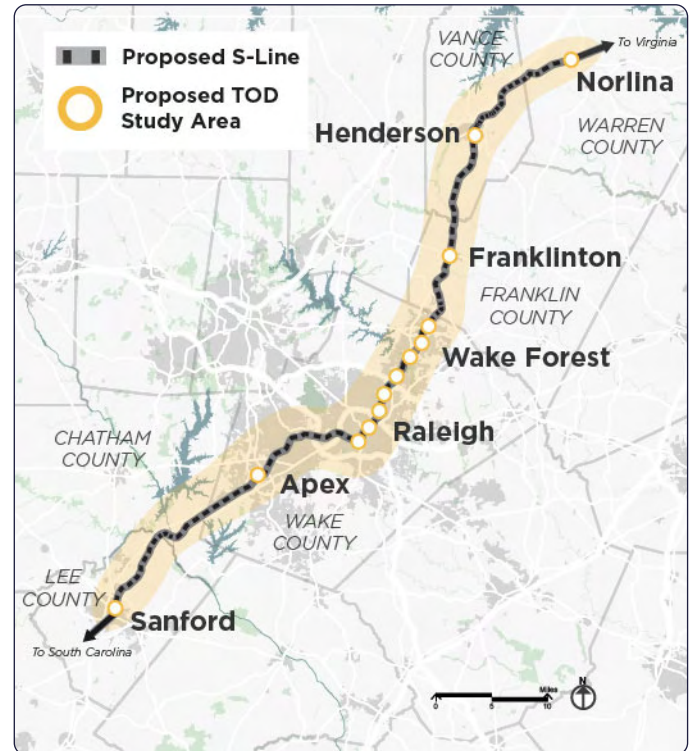
Description & Purpose

The NCDOT Integrated Mobility Division is leading an Transit-Oriented Development (TOD) visioning initiative for seven communities on a 95-mile-long section of the S-Line. The rail corridor is being considered for passenger rail service, and this study will evaluate TOD opportunities around potential stations in Sanford, Apex, Raleigh, Wake Forest, Franklinton, Henderson, and Norlina.

The *S-Line TOD Study* will begin a community conversation about passenger rail across the corridor and evaluate market conditions, affordable housing considerations, multi-modal transportation opportunities, and regulatory conditions in the various jurisdictions. Opportunities will be identified to get ready for transit in a way that is responsive to the communities needs and local contexts.

Past and Ongoing Activities

- Held Technical Committee meeting on October 14
- Held Advisory Committee kickoff meeting on October 26 in Wake Forest
- Completed TOD readiness mapping and analysis
- Began stakeholder interviews
- Began planning for visioning workshops in December
- Continue coordinating with communities to refine and finalize TOD study areas.



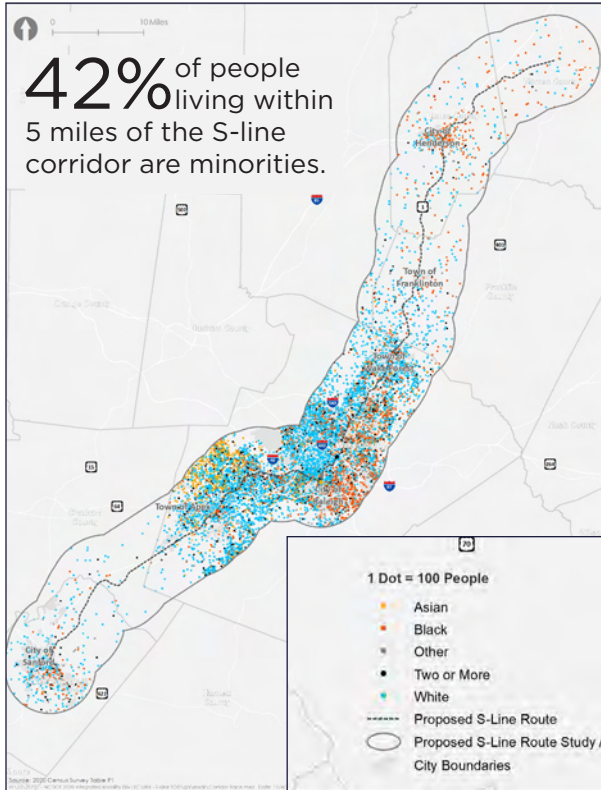
Information about Community Visioning events in early December 2021 coming soon!

Schedule



TOD Readiness Mapping

The project team completed the existing conditions analysis and TOD readiness mapping, which included an in-depth review of population and demographic trends. Equitable growth and concern about displacement were among the key themes discussed by community leaders and stakeholders. The map below illustrates the geographic concentration of people by race within five miles of the S-Line Corridor.



Population Density by Race within 5 miles of the S-Line



Advisory Committee Kickoff

The S-Line TOD Study Advisory Committee Kickoff meeting took place on October 26, 2021. Thirty-five (35) attendees participated in the event, representing all communities from Sanford to Norlina along with NCDOT. Introductory remarks were made by Deputy Secretary of Multimodal Transportation Julie White, Wake Forest Mayor Vivian Jones, and Secretary of Transportation Eric

Boyette. Attendees also participated in breakout groups where discussions focused on the impact of TOD on each community. Common themes (illustrated in the adjacent word cloud) included growth, economic development, employment opportunities, and equity.



For more information, contact:

- **Email:** SLineTODstudy@kittelso.com
- **Study MS Teams Channel:** <https://tinyurl.com/SLineStudy>



TAC Boards and the State Ethics Commission

Local officials serving on a transportation planning organization's executive/advisory committee are referred to as **TAC Members**. The transportation legislation which created the 37 North Carolina Metropolitan or Rural Planning Organizations (MPOs or RPOs) can be found at N.C.G.S. § 136-200.2(g) (MPO) and N.C.G.S. § 136-211(f) (RPO).

Although not "covered persons" as defined by the State Ethics Act, TAC members and alternates of all MPOs and RPOs are required to file initial and annual financial and real estate disclosures called the **Statement of Economic Interest (SEI) form** and **Real Estate Disclosure (RED) form**. These two forms are filed with the Ethics Commission within 60 days of initial appointment and thereafter during the annual filing season which runs concurrent to tax season--**Jan to April 15th**. Be advised that failure to file may result in fines of up to \$500 annually and possible criminal penalties.

Because TAC members are not covered persons, you are not required to participate in ethics education offered by the State Ethics Commission, but rather you receive ethics education through the UNC-CH School of Government.

FILING OF FINANCIAL AND REAL ESTATE DISCLOSURES

Electronic Filing

As of 2019, the quickest, most secure way to file is in our **electronic filing system**. This informational walk-through is intended to get you over a few common obstacles.

Online account creation Create an account here: <https://ethicssei.nc.gov/Efile/>

Your Ethics Commission account will be personal to you. Therefore, it does not matter what email you use to create your account, so use the email that is convenient for you.

The password rules for creating your filing account are:

1. 8 character minimum
2. Special character such as (*%&#@+)
3. A digit (0-9)
4. An uppercase letter

You may want to keep a record of your email and password for future filings. We can reset your password and tell you which email you used if you forget.

****ONLINE FILING NO LONGER REQUIRES AN NCID.**** The system uses email verification—it will send a link to the email address you used to make an account. By clicking on the verification link, you activate a live account and can begin filing. The verification email should arrive within a minute or so: If you do not receive the email with the verification link in it within 90 seconds, check your Junk and Spam folders. *HINT: the generated email is a bot and many government spam filters block it. Ask your IT System Administrator to look for an email from SEI@ethics.nc.gov.* If you have trouble with this step, contact the State Ethics Commission using the contact info below.

Electronic forms

The online filing is a smart form. It will launch questions and propose answers based on your previous answers, and retains your financial information which is a great help for filing from year to year.

Depending on the answers to the initial 8 questions, the system will start a **Long form** or a **No Change form**. New members: since you did not file last year and are new to a board, you will be required to file a Long Form SEI.

CANDIDACY QUESTION: (if activated) answer **NO** and hit NEXT in bottom right corner. (Note: the candidacy question does not pertain to local officials or local elections.)

REASON FOR FILING: choose "serving on a **BOARD OR COMMISSION**" -> click **+** symbol -> then in drop down board list, choose "[YOUR] MPO or RPO TAC".

If you serve on more than one covered Board (e.g. community college trustee), you may choose multiple answers.

5 January 2022

!! IMPORTANT !! You are filing with the State Ethics Commission because you sit on a TAC board, and **not** because you are an elected local official. When you correctly select your MPO TAC or RPO TAC as your Reason for Filing, the electronic system will automatically generate a **Real Estate Disclosure form** for you to complete your filings. If you do not know your TAC's official name, call us! **DO NOT SELECT** "Local Government Commission", "Board of Transportation" or any other non-TAC boards as your reason for filing **or you will be required to re-file**.

FILER INFORMATION: You can import your information (box at top of page), then fill in the rest of the information. Boxes marked with (*) are required fields.

DISCLOSURE SECTIONS: **Please read the questions** and answer each question correctly, fully and responsively. You will be asked to list real estate ownership, associations, etc. **Especially note and complete your sources of income question**: if overlooked on the filing, it will cause you to be asked to refile. Be sure to disclose responsively.

If you are interrupted, the system will remember where you leave off—you can pick right up the next time you log in.

CONFIRMATION: To finish filing, you must have completed the entire form and electronically signed it by checking the two affirmation boxes, which is signing both forms.

You can be assured that you have successfully filed if 3 things happen: 1. A pop-up will appear with a Confirmation number 2. Your In-Progress SEI will now show as a Completed SEI in your account 3. You receive an email with a copy of your filed SEI. *CONFIRMATION WILL BE VERY CLEAR.*

ADDITIONAL INFORMATION FOR TAC FILERS

Paper filings

SEI and RED forms may be downloaded and completed manually. [MPO/RPO TAC Filers | Ethics Commission \(nc.gov\)](#) is the MPO/RPO page where you can access paper and electronic forms. Paper forms must be mailed (or hand delivered with an appointment) and postmarked by the deadline. Use the P.O. Box address on the form.

Evaluations

The State Ethics Commission staff has the responsibility of reviewing and evaluating all financial disclosures for potential conflicts of interest. We provide an evaluation letter to you at the time of your initial filing and annually thereafter. The evaluation letter is intended to help you begin thinking in terms of potential conflicts of interest, as well as advise you on how to handle any potential conflict that may arise in the course of your public duties.

Assistance

The State Ethics Commission Staff is here to help you fulfill your statutory obligations. If you have any questions regarding the SEI or RED, general questions on how to complete the form, or timing of filings, we will be happy to help you complete your filing requirements. Contact the staff member at the bottom of this document if you need help.

Finally, the Ethics Commission thanks you for your service to your local North Carolina communities.

Susanne L. Sing

Susanne L. Sing | Compliance Analyst

STATE ETHICS COMMISSION

P.O. Box 27685

RALEIGH, NC 27611

919.814.3607 o | SUSANNE.SING@ETHICS.NC.GOV

<https://ethics.nc.gov>



5 January 2022

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

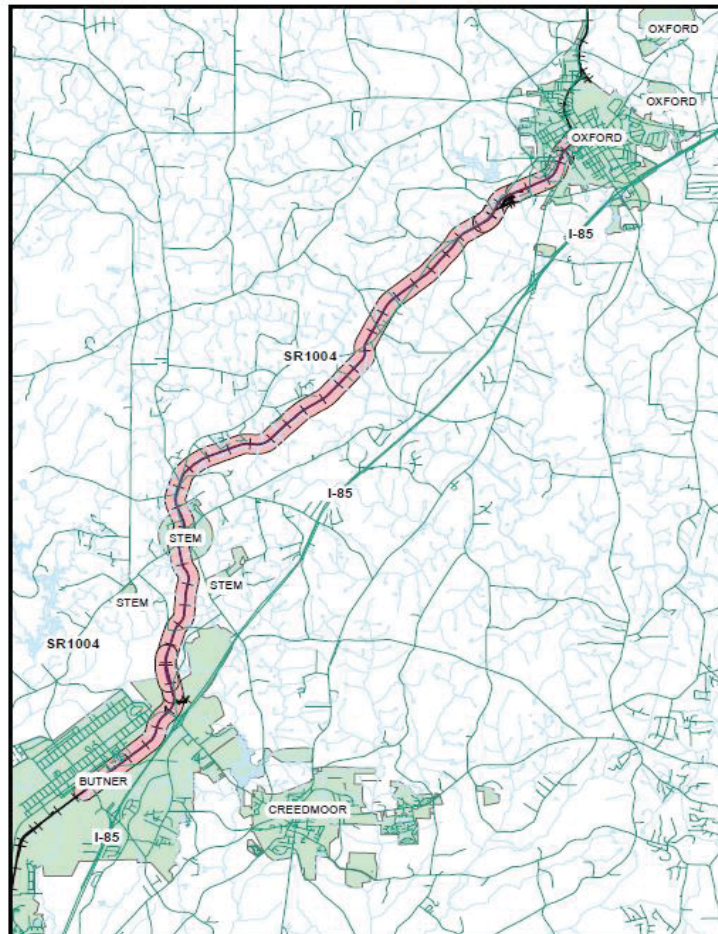
Subject: Granville County East Coast Greenway Feasibility Study

Date: January 25, 2022

The Kerr-Tar Rural Planning Organization has selected Exult Engineering to perform a Feasibility Study for the Granville County portion of the East Coast Greenway. The RPO was fortunate to receive a number of responses to the RFLOI issued in September 2021, and we are thrilled to continue working with Exult on this project.

A Selection Committee consisting of RPO members, NCDOT officials, and others assembled in October and November 2021 to evaluate the LOIs and interview consultants. Exult's experience and tailored response to the concerns of the Kerr-Tar region made them the best candidate to perform this study, which is expected to be completed by the summer of 2022.

Proposed East Coast Greenway Study Area





STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

Memorandum

January 27, 2022

To: Kerr Tar RPO TAC/TCC Committees
From: NCDOT Division 5
Subject: **January 27, 2022** NCDOT Project Update for Kerr Tar RPO Area Projects

Franklin County:

R-2814-C US 401: Construction underway – Approximately 80% complete.

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

Estimate updates have been completed and total cost (of ROW, Utilities, and Construction)

ROW: \$6.1 million
Utilities: \$3.1 million
Construction: \$48.7 million
Total Cost: \$57.9 million

Per STIP: ROW and Utilities begin in 2029
Construction to begin in Future Years.

I-6001: Future I-87/US-64/US-264 – Pavement Rehabilitation.

Planning & Environmental/Design On Hold – TBD

Per STIP: Construction to begin in 2025.

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.

Louisburg:

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

Planning & Environmental/Design On Hold – TBD.

Project is subject to Reprioritization.

Per latest info from SPOT office, non-committed projects will not be included in the next STIP.

Therefore, this project will not be part of the 2024-2033 STIP.

Per STIP: ROW and Utilities begin in 2029
Construction to begin in Future Years

U-6024 & R-3608: US 401/NC 39 Bickett Blvd in Louisburg.
Planning & Environmental/Design On Hold – TBD.

R-3608 Latest Cost Estimate:

ROW: \$3.8 million
Utilities: \$2.3 million
Construction: \$15.3 million
Total Cost: \$21.4 million

U-6024 Latest Estimate:

ROW: \$3.7million
Utilities: \$2.2 million
Construction: \$16.0 million
Total Cost: 21.9 million
(Approximately \$43.0 million for both projects combined)

Per STIP: ROW & Utilities begin 2029 (Both projects)
Construction to begin in Future Years.

C-5610E: Sidewalk along North Main Street & Hospital sidewalks & crosswalk at Smoketree Way.
Environmental Document complete. PE & Design work continuing – Design in progress.

C-5610F: Sidewalks along West River Street to Joyner Park in Louisburg. Agreements in place.
The Town and Division staff are coordinating on next steps.

Granville County:

U-6020: West Lyon Station Road, Butner. Realign intersection.
Municipal agreement in place. Utility agreement now in place.

Right-Of-Way anticipated to be completed in February, 2022.
Utility relocation should begin this Spring of 2022.
Per STIP: Construction to begin in 2025.

Oxford:

Roundabout – Main St. and Spring St.: Construction completed and open to traffic.

C-5610B: Industry Drive sidewalk (Phase 2,3) 4400ft of sidewalk from Granville Corners
Shopping Center to Lewis Street. PE continuing; more than 60% complete.

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 STIP: B & C Sections - ROW is tentatively scheduled to begin in the fall of FY2023.

Construction to begin in FY 2025.

“A” Section has ROW & Utilities slated for 2029 & Construction in Future Years.

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.

Vance County:

B-5685: Bridge over Kerr Lake on SR 1308. **Planning & Environmental/Design On Hold – TBD.**

B-5679: Bridge #70 over Flat Creek on SR 1326. Near completion.

City of Henderson:

U-5890: Dabney Drive. Coble Blvd. to US 158 in Henderson. Corridor Upgrade. Public meeting was held on June 27, 2019. **Planning & Environmental/Design On Hold – TBD.**

Latest Cost Estimate:

ROW: \$25.0 million

Utilities: \$7.3 million

Construction: \$16.8 million

Total Cost: \$49.1 million

Per STIP: ROW & Utilities to begin in 2027

Construction to begin in 2029.

Warren County:

P-5602X – S-Line Acquisition Study (Added to the P&E “Move Forward” list – April 20, 2020)



Infrastructure Investment and Jobs Act

Overview

- We thank our federal partners and appreciate they recognize the great importance of transportation infrastructure and getting people access to jobs, health care and educational opportunities.
- As required by [law](#), NCDOT uses a transparent, systematic and data-driven process for prioritizing transportation projects.
- Funds from the Infrastructure Investment and Jobs Act will help us delay fewer projects due to the incredible inflation we have seen impacting material, right of way and labor costs.
- While it is too early to know how the funding will impact specific projects, this federal investment will help offset some of these cost increases and support NCDOT's efforts to build resilient infrastructure and enhance all modes of transportation.
- NCDOT is committed to partnering with local communities and planning organizations to find and deliver solutions that reflect the needs of each community.

Highways

- \$7.2 billion over five years for federal-aid highway apportioned programs (based on formula funding). Over the five-year period of the bill, it is approximately an additional \$1.5 billion to the highway program.

Bridges

- \$457 million over five years for bridge replacement and repairs (based on formula funding).
- Funding received from the federal infrastructure bill goes through a statewide prioritization process. The bridge funding is allocated based on condition of bridges across the state.
- NCDOT follows National Bridge Inspection Standards and ensures each bridge is inspected at least every two years. Additional information can be found [here](#).

Multimodal

- \$910 million over five years to improve public transportation options across North Carolina.
- \$460 million over five years for North Carolina airports.
- Increased funding opportunities for passenger rail, freight rail and rail safety.



U.S. Department of Transportation
Office of Public Affairs
1200 New Jersey Avenue, SE
Washington, DC 20590
www.transportation.gov/newsroom

News

The Bipartisan Infrastructure Law Will Deliver for North Carolina

President Biden and Vice President Harris’s Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and competitiveness in nearly a century. **The need for action in North Carolina is clear, and recently released state-level data demonstrates that the Bipartisan Infrastructure Law will deliver for North Carolina.** For decades, infrastructure in North Carolina has suffered from a systemic lack of investment. The historic Bipartisan Infrastructure Law will make life better for millions of North Carolina residents, create a generation of good-paying union jobs and economic growth, and position the United States to win the 21st century.

Specifically, with regard to transportation, the Bipartisan Infrastructure Law will:

Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. In North Carolina there are 1,460 bridges and over 3,116 miles of highway in poor condition. Since 2011, commute times have increased by 10.7% in North Carolina, and on average, each driver pays \$500 per year in costs due to driving on roads in need of repair. The Bipartisan Infrastructure Law is the single largest dedicated bridge investment since the construction of the interstate highway system. **Based on formula funding alone, North Carolina would expect to receive approximately \$7.7 billion over five years in Federal highway formula funding for highways and bridges.** On an average annual basis, this is about 28.7% more than the State’s Federal-aid highway formula funding under current law (1). North Carolina can also compete for the \$12.5 billion Bridge Investment Program for economically significant bridges and \$15 billion of national funding in the law dedicated to megaprojects that will deliver substantial economic benefits to communities. North Carolina can also expect to receive approximately \$171 million over five years in formula funding to reduce transportation-related emissions, in addition to about \$194 million over five years to increase the resilience of its transportation system (2). States may also apply federal aid dollars towards climate resilience and safety projects.

Improve the safety of our transportation system. The Bipartisan Infrastructure Law invests \$13 billion over the Fixing America’s Surface Transportation (FAST) Act levels directly into improving roadway safety. Over five years, North Carolina will receive approximately \$54 million in 402 formula funding for highway safety traffic programs, which help states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. On an average annual basis, this represents about a 29% increase over FAST Act levels (3). Local and tribal governments in North Carolina will also be eligible to compete for \$6 billion in funding for a new **Safe Streets for All program** which will provide funding directly to these entities to support their efforts to advance “vision zero” plans and other improvements to

reduce crashes and fatalities, especially for cyclists and pedestrians. In addition, North Carolina can expect to receive approximately \$73.9 million over five years in funding to augment their commercial motor vehicle (CMV) safety efforts to reduce CMV crashes through the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program (MCSAP) formula grant. This represents about a 67% increase in funding compared to FAST Act levels (4). North Carolina will be able to apply for funds to modernize data collection systems to collect near real time data on all reported crashes, including fatal ones, to enhance safety and to allow the Department to understand and address trends as they are identified.

Improve healthy, sustainable transportation options for millions of Americans. North Carolinians who take public transportation spend an extra 59.9% of their time commuting and non-White households are 3.4 times more likely to commute via public transportation. 15.1% of transit vehicles in the state are past useful life. **Based on formula funding alone, North Carolina would expect to receive about \$920 million over five years under the Bipartisan Infrastructure Law to improve public transportation options across the state (5). In the first year, this represents about a 32% increase over 2021 FAST Act formula transit funding levels.**

Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options. The U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market – in 2020, plug-in electric vehicles made up only 2.3% of new car sales in the U.S., compared to 6.2% in China. The President believes that must change. The law invests \$7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration's plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. **Under the Bipartisan Infrastructure Law, North Carolina would expect to receive about \$109 million over five years to support the expansion of an EV charging network in the state (6). North Carolina will also have the opportunity to apply for grants out of the \$2.5 billion available for EV charging.**

Modernize and expand passenger rail and improve freight rail efficiency and safety. The Bipartisan Infrastructure Law includes \$66 billion above baseline to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$22 billion would be provided as grants to Amtrak, \$24 billion as federal-state partnership grants for Northeast Corridor modernization, and \$12 billion for partnership grants for intercity rail service, including high-speed rail. On top of this, North Carolina will be eligible to compete for \$5 billion for rail improvement and safety grants and \$3 billion for grade crossing safety improvements.

Improve our nation's airports. The United States built modern aviation, but our airports lag far behind our competitors. **Under the Bipartisan Infrastructure Law, airports in North Carolina would receive approximately \$460 million for infrastructure development for airports over five years (7).** This funding will address airside and landside needs at airports, such as improving runways, taxiways and airport-owned towers, terminal development projects, and noise reduction projects. In addition, \$5 billion in discretionary funding is available over five years for airport terminal development projects that address the aging infrastructure of our nation's airports, including projects that expand accessibility for persons with disabilities, improve access for historically disadvantaged populations, improve energy efficiency, and improve airfield safety.

State and local governments can look forward to these new & expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of the next year:

- **Safe Streets for All (\$6B, new)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15B, expanded)** – RAISE grants support surface transportation projects of local and/or regional significance.
- **Infrastructure for Rebuilding America (INFRA) Grants (\$14B, expanded)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- **Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6B, expanded)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **FTA Buses + Bus Facilities Competitive Program (\$2.0B, expanded)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **Capital Investment Grants (CIG) Program (\$23B, expanded)** – The BIL guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build.
- **Federal Aviation Administration (FAA) Terminal Program (\$5B, new)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.
- **MEGA Projects (\$15B, new)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7B, new)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- **Port Infrastructure Development Program (\$2.25B, expanded)** – BIL will increase investment in America’s coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of our shipping industry. BIL overall doubles the level of investment in port infrastructure and waterways, helping strengthen our supply chain and reduce pollution.
- **5307 Ferry Program (\$150M, existing)** – BIL retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas.
- **Electric or Low Emitting Ferry Program (\$500M, new)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.
- **Rural Ferry Program (\$2B, new)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.

- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$12.5B, new)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.
- **FTA All Station Accessibility Program (\$1.75B, new)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.
- **Charging and fueling infrastructure discretionary grants (Up to \$2.5B, new)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1B, new)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.5B, expanded)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1B, new)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
- **Rural Surface Transportation Grant Program (\$2B, new)** – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

- (1) *These values are estimates and may change based on updated factor data each fiscal year.*
- (2) *These values are estimates and may change based on updated factor data each fiscal year.*
- (3) *These values are estimates based on the 2020 FHWA public road mileage data for FYs 2022-2026. Formula funding amounts in FYs 2023-2026 are subject to change as a result of the annual public road mile data certified by FHWA. The 402 amounts do not include redistribution of unawarded 405 balances per 23 USC § 405(a)(8) as that information is unknown at this time. The Bipartisan Infrastructure Law specifies NHTSA must distribute the supplemental appropriations for Section 402 in “equal amounts for each fiscal year 2022 through 2026”. This analysis is subject to provisions of FY 2022-FY2026 appropriations acts.*
- (4) *These values are estimates and may change based on updated factor data each fiscal year.*
- (5) *Transit formula funding amounts are subject to changes resulting from the 2020 census or from annual transit service data reported to FTA’s National Transit Database.*
- (6) *These values are estimates and may change based on updated factor data each fiscal year.*
- (7) *Precise allocations would change each year because the formulas use current passenger boarding and cargo data, and this estimate is based on 2019 data.*

###

Samuel Boswell

From: daq.NC_VWGrants <daq.NC_VWGrants@ncdenr.gov>
Sent: Thursday, December 30, 2021 9:42 AM
Subject: State submits Volkswagen Settlement Phase 2 Plan to Trustee

Roy Cooper, Governor



Elizabeth S. Biser, Secretary

Release: IMMEDIATE
Date: December 29, 2021

Contact: Sharon Martin
Phone: 919-707-8670

State submits Volkswagen Settlement Phase 2 Plan to Trustee

RALEIGH – The North Carolina Department of Environmental Quality’s Division of Air Quality has submitted the [Volkswagen Mitigation Plan for Phase 2](#) of the state’s share of a national settlement with the automaker. The plan details how North Carolina will invest the remaining \$68 million on projects to significantly reduce NOx emissions and improve air quality.

Based on the success of Phase 1 and public feedback on the Phase 2 draft plan, the Phase 2 plan includes:

- 40% (approx. \$27.2 million) for school bus replacements,
- 20% (approx. \$13.6 million) for transit bus replacements, and
- 20% (approx. \$13.6 million) for heavy-duty equipment replacement.

In Phase 2, DEQ will prioritize electric vehicle replacement projects to maximize emission reductions and public health benefits. DEQ will allocate the maximum amount allowed (approximately \$10.2 million) to the Zero Emission Vehicle Infrastructure program to increase the state’s charging capacity.

The Phase 1 VW Settlement awards resulted in 172 vehicle replacements (including 111 school buses), 27 DC Fast Charge stations and 78 Level 2 charging stations. The awarded projects will result in a total annual NOx reduction of more than 27.3 tons. Phase 1 disbursed 33% of the state’s \$92 million share of the settlement funding.

Once the Phase 2 plan is accepted by the trustee of the Volkswagen Mitigation Fund, the Division of Air Quality will release the request for proposals for each program category. Specific information on the timeline and applications will be available online [here](#). If you would like to receive email updates about this topic, please send an email with the word Subscribe in the subject line to daq.NC_VWGrants@ncdenr.gov.

###



Phase 2 - Volkswagen Settlement



North Carolina Volkswagen Phase 2 Mitigation Plan

North Carolina's [phase 2 beneficiary mitigation plan \(/air-quality/mobile/volkswagen/phase-2/nc-phase-2-vw-mitigation-plan-1222021-finalpdf/download?attachment\)](#) is the final phase of funding combining the previously proposed phases 2 and 3 into one final phase. This plan addresses Phase 2 (2022 - 2024) only. DEQ plans to invest the remaining funds (\$67.9 million) during this period. DEQ will manage the VW settlement funds through five programs.

- School Bus Replacement Program
- Transit Bus Replacement Program
- Clean Heavy-Duty Equipment and Vehicle Replacement Program
- Diesel Emission Reduction Act Program
- Zero Emission Vehicle Infrastructure Program

Phase 2 Plan Goals

DEQ solicited input from North Carolinians across the state on how the VW phase 2 mitigation trust funds should be spent in the state and used the public feedback to set goals to guide the DEQ on how to allocate the funds over the duration of the program. Phase 2 focuses will prioritize vehicle electrification projects. DEQ will continue to use the funds to achieve significant NOx emissions reductions across the state. Based on the distribution of violating vehicles registered across the state, DEQ plans to allocate the funds between urban/suburban counties (68%) and rural counties (32%). DEQ will submit requests to the Trustee of the Environmental Mitigation Trust to use funds for eligible projects throughout the state that will reduce or eliminate emissions of NOx.

Phase 2 Timeline

- Plan submission to trustee (December 2021)
- Request for Proposal release schedule (RFPs will be open 90 days)
- **Group 1 – February 2022**
 - Transit Bus Program
 - DC Fast Program – Priority corridors new sites only
 - Level 2 Program – State Agency
- **Group 2 – March 2022**
 - School Bus Program
 - Level 2 Program – Publicly accessible
- **Group 3 – April 2022**
 - Clean Heavy-Duty Equipment & Vehicle Replacement Program

- DC Fast Program – Existing site capacity increases/upgrades
- Level 2 Program – Multi-Unit Dwellings

*A webinar will be held prior to the release of the Group 1 RFPs to assist new users requesting access to the DAQ Grants Management System. We will not add new users to the system prior to this webinar. Please do not submit access requests until after the webinar is held.

Phase 2 programs (2022 – 2024)

NC Grant Programs (2022-2024)		Eligible Mitigation Action Category		Eligible Fuels	Targeted Percentage*	Targeted Funding Amount
Diesel Bus & Vehicle Replacement Program**	School Bus Replacement Program	Class 4-8 school buses***		All (electric, diesel, propane, natural gas)	40%	\$27,196,866
	Transit Bus Replacement Program	Class 4-8 transit and shuttle buses				20%
	Clean Heavy-Duty Equipment & Vehicle Replacement Program	Class 4-8 equipment and vehicles such as local freight trucks, ferries, forklifts, and switcher locomotives		Priority will be given to electric replacements	20%	\$12,918,511
		Diesel Emission Reduction Act (DERA) Program**				\$679,922
ZEV Infrastructure Program		DC Fast Program	Public Access – Priority Corridors	Not Applicable	15%	\$4,997,424
			Public Access – Existing Site Upgrades			\$2,141,753
		Level 2 Program	Public Access			\$1,070,877
			Workplace			\$489,544
			Multi-Unit Dwelling			\$489,544
		State Government	Level 2 – Fleet, Workplace & State Attractions Charging			\$1,009,684

DEQ Administrative Costs	Not Applicable	5%	\$3,399,608
Total:			\$67,992,166

*Percentage of available settlement funds targeted in these eligible categories for 2022 – 2024.

** DEQ is developing an outreach program to help counties that historically do not have the resources to effectively identify eligible vehicles and ZEV infrastructure opportunities for grant programs and submit quality applications (see Appendix E). Applications from these counties may also receive scoring bonuses.

***DEQ is prioritizing electrification with the goal of awarding at least 50% to electric school bus replacements.

Public Involvement

DEQ is committed to using the VW settlement funds in ways that reflect the input and interests of North Carolinians. DEQ will have an open and transparent process that includes the input of a wide range of citizens. DEQ released a draft of the state plan and gave North Carolinians the opportunity to provide input and we received 301 comments which helped shape the final plan and requests for proposals for phase 2. During the draft mitigation plan comment period, DEQ held four virtual public stakeholder meetings to discuss the draft plan and answer questions. DEQ will also provide opportunities to receive input throughout the settlement program. A summary of the comments DEQ received on the draft phase 2 mitigation plan is available [here \(/nc-phase-2-mitigation-plan-comments-summarypdf/download?attachment\)](#).

If you would like to receive email updates about this topic, please send an email with the word **Subscribe** in the subject line to daq.NC_VWGrants@ncdenr.gov (mailto:daq.NC_VWGrants@ncdenr.gov).

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Shuttle/Transit Bus Program
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DC Fast Infrastructure Program
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[Steven Rice \(mailto:steven.rice@ncdenr.gov\)](mailto:steven.rice@ncdenr.gov)

Level 2 Infrastructure Program
Phone 919-715-7220

Files

North Carolina Volkswagen Settlement Plan

Executive Summary

Settlement Background

Governor Roy Cooper has designated the N.C. Department of Environmental Quality (DEQ) to manage North Carolina's share of the VW Settlement, an agreement between the German automaker and the U.S. Department of Justice on behalf of the U.S. Environmental Protection Agency (EPA).

As part of a settlement agreement with the U.S. Department of Justice, Volkswagen Group of America, Inc. (VW) accepted the \$14.9 billion penalty after acknowledging that it installed devices on certain diesel vehicles to make them appear to meet strict emissions standards when in fact they did not. The money will be used to buy back affected vehicles as well as fund environmental mitigation and investment to promote the use of zero-emission vehicles (ZEV) and infrastructure.

North Carolina will receive approximately \$92 million, based on the number of affected 2.0-liter and 3.0-liter diesel engine vehicles registered here. The sum is part of the \$2.9 billion designated for projects established through the VW's Environmental Mitigation Trust.

The purpose of the mitigation projects is to reduce NOx emissions from eligible diesel vehicles. States can develop programs and fund projects that make the most sense for them, within the boundaries set by the settlement. Those boundaries involve replacing older diesel vehicles or equipment with new models that emit far less pollution. The replacements can use any fuel, including diesel, electricity, natural gas and propane. Eligible replacements under the settlement are:

- Heavy-duty and medium-duty trucks
- School, transit and shuttle buses
- Switcher locomotives
- Ferry, tug and tow boats
- Shore power for ocean-going vessels
- Airport ground support equipment
- Forklifts and port cargo-handling equipment
- Diesel Emission Reduction Act eligible vehicles and equipment

Additionally, North Carolina is committed to using the maximum allowance of 15% of the state's mitigation funds for zero-emission vehicle infrastructure.

North Carolina's Mitigation Plan

States must develop plans for using their settlement funds and submit them for approval to the Trustee managing the funds nationally. North Carolina's updated plan is the final phase of funding combining the previously proposed phases 2 and 3 into one final phase which includes for two programs (Diesel Bus & Vehicle Program and Zero Emission Electric Vehicle Infrastructure Program) for the duration allotted by the consent decree.

Plan goals

DEQ solicited input from North Carolinians across the state on how the VW mitigation trust funds should be spent in Phase 2 and used the public feedback to set goals to guide the department on how to allocate the funds over the duration of the program. DEQ will use the funds to achieve significant emissions reductions. Based on the distribution of violating vehicles registered across the state, DEQ plans to allocate the funds between urban / suburban counties (68%) and rural counties (32%). DEQ will submit requests to the Trustee of the Environmental Mitigation Trust to use funds for eligible projects throughout the state that will reduce or eliminate emissions of NOx focusing on the most cost-effective projects, the quantity of NOx emission reductions and other factors.

Phased program approach

DEQ planned a phased approach for North Carolina's \$92 million allocation and sought additional input and used lessons learned from Phase 1 to make changes to the plan for Phase 2. This plan addresses Phase 2 (2022 – 2024) only.

The proposed final phase of funding allots the remaining state allotment of funds in the amount of \$67.9 million for the time period of 2022 – 2024.

For Phase 2, eligible public projects include:

- projects submitted by local, state, and tribal government organizations,
- projects submitted by public or private nonprofit organizations,
- projects submitted by public-private partnerships where the lead applicant represents a public sector, public or private nonprofit entity, and
- both public and private sector projects will be eligible for the light-duty ZEV infrastructure program.

Phase 2 programs (2022 – 2024)

During the final 2022 – 2024 period, DEQ will allocate (\$67.9 million) of North Carolina's remaining funding. The state's ability to fund projects in each category at the target levels will depend on the applications received. The exact percentages may shift with demand. It should be noted that nothing in the following table is binding, and the information is only intended to provide the public with a high-level vision for the use of the mitigation funds. If DEQ does not receive sufficient applications in a category, the department will shift funds between categories in Phase 2 or return funds to the trustee for use in a supplemental funding phase.

Summary of Programs, Phase 2 (2022 – 2024)

NC Grant Programs (2022 – 2024)	Subprogram	Eligible Action Category	Eligible Fuels	2022 – 2024 Funding (Phase 2)	
				Targeted Percent*	Targeted Funding Amount
Diesel Bus & Vehicle Replacement Program**	School Bus Replacement Program	Class 4-8 school buses***	All (electric, diesel, propane, natural gas) <i>Priority will be given to electric replacements</i>	40%	\$37,196,866
	Transit Bus Replacement Program	Class 4-8 transit and shuttle buses		20%	\$13,598,433
	Clean Heavy-Duty Equipment & Vehicle Replacement Program	Class 4-8 equipment and vehicles such as local freight trucks, ferries, forklifts, and switcher locomotives		20%	\$12,918,511
		Diesel Emission Reduction Act (DERA) Program	\$679,922		
ZEV Infrastructure Program	DC Fast Program	Public Access – Priority Corridors	Not Applicable	15%	\$4,997,424
		Public Access – Existing Site Upgrades			\$2,141,753
	Level 2 Program	Public Access			\$1,070,877
		Workplace			\$489,544
		Multi-Unit Dwelling			\$489,544
	State Government	Level 2 – Fleet, Workplace & State Attractions Charging			\$1,009,684
DEQ Administrative Costs		Not Applicable	5%	\$3,399,608	
				Total:	\$67,992,166

*Percentage of available settlement funds targeted in these eligible categories for 2022 – 2024.

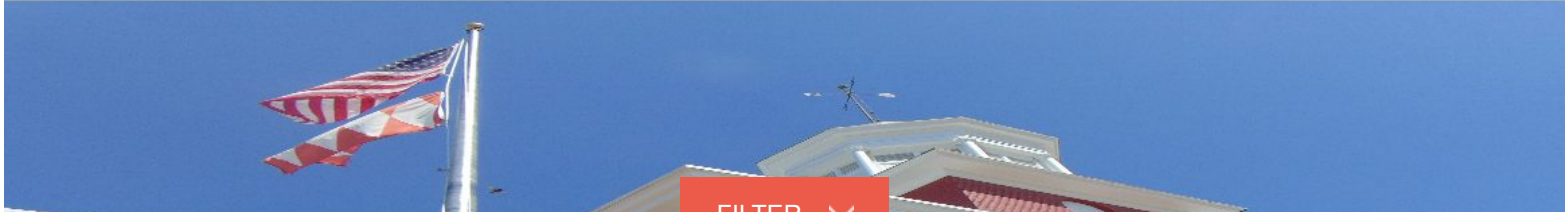
** DEQ is developing an outreach program to help counties that historically do not have the resources to effectively identify eligible vehicles and ZEV infrastructure opportunities for grant programs and submit quality applications (see Appendix E). Applications from these counties may also receive scoring bonuses.

***DEQ is prioritizing electrification with the goal of awarding at least 50% to electric school bus replacements.

Public Involvement

The Department of Environmental Quality is committed to using the VW settlement funds in ways that reflect the input and interests of stakeholders throughout North Carolina. DEQ had an open and transparent process that includes the input of a wide range of citizens. DEQ kept interested parties up to date with informational email bulletins and released a draft of the state plan to give North Carolinians the opportunity to provide input. We received 301 comments which helped shape the final plan for Phase 2 and may influence our development of the request for proposals for Phase 2. DEQ will also provide stakeholders opportunities to provide input throughout the settlement program. Information on future comment submissions and the summaries of responses the DEQ has received so far are located on our VW settlement website: <https://deq.nc.gov/VWsettlement>.

If you would like to receive email updates about this topic, please send an email with the word Subscribe in the subject line to daq.NC_VWGrants@ncdenr.gov.



FILTER 

Recreation Grant Applications Now Available

Posted January 7, 2022

The Granville County Parks, Greenways, and Recreation Advisory Committee is accepting grant applications for the 2022-2023 grant application period until Feb. 7, 2022. [Follow this link](#) to download the application.

Granville County's Parks, Greenways, and Recreation Programming Funds are used to facilitate the development and support of active and passive recreation and leisure activities for Granville County residents. The objective is to make these activities available to as many residents as possible, and to include a broad spectrum of participants, especially in areas of the county that are underserved by recreational opportunities (such as the southeastern portion of the county) or have not received prior funding. Recreation programming should seek to serve all age groups. The Granville County Parks, Greenways, and Recreation Advisory Committee Bylaws prohibit discrimination in the use of funds.

The application will be available [online](#) or by hard copy from the Granville County Planning Department's Office in Oxford. All applications must be submitted by Feb. 7, 2022 by 3 p.m. Applications should be submitted by email to justin.jorgensen@granvillecounty.org, or in person/by mail to the Granville County Planning Department, 122 Williamsboro Street, P.O. Box 877, Oxford NC, 27565.

Applicants must be a government entity or non-profit organization. While those interested in applying for these funds do not have to be a registered 501c-3, it is encouraged.

Granville County Parks, Greenways, and Recreation Grant 2022-2023

Granville County's Parks, Greenways, and Recreation Programming Funds are used to facilitate the development and support of active and passive recreation and leisure activities for Granville County residents. The objective is to make these activities available to as many residents, and from as broad a spectrum of residents, as possible. Recreation programming should seek to serve all age groups. The Granville County Parks, Greenways, and Recreation Advisory Committee Bylaws prohibit discrimination in the use of funds.

TIMELINE AND CONTACT INFORMATION

The 2022-2023 grant application period runs January 4, 2022-February 7, 2022. All applications must be received by February 7, 2022 at 3 pm. Applications must be submitted by email to justin.jorgensen@granvillecounty.org, or in person/by mail to Granville County Development Services, P.O. Box 877, 122 Williamsboro Street, Oxford, NC 27565. Grant information sessions will be held throughout cycle.

For more information, contact Granville County Development Services at 919-603-1331 or Justin Jorgensen, Senior Transportation Planner at justin.jorgensen@granvillecounty.org.

2022-2023 FUNDING PRIORITIES

The Granville County Parks, Greenways, and Recreation Advisory Committee intends to broaden the geographic and programming scope to make recreation more accessible for more Granville County residents. The FY 2023 funding priorities for the committee are listed below. While the committee intends to prioritize certain locations and recreational amenities in order to achieve strategic goals in the county, all locations and projects that meet grant guidelines will be considered.

Geographic Priorities

Areas outside of large municipal limits

Areas not in close proximity to existing recreational facilities, especially those of like kind

Recreational Priorities

Walking trails

Playgrounds

ADA and inclusive recreation equipment and recreation for youth and adults of varying needs

Outdoor fitness equipment

Dog parks

Basketball

Bicycle trails

Picnic shelters and tables

Pickleball

Parks, facilities, and activities that do not require a membership fee

Open park space for family friendly activities/passive recreation

****The above priorities have been selected for the FY 2022-2023 based on documented demand through recreation surveys and public input at Parks, Greenways, and Recreation Advisory Committee meetings, as well as a survey of current parks and recreation inventory.****

The Granville County Parks, Greenways, and Recreation Advisory Committee recognizes that recreation is not limited to active sports such as baseball, football, tennis, soccer, etc. Recreation also includes passive activities, such as nature observing, hiking, canoeing, frisbee, kite-flying, bird watching, etc. Recreation includes activities that people can do in their free time and can include activities such as photography, dance, theater, pottery, yoga, karate, etc.

The Granville County Parks, Greenways, and Recreation Advisory Committee understands that certain non-recreation support amenities are integral to the success of a recreation facility. While applications asking for the funding of nonrecreational support amenities (like restrooms and parking lots) are not prioritized, they will be considered.

ELIGIBILITY

Public funds must be spent on a public purpose. Applicants must be a government entity or non-profit organization. Applicants do not have to be a registered 501c-3, but it is encouraged. If you do not have a tax identification number, you may be asked for additional verification of your organization's structure, purpose, and history. Applicants that are awarded grant funds must register as a vendor with the Granville County Finance Department. In order to receive awarded funds, new vendors will need to submit an IRS W-9 form (www.irs.gov). For more information on becoming a vendor, please contact Granville County Finance at 919-693-4182.

Municipal governments that receive an allocation based on population from Granville County are allowed to apply for more funds through this grant program.

FUNDING GUIDELINES

Funding may be used for:

- activities and products directly relating to programming (i.e. football helmets; temporary or guest instructors for non-government organizations; art supplies; reusable uniforms; reusable equipment; field maintenance, including chalk; replacement or repair of integral programming equipment; excursions for seniors; etc...)
- non-recreational support amenities will be considered but not prioritized
- documented hardship participation scholarships, but that reimbursement request cannot exceed \$2,500 and may only be made once for each program offered. Hardship standards must be documented and individual scholarship requests must be attached to the funding request with personal information concealed for privacy considerations of requesting family in order to be considered.

ELIGIBLE PROJECT COSTS MUST OCCUR BETWEEN JULY 1, 2022 AND JUNE 30, 2023.

Funding may not be used for:

- staff salaries (municipal, county, and state government)
- concession workers
- referees
- insurance

- other event driven personnel expenses
- structures and equipment not directly related to recreation and/or programming
- awards, trophies, prizes, or any other incentive-driven sundries
- concession items or supplies or the purchase of any other items intended for resale, including but not limited to novelties, t-shirts, and hats purchased with the intent to make a profit
- fuel, utilities, or facility rental space expenses, neither for games or practices
- land acquisition or planning costs
- COVID-19 related protective equipment

Equipment and uniforms purchased with grant funds:

- must become property of the grantee organization. Reusable equipment and uniforms are not to become the property of any one individual unless the request is made in this application and that request is approved by the Parks, Greenways, and Recreation Committee upon award. Consumable equipment, uniforms, and supplies are not typically funded.

Applicants must demonstrate that proposed project will be open and available to all members of the public. Submitted requests may not exceed \$25,000. Applicants must complete the application form. If form is not complete, a request will not be considered. Supplementary material may be submitted that supports an applicant’s request, but it will not stand alone without the application form.

APPLICANTS MUST OBTAIN THREE PRICING QUOTES WHERE APPLICABLE.

Based on available funds, some requests may be partially funded, based on the opinion of the Granville County Parks, Greenways, and Recreation Advisory Committee, in order to equitably distribute the limited county recreation program funding throughout the jurisdiction.

Applicants should include a projected timeline for the proposed project. Award recipients should expect to provide periodic updates (guided by a performance tracking outline) to the Parks, Greenways, and Recreation Advisory Committee based on the submitted timeline. Delays in project completion and requested extensions must provide proper explanation and proof of need.

GRANVILLE COUNTY SCHOOLS-BASED APPLICANTS

All applicants that apply for funding for Granville County Schools property must receive district level permission from the Office of the Superintendent. Applicants must submit a letter of approval along with their application in order to be considered for funding.

UPON AWARD

Awards may not be announced until after the start of FY2023. Prior to receiving funds, all grantees must attend a grant orientation session.

Applicants that are awarded grant funds must be prepared to

- provide a quarterly update on the project until completion

- understand that the Granville County Parks, Greenways, and Recreation Advisory Committee retains the right to have grantees give project updates in person at a committee meeting.
- submit all receipts, invoices, and contracts related to awarded funds
- keep photo documentation of the project and allow county access and use of these photos.
- understand that they are expected to complete projects in a timely manner (typically within one fiscal year) and in accordance with the timeline submitted on their application.

Applicants are not allowed to make significant changes to the scope of the awarded project without approval from the Parks, Greenways, and Recreation Advisory Committee.

TIMELINE AND CONTACT INFORMATION

The 2022-2023 grant application period runs January 4, 2022-February 7, 2022. All applications must be received by February 7, 2022 at 3 pm. Applications must be submitted by email to justin.jorgensen@granvillecounty.org, or in person/by mail to Granville County Development Services, P.O. Box 877, 122 Williamsboro Street, Oxford, NC 27565. Grant information sessions will be held throughout cycle.

For more information, contact Granville County Development Services at 919-603-1331 or Justin Jorgensen, Senior Transportation Planner at justin.jorgensen@granvillecounty.org.

2022-2023 PARKS, GREENWAYS, AND RECREATION ADVISORY COMMITTEE GRANT APPLICATION

Applicant/Organization Name: _____

Contact Name: _____ **Contact Phone:** _____

Contact Email: _____

Applicant/Organization Contact Address: _____

Tax ID #: _____ Check this box if this organization does not have a tax ID #. *School based applicants that do not have a specific organization tax ID need to put the tax ID # for Granville County Schools.

***Attach extra pages to the application if needed.* PLEASE ANSWER THE ENTIRE QUESTION.**

1. Type of request (check all that apply):

- | | | |
|--|--|--|
| <input type="checkbox"/> Construction/installation | <input type="checkbox"/> Facility renovation | <input type="checkbox"/> Scholarship/documentated hardship |
| <input type="checkbox"/> Programming/field trips | <input type="checkbox"/> Equipment/uniforms | <input type="checkbox"/> Replacement equipment/repairs |
| <input type="checkbox"/> Field maintenance | <input type="checkbox"/> Supplies | <input type="checkbox"/> Other |

2. Address of the proposed park or recreation facility: Check this box if not applicable

3. Is this a new type of recreation program, park, or facility in your area? In other words, does this type of program/park/facility exist already within 10 miles or less of your project location to your knowledge?

4. Who will this project serve and how have you seen a need for this request in your community and/or organization? How will these funds impact your community?

5. How will this request benefit greater Granville County?

6. Will the items covered by this request be open and available to the public? During what hours? Will the proposed facility and/or equipment meet ADA accessibility guidelines?

7. Will membership rates be charged? If so, what's the rate structure and are there any scholarships available for documented hardship? What does this money pay for in the organization? Check this box if not applicable (no membership rates will be charge)

8. **What is the timeline for completion of the project upon funding? Can you complete this project within a year of receiving funds?**

9. **What is the proposed project budget/total cost request (please also fill out detailed spreadsheet below)?**

10. **The Granville County Parks, Greenways, and Recreation Advisory Committee wants to see at least three quotes on pricing of items in the project budget (where applicable). These quotes should be listed in your project budget table (following page). If you are leaning toward a certain vendor, please explain why.**

11. **Are any matching funds available, either cash or in-kind (for example: land, equipment, labor, etc.)?**

MAINTANENCE AND CARE PLAN FOR PROJECT (FACILITIES ONLY)

If the project in this application is for a facility or amenity of a building or place, please explain who will oversee the long term maintenance of this facility/amenity and what the plan for long term care is for this facility/amenity.

1. What staff and/or volunteers will oversee routine maintenance for the facility/amenity?

2. What items at this facility/within this amenity will need routine maintenance (for example, mulch replenishment, mowing the lawn, cleaning, etc.)?

3. Will the organization be able to budget funding for annual routine maintenance if awarded funds for this project?

4. Will public utilities be needed at this facility/amenity (water, electric, etc.)? What is your plan for providing utilities on an on-going basis for this project?

SAMPLE CONSTRUCTION COST PROJECT BUDGET

Project Elements (include specific units- sizes, numbers, lengths, etc. – for each item)	Units	Unit Cost- Lowest, responsible quote	Total Item Cost
Metal benches (for trail)	2	\$600	\$12,00
¼ mile crushed gravel trail (6’ wide)	1	\$5,000	\$5,000
		Costs to Develop the Project	\$17,000
Construction Costs Contingency (not to exceed 5% of the cost to develop the project)	5%		\$850
Construction management, site planning, preliminary design, survey and appraisals (not to exceed 20% of the cost of the project) IF APPLICABLE	20%		N/A
		Total Project Cost	\$17,850
		Total Grant Request	\$17,850
		Total Local Match (if available)	N/A

Insert rows as needed.

I am checking this box to acknowledge that I received at least three quotes for the project elements listed above. I have included the lowest, responsible quote in the above budget. The other quotes were:

Additional quote: Vendor B name (benches): \$650; Vendor C name (benches) \$680

Additional quote: Vendor B name (trail): \$4,500 ; Vendor C name (trail) \$5,250

(Add more information as needed.)

Additional notes about the above project budget:

Although the quote reflected in the project budget was not the lowest cost we received for the trail work, we decided to go through the local vendor that gave the mid-range quote. In addition to supporting local, we are paying less in travel costs.

PROJECT COSTS-CONSTRUCTION PROJECTS

Project Elements (include specific units- sizes, numbers, lengths, etc. – for each item)	Units	Unit Cost- Lowest, responsible quote	Total Item Cost
		Costs to Develop the Project	
Construction Costs Contingency (not to exceed 5% of the cost to develop the project)	5%		
Construction management, site planning, preliminary design, survey and appraisals (not to exceed 20% of the cost of the project) IF APPLICABLE	20%		
		Total Project Cost	
		Total Grant Request	
		Total Local Match (if available)	

Insert rows as needed.

I am checking this box to acknowledge that I received at least three quotes for the project elements listed above. I have included the lowest, responsible quote in the above budget. The other quotes were:

Additional quote: _____

Additional quote: _____

(Add more information as needed.)

Additional notes about the above project budget:

PROJECT COSTS-NON CONSTRUCTION PROJECTS

Project Elements (include specific units- sizes, numbers, lengths, etc. – for each item)	Units	Unit Cost- Lowest, responsible quote	Total Item Cost-
		Sub-Total	
Shipping & Handling (if applicable)			
Tax (if applicable)			
		Total Project Cost	
		Total Grant Request	
		Total Local Match (if available)	

Insert rows as needed.

I am checking this box to acknowledge that I received at least three quotes for the project elements listed above. I have included the lowest, responsible quote in the above budget. The other quotes were:

Additional quote: _____

Additional quote: _____

(Add more information as needed.)

Multiple quotes are not applicable to elements in this project budget (for example, some programmatic elements may be offered by just one provider).



News Release

For Immediate Release

date: Jan. 04, 2022

contact: Harris Kay
rhkay@ncdot.gov
(919) 707-2693

Applications Open for NCDOT Bicycle Helmet Initiative

RALEIGH – To reduce bicycle injuries and deaths, the N.C. Department of Transportation is encouraging people across the state to receive free bicycle helmets as part of its annual [Bicycle Helmet Initiative](#).

The program, founded in 2007 and overseen by the Integrated Mobility Division, has provided thousands of helmets to children, including providing more than 30,000 helmets in the last five years. While less than half of all children typically wear a helmet while biking, they can reduce the risk of severe brain injuries by almost 90 percent.

All applications must be submitted by 5 p.m. on Feb. 4, 2022. Applicants may request 25, 50, 75, or 100 helmets, and awardees will receive the helmets by April 29, 2022.

As part of the initiative, applicants are encouraged to partner with government and non-government agencies to host bike safety events. Examples of partners include police and fire departments, parks and recreation departments, health departments, community centers, churches and non-governmental organizations.

Sales of the [Share the Road specialty license plate](#) make the initiative possible.

Visit the [NCDOT Bicycle Helmet Initiative webpage](#) for more information and to download the application.

NCDOT

Samuel Boswell

From: NCDOT News <mrhoman@ncdot.gov>
Sent: Tuesday, January 18, 2022 12:10 PM
To: Samuel Boswell
Subject: UPDATE: Contracting Opportunities for Small, Disadvantaged Businesses



NORTH CAROLINA
Department of Transportation

ncdot.gov

News Release

For Immediate Release

date: Jan. 18, 2022

contact: Marty Homan
mrhoman@ncdot.gov
(919) 707-2665

Contracting Opportunities for Small, Disadvantaged Businesses *NCDOT Highway Division 5 hosting workshop in Durham*

(Editor's Note: The previous version of this news release had the date of the Division 5 DBE meeting as Jan. 22. The meeting date has now been changed to Feb. 5 due to potential winter weather impacts at the meeting location.)

Small, women-owned and disadvantaged business owners wanting to learn how to compete for state transportation contracts are invited to attend a free workshop Feb. 5 in Durham.

The N.C. Department of Transportation is hosting another round of informational meetings aimed at disadvantaged businesses enterprises, which include small businesses and those companies run by minorities or women. Many small businesses may not be familiar with the letting and award process and how to become prequalified as a subcontractor.

The NCDOT is looking for more companies that can perform contract work such as mowing, roadside litter pickup, snow removal, traffic control, road construction and maintenance.

The in-person workshop will be from 10 a.m. to noon at the [Division 5's traffic services office at 1041 Prison Camp Rd., Durham](#).

The department will adhere to COVID safety protocols such as social distancing and face coverings during the workshop.

Any business owner or representative wishing to attend should RSVP to Mickey Biedell at 919-220-4600 or mbiedell@ncdot.gov. In addition, reporters are welcome to come to the workshop and interview people.

NCDOT's Chief Engineer's Office and the department's Office of Civil Rights began organizing the quarterly outreach events last year for disadvantaged business enterprises. To learn more about the disadvantaged business enterprise outreach initiative, [visit this NCDOT page](#).

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Samuel Boswell

From: NCDOT News <rhkay@ncdot.gov>
Sent: Wednesday, December 8, 2021 9:31 AM
To: Samuel Boswell
Subject: NCDOT Awards 2021 Bicycle and Pedestrian Planning Grants



NORTH CAROLINA
Department of Transportation

ncdot.gov

News Release

For Immediate Release

date: Dec. 8, 2021

contact: Harris Kay
rhkay@ncdot.gov
(919) 707-2693

NCDOT Awards 2021 Bicycle and Pedestrian Planning Grants

RALEIGH – Thirteen municipalities from across the state will receive assistance with bicycle and pedestrian planning, thanks to grants awarded this fall by the N.C. Department of Transportation.

The NCDOT Bicycle and Pedestrian Planning Grant program, now in its nineteenth year, helps North Carolina communities develop a comprehensive strategy for expanding bicycle and pedestrian facilities, and improving the safety of our transportation network for all users.

Recipients this year include:

- The City of Belmont (pedestrian plan update)
- The Town of Burnsville (joint bicycle/pedestrian plan)
- The Town of Catawba (joint bicycle/pedestrian plan)
- The Town of Franklinton (joint bicycle/pedestrian plan)
- The Town of Garner (pedestrian plan)
- The Town of Hayesville (joint bicycle/pedestrian plan)
- The City of Hendersonville (pedestrian plan update)
- The Town of Jamestown (joint bicycle/pedestrian plan)
- The Town of Lake Waccamaw (joint bicycle/pedestrian plan)
- The City of Mount Airy (pedestrian plan update)
- The Town of Nashville (joint bicycle/pedestrian plan)
- The Town of Shallotte (joint bicycle/pedestrian plan)

- The City of Wilmington (pedestrian plan update)

The planning grant initiative is jointly sponsored by the NCDOT Integrated Mobility Division and the Transportation Planning Division. To date, more than \$7.5 million has been awarded for 244 plans in 238 municipalities and six counties through this grant program.

These plans have generated approximately 500 projects submitted for funding in the State Transportation Improvement Program (STIP), which are evaluated through the Strategic Transportation Investments (STI) program using a data driven approach. Ninety-two projects funded in the 2020-2029 STIP were identified through one of these plans.

Plans funded are not for one specific project, but represent a comprehensive strategy for expanding bicycle and pedestrian opportunities within a given municipality. These plans address facilities, programs and policies that encourage safe walking and bicycling.

For more information on the Bicycle and Pedestrian Planning Grant Initiative, contact the [Integrated Mobility Division](#) or visit the [Planning Grant Initiative's webpage](#).

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