



**Kerr-Tar RPO TCC and TAC Meeting**

*Thursday, March 24, 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.*

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**Conference Call Line: 1-888-636-3807**

**Access Code: 76683649**

- **Roll Call of TCC & TAC to Establish Quorums**
- **Call the Meeting to Order** – *TCC Chair & TAC Chair*
- **TCC/TAC Action Item I** – *Approval of January 27, 2022 Meeting Minutes*
- **Presentation: Clean Transportation Program** – *John Bonitz, NC Clean Energy Technology Center*
- **FY 22 SPR Update** – *Sam Boswell, RPO Coordinator*
- **TAC Action Item II** – *USDOT RAISE FY 22 Resolution of Support*
- **State Ethics Commission Filing of SEI and RED Forms** – *Sam Boswell, RPO Coordinator*
- **NCDOT Reports** – *NCDOT Division Engineer and Division Planning Engineer*
- **Other Business**

Bipartisan Infrastructure Law (BIL)

CMAQ FY 23 Applications

VW Mitigation Plan, Phase 2 – Current and Upcoming RFPs

NCDOT 2022 Bicycle and Pedestrian Planning Grant Initiative

NCDOT Spring Litter Sweep

Executive Order 246 – “North Carolina’s Transformation to a Clean, Equitable Economy”

- **Public Comment**
- **Adjournment** – *Thank you for your participation!*



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

Meeting Date: Thursday, January 27, 2022

Meeting Time: 3:00 PM – 4:30 PM

Meeting Location: Virtual meeting held via Zoom

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

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

**TCC Members Present:**

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

Mr. Bob Deaton, Division Planning Engineer, NCDOT Division 5

Mr. Brandon Jones, PE, Division Engineer, NCDOT Division 5

Ms. Cheryl Hart, Planning Director, City of Oxford

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

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

Mr. Justin Jorgensen, Senior Transportation Planner, Granville County

Mr. Keith Callahan, Lead Building Codes Enforcement Officer, Vance County Planning and Development &  
TCC Vice-Chair

Ms. Lauren Johnson, Planning Director, City of Roxboro

Mr. Michael Ciriello, Planning Director, Town of Butner

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

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

**TAC Members Present:**

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

Mr. Gordon Wilder, Vance County Board of Commissioner

Mr. Michael Felts, County Manager, Granville County

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

**Kerr-Tar RPO Staff Present:**

Mr. Michael Kelly, Planning Director, Kerr-Tar Regional Council of Governments

Mr. Sam Boswell, Transportation Planner & RPO Coordinator, Kerr-Tar Regional Council of Governments

**Others in Attendance:**

Ms. Caitlin Tobin, PE, Kittelson & Associates

Ms. Candice Andre, AICP, VHB

Ms. Christine Fix, Mott McDonald/NCDOT/Southeast Rail Commission

Mr. Eddie McFalls, Pinecone Transportation/NCDOT Rail Division

**I. Roll Call of TCC & TAC to Establish Quorums**

The meeting begins around 3:05 pm. In the interest of time, and because there will be no business requiring committee votes, the meeting proceeds without a roll call.

**II. Call the Meeting to Order – TCC Chair & TAC Chair**

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

**III. TCC/TAC Action Item I – Approval of October 28, 2021 Meeting Minutes**

TCC Chair Baker recognizes the first order of business being approval of the October 28, 2021 TCC/TAC meeting minutes. TCC Chair Baker receives a motion to approve the October 28 meeting minutes as written from Keith Callahan. Justin Jorgensen seconded the motion and the motion carries unanimously.

TAC Chair Lane recognizes the first order of business being approval of the October 28, 2021 TCC/TAC meeting minutes. TAC Chair Lane receives a motion to approve the October 28 meeting minutes as written from Gordon Wilder. Michael Felts seconded the motion and the motion carries unanimously.

**IV. S-Line TOD Study – S-Line Study Team (consultants, NCDOT Rail Division)**

RPO Coordinator Sam Boswell introduces Caitlin Tobin of Kittelson & Associates who then gives a presentation on the S-Line Transit-Oriented Development Study, and is assisted by Candice Andre, Christine Fix, and Eddie McFalls.

The consultant team reports on community engagement events that took place during the month of December and informs the RPO that there will be more in-depth engagement occurring later into the year.

One lingering question from the ensuing discussion is how municipalities from Person County and Granville County can contribute to and/or benefit from the planning efforts around the S-Line Corridor, which only passes through Franklin, Vance, and Warren counties.

**V. Ethics Commission 2022 – Sam Boswell, RPO Coordinator**

TCC Chair Baker recognizes Sam Boswell to give an announcement regarding the NC State Ethics Commission. Each year, TAC members and alternates of all MPOs and RPOs are required to file 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 – January to April 15<sup>th</sup>. TAC members should be advised that failure to file may result in fines of up to \$500 annually and possible criminal penalties.

There are two filing options for the Ethics forms: electronic filing and paper filings. TAC members desiring help with either filing option should contact Sam Boswell to schedule an appointment to complete the forms.

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

TCC Chair Baker recognizes Sam Boswell to discuss updates on the SPR project – the Granville County East Coast Greenway Feasibility Study. In September 2021, the Kerr-Tar RPO released a RFLOI searching for a consultant to perform a Feasibility Study for a portion of the East Coast Greenway corridor that passes through Granville County. After receiving a number of responses, the RPO assembled a Selection Committee with representatives from along the corridor. Ultimately, the Committee selected Exult Engineering as the firm to complete the feasibility study. The Kerr-Tar RPO is thrilled to work with Exult, who plans to hold a project Kickoff Meeting in early February. There is no construction involved in this study, and so the project is expected to be completed by the summer of 2022.

**VII. NCDOT Reports – NCDOT Division Engineer and Division Planning Engineer**

RPO Coordinator Sam Boswell recognizes Brandon Jones, Division Engineer, to provide an NCDOT update. Mr. Jones starts his update by reporting on NCDOT's efforts to handling the recent wintry weather and dangerous road conditions.

Mr. Jones reports that the draft 2024-33 STIP is still expected in December 2022, with a preliminary draft being released some time before that. The NC Board of Transportation has agreed to use an inflation rate of 3% compounded annually for the first 5 years of the STIP and then held constant for the last 5 years.

The approach for the 2024-33 STIP includes three main points:

1. All projects that are currently “non-committed projects” will be removed and not included in the next STIP.
2. Projects let through 2026, projects with ROW authorization, and projects with grant funding will be included in the 24-33 STIP. Any leftover funding will be distributed to remaining “committed projects” based on scores from P3.0, P4.0, and so on, until all

leftover funding is assigned. From that new list, projects will be divided into new “committed” and “non-committed” classifications.

3. There will be a degree of flexibility to account for priorities that may have changed from previous Prioritization processes. This process, referred to as “project swapping”, is still in development and more specific information will be available in the coming months as the STIP Unit continues developing the process.

Mr. Jones also provided an overview of the Infrastructure and Investment Jobs Act (IIJA) and how it impacts the STIP process. The IIJA will contribute approximately 1.4-1.5B to the STIP process, but further specifics are unknown at this time.

## **VIII. Other Business**

- **Bipartisan Infrastructure Law (IIJA) Updates**  
These updates were provided earlier during Brandon Jones’s NCDOT update.
- **Transportation Project Updates**  
These updates were provided earlier during Brandon Jones’s NCDOT update.
- **VW Mitigation Plan, Phase 2**  
Sam provided updates about Phase 2 of the Volkswagen Settlement. Phase 2 will include funding for school bus replacements, transit bus replacements, heavy-duty equipment replacement, and electric vehicle charging infrastructure.

RFPs will open in three (3) waves – February, March, and April (see Agenda Packet for specifics). Municipalities or organizations interested in these funds should contact the RPO for assistance.

- **Granville County Recreation Grant**  
The Granville County Parks, Greenways, and Recreation Advisory Committee is accepting grant applications for the 2022-23 grant application period until Feb. 7, 2022. These funds are used to facilitate the development and support of active and passive recreation and leisure activities for Granville County residents.

Applicants must be a government entity or non-profit organization.

- **NCDOT Bike Helmet Initiative**  
NCDOT is encouraging people across the state to receive free bicycle helmets as part of its annual Bicycle Helmet Initiative. The COG’s Safe Routes to School Coordinator has been overseeing this initiative throughout the Kerr-Tar region.

- **NCDOT DBE Contracting Opportunities**

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

Brandon Jones announced the workshop scheduled for Feb. 5 was moved to the Wake County Maintenance Office located at 1301 Blue Ridge Rd., Raleigh. This is a correction from the outdated information included in the Agenda Packet.

**IX. Public Comment**

There was no public comment.

**X. Adjournment**

Hearing no comment, 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. Gordon Wilder makes a motion to adjourn the TAC and his motion is seconded by Michael Felts. All members of the TAC vote to adjourn.

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

# NCCETC Clean Transportation Program

Electric Vehicles and Charging Infrastructure  
NGVs, Propane Vehicles and Fueling Infrastructure  
Ethanol, Biodiesel and Other Biofuels  
Other Emissions Mitigation Technologies and Programs

**John Bonitz, Clean Transportation Specialist,**  
[jhbonitz@ncsu.edu](mailto:jhbonitz@ncsu.edu)



## Clean Transportation Program


- We work to propel the development, awareness and use of alternative fuels and advanced transportation technologies through:
  - technical assistance, including trainings and fleet assessments
  - education and outreach initiatives, including workshops, meetings, conferences and marketing campaigns highlighting the benefits of using clean transportation technologies
  - administering clean transportation technology grants



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## Clean Transportation Overview

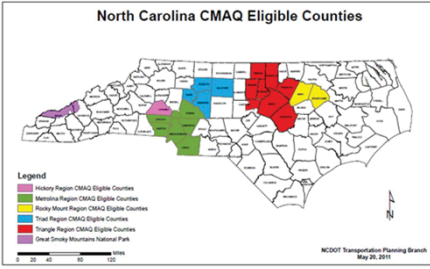

Opportunities	Services Provided	Targeted Sectors	Benefits
Alternative Fuels (propane, natural gas, biofuels, electric vehicles)	Assessments Public education Technical training	Public and private fleets Transit agencies General public	Fuel savings; emissions reductions; shifting to domestic fuels
Vehicle utilization, idle reduction technologies, and telematics	Assessments Fleet manager workshops	Public and private fleets	Fuel savings, maintenance savings, increased safety for drivers, emissions reductions
Research	Policy studies Overviews of different transportation technologies	State or federal agencies, transit agencies	Research studies can be applied to support various transportation applications that can support policy or technology development or implementation



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## Clean Fuels and Advanced Technology (CFAT) Project

- The CFAT project deploys federal Congestion Mitigation Air Quality (CMAQ) funding received from the N.C. Department of Transportation (DOT)
- Those funds provide direct financial assistance to numerous clean transportation projects each year for a variety of public and private entities, all focused on reducing transportation-related air pollution emissions
- The funds focus on 24 CMAQ-eligible counties currently in “maintenance” status under federal air quality rules, though electric charging infrastructure can be funded statewide
- We are awaiting our contract for these funds and hope to put out an RFP in the April.



## CFAT Project Overview Cont'd

- Over past 15 years, we have provided \$11.9M in federal funds to help private and public fleets in NC purchase clean transportation technologies to improve NC air quality
- Some projects funded to date:
  - 110 Infrastructure projects
  - 327 Alternative fuel vehicles
  - 39 Hybrid vehicles
  - 74 Diesel retrofits
  - 128 Propane retrofits
  - 51 Idle reduction projects



## Clean Transportation: Fleet Education

- The Sustainable Fleet Technology webinars series provides virtual trainings on topics related to electric vehicles, fuel efficiency, and other ways of improving your fleet's sustainability
- Sustainable Fleet Technology Conference
  - In-person conference August 30-September 1, 2022 at Durham Convention Center
  - [www.SustainableFleetExpo.com](http://www.SustainableFleetExpo.com)



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## Clean Transportation: Public Education

- In Person Public Outreach/Ride and Drive Events
  - We organize electric vehicle displays outside sporting events and other events, such as Earth Day Festivals
  - Clean Transportation Demonstration Day, March 29, Raleigh: <https://go.ncsu.edu/demoday>
- Student Art Contest
  - In March through April, North Carolina K-12 students can submit artwork that is voted on through Facebook. Winners have their artwork displayed on billboards across the state. <https://nccleantech.ncsu.edu/2022/03/14/submit-your-artwork-for-the-2022-keep-our-air-clean-student-art-contest/>



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## NC DEQ VW Settlement Partner

- Table 3 of the Historically Under-Resourced Counties Outreach Program in Phase 2 of the VW Mitigation Plan lists Vance and Warren counties eligible to receive the maximum amount of funds for the VW Settlement.
- NCCETC can provide guidance on the application process for Eastern and Central North Carolina Clean Cities stakeholders.
- DEQ VW Settlement RFPs currently open: 1) Transit and Shuttle Bus Replacements; 2) DC Fast Chargers along Priority Corridors; 3) Level 2 Charging Stations at State Government Sites; 4) School Bus Replacement Grants Program; and 5) Level 2 Public Access. VW home page: <https://deq.nc.gov/VWsettlement>



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## The need for a new Clean Fuels Coalition



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## Eastern and Central North Carolina Clean Fuels Coalition

- Created by US Department of Energy to reduce reliance on petroleum products and improve air quality.
- Convene public/private stakeholder partnerships to share alternative fuel and advanced technologies resources and information that reduce fuel use and related air pollution.
- Seeking partners in Central, Eastern and Northeastern NC
- Free of charge
- Benefits include educational opportunities, networking opportunities, and guidance on funding opportunities. We will work with stakeholders on developing workshops and trainings in your regions.



## Eligible Stakeholder Groups

- Federal, State and local governments such as City, Town and County Councils, or a government as a whole
- Utilities, Electric Coops, and other alternative fuel providers
- Vehicle dealerships, fuel and recharging equipment suppliers
- Private fleets, taxis, delivery fleets and private refuse haulers
- School districts, Colleges and universities
- Airports, port authorities, and Transit agencies
- Alternative fuel vehicle and engine manufacturers
- Environmental organizations
- Local businesses and other stakeholders



## How to Join

- Use your internal processes to decide as an organization whether you wish to join (often a board vote)
- Sign-On as a stakeholder using the Google Form so that we know who the point of contact is and your specific interests.
- In the Google form, you can indicate whether your organization can be listed as a signatory on the public sign-on letter supporting the creation of the coalition. This letter will ultimately be sent to the U.S. Department of Energy.

<https://forms.gle/wPt87YwhscKkKxLM8>



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## Contact Information

For all follow-up inquiries, please contact:

**Alrik Lunsford**

Clean Transportation Extension Specialist  
North Carolina Clean Energy Technology Center  
North Carolina State University

Office: 919-515-0352

Cell: 919-949-4094

Email: [aklunsfo@ncsu.edu](mailto:aklunsfo@ncsu.edu)

[www.cleantransportation.org](http://www.cleantransportation.org)

[www.fuelwhatmatters.org](http://www.fuelwhatmatters.org)



**Diane Cox**  
Executive Director

To: Members of the Kerr-Tar Rural Planning Organization

**Member  
Governments**

From: Sam Boswell, RPO Coordinator

**COUNTIES**

Franklin  
Granville  
Person  
Vance  
Warren

Subject: Updates on Granville Co. East Coast Greenway Feasibility Study

Date: March 23, 2022

**MUNICIPALITIES**

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

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In the fall of 2021, Exult Engineering was selected by the Kerr-Tar Rural Planning Organization to perform a feasibility study for the Granville County portion of the East Coast Greenway, specifically between the Town of Butner and the City of Oxford.

On February 7, 2022, Exult held a kickoff meeting for the feasibility study, which was attended by the consultant team, members of the Kerr-Tar RPO, and NCDOT. Included in this meeting was a general overview of the project, a discussion of project history and available data, and a conversation about overall project goals as well as critical issues.

Since then, the Exult team has been working on the following tasks:

- Creating an existing conditions map to use with stakeholder meetings
- Contacting utility owners (Dominion Energy, Duke Progress Energy) to obtain understanding of utility easements and whether they have the authority to grant a trail within those easements
- Coordinating with NCDOT Rail Division to set up a stakeholder meeting with Norfolk Southern to discuss the potential alignment of a greenway trail and the railroad corridor
- Identifying key community members for stakeholder engagement

Once the Exult team has been able to engage with the utility owners and the railroad, they plan to hold a larger stakeholder engagement meeting, which will include members of the Kerr-Tar RPO. Either Exult's Project Manager or the RPO Coordinator will inform RPO members of when that larger stakeholder meeting is being scheduled.



**Diane Cox**  
Executive Director

To: Members of the Kerr-Tar Rural Planning Organization

**Member  
Governments**

From: Sam Boswell, RPO Coordinator

**COUNTIES**

Franklin  
Granville  
Person  
Vance  
Warren

Subject: RAISE Grant FY 2022 Application

Date: March 23, 2022

**MUNICIPALITIES**

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

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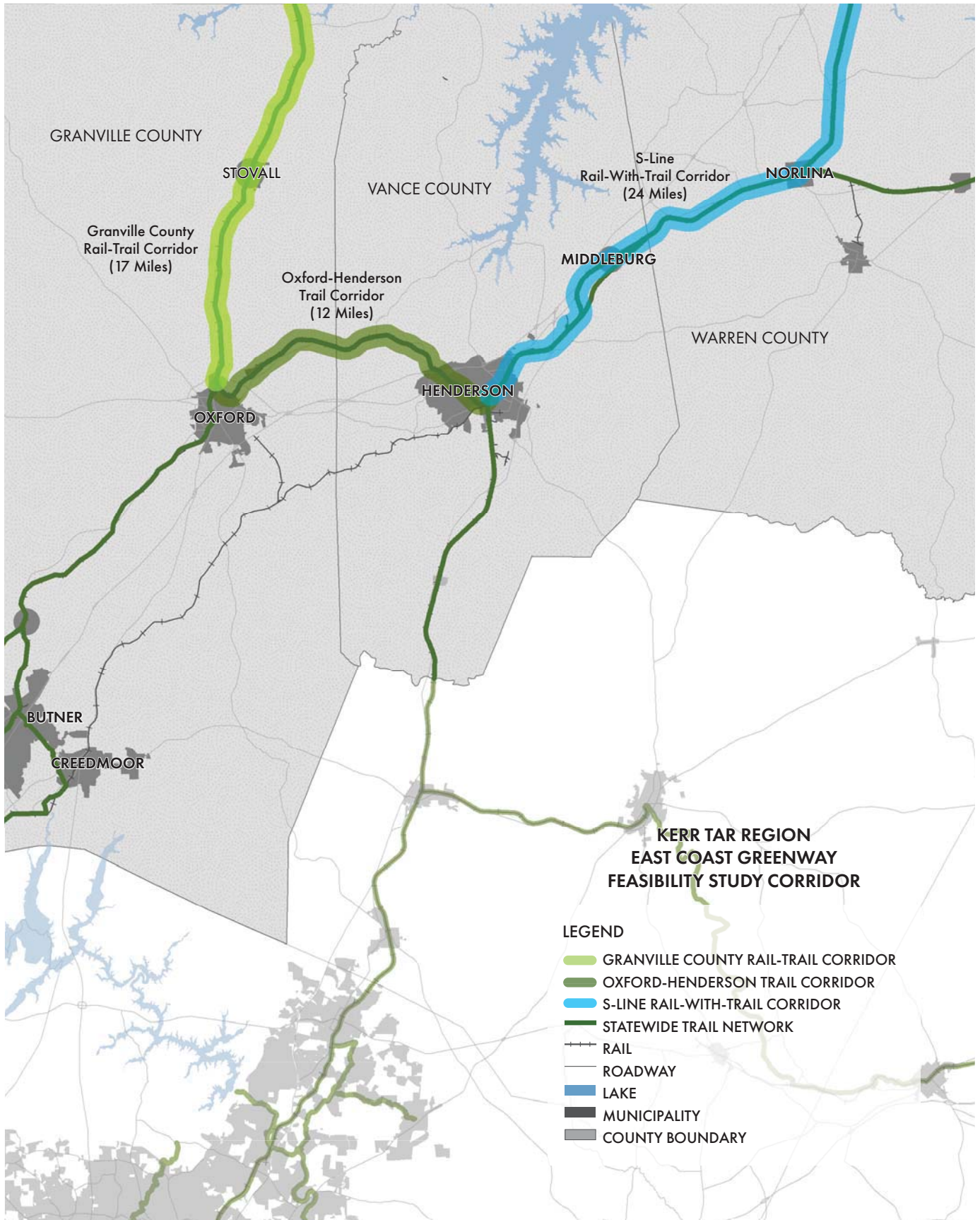
In 2021, the Kerr-Tar Rural Planning Organization partnered with the East Coast Greenway Alliance to apply for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant funding. The proposed project was a feasibility study for a multimodal greenway trail throughout portions of Granville, Vance, and Warren counties, including a segment along the S-Line rail corridor.

Although this application was not awarded funding in 2021 due to the highly competitive nature of the funding cycle, the Kerr-Tar RPO was strongly encouraged by the U.S. Department of Transportation to reapply in 2022. USDOT said the RPO's East Coast Greenway project received a "highly recommended" rating and, with a few improvements, has a very strong chance to be awarded funding in 2022.

In this year's round of the RAISE Grant, the amount of funding available for planning grants has significantly increased (\$113.75M available in 2022 compared to \$30M in 2021), amplifying the RPO's determination to reapply.

Currently, the RPO is coordinating with the East Coast Greenway Alliance and NCDOT's Intermodal Mobility Division to improve our assessment of key merit criteria such as Safety and State of Good Repair. The 2022 application guidelines include an additional merit criterion – how the project will increase mobility and expand connectivity for all users, particularly non-motorized travelers.

This RAISE Grant application builds on the Granville County East Coast Greenway Feasibility Study currently being conducted by Exult Engineering. This planning initiative will connect communities via a bicycle and pedestrian corridor to enhance livability, economic competitiveness, mobility, and health in the Kerr-Tar region. The proposed route will connect rural communities along an active transportation corridor linking major employers, schools, natural and cultural sites, and transit routes.





## Samuel Boswell

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**From:** Department of Transportation <usdot@info.dot.gov>  
**Sent:** Friday, January 28, 2022 11:02 AM  
**To:** Samuel Boswell  
**Subject:** U.S. Department of Transportation Announces Availability of \$1.5 Billion in RAISE Grants Made Possible by President Biden's Bipartisan Infrastructure Law



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

Friday, January 28, 2022

Contact: [pressoffice@dot.gov](mailto:pressoffice@dot.gov)

### **U.S. Department of Transportation Announces Availability of \$1.5 Billion in RAISE Grants Made Possible by President Biden's Bipartisan Infrastructure Law**

*Popular RAISE Discretionary Grant Program funds increased by approximately \$500 million over last year under the Bipartisan Infrastructure Law to help meet overwhelming demand*

WASHINGTON -- The U.S. Department of Transportation has published a Notice of Funding Opportunity (NOFO) for \$1.5 billion in grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. The popular program helps communities around the country carry out projects with significant local or regional impact.

RAISE discretionary grants, which were originally created under the American Recovery and Reinvestment Act as TIGER grants, can be used for a wide variety of projects. [Recent examples of funded projects](#) include dedicated bus lanes in Baltimore, highway and bridge repair in New Mexico, dock replacements in Alaska, and a rail-to-trail project in Arkansas. Overall, USDOT has awarded \$9.9 billion to more than 700 projects.

"The RAISE program helps communities large and small fix and modernize their infrastructure," said Secretary Pete Buttigieg. "This year, thanks to the President's Bipartisan Infrastructure Law, we can support more projects than ever, and help make our transportation system safer, more accessible, and more sustainable for people across the country."

This is the first discretionary funding program to accept applications as directed by President Biden's Bipartisan Infrastructure Law. The \$1.5 billion in available funding for 2022 represents a 50 percent increase in available funds compared to last year, when applicants requested \$10 in funding for every \$1 available. In 2021, RAISE funded 90 projects in 47 states, the District of Columbia and Guam.

RAISE projects are rigorously reviewed and selected based on merit. Projects will be evaluated on statutory criteria of safety, environmental sustainability, quality of life, economic competitiveness and opportunity, state of good repair, partnership and innovation. New this year, under the Bipartisan Infrastructure Law, 2022 RAISE applications will also be evaluated on the criteria of mobility and community connectivity. The Department will assess projects for universal design and accessibility for travelers, as well as consider how proposals increase mobility for freight and supply chain efficiency.

At least \$15 million in funding is guaranteed to go towards projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities. Under the Bipartisan Infrastructure Law, RAISE expands the number of communities eligible for 100 percent federal share of funding, specifically those in rural communities, Areas of Persistent Poverty and Historically Disadvantaged Communities. To help reach this goal, the Department has launched a tool that will allow applicants to determine if their project location is considered as a Historically Disadvantaged Community. The tool is available [here](#).

As was the case last year, the Department is encouraging applicants to consider how their projects can address climate change, ensure racial equity, and remove barriers to opportunity.

This year the Department is also encouraging applicants to consider how their projects can create workforce development opportunities. Applicants can be more competitive in the process if they are creating jobs with free and fair choice to join a union and good labor standards, creating jobs that underserved communities can access, or are supporting worker opportunities and training. Applicants are also encouraged to utilize registered apprenticeship and local and economic hire agreements. The RAISE program is one way the Bipartisan Infrastructure Law acts on President Biden’s promise to bring good-paying jobs to local communities.

Also new this year, the evaluation process has been updated for 2022 to provide more explicit detail to applicants.

The NOFO is available [HERE](#). The **deadline for applications is 5 p.m. EST on April 14, 2022**, and selections will be announced no later than August 12, 2022.

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## Samuel Boswell

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**From:** RAISEgrants <RAISEgrants@dot.gov>  
**Sent:** Wednesday, March 23, 2022 8:49 AM  
**To:** RAISEgrants  
**Subject:** FY 2022 RAISE NOFO Amendment and BCA Guidance

Hello!

We wanted to make you aware of two recent changes to the FY 2022 RAISE NOFO.

First, the FY 2022 RAISE NOFO has been amended to reflect the FY 2022 Appropriations Act which added **\$775 million** in funding to the RAISE 2022 competition which now totals **\$2.275 billion**. Other changes include:

- Planning grants funded under the FY 2022 Appropriations Act do not have minimum award amounts. *(Please note, this applies only to the additional \$775 million, and does not change the planning grant minimums of \$1 million in rural areas and \$5 million in urban areas competing for the \$1.5 billion in BIL funding.)*
- A \$38.75 million minimum set aside for planning grants. This means the Department will award at least \$113.75 million in planning grants in the RAISE 2022 competition.
- A \$20 million set aside for Areas of Persistent Poverty and Historically Disadvantaged Communities. This means at least \$35 million will be awarded to these areas in the RAISE 2022 competition.
- Maximum grant awards of \$45 million. *(Please note, this maximum applies only to the additional \$775 million, and does not change the maximum grant award of \$25 million for the \$1.5 billion in BIL funding.)*

Read the full amendment on the [RAISE grants website](#) and [grants.gov](#) The [RAISE 2022 Applications FAQs](#) have also been updated.

In addition, the Benefit-Cost Analysis (BCA) for the RAISE discretionary grants program has been revised. We wanted to let you know that the section of Department's BCA guidance dealing with methodologies for monetizing the benefits of reductions in CO2 emissions has been revised, and now includes recommended monetization parameters for those types of benefits, consistent with estimates developed under Executive Order 13990. While we would suggest that you update your BCA to use these values ahead of the application deadline, if applicants are unable to do so, USDOT will substitute the new values during our review of your analysis, in accordance with the revised guidance.

Read more about the BCA guidance on the RAISE grants [additional guidance website](#).

Thank you.

The RAISE Grants Team



**RESOLUTION IN SUPPORT FOR THE EAST COAST GREENWAY APPLICATION FOR THE 2022  
RAISE TRANSPORTATION DISCRETIONARY GRANT APPLICATION**

**WHEREAS** the Kerr-Tar Rural Planning Organization provides transportation planning services for the counties of Franklin, Granville, Person, Vance, and Warren in partnership with the North Carolina Board of Transportation; and

**WHEREAS** the East Coast Greenway vision is a 3,000 mile route for biking, walking, and other active means from Maine to Florida. By providing fun, safe, and accessible infrastructure for everything from a local commute to a long adventure, the East Coast Greenway will foster healthy, sustainable, and prosperous communities throughout the Eastern Seaboard; and

**WHEREAS** the East Coast Greenway route serves 20-40 miles of bike and pedestrian facilities throughout the Kerr-Tar Rural Planning Organization's planning area, connecting 8 local towns and cities to a continuous network of safe bicycle and pedestrian facilities to 25 cities and 425 rural communities from Maine to Florida; and

**WHEREAS** the East Coast Greenway is good for economic development, public health, and transportation infrastructure by creating a linear park that everyone can enjoy for generations to come; and

**WHEREAS** the Kerr-Tar Rural Planning Organization believes the project will improve bicycle and pedestrian mobility for regional tourism and residents, enhance safety, and provide resilience and quality of life to the local communities; and

**WHEREAS** the citizens of the Kerr-Tar Rural Planning Organization share a community of interest with the East Coast Greenway for employment, health care, shopping, and recreation;

**THEREFORE, BE IT RESOLVED** that the Kerr-Tar Rural Planning Organization endorses and supports the East Coast Greenway 2022 RAISE Grant Application.

Adopted this \_\_\_\_ day of \_\_\_\_\_ 2022.

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Thomas W. Lane, TAC Chairman  
Kerr-Tar Rural Planning Organization



**It's that time Again...  
Annual Statement of Economic Interest (SEI) Due**



Since April 15<sup>th</sup> is a State Holiday this year, the filing deadline for regular SEI filings is **APRIL 18, 2022**.

However, if you are a **candidate** for a covered office, your SEI was due on **March 14<sup>th</sup>** so please file as soon as possible. If you are currently serving in a covered office, the filing of your candidate SEI satisfies both your regular and candidate filing obligations.

We encourage you to file your SEI electronically. It's fast, efficient, your information is saved for future filings, and you receive immediate confirmation of your filing. Last year 87% of SEI filings were electronic.

If you do not receive a confirmation number as soon as you e-file, you have not successfully submitted your SEI and you need to log back in and make sure you completed all sections and hit the "submit" button.

We still offer manual filing for those who cannot file electronically but hope you will give electronic filing a try. Trust us, you will be surprised at how easy it really is. Here is the website link to get started: <https://ethics.nc.gov/seis>.



**Most common errors that require that you to fix and refile paper SEIs:**

In addition to missing questions, those who file manually may make the following errors, requiring that they refile and possibly miss the filing deadline.

- **Income Question:** You should list income sources (not amounts) of over \$5,000. Many select "*I had no reportable income over \$5,000*", which in some cases is an error. For instance, if you or immediate family members are employed, you most likely have income of \$5,000 or more and need to disclose it.
- **"Reason for Filing":** Our electronic SEI filing system lists all Agencies, Boards, Commissions, Community Colleges, Universities, and TACs, so make sure you make the correct selection(s). If you serve on more than one entity, you should list them **all** on your SEI, to avoid the need for multiple filings.
- **Missing Real Estate Disclosure Form (RED) for RPO/MPO filers:** You must select your TAC board as your "Reason for Filing," otherwise the system will not prompt you to complete a RED. If you file manually, the RED will print out with your SEI.
- **Forgetting to Respond to the Candidate Question:** Please answer the candidate question. If you are not a candidate, check 'No.'
- **Not Checking Required Boxes or Providing Requested Details:** Many SEI questions require that you respond by checking "yes" or "no." Please make sure you check those boxes and provide details if you check "yes."

## FREQUENTLY ASKED SEI QUESTION

**Q: Who must file?**

**A:** Members of State boards, legislators, and judicial officers (justices, judges, district attorneys, clerks of court) must file an SEI, along with certain State employees in exempt positions earning at least \$60,000, must file a SEI. Candidates for covered offices must also file a 2022 SEI.

**Q: Do I have to file if my term on a Board or Commission has expired or will expire before April 18?**

**A:** If your term has expired or will expire on or before April 18, 2022, *but you continue to serve because you have not been replaced* prior to April 18<sup>th</sup>, you are still required to file a SEI.

**Q: Where Can I Check My Agency or Board's SEI Compliance?**

**A:** You can check compliance, including your SEI filing date and education received date for your board or agency, here: [Compliance Report](#).

### TEST YOUR SEI KNOWLEDGE



**Question #6—Income Disclosure**

- If Mr. Smith and his spouse earned a State salary last year, is this considered reportable?
  - Yes, Mr. Smith should report any income over \$5,000 received by him or his spouse in response to Question 6 on the SEI. Although the employer may have been listed on page 1 of the SEI, the income question should also include this information.

**Question #3—Stock Question:**

- As of December 31, 2021, Mr. Smith owned stock valued at \$9,600 in GM and \$11,500 in Google. He also owned \$22,700 in a technology-focused mutual fund which holds stock in Apple in addition to other technology companies. Should Mr. Smith list GM, Google, and Apple in response to Question 3?
  - Mr. Smith **is not** required to report the GM stock because as of December 31<sup>st</sup>, it did not meet the \$10,000 threshold for individual stocks.
  - Mr. Smith **is** required to report the Google stock because it was over \$10,000 in value as of December 31<sup>st</sup>.
  - Question 3 excludes stocks owned in mutual funds from the reporting requirement. Although the value of his interests in the technology mutual fund exceeded \$10,000, that interest is not reportable.
- Ms. Jones has extensive stock ownership. Should she only list the name of her brokerage company and ask Ethics Commission staff to contact the brokerage firm for more information?
  - No. Each filer is obligated to disclose those interests on the SEI. This enables members of the public and the filer's colleagues to understand the filer's particular interests in the event there is a potential conflict of interest. Stocks owned may be listed on the SEI or on an attachment to the SEI.

## Ethics Commission True or False Trivia

- 1) The eight members of the State Ethics Commission are elected by North Carolina citizens.

**False.** Four members are appointed by the Governor and four by the General Assembly. There are four Democrats and four Republicans on the Commission.

- 2) The State Ethics Act was fifteen years old in January 2022.

**True.** Hard to believe! The Ethics Act was enacted on January 1, 2007.

- 3) The Commission's Executive Director was the lead guitarist for "The General Statutes."



**False.** As the longest serving staff member for the Commission, Kathleen Edwards has been rocking the Ethics Act and Lobbying Law oldies since 2006.

- 4) You must a SEI "Long Form" every year.

**False.** You should consider the disclosures made on your **last-filed** Long Form. If you have had no changes since that filing, you may file a No Change Form, requiring that you verify that you have had no changes in the interests reported on that Long Form.

Changes requiring that you file a Long Form may include employers, stock holdings, board memberships, or other changes to your financial interests.

## Ethics by the Numbers

The State Ethics staff has been very busy this year. Let's review the numbers:

\* The Ethics Commission currently has 9 staff members. We are small, but mighty! We are hiring for two positions which will bring our staff to 11.

\* The Commission regulates some **6,500** individuals in a variety of State roles, including members of **260** State boards.

\* Over 7,000 SEIs are filed with the Commission annually.

\* The Ethics Act requires that most new appointees' SEIs be evaluated by Commission staff prior to serving and every two years thereafter. This SEI evaluation requirement is unique to North Carolina, most states only act as repositories for financial disclosure statements but do not individually evaluate those disclosures. In 2021, SEI Unit staff evaluated nearly **2,000** SEIs.

\* Commission staff also provides required education to legislators, covered State employees, and some State board members. In 2021, the Commission educated over **2,300** officials.

\* Commission staff also provides guidance to legislators, covered State employees, and State board members. In 2021, Commission staff issued over **500** advisory opinions.

\* Complaints Unit staff investigates complaints of violations of the Ethics Act and Lobbying Law. In 2021, staff investigated 36 complaints filed under those laws. The Complaints Unit also assists members of the public who have concerns that do not arise under the Ethics Act by directing them to the appropriate forum to express their concerns. In 2021, staff assisted nearly **300** citizens with such concerns.

## Hero Corner

*Because Ethics Liaisons are our heroes!*

### Did you know...?

...our **electronic filing system** is a remote, contactless way to submit a Statement of Economic Interest

...electronic filing is **available 24/7** and retains each filer's financial and property information

...when your filers use the electronic filing, the **SEI Compliance Report** is immediately updated.

**Please note:** Paper filings can be delayed weeks between mailing, delivering, processing, and scanning, making compliance tracking difficult and more time consuming. But with electronic filing the filer will receive immediate confirmation and their SEI will be uploaded within hours!

...the **average electronic filing** takes less than 20 minutes


...Ethics staff can **reset a filer's password remotely**.


**Please note:** You should call us if your filers need help with their account from last year. Please do not create a new or second electronic filing account because the filer's previous history will not transfer. Filers should also check their spam filter for the password reset email.

...Ethics Liaisons can also create a **mock electronic SEI** to familiarize themselves with the system. But please don't submit your mock SEI.



### Ethics Liaison Superheroes – Recognition for Outstanding Service

 **CINDY ENSLEY** of **Craven Community College** keeps the College's trustees and covered employees on track with timely reminders of their upcoming deadlines for both Education and SEI filing. To assist her trustees, she created an account to learn the SEI e-filing system. Wow! That's why *Cindy, you're a Superhero!*

 **KRISTEN DEW** of the **NC Dept. of Public Instruction** works tirelessly to ensure that Commission staff has everything it needs to evaluate Department staff for conflicts of interest. Kristen's laser focus and lightening speed in responding to staff requests guarantees that those SEIs are evaluated without delay. Amazing! And that's why *Kristen, you're a Superhero!*







STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J. ERIC BOYETTE  
SECRETARY

Memorandum

March 24, 2022

To: Kerr Tar RPO TAC/TCC Committees  
From: NCDOT Division 5  
Subject: March 24, 2022 NCDOT Project Update for Kerr Tar RPO Area Projects

**Franklin County:**

**R-2814-C US 401:** Construction underway – More than 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 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 2024.

**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 Current STIP: ROW and Utilities begin in 2029  
Construction 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 in Future Years.

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

Town is procuring a firm for ROW Acquisition Services.

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

The Town is selecting a firm for PE phase.

## **Granville County:**

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

Municipal agreement in place.

Right-Of-Way (ROW) has now been certified.

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:**

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

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

**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. **Project has restarted and PE is continuing.**

**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 – Ongoing  
(Added to the P&E “Move Forward” list – April 20, 2020)**

# THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

ALSO NOW CALLED THE BIPARTISAN INFRASTRUCTURE LAW (BIL)



## HISTORIC INFRASTRUCTURE INVESTMENT

The **Infrastructure Investment and Jobs Act (IIJA- BIL)** was signed into law on Monday November 15, 2021

The BIL is a \$1.2 trillion bipartisan infrastructure bill which reauthorizes surface transportation programs

**Authorizes \$550 billion in new spending for all modes of transportation over the next 5-years**

NEW FUNDING (\$550 billion)

RENEWED FUNDING (\$450 billion)



**\$110B**  
Roads & Bridges  
(total \$360B)



**\$105B**  
Rail & Transit



**\$25B**  
Airports



**\$55B**  
Water Infra

## WHAT TYPES OF INFRASTRUCTURE DOES THE IIJA FUND?

### Takes broad view of infrastructure:

- Transportation
- Electric vehicles and charging infrastructure
- Energy (power infrastructure)
- Water
- Broadband
- Buildings Research and Development

### New Funding

- Transportation
  - Roads and Bridges: \$110
  - Railroads: \$66 billion
  - Public Transit: \$39 billion
  - Airports: \$25 billion
  - Ports \$15 billion
  - Road Safety: \$11 billion
  - Reconnecting Communities \$1 billion
- Utilities
  - Power Infrastructure: \$65 billion
  - Broadband \$65 billion
  - Water Infrastructure: \$55 billion
  - Resilience: \$46 billion
  - Pollution Remediation: \$21 billion

## IIJA/BIL INCLUDES SIGNIFICANT INCREASE IN PLANNING (PL) FUNDS, ADDS NEW REQUIREMENTS FOR CONSULTATION AND CREATES NEW OPPORTUNITIES FOR GRANT FUNDING

**Planning funds** are a set aside of the Surface Transportation Block Grant Program.

- Because STBG grows to **\$72 billion!**
  - **Funding for Metropolitan Planning activities grows by more than 30%** - to \$2.28 billion over the life of the IIJA.
- Creates a more granular suballocation of funding, with a new population category for 50,000 to 200,000, and provides for state consultation with metropolitan planning organizations.
- SPR - Requires each State and MPO to carry out transportation planning activities related to complete streets or multimodal travel using—
  - o State: at least 2.5% of its State Planning and Research (SPR) funds
  - o MPO: at least 2.5% of its Metropolitan Planning (PL) funds

Various requirements for **“consultation” with Regional Transportation Planning Organizations** is specifically called out in the IIJA, and RTPOs are specifically identified as eligible for grant funding – for example,

- The IIJA requires that states *“shall” consult with RTPO’s before obligating funding in areas with a population less than 50,000* if a regional transportation planning organization represents that geographic area.

## REQUIREMENTS FOR CONSULTATION OR NEW RTPD ELIGIBILITY

- Under the new **Transportation Access Pilot Program** which is intended to develop or procure **accessibility data** that will improve transportation planning and measure access by mode to important destinations, **regional transportation planning organizations are specifically identified as eligible** participants in the pilot program.
- Under the new **Rural Surface Transportation Grant Program** ( \$2 billion over five years) “rural areas” are defined as any area outside of an urbanized area with a population over 200,000. The Secretary can make grants (generally over \$25 million) to expand the surface transportation infrastructure in rural areas. Eligible entities specifically include **regional transportation planning organizations**.
- Under the new **\$6.41 billion Carbon Reduction Program**, states are required to consult with any regional transportation planning organization or metropolitan planning organization that represents the rural area prior to determining which activities should be carried out under a specific carbon reduction project.
  - States must also sub-allocate 65 percent of the funds apportioned to this program on a per-capita basis to counties and other local governments in the same way STBG funds are distributed.

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## USDOT COMPETITIVE GRANTS

The IJA creates over \$150 billion worth of discretionary grant programs, which will mainly be directed to projects that will advance safety, equity, and climate goals.

The FY2022 piece of competitive grants funding available to U.S. DOT totals **\$22 billion**.

Funding notices are beginning to be announced for existing programs like RAISE INFRA and Transit NO-LOW grants, but new programs may be slower in rolling out.

**Most grant programs require matching funds.**

## USDOT NEW COMPETITIVE GRANTS

Program Name	Amount (over 5 years)	Description
Rebuilding American Infrastructure and Equity ("RAISE") grants. This program was previously called BUILD and before that TIGER	\$7.5 billion in guaranteed approps  + \$7.5 billion authorized for possible additional appropriations	Projects that will have a significant economic impact and improve transportation infrastructure, including road, bridge, public transit, passenger or freight rail, port, surface transportation components of airport projects and projects to replace culverts or prevent stormwater runoff. Max grant is \$25 million.  Up to 100% funding for small rural projects less than \$5 million.
Nationally Significant Freight and Highway Projects (known as "INFRA").	\$8 billion in guaranteed approps  + \$6 billion authorized for possible additional appropriations (from Trust Fund)	Highway and rail projects of regional and national significance. Projects must equal or exceed the lesser of \$100 million or 30 percent of the amount apportioned to the state. At least 10 percent of the funds are for small grants between \$5 million and \$25 million. Projects must be reasonably expected to begin construction within 18 months after the date of obligation. The federal share may not exceed 60 percent.

Program Name	Amount	Description
Strengthening Mobility and Revolutionizing Transportation ("SMART") Grants	\$500 million	New program will fund <i>smart city projects</i> that improve transportation efficiency and safety, including coordinated automation, connected vehicles, intelligent sensor-based infrastructure, systems integration, commerce delivery and logistics, leveraging innovative aviation technology such as unmanned aircraft systems, smart grids and smart technology traffic signals. Encourages private sector innovation and partnerships.
Reconnecting Communities	\$1 billion (\$250 million for planning and \$750 million for construction)	New program funds projects that remove, retrofit or mitigate previously constructed barriers to mobility, access or economic development to restore community connectivity.
Projects of National Significance	\$5 billion	New program funds <i>large-scale projects</i> that generate economic, mobility or safety benefits and are cost-effective. Funds highway, bridge, freight intermodal, railway-highway grade separation and elimination, intercity passenger rail and public transportation projects. <b>Project must cost at least \$500 million.</b> Secretary may enter into multiyear grant agreements. (note, may relieve some pressure on INFRA grants making them more assessable to mid-sized projects)

Program Name	Amount (over 5 years)	Description
Promoting Resilient Operations for Transformative, Efficient and Cost- Saving Transportation ("PROTECT") Grants	\$1.4 billion	New program funds projects that improve resiliency and address vulnerabilities to current and future weather events, including sea level rise. Funds may be used for highways, transit and port infrastructure.
Rural Transportation Grant Program	\$2 billion (ramps up from \$300M in year one to \$500M in year 5)	New Program - Eligible entities (include RTPOs) can apply directly to USDOT to carry out a wide variety of highway and bridge projects . Eligible entities can bundle projects. 80% fed share.
Safe Streets for All Grants	\$5 billion	New program funds projects to implement "vision zero" plans and other improvements to reduce crashes and fatalities and protect pedestrians and bicyclists.
Healthy Streets Grants	\$500 million	New program funds projects to install cool pavements and porous pavements and to expand tree cover.
Congestion Relief Program	\$250 million	New program funds projects in cities with populations of more than 1 million that reduce congestion, including high-occupancy vehicle (HOV) lanes, toll lanes, cordon pricing, parking pricing and congestion pricing and implementation of mobility services and incentive programs that encourage nonhighway travel and travel during nonpeak times.

Program Name	Amount (over 5 years)	Description
Port Infrastructure Development Program	\$2.25 billion	Competitive grant program that funds infrastructure projects at public ports.
Bridge Discretionary Grants (part of new \$40 billion Bridge Investment Program – most of which is distributed by formula)	\$12.5 billion	New program to rehabilitate and replace bridges. Min grant size is \$50M for large projects, \$2.5M for small projects, Requires Sec. to prioritize projects that have applied for but not yet received fed grants.
Consolidated Rail Infrastructure and Safety Improvements (CRISI)	\$5 billion	Funds projects that improve safety, efficiency and reliability of intercity passenger and freight rail.
Railroad Grade Crossing Elimination Program	\$2.5 billion	New program that funds projects to eliminate at-grade railroad crossings, add gates or signals, relocate tracks and install bridges. Sets aside funding for planning and to carry out highway-rail grade crossing safety information and education programs.
Airport Terminal Program	\$5 billion	New grant program for airport terminal development projects. Includes multimodal projects and projects for on-airport rail access. Secretary must give consideration to projects that increase capacity and passenger access, replace aging infrastructure, expand access for people with disabilities, improve airport access to historically disadvantaged persons and improve energy efficiency.



Program Name	Amount (over 5 years)	Description
Transportation Alternatives Program (TAP)	\$7.2 billion	TAP increased to 10 percent of the entire STBG Program. The percentage states are required to sub-allocate to local governments is based on population and increases from 50 to 59 percent; states can choose to sub-allocate up to 100 percent of their TAP funds.  TAP funds can carry out a wide variety of eligible projects including planning, design and construction of trails, bike-ped projects, environmental mitigation activities to address stormwater management, etc.
Off-system Bridge Set-Aside (within the STBG program)	\$5.18 billion	Off system bridges make up nearly half of the nation's bridges. Because they are not located on the Nat. Hwy System, they often suffer from underinvestment. A new "off-system" set aside increased funding that must be set aside for off-system bridges in every state.
Active Transportation Infrastructure Investment Program	\$2.5 billion (subject to annual approps)	Creates a new program for active transportation grants that fund local and regional trail/bike/ped networks and transportation "spines" linking trail systems between communities.

What NOFO's Have Been Announced To Date?		
Program Name	Funding Available	Application Due Date/Grant Purpose
USDOT/OST RAISE Grants	\$1.5 billion  +\$775 million added in the FY22 Omnibus Appropriation bill	April 14, 2022  Road, bridge, bike/ped, public transit, passenger or freight rail, port, surface transportation components of airport projects and projects to replace culverts or prevent stormwater runoff. Max grant is \$25 million.
FTA – Low or No Emission Grant Program	\$1.5 billion	May 31, 2022  Low or No Emission Grant Program Grants for Buses and Bus Facilities Program
FAA – Airport Terminal Program Grants	\$ 1 billion	March 28, 2022  To upgrade, modernize, and rebuild airport terminals and related land side facilities. Eligible airports include Primary airports, certain cargo airports, and most general aviation/commercial service airports that are not primary airports but in the National Plan of Integrated Airport Systems.

## OTHER CURRENT USDOT NOFO'S

- OST - Small Community Air Service Development Program (Closing Date - 3/15/2022: Apply Here)
- FMCSA - Commercial Motor Vehicle Operator Safety Training (CMVOST) (Closing Date - 3/15/2022: Apply Here)
- FMCSA - High Priority Program - Innovative Technology Deployment (HP-ITD) (Closing Date - 3/15/2022: Apply Here)
- FMCSA - High Priority Program - Commercial Motor Vehicles (HP-CMV) (Closing Date - 3/15/2022: Apply Here)
- OST - Regional Infrastructure Accelerators (Closing Date - 4/11/2022: Apply Here)
- PHMSA - Assistance for Local Emergency Response Training (ALERT) (Closing Date - 4/13/2022: Apply Here)
- PHMSA - Community Safety (CS) (Closing Date - 4/14/2022: Apply Here)
- PHMSA - Competitive Academic Agreement Program (CAAP) (Closing Date - 4/29/2022: Apply Here)
- PHMSA - Hazardous Materials Emergency Preparedness (HMEP) - State & Territory (Closing Date - 4/14/2022: Apply Here)
- PHMSA - Hazardous Materials Emergency Preparedness (HMEP) - Tribes (Closing Date - 4/13/2022: Apply Here)
- PHMSA - Hazardous Materials Instructor Training (HMIT) (Closing Date - 4/14/2022: Apply Here)
- PHMSA - Supplemental Public Sector Training (SPST) (Closing Date - 4/14/2022: Apply Here)
- MARAD - America's Marine Highways (AMH) (Closing Date - 4/29/2022: Apply Here)
- FTA - Public Transportation on Indian Reservations (Tribal Transit) (Closing Date - 5/25/2022: Apply Here)

## OTHER FUNDING

The BIL also includes money (over five years)  
for other purposes including:

- **\$65 billion** for Broadband
- **\$27.65 billion** for grid infrastructure, resiliency and reliability programs.
- Water Infrastructure: **\$55 billion**, including:
  - **\$23.4 billion** for Drinking Water and Wastewater Infrastructure
    - **\$15 billion** for lead service line replacement
    - **\$3.5 billion** for water infrastructure in Tribal communities

## BROADBAND FUNDING: ATTEMPTING TO ADDRESS THE DIGITAL DIVIDE

- Authorizes \$65 billion in funding for six grant programs, each aimed at address specific elements of the digital divide.
- \$42.45 billion for broadband grants to states, DC, Puerto Rico, and other U.S. territories to be administered by the National Telecommunications and Information Administration (NTIA). Funds will be distributed in two phases:
  - Phase One: NTIA will allocate grants to states based on maps identifying “underserved areas”.
  - Phase Two: States are to competitively award the money distributed by NTIA to “subgrantees” to carry out broadband deployment activities within the state’s jurisdiction.

### Other Broadband provisions include

- \$14.2 billion for Broadband Affordability – Extends and modifies Emergency Broadband Benefit (EBB) enacted as part of CARES Act to subsidize broadband service for eligible households.
- \$2 B for Tribal Broadband Connectivity Program
- \$1.25 B for state Digital Equity Competitive Grants
- \$1.5 B for State Digital Equity Capacity Grants
- \$1 B for Middle Mile Grants

## WATER /RESILIENCY PROGRAMS

### \$55 billion for Environmental Protection Agency (EPA) programs, including:

- \$30 billion for State Drinking Water Revolving Loan Program
- \$5 billion for State Clean Water Revolving Loan Program
- \$1.5 billion for Brownfield Grants
- \$1.4 billion for Sewer Overflow and Stormwater Municipal Grants (subject to annual appropriations)

### \$1 billion for Federal Emergency Management Agency (FEMA) state resiliency grant program (BRIC)

### \$83 billion for Bureau of Reclamation programs (Dams and Canals)

### \$9.55 billion for U.S. Army Corps of Engineers programs for authorized projects

- Note: Congress is expected to enact a new Water Resources Development Act in 2022 and this is the legislation where Army Corps of Engineers projects are authorized.

## IIJA/BIL RESOURCES

- Bill text: [Infrastructure Investment and Jobs Act \(IIJA\)](#)
- White House Fact Sheet: <https://www.whitehouse.gov/briefing-room/statements-releases/2021/08/02/updated-fact-sheet-bipartisan-infrastructure-investment-and-jobs-act/>
- NACO overview: <https://www.naco.org/resources/legislative-analysis-counties-infrastructure-investment-jobs-act>
- NARC overview: <https://narc.org/wp-content/uploads/2021/09/Bipartisan-IIJA-Analysis.pdf>
- AASHTO state-by-state fact sheets <https://www.whitehouse.gov/wp-content/uploads/2021/08/ALABAMA-The-Infrastructure-Investment-and-Jobs-Act-State-Fact-Sheet.pdf>
- U.S. DOT Resources:
  - DOT state-by-state fact sheets: <https://www.transportation.gov/briefing-room/usdot-releases-state-state-fact-sheets-highlighting-benefits-bipartisan->
  - Additional DOT resource pages which can be found [here \(overview\)](#) and [here \(FTA\)](#)

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## HAL HIEMSTRA SUMMIT STRATEGIES GOVT AFFAIRS



Hal Hiemstra has more than 30 years of experience in government affairs. He represents a wide range of public and private sector clients on issues involving transportation, aviation, appropriations and other federal funding, economic development, infrastructure, community health and safety, and the environment. He has specialized knowledge in federal transportation policy and understands how transportation investments can make communities more livable and sustainable. He has assisted clients in securing surface transportation funding, developing significant streetcar and transit projects, implementing regional planning and design efforts, and passing federal legislative changes that resolve unique client challenges.

Hal has worked on every national surface transportation reauthorization since ISTEA (1991) and works closely with NADO's staff to support NADO's transportation advocacy work.

[halh@summitstrategies.us](mailto:halh@summitstrategies.us) 202-494-3104 (mobile)

Summit Strategies Govt Affairs, 440 1<sup>st</sup> St NW, Suite 440, Washington DC 20001

**Samuel Boswell**

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**From:** daq.NC\_VWGrants <daq.NC\_VWGrants@ncdenr.gov>  
**Sent:** Tuesday, February 1, 2022 4:46 PM  
**Subject:** State Accepting Applications for Transit & Shuttle Bus Replacements under Phase 2 of

Roy Cooper, Governor



Elizabeth S. Biser, Secretary

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Release: IMMEDIATE  
Date: February 1, 2022

Contact: Sharon Martin  
Phone: 919-707-8670

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## State Accepting Applications for Transit & Shuttle Bus Replacements under Phase 2 of Volkswagen Settlement

**RALEIGH-** The Department of Environmental Quality's Division of Air Quality (DAQ) is now accepting applications for the Transit and Shuttle Bus Program grants under Phase 2 of the Volkswagen Mitigation plan. The Request for Proposal (RFP) released today details how to apply for the \$13.5 million available to replace older, diesel transit or shuttle buses with cleaner low emission vehicles to significantly reduce NOx emissions and improve air quality.

Projects can be submitted by local, state, and tribal government organizations, public or private nonprofit organizations, and public-private partnerships where the lead applicant a public sector, public or private nonprofit organization. In Phase 2, DAQ will prioritize electric vehicle replacement projects to maximize emission reductions and public health benefits. Projects within the 37 counties identified as Historically Under-Resourced (Appendix D of the RFP) are eligible for bonus project scoring points as well as additional technical support during the application process.

DAQ will accept applications for the Transit and Shuttle Bus Program until **May 2, 2022** via the Grant Management System. Specific instructions on how to register for the Grant Management System and submit an application are detailed in the RFP. The Division will also hold additional information workshops during the application period. Information regarding applications, eligibility, and the registration for DAQ's online RFP information sessions will all be located on the division's website, at <https://deq.nc.gov/VW-Transit-Bus-RFP>.

If you have any questions about the RFP or application process, please contact NCDEQ at [daq.NC\\_VWGrants@ncdenr.gov](mailto:daq.NC_VWGrants@ncdenr.gov) with the subject title: "Transit and Shuttle Bus\_Program RFP" prior to submitting your application and in advance of the submission deadline.

Phase 2 of the VW Mitigation Plan covers the remaining \$68 million of the state's share of a national settlement with the automaker and includes programs for school bus replacement and zero emission vehicle (ZEV) infrastructure. The schedule for future RFP releases is available [online](#).

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**Samuel Boswell**

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**From:** daq.NC\_VWGrants <daq.NC\_VWGrants@ncdenr.gov>  
**Sent:** Monday, February 14, 2022 1:44 PM  
**Subject:** Application Period Opens for DC Fast Charging Projects along Priority Corridors

Roy Cooper, Governor



Elizabeth S. Biser, Secretary

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Release: IMMEDIATE  
Date: February 14, 2022

Contact: Sharon Martin  
Phone: 919-707-8670

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## **Application Period Opens for DC Fast Charging Projects along Priority Corridors**

**RALEIGH-** The Department of Environmental Quality's Division of Air Quality (DAQ) is now accepting applications for DC Fast Charging Infrastructure grants under Phase 2 of the Volkswagen Mitigation plan. The Request for Proposal (RFP) released today details how to apply for the \$4,997,424 available for funding new DC Fast charging sites along identified priority corridors to support zero emission vehicle (ZEV) travel.

Grants will be awarded to enhance and extend the current ZEV infrastructure network in North Carolina to reduce range anxiety. Specific corridors without existing DC Fast charging sites and major coastal evacuation routes will have the highest priority during this funding program.

Organizations that own or operate a site in an eligible location can apply. Projects can be submitted by eligible businesses, incorporated nonprofits, and state, local, tribal or municipal government agencies. Projects within the 37 counties identified as Historically Under-Resourced (listed in Appendix D of the RFP) are eligible for bonus project scoring points as well as additional technical support during the application process.

DAQ will accept applications for the DC Fast Charging Infrastructure Priority Corridors Program until **May 16, 2022** via the Grant Management System. Specific instructions on how to register for the Grant Management System and submit an application are detailed in the RFP. The Division will also hold additional information workshops during the application period. Information regarding applications, eligibility, and the registration for DAQ's online RFP information session will all be located on the division's website, at <https://deq.nc.gov/VWsettlement>.

If you have any questions about the RFP or application process, please contact DEQ at [daq.NC\\_VWGrants@ncdenr.gov](mailto:daq.NC_VWGrants@ncdenr.gov) with the subject title: “DC Fast Priority Corridors RFP” prior to submitting your application and in advance of the submission deadline.

Phase 2 of the VW Mitigation Plan covers the remaining \$68 million of the state’s share of a national settlement with the automaker. DEQ is allocating the full 15% (\$10,193,562) allowed in the VW State Trust Agreement for ZEV charging infrastructure projects under Phase 2. The schedule for future RFPs for existing DC Fast Charge sites and Level 2 chargers is available online.

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**Samuel Boswell**

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**From:** daq.NC\_VWGrants <daq.NC\_VWGrants@ncdenr.gov>  
**Sent:** Monday, March 7, 2022 12:56 PM  
**Subject:** Application Period Now Open for School Bus Replacement Grants under VW Settlement

Roy Cooper, Governor



Elizabeth S. Biser, Secretary

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Release: IMMEDIATE  
Date: March 7, 2022

Contact: Shawn Taylor  
Phone: 919-707-8446

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**Application Period Now Open for School Bus Replacement Grants under VW Settlement**

**RALEIGH** – The Department of Environmental Quality’s Division of Air Quality (DAQ) is now accepting applications for the School Bus Program grants under Phase 2 of the Volkswagen Mitigation plan. The Request for Proposals (RFP) released today details how to apply for the \$27.2 million available to replace old diesel school buses with new, cleaner alternatives to reduce emissions of nitrogen oxides (NOx).

Grants will be awarded to assist schools with purchasing zero-emission or low-emission school buses and associated charging infrastructure. To maximize health and environmental benefits, DAQ is prioritizing electrification projects, with a goal of awarding at least 50% of available funds for transitions from diesel buses to electric buses.

Projects can be submitted by local, state and tribal government organizations; public or private nonprofit organizations; and public-private partnerships where the lead applicant is a public sector, public or private nonprofit organization. Projects within the 37 counties identified as Historically Under-Resourced (listed in Appendix D of the RFP) are eligible for bonus project scoring points as well as additional technical support during the application process.

DAQ will accept applications for the [School Bus Program](#) until **June 6, 2022**, via the Grant Management System. Specific instructions on how to register for the Grant Management System and submit an application are detailed in the RFP. The Division will also hold information workshops during the application period. Information regarding applications, eligibility and the registration for DAQ’s online RFP information session will be located on the Division’s website at <https://deq.nc.gov/VWsettlement>.

If you have any questions about the RFP or application process, please contact DAQ at [daq.NC\\_VWGrants@ncdenr.gov](mailto:daq.NC_VWGrants@ncdenr.gov) with subject title line “School Bus Program RFP” prior to submitting your application and in advance of the submission deadline.

Phase 2 of the VW Mitigation Plan covers the remaining \$68 million of the state’s share of a national settlement with the automaker and includes programs for school and transit bus replacements and zero-emission vehicle (ZEV) infrastructure. The schedule for future RFP releases is available [online](#).

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## Samuel Boswell

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**From:** daq.NC\_VWGrants <daq.NC\_VWGrants@ncdenr.gov>  
**Sent:** Monday, March 21, 2022 3:37 PM  
**Subject:** RELEASE: Applications open next month for Level 2 electric vehicle charging infrastructure rebates

Roy Cooper, Governor



Elizabeth S. Biser, Secretary

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Release: IMMEDIATE  
Date: March 21, 2022

Contact: Shawn Taylor  
Phone: 919-707-8446

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### Applications open next month for Level 2 electric vehicle charging infrastructure rebates

**RALEIGH** – The Department of Environmental Quality’s Division of Air Quality (DAQ) today released the Request for Proposal (RFP) for Public Access Level 2 Charging Infrastructure Program rebates under Phase 2 of the Volkswagen Mitigation plan. The RFP details how to apply for the \$1,070,877 available to fund the installations of new publicly accessible light-duty zero-emission vehicle (ZEV) Level 2 charging stations.

Rebates will be awarded to enhance and extend the current ZEV infrastructure network in North Carolina to increase the use of clean ZEVs and improve air quality by significantly reducing emissions of NOx and greenhouse gases.

Eligible applicants include:

- local, federal and tribal governments;
- nonprofits and businesses incorporated in North Carolina;
- metropolitan or rural planning organizations; and
- air quality or transportation organizations.

Rebates up to a maximum of \$5,000 are available to government applicants and up to \$4,000 to non-government applicants for each new charging port installed. Rebates will be awarded on a first-come, first-served basis to qualifying applicants until all funds are exhausted.

Please note: the application will not be viewable in the DAQ Grants Management System until May 2, 2022. A PDF version of the application has been made available on the program webpage for applicants to prepare all required materials for the online application.

Applicants are encouraged to register for access to the Grants Management System prior to May 2. Specific instructions on how to register for the Grant Management System and submit an application are detailed in the RFP. After the application opens in the Grants Management System, DAQ will accept applications for the [Public Access Level 2 ZEV Charging Infrastructure Program](#) until funds are exhausted.

The Division will also hold information workshops during the application period. Information regarding applications, eligibility and the registration for DAQ’s online RFP information session will all be located on the division’s website, at <https://deq.nc.gov/VW-Level2-Public-RFP>.

If you have any questions about the RFP or application process, please contact DEQ at [daq.NC\\_VWGrants@ncdenr.gov](mailto:daq.NC_VWGrants@ncdenr.gov) with subject title line: “Level 2 Public Access RFP” prior to submitting your application and in advance of the submission deadline.

Phase 2 of the VW Mitigation Plan covers the remaining \$68 million of the state’s share of a national settlement with the automaker. DEQ is allocating the full 15% (\$10,198,826) allowed in the VW State Trust Agreement for ZEV charging infrastructure projects under Phase 2. Additional settlement funds will support the replacement of diesel vehicles with newer, cleaner alternatives. The schedule for future RFPs is available [online](#).

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## Samuel Boswell

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**From:** NCDOT News <rhkay@ncdot.gov>  
**Sent:** Tuesday, March 15, 2022 8:27 AM  
**To:** Samuel Boswell  
**Subject:** Applications Open for 2022 Bicycle and Pedestrian Planning Grants



**NORTH CAROLINA**  
Department of Transportation

ncdot.gov

## News Release

### For Immediate Release

**date:** March 15, 2022

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

## Applications Open for 2022 Bicycle and Pedestrian Planning Grants

**RALEIGH** – The N.C. Department of Transportation is accepting applications for the [2022 Bicycle and Pedestrian Planning Grant Initiative](#). The program provides funding for municipalities and counties across the state to develop comprehensive multimodal, bicycle or pedestrian plans.

Communities can apply for a variety of plan options to meet specific needs, including multimodal, bicycle or pedestrian plans. In addition, the following options are available:

- Municipalities of all sizes and counties with populations of less than 100,000 with an existing bicycle or pedestrian plan may apply to update their plan if it is at least five years old.
- Municipalities with populations of less than 10,000 may apply for a Project Acceleration Plan – an abbreviated plan that prioritizes project identification and implementation.

The deadline for applications, to be submitted electronically, is **May 9 at 5 p.m.** Award recipients will be notified by August.

This program is jointly sponsored by the department's Integrated Mobility Division (IMD) and the Transportation Planning Division. To date, \$7.5 million has been awarded to 238 municipalities and six counties across the state through this program.

Proposals are divided and judged in geographical groups to help establish equitable distribution of funding across the state. Selected recipients commonly include a diverse mix of municipalities from large cities to small towns.

Funded plans are not for one specific project but represent a comprehensive strategy for expanding bicycle and pedestrian opportunities within a community. The plans may address facilities, programs, policies and design guidelines that encourage safe walking and bicycling.

A [webinar](#) is scheduled for April 5, 2022, to provide more detailed information on the grant program and to answer questions from interested applicants.

For more information on the Bicycle and Pedestrian Planning Grant Initiative, contact Bryan Lopez at 919-707-2606 or [balopez@ncdot.gov](mailto:balopez@ncdot.gov).

**\*\*\*NCDOT\*\*\***

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## Samuel Boswell

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**From:** NCDOT News <rhkay@ncdot.gov>  
**Sent:** Thursday, March 17, 2022 9:00 AM  
**To:** Samuel Boswell  
**Subject:** Volunteers Needed for Statewide Litter Sweep



**NORTH CAROLINA**  
Department of Transportation

ncdot.gov

## News Release

For Immediate Release

**date:** March 17, 2022  
**contact:** Harris Kay  
rhkay@ncdot.gov  
(919) 707-2693



## Volunteers Needed for Statewide Litter Sweep

*Annual Spring Litter Sweep will run from April 16-30*

**RALEIGH** – The N.C. Department of Transportation needs volunteers to help clean up trash along roads during the Adopt-A-Highway Fall Litter Sweep from **April 16-30**.

Each April and September, NCDOT asks volunteers to help remove litter from roadsides. Volunteers from local businesses, schools, nonprofits, churches, municipalities, law enforcement and community groups play an important role in keeping North Carolina's roads clean.

Volunteers can request clean-up supplies such as trash bags, gloves and safety vests from local NCDOT county maintenance offices. No sign up is required.

"Last year, NCDOT and our partner organizations picked up more than 13 million pounds of litter," said State Roadside Engineer David Harris. "The Litter Sweep is a great opportunity to keep that momentum

going and get your friends and family outdoors. Just a few hours volunteering can make a huge difference.”

For more information, visit [ncdot.gov/littersweep](https://ncdot.gov/littersweep) or call 919-707-2970.

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# Executive Order 246 & the N.C. Clean Transportation Plan

In January 2022, Gov. Roy Cooper signed [Executive Order 246 \(EO 246\)](#), “North Carolina’s Transformation to a Clean, Equitable Economy,” setting the course for North Carolina’s continued work to reduce economy-wide greenhouse gas emissions, advance environmental justice and create good paying jobs for North Carolinians throughout the state. This executive order builds upon 2018’s [Executive Order 80](#), which established a goal to reduce greenhouse gas emissions by 40 percent and increase zero-emission vehicle (ZEV) adoption to 80,000 vehicles by 2025.

## EO 246 Goals

- Reduce economy-wide greenhouse gas emissions to at least 50 percent below 2005 levels by 2030 and achieve net-zero emissions no later than 2050.
- Increase the total number of registered, zero-emission vehicles to at least 1,250,000 by 2030 and increase the sale of ZEVs so that 50 percent of in-state sales of new vehicles are zero-emission by 2030.

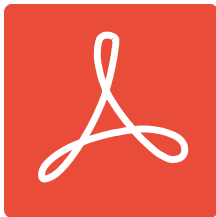
## Clean Transportation Plan

As part of EO 246, the N.C. Department of Transportation is tasked with developing a Clean Transportation Plan (NCCTP) within 15 months of the order. The NCCTP will recommend actionable strategies for decarbonizing the transportation sector and shall address:

1. Availability, sales and usage of zero-emission vehicles to levels beyond current market projections, including a focus on Medium- and Heavy-Duty ZEVs.
2. Reductions in vehicle miles traveled.
3. Investment in clean transportation infrastructure.
4. Equitable access to clean mobility options.
5. Increased availability of non-vehicle transportation modes.
6. A transition to zero- and low-emission fuels.
7. Other relevant topics.

To create the NCCTP, NCDOT will be collaborating with stakeholders to create plans for the rapid decarbonization of North Carolina's transportation sector. This process will take into consideration the diverse viewpoints of all stakeholders and the potential impacts of each recommendation.

## Related



### [Executive Order 246](#)

PDF

*Last updated Mar. 15, 2022*



# State of North Carolina

**ROY COOPER**  
GOVERNOR

January 7, 2022

**EXECUTIVE ORDER NO. 246**

## **NORTH CAROLINA'S TRANSFORMATION TO A CLEAN, EQUITABLE ECONOMY**

**WHEREAS**, N.C. Const. Art. XIV, § 5 establishes that it is the policy of the State to conserve and protect its lands and waters for the benefit of all its people, that it is a proper function of the State to control and limit the pollution of our air and water, and that in every other appropriate way the State should preserve as a part of the common heritage of this State its forests, wetlands, estuaries, beaches, historical sites, open lands, and places of beauty; and

**WHEREAS**, the Intergovernmental Panel on Climate Change's Sixth Assessment Report confirms the scientific consensus that the global climate is warming and that this trend is unequivocally caused by an increase in greenhouse gas ("GHG") emissions resulting from human activity, leading to observed GHG levels and climate impacts that are unprecedented over many centuries to millions of years; and

**WHEREAS**, climate change is a global crisis causing devastating disruptions worldwide in the form of more frequent, severe and costly natural disasters; loss of biodiversity and environmental degradation; food and water insecurity; violent conflict; and more; and

**WHEREAS**, the 2020 North Carolina Climate Science Report found that adverse impacts of climate change in North Carolina threaten human health, the State's economy, and our quality of life, through more intense storms and flooding, dangerously high temperatures, droughts, rising sea levels and beach erosion, and harms to ecosystems and wildlife; and

**WHEREAS**, the State of North Carolina supports the 2015 Paris Agreement's goal of limiting global average temperature rise to 1.5 degrees Celsius; and

**WHEREAS**, the United States' Nationally Determined Contribution ("NDC") under the Paris Agreement is to reduce GHG emissions economywide by 50 to 52 percent below 2005 levels by 2030, and member states of the U.S. Climate Alliance, including North Carolina, have committed to achieving net-zero GHG emissions no later than 2050 and 50 to 52 percent emission reductions by 2030 in support of the U.S. NDC; and

**WHEREAS**, all North Carolinians, irrespective of economic status, cultural heritage, race, religion, or zip code, have the right to enjoy a sustainable environment with clean air, clean water, and clean soil and that is free from environmental injustice; and

**WHEREAS**, climate change disproportionately impacts people of color, low-income communities, and indigenous communities, and responsible solutions to climate change must equitably reduce GHG emissions, increase community resilience, advance sustainable economic recovery and infrastructure investment efforts, promote public health and health equity, and ensure fair treatment and meaningful engagement in decision-making and implementation; and

**WHEREAS**, meaningful, fair, and equitable public engagement in state agency decision-making is necessary to avoid and remedy harmful impacts on communities most severely and frequently impacted by economic and environmental health disparities; and

**WHEREAS**, the cumulative impacts of multiple sources of exposure to environmental stressors in communities and the roles of multiple decision-making entities in addressing the causes that compromise environmental health and quality of life in these communities requires an interagency response; and

**WHEREAS**, climate change is one of the most significant threats to public health, public health impacts largely depend upon living conditions and pre-existing health conditions, and health equity requires that all people have a fair and just opportunity to attain their full health potential; and

**WHEREAS**, Executive Order No. 80, 33 N.C. Reg. 1103-1106 (December 3, 2018) issued on October 29, 2018, "North Carolina's Commitment to Address Climate Change and Transition to a Clean Energy Economy" set North Carolina on a path to a 40 percent reduction in statewide GHG emissions, increases in zero-emission vehicle ("ZEV") adoption, more efficient state buildings, and statewide resilience to climate change impacts through the development and implementation of the N.C. Clean Energy Plan, N.C. ZEV Plan, N.C. Motor Fleet ZEV Plan, N.C. Clean Energy and Clean Transportation Workforce Assessment, and the N.C. Climate Risk Assessment and Resiliency Plan; and

**WHEREAS**, the bipartisan legislation Energy Solutions for North Carolina (Session Law 2021-165) requires the State's investor owned electric utilities to achieve a 70 percent reduction in GHG emissions from 2005 levels by 2030 and carbon neutrality by 2050, Executive Order No. 218 establishes the offshore wind development goals of 2.8 gigawatts ("GW") by 2030 and 8.0 GW by 2040, and North Carolina must decarbonize all sectors of the economy to avoid the worst impacts of climate change; and

**WHEREAS**, reducing GHG emissions and increasing resilience to climate change strengthens and diversifies North Carolina's economy through job growth, consumer savings, technology development, increased economic activity, improved public health, and reduced climate change impacts; and

**WHEREAS**, decarbonizing the transportation sector offers opportunities for economic growth and consumer savings through development and commercialization of new technologies; increased customer adoption of ZEVs beyond current market projections; increased availability and cost-competitiveness of ZEVs, transit, rail, and other transportation options; increased worker productivity; reductions in vehicles miles traveled; and other developments; and

**WHEREAS**, all levels and branches of government, businesses, and residents must take significant action to achieve the goals outlined in this Executive Order and Executive Order No. 80 to decarbonize all sectors of the economy and avoid the worst impacts of climate change, while taking full advantage of the economic benefits associated with transitioning to a clean, equitable economy; and

**WHEREAS**, N.C. Const. Art. III, § 1 provides that the executive power of the State shall be vested in the Governor; and

**WHEREAS**, pursuant to N.C. Gen. Stat. § 147-12(a)(1) it is the Governor's duty to supervise the official conduct of all executive and ministerial officers; and

**WHEREAS**, pursuant to N.C. Gen. Stat. § 143B-4, the Governor is responsible for formulating and administering the policies of the executive branch of the State government.

**NOW, THEREFORE**, by the authority vested in me as Governor by the Constitution and the laws of the State of North Carolina, **IT IS ORDERED**:

**Section 1. North Carolina Goals**

The State of North Carolina will strive to accomplish the following:

- a. Reduce statewide GHG emissions to at least 50 percent below 2005 levels by 2030 and achieve net-zero emissions as soon as possible, no later than 2050; and
- b. Increase the total number of registered, ZEVs to at least 1,250,000 by 2030 and increase the sale of ZEVs so that 50 percent of in-state sales of new vehicles are zero-emission by 2030.

These goals are in addition to those specified in Executive Order No. 80.

## **Section 2. Environmental Justice and Equity**

The Governor's Office and Cabinet agencies shall incorporate environmental justice and equity considerations and benefits in the implementation of this Executive Order, Executive Order No. 80 and Executive Order No. 218 "Advancing North Carolina's Economic and Clean Energy Future with Offshore Wind." Executive Order Nos. 80 and 218 are hereby amended to effectuate this directive. Council of State members, state boards and commissions, higher education institutions, local governments, private businesses, and other North Carolina entities are encouraged to incorporate environmental justice and equity considerations and benefits into their work. Consistent with applicable law, Cabinet agencies shall actively support such actions.

## **Section 3. North Carolina Greenhouse Gas Inventory**

The North Carolina Department of Environmental Quality ("DEQ") shall release an updated North Carolina Greenhouse Gas Inventory by January 31, 2022, and biennially thereafter. The inventory shall calculate GHG emissions statewide and by sector and project future emissions based upon existing policies and trends.

## **Section 4. North Carolina Deep Decarbonization Pathways Analysis**

The Policy Office in the North Carolina Governor's Office, in partnership with Cabinet agencies and interested stakeholders, shall conduct a North Carolina Deep Decarbonization Pathways Analysis ("Pathways Analysis") that evaluates potential emission-reduction pathways for achieving net-zero GHG emissions across North Carolina's economy by 2050 and interim targets. The Pathways Analysis shall be completed for the N.C. Climate Change Interagency Council ("Climate Council") to submit to the Governor within twelve (12) months of this Executive Order to inform next steps for reducing statewide emissions consistent with Section 1 of this Executive Order, Section 1 of Executive Order No. 80, and other goals as appropriate.

## **Section 5. North Carolina Clean Transportation Plan**

The North Carolina Department of Transportation ("DOT"), in partnership with DEQ, the North Carolina Department of Commerce, and other relevant agencies, shall develop a North Carolina Clean Transportation Plan for the Climate Council to submit to the Governor within fifteen (15) months of this Executive Order. The Clean Transportation Plan shall recommend actionable strategies, with an emphasis on near-term action, for decarbonizing the transportation sector consistent with Section 1 of this Executive Order, Section 1 of Executive Order No. 80, and other goals as appropriate. Recommended strategies shall address increased availability, sales, and usage of ZEVs to levels beyond current market projections; reductions in vehicle miles traveled; investment in clean transportation infrastructure; equitable access to clean mobility options; increased availability of non-vehicle transportation modes; a transition to zero- and low-emission fuels; and other relevant topics. The Clean Transportation Plan shall include a focus on transitioning Medium- and Heavy-Duty Vehicles to ZEVs, informed by North Carolina's participation in the Multi-State Medium- and Heavy-Duty Zero-Emission Vehicle Memorandum of Understanding. DOT and other state agencies shall collaborate with transportation experts, municipalities and other local governments, planning organizations, auto manufacturers, automobile dealers, utilities, relevant businesses, North Carolina residents, underserved communities, and other interested stakeholders in developing and implementing the Clean Transportation Plan.

## **Section 6. Social Cost of Greenhouse Gas Emissions**

The federal Interagency Working Group on the Social Cost of Greenhouse Gases ("IWG") plans to publish an update of its social cost of greenhouse gas emissions ("SC-GHG") estimates by January 2022. Within ninety (90) days of the publication of the IWG's updated SC-GHG estimates, the Governor's Office shall begin releasing guidelines for including and considering these estimates in specifically identified Cabinet agency decisions and actions, which the agencies shall follow within the timeframe provided by the guidelines and consistent with applicable law.

Within sixty (60) days of any future IWG updates, the Governor's Office shall revise its SC-GHG guidelines to account for the IWG's latest SC-GHG estimates. Wherever feasible, agencies are encouraged to incorporate the IWG's SC-GHG estimates into agency decision-making processes that impact GHG emissions, even if guidance has not yet been issued for that decision-making context.

Non-Cabinet agencies, the North Carolina Utilities Commission and other boards and commissions, universities, local governments, businesses, and other entities in North Carolina are

encouraged to incorporate the SC-GHG into their decision-making processes. Consistent with applicable law, Cabinet agencies shall actively support such actions.

**Section 7. Environmental Justice Lead**

Each Cabinet agency shall identify an environmental justice and equity lead (“EJ Lead”). Duties of each EJ Lead include the following:

- Serve as the agency point person for environmental justice efforts,
- Inform development and implementation of the agency public participation plan described in Section 8 of this Executive Order,
- Work with EJ Leads in other agencies to share and coordinate related activities, best practices, and relevant data,
- Identify, describe, and post on a readily available page of the agency’s website agency decisions that significantly impact or may significantly impact underserved communities,
- Increase awareness among agency leadership and staff of the history and current impacts of environmental, economic, and racial injustice,
- Take additional actions as appropriate to further the directives of this Executive Order.

**Section 8. Agency Public Participation Plans**

Each Cabinet agency, supported by the Governor’s Office, shall develop an agency public participation plan informed by stakeholder input. The plan shall include best practices for community engagement, meaningful dialogue, and efficient mechanisms to receive and incorporate public input into agency decision-making. Agency public participation plans shall aim to improve communication, foster relationships, and enhance transparency in decision-making with all members of the public, including underserved communities and populations with limited English proficiency. Each Cabinet agency shall publish its agency public participation plan on its website by June 1, 2022, and update it annually thereafter.

Council of State members, higher education institutions, local governments, private businesses, and other North Carolina entities are encouraged to develop and follow their own public participation plans.

**Section 9. Community Input on Environmental Justice**

The North Carolina Governor’s Office and Cabinet agency leadership, in consultation with the Andrea Harris Task Force and the DEQ Secretary’s Environmental Justice and Equity Board, shall seek public input on additional executive action to advance environmental justice, equity, and affordability priorities of North Carolinians that live in, work in, or represent low- and moderate-income communities, indigenous communities, and communities of color. The State will engage a third party to facilitate conversations to identify and prioritize key issues, including cumulative impacts, and recommendations for future action within applicable law.

**Section 10. Distribution of State and Federal Funds**

Cabinet agencies shall invest applicable federal and state funding, consistent with applicable law, with an emphasis on achieving directives in this Executive Order and Executive Order Nos. 80 and 218, including but not limited to actions that reduce GHG emissions and air pollution, promote resiliency, invest in historically underserved communities, increase affordability for low- and moderate-income households, advance health equity, and create jobs and economic growth through a clean North Carolina economy. In addition, Cabinet agencies shall take reasonable steps, including working with the Office of Public Engagement and Inclusion, to alert North Carolina residents and businesses, particularly those in underserved communities, of state and federal grant opportunities for advancing these priorities.

**Section 11. Public Health and Health Equity**

The North Carolina Department of Health and Human Services, in partnership with other relevant Cabinet agencies, shall work to increase understanding and awareness of the health impacts of climate change through activities such as providing public updates on heat-related illness and other climate-related health impacts; sharing information about effects on children and disproportionate effects on underserved communities and people of color; and partnering with non-Cabinet agencies, public health agencies, community organizations, and research institutions.

**Section 12. Workforce Diversity**

The Climate Council shall create a workgroup to identify strategies for increasing workforce diversity in industries and occupations that are critical to understanding and addressing climate change in North Carolina. The DEQ Secretary shall name the workgroup Chair and members to represent a diverse mix of viewpoints with expertise in relevant areas. The Climate Council shall report the workgroup's findings to the Governor and other interested parties within nine (9) months of this Executive Order.

**Section 13. Clean Energy Youth Apprenticeship Program**

The Governor's Office, DEQ, and the Department of Commerce shall partner with the North Carolina Business Committee for Education, the North Carolina Community College System Office, the North Carolina Department of Public Instruction, the University of North Carolina System, Historically Black Colleges and Universities, and other stakeholders to establish clean energy youth apprenticeship programs that prepare graduates for fulfilling, well-paying careers in North Carolina's clean energy economy through work-based learning, aligned curriculum and credential attainment. The North Carolina Business Committee for Education, in partnership with state agencies and stakeholders, is encouraged to establish clean energy youth apprenticeship programs in at least five (5) additional learning sites, with an emphasis on educational institutions that serve underrepresented communities.

**Section 14. Miscellaneous**

This Executive Order is consistent with and does not otherwise abrogate existing state law.

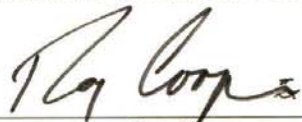
This Executive Order is not intended to create, and does not create, any individual right, privilege, or benefit, whether substantive or procedural, enforceable at law or in equity by any party against the State of North Carolina, its agencies, departments, political subdivisions, or other entities, or any officers, employees, or agents thereof.

If any provision of this Executive Order or its application to any person, agency, or entity is held invalid by any court of competent jurisdiction, this invalidity does not affect any other provision or application of this Executive Order that can be given effect without the invalid provision or application. To achieve this purpose, the provisions of this Executive Order are declared to be severable.

**Section 15. Effective Date**

This Executive Order is effective immediately and shall remain in effect until rescinded or superseded by another applicable Executive Order.

IN WITNESS WHEREOF, I have hereunto signed my name and affixed the Great Seal of the State of North Carolina at the Capitol in the City of Raleigh, this 7<sup>th</sup> day of January in the year of our Lord two thousand and twenty-two.

  
\_\_\_\_\_  
Roy Cooper  
Governor

ATTEST:

  
\_\_\_\_\_  
Elaine F. Marshall  
Secretary of State



## Michael Kelly

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**From:** Jennifer L. Weiss <NC-Clean-Transportation@PublicInput.com>  
**Sent:** Tuesday, March 15, 2022 1:34 PM  
**To:** Michael Kelly  
**Subject:** Everyone Invited to N.C. Clean Transportation Plan Virtual Information Session April 1



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Dear Transportation Stakeholder:

We're inviting you to learn more about the plan being developed to help North Carolina transition to a clean transportation future.

The N.C. Department of Transportation will host the first in a series of public information sessions on the [N.C. Clean Transportation Plan](#) from 10 a.m.-Noon April 1. The session will be virtual on the GoToWebinar platform and is free. Anyone is welcome to attend.

Governor Roy Cooper directed NCDOT to develop the Clean Transportation Plan in [Executive Order 246](#).

[The N.C. Clean Transportation Plan](#) will outline the strategies North Carolina can use to reduce greenhouse gas emissions, increase the use of zero-emission vehicles, advance environmental justice and create good-paying jobs tied to clean transportation.

The governor's executive order, which was titled "North Carolina's Transformation to a Clean, Equitable Economy," builds upon an earlier executive order and establishes a goal to reduce greenhouse gas emissions by 50 percent and increase the state's registered zero-emission vehicles to 1.25 million vehicles by 2030.

Executive Order 246 calls on anyone interested to provide input about how North Carolina can transition to a clean transportation future.

If you would like to learn more by attending the April 1 information session, register at:

<https://attendee.gotowebinar.com/register/4705302158544359182>

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

Please spread the word and forward this email to others who might be interested in North Carolina's clean transportation future.

Sincerely,



Jennifer L. Weiss  
Senior Advisor for Climate Change Policy  
N.C. Department of Transportation  
jlweiss@ncdot.gov