



NC Capital Area **Metropolitan Planning Organization**

WELCOME!

*Today's Executive Board meeting is being held online.
The meeting will begin shortly.*

Please be prepared to mute your audio following roll call.

Call In: 650-479-3208 Meeting Code: 474 734 329 Meeting Password: MEET

PUBLIC COMMENTS SPEAKER SIGN UP SHEET:

<https://docs.google.com/spreadsheets/d/1iQ8tjZxUBR4MKXXCQUQ8JWEsIQGYHNB4DmhP6A0vPkU/edit?usp=sharing>

Download Presentation Slides: <https://campo.legistar.com/Calendar.aspx>



NC Capital Area **Metropolitan Planning Organization**

Executive Board Meeting

May 18, 2022

4:00 PM

1. Welcome and Introductions

Roll Call of Voting Members & Alternates

Town of Angier

Town of Apex

Town of Archer Lodge

Town of Bunn

Town of Cary

Town of Clayton

City of Creedmoor

Franklin County

Town of Franklinton

Town of Fuquay-Varina

Town of Garner

GoTriangle Bd. Trustees

Granville County

Harnett County

Town of Holly Springs

Johnston County

Town of Knightdale

Town of Morrisville

NCDOT - Div 4

NCDOT - Div 5

NCDOT - Div 6

City of Raleigh

Town of Rolesville

Wake County

Town of Wake Forest

Town of Wendell

Town of Youngsville

Town of Zebulon

Ex Officio Non-Voting Members:

Federal Highway Admin.

NC Turnpike Authority

2. Adjustments to the Agenda

3. Ethics Statement:

In accordance with the State Government Ethics Act, it is the duty of every Executive Board member to avoid conflicts of interest.

Does any Executive Board member have any known conflict of interest with respect to matters coming before the Executive Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

4. Public Comments

This is an opportunity for comments by those in attendance. Please limit comments to three (3) minutes for each speaker.

5. Consent Agenda

5.1 Minutes – April 20, 2022 Executive Board Meeting

-Approve Minutes.

5.2 Wake Transit FY 22, 4Q Amendments

-Approve the FY 22, 4Q amendment requests.

5.3 FFY 2022 FTA Section 5307, 5340, and 5339 Distribution

-Approve the sub-allocation of FFY 2022 Section 5307, 5340, and 5339 funds in the amounts shown in the attached split letter to the FTA.

5.4 Wake Transit Financial Review – Wake County ILA

-Authorize the CAMPO Executive Director to execute the ILA with Wake County.

Requested Action:

Approve all items on the Consent Agenda.

6. Public Hearings

6.1 Strategic Plan Update

6.2 Wake Transit FY 23 Work Plan

6.1 Strategic Plan Update

OVERVIEW OF THE STRATEGIC PLAN

- Strategic Plan at-a-Glance
- Creating the Strategic Plan
- CAMPO's Strategic Plan
- Appendix:
 1. Sample Tactical Items
 2. CAMPO's Leadership Members



CREATING THE STRATEGIC PLAN

May 2021

Staff Kick-off
Sessions



**June - July
2021**

Member
Engagement,
Phase One



**July-August
2021**

Workgroup Kick-
off Session



**September
2021**

Executive Board
Strategic Plan
Retreat



**October
2021**

TCC Strategic
Plan Retreat



**November
2021**

Strategic Planning
Retreat with Staff
Leadership



**January
2022**

CAMPO Staff
Strategic Retreat



**January-
February
2022**

Draft the
Strategic Plan



**February-
March
2022**

Finalize and
Adopt the
Strategic Plan





Vision

The Capital Area Metropolitan Planning Organization (CAMPO) will move towards a seamless integration of transportation services that offer a range of travel choices and are compatible with the character and development of our communities, sensitive to the environment, improve quality of life, and are safe and accessible for all.

CAMPO's purpose is to fulfill our core functions:

1. Provide a fair and impartial setting for decision making
2. Involve the public in decision making
3. Maintain the regional Metropolitan Transportation Plan (MTP)
4. Maintain the regional Transportation Improvement Program (TIP)

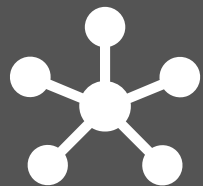
Purpose

Located on Page 3
of Strategic Plan

- **Technology & Innovation**
- **Forward Thinking**
- **Regionally Focused**
- **Safety**

- **Holistic View of Transportation**
- **Integrated Transportation Champion**
- **Equity**
- **Strong Education and Outreach**

Located on Page 3
of Strategic Plan



Guiding Principles

2014 STRATEGIES

Public
Engagement
and Education

Partnering
With Others

Educating
Elected
Officials

Policy
Leadership

Operational
Excellence for
CAMPO



Located on Page 4
of Strategic Plan

NEW FOCUS AREAS AND GOAL STATEMENTS



Increased Land Use and Transportation Coordination

CAMPO will strive to connect land use decisions to realistic transportation options beyond only roadways.



Increased Focus on Diversity, Equity, and Inclusion

CAMPO will work to improve both its internal and external focus on diversity, equity, and inclusion to ensure the development of an equitable transportation system.



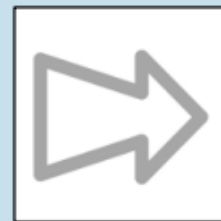
Enhanced Bike-Ped Coordination

CAMPO will create programs, policies, and initiatives that will increase the coordination of bike-ped infrastructure in the region.



Active Role as Transit Champion and Coordinator Regionally and Locally

CAMPO will continue to be a leading voice in supporting a regionally and locally developed transit systems by being an active champion.



Prepared for the Future

CAMPO will work to prepare the organizations, existing members, and new jurisdictions for a potential expansion of CAMPO's service boundaries.



CAMPO'S STRATEGIC PLAN

This section includes CAMPO's vision, mission, and values.

Additionally, this section incorporates the five focus areas established by the Board, staff, and stakeholders.



**Increased Land
Use and
Transportation
Coordination**



**Increased Focus
on Diversity,
Equity, and
Inclusion**



**Enhanced
Bike-Ped
Coordination**



**Active Role as Transit
Champion and
Coordinator
Regionally and Locally**



**Prepared
for the Future**

6.1 Strategic Plan Update

- Public Comment period closed May 17th
- Public Hearing on May 18th

Requested Action:

Conduct a Public Hearing.

Approve the CAMPO Strategic Plan Update.

6.2 Wake Transit FY 2023 Work Plan

Important Dates

ACTION	DATE
TPAC Considers Recommending Work Plan for Adoption	April 20 th
CAMPO/GoTriangle Public Comment Period for Recommended Work Plan	April 29 th – May 29 th
FY23 Recommended Wake Transit Work Plan Public Hearing - CAMPO Executive Board	May 18 th
CAMPO TCC Considers Recommendation of Adoption	June 2 nd
CAMPO Executive Board Considers Adoption	June 15 th
GoTriangle Board of Trustees Considers Adoption	June 22 nd

6.2 Wake Transit FY 2023 Work Plan

FY23 Modeled Revenues

Local	FY23 Draft	FY23	
		Recommended	B/(W)
½ Cent Local Option Sales Tax	104,000	107,500	3,500
Vehicle Rental Tax	3,200	3,800	600
\$7.00 Vehicle Registration Tax	6,940	6,940	-
\$3.00 Vehicle Registration Tax	2,970	2,970	-
Subtotal Local:	117,110	121,210	4,100
Federal	497	497	-
State	-	-	-
Farebox	520	-	(520)
Total FY 2023 Modeled Sources	118,127	121,707	3,580

← FY23 Fares Removed

FY21 Actuals: Local Revenue - \$117M

FY23 Wake Transit Farebox Budgeted – Zero Dollars

FY22 YTD - Actuals

½ cent Sales Tax (July-Jan) - \$68.7M

Registration Fees (July-Mar) - \$7.0M

Vehicle Rental (July-Mar) - \$2.9M

Total - \$78.6M

6.2 Wake Transit FY 2023 Work Plan

FY23 Modeled Expenditures

	FY23 Draft	FY23 Recommended	B/(W)	
Bus Operations	\$21,500	\$21,640	(\$140)	← C.P.H increase
Community Funding Area	2,084	2,084	-	
Other Bus Operations	518	92	426	← Fare Suspension Savings
Transit Plan/Tax District Administration	5,686	6,032	(346)	←
Total FY 2023 Modeled Operating	\$29,788	\$29,848	(\$60)	← Incr. Staffing Costs

Community Funding Area (Pending project selection) - \$903K

6.2 Wake Transit FY 2023 Work Plan

FY23 Modeled Expenditures

	FY23		
Capital Projects	FY23 Draft	Recommended	B/(W)
Maintenance Facility	\$ 16,910	\$ 16,910	\$ -
Transit Center/Transfer Point Improvements	7,407	7,757	(350)
Park-and-Ride Improvements	5,840	5,840	-
Bus Stop Improvements	4,115	4,115	-
Technology	1,082	1,082	-
Total Bus Infrastructure	\$ 35,353	\$ 35,703	\$ (350)
Bus Rapid Transit	\$ 7,630	\$ 7,630	\$ -
Bus Acquisition*	3,653	3,653	-
Total Projects Modeled (excl. Bus Infrastructure)	\$ 11,283	\$ 11,283	\$ -
Total Capital	\$ 46,636	\$ 46,986	\$ (350)
<i>Allocation to Wake Capital Reserve \$44.8M</i>			
* - Includes ADA and Support Vehicles			

6.2 Wake Transit FY 2023 Work Plan

Notable Modifications From Draft to Recommended FY23 Work Plan

Operating Projects

- 1.0 FTE request from CAMPO for new Senior Transit Planner/Analyst
 - TO002-BC: New Senior Planner – FY23 Allocation: ~\$158K
- Increases to Cover Competitive Hiring Market for Town of Cary Staff
 - TO002-N, AC, AD, AE, & AV: Increase - ~\$59K
- Additional 0.5 FTE for GoTriangle's Finance Team (Tax District Administration); Re-Allocation of 0.4 FTE from Paralegal to Legal & additional 0.4 FTE for Real Estate services
 - TO001-F & TO002-R: Increase - ~\$129K
- GoTriangle Bus Operations Cost Per Hour Increase
 - TO005: A, C, D, X, & AS: Increase - \$140K
- FY23 Fare Suspension Impact (Youth GoPass, Hold Harmless, Mobile Ticketing)
 - Decrease - \$425K
- Community Funding Area Program
 - Town of Fuquay-Varina: Transit Feasibility Plan (New Project: FY23 Allocation: \$50K)
 - Town of Apex: GoApex Route 1 Fixed-Route Circulator (Increase ~\$16K)
 - Reserve (Decrease ~\$66K)

6.2 Wake Transit FY 2023 Work Plan

Draft vs. Recommended Operating Budget

BUDGET CATEGORY	DRAFT FY 23 BUDGET	RECOMMENDED FY23 BUDGET	CHANGE	DRAFT HORIZON BUDGET	RECOMMENDED HORIZON BUDGET	CHANGE
TAX DISTRICT ADMIN (TO001)	\$513,871	\$551,371	\$37,500	\$4,990,575	\$5,608,288	\$617,713
TRANSIT PLAN ADMIN (TO002)	\$5,171,764	\$5,479,394	\$307,630	\$49,754,088	\$52,441,580	\$2,687,492
BUS OPERATIONS (TO003, 004, 005)	\$24,102,125	\$23,766,721	\$(335,404)	\$299,913,526	\$300,353,361	\$439,835
BRT OPERATIONS (TO006)	\$0	\$0	\$0	\$19,555,814	\$19,555,814	\$0
WAKE TRANSIT TOTAL	\$29,787,760	\$29,797,486	\$9,726	\$374,214,003	\$377,959,043	\$3,745,040

(FY23 ALLOCATION & HORIZON)

6.2 Wake Transit FY 2023 Work Plan

Notable Modifications From Draft to Recommended FY 23 Work Plan

Capital Projects

- Fund Town of Fuquay-Varina's CFAP planning study to determine local and regional need
 - New Project: TC003-S – \$50K
- GoTriangle Expansion of Bus Operations and Maintenance Facility (Wake County Share)
 - Request to move \$350K of FY24's original \$2.28M in Planning and Design funding into FY23.

6.2 Wake Transit FY 2023 Work Plan

Draft vs. Recommended Work Plan Capital Budget

BUDGET CATEGORY	DRAFT FY23 BUDGET	RECOMMENDED FY23 BUDGET	CHANGE	DRAFT HORIZON BUDGET	RECOMMENDED HORIZON BUDGET	CHANGE
VEHICLE ACQUISITION (TC001)	\$3,652,840	\$3,652,840	\$0	\$14,2163,731	\$14,2163,731	\$0
BUS INFRASTRUCTURE (TC002)	\$34,271,713	\$34,621,713	\$350,00	\$319,581,130	\$319,581,130	\$0
OTHER CAPITAL (TC003)	\$1,081,600	\$1,131,600	\$50,000	\$14,168,621	\$14,218,621	\$50,000
COMMUTER RAIL TRANSIT (TC005)	\$0	\$0	\$0	\$31,710,371	\$31,710,371	\$0
BRT OPERATIONS (TC006)	\$7,630,000	\$7,630,000	\$0	\$259,655,078	\$259,655,078	\$0
WAKE TRANSIT TOTAL	\$29,787,760	\$29,797,486	\$400,000	\$767,278,931	\$767,328,931	\$50,000

(FY23 ALLOCATION & HORIZON)

6.2 Wake Transit FY 2023 Work Plan

Included in the Plan: Operating Projects

- Continue Operating Projects Initiated in Prior Fiscal Years (Multiple Partners)
- New Route 9 - Hillsborough Street (City of Raleigh)
- Marketing for Bus System Expansion (City of Raleigh)
- 3.0 FTE's (City of Raleigh)
 - Fiscal Analyst
 - Engineering & Construction Management
 - Senior Real Estate Analyst
- 1.0 FTE (GoTriangle)
 - Project Implementation Team



6.2 Wake Transit FY 2023 Work Plan

Included in the Plan: Capital Projects

- Bus Stop, Park-and-Ride and Transfer Point Improvements
 - GoRaleigh
 - GoCary
 - GoTriangle
 - New Hillsborough / I-440 Park-and-Ride (Construction)
- Transit Center Land Acquisition, Design, and Updates
 - Midtown Transit Center
 - Triangle Town Center Updates
 - East Raleigh Community Transit Center
- Maintenance Facility Improvements
 - Expansion of GoRaleigh Operations Facility (Design / Construction)
 - GoRaleigh / GoWake Access Paratransit Maintenance & Operations Facility (Design)
 - Raleigh Union Station Bus Facility (Construction / Art Installation)
- Technology Investments



6.2 Wake Transit FY 2023 Work Plan

Included in the Plan: Capital Projects cont.

- Vehicle Acquisition
 - GoRaleigh
 - Fixed Route Vehicles
 - Paratransit Vehicles
 - Support Service Vehicles
 - GoTriangle
 - Fixed Route Vehicles
- Bus Rapid Transit
 - Southern Corridor Bus Rapid Transit Facility
 - Art Retention Fee
 - Project Development and Final Design



6.2 Wake Transit FY 2023 Work Plan

Next Steps:

- Public comment period closes May 29
- CAMPO and GoTriangle to consider final adoption in June 2022

Requested Action:
Conduct Public Hearing.

Roll Call Vote for Action Items:

*Consent Agenda (April 20 minutes, Wake Transit FY22 4Q Amendment, FFY 22 FTA Section 5307, 5340, and 5339 Distribution, Wake Transit Financial Review);
Strategic Plan Update*

Town of Angier

Town of Apex

Town of Archer Lodge

Town of Bunn

Town of Cary

Town of Clayton

City of Creedmoor

Franklin County

Town of Franklinton

Town of Fuquay-Varina

Town of Garner

GoTriangle Bd. Trustees

Granville County

Harnett County

Town of Holly Springs

Johnston County

Town of Knightdale

Town of Morrisville

NCDOT - Div 4

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NCDOT - Div 6

City of Raleigh

Town of Rolesville

Wake County

Town of Wake Forest

Town of Wendell

Town of Youngsville

Town of Zebulon

Ex Officio Non-Voting Members:

Federal Highway Admin.

NC Turnpike Authority

7. Regular Agenda

7.1 Triangle Regional Travel Survey Update

7.2 Overview of the Joint Office of Energy and Transportation : Electric Vehicle and Infrastructure Updates

7.1 Triangle Regional Travel Survey Update

Impact of COVID on Household Travel in the Triangle

Based on 2018 and 2021 Triangle Household Travel Surveys

*Institute for Transportation Research and Education,
North Carolina State University*

Presentation Overview

01

What is the survey?

- + *What is the household travel survey?*
- + *How do we use it?*
- + *How does it fit in with other data collection efforts?*
- + *Why is it recurring?*
- + *What data are collected?*
- + *How is the data collected?*

02

What are our findings?

- + *How did Triangle Travel Patterns change in the pandemic in terms of:*
 - *Overall travel markets*
 - *Reasons for travel*
 - *Mode of travel*
 - *Commuting*
 - *Daily travel patterns*

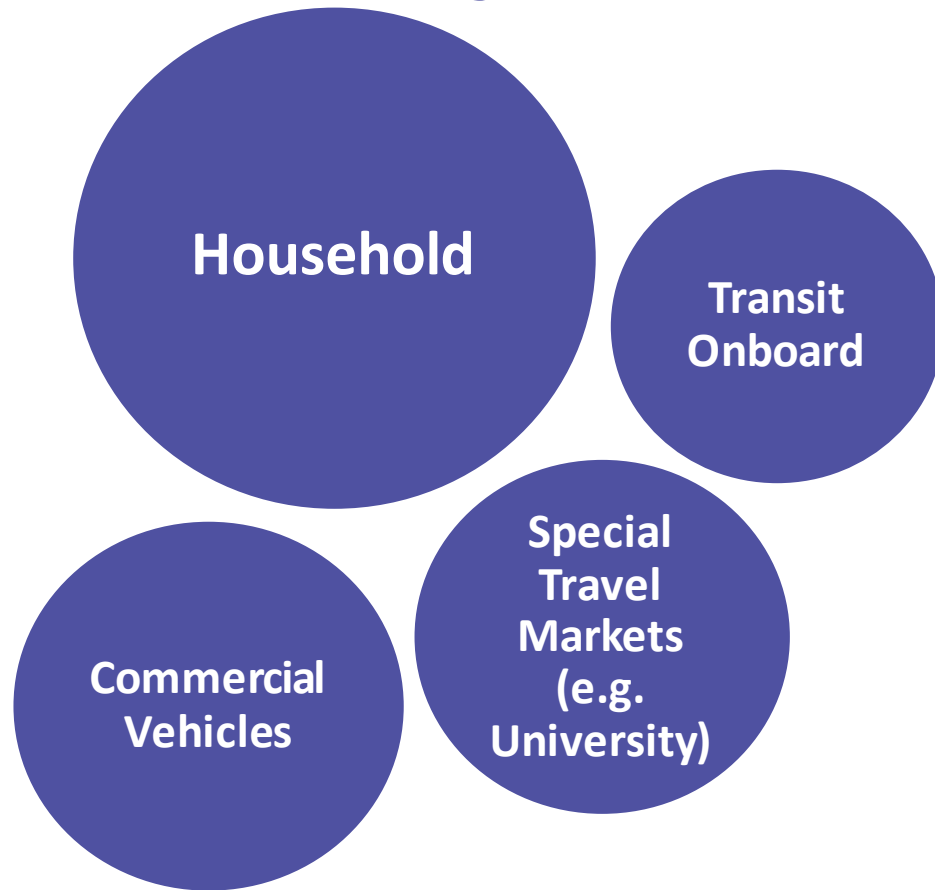
03

What does this mean?

- + *How can this data inform scenario planning?*
- + *How can this data help us plan for a more resilient future?*

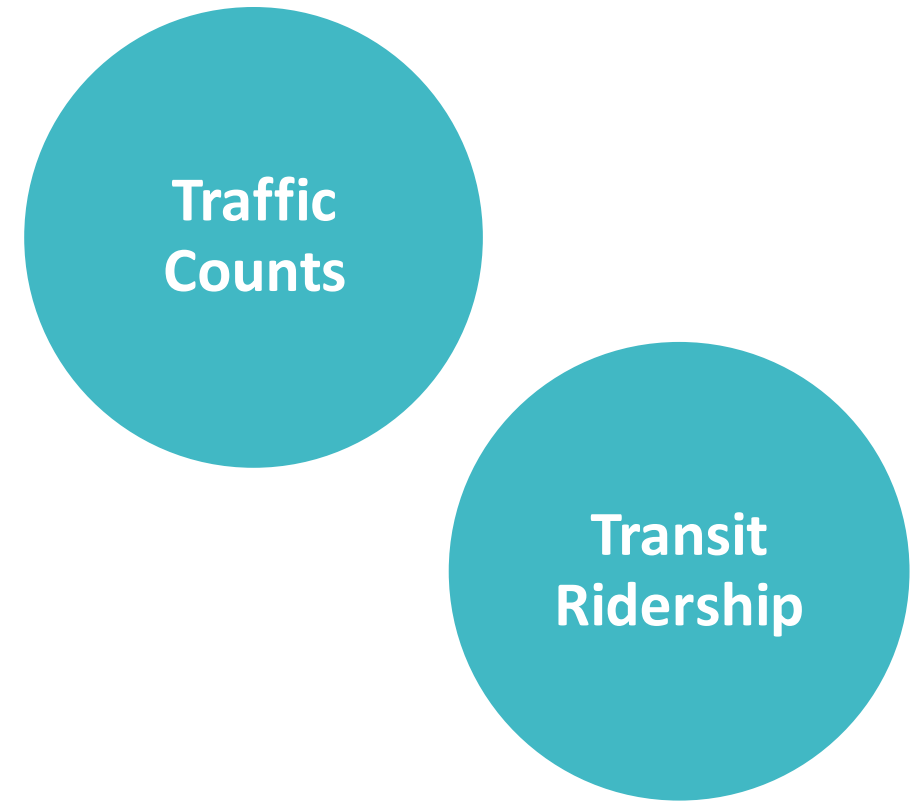
What is it and how does it fit in with other data collection efforts?

Survey



PURPOSE: Estimate & Calibrate

Data



PURPOSE: Validate

Why is it a 'recurring' survey?

Unweighted *households*, *people* and *trips*, after processing and cleaning.



4,169

1,498

1,120



9,207

3,119

2,188



38,065

12,249

12,326

March & April

October & November

February & March

2016

2018

2021

What data is collected?



Households

- + Household size
- + Number of workers
- + Vehicle availability
- + Income
- + Home address
- + Residence type



People

- + Gender
- + Age
- + Race
- + Education
- + License
- + Employment
- + Commute
- + School info



Trips

- + Travel date & time
- + Origin & destination
- + Mode
- + Activity
- + Parking and tolling
- + Transit boarding and alighting

How is the data collected?

TRIANGLE
TRAVEL SURVEY



324 S Wilmington St #105 | Raleigh, NC 27601

Your household is invited to participate.

To Begin:



Go online:
triangletravelsurvey.com

OR

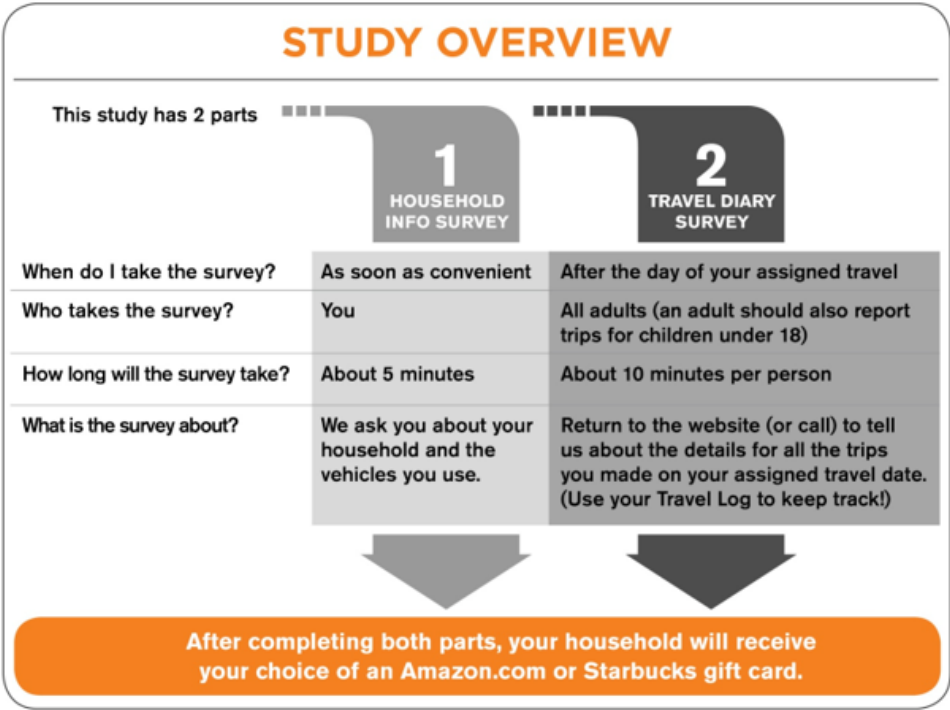


Call toll free:
[\(800\) 980-0035](tel:(800)980-0035)

Your access code is: **TTS123**

How is the data collected?

Remember, your household's travel date is <travel date>!



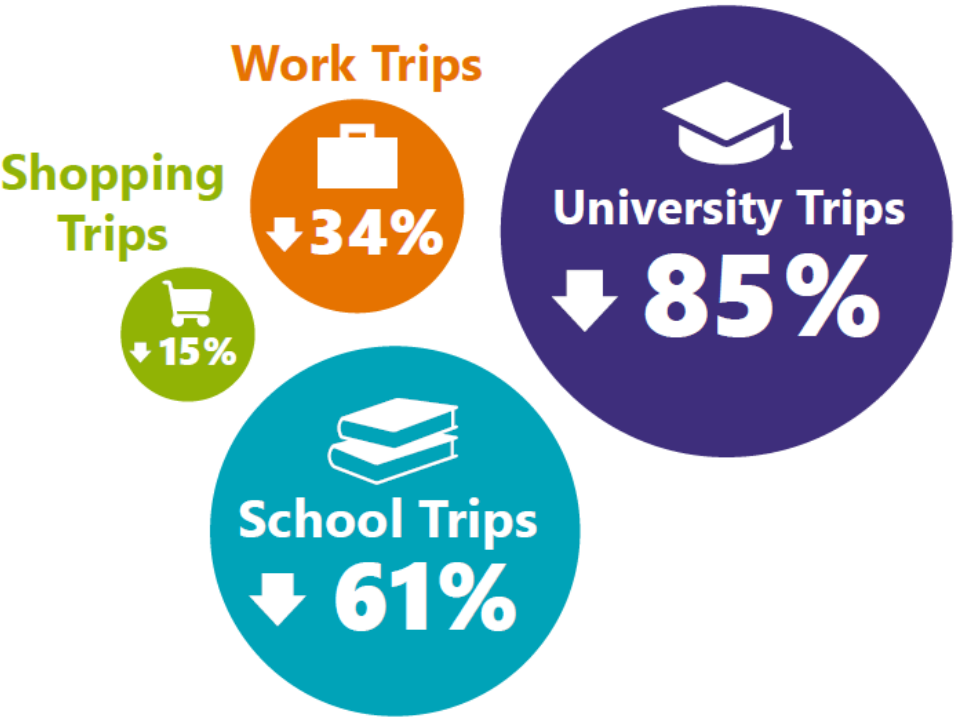
Overall Trip Statistics

	2018	2021
Total Person Trips	6,857,412	4,293,700
Total Vehicle Trips	5,717,259	3,843,879
Total VMT	31,582,984	16,586,631
Total PMT	42,317,315	21,413,577
Average Trip Length (all modes)	6.2	5.0
Average Trip Length (auto)	7.0	5.4
Average Daily Trips per Household	9.8	5.7
Average Daily Trips per Person	4.0	2.4
Daily PMT per Person	24.7	12.0
Daily VMT per Household	57.5	27.6

Using weighted and expanded survey data.

Trip Making

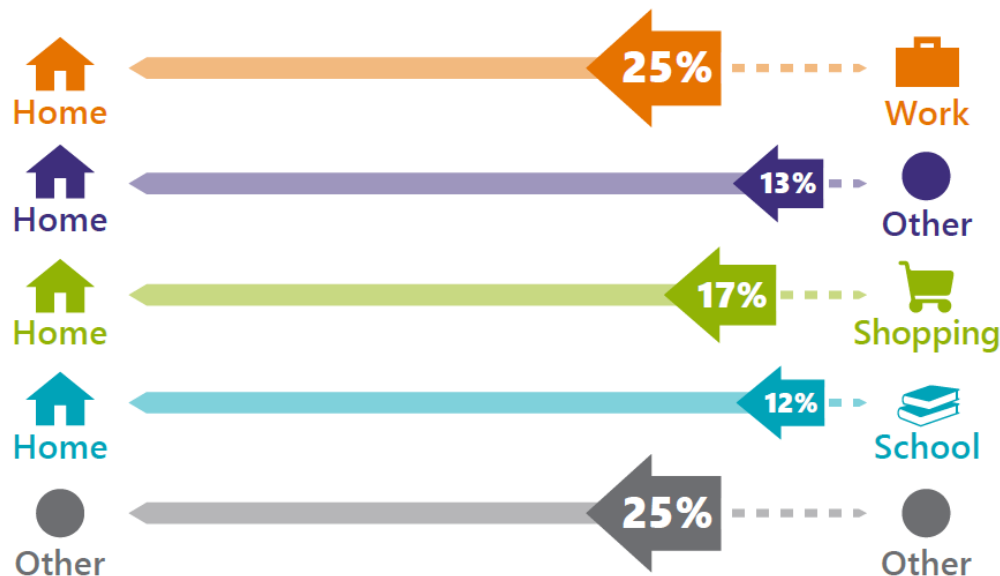
The pandemic impacted the reasons why we travel. The number of trips went down by:



Average Trips / HH	2018	2021
Home to Work	1.03	0.63
Home to Shop	0.94	0.74
Home to School	0.80	0.26
Home to University	0.13	0.02
Home to Other	3.63	2.25
Other to other	3.33	1.76

Trip Lengths

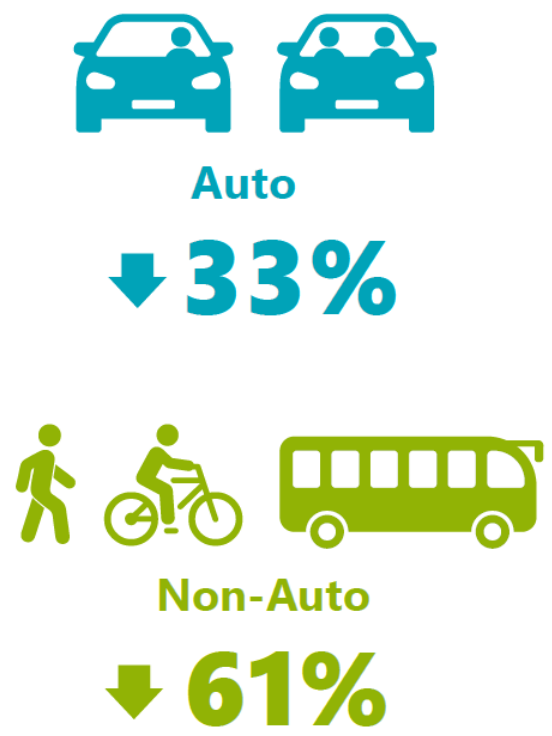
Average travel distances by trip purpose declined by:



Average Trip Length	2018	2021
Home to Work	11.71	8.81
Home to Shop	5.05	4.21
Home to School	5.90	5.21
Home to Other	5.45	4.74
Other to other	5.89	4.44

Mode of Travel

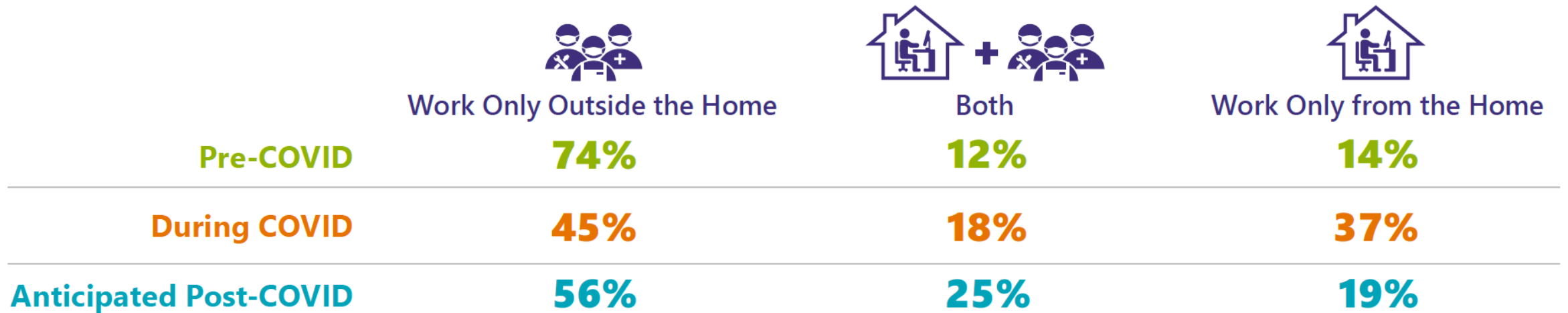
How we traveled during the pandemic was impacted. Trips made by these modes declined by:



Total Trips	2018	2021
auto	5,717,259	3,843,879
bus	103,476	19,048
school bus	197,892	10,379
bike	42,477	23,478
walk	767,301	374,039
other	29,007	22,877

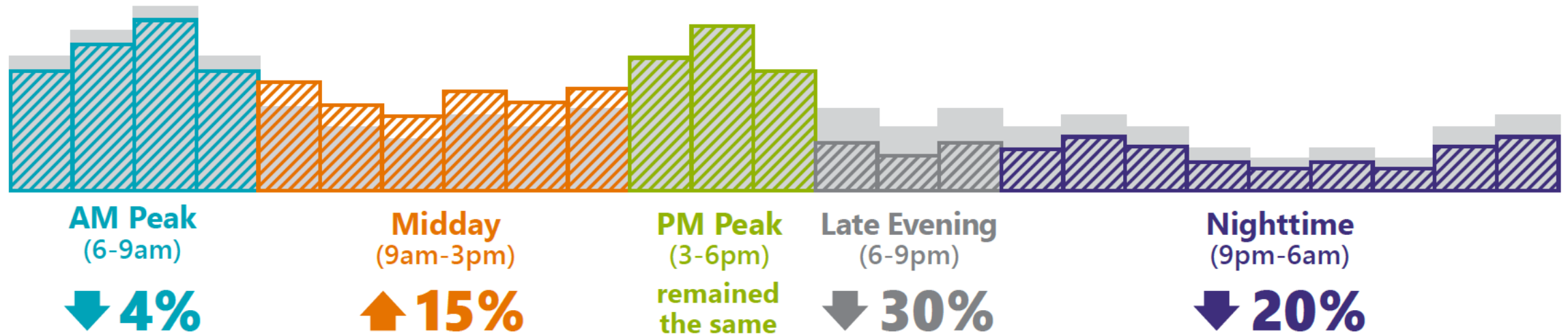
Commuting

2021 survey participants were asked about their teleworking behavior pre-COVID, during-COVID, and post-COVID:



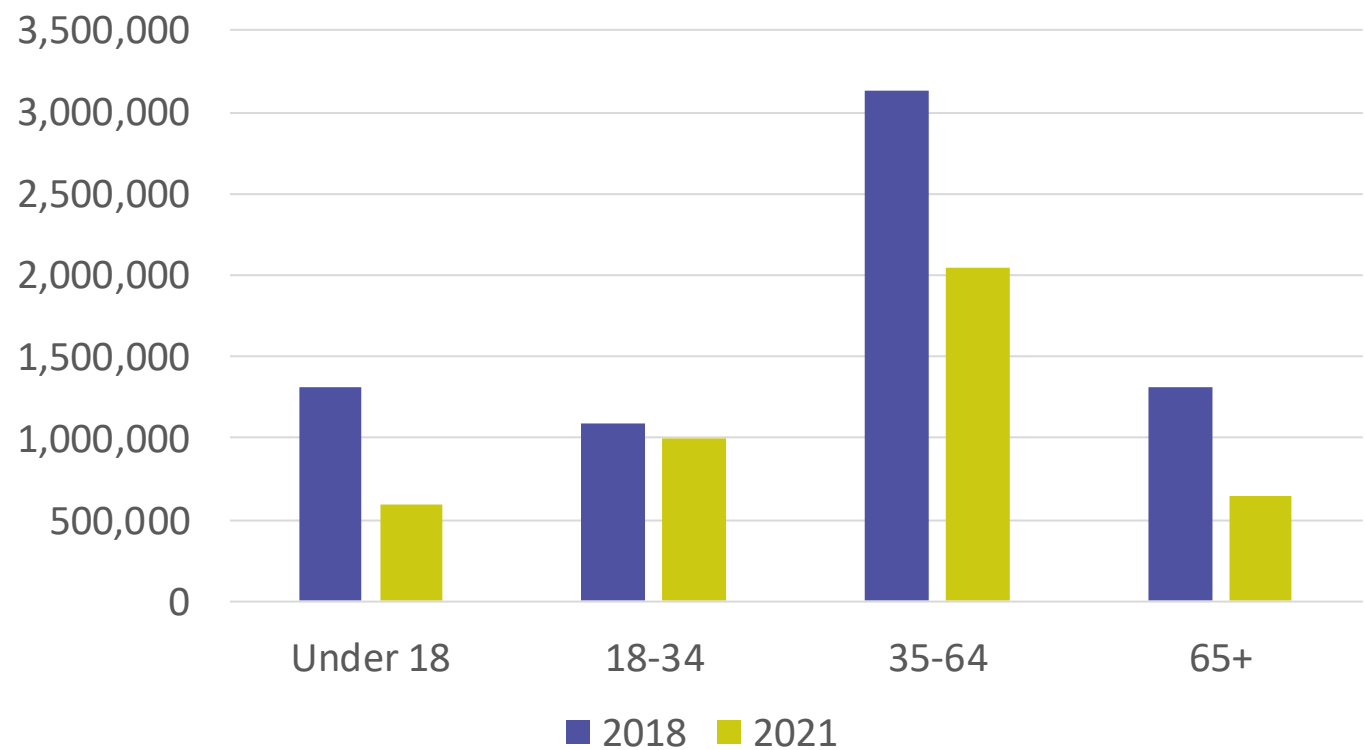
Daily Travel Pattern

The percentage of trips made during these time periods changed by:



Observations by Age Group

Children and seniors traveled significantly less.



 **Children** traveled **55%** less

 **Seniors** traveled **51%** less

What Stayed the Same

DEMOGRAPHICS



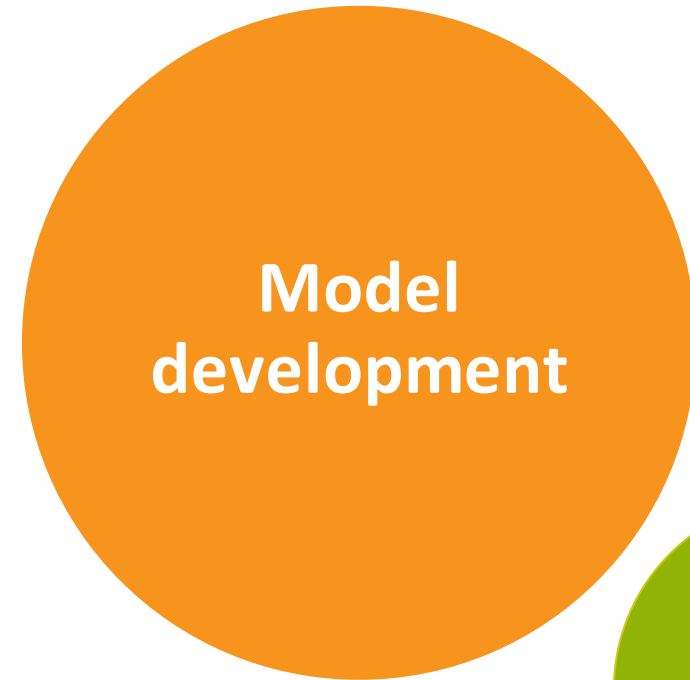
REASON FOR TRAVEL



TRAVEL MODE



How can we use this data?



This study was conducted by the Institute for Transportation Research and Education at NC State University. The work was sponsored by the N.C. Department of Transportation, Capital Area Metropolitan Planning Organization, Durham-Chapel Hill-Carrboro Metropolitan Planning Organization and GoTriangle.

Questions?

About the surveys:

To support transportation planning in the Triangle Region, travel behavior survey data is collected every other year. This recurring survey effort started in 2016 with 4,194 households. The sample size for subsequent years is smaller, with survey data from 1,498 households in 2018, and 1,120 households in 2021. Data collection was delayed from the fall of 2020 to the spring of 2021 due to the COVID-19 pandemic. Data collection covers the entire Triangle region which includes Durham, Orange, Wake, Chatham, Franklin, Granville, Harnett, Johnston, Nash and Person counties. The benefit of a recurring travel survey is the ability to track travel behavior changes overtime. A challenge of the recurring survey is the smaller sample size which can cause lumpiness in the data and influence trend analysis for any given year.



7.1 Triangle Regional Travel Survey Update

Requested Action:

Receive as information.

7.2 Overview of the Joint Office of Energy and Transportation: Electric Vehicle and Infrastructure Updates

Electric Vehicle and Infrastructure Updates

Capital Area Metropolitan Planning Organization (CAMPO)

Triangle Clean Cities Coalition
Triangle J Council of Governments

5.18.2022



Presentation Objectives

1. Overview – Electric Vehicle and Charging Types
2. US Department of Energy Clean Cities Program
3. Joint Office of Energy & Transportation – National Electric Vehicle Initiative (NEVI)
4. Bipartisan Infrastructure Law (BIL) Opportunities for Rural America
5. NC Clean Transportation Plan
6. Non-BIL Funding Opportunities: VW Settlement, Clean Fuel Advanced Technology Grant
7. Q&A

Overview - Vehicles

► Hybrid Electric Vehicles (HEVs)






► Plug-In Hybrid Electric Vehicles (PHEVs)



► All-Electric Vehicles (EVs)



Overview - Charging

 AC Level 1	 AC Level 2	 DC Fast Charge
Voltage 120V 1-Phase AC	Voltage 208V or 240V 1-Phase AC	Voltage 208V or 480V 3-Phase AC
Amps 12 – 16 Amps	Amps 12 – 80 Amps (Typ. 32 Amps)	Amps <125 Amps (Typ. 60 Amps)
Charging Loads 1.4 to 1.9 kW	Charging Loads 2.5 to 19.2 kW (Typ. 7kW)	Charging Loads <90 kW (Typ. 50kW)
Charge time for vehicle 3 – 5 miles of range per hour	Charge time for vehicle 10 – 20 miles of Range per hour	Charge time for vehicle 80% Charge in 20 – 30 minutes

US Department of Energy Clean Cities Program



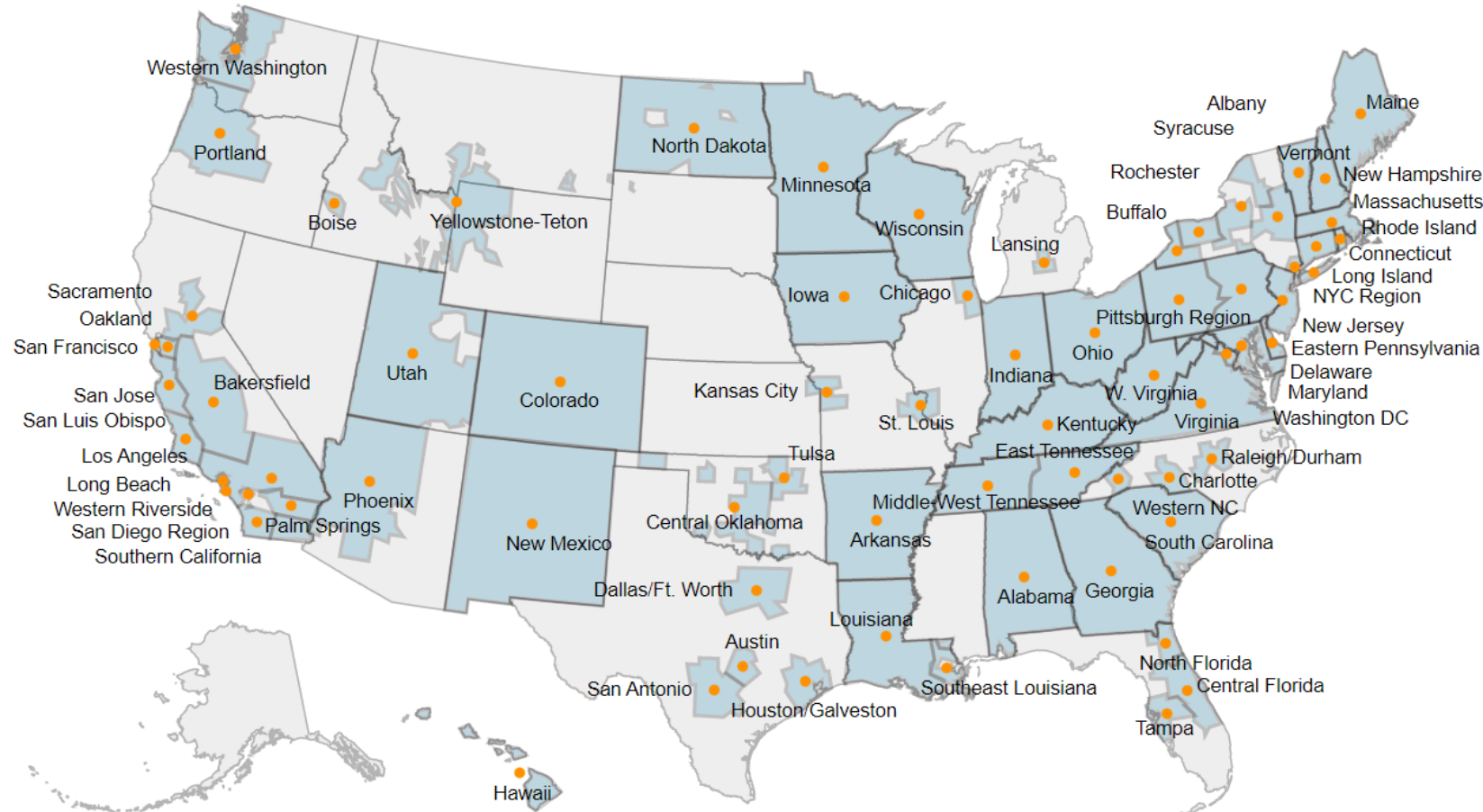
Triangle Clean Cities

- ▶ What is the Triangle Clean Cities Coalition?
 - ▶ Program housed at Triangle J COG
 - ▶ Promote domestic alternative fuels and shift away from petroleum use where possible
 - ▶ Education and Outreach around:
 - ▶ Alternative and renewable fuels
 - ▶ Idle-reduction measures
 - ▶ Fuel economy improvements
 - ▶ Practice and policy changes
 - ▶ Emerging transportation technologies



Triangle Clean Cities

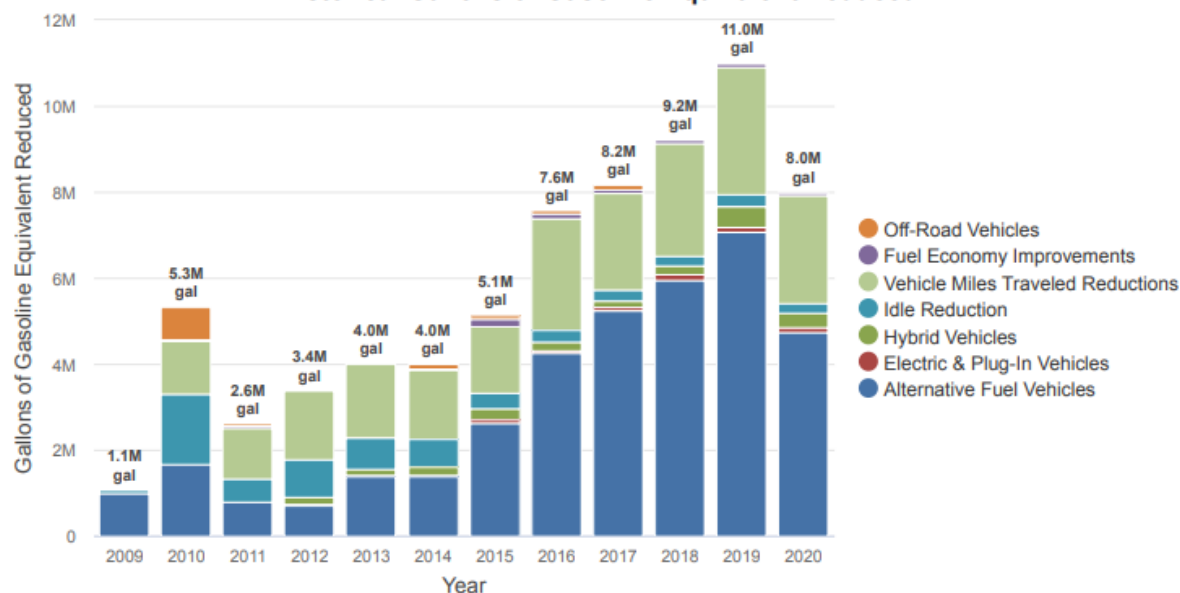
- ▶ US Department of Energy Clean Cities Program (<https://cleancities.energy.gov>)



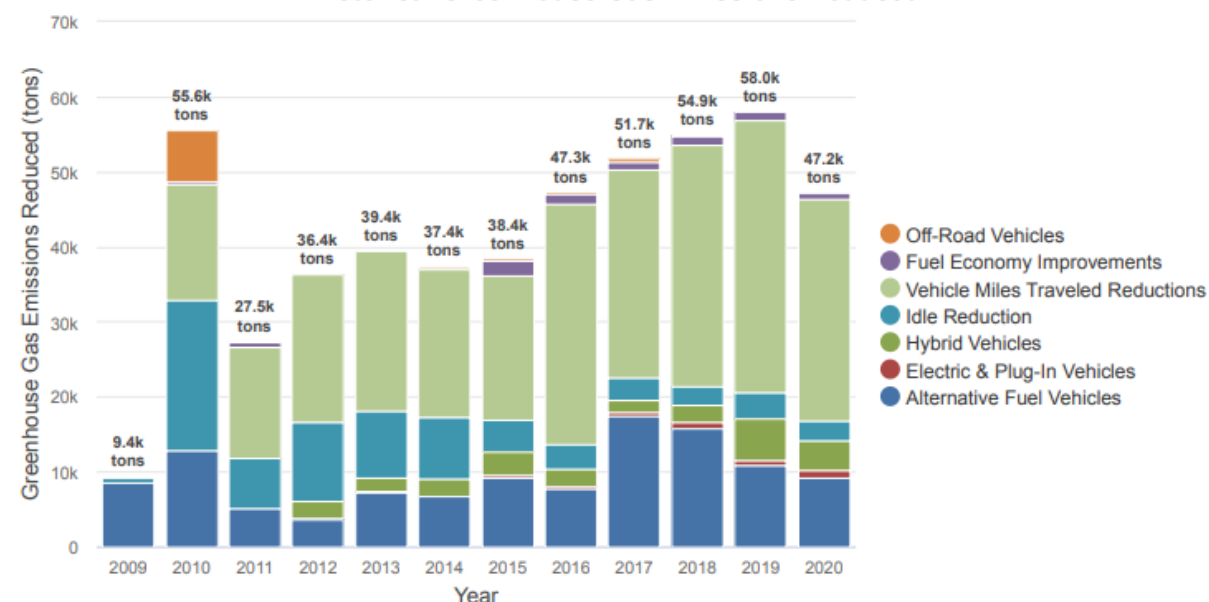
Triangle Clean Cities

► Impact

Historical Gallons of Gasoline Equivalent Reduced



Historical Greenhouse Gas Emissions Reduced

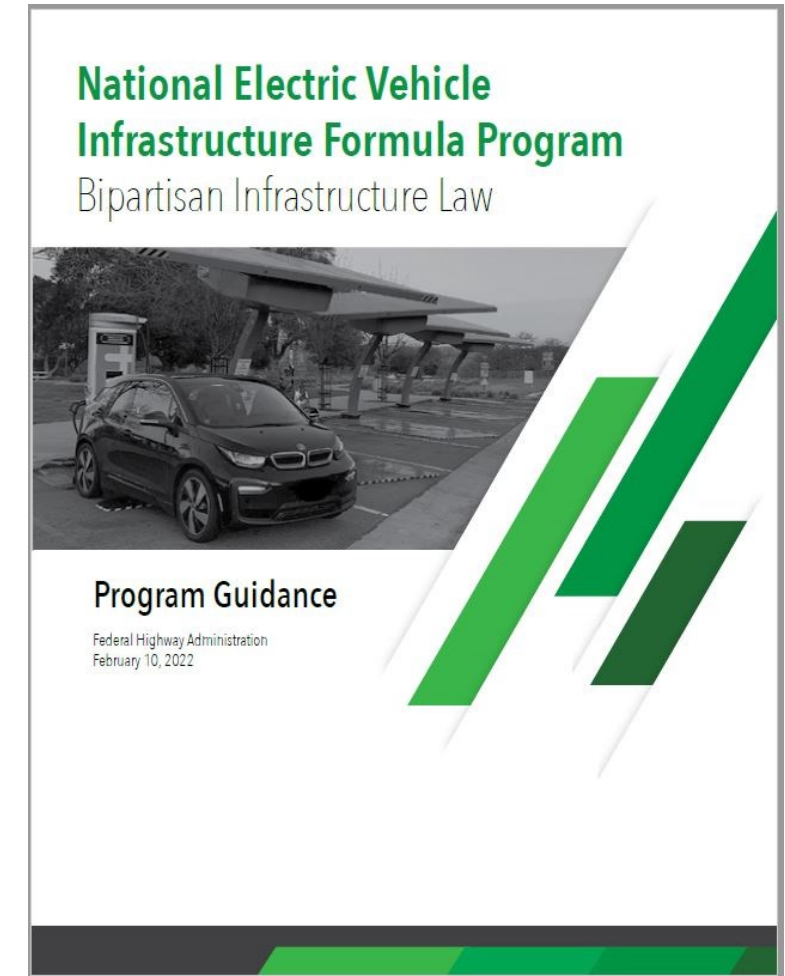


National Electric Vehicle Infrastructure (NEVI) Formula Program



NEVI Formula Program—Overview

- The purpose of the \$5B NEVI Formula Program is to provide dedicated funding to States to **strategically deploy electric vehicle charging infrastructure** and to **establish an interconnected network to facilitate data collection, access, and reliability**.
- EV charging infrastructure deployed under this program must provide **a seamless customer experience** for all users through a **convenient, reliable, affordable, and equitable** national EV charging network.
- The State EV Infrastructure Deployment Plans created and updated under the NEVI Formula Program **are the building blocks that will facilitate this national EV charging network**.

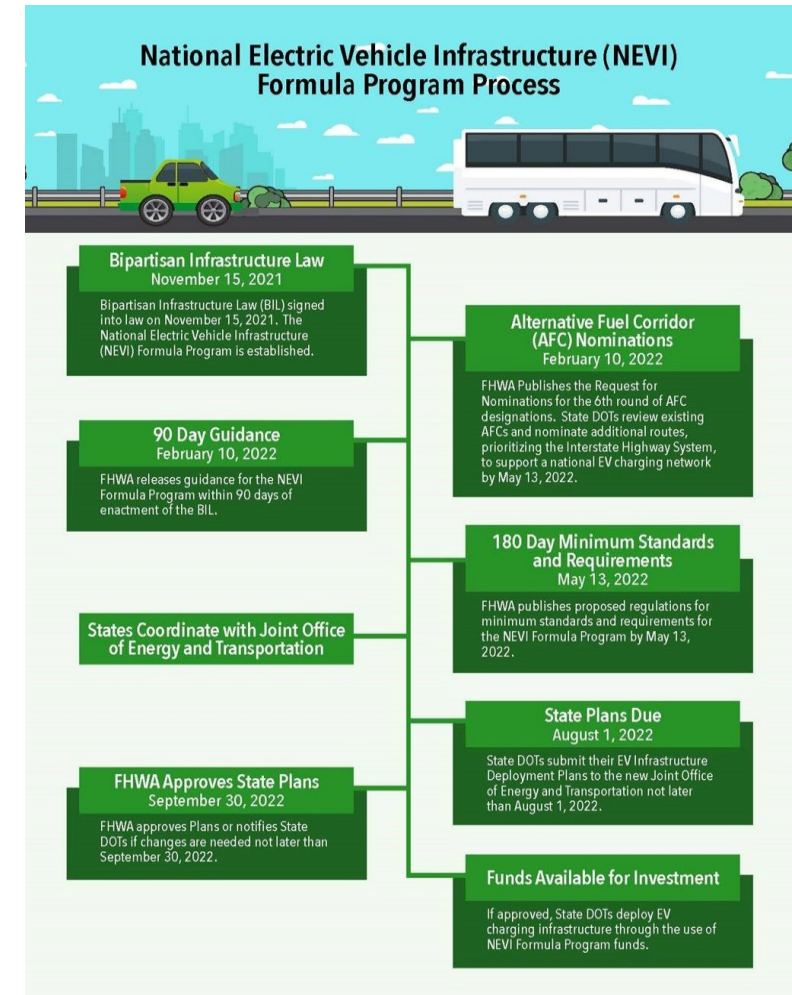


NEVI Formula Program—Overview

- This national EV charging network **will provide EV users with the confidence that they can travel long distances and expect reliable access to EV charging stations when needed**, while also recognizing the unique needs of different regions and communities.
- Initially, funding under this program is directed **to designated Alternative Fuel Corridors for electric vehicles to build out this national network, particularly along the Interstate Highway System.**
- When the national network is **fully built out, funding may be used on any public road or in other publicly accessible locations.**
- **Ten percent of the NEVI Formula Program will be set-aside** each fiscal year for the Secretary of Transportation to provide discretionary grants to help fill gaps in the national network.

NEVI Formula Program—Important 2022 Dates

- **Feb. 10:**
 - NEVI Program Guidance
- **May 13:**
 - 180 Day Minimum Standards and Requirements proposed regulation published
 - Round 6 Nominations Due
- **Aug. 1:** State Plans Due
- **Sept. 30:** FHWA approves State Plans



DRIVE Electric USA

www.driveelectricusa.org



DRIVE ELECTRIC
— USA —

Plug-in nc

1. Partnership across 14 states to develop statewide, branded EV initiatives
2. ETCleanFuels is the Prime
3. Clean Cities coalitions leaders that partner with electric utilities, state agencies, NGOs, municipalities and more to develop sustainable partnerships to advance EV efforts into the foreseeable future
4. Seven “Priority Areas” of work that each state is undertaking:
 - 1) Building statewide, branded initiatives – *Develop a statewide Roadmap or Plan*
 - 2) Consumer Education & Chapter Development
 - 3) Engaging Electric Utilities & Regulators
 - 4) EV Charging Infrastructure and Planning
 - 5) Educating State & Local Government Officials
 - 6) Dealer Engagement – *Develop “Certified EV Dealer” Programs*
 - 7) Fleet Engagement & EV Adoption



DRIVE Electric USA

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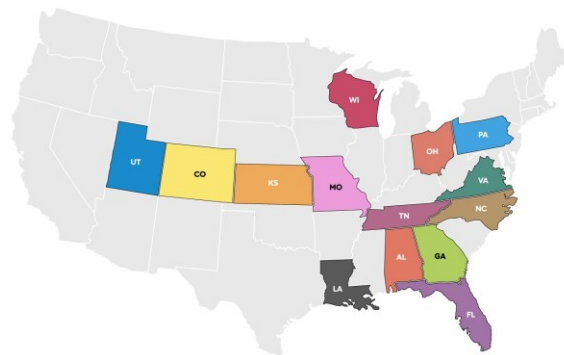


DRIVE ELECTRIC^{TS}
— **USA** —

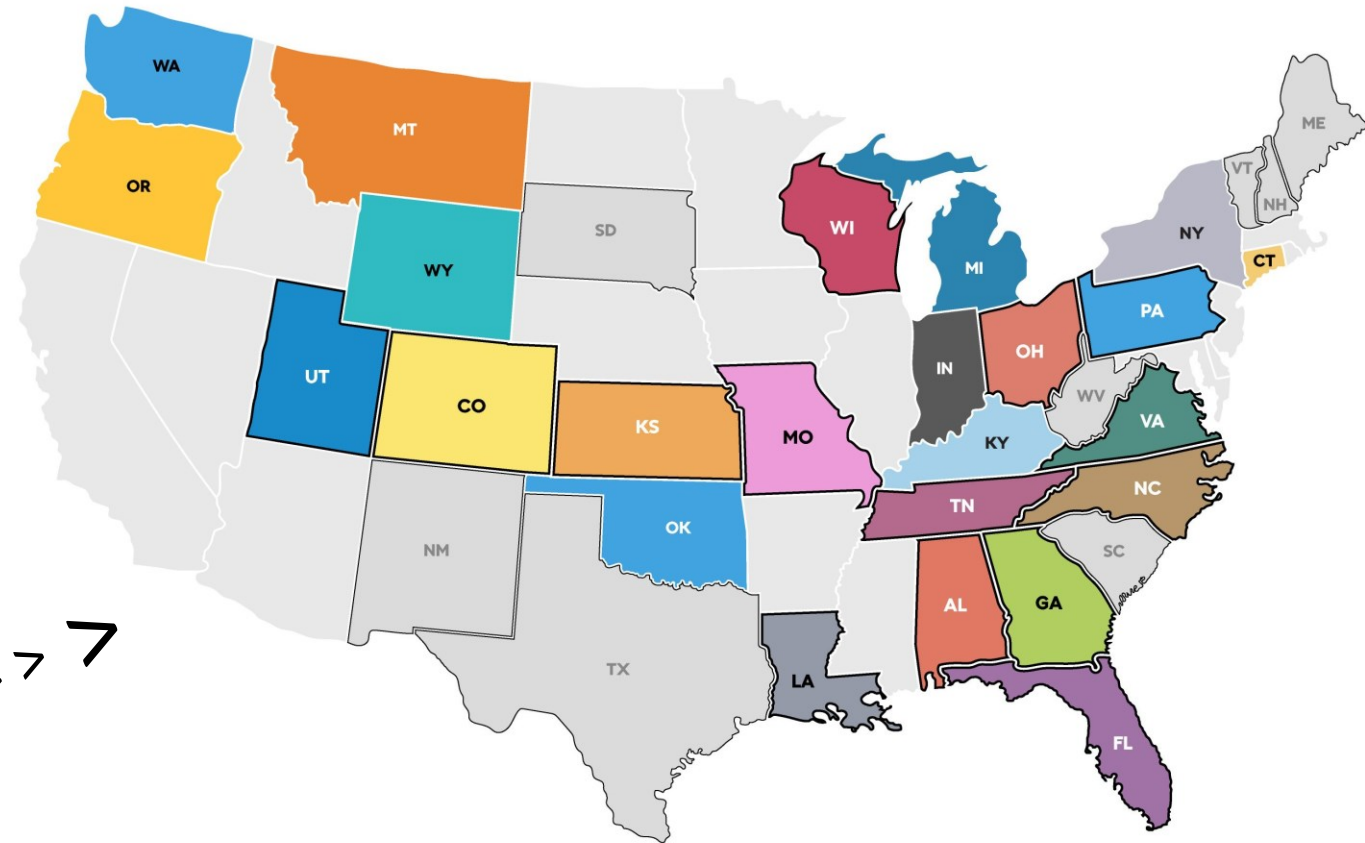
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Project started with intent to grow the involvement by other states and seek additional funding.

1. 14 original states – *black borders*
2. 10 states have signed MOU to join effort – *no borders*
3. 8 states interested – *light gray*



>>>



NEVI Formula Program—General Funding

- The BIL appropriates a total of **\$5.0 billion** for the NEVI Formula Program over the period of fiscal years 2022 through 2026.
- For FY22 only, the BIL sets aside up to **\$300 million** for the Departments of Transportation and Energy to establish a Joint Office.
- For each year of FY22-26, after allowable set-asides, the BIL sets aside **10 percent of EV Formula funding** for grants to States and local governments that require additional assistance to strategically deploy EV charging infrastructure
- The Federal cost-share for NEVI Formula Program projects is **80 percent**. Private and State funds can be used to provide the remaining cost-share.

NEVI Funding Details Available:
Section II- Funding Features

NEVI Formula Program—FY22 Funding

- \$1.0 billion total is appropriated for FY22.
 - Joint Office: **\$300 million**
 - 10 percent of EV Formula funding for grants to States and local governments that require additional assistance to strategically deploy EV charging infrastructure: **\$70 million**
 - FHWA Operation & Administration: **\$15 million**
- Amount available to States under the Formula Program: **\$615 million**
- ▶ Listing of FY22 formula apportionment by state:
<https://www.fhwa.dot.gov/legregs/directives/notices/n4510863.cfm>

NEVI Formula Program—Specific Funding Requirements

- Any EV charging infrastructure acquired or installed with NEVI Formula Program funds **shall be located along a designated Alternative Fuel Corridor** (EV Ready or Pending)
 - States should **prioritize** the use of NEVI funding for EV charging infrastructure **along the Interstate Highway System**
 - As infrastructure **must be located along designated corridors**, States should review designated AFCs and **consider nominating additional corridors**, prioritizing the Interstate Highway System first, in the current round of Request for Nominations
 - States **may also use NEVI funding elsewhere on designated corridors** along the National Highway System, as necessary, to ensure a convenient, affordable, reliable, and equitable national network

Southeast Alternative Fuel Corridor Initiative

The locations of charging and refill stations for various alternative fuel types in the Southeast can be seen in our interactive maps.

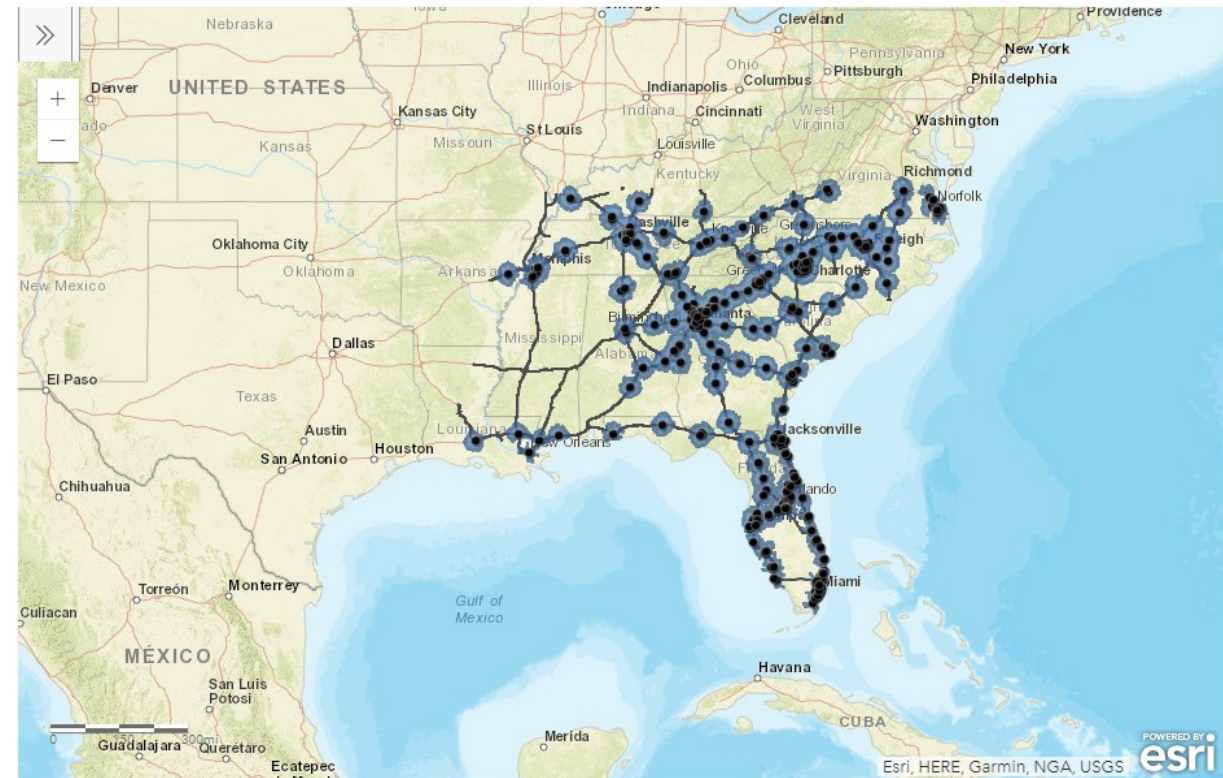
These fuels include:

Electric (EV), liquefied petroleum gas (LPG), liquefied natural gas (LNG), compressed natural gas (CNG), E85, and biodiesel.

Electric stations seen on right.

 [Learn More](#)

https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/
<https://afdc.energy.gov/laws/11675>



NC Alternative Fuel Corridors

All Designated Corridors by State

Designated Interstates* by State

* Includes corridor ready and pending designations

North Carolina	I-26
	I-40
	I-77
	I-85
	I-87
	I-95
	I-485

Designated US Routes/State Highways* by State

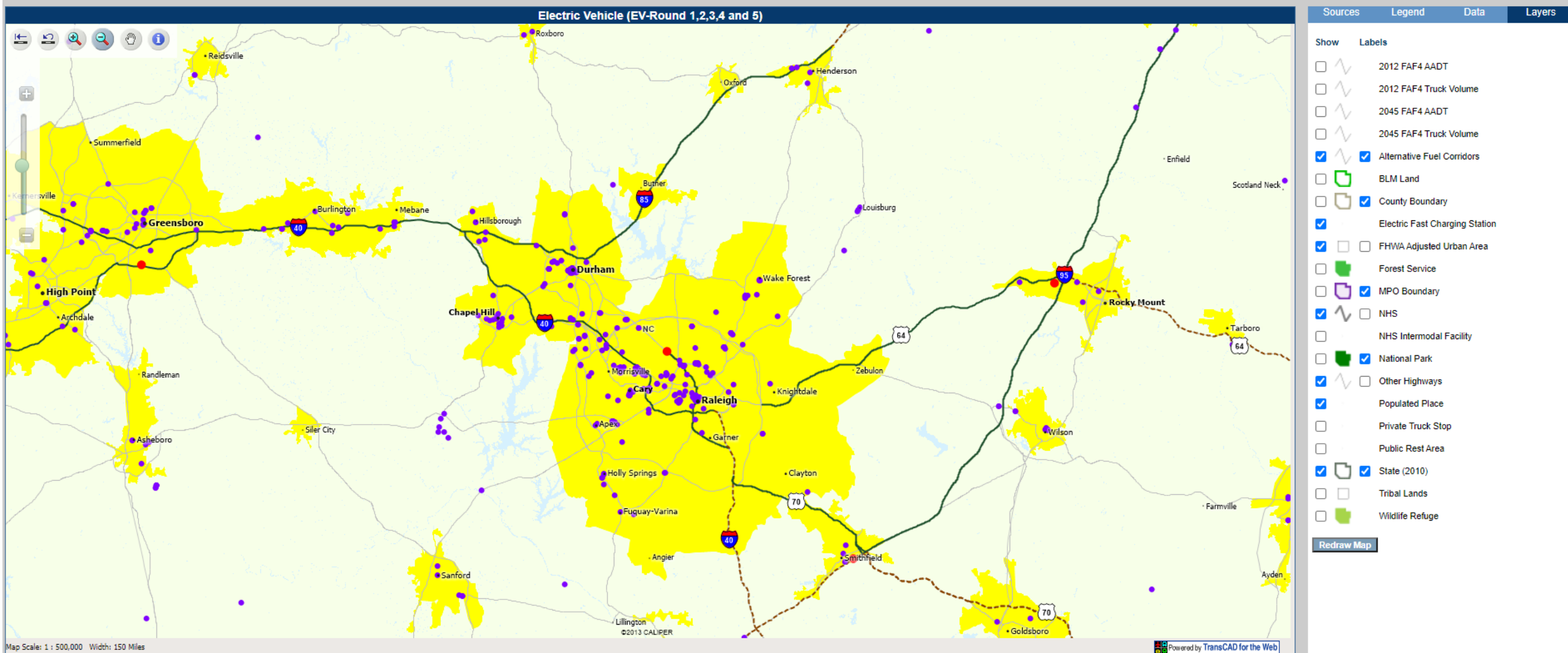
* Includes corridor ready and pending designations

North Carolina	US-64
	US-70
	US-74

https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/all_corridors/
https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/maps/

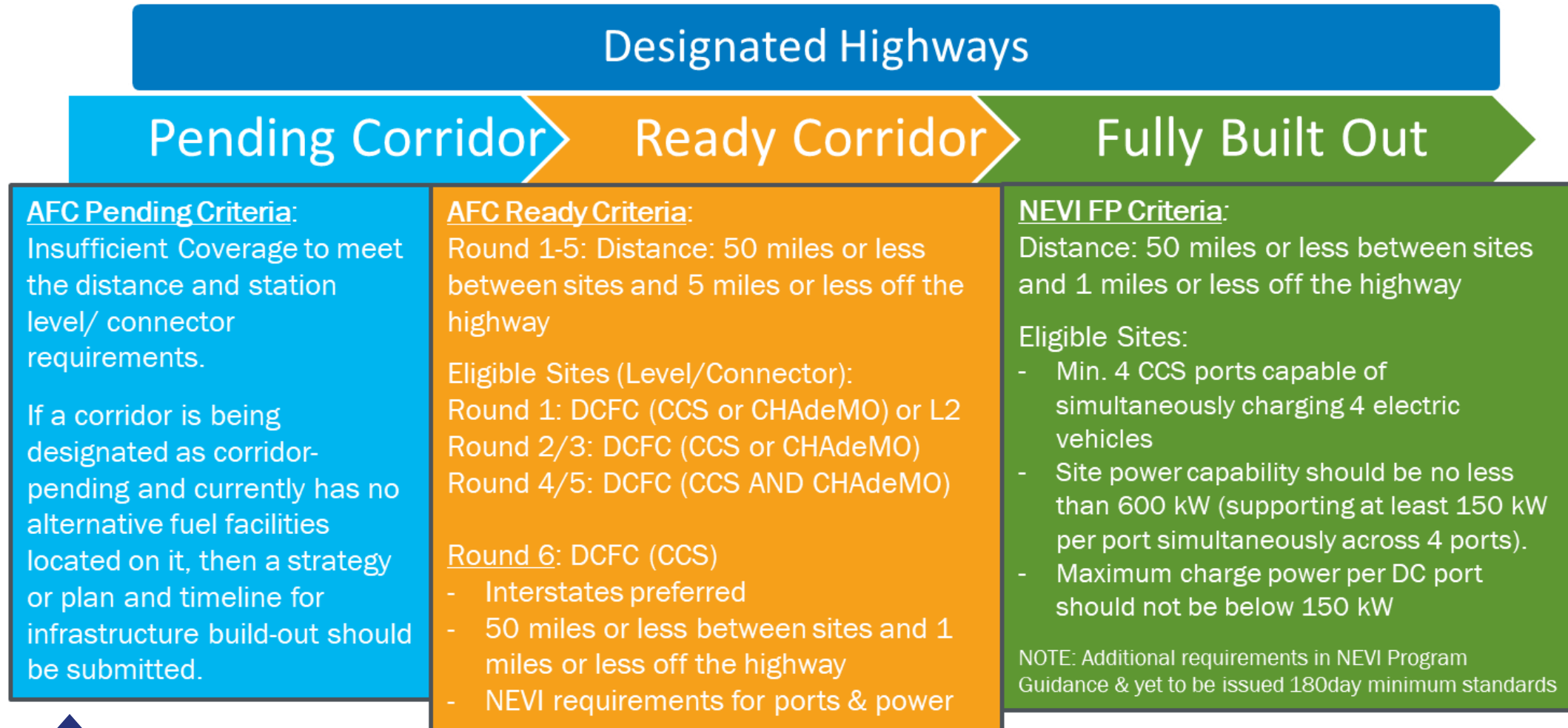


Alternative Fuel Corridors | Highway System | Fatal Crashes | **2020 Census & Equity Analysis** | MPO & Air Quality | Border Flows / FAF4
Find Map | Find Location | Points Of Interest Map | Print Map | Print Table | Download Table | Email Page | Accessible Version | Downloads | **Project Equity-STEAP** | What's New



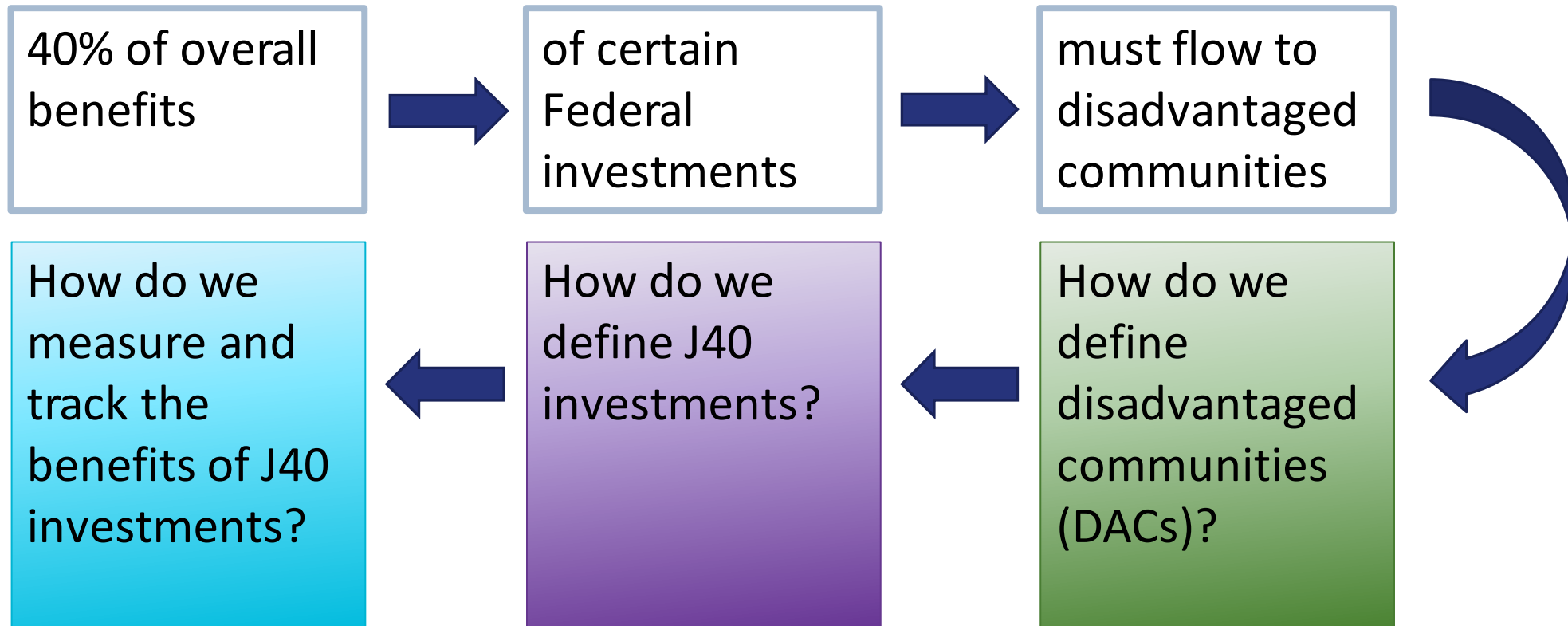
https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/maps/

Interface of AFC Designations & NEVI Criteria



NOTE: FHWA does not plan to change status of previously designated corridors and exceptions to the Round 6/NEVI criteria may be granted. All corridors will need to meet the NEVI requirements to be considered fully built out.

Justice40 Initiative Applies to Clean Transportation Investments



Justice40 Initiative established 1/27/21 with [EO 14008 on Tackling the Climate Crisis at Home and Abroad](#)
VTO/Clean Cities identified as a Justice40 Pilot Program in July 2021 [Interim Implementation Guidance for the Justice40 Initiative](#)

DOE Vehicle Technologies Office/Clean Cities J40 Pilot To Maximize Benefits to Underserved Communities



Improve FOA process and address barriers



Expand reporting processes and metrics measurement capabilities



Clean Cities Coalition
Energy and Environmental Justice (EEJ) Initiative

Clean Cities Energy and Environmental Justice (EEJ) Initiative

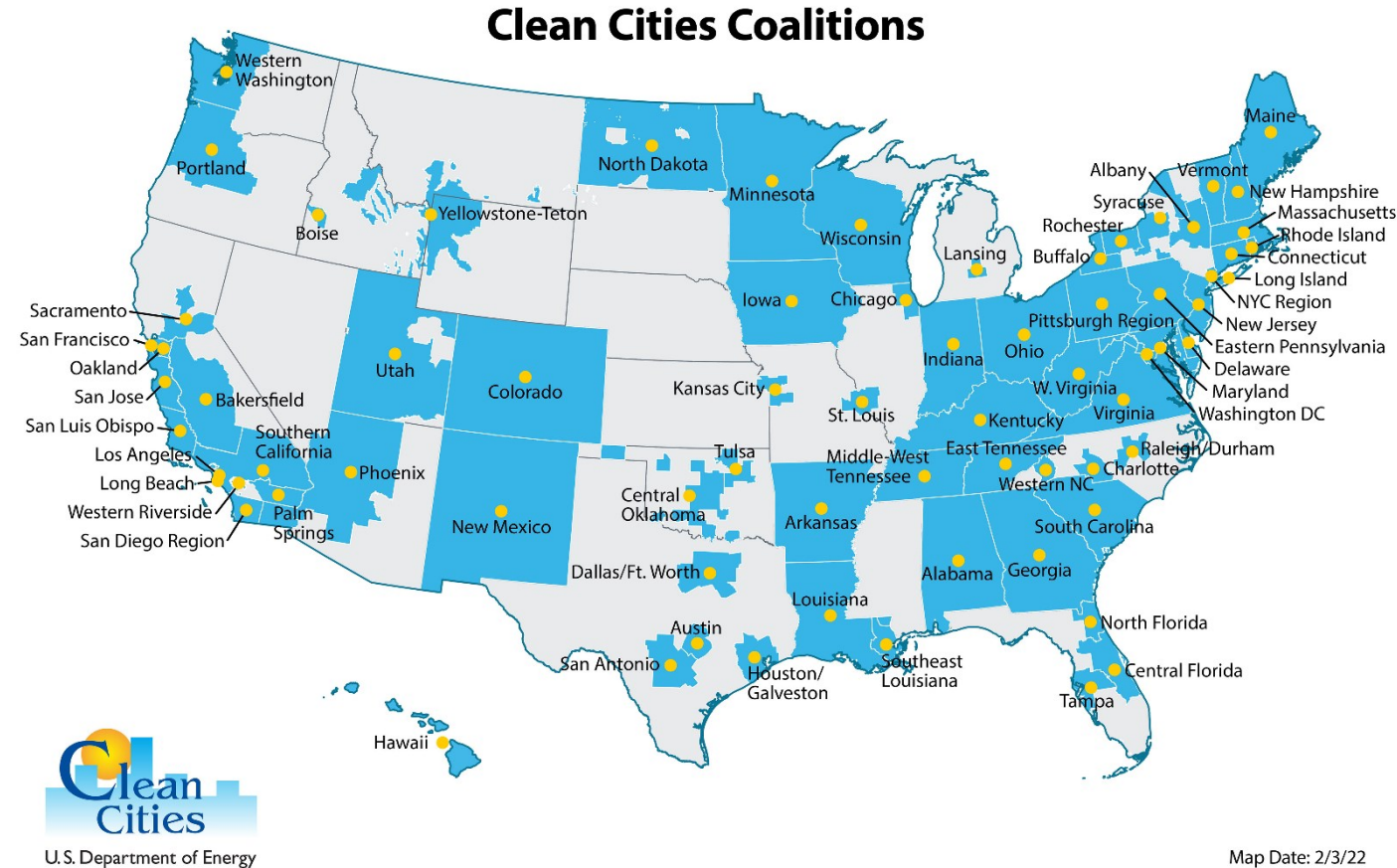
Provide Clean Cities Coalitions training, resources, and funding to pursue EEJ activities



Benefit DACs through capacity building, community engagement, technical assistance, and training




Develop best practices for future Clean Cities EEJ activities.



DOT/DOE Joint Interim Definition of Disadvantaged Communities (DACs) and EV Charging Justice40 Map (released 2/10/22)

ANL EV Charging Equity Considerations Webpage



RESEARCHWORK WITH USCOMMUNITYABOUT US

Electric Vehicle Charging Equity Considerations

Ensuring investments in electric vehicle charging benefit disadvantaged communities

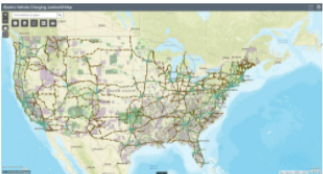
Electric Vehicle Charging and the Justice40 Initiative

Many of the burdens from the transportation and energy systems have been historically and disproportionately borne by disadvantaged communities. Unequal distribution of benefits from the transportation and energy systems has prevented disadvantaged communities and minority-owned and women-owned businesses from realizing equitable benefits from these systems, while other historic barriers to transportation have made facilities inaccessible to individuals with disabilities. For these reasons, it is important to emphasize equity considerations when planning investments in electric vehicle charging stations and avoid exacerbating existing disparities in the transportation system.

The Justice40 Initiative, established in January 2021 by [Presidential Executive Order 14008 on Tackling the Climate Crisis at Home and Abroad](#), states a goal that at least 40 percent of the overall benefits of certain Federal investments flow to disadvantaged communities (DACs). The [Interim Implementation Guidance for the Justice40 Initiative](#), released in July 2021, identifies clean transportation as a Justice40 covered program and identifies access to electric vehicle charging stations as an example benefit of a covered program.

Electric Vehicle (EV) Charging Justice40 Map Tool

Consistent with the [Justice40 Interim Guidance](#), U.S. Department of Transportation (DOT) and U.S. Department of Energy (DOE) developed a joint interim definition of disadvantaged communities (DACs) for the National Electric Vehicle Infrastructure (NEVI) Formula Program. The joint interim definition



Electric Vehicle Charging Justice40 Map displays DOE/DOT interim guidance disadvantaged communities.

ES Division

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PROJECT INFORMATION

Funding: U.S. Department Of Energy, Office Of Energy Efficiency And Renewable Energy

CONTACT US

If you have questions on the joint interim definition of disadvantaged communities, please contact doe-dot.jo4a@nrel.gov.

RELATED ORGANIZATIONS

[Energy and Global Security](#)

EV Charging Justice40 Map



Bipartisan Infrastructure Law (BIL) Opportunities for Rural America



BIL Opportunities for Rural America

DOT Rural Electric Mobility Infrastructure Toolkit (with technical support from the DOE Office of Energy Efficiency and Renewable Energy, Vehicle Technologies Office):

- DOT has released an online toolkit that provides a free, one-stop resource to help rural stakeholders scope, plan, and fund EV charging infrastructure.
- Toolkit includes technical resources from the DOE Vehicle Technologies Office on electric vehicle basics, considerations for developing electric vehicle infrastructure, connecting with local Clean Cities coalitions to facilitate infrastructure deployment, and locating existing electric vehicle infrastructure.
- The toolkit is currently available at www.transportation.gov/rural/ev/toolkit.

BIL Opportunities for Rural America

New Mobility Services in Rural America:

- Working with several rural communities across the country to conduct pilot demonstrations of new mobility technologies, such as electric vehicles for carsharing and first-last mile microtransit.
- Projects are broadening the transportation choices for rural areas to provide affordable and efficient access to these services with solutions responsive to local needs.

Electric Vehicle Charging Community Partner Projects:

- Accelerating the adoption of electric vehicles and supporting infrastructure through community-based public-private partnerships that prioritize underserved communities.

Assistance for Rural County Transition to New Transportation Fuels:

- Developing models for facilitating the uptake of new transportation fuel choices in rural underserved communities.

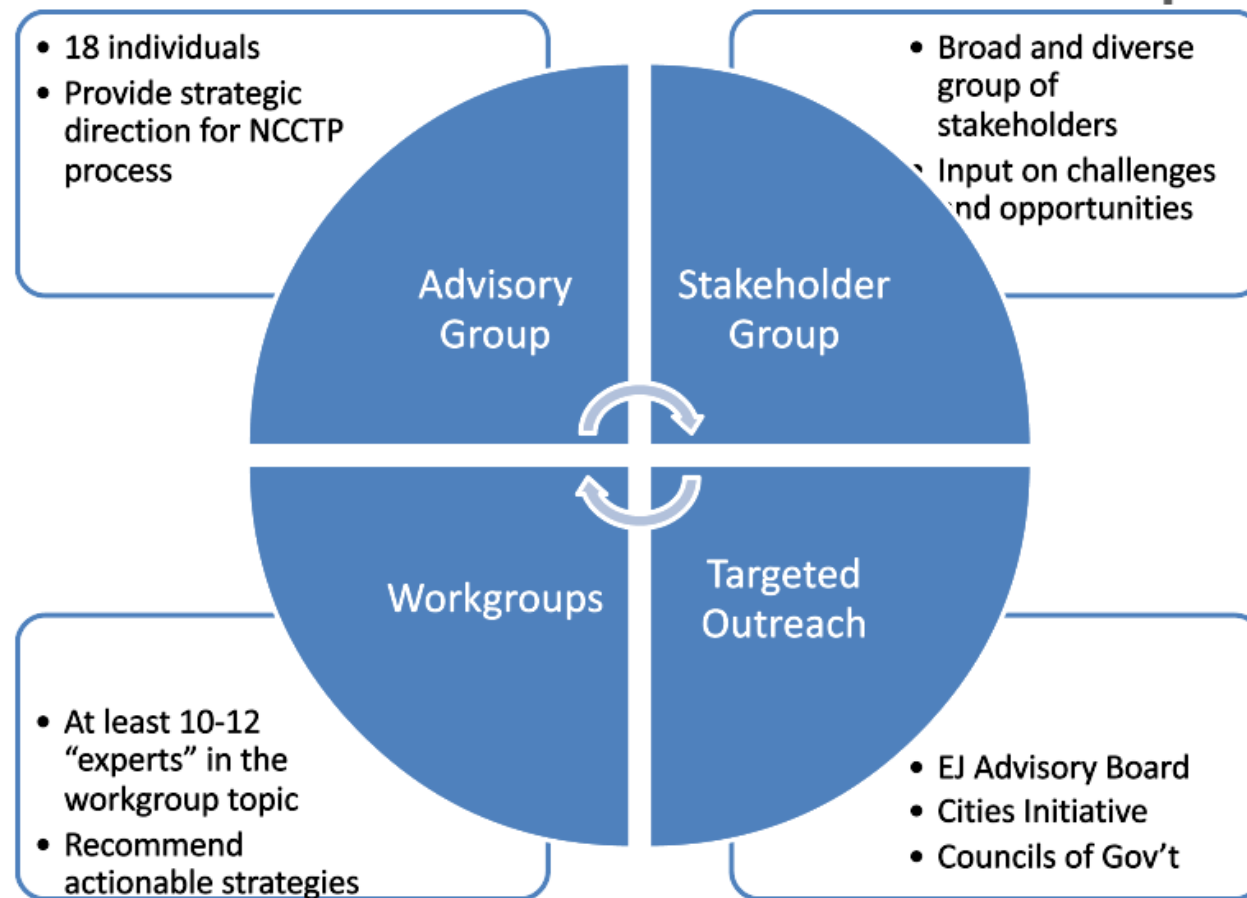
All funding opportunities and timelines are listed at
<https://eere-exchange.energy.gov>.

NC Clean Transportation Plan

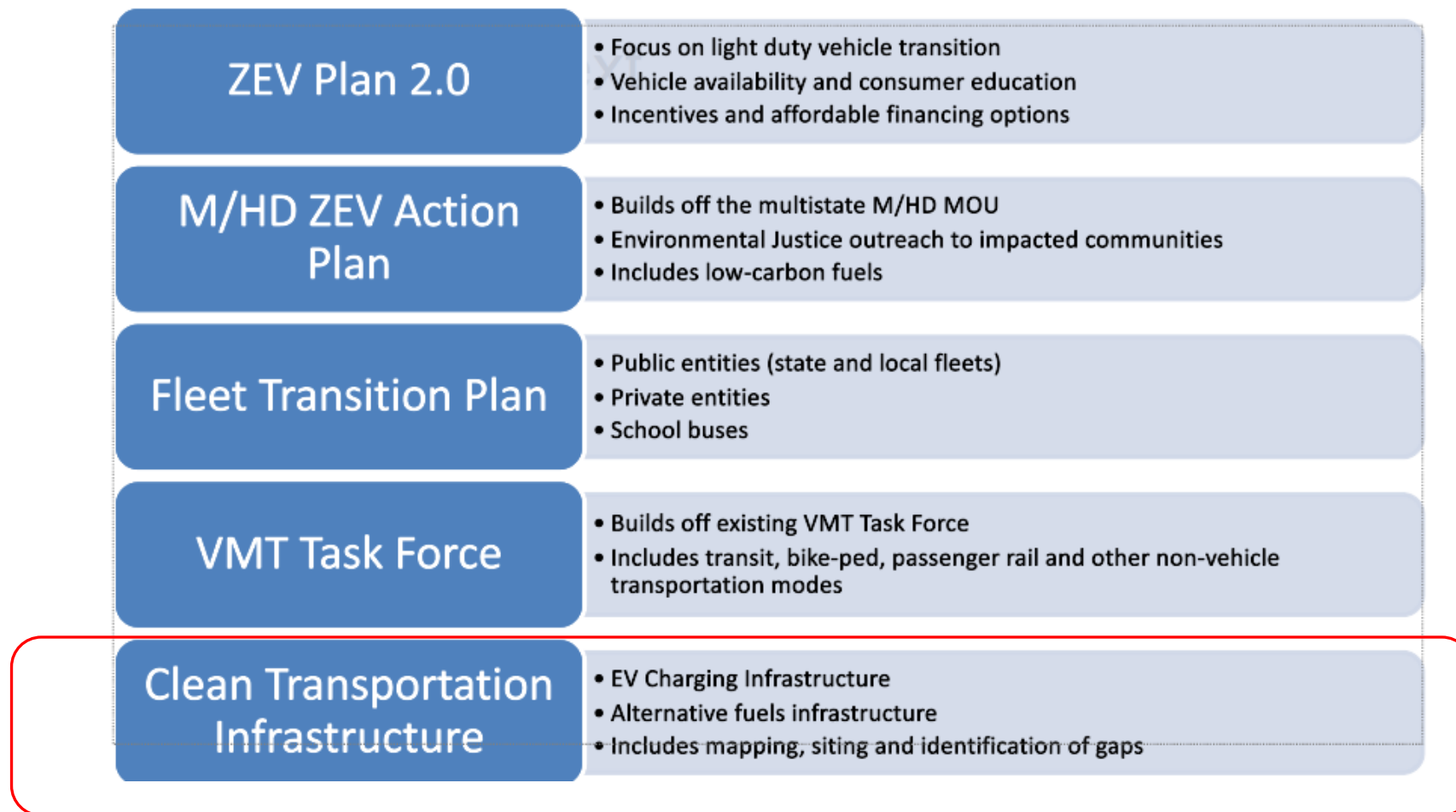


NC Clean Transportation Plan

- April 1 | Public Information Session on N.C. Clean Transportation Plan (Virtual)

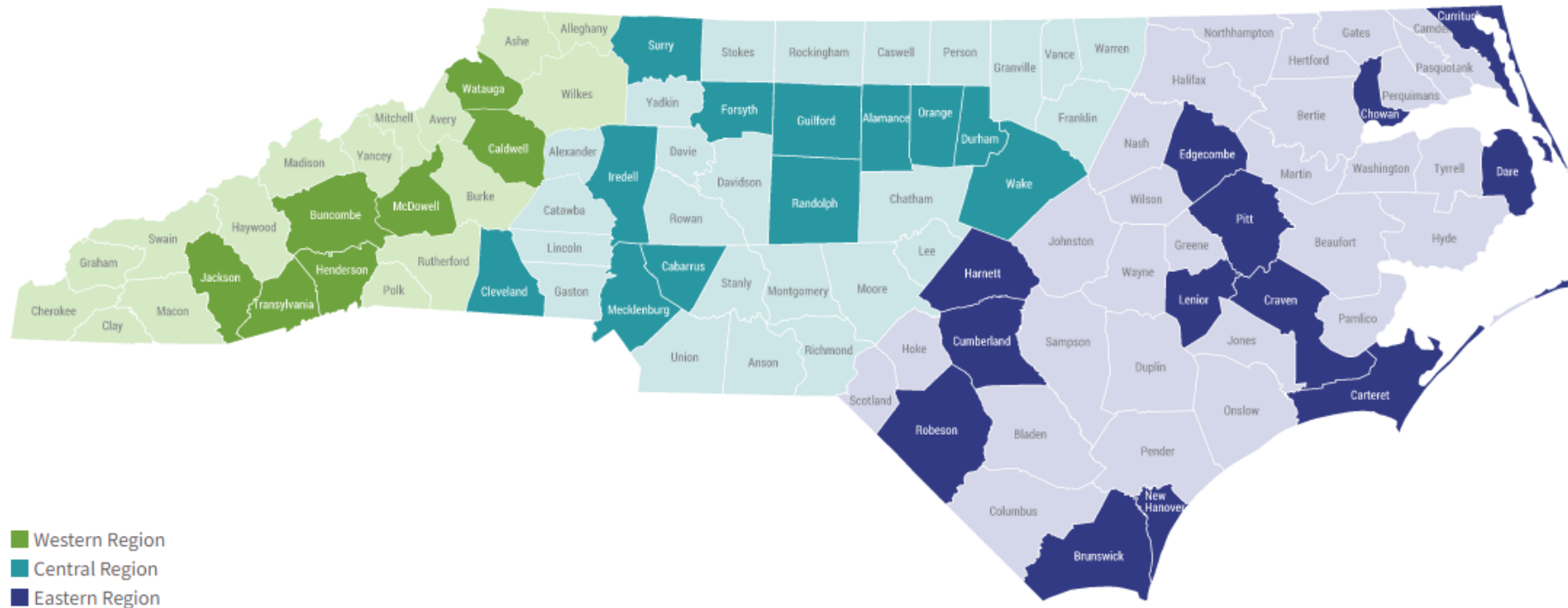


NC Clean Transportation Plan



NC Clean Transportation Plan

- June – July 2022 | EVSE (Charging) Planning & Community Engagement



<https://pluginnc.com/current-members/>

Non-BIL Funding Opportunities



Non-BIL Funded Opportunities

- Volkswagen Clean Air Act Civil Settlement | US EPA
 - Transit & Shuttle Bus Program
 - Level 2 Public Access Program
 - School Bus Program



Non-BIL Funded Opportunities

- Clean Fuel Advanced Technology (CFAT) Grant

<https://nccleantech.ncsu.edu/our-work/center-projects/cfat-project-request-for-proposals-information/>

- Administered by NC Clean Energy Technology Center
- Utilizes Congestion Mitigation & Air Quality (CMAQ) Funds
 - Only available for eligible counties: Chatham, Durham, Granville, Johnston, Orange, Wake
- TJCOG serves on selection committee
- Potential call for projects April 2022
- Available Funds: ~1.4M (past). Max project award: \$400k, Min \$5k

Contact Information

Sean Flaherty
Transportation & Energy Program Manager
sflaherty@tjcog.org

Ryan Eldridge
Planner II
reldridge@tjcog.org



7.2 Overview of the Joint Office of Energy and Transportation: Electric Vehicle and Infrastructure Updates

Requested Action:

Receive as information.

9. Informational Items: Budget

9.1 Operating Budget – FY 2022

9.2 Member Shares - FY 2022

Requested Action:
Receive as information.

10.1 Informational Item: Project Updates – May 2022

Studies:

- FY 22 Hot Spots
- Cary-RTP and Garner-Clayton Rapid Bus/Bus Rapid Transit Extensions Major Investment Study
- Southeast Area Study Update
- Triangle Bikeway Implementation Study
- U.S. 401 Corridor Study
- Western Wake Traffic Signal System Integration Study
- Mobility Management Program Implementation Study

Other Updates:

- Mobility Coordination Committee
- Safe Routes to Schools Committee
- Safe Routes to Schools Road Safety Audit w/ NCDOT
- Non-Motorized Volume Count Data Program
- Triangle Transportation Choices (TDM) Program
- NCDOT Project U-2719 Update
- NC 540 Bonus Allocation Projects
- Recommended FY 2023 Wake Transit Work Plan

10.2 Informational Item: Public Engagement Updates

Requested Action:
Receive as information.

11. Informational Item: Staff Reports

- MPO Executive Director
- TCC Chair
- NCDOT Transportation Planning Division
- NCDOT Division 4
- NCDOT Division 5
- NCDOT Division 6
- NCDOT Rail Division
- NC Turnpike Authority
- NCDOT Integrated Mobility Division
- Executive Board Members

Requested Action:
Receive as information.

ADJOURN

Upcoming Events	
Date	Event
June 2, 2022 10:00 a.m.	TCC Regular Meeting Virtual
June 8, 2022 4:00 p.m.	Executive Board Virtual