

Why We Need a Plan

Transportation Impacts—According to the 2022 NCDEQ Greenhouse Gas (GHG) Inventory, **transportation emissions in North Carolina account for 36 percent of total GHG emissions**—the largest contributor in the state. Eighty eight percent of these emissions are attributable to on-road vehicles, including passenger cars, delivery vehicles, and freight trucks.

Transportation Challenges—Existing transportation system challenges and constraints, such as a rapidly growing population and demographic disparities in transportation availability, must be identified to understand how to equitably achieve reductions in transportation emissions.

Transportation Options—The Deep Decarbonization Pathways Analysis demonstrated that a variety of transportation options, including reducing vehicle miles traveled, zero emission vehicles, and decarbonized fuels, can be used together to result in significant greenhouse gas reduction.

Different Places have Different Needs—Given North Carolina’s mix of geographies, our approach to clean transportation must be versatile and include options for rural, suburban and urban places. This requires an integrated strategy that reflects the needs and opportunities of each of these contexts.

New and Emerging Funding—New funding—including federal legislation, such as the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA)—create opportunities to advance clean transportation.

While NCDOT supported the planning process and many of the strategies will require the department’s leadership or participation, the NCCTP also offers public and private entities, as well as state, regional and local governments, a roadmap to activities for achieving an equitable clean transportation system for North Carolina.

Details regarding expectations for clean and equitable outcomes can be found on page 6 of the NCCTP Report.

Executive Summary

Background

The North Carolina Clean Transportation Plan (NCCTP) is a guidance document that provides a coordinated strategy for accelerating decarbonization in the transportation sector. The plan outlines how North Carolina can prepare for a clean transportation future and provide equitable outcomes for everyone. The NCCTP was co-created with local, regional and state agencies; transportation providers; non-profit organizations; social justice and equity focused groups; environmentally focused groups; academic partners; clean cities coalitions; advocacy groups; utility providers; and private companies. While clean transportation efforts are happening all around our state, Executive Orders (E.O.) 80, 246, and 271 all encouraged a more coordinated strategy. In particular, E.O. 246 establishes goals for a 50 percent emission reduction, reaching 1.25 million zero-emission vehicles (ZEV) by 2030 and achieving net-zero emissions by 2050.

Work Groups

The following subject matter work groups supported the creation of the NCCTP. These volunteer groups included a wide variety of public and private stakeholders. Their efforts centered on identifying strategies to advance the following:

Light-Duty Zero Emission Vehicles (ZEVs)

Generally smaller vehicles, including personal cars and trucks with zero-emission characteristics.



Medium- and Heavy-Duty (M/HD) ZEVs

Heavier than light-duty vehicles and typically include school buses, public transit buses, freight vehicles and other fleet vehicles.



Fleet Transition

Strategies to transition business or government fleet operations towards more zero- and low-emission vehicles.



Vehicle Miles Traveled (VMT) Reduction

Can be accomplished through a coordinated approach to transit, rail, bike (including e-bikes), pedestrian and other non-motorized travel as well as land development considerations.



Clean Transportation Infrastructure

Strategies supporting ZEV and alternative fuel infrastructure expansion to support the private and public fleet transition to zero- and low-emission vehicles.



More detail regarding the NCCTP Work Groups can be found on page 18 of the NCCTP Report.

Recommendations

The NCCTP identifies near-term strategies and actions organized around four focus areas: **Infrastructure**, **Funding and Finance**, **Communications and Engagement**, and **Governance**. In addition, the NCCTP process identified key partnerships required to accelerate North Carolina's clean transportation transition and elevate the importance of creating equitable outcomes. Key recommendations from the focus areas include:

Create a dedicated clean transportation team—This group will be dedicated to advancing the NCCTP objectives, implementing the plan and tracking progress.

Align statewide policy through an interagency task force—This task force will coordinate across state agencies to ensure internal alignment of North Carolina policies and reduce barriers to NCCTP implementation.

Increase equitable outcomes in transportation planning projects—Introducing new opportunities, empowering traditionally underserved communities in transportation decision-making, and focusing on maximizing key indicators like improved access will lead to more equitable outcomes.

Ensure access and affordability to clean transportation—Policies and programs that promote access and affordability to clean transportation options will prioritize infrastructure investments for traditionally underserved communities.

Evaluate and update project prioritization programs—Bring opportunities identified in the NCCTP to the existing NCDOT Strategic Prioritization Office (SPOT) work group for consideration in the project evaluation process.

Partner with utilities to promote clean transportation—Partnering with electric utilities to promote clean energy and clean transportation options will ensure we're "energy ready" and will promote effective pricing.

Maximize existing funding to support clean transportation outcomes—Modifying our approach to existing funding programs, such as the Congestion Mitigation and Air Quality (CMAQ), Carbon Reduction Program (CRP), the National Electric Vehicle Infrastructure (NEVI) Program and Diesel Emissions Reduction Act (DERA), can ensure existing dollars do as much as possible to support the clean transportation transition.

Evaluate and apply for new funding that advances clean transportation outcomes—The Inflation Reduction Act (IRA) and Infrastructure Investment and Jobs Act (IIJA) can be used to advance the priority strategies identified in the NCCTP.

Evaluate and deploy clean transportation infrastructure to support all types of fleet vehicles and applications—Investing in zero- and low-emission fueling infrastructure for all types of fleet vehicles makes possible the transition of fleets to clean transportation options.

Expand transportation demand management strategies—Applying transportation demand management programs as described in the VMT reduction toolkit will lessen our reliance on driving and support NCCTP goals.

Establish a coordinated clean transportation communication strategy—NCDOT will seek dedicated funding to support a coordinated communication strategy. Coordinated communications will increase awareness, help align resources and promote partnerships to advance the clean transportation initiative.

More detail regarding the NCCTP Key Recommendations can be found on page 22 of the NCCTP Report.

