



Base Sustainability and Community Affairs Committee
July 25, 2016

Call to order

A meeting of the Base Sustainability and Community Affairs Committee was held at the Goldsboro City Hall, 200 N. Center Street, Goldsboro, NC as well as via teleconference on July 27, 2016.

Attendees

Attendees included:

- Frank Bottorff (Acting Chair)
- Mayor Chuck Allen (on committee)
- Paul Dordal (NCMAC Vice Chair, on committee)
- Sonny Roberts (on committee)
- Pat Walker (on committee)
- Ron Massey (Mayor of Jacksonville designee)
- Jamie Norment (Allies for Cherry Point's Tomorrow)
- Sebastian Montague (Ex-Officio NC DOT)
- Robert Hosford (Ex-Officio Commissioner of Agriculture designee)
- Will Best NC (Dept of Commerce)
- Bob Coates (Governor's office)
- Robert Barton (NCSU)
- JR Gorham (DPS)
- Paul Friday (MCI-East) (via phone)
- Troy Holowiti (NC DMVA)
- Jeremy Schmidt (NC DMVA)

Members not in attendance

Members not in attendance included:

- Bob Dickerson (committee chair)

Approval of minutes

Chair called meeting to order at 10:05am and minutes were approved.

Reports

Topic: Camp Lejeune Rail Study

Discussion: Mr. Massey announced that the rail study was completed. Explained the benefits and the changes the military has with using the rail. Covered the concerns of maintenance and liability the Marine Corps has. Mentioned the available land for industry development.

Action Items: Continue monitoring and advocating for the community benefits of the Lejeune rail system.

Topic: 2020 Census

Discussion: Mr. Massey provided a background document (will be available on DMVA website). Mr. Coates provided a brief overview of the initiative and update for the Census counting in 2020. The key element provided is that feedback needs to focus on emphasizing consistency in Census policy versus arguments for or against the benefits of local governments. There will be three communities as a test for this change, but NC does not have a test community.

Action Items: See if selected community for military testing (Pierce county, WA) has similar rotations to the installations in NC; work with all communities and organizations to get consistent message.

Topic: Sentinel Landscapes

Discussion: Mr. Hosford briefed the recent event in Goldsboro for the Sentinel Landscape program. 34 media hits regarding the event and announcement. Outreach plan explained the voluntary nature of the program. Implementation and execution will begin by Dept of Ag. This opens ability for resources from. Moving out on three initiatives.

Action Items: 1) request to NCMAC and DMVA for assistance on how to address this long term. 2) search to see whether Services can reallocate the funds to support SL; NCCC WG will meet with Army Corps of Eng. 3) working a cooperative agreement with OSD to streamline all Services dollars moved to the state.

The specific request and motion is for the NCMAC to consider providing up to \$150,000 in sustainment funding to Sentinel Landscapes and Support the effort with the General assembly to provide recurring funds for Sentinel Landscapes.

Dr. Barton and/or Mr. Hosford are invited to ESG and Full NCMAC meetings. Mr. Dordal made motion to recommend committee actions; Ms. Walker seconded; unanimous vote by committee.

Topic: Firefighter and EMT Community College fee Waiver

Discussion: Fee Waiver authorizations is included in the budget legislation passed during the 2016 Short Session. The State Board of Community Colleges must approve the waiver process for the Federal Firefighters and EMT personnel on Military installations before implementation can begin.

Topic: FRC Lift Fan Support initiative

Discussion: Provided background and visit to MCAS Cherry Point by Sen. Tillis with ACT. When NCMAC went to ADC, the topic was discussed to create a partnership between the installation and localities to assist with building the facility.

Facility would allow MCAS CP to be depot level location to maintain and repair. This would be the first task of the position approved by NCMAC to support EDPNC and military ED opportunities.

Action Items: Mr. Dordal made motion and Mr. Roberts seconded the endorsement of an initiative to help fund the FRC East Lift Fan Test Facility. The intent of the initiative is to bring together stakeholders including the State of NC, County Government, Private partners, the U.S. Navy and Marine Corps. Allies for Cherry Point's Tomorrow has started the planning process and would like the NCMAC to support initiative and lead the State funding effort with the General Assembly. The Sustainability and Community Affairs Committee unanimously supported forwarding this request to the ESG.

Unfinished business

Not applicable

New business

Topic: Pope Field runway

Discussion: Background explained to extend runway.

Action Items: Motion to draft a supporting letter by Mr. Bottorff, Roberts seconded; unanimous vote to draft letter supporting the extension.

Open Discussion

Not applicable

Announcements

Topic: Implementing Strategic Plans and Action Plans

Discussion: Covered the need to take certain items and make action plans; Discussed options to update or change NCMAC priorities as they relate to the BSCA; #3 good as written

The communications plan meeting was explained and a WG was formed. A communications plan was created and drafted as a framework for the ESG's approval.

Adjournment

Adjourn at 12:20pm

Camp Lejeune Railroad Commercial Freight Feasibility Study



Prepared for the
North Carolina
Department of Transportation
Rail Division
In partnership with the
Jacksonville Urban Area Metropolitan Planning Organization

June 28, 2016

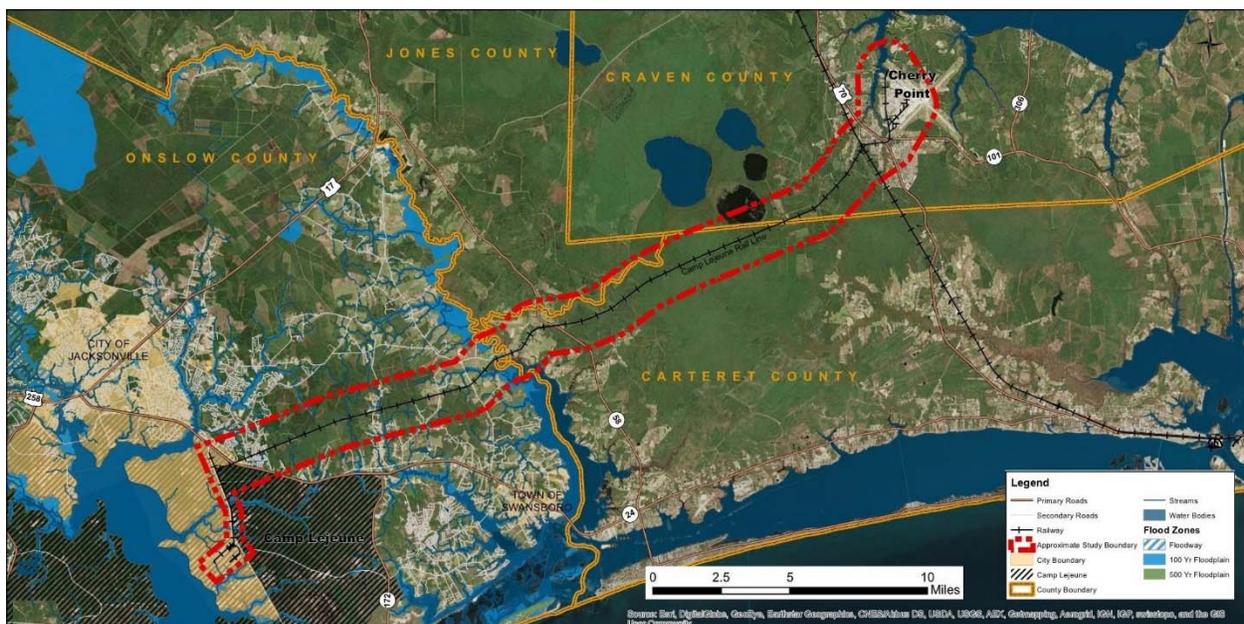
Executive Summary

S.1 Scope and Purpose of Study

Interest has been expressed in utilizing the Camp Lejeune Railroad line (CPLJ) for the purpose of transporting commercial freight and enhancing the local economy, leveraging its proximity to a Class I railroad (operated by Norfolk Southern) and the Port of Morehead City. ***The purpose of this Study is to evaluate the feasibility and advisability of establishing commercial freight rail service on the CPLJ.*** The scope of the study includes an evaluation of the maintenance needs of the CPLJ, the enhancements needed to support commercial freight service, and the potential economic development opportunities along the CPLJ corridor. The study also contains a review of partnership opportunities for sharing the costs of recommended maintenance and enhancement activities.

The study addresses three primary challenges that were identified through stakeholder coordination as barriers to commercial freight use of the CPLJ:

- The potential increase in **maintenance costs** associated with additional freight use of the CPLJ, with recommendations on a mechanism for the military to accept outside funding specifically for CPLJ maintenance;
- The potential **military liability** associated with private use of a military facility; and
- Alternatives for **ownership control and operation** of the CPLJ if it is being used for commercial freight service.



Camp Lejeune Railroad Commercial Freight Feasibility Study Corridor (see **Figure 1**).

S.2 Background

The CPLJ is a 30-mile line that is connected to a Class I railroad operated by Norfolk Southern (NS) at Havelock NC, approximately 140 miles east of Raleigh. The CPLJ extends through Craven and Onslow counties in a southwesterly direction to its terminus at the Camp Lejeune Junction. The line was constructed in 1954 by the U.S. Government to connect Camp Lejeune with the Cherry Point Marine Air Station and Morehead City. The CPLJ is currently operated under agreement with NS.



Camp Lejeune Railroad, 1978. Photo Credit: Tim Carroll

Approximately 480 carloads representing 48,000 tons of coal are carried over the line annually, along with as many as 275 additional carloads of military shipments. There is no passenger service on the corridor, which includes approximately 12 public crossings and 20 private crossings. The corridor is mostly held in fee, with the exception of an 80-acre easement within the Croatan National Forest in Carteret and Craven Counties.

S.3 Findings

The CPLJ is maintained to Class 2 FRA track standards (designed for operating speeds no greater than 25 miles per hour) from NC 24 to the Havelock junction. The line is a low-density connector line on the Strategic Rail Corridor Network (STRACNET). A review of the track condition and maintenance records indicates that, at this time, the CPLJ can support additional commercial freight service in addition to the existing military use. Depending upon the number and frequency of freight shipments, it is recommended that sections of lighter weight rail within five curves (total length of one track-mile) be evaluated for replacement; these upgrades are estimated to cost between \$250,000 and \$350,000.

An analysis of properties within the project study area identified four sites in Onslow County that show potential for economic development opportunity. The four sites, which include the JE McCotter Land tract (Milepost 4.8), Onslow 22 (Milepost 6), Weyerhaeuser Company (Milepost 8), and Brunswick Timber properties (Mileposts 8 and 9), may yield hundreds of acres of developable area near the CPLJ. One additional property, which is proposed for development in Craven County by the Weyerhaeuser Real Estate Development Company (Milepost 28), would also benefit from access to commercial rail service on the CPLJ. Roadway and intersection improvements may be necessary in order to provide access to the sites in Onslow County. Cost estimates for these improvements, which include pavement upgrades and the associated earthwork

and drainage improvements needed to support industrial truck traffic, range between \$301,000 and \$5,450,000, depending upon the site and roadway to be improved.

There are three industries within the four study area counties that are projected to realize sustained positive growth and would be supported both by rail access and the existing local workforce: Construction Materials & Equipment, Metal Manufacturing, and Wood Products. These industries are projected to yield the following potential economic benefits for each rail-served user:

- Construction Materials & Equipment: 15 direct jobs, 29 indirect jobs, \$110,000 in annual income and \$190,000 in sales tax revenues.
- Metal Manufacturing: 50 direct jobs, 114 indirect jobs, \$430,000 in annual income and \$120,000 in sales tax revenues.
- Wood Products: 25 direct jobs, 56 indirect jobs, \$210,000 in annual income and \$170,000 in sales tax revenues.

The rezoning of targeted sites in the project study area could yield the following additional economic benefits:

Site	Milepost	# Rail-Served Users	Size (acres)	Projected Property Tax Income
JE McCotter	4.8	1-2	80	\$3,400
Onslow 22	6	6-8	100	\$110,000
Weyerhaeuser	8	12-16	200	\$8,900
Brunswick Timber	8 and 9	12-16	200	\$31,800
Craven 38	28	8-10	140	\$16,300

In the course of this study, no legislation or regulatory restriction could be identified that would preclude or prohibit the provision of commercial freight rail service on the military-owned CPLJ. Based on a review of the Department of the Navy’s SECNAV (Secretary of the Navy) Instruction 11011.47C and the Naval Facilities Engineering Command (NAVFAC) real estate procedures, potential solutions for incorporating commercial freight service exist, including:

- Development of new, or amendment of the existing, agreements to allow Norfolk Southern (current operator) to provide commercial rail service and accept payment;
- Outleasing the CPLJ to a state or local government entity;
- Disposal of the CPLJ, transferring it to another government entity or government-owned entity; or
- Developing an Intergovernmental Support Agreement (IGSA) between the Navy and the appropriate state government agency, which would allow that agency to use the CPLJ for commercial freight service.

Each of these options, as discussed in existing Navy policies and guidelines, involves its own set of requirements that must be met in order to satisfy concerns over additional expenditures and liability.

It should also be noted that the Department of the Navy holds a Special Use Permit from the U.S. Forest Service, under the U.S. Department of Agriculture, (Forest Service) for the section of the CPLJ Right of Way Easement within the Croatan National Forest. The Permit includes an assignability clause stating that the Permit may be terminated if the CPLJ is sold or transferred to another entity. In that case, the new owner would be required to seek a new Permit from the Forest Service to allow the CPLJ Right of Way Easement to remain in place.

S.4 Recommendations and Conclusions

The research and stakeholder coordination conducted for this study has identified potential economic development sites along the CPLJ corridor, as well as industries that could best utilize these sites. If freight transport is allowed on the CPLJ, options exist for new users to share the cost of maintaining the rail facility with the military. Finally, the Department of the Navy has, in its real estate procedures, alternatives for the ownership control and operation of the CPLJ. The following conclusions can be made regarding the three challenges identified as barriers to commercial freight use of the CPLJ:

Maintenance Costs and Funding

Outside the Camp Lejeune base limits, the CPLJ is currently maintained to FRA Class 2 track standards, above the minimum required to meet the needs of commercial service. The majority of maintenance repairs will be due to decay of the facilities over time and due to weather, rather than specific damage associated with increased track use; these repairs will be required regardless of whether or not the CPLJ is used for commercial freight service. Any increase in maintenance costs due



to the addition of commercial freight service would be proportional to the increased tonnage that is being shipped on the track. The total additional tonnage will depend on the type of freight being shipped and the expected frequency of the shipments. A representative cost for the shipment of aggregate from the JE McCotter Land Tracts (Milepost 4.8) to connect with NS freight service at Havelock (based on a pre-existing site proposal from Lehigh Hanson) is estimated at \$40 in increased maintenance per additional rail car that uses the line.

Camp Lejeune cannot accept direct payments from an outside entity to compensate for the maintenance costs associated with the CPLJ. With the exception of lease payments, for which at least 50 percent (50%) must be directed to the needs of the local installation per NAVFAC policy, any payments from outside entities to the military are automatically directed to the military's general budget and cannot be directed to a specific installation or use without congressional action. The most likely mechanism for Camp Lejeune to accept payments would be through a credit arrangement or payments through a third-party agreement that includes NS, the track's operator.

Military Liability

The current trackage agreement with NS identifies the liability to be incurred by each party to the agreement, including the Government and the railroad operator. The military's liability concerns can be addressed in a new trackage agreement by including stipulations that specify the responsibilities of each party.

Ownership Transfer

If Camp Lejeune were to give up ownership of the CPLJ, the Department of the Navy's SECNAV Instruction 11011.47C includes options for the outleasing, licensing, special uses, and disposal of military property. These mechanisms each have regulatory and procedural requirements that, in some cases, could require a significant amount of time and investment to address. Potential partners for the future ownership or disposition of the CPLJ most likely include a government entity or government-owned entity; private railroad companies are not expected to want to hold a real estate interest in the rail line. In addition, coordination with the Forest Service would be required to determine how property transfer would affect the Special Use Permit for the section of the CPLJ Right of Way Easement within the Croatan National Forest. The Permit's assignability clause would likely require the new owner to seek a new Permit from the Forest Service to allow the CPLJ Right of Way Easement to remain in place.

Recommendations

The study findings show that suitable properties for development exist along the CPLJ corridor, and that three potential industries that utilize rail access could be targeted for these properties. The current condition of the CPLJ makes it a viable facility for commercial freight use, especially given its proximity to the Class I railroad junction in Havelock and its connection to the Port of Morehead City.

In the near-term, the development of an updated trackage agreement with the existing railroad operator, Norfolk Southern, is the most likely mechanism available to meet the needs of the military while promoting economic development within the corridor. Key provisions to be addressed in the agreement would include such items as: priority for military shipments; clear definition of railroad improvements and operations that may be assumed by the railroad without interference with the military mission; standards, responsibility, and compensation to the railroad for baseline maintenance costs;

limitation of railroad responsibility for emergency repairs, long-term maintenance costs or capital replacement; and appropriate assignment of liability for railroad operations.

As the military use of the rail line continues to decline, longer term interests may make outleasing or disposal of the CPLJ to a government entity or a government-owned entity a desirable future outcome. Appropriate evaluation and approval processes within the Department of the Navy could be expected to take many years. For a property transfer, early coordination with the Forest Service will be essential to assure continued use of the CPLJ through the Croatan National Forest.

North Carolina Sentinel Landscape Partnership in Support of Military Readiness

The North Carolina Sentinel Landscape Partnership (NCSLP) is in its sixth year of operation. The purpose of the partnership is to provide for the programmatic institutionalization and enhancement of compatible natural resource use in support of military readiness. The NCSLP is a coalition of groups representing conservation, natural resource, and economic interests to address preservation on a landscape scale in association with the military. The coalition is working in the public interest to advance national defense, conservation and working lands in North Carolina simultaneously to ensure that development and land use have minimal impact on military readiness, working lands and conservation. The partnership currently includes, among others, the following organizations. (The intent is for all Services to become full partners)

- Marine Corps Installations East
- NC Department of Agriculture and Consumer Services
 - NC Forestry Service
 - Agricultural Development and Farmland Preservation Trust Fund
- NC East Alliance
- NC Farm Bureau Federation
- NC Foundation for Soil and Water Conservation
- NC State University
 - College of Natural Resources
 - NC Cooperative Extension

The partners have been working together beyond their own boundaries because working lands, conservation and national defense are linked physically across the lands, waters, farms and forests of eastern North Carolina, as well as being linked economically with agribusiness and the military, the top 2 economic drivers in North Carolina. With around 90% of the land in North Carolina privately owned, the partners recognize that the NCSLP will not succeed unless it offers options and incentives that link the needs and interests of rural, private landowners with the national defense mission and conservation goals.

Since 2011 the NCSLP has been working to minimize the impact unplanned development and encroachment of incompatible land uses has on the Military mission in North Carolina. The partnership has been supported (\$3.62 million) by Marine Corps Installations East (MCIEAST) and with these funds the partnership has leveraged additional funds and resources in support of its efforts. Additional funding and resources leveraged against the \$3.62 million from MCIEAST include the following.

- \$1.45 million in unrecoverable indirect cost from NC State University
- \$2 million in funding from the Office of the Secretary of Defense (OSD)
- \$2.3+ million in USDA Regional Conservation Partnership Program funds
- \$3.27 million in Agriculture Development & Farmland Preservation Trust Fund money
- \$30+ million of In-kind and cash funds from state and NGO partners
- \$100+ million/annually in local property tax for voluntary deferred use of private landownership to keep in compatible uses with military mission

Over the past 6 years the partnership has implemented several innovative endeavors focused on the following initiatives.

Landscape Scale Conservation: This initiative is focused on tools that foster county level support for the agriculture community. Tools such as farmland preservation plans and voluntary agriculture districts provide private landowners some important assurances for agricultural production.

Working Lands Conservation: This initiative is focused on educating agency and organizational professionals as well as landowners on the strategies for conserving working lands. This is a train the trainer program that includes a professional development component for agency representatives as well as a landowner outreach effort targeting landowners involved in farming, forestry and conservation.

Building Local Purchasing Capacity: This initiative is focused on increasing the military's local purchasing capacity by building the infrastructure and networks necessary to develop long-term connections between military installations and local producers. Such things as farmer's markets on military installations and more choices on local foods in the military procurement systems boost the economic viability of local farms

Innovative Conservation Strategies: This effort addresses testing innovative conservation strategies such as compensating private landowners for placing term limited restrictions on their property.

All of these as well as other efforts led to the Sentinel Landscape designation that was bestowed upon the 33 North Carolina counties by the US Departments of Agriculture, Defense and Interior on July 12, 2016.

This effort and the resulting designation is just the beginning of the process in protecting the Military mission in North Carolina.

Project Description

To continue these efforts and to ensure a fully implemented NC Sentinel Landscape designation the NC SLP is seeking financial support to help the partnership achieve three principal outcomes:

1. Implement a **coordinated** and **comprehensive strategy** within a **defined landscape** (the 33 Counties designated as North Carolina's Sentinel Landscape) to promote compatible land use that protect and supports the military's mission.
2. Coordinate the **delivery of Federal, State, NGO, and local programs** to landowners whose working and natural lands support the two largest economic sectors of the State's economy, agriculture and military.
3. Encourage **public and private participation** in NC Sentinel Landscape programs to engage and reward voluntary landowner through recognition and monetary incentives.

By achieving these outcomes, the partnership will be able to

- Employ financial and non-financial means to address encroachment
- Gain the advantages associated with combined landscape-scale efforts
- Align planning documents and processes among federal programs
- Extend limited resources to address the needs of individual bases and installations
- Better coordinate delivery of federal programs providing landowner assistance
- Engage and reward landowner participation through recognition and monetary incentives
- Improve planning and program execution with landowners, NGOs, and government agencies

All of this is being done to protect military mission, working lands, and natural resources by minimizing the impact of encroachment and incompatible land uses. By fully implementing the Sentinel Landscape program in North Carolina we will be able to achieve multiple benefits that allow North Carolina to be more effective in

- meeting Military mission objectives
- leveraging resources at federal, state, and local levels to provide support to a greater number of landowners
- leveraging dedicated DoD funding to help the military meet their mission
- reaching landowners so the landowner can be more willing to participate in compatible land use practices that will protect the Military mission

The financial support will allow us to operate and sustain a minimum sentinel landscape program in North Carolina, maintain a coalition of partners, to include all services so that we can maximize program benefits, and to create mutually beneficial projects.

Deliverables

With funding from the NC Department of Military and Veterans' Affairs (NCDMVA/NCMAC), the NCSLP will accomplish the following deliverables

- Program oversight to include administration of the NC Sentinel Landscape Designation
- Conduct monthly steering committee meetings and implement decisions of the steering committee.
- Implement identified strategies to engage and inform other services and stakeholders on issues related to Sentinel Landscapes
- Initiate action, through meetings, to inform stakeholders and services on sentinel landscapes.
- Assist the steering committee in executing plans to ensure sustainability of funding and program delivery.
- Assess opportunities to develop innovate private lands focused programs that support military training needs and the conservation of rural working land through state and federal programs. As opportunities are identified, working closely with partners, assemble program teams, and develop proposals addressing critical DOD off-based conservation needs.

Additional funding is being sought from the military services and others that will also be directed toward the core functions of NCSLP that include the following

- Sustain the current infrastructure
- Build partnerships and provide programmatic support
- Engage private landowners, communities and other stakeholders
- Identify and assess opportunities to
 - develop innovate private lands focused programs
 - leverage existing federal and state conservation programs
- Ensure accountability and evaluation

Correlation to NCMAC

The NCSLP's proposed work is directly in line with three of the four NCMAC Goals. Effort under this proposal are designed to

- *Support and enhance North Carolina's existing military installations and missions.*
NSLP's efforts directly supports Goal 1, Recommendation 7 of NCMAC strategic plan. NCSLP provides the current infrastructure for coordination of the NC Sentinel Landscape program. The leadership team and 30 plus partners are working together to ensure that the military installations and missions are being supported and enhanced via participation in Sentinel Landscapes.
- *Increase the economic impact of the military and defense industry in North Carolina.*
NSLP's efforts directly supports Goal 2, Recommendation 6 of NCMAC strategic plan. NCSLP is focused on increasing the economic impact of the military by assisting the military in enhancing its local purchasing capacity. NCSLP is determined to help the military in building the infrastructure and networks necessary to develop long-term connections between military installations and local producers. Such things as farmer's markets on military installations and more choices on local foods in the military procurement systems boost the economic viability of local farms and North Carolina's economy
- *Provide legislative and state agency coordination for military-related issues*
NSLP's efforts indirectly supports Goal 4 of NCMAC strategic plan. NCSLP is providing a more focused and coordinated effort when it comes to federal, state and local programs that provide benefits to military mission needs. Through NCSLP coordination we are working with partners, local communities and landowners to build awareness and understanding of the various federal, state and local programs and coordinate delivery of these programs in order to protect working and natural lands that support the military's mission.

Performance Period

The period of performance, pending coincident receipt of formal award, will be for one year upon receipt of the award. It is further anticipated that this will be the first year of several years of aligned funding,

pending satisfactory performance and sponsor priority, from NCMAC and the military services in order to fully implement the NC Sentinel Landscape designation. Additional funding will be required for project-based work designated by the military services and partners.

Budget

<u>Category</u>	<u>Funding Level</u>
Salary and Fringe	\$102,922
Contracted Services	\$10,000
Subcontracts	\$10,000
Travel	\$3,745
<u>Total Direct Cost</u>	<u>\$126,667</u>
<u>Indirect (F&A) Costs @ 20%</u>	<u>\$23,333</u>
<u>Total Project</u>	<u>\$150,000</u>

Budget Justification

Funds will be utilized for salary, benefits, travel, contracted services, and other cost necessary for carrying out each deliverable under this request.

NCSU Personnel cost (Salary and Fringe@\$102,922)

PIs and Co-PIs

Dr. Bardon and Dr. Hazel will provide administrative oversight, subject matter expertise and synergies the work of staff, subcontractors, and others to accomplish the deliverables of the proposal. Dr. Bardon (Lead) and Dr. Hazel (Co-lead) have administered this project since 2010.

Staff

Staff personnel will assist Dr. Bardon and Dr. Hazel in carrying out day-to-day project management and coordination, develop processes and frameworks necessary for deliverables, and integrate subcontractors' efforts across all elements of the project.

Subcontractors and Vendors (\$20,000)

Funds for subcontracting with Texas A&M Institute of Renewable Natural Resources (TAMU IRNR) is being budgeted at \$10,000. TAMU IRNR has considerable experience in building partnerships between various stakeholders and the military and can provide insight into such a project as NC Sentinel Landscape. TAMU IRNR will serve as key advisor to the partnership, providing subject matter expertise.

William G. Ross, Jr., formerly the Secretary of the NC Department of Environment and Natural Resources, is working in support of the proposal and is currently engaged with a number of U.S. military land-use issues and initiatives in the South. He will bring exceptional capabilities to the role of convener/facilitator for program personnel at the prime and subcontractor levels, with stakeholders and interested parties and communities, across the relevant landscapes. There will be fundamental coordination between Mr. Ross, NCSU Faculty and Staff, and TAMU IRNR to accomplish project deliverables. Mr. Ross's budget includes salary, fringe benefits, travel, and other costs totaling \$10,000.

Travel (\$3,745)

To be effective and accomplish this work NC State University faculty and staff will travel throughout North Carolina, with some out-of-state travel, to collaborate with partners and stakeholders, conduct meetings and planning activities, report on efforts and research, and other travel in support of the proposal. Travel expenses will be paid at the University's standard per diem rate.