

MINUTES

TRANSPORTATION COORDINATING COMMITTEE Of the

Nashville Area Metropolitan Planning Organization

September 7, 2022

Attendees: Mr. Calvin Abram, Mr. Andy Barlow, Mr. Russ Brashear, Mr. Tom Brashear, Mr. Felix Castrodad, Mr. Ceagus Clark, Mr. Paul Corder, Mr. Doug Demosi, Mr. John Finke, Mr. Keith Free, Mr. Glenn Harper, Mr. Billy Higgins, Mr. Reed Hillen, Mr. Joe Horne, Mr. Jim Kerr, Ms. Lori Lange, Mr. Bill McCord, Mr. Addam McCormick, Mr. Charlie Pieri, Mr. Kevin Rigsby, Mr. Jonathan Russell, Mr. Marty Sewell, Mr. Josh Suddath, Mr. Micah Wood

Approval of Previous Meeting Minutes

Mr. Andy Barlow, Chair, opened the meeting at 10:40 a.m.

Mr. Bill McCord moved to approve the August 3, 2022 meeting minutes. Mr. Jim Kerr seconded. The motion passed unanimously.

Public Comment

There was no public comment.

Presentation of Tennessee Electric Vehicle Infrastructure Deployment Plan

Mr. Matt Meservy, TDOT Long-Range Planning Director said that Tennessee has completed its development of the Tennessee Electric Vehicle Infrastructure (TEVI) Deployment Plan. He said that a stakeholder group of state agencies, electric utilities, cities, universities, EV manufacturers, businesses, and advocacy groups coordinated on the development of the plan. He said that the plan is in coordination with Drive Electric TN. TDOT expects to have 200,000 electric vehicles (EVs) on the road in Tennessee by 2028.

In 2019, the Drive Electric TN began to evaluate the condition of Tennessee's current EV charging infrastructure, identify charging needs and potential geographic locations to support increased EV adoption, and concluded highway corridor charging was the best candidate for public and utility investment.

The first fast charge TN network was in Martin, TN and opened August 30, 2022. In 2021, TDEC announced a partnership with Rivian to install Level 2 charging stations at Tennessee State Parks. The goal is to have charging stations available at all 56 state parks systemwide. In addition to overseeing design and installation, Rivian will provide, at no cost to the state: 1) chargers, 2) utility upgrades and other installation costs, 3) network access fees, 4) equipment service, and 5) maintenance.

Mr. Meservy said that the TEVI Plan was developed in accordance with the national guidance (NEVI) and details how the State will deploy EV charging infrastructure and support the establishment of an interconnected EV network across the nation. The TEVI Plan vision is to develop a safe, convenient, accessible, reliable, and equitable EV charging network that promotes the state's economic vitality and environmental stewardship while improving EV "range confidence" and supporting EV adoption throughout TN.

He said that out of the \$4.1 billion in funding through 2026, Tennessee will receive \$88.33 million. The eligible alternative fuel corridors are I-24, I-26, I-40 I-65, I-75, I-81, and SR-54. He said that the plan is to have combined charging system (CCS) Type 1 plugs/ports at each station. The stations must be no more than 50 miles apart and no more than 1 mile off the main corridor. The total power load must be at least 600KW.

TDOT has been active in public engagement using social media, in-person engagement and via website. There were over 1,000 responses. The top three criteria for the locations were points of interest, destinations, and amenities. The respondents' ideas for the future include additional chargers, LPC coordination, infrastructure, accommodate MD/HD trucks, and higher power levels.

The timeline is to have the procurement awarded on June 30, 2023.

Mr. Meservy said that the challenges are operations and maintenance, site hosts, and equipment upgrades. The site prioritization includes siting categories such as environmental, traffic, gaps, site hosts, zoning, proximity, to power, constructability, and many others.

He said that TDOT is exploring contracting options by contract type and contract area.

Mr. Meservy said that Phase 1 is the build-out and Phase 2 is the post build-out. The Justice40 is a goal that 40% of the overall benefits of investments flow to disadvantaged communities. He said that regional collaboration is vital and that TDOT is coordinating with other states in the southeast for placement of charging stations.

For more information on the plan, visit <http://www.tn.gov/EVplan> and <https://energyright.com/ev/fast-charger-program/tn/>

Contact either Alexa Voytek, TDEC Office of Energy Program at alexa.voytek@tn.gov or 615-613-1096 or Matt Meservy, TDOT Long-Range Planning at matt.meservy@tn.gov or 615-741-3421

Mr. Andy Barlow asked how the funding can be used for alternative corridors. Mr. Meservy said that once charging gaps of 50 miles on the priority corridors have been filled, the funding can be used on any corridor. Mr. Barlow asked if there are restrictions on the chargers being a revenue generator? Mr. Meservy said that there is a cap on how much revenue can be generated.

Recap of BPAC Panel on Bike/Ped Funding Opportunities

Mr. Daniel Capparella, Active Transportation Planner, said that the Regional Bicycle and Pedestrian Advisory Committee held a panel on bike/ped funding opportunities. He said that the meeting was the second in a series on talking about project delivery. He said that the panelists

were Anna Emerson (GNRC), Andy Barlow (City of Mt. Juliet), Sean Santalla (FHWA), Taylor Lee (TDOT), and Anna Dearman (NDOT). He said that the goal was to provide a resource for all of the available bike/ped funding sources.

He summarized the different grant programs that can fund bike/ped projects. These are: 1) Multimodal Access Grant (MMAG), 2) Active Transportation Program (ATP), 3) Transportation Alternatives Program (TAP), 4) Congestion Mitigation and Air Quality (CMAQ), 5) Safe Streets and Roads for All (SS4A), 6) Promoting Resilient Operations for Transformative, efficient, and cost-saving transportation (PROTECT), 7) Carbon Reduction Program (CRP), and 8) Pedestrian Road Safety Initiatives (PRSI). He gave an overview of the SR-171 Bridge Widening in Mt. Juliet and said that it was a good example of using multiple funding sources to complete a project, as well as a strategic use of local funds.

Mr. Andy Barlow said that the outcomes have been positive for this project. He has seen more people walking and biking on the new protected facilities. Mr. Bill McCord asked what the total amount of TAP funds awarded for the project were. Mr. Barlow said it was around \$1.5 million.

Mr. Capparella gave an overview of the Harlinsdale Farm Multi-Use Path and said that it was significant because the preliminary phases were funded locally, which allowed the City of Franklin to be competitive for construction funds from the TAP program. He also gave an overview of the SR-41 Sidewalk/Bike Lane Project in White House. He said it was a good example of leveraging GNRC's ATP program. He said that the 12th Ave South Complete Streets project in Nashville is a good example of using 100% local funds to complete a project. Mr. Barlow said that federalizing a project can complicate its delivery, and that it is important for local agencies to determine whether it is worth it to federalize a project rather than use local funds.

He said that the key takeaways are:

- Identify full picture of funding needs for projects
- Increase use of local funding
- Better leverage existing state and federal funding sources
- Explore opportunities to be more competitive for new discretionary programs

Mr. Glenn Harper, City of Columbia asked if any of the funding sources have storm and drainage as an eligible expense. Mr. Barlow said that storm and drainage is definitely an eligible expense on sidewalk projects.

For more information, please contact Daniel Capparella at dcapparella@gnrc.org or Anna Emerson at aemerson@gnrc.org

Recap of Environmental Roundtable Workshop on Open Space Policies

Ms. Carson Cooper, Environmental Program Manager, said that the Environmental Roundtable has been diving into how local land use and conservation policies impact the amount of land conserved. She said that the local land conservation policy workshop's highlights and takeaways are:

- Conservation policies are some of the hardest to enforce – maintenance of land, changes in ownership, etc. make it hard to track
- Perception that minimum lot sizes for ag and rural residential areas are not high enough to prevent spawl
- Federal conservation programs (through USDA NRCS) were seen as a difficult incentive to pursue due to red tape and long federal process
- Mitigation fee programs are hard to implement – find receiving sites, heavy administrative lift

Regular Reports

- **Federal Report**

Mr. Sean Pfalzer said that the MPO certification review was completed and there were no corrective actions.

He said that the Safe Streets for All Grants are due September 15th.

- **TDOT Report**

Mr. Jonathan Russell said that the resurfacing project list was out. He also said that TDOT is in the process of contracting with consultants for the UTPG projects from this year's cycle.

- **Chair's Report**

None

- **Staff Report**

Mr. Pfalzer reminded the members of the GNRC Annual Meeting/Luncheon on September 28th.

He said that he attended a presentation of project delivery from TDOT. He said that there are some materials on the website that the members can review. He said this new project delivery approach is limited to state projects for now.

Mr. Barlow said that a 5-year project delivery process would be a greatly compacted timetable. For more information, visit <https://www.tn.gov/tdot/pm/pdn.html>

With no further business, the meeting was adjourned at 11:45 a.m.

Date: 11/2/22


 Andy Barlow, Chair
 Transportation Coordinating Committee


 Sean Pfalzer, Transportation Planning Manager
 Secretary, Transportation Coordinating Committee