

**MINUTES**  
**Of the**  
**TRANSPORTATION POLICY BOARD**  
**Of the**  
**Nashville Area Metropolitan Planning Organization**  
**September 21, 2022**

Attendees: Ms. Diana Alarcon (for Mayor John Cooper), Mayor Rogers Anderson, Mr. Andy Barlow (for Mayor James Maness), Mayor Rick Bell, Mr. Steve Bland, Mayor Paige Brown, Mayor Mike Callis, Mayor Joe Carr, Mayor Jamie Clary, Mayor John Cooper, Mr. Gilberto De Leon, Mr. Gerald Herman (for Mayor Farris Bibb), Mr. Eddie Hood, Mayor Randall Hutto, Mr. Thad Jablonski (for Mayor Chaz Molder), Mr. Jim Kerr (for Mayor Shane McFarland), Mr. Victor Lay (for Mayor Derek Adams), Mr. Addam McCormick (for Mayor Rusty Tinnin), Mr. Matt Meservy (for Gov. Bill Lee), Mayor Ken Moore, Mr. Andrew Pieri (for Mayor David Gregory), Mayor Mary Esther Reed, Mr. Sean Santalla, Mr. Josh Suddath (for Mayor John Isbell), Mayor Billy Vogle

**Call to Order and Approval of Previous Meeting minutes**

Mayor Billy Vogle opened the meeting at 10:22 a.m. Mayor Rogers Anderson moved to approve the August 17, 2022 meeting minutes. Mr. Eddie Hood seconded. The motion passed unanimously.

**Public Comment**

There was no public comment.

**Informational Items**

**a) Presentation of the Image East Bank Draft Vision Plan**

Ms. Diana Alarcon, NDOT Director, introduced Ms. Lucy Kempf, Metro Nashville Planning Director. Ms. Kempf said that the Image East Bank Vision Plan will serve as a guide for the Metro Council and Metro Planning Commission when future development proposals are made for the East Bank.

She said that the vision plan is not a detailed engineering or detailed building design plan. She said that the images in the presentation are reflective of a high level of planning. She said that it is a vision of:

- 1) our aspiration for the future
- 2) embodies key community priorities
- 3) reflects best practices in community-building
- 4) defines scope of the opportunity



She said that while the vision is broad, it includes specific, foundational directions for

- creating a more accessible community for all Nashvillians that connects people to goods, services, and ultimately to one another
- shaping new neighborhoods with essential building blocks that all communities need which are comfortable ways to move, green spaces to relax/play, a mix of places for people to live and work and cultural experiences, and connections to major resources,
- bringing a major piece of our city's core to life, starting with its public spaces.

She gave an overview of the geography of the east bank, and said that there is an excess of land dedicated for parking that has the potential to be redeveloped. She said that the process started with public comments in order to establish community priorities. The public comment period is set to close on September 30th. The community priorities are 1) safe & simple multimodal connections, 2) equitable & affordable east bank, 3) respect for the river, and 4) neighborhoods for Nashvillians equal vision plan goals.

She said that the plan evaluated work on three different scales: Systems and Network, Neighborhood, and Site.

Mr. Ben York, NDOT management team, said that historically, the river and I-24 have limited connectivity to the East Bank. A contiguous multimodal north-south boulevard needs to be created and a street grid for growth and equitable access needs to be developed. Also, developing a system to have better neighborhood mobility means providing dedicated transit lanes connecting major network routes, improving access to transit for more than 110,000 people within a ½ mile of four major transit routes and enhancing capacity on the highest ridership lines in the WeGo system.

He said the need for multimodal facilities will increase as Oracle relocates to the north portion of the East Bank. Dedicated transit lanes offering BRT are planned along the East Bank Boulevard and Murfreesboro Pike. A north-south Transit Priority Corridor through the existing downtown core as part of NDOT's Connect Downtown Mobility Study is also an important element. Mobility hubs are planned along these lines 1) East Bank – East Bank Blvd. and Main Street and 2) SoBro (Rep. John Lewis Way and Lafayette Street). He said that connecting the dedicated transit lanes and BRT to the East Bank and Murfreesboro Pike is critical to connecting cross-city routes. Multimodal connections to the regional neighborhoods are accomplished by connecting to local and regional corridors in the city's approved transportation plan and giving local commuters alternatives to automobiles and the interstate.

There will be 16+ miles of proposed bikeways connecting 35,000 residents to the East Bank and downtown by biking through dedicated low-stress bike lanes. These will be providing direct cycling access to parks, services, housing, and job opportunities. He showed a map of existing bicycle facilities and said that facilities are lacking, an issue the plan hopes to address with new bike/ped facilities on South 2nd Street and on neighboring streets.



Ms. Kempf said that in early October there will be a presentation to the Metro Planning Commission for the adoption of supplemental policies and a major and collector street plan. She said that the Titans stadium placement will determine the street grid, but that the plan considered multiple locations for the stadium. She said that the plan is a public space concept with park, land-use, and transportation improvements in the east-bank area.

Mayor Vogle, asked what the timeline for the plan will be. Ms. Kempf said that the plan development will be incremental, and will be long-term.

Mr. Steve Bland, WeGo Public Transit, said that the single centralized station is antiquated which is why another station is needed in the East Bank for regional connection. He said that the plan includes a planned BRT line on the Murfreesboro Pike corridor, as well as a potential East Bank Boulevard BRT to the north of the east bank. He said that in theory the region could be successful in increasing transit trips.

Mr. Skipper thanked the presenters for their briefing. He asked what type of support is needed from the TPB. Ms. Diana Alarcon said that federal funds are needed and that funding will need to be requested to be added to the TIP. She said that the timeline needs to be determined. She said that transportation drives economic development. This is a great opportunity to get in front of development and provide infrastructure to accommodate growth.

Mayor Ken Moore said he liked the idea of decentralized stations. He said that this is an ambitious plan and wondered 1) how does it help congestion on the inner loop, 2) how it helps the southern area of the region, and 3) is it the most important use of federal funds rather than relieve congestion.

Mayor John Cooper said that the heart of the struggle is congestion. He said that there is \$6.5B ready to move in development of the East Bank. He said that a new bridge over the Cumberland to Murfreesboro Road will ease use of the interstates. There are large transit benefits with the North-South connectivity. The new boulevard is important for the region and will help manage tourism and improve connectivity. The south corridor is the next chapter of connectivity. He said that resiliency is also an important element of the east bank plan. Ms. Alarcon said that the boulevard will expedite the construction of a fixed-guideway transit corridor.

Mr. Skipper said that the South Corridor Alternative Analysis looked at bus rapid transit, and commuter rail between Columbia and Nashville. The consulting team of WSP did a good engineering analysis and it would be good to revisit this analysis with this project on the table. It would also be good to revisit some of the specific ideas that came out of the Inner Loop study. Ms. Alarcon said regional mobility master plans partnering with TDOT to how to move transportation initiative for all modes of transportation for our region.

**b) Presentation of Tennessee Electric Vehicle Infrastructure**

Mr. Matt Meservy, TDOT Long-Range Planning Director said that Tennessee has completed its development of the Tennessee Electric Vehicle Infrastructure 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. They hope to have 200,000 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. Has agreed to place charging stations in TN state parks and will maintain them.

Mr. Meservy said that the Tennessee Electric Vehicle Infrastructure (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 they are 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 go to: <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](mailto:alexa.voytek@tn.gov) or 615-613-1096 or Matt Meservy, TDOT Long-Range Planning at [matt.meservy@tn.gov](mailto:matt.meservy@tn.gov) or 615-741-3421

Mayor Clary, City of Hendersonville, asked where chargers will be located in relation to the Justice40 requirements. Mr. Sean Santalla, FHWA, clarified that there will be federal funding for infrastructure outside of the baseline requirements of the plan.

Mayor Anderson, Williamson County, asked how these updates will be paid for. Mr. Meservy said that the state is working to figure out additional funding sources to install chargers. Mayor Anderson said that it is in the best interest of the region to figure out how to address the need for grant writers as it will continue to be a huge cost for local governments. Mr. Skipper said that GNRC does have in-house grant writers, but that figuring out how to address deficiencies in this need will be looked at by staff.

Mr. Skipper asked for more information on the methodology of choosing where to locate chargers. Mr. Meservy said that information will be made available to GNRC. Mr. Santalla said that the funding issue is on the radar of FHWA. Mayor Vogle asked how much it costs to put up one charger. Mr. Meservy said he did not know how much each charger is, but that most charging occurs at individual households.

**a) FHWA and FTA Report**

Mr. Sean Santalla introduced the new Deputy Division Administrator, Mr. Gilberto De Leon.

Mr. Santalla said that there are several grant opportunities. These are:

1. Reconnecting Communities Pilot Program is a discretionary grant program for projects that address areas where transportation infrastructure has cut off our communities. He said that \$195 million is available this year and applications are due by October 13, 2022.
  - a. The Strengthening Mobility and Revolutionizing Transportation (SMART) discretionary grant program is funded at about \$100 million for demonstration projects that focus on advance smart community technology and systems that address transportation technology. Applications are due by November 18, 2022.



- b. Advanced Transportation Technologies and Innovative Mobility Development (ATTIMD)/Advanced Transportation Technologies and Innovation (ATTAIN) is the new name for the ATCMTD. The program is for more established technologies. He said that there is approximately \$60 million available and applications are due by November 18, 2022.

**b) TDOT Report**

Mr. Meservy said that the Carbon Reduction Strategy is about to begin. It is essentially CMAQ for the entire state.

**c) Chair's Report**

Mr. Vogle reminder the members to register for the annual lunch which will be September 28th at the Geodis Soccer stadium.

**d) Staff Report**

Mr. Sean Pfalzer, Transportation Planning Manager, said that the next meeting of the Project Delivery Task Force will be announced soon.

He said that the staff is working with TDOT for a presentation on their Project Delivery Network at the next meeting that would focus on accelerating state led projects for now.

He said that the draft FYs 2023-2026 TIP is out for review. It can be found at [www.gnrc.org/2326/draft](http://www.gnrc.org/2326/draft)

The November TPB will adopt the new TIP. New cycle of amendments will be presented. The annual Safety Performance Measures will be presented. There will also be a presentation of bridge funding opportunities.

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

Date: 11-16-22

Billy Vogle

The Honorable Billy Vogle  
Chairman, MPO Transportation Policy Board

Sean Pfalzer

Sean Pfalzer, Transportation Planning Manager  
Secretary, Transportation Policy Board

