

**Minutes of the Executive Board Meeting of the
Lakeway Metropolitan Transportation Planning Organization
Executive Board Meeting
Wednesday May 10, 2023**

Present:

Jason Farmer	TDOT
Mark Potts	Jefferson County
Mike Patterson	ETHRA/ Lakeway Transit
Bill Brittain	Hamblen County
Gary Chesney	Morristown

Staff:

Rich DesGroseilliers	MTPO Coordinator
Laura Smith	ETDD-RPO
Steve Neilson	Morristown
Jason Farmer	TDOT
Troy Ebbert	TDOT
Bryan Bartnik	TDOT
Jennifer Marshall	TDOT (virtual)
Dexter Justis	TDOT (virtual)
TN Senator Massey	

Absent:

FTA representative
Railroad representative
White Pine representative
Jefferson City representative

I. START OF MEETING/ ROLL CALL

Chair **Mark Potts** started the meeting at 9:00 am. Staff noted the attendance of the meeting.

II. Approval of the March 8, 2023 minutes

Staff recommends approval as submitted. A motion was made **by Bill Brittain, seconded by Gary Chesney**, to approve the document as submitted. Then motion was approved unanimously.

I. TDOT 3 year Plan, presented by Dexter Justis, TDOT.

<https://www.tn.gov/content/dam/tn/tdot/three-year-program/TDOT%20FY%2024-26%20Multimodal%20Program%20Final.pdf>. There was some discussion as to when construction on SR34/ US Hwy 11E/ E Andrew Johnson Hwy

will begin. It was stated a bid letting in late March 2024, then possibly start seeing the beginning process of construction (could be tearing down building close to the railroad tracks) sometime in Summer 2024. No action is needed on this project.

II. Protect 1 – Resiliency Plans Fall Plans announcement, Carbon Reduction & NEVI Funding presented by Troy Ebbert, TDOT OCT, talked about these three items.

TDOT/AEOM have created this survey to gather feedback on carbon reduction projects and strategies that your members would prefer to see in their communities.

The Infrastructure Investment and Jobs Act (IIJA) created several new programs, including the Carbon Reduction program (CRP). IIJA is providing \$6.4 billion dollars in formula funding to the Carbon Reduction program, to reduce carbon emissions from the transportation sector.

Tennessee's portion of that funding is approximately \$139 million total, divided over fiscal years 2022 through fiscal years 2026.

This survey is not only to inform your members about the carbon reduction program and eligible project types, but will help us make informed decisions regarding the types of carbon reduction projects your jurisdictions feel would be the most beneficial in their areas. **Please click the link to take the survey:** <https://metroquestsurvey.com/yw4c4k>, it should take less than 15 minutes. By taking this survey, you are helping TDOT utilize the funding for the types of projects that are important to your communities, the survey closes Friday May 5, 2023.

III. Discussion of the Transit Center Feasibility Study

Held a scoping meeting on April 11, 2023. Virtual meeting to be held on Thursday May 11, 2023 to discuss public engagement. Will keep you updated on its status. No action is needed at this time.

IV. Status Update of the 11E Corridor Study in Jefferson City

As of Monday, Feb. 20, 2023, there are 406 survey responses. A public meeting was held on April 6, 2023 at the City Hall in Jefferson City. No action is needed at this time.

III. Status Update of the SR160 Corridor Study in Morristown

634 responses to the survey. Virtual meeting on April 24, 2023. Public meeting at Living Promise Church, 5075 Dearing Road, Morristown, TN 37813 on May 15, 2023 from 5pm to 7 pm. No action is needed at this time.

IV. Program of Projects

Motion to Recommend Approval: The Program of Projects (POP) is a list of projects, for each agency, to be funded with the Federal Transit Administration (FTA) Section 5307, 5310, and 5339 funding. FTA requires a public hearing on the POP. Staff had sent out a copy of the letter from TDOT on the FTA 5307 and 5339 funds LAMTPO just received. No action is needed at this time.

V. Information/ Updates from FHWA/ FTA/ TDOT

TDOT Multimodal Grant application is out, if anyone is interested.

TDOT Local Government Guidelines Training is being offered at TDOT Region 1 on May 23-24, 2023. This is a requirement for a local agency wishing to use state and/or federal funds.

VI. Other Business

VII. ADJOURNMENT

The meeting was adjourned at 10:06 a.m.

These minutes were approved on , 2023.

Secretary,



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NEVI Program Funding



\$7.5 billion in dedicated funding to expand electric vehicle (EV) charger accessibility to all Americans.

\$2.5 billion competitive, discretionary grant program FHWA led - NOFO opened March 14, Closes May 30, 2023

- 1.25 billion - Corridor Charging grants (TDEC is applying on behalf of the state. Focus - Freight charging along AFCs).
- 1.25 Billion - Community Charging grants (open to MPO's)


\$5 billion formula program (NEVI Program)

- **\$88 million** over 5 years to **Tennessee** (TEVI Deployment Plan)

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TDOT Formula Funding




- NEVI Candidate Sites
 - 1-24
 - 1-25
 - 1-26
 - 1-27
 - 1-28
- Existing NEVI Compliant Chargers
 - 1-24-25
 - 1-26-27
- Gaps and Corridors
 - Gap
 - 1 mile travel distance
 - 100 mile travel distance (up to 125 miles)

Timeline:

- Notice of Intent - Released March 17
- Notice of Funding Opportunity (grant) - Spring 2023
- Awards - late summer (August/September)
- Contracts - Fall 2023
- Notice to Proceed - winter/spring 2024

There are 10 existing NEVI compliant charging stations in TN (red squares)



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Current State

EV Registrations (March 2023)

EV on the Road by County and ZIP Code

State EV Registration Data - Atlas EV Hub

Existing Infrastructure

625

Alternative Fuels Data Center
<https://afdc.energy.gov>

BEV = Battery Electric
PHEV = Plug-in Hybrid Electric

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Carbon Reduction Program

\$6.4 billion Nationally, (FY2022 - FY2026)
 \$6.4 billion formula program (allocated to state DOT's)
 TN portion is \$139,172,276

- Funding for projects to reduce Transportation Emissions Reductions.
- States must develop a Carbon Reduction Strategy
 - Submit for approval by November 15, 2023
 - Identify alternatives to single occupant vehicle trips.
 - Identify vehicles or modes of travel that result in lower transportation emissions.
 - Identify construction practices that result in lower emissions.

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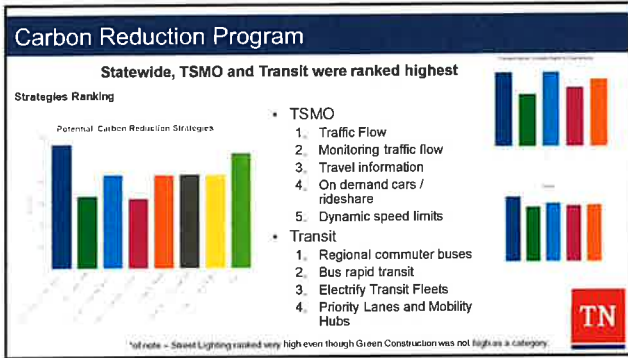
Carbon Reduction Program (CRP)

What's unique about CRP?

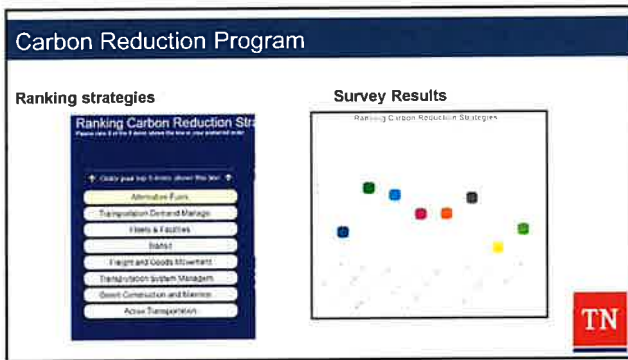
- 65% of funds apportioned to a state are obligated by population.
 - Meaning all MPO's have been given a pre-determined suballocation
 - The 4 TMA's have project selection authority within their boundaries
 - TDOT has project selection authority for all other population categories
- 35% of funds may be obligated anywhere in the state at the DOT's discretion.
- MPO's can program their allocations prior to the states' strategy plan.

TDOT developed a survey to help determine what types of project were important to each population category. The survey closed on May 5, 2023. The results from the survey will inform the decision for developing carbon reduction projects.

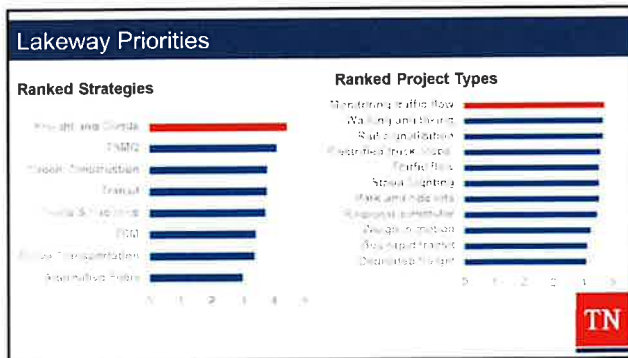
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PROTECT Program

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation

\$8.7 billion Nationally, (FY2022 – FY2026) is comprised of:

- \$7.3 billion formula program (allocated to state DOT's)
- \$1.4 billion competitive, discretionary **grant** program

Tennessee's allocation is \$158 million
over the 5 years

*Electric charging infrastructure along evacuation routes is an eligible expense.



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Resiliency Planning

Resilience plans/studies – Consultants will review transportation assets, assess their vulnerability and provide resilience-building solutions.

- resilience planning,
- pre-design, or design;
- technical capacity-building;
- evacuation planning and preparation.



Competitive Grants Proposed Timeline

- October 2023 - Announce grant opportunity
 - Application
 - Webinar
- December 2023 – Grant closes
- January 2024 – Review applications
 - Put forth recommendations to commissioner
- March 2024 – Announce awards
- March – April 2024 – contracts with consultants
- May 2024 – Kick-off plans/studies


Set aside for Resilience-Related Planning

*Requires each State to use at least 1% of its PROTECT Formula Program funding each fiscal year for specified types of resilience-related planning



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Conclusion




This new funding is a monumental event, coming at a time when available workforce is also at a monumental low.

We will all need to work together to implement these transformative programs.

Feel free to reach out to me, I always welcome your feedback.

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