

Southeastern Corridors Council – Webinar Notes

First webinar – 2/26/19

Notes taken by Overly.

Attendees:

AL = M. Bentley, P. Wiedmeyer

KY = E. Carpenter

TN = J. Overly, S. Basques

AR = P. Springs

LA = T. Herrmann

VA = A. Harned

FL = A. Kolpakov, M. Larson

NC = B. Eaker, A. Eilers

GA = D. Francis

SC = L. Masters

1. Roll call
2. Review of the agenda that was presented in the group email; referenced some online documents during webinar: FHWA maps of southeast corridors, Clean Cities SharePoint website

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- ✓ **Laying out a plan for what we want to discuss this year, how frequently, and any outcomes we want**
 - ✓ Discussion of different kinds of signage, BOTH of which I believe applies to our sharing needs – Corridor ID signage vs. Directional signage to AF infrastructures
 - ✓ Summary of where process stands in our state – 3-5 minute overview each
 - ✓ If and when to pull in state DOT, FHWA or other related officials, or federal staff (otherwise non-Clean Cities folks)
 - ✓ Funding for signage – how to solve this, now knowing that CMAQ funds are eligible for such!
 - ✓ Future corridor nominations, and how they connect to current “ready” or “pending” corridors
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3. In opening conversation, both AL and SC references that they are working with multiple groups on corridor signage, and in one case on a funded project, so just wanted the rest in the group to recognize that.
4. Discussed the idea of using a spreadsheet to track what’s going on in our states with some dates and details, toward corridor ID signage. Group liked that idea and discussed a few options for where to keep such a document and everyone was in agreement to use the **SharePoint CC website**. Overly will start building out a spreadsheet and Bentley will assist so that the group can discuss on our next call.
5. Someone brought up that if we create a folder on the SharePoint site, we can store any documents that might be related to our work there. That will be the plan with the creation of a folder for our efforts that will store the spreadsheet plus any documents that any partner wants to share or add there for reference.
6. Alleyn brought up the need to track our progress, so agreed with the document but stressed the importance of note taking with each call.
7. A schedule for the calls was brought up and Mark suggested we keep the calls monthly for a few months and then see if we want to turn them into every other month or quarterly after that. All were

in agreement. The ensuing conversation set the next dates for webinars, all to be held on Tuesdays at 3pm ET/2pm CT:

- a. March 26
- b. April 30
- c. May 28

Jonathan will send reminders and webinar information in advance of each call. Each call will stick to one hour unless the group wants to set one or more calls to 1.5-2 hours for any reason.

8. Items that we could discuss on future calls where discussed, and the following resulted:
 - a. Funds for signs
 - b. Directional signage (that other important signage)
 - c. Infrastructure changes from what is currently provided to FHWA
 - d. Could host company reps on calls, if we think it could benefit the group – examples include John Barnett from U-Haul, or perhaps an EVSE rep
 - e. Equipment and coalition experiences – this sounded like a good topic as there are some real failures out there on the EVSE side. That could bleed over into CNG or propane discussions, so this was liked as a discussion idea. (Alleyn brought up Signet failures in VA being rampant and that causing problems, of course.)
 - f. *Other ideas are in the original agenda above*
9. Emily brought up working on corridors and the cross-state traffic that we know of, and how we might use these calls to help each other drive traffic to certain stations as we work across state boundaries.
10. Phillip brought up the recent additions of biofuels into the CC contract/work, and that we should discuss pulling biofuels into our discussions.
11. With some time left, we decided to have our first state summary – Phillip spoke up that **Alabama** is first alphabetically so might as well be first here (short summary here).
 - a. In Round 2 w/FHWA they had 8 corridors submitted with all of the approved. 4 were “signage-ready” while 4 were “signage-pending” and they were for CNG and propane.
 - b. In Round 3, the focused more on propane corridors. A **key part of this effort was ALCleanFuels work with U-Haul to further develop some equipment of their sites, AND work with NREL to get some sites changed from “secondary” to “primary” in the DOE listing.** It was brought up that it’s known that the pricing for autogas at U-Haul’s... isn’t good, but that U-Haul is willing to work with a returning customer to negotiate a lower price (that’s good news).
 - c. They had some submissions for Round 4 as well.
 - d. Philip brought up Porsche bringing DCFC to some of their dealerships. Jonathan commented that it seems Tennessee is of the ilk to excluding dealership DCFC sites, including the broad network of Nissan dealerships were you can usually find a DCFC now, because of the oddity of going there to fill up (and how much odder that might be if you’re in a Ford going to a Porsche dealership wanting to charge). Don chimed in that GA is not including them. *This is a point we can add in our spreadsheet.*