

Attachment #1

**TPO Executive Board
9 a.m., February 27, 2008
Small Assembly Room
City/County Building
Knoxville, Tennessee**

The Knoxville Regional Transportation Planning Organization (TPO) Executive Board met on February 27 at 9 a.m. in the Small Assembly Room of the City/County Building, Knoxville, TN. Mayor Bill Haslam, Chair of the Executive Board, presided.

*Doyle Arp	Mayor, Loudon County
*Mark Brown	Vice Mayor, City of Knoxville
*Eddy Ford	Mayor, Town of Farragut
*Chris Hamby	for Mayor Don Mull, City of Alcoa
*Mike Hammond	East Tennessee Development District
*Bill Haslam	Mayor, City of Knoxville
*Dale Hurst	for Mayor Matt Brookshire, Lenoir City
*John Lamb	for Mayor Jerry Cunningham, Blount County
*Cindy Pionke	for Mayor Mike Ragsdale, Knox County
*Jeanne Stevens	Tennessee Department of Transportation
*Joe Swann	Mayor, City of Maryville
Jeff Welch	Transportation Planning Organization Director
Nathan Benditz	Transportation Planning Organization Staff
Mike Conger	Transportation Planning Organization Staff
Amy Brooks	Transportation Planning Organization Staff
Doug Burton	Transportation Planning Organization Staff
Katie Habgood	Transportation Planning Organization Staff
Angie Midgett	Tennessee Department of Transportation
Tameka Macon	Federal Highway Administration
Kelley Segars	Transportation Planning Organization Staff
Charlotte West	Transportation Planning Organization Staff
Ellen Zavisca	Transportation Planning Organization Staff

*Voting Member

Approximately 40 members of the public were also in attendance.

Mayor Bill Haslam called the meeting to order.

Jeff Welch called the roll and determined there was a quorum for the Executive Board.

1. Approval of January 8, 2008 Minutes

Presenter: Bill Haslam, Chair

Item Summary: Approval of January 8, 2008, TPO Executive Board minutes.

Background: Attachment #1 – January 8, 2008, TPO Executive Board Minutes.

A motion was made by Mayor Joe Swann and seconded by John Lamb to approve the January 8 minutes. The motion carried unanimously.

2. Approval of a Resolution Amending the FY 2008-2011 Transportation Improvement Program (TIP)

The TPO Technical Committee recommends approval.

Presenter: TPO Staff

Item Summary: The attached TIP amendment reflect the addition of one new project to the TIP and the administrative adjustment of 4 existing TIP projects. **Attachment #2 – Resolution.**

a. Add a new project: Engineering for Montvale Road (SR 336) from US 321 to Montvale Station Road (TIP Project #2008-109).

Item Summary: Surface Transportation Program (STP) funds for Engineering: \$224,000 local STP and \$56,000 state funds. Attachment #2a.

b. Amend TIP Project #2008-074 - KAT Section 5307 Transit Funds -

Preventive Maintenance and Capital Projects from \$5,000,000 (\$4,000,000 federal funds, \$500,000 state and \$500,000 local funds), to zero funds. These funds serve as a place holder for KAT's section 5307 funds. KAT is programming specific projects for 5307 which will replace the deleted funds. Attachment #2b.

c. Add TIP Project #2008-110 -Transit Enhancements-

\$40,971 federal/\$5,121 state/\$5121 local to purchase shelter, benches, lighting, signage, etc. for KAT. Attachment #2c.

d. Add TIP Project #2008-111 – KAT Section 5307 Transit Funds - Preventive Maintenance - KAT-\$2,149,635 federal/\$268,704 state/\$268,704 local for preventive maintenance/associated capital maintenance items. Attachment #2d.

e. Add TIP Project #2008-112 – KAT Section 5307 Transit Funds – ADA non-fixed route - \$409,712 federal/\$51,214 state/\$51,214 local - \$211,200 federal/\$26,400 state/\$26,400 local for ADA non-fixed route. Attachment #2e.

f. Add TIP Project #2008-113 – KAT Section 5307 Transit Funds – Transit Planning Activities - \$211,200 federal/\$26,400 state/\$26,400 local for transit planning activities and program support. Attachment #2f.

g. Add TIP Project #2008-114 – KAT Section 5307 Transit Funds – Computer Hardware/Software-KAT - \$320,000 federal/\$40,000 state/\$40,000 local/\$40,000 for software/licenses/hardware. Attachment #2g.

h. Add TIP Project #2008115 – KAT Section 5307 Transit Funds – Farebox System Upgrade/ODYSSEY-KAT – federal/\$320,000 state/\$40,000 local \$40,000 for farebox system upgrade/ODYSSEY. Attachment #2h.

i. Add TIP Project #2008-116 – KAT Section 5307 Transit Funds – Facility Maintenance/Improvements-KAT – federal/\$40,000 state/\$5,000 local \$5,000 for facility maintenance and improvements. Attachment #2i.

j. Add TIP Project #2008-117 – KAT Section 5307 Transit Funds – Facility Security Upgrade-KAT – federal/\$120,000 state/\$15,000 local/\$15,000 for facility security upgrade (gates). Attachment #2j.

k. Add TIP Project #2008-118 – KAT Section 5307 Transit Funds – System Security Cost (E911 fees) – KAT – federal/\$52,000 state/ \$6,500 local/\$6,500 for system security cost (E911 fees). Attachment #2k.

l. Add TIP Project #2008-119 – KAT Section 5307 Transit Funds – Mobile Camera System – KAT – federal/\$120,000 state/\$15,000 local/\$15,000. Attachment #2l.

m. Add TIP Project #2008-120 – KAT Section 5307 Transit Funds – AVL System Startup – KAT federal/\$120,000 state/\$15,000 local/\$15,000 for AVL System startup for paratransit fleet. Attachment #2m.

n. Add TIP Project #2008-121 – KAT Section 5307 Transit Funds – Shop Equipment – KAT federal/\$160,000 state/\$20,000 local/\$20,000 for shop equipment (bus washer). Attachment #2n.

o. Add TIP Project #2008-122 – KAT Section 5307 Transit Funds - Closed Radio System – KAT federal/\$33,600 state/\$4,200 local/\$4,200 for closed radio system. Attachment #2o.

Administrative Adjustments were made to the following projects:

p. Adjust TIP project #2008-080 - Purchase KAT Vehicles- to delete state match of \$100,000 and increase CMAQ amount by \$100,000. Attachment #2p.

q. Adjust TIP Project #2008-082 - Purchase Vehicles for CAC-to delete state match of \$22,500 and increase CMAQ amount by \$22,500. Attachment #2q.

r. Adjust TIP Project #2008-078 - CMAQ Project Contingency- transfer \$122,500 to 2008-080 and 082. STP Project Contingency transfer \$219,500 to 2008-081 and 085. Attachment #2r.

s. Adjust TIP Project #2008-055 - Watt Rd. Kingston Pike to Old Stage Rd.- Add PE phase in 2008 in the amount of \$20,000 Local STP and \$5,000 Local funds. Attachment #2s.

- t. Adjust TIP project #2008-081- Purchase KAT Vehicles- to delete state match of \$197,000 and increase local amount by \$197,000. Attachment #2t.
- u. Adjust TIP Project #2008-085 - Purchase Vehicles for CAC-to delete state match of \$22,500 and increase local amount by \$22,500. Attachment #2u.
- v. Adjust TIP project #2008-013 - Central Ave. Pk./Merchants Dr. Intersection Improvements. Attachment #2v.

A motion was made by Mayor Joe Swann and seconded by Mike Hammond to approve TIP amendments a-o. The motion carried unanimously.

3. Tolling Legislation and SR-475 (Knoxville Parkway)

Presenter: TPO Staff

TPO Staff recommends adoption of the following resolution requesting TDOT conduct further studies of tolling on SR-475.

Item Summary: Tolling legislation approved by the legislature last year required TDOT to recommend a pilot program of two projects consisting of a new highway project and a major bridge project crossing a major river. This report is to be submitted to the legislature in January of 2009. Two possible projects in our area which TDOT prepared preliminary feasibility studies are SR-475 and a proposed Intra County Parkway in Sevier County. The TPO Technical Committee recommends that the Knoxville Parkway be a candidate project for a toll facility.

Background: Attachments #3a – Resolution; #3b and #3c – Executive Summaries of the two studies; and #3d - Letter to Senator McNally from Commissioner Nicely.

Mayor Haslam stated that there are so many people here to speak that we may not be able to get to every person. He asked that they make their statements as brief as possible.

Jeff Welch stated that last year the Tennessee State legislature passed legislation allowing TDOT to pursue two pilot toll projects in the state consisting of one new highway project and one new bridge project. The recommended pilot projects are to be submitted to the legislature in January 2009. TPO Technical Committee approved a resolution recommending that TDOT prepare a feasibility study for SR-475. Costs have increased for the building of the parkway. Mayor Haslam asked if there are any other roads in Tennessee that TDOT has suggested making a toll road. Jeanne Stevens of TDOT stated that she is aware of bridge projects in Memphis, Nashville and Chattanooga. Mayor Haslam stated that the discussion today is whether we want to ask TDOT to prepare additional feasibility studies to be presented to the TPO Board and then possibly request that SR-475 be submitted to the state legislature in January 2009 as a candidate project.

Mike Hammond asked what happens if we pass this resolution. Jeanne Stevens responded that if the TPO requests TDOT to conduct the study, they will report back to the Executive Board this summer. There will still be public input.

The Board took comments from the public:

Clark Hamilton, 1200 Stillwell, President of Better Roads in North Knoxville (BRINK), stated that BRINK was organized 16 years ago, and some members were on the Urban Transportation Issues Committee (UTIC) before UTIC was discontinued. The beltway was chosen as the No. 1 need of the area by the UTIC. In the 1970s, there was discussion that it might need to be a toll road. Drivers can use I -75 if they do not want to use the beltway.

David Lynch, 2525 Caspian Drive, stated that he lives in Hardin Valley and pays high taxes to build roads and then would be charged to use them.

Vicki Lynch, 2525 Caspian Drive, stated she is opposed to the parkway being a toll road.

Donna Martin, 12115 Couch Mill Road, stated that the traffic data is out of date. The road would put Tennessee in debt, and property taxes would be lost when the road takes land. The parkway was the brainchild of the TPO, but the people do not want it.

James Mottern, 12115 Couch Mill Road, stated that the traffic analysis numbers used in studies to design the road were obsolete and inaccurate. Accurate data should be used. TDOT is guessing how much traffic will use the road. The State of Tennessee and TDOT cannot afford to build this road. High fuel costs are a problem, and people cannot afford to drive. He stated that Ed Cole of TDOT had said the toll to drive on the parkway would cost 14.4 cents a mile. How long would it take TDOT to pay the debt? Building the parkway would take 1,800 acres out of Hardin Valley and off the tax rolls. Building the parkway as a toll facility would take 2,500 acres.

Mayor Joe Swann stated that we have had three years of dialog and arguments about this road and encouraged the public to stay on the subject of tolling, not whether the road should be built.

Lance Trent, 1244 S. Heritage Drive, Maryville, stated that he is against toll roads, and this proposal is based on assumptions. Revenue funds have been overstated. Toll roads cause congestion, and it is inconvenient to be in line to pay a toll. Many toll roads do not meet the financial revenue expectations.

Robert Shaw, 6705 Cate Road, stated some suggestions regarding the resolution; (1) instead of "recommending any necessary work," more concrete words need to be used; and (2) the resolution should default to a single project, ask for further studies and look at the Sevier County parkway, also. He pointed out the letter from TDOT Commissioner Gerald Nicely to Senator Randy McNally that is included in packet. This project is not in the TPO's Transportation Improvement Program. There should be additional wording stating that after the TPO hears what TDOT has to say, a public meeting should be held once the facts are known. (3) If it becomes a toll road, it will then use state funding, and the National Environmental Policy Act (NEPA) process is not required. Additional wording in the resolution should request that TDOT use the NEPA process.

Remi Joueuse, 4335 Meredith Road, stated that he is opposed to the project because of the pollution. A feasibility study needs to be conducted. Who pays to provide the toll road? Eighty-six percent of toll facilities failed to generate adequate revenue.

Jim Ullrich, 1003 Luttrell Street, stated that the current resolution asks that TDOT report back to TPO before going on to the state legislature. He wants a public meeting to be held prior to the TPO reporting back to TDOT. Also, the consequences of the road being public or private should be studied.

Derrick Tharp, 301 Cheshire Drive, stated that he has lived in Florida and Chicago and can relate to toll booths. People will try to find a back road to avoid them. The costs of tolls also go up.

Ken Holland, 7811 La Barrington Boulevard, stated that he is opposed to toll roads. Making it a toll defeats the whole idea of a new road because people will not want to use the road.

Lynn Faust, 11828 Couch Mill Road, stated that Tennessee and area citizens do not want toll roads because this will cause pollution and other problems.

Sue Lusk, 702 Valleydale Road, said she is opposed to toll roads.

Debbie Faust, 308 Maple Loop Road, said she is opposed to toll roads.

Joyce Jones, 8722 Heiskell Road, said she is opposed to the toll road because she could not afford to travel on it.

Donna Justice, 1608 Bayou Bend Way, said she is opposed to the toll road, and making it a toll road would defeat its purpose.

Beth Mullin, 6641 Cate Road, quoted from Don Jacob's article in the News Sentinel that stated "The parkway will not go forward as a toll road unless the community supports it." The public is opposed to it.

Mike Edwards, President, Knox Chamber Partnership, 17 Market Square, stated that we should ask the state to look at toll roads. It will not be for local use because local traffic will remain on the local roads. TDOT needs to do the analysis to see if there would be enough usage to retire the debt. The legislature has said there will not be any privately-owned roads. He wants the state to do the analysis.

David Cockran, 5420 Holston Hills Road, stated that he has also lived with toll roads in other states. One of the things that make this area a great place to live is that there are no toll roads. The traffic from toll roads was always backed up, which caused pollution. Once you have one toll road, there will be more. This is just another way to tax our citizens. He travels Pellissippi Parkway and does not look forward to the backup to pay a toll.

Kieron Dey, 102 Center Park Lane, stated there will be pollution while people are backed up waiting at the toll.

Barbara Bunting, 2861 Swafford Road, stated she is concerned that people are not looking at their financial responsibility to Tennessee.

H E. Bittle, 2947 W. Gallaher Ferry Road, stated that in the 1990s, he was minority leader in the House of Representatives, and they studied toll roads and found there was no support for them. He and the citizens are opposed to toll roads. If you recommend that they do further study, that would be wasting good money.

Mark Richey, 12141 Couch Mill Road, stated that when TDOT does the study, the Executive Board will then make the decision, and they should make it clear which areas they are talking about. Jeff Welch stated that the study will include both the western leg of a bypass and a future eastern leg that would connect Interstate 75 to Interstate 40. Mr. Richey added that the resolution should say "and/or east or west," and recommended it should be clear what we want in the report, get the language right and tell TDOT what information we want. The beltway is not in the Long Range Transportation Plan (LRTP), and it should be in the LRTP first. Someone should check to see that the eastern route does go through Jefferson County and look at the need for it. His map shows it goes through Jefferson County. Jeff Welch checked the map he has, and it does show it goes through Jefferson County.

Mark Brown stated that we have three options to look at the resolution to see whether anything will be done. This resolution does not have us choose whether it should be built, only whether TDOT should study the feasibility of the Knoxville Parkway being evaluated as a pilot toll project.

John Fairstein, 11205 Sam Lee Road, stated the Executive Board is moving too fast with requests to TDOT. The Technical Committee did not discuss this at all. TDOT should be asked what happens if the toll does not meet the required revenue for the bond. TPO needs to sponsor an independent study of TDOT's study of the money feasibility.

Whitney Ray Dawson, 13080 George Lovelace Road, is opposed to toll roads. Nine Counties One Vision addressed mass transit and new ways of transportation. Knoxville ranks high in the country for people with asthma.

Ann Gehin, Hardin Valley, is opposed to toll roads. If the TPO Board asks to go forward and study them, it will set in motion the probability that it will happen.

Nancy Warrick, Hardin Valley, thanked the Executive Board for hearing the citizens. She is opposed to toll roads. People would avoid the road, and it would increase taxes.

David Curran, 7713 Castlecomb Road, stated he opposes toll roads. They have to appeal to people to save travel time. The parkway would only cut 5 miles off their trips. Trucks would also avoid it. Toll roads like the Florida Turnpike or Pennsylvania Turnpike save time, but the Knoxville Parkway would have little time savings.

Chuck Holland, 3117 Pellissippi Parkway, stated it is a horrible idea to have a toll road. Knox County is building new schools in Hardin Valley where there are many school children. The toll road will stop people taking the children to school at the toll booths and put out diesel fumes for the people of Hardin Valley. This is a creative way to tax. If Tennessee cannot afford it, do not build it.

Greg Lambert, Knox County Commissioner, stated that he is against the toll road and does not want to tax people. When you have a toll road, people look for a short cut, which puts more traffic on county roads. Now, we do not have to look for short cuts, we can use technologies like GPS to help avoid toll roads. In the future, more people will have GPS to avoid the toll. He is representing the people of Hardin Valley because they do not want more traffic.

Mike Hammond asked what the study cost will cost. Jeanne Stevens answered that TDOT does not know exactly, maybe around \$250,000. Most of the full work has been done. Jeanne explained the study process. TDOT would have the results this summer and bring them back to the board to consider sending a project recommendation to the legislature. TDOT can only recommend one road project as a pilot toll to the General Assembly.

Dale Hurst asked if we move forward, would it answer the public's concerns, and Jeanne stated that many questions raised today would be addressed. She added that this would be completing the conceptual study. If SR-475 is recommended to the legislature and the legislature approves that recommendation then an investment grade study would be done. It is too early to determine how much or if any financial responsibility would be placed on the state.

Joe Swann asked how many states have toll roads, and the answer was maybe 19 or 20.

Mark Brown asked if TDOT would have a public hearing before it goes before the legislature. Jeanne answered that it could be done if the Executive Board asks for it.

Mayor Doyle Arp asked how air pollution impacts would be studied. Jeff Welch stated that the NEPA or similar process has to be considered. Jeanne Stevens stated that technology has improved, and something can be put on your car to be able to drive through the toll without having to stop at toll facilities. Mayor Arp asked if Jeanne feels the resolution is OK or should it be changed. Jeanne said that the "and/or" should be included when discussing the eastern and western legs of the bypass for study or add "neither section be included." The state will still follow the same NEPA evaluation.

John Lamb would like to see a diversion estimate be included in the feasibility study. He also agrees with Mark that the "and/or" or "neither" should be added to the resolution.

Jeanne Stevens stated that the resolution should include adding that the state should proceed using either the NEPA process or the Tennessee Environmental Evaluation Report (TEER) process, whichever is applicable based on the project funding source.

Mark Brown stated that the public hearing should be held after the Technical Committee meets and before the Executive Board votes.

Mayor Ford stated he wants to insert "and/or" and "neither" to proceed as a toll road and the NEPA process be followed.

Charlie O'Neal, Federal Highway Administration (FHWA), stated that if there are no federal funds being used, the NEPA process would not apply. The federal government would not tell state what to do on a state-funded project only.

Mike Hammond stated that a "yes" vote would be for TDOT to spend \$250,000 on a pilot program for a toll road, and the legislature might use it or they might not. A "no" vote would be against further studies and thus no toll road. He stated that he will vote "no." TDOT does not need to spend \$250,000 to study whether we should have a toll road. Mark Brown stated that he has concerns about toll roads and understands about the toll roads in Chicago. A "yes" vote will not be for a toll road but only for TDOT to conduct a study.

Cindy Pionke stated that funding is becoming a problem. If projects are going to be done, we need additional information.

Jeff Welch stated that we will add language to the resolution that the Knoxville Parkway and/or the longer route, or neither route, be considered for recommendation as a pilot toll project to the General Assembly and request that TDOT follow the TEER Manual project regardless of the project.

A motion was made by Mayor Eddy Ford and seconded by Vice Mayor Mark Brown to approve the resolution requesting TDOT to conduct further studies of tolling on SR-475 (Knoxville Beltway) and that the word “and” be added after the word Parkway and that the words “or neither route ” be added after the words, the longer route, and also that TDOT use either the NEPA process or TEER process, whichever is applicable based on the project funding source, for the preparation of environmental documents. The motion carried with TDOT abstaining and Mike Hammond and Joe Swann opposing.

Mayor Haslam stated that he is not a fan of toll roads. This project is the first major new road project, and construction costs are increasing at a higher rate than revenues. With increasing expenses alternative funding needs to be considered.

4. TPO Certification Review

Presenter: TPO Staff and representatives from our federal partners

Item Summary: Representatives from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the Environmental Protection Agency (EPA) will review the certification process and solicit any comments from the Board.

Background: Every 4 years our federal partners conduct a review of the transportation planning process of the TPO. Representatives of FHWA, FTA and EPA will be meeting with the TPO staff on February 26 and February 27. A public meeting will be held on the evening of February 26.

Jeff Welch stated that every four years representatives from, FTA, FHWA and EPA review the TPO’s process.

Tameka Macon, FHWA, introduced the team: Tony Dittmeier, FTA; Victor Otero, Charlie O’Neal and Celia Crenshaw from FHWA. Tameka stated that the team conducted the certification process and needs feedback from the Executive Board on how the Knoxville TPO is doing.

Mayor Ford stated that the Technical Committee process does an excellent job and commended Jeff Welch and the TPO staff. John Lamb thanked the staff for helping the people of Blount County. He added that Joe Hultquist was chair of the Quality Growth Conference and thanked Jeff and his staff for their help. Mayor Swann stated that Blount County held a public meeting, and Jeff Welch answered the questions and clarified the issues about extending the Pellissippi Parkway. Mayor Arp stated that he appreciates Jeff’s efforts answering their concerns and questions. Mayor Haslam stated that once participants learn the process of TPO, it works well. Angie Midgett stated that the TPO staff does a good job in providing the information TDOT needs. Cindy Pionke stated that the staff gives her office the technical information when they need answers.

Tameka Macon stated that the team will draft a report, and Jeff Welch will receive it in 15 days. He will be asked to respond back in 15 days, and in May she will report to the Executive Board.

5. Annual Listing of Obligated Projects

Presenter: TPO Staff

Item Summary: Annually the TPO must prepare a listing of projects to which funds were obligated during the past fiscal year. The listing is attached and has been made available to the public.

Background: Attachment #4 - Annual listing of obligated projects.

Jeff Welch stated that the TPO is required under SAFETEA-LU to prepare a listing of projects where federal funds have been obligated. \$94 million of federal funds were obligated, which is approximately 65 percent of the funds that were programmed in 2007.

6. Discussion of the next Long Range Mobility Plan and Related Technical Studies

Presenter: TPO Staff

Item Summary: The next update of the regions long range plan is due in May of 2009. Staff is already exploring ways to reorganize the plan and to generate greater community interest.

Background: The dialogue around our transportation system has changed and now includes diverse topics from economic development to energy consumption and carbon footprints in addition to needed road improvements. Our Mobility Plan has the potential to shift the historic trend and positively affect our region. The TPO staff has engaged consultants to develop a land use model and an update to the travel demand model. The projects are both currently in the data collection stage, which includes a major household survey effort that is just getting underway throughout the region.

Katie Habgood of the TPO staff stated that she will report to the Executive Board regarding the Mobility Plan, which is scheduled to be adopted in May 2009. The Knoxville Region has challenges in addressing the mobility needs, and the plan must be financially constrained, a challenge when costs are rising and revenue is not. The plan will focus on connecting transportation and land use and alternatives to building new roads to relieve congestion. Staff is working on a Public Participation Plan specifically for the Mobility Plan and will conduct workshops throughout the region.

Mike Conger of the TPO staff added that technical tools are being developed that will be used to support mobility plan. The primary tool is the travel demand forecasting model. It will be updated using a new household travel survey that is just getting underway, which will survey 1400 households in our region on their travel patterns. We are also developing a land use model that will be able to interface with the transportation model which, will help determine where future population and employment will be located and how a new road affects land use patterns.

7. National Transportation Commission Recommendations

Presenter: TPO Staff

Item Summary: The National Surface Transportation Policy and Revenue Study Commission submitted its report to Congress on January 15, 2008. Briefly, the Commission advocates a strong federal role, concentrating the federal investment to ten program areas, going to a performance based approach, speeding project delivery and increasing public and private investment at all levels.

Background: The entire report can be seen at www.transportationfortomorrow.org

Jeff Welch stated that under SAFETEA-LU, the report was submitted in January. The report discusses issues that affect the country such as accelerating project delivery, improving performance of the transportation system and paying for the highway infrastructure. There is a shortfall of funding at the federal and state levels. The study included a recommendation to increase gas tax by .40 cents a gallon over 5 years and to explore tolling and private sources of funding. Copies of the report are available on a CD.

8. Other Business

- **Resolution from the City of Rockford opposing any widening of SR. 33 through the city limits (Attachment #5).**

Jeff stated that the City of Rockford is opposed to any widening of SR 33 within the corporate limits of Rockford. The TPO will consider the city's position as we prepare the new long range mobility plan.

- **Technical Committee Meeting, March 11 at 9:00 a.m. in the Small Assembly Room of the City/County Building.**
- **Executive Board Meeting, April 23 at 9:00 a.m. in the Small Assembly Room of the City/County Building.**

9. Public Comment

John Fairstein, 11205 Sam Lee Road, asked that TDOT summarize the differences between the Federal NEPA process and the TDOT TEER Manual.

City Councilman Joe Hultquist stated that there has been some controversy concerning the final draft of the National Surface Transportation Policy and Revenue Study Commission's report. By the time the final draft was published, some sections had disappeared.

10. Adjournment

There being no further business, the meeting was adjourned.