

TPO Technical Committee Minutes
August 14, 2012
9:00 a.m.
Small Assembly Room
City/County Building
Knoxville, Tennessee

The Knoxville Regional Transportation Planning Organization (TPO) Technical Committee met on August 14, 2012 at 9 a.m. in the Small Assembly Room of the City/County Building in Knoxville. Chair Andrew Sonner presided and called the meeting to order. It was determined that there was a quorum.

*Perrin Anderson	Sevier County, <i>for Greg Patterson</i>
*Kathryn Baldwin	City of Oak Ridge
*Tarren Barrett	LAMTPO, <i>for Rich DesGroseilliers</i>
*Terry Bobrowski	ETDD
*Brian Boone	City of Maryville
*Tom Clabo	City of Knoxville, <i>for Jim Hagerman</i>
*Mark Donaldson	Knoxville-Knox County MPC
*Angie Midgett	Tennessee Department of Transportation (TDOT)
*Barbara Monty	Knox County Community Action Committee (CAC)
*Ted Newsom	Knoxville Commuter Pool
*Mike Patterson	ETHRA, <i>for Gary Holiway</i>
*Pat Phillips	Loudon County
*Cindy Pionke	Knox County, <i>for Dwight Van de Vate</i>
*Melissa Roberson	Knoxville Area Transit (KAT)
*Darryl Smith	Town of Farragut
*Blake Sartin	Knoxville Airport Authority
*Andrew Sonner	City of Alcoa
Corbin Davis	Federal Highway Administration – TN
Lori Goerlich	City of Knoxville
Kevin Stoltenberg	Maryville-Alcoa Central Traffic OPS
Jim Ullrich	Citizen
Jeff Welch	Director, Transportation Planning Organization (TPO)
Nathan Benditz	Transportation Planning Organization Staff
Bryan Berry	Metropolitan Planning Commission Staff
Doug Burton	Transportation Planning Organization Staff
Dori Caron	Transportation Planning Organization Staff
Mike Conger	Transportation Planning Organization Staff
Terry Gilhula	Metropolitan Planning Commission Staff
Alan Huff	Transportation Planning Organization Staff
Kelley Segars	Transportation Planning Organization Staff
Ellen Zavisca	Transportation Planning Organization Staff

***voting members**

Chair Andrew Sonner recognized Tarren Barrett from the Lakeway Area MTPO.

1. Approval of July 10, 2012 Minutes

Item Summary: Approval of July 10, 2012 TPO, Technical Committee Minutes.

Attachment #1 – July 10, 2012, Minutes

Action: A Motion was made by Cindy Pionke (Knox County) and seconded by Darryl Smith (Town of Farragut) to approve the July 10, 2012 Minutes. The Motion carried unanimously.

2. Recommended Approval of Short Conformity Report for Amendment to the LAMTPO 2011-2014 Transportation Improvement Program (TIP)

Item Summary: The Lakeway Area MTPO is amending its 2011-2014 TIP to add funding for the Construction phase of a roadway project known as SR-66 Relocated from I-81 in Jefferson County to SR-160 in Hamblen County. Since this is an air quality non-exempt project within the Knoxville Ozone Maintenance Area, a transportation conformity determination is required. The TPO staff prepared a “short conformity report” that relies on a previous regional emissions analysis to demonstrate conformity for this project as it was already included in the current conforming Long Range Transportation Plan.

Attachment #2 – Short Conformity Report

Action: A Motion was made by Pat Phillips (Loudon County) and seconded by Terry Bobrowski (ETDD) to recommend approval of the Short Conformity Report for Amendment to the LAMTPO 2011-2014 Transportation Improvement Program (TIP). The Motion carried unanimously.

3. Recommend Approval of FY 2013 & FY 2014 Transportation Planning Work Program (TPWP)

Item Summary: Staff is recommending approval of the Draft FY 2013 & FY 2014 Transportation Planning Work Program.

Attachment #3 - FY 2013 & FY 2014 Transportation Planning Work Program (TPWP)

Discussion: Jeff Welch (TPO) noted the final Draft Document has been available for review for 3 months. He further noted that staff has received concurrence from TDOT and FHWA that the Program meets their respective state and federal planning requirements. A major effort this upcoming year is the update of the Long Range Mobility Plan. Additional focus will be on PlanET and the new MAP-21 planning regulations. Staff may need to revisit the Work Program when the final MAP-21 regulations become available.

Action: A Motion was made by Pat Phillips (Loudon County) and seconded by Cindy Pionke (Knox County) to recommend approval of the FY 2013 & FY 2014 Transportation Planning Work Program (TPWP). The Motion carried unanimously.

4. Motion To Approve the Regional Greenway Planning Studies and Expenditure of Planning Funds Outside of the Current Metropolitan Planning Area.

Item Summary: Discussion of the request by Great Smoky Mountains Regional Greenway Council (RGC) for TPO planning funds to undertake three regional greenway planning studies over three years. The studies will be overseen by TPO staff, with local match paid by the RGC. Part of one of the greenway corridor studies (Blount County) is not in the Metropolitan Planning Area.

Attachment #4 – Regional Greenway Planning Study

Discussion: Ellen Zavisca (TPO) noted that the studies will be looking at linking up existing regional greenways. Ms. Zavisca noted in discussion with FHWA and TDOT it was identified that part of the one of the studies presented at a previous Technical Committee meeting was outside of the Metropolitan Planning Area (MPA) for TPO. Subsequently, staff wanted to bring this back before the Technical Committee and Executive Board to ensure members supported use of TPO funds outside of the MPA for this study. Ms. Zavisca noted that as part of the recently released expanded urban area

by the Census, staff are reviewing the MPA boundaries and looking at making changes to smooth out and expand some of the existing boundary lines. She further noted that there are greenway projects that are already under way or planned and funded with the City of Knoxville and Knox County that will extend the greenway system from Knoxville to the Blount County line. Ms. Zavisca stated that Blount County and the RGC has done a study on how to get from the Knox/Blount County line to the Maryville-Alcoa greenway system and onto Heritage High School. Next, the RGC is interested in looking at how to then connect the greenway system from Heritage High School into Townsend, reflecting a more regional initiative. She stated staff feels that stopping this corridor study at the MPA boundary would not be a logical terminus, and that connecting to the Townsend greenway, even though it lies beyond the MPA boundary, is a more logical terminus. Ms. Zavisca stated that the other 2 studies are within the planning area.

Jeff Welch (TPO) noted that staff is looking for approval to proceed with the studies as well as approval for use of some planning funds outside of the MPA for the one study identified. Ms. Zavisca clarified that the order listed on Attachment #4 is the order that the studies will be conducted, with the study of connecting to Townsend being first on the list.

Action: A Motion was made by Blake Sartin (Knoxville Airport Authority) and seconded by Perrin Anderson (Sevier County) to approve the Regional Greenway Planning Studies and Expenditure of Planning Funds Outside of the Current Metropolitan Planning Area. The Motion carried unanimously.

5. Regional Mobility Plan Updates

Item Summary: Staff has been busy with many items pertaining to the Mobility Plan update, some of this work is reflected below.

- a. Updated Timeline and Outline – The Mobility Plan timeline and Outline has been updated to reflect needs from TDOT. Timeline changes include an earlier release of the Plan to allow 30 business days each for TDOT and FHWA review as well as time for staff changes. Outline changes include replacing the shorter document and technical appendices with a long document with all technical information included and a separate Executive Summary, which will be developed during review periods.
Attachment #5a – Mobility Plan Timeline and Outline
- b. Financial Assumptions – TPO and MPC have gathered data pertaining to project costs in order to develop assumptions for Mobility Plan projects. Based on this, a two-phased approach seems most appropriate with both costs and revenues held lower in the first five years to reflect the recession then raised to reflect a business as usual environment.
Attachment #5b – Mobility Plan Financial Projections for Projects and Revenues
- c. Call for Projects – We formally opened the call for projects on July 20th and to allow 60 days to submit, the **call for projects will end on September 20th**. Information is available on the TPO website, was announced in local newspapers, and is available online or at the TPO office.
- d. Horizon Year Change – TPO staff determined that it would be beneficial to change the Mobility Plan update to a 2040 horizon year. This will reduce confusion in discussing population and employment projections, which go to 2040. In addition, a 2034 horizon would have only covered 21 years compared to 25 in our last update. This would have meant a much shorter list of fiscally constrained projects. Finally, with Lakeway MPO using a 2040 horizon, it is desirable to maintain a similar horizon, particularly for air quality conformity purposes. The branding and application and other documents were updated to 2040.

- e. Webpage and Documents Available – TPO staff has been working on putting content on the TPO website as a part of the Mobility Plan collection of products. To date this includes a collection of terms, acronyms, timeline, outreach schedule, vision, principles, and strategies, and project application. Many more products will be posted in the weeks and months to come. Any ideas on products to clarify the process are welcome.

Discussion: Alan Huff (TPO) reviewed the updated Timeline and Outline and noted the major changes to each as noted above and as requested by TDOT. He noted that the more succinct Executive Summary, generated at a later date, will only include information noted in the full Plan document but will be pared down with enhanced visuals for a more general readership. Mr. Huff noted that currently there were several fact sheets up on the website which highlight some of the more complicated components of the process. Regarding the financial assumptions, Mr. Huff noted that staff has developed a two phase scenario, the first phase being reflective of the current recession, keeping both project cost and revenue growth lower for the first five years and then in the second phase increasing them to reflect a more “business as usual” scenario further out in the Plan.

Jeff Welch (TPO) noted that staff was looking to have a practical approach based on the research they have done and feel that costs and revenues will be relatively flat over the next 3 to 5 years (costs projections are based on the FHWA National Highway Construction Cost Index average of 2003-2011) and beyond that, looking at revenues increasing 3 % annually and project costs to increase 3.6 % annually. Mr. Welch asked that TPO be notified if project costs at the local level exceed these projections over the next couple of years. He noted that staff was asking for endorsement of these projections.

Action: A Motion was made by Pat Phillips (Louden County) and seconded by Kathryn Baldwin (City of Oak Ridge) to endorse the Mobility Plan Financial Projections for Projects and Revenues that reflect the two-phased approach (shown in Attachment #5.b.). The Motion carried unanimously.

Further Discussion: Mr. Huff highlighted that the requested 60-day window for the Call for Projects will end on September 20th. Angie Midgett (TDOT) stated that TDOT will be filling out applications for state projects but will not be filling them out for state managed projects for which jurisdictions are using any local STP funds. Therefore if a jurisdiction is using any STP funds for a project, even if state managed, the application will need to be filled out at the local level. It was also noted that the Horizon Year has been updated to extend out to 2040 in order to reduce any confusion when discussing employment and population projections which currently extend to 2040. It was noted that LAMTPO is also using a 2040 Horizon, and hence it would make sense to also maintain a similar Horizon, particularly for air quality conformity. Mr. Huff highlighted the Plan documents already up on the website.

6. Alcoa-Maryville Advanced Traffic Management (ATMS) Project

Item Summary: The cities of Alcoa and Maryville have recently completed an upgrade of their traffic signal controllers and communication infrastructure working towards implementation of their ATMS master plan for the two cities.

Discussion: Andrew Sonner (City of Alcoa) and Brian Boone (City of Maryville) offered some background information for the project. Back in 2007 there was a CMAQ project involving Kimley-Horn who did a Traffic Signal Coordination and Communication Study. The study identified the need for signal system improvements. Combining common corridors between the two cities simply made sense. This developed into the Alcoa-Maryville Advanced Traffic Management (ATMS). The system is ultimately traffic responsive and independent of which city the signals are actually located.

Mr. Sonner noted the entire project involved 48 signalized intersections across both cities for a total cost of \$1,726,577. Mr. Boone reviewed details of the ATMS. The system has been a success as reflected by more recent studies by Kimley-Horn. A committee was formed to explore the benefits of a combined traffic operation center resulting in the formation of MACTO (Maryville-Alcoa Central Traffic Operations). They developed 4 levels of possible traffic operations: Basic, Expanded Basic, Premium, and Platinum. For FY 2013 they have a shared traffic engineer and will combine signal technicians and further, will share multiple pieces of equipment. Mr. Kevin Stoltenberg was introduced as the engineer for MACTO. Future goals for FY 2014 and 2015 are centralizing traffic signal control, connecting fiber networks to the Maryville municipal building and installing arterial surveillance at major intersections.

Corbin Davis (FHWA) stated that Thursday the 16th there will be an interactive event on adaptive signal control technologies between 2 and 4 PM at the TDOT Region 1 headquarters. Also between 11 and 12:30 FHWA will host TTAP's signal control expert, Airton Kohls. Both sessions will offer professional development hours.

7. Update on PlanET Process and Upcoming Meetings

Item Summary: The 3rd round of the PlanET working groups meetings will take place August 20th and 21st. The Healthy Communities and Housing and Neighborhoods working groups will meet on Monday August 20th at the Cansler YMCA. The Environment and Transportation and Infrastructure working groups will meet Tuesday August 21st also at the Cansler YMCA. The Economy and Workforce working group will meet Tuesday August 21st at the Knoxville Chamber.

Discussion: Jeff Welch (TPO) reviewed the schedule for the upcoming 3rd round of PlanET Working Groups meetings. He further noted that the groups will be looking at the Draft Regional Vision Statement as well as the existing conditions scenario and performance indicators for each of the 5 Working Group topic areas. Mr. Welch encouraged Committee members to visit the PlanET website for additional details.

8. Federal Legislation Update

Item Summary: Congress passed a new 2-year transportation bill called Moving Ahead for Progress in the 21st Century Act (MAP-21). Staff will provide a brief overview of the new legislation.

Attachment # 6– State by state funding tables for FY 2012, 2013 and 2014.

Discussion: Jeff Welch (TPO) noted Congress passed a 27 month surface transportation bill (which includes the final extension of SAFETEA-LU through September 30, 2012) in June. Effective October 1st, MAP- 21 “Moving Ahead for Progress in the 21st Century” becomes effective and runs through September 30, 2014. He further noted final details will continue to come out over the next several months. Mr. Welch reviewed the bill with respect to the Federal Highway Program. He stated that the bill funds programs at current levels plus inflation for a total of 105 billion dollars. Mr. Welch noted that Metro Planning requirements under MAP-21 are generally similar to current law. MAP-21 mandates that within two years of enactment each TMA MPO will include representation by providers of public transportation on the Executive Board. Further mandates under MAP-21 reflect a more performance driven, outcome based approach with the establishment of performance outcomes for each MPO that encompass both statewide and local regional planning initiatives.

Mr. Welch noted that CMAQ largely retains its current form with added focus in PM2.5 areas. The Surface Transportation Program (STP) will continue with broad eligibility. The Transportation Alternative Program replaces Transportation Enhancement set aside under the STP. It is now required that states set aside 2% of apportioned amount for TA. This Program includes enhancements,

bike/ped facilities, safe routes to schools programs, recreational trails, and boulevards. States however will be able to opt out of recreational trails.

Doug Burton (TPO) reviewed MAP 21 with regards to the Federal Transit Program. He noted there are a few new programs such as the TOD Pilot Project and the State of Good Repair Grants that some programs that have been merged together and some programs have been eliminated altogether. The New Freedom Program will be merged into the Elderly and Disabled Program. The amount of funding to the Bus and Bus Facilities Grants has been cut in half. The Job Access & Reverse Commute (JARC) program has been eliminated, but the eligibility to continue to fund those types of programs is now an allowable expense under Formula Grants. The Knoxville area currently receives approximately \$270,000 a year with much of the funding going to Knox County CAC Transit. If eliminated this could affect thousands of citizens who utilize this program to get to work. Although nationally a relatively small amount of funding will be available (\$10 million a year), the TOD pilot program will award planning grants to sites or local governments for transit oriented development. Urban Area Formula Grants, referred to as 5307, are funds that come to the Knoxville Urban Area to provide transit. This program has multiple eligible uses. New Starts funding will stay the same with a streamlined process as well. Overall, MAP-21 presents a mixed bag as although there is some increase in funding there has been a loss of some smaller programs.

Mike Patterson from ETHRA noted that while not part of MAP 21 the expansion of the urban area will also have an impact on transit services throughout the region. Formula funds are divided into urban and rural and can be expended on trips in those respective areas. As the urban area expands the amount of area that can be served under the rural program shrinks. The rural funding program is more flexible and can be used to pay for operations for providing transit trips. The urban funding program has more restrictions and is more capital project intensive. There is a chance that some transit riders in the newly expanded urbanized areas could have their service impacted. Mr. Burton then noted the Human Services Transportation Coordination Committee (a sub-committee of the Technical Committee) would be looking at both the urban area and the MAP 21 impacts and would keep the Technical Committee updated.

9. Other Business

- Commissioner Schroer's Bus Tour for Region 1 will take place October 15th through the 18th.
- The submittal deadline for the TIP Status Reports was August 3, 2012.
- Executive Board Meeting Wednesday, August 22, at 9 a.m. in the Small Assembly Room of the City County Building
- Technical Committee Meeting Tuesday, September 11, at 9 a.m. in the Small Assembly Room of the City County Building
- Jeff Welch (TPO) noted there was an RPO meeting on August 29th. Steve Allen will be there.

10. Public comment

Members of the public may address the Technical Committee with a five-minute time limitation for each person.

11. Adjournment