

**TPO Executive Board
9 a.m., May 23, 2007
Small Assembly Room
City/County Building
Knoxville, Tennessee**

The Knoxville Regional Transportation Planning Organization (TPO) Executive Board met on May 23 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.

*Eddy Ford	Mayor, Town of Farragut
*Bill Haslam	Mayor, City of Knoxville
*Curtis Henry	for Sevier County Mayor Larry Waters
*Dale Hurst	for Lenoir City Mayor Matt Brookshire
*John Lamb	for Blount County Mayor Jerry Cunningham
*Angie Midgett	Tennessee Department of Transportation
*Scott Moore	Knox County Commission
*Don Mull	Mayor, City of Alcoa
*Mike Ragsdale	Knox County Mayor
Jeff Welch	Transportation Planning Organization Director
Martha Arnett	Citizens Against Beltway Orange Location (CABOL)
Bob Bowers	Wilbur Smith Associates
Doug Burton	Transportation Planning Organization Staff
Mike Conger	Transportation Planning Organization Staff
Channing Dawson	Citizen
Whitney Ray Dawson	Citizen
John Fairstein	Citizens Against Beltway Orange Location (CABOL)
Kelsey Finch	Tennessee Department of Transportation – Civil Rights
Katie Habgood	Transportation Planning Organization Staff
Chris Hamby	City of Alcoa
Ray Henson	Tennessee Department of Transportation
Steve King	City of Knoxville Engineering
Cindy McGinnis	Knoxville Area Transit
Denny Mobbs	Polk County, Corridor “K” Steering Committee
Ted Newsom	UT-Knoxville Commuter Pool
Cindy Pionke	Knox County Engineering
Brenda Parker	Citizens Against Beltway Orange Location (CABOL)
Mike Russell	Tennessee Department of Transportation
Kelley Segars	Transportation Planning Organization Staff
Jeanne Stevens	Tennessee Department of Transportation
Shannon Tolliver	Transportation Planning Organization Staff
Jim Ullrich	Citizen
Jill Wolverton	Transportation Planning Organization Staff
Charlotte West	Transportation Planning Organization Staff
Ellen Zavisca	Transportation Planning Organization Staff

*Voting Member

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

1. Approval of April 25, 2007, Minutes

Presenter: Mayor Bill Haslam, Chair

Item Summary: Approval of April 25, 2007, TPO Technical Committee minutes.

Background: Attachment #1 – April 25, 2007, Minutes.

A motion was made by Mayor Eddy Ford and seconded by Mayor Don Mull to approve the April 25 minutes. The motion carried unanimously.

2. Approval of Resolutions Adopting Amendments to the FY 2006-2008 Transportation Improvement Program (TIP)

A. Approve Resolution Adopting Amendments a – g to the FY 2006-2008 TIP. TPO Technical Committee recommends approval.

a. Add Cumberland Avenue Corridor Plan (2006-129)

Presenter: TPO Staff

Item Summary: Add \$720,000 TCSP/\$180,000 local funds for FY 2007.

Background: The City of Knoxville is applying for Transportation, Community and System Preservation Program funds to fund a Streetscape Design and Engineering Plans, Fort Sanders Neighborhood Traffic Calming Plan and Comprehensive Parking Study. **Attachment #2a.**

b. Add South Knoxville Waterfront Pedestrian Bridge (2006-130)

Presenter: TPO Staff

Item Summary: Add \$1,000,000 TCSP/\$20,000 local funds for FY 2007.

Background: The City of Knoxville is applying for Transportation, Community and System Preservation Program funds to fund design and engineering plans for a pedestrian bridge over the Tennessee River. **Attachment #2b.**

c. Amend Purchase of Six Para-transit Vehicles (2006-038)

Presenter: TPO Staff

Item Summary: Amend FY 2007 to \$125,931 Transit/\$15,749 local/\$15,749 state.

Background: The Knoxville/Knox County Community Action Committee was awarded funds under FTA's Section 5310 Program for 3 para-transit vehicles. **Attachment #2c.**

d. Amend Improvements to Kingston Pk/Lovell Rd (2006-029)

Presenter: TPO Staff

Item Summary: Change local match to state match, move \$10,000 to departmental oversight and add \$297,000 CMAQ/74,400 state to the project.

Background: Kingston Pike is a state highway, and TDOT has agreed to provide the match. **Attachment #2d.**

e. Amend Project Contingency Overruns (2006-027)

Presenter: TPO Staff

Item Summary: Transfer \$239,600 CMAQ/\$59,900 local from FY 2007 and \$40,000 CMAQ/10,000 local from FY 2008 to Kingston Pk/Lovell Rd (2006-029)

Background: Funds from this bucket are being transferred to Kingston Pk/Lovell Rd (2006-029) in order to cover the additional cost of construction. **Attachment #2e.**

f. Amend Middlebrook Pk, Hardin Valley to Cedar Bluff (2006-030)

Presenter: TPO Staff

Item Summary: Amend FY 2007 to add \$4,300,000 STP-TPO/\$1,075,000 state for Construction overrun, \$80,000 STP-TPO/\$20,000 state for ROW overrun and \$50,000 STP-TPO/\$10,000 state for engineering overrun. Total overrun cost is \$4,420,000 STP-TPO/\$1,105,000 state.

Background: The Tennessee Department of Tennessee and Knox County have requested that funds be added to cover these cost overruns. The funds will come from the STP-TPO balance of unprogrammed funds.

Attachment #2f.

g. Amend Purchase vans for CAC-5309 Funding (2006-040)

Presenter: TPO Staff

Item Summary: Amend FY 2007 to \$170,627 Transit/\$17,474 local/\$17,474 state funds for FY 2007 and \$232,400 Transit/\$23,800 State/\$23,800 local for FY 2008.

Background: The Knoxville/Knox County Community Action Committee is requesting that funds be added to FY 2007 and FY 2008 for the purchase of vans. **Attachment #2g.**

A motion was made by Mayor Mull and seconded by Angie Midgett to approve TIP amendments a-g. The motion carried unanimously.

B. Approve Resolution Adopting Amendments h – w to the FY 2006-2008 TIP. TPO Technical Committee recommends approval.

h. Add Blount County Streetscape Improvements (2006-131)

Presenter: TPO Staff

Item Summary: Add HPP funds for FY 2007 and 2008.

Background: This project is included in SAFETEA-LU list of earmarked projects funded with High Priority Project funds. **Attachment #2h.**

i. Add Pedestrian Bridge in Alcoa (2006-132)

Presenter: TPO Staff

Item Summary: Add HPP funds for FY 2007 and 2008.

Background: This project is included in SAFETEA-LU list of earmarked projects funded with High Priority Project funds. **Attachment #2i.**

j. Add Cultural & Visitors center in Maryville (2006-133)

Presenter: TPO Staff

Item Summary: Add HPP funds for FY 2007 and 2008.

Background: This project is included in SAFETEA-LU list of earmarked projects funded with High Priority Project funds. **Attachment #2j.**

k. Add railroad crossing improvements in Knoxville (2006-134)

Presenter: TPO Staff

Item Summary: Add HPP funds for FY 2007 and 2008.

Background: This project is included in SAFETEA-LU list of earmarked projects funded with High Priority Project funds. **Attachments #2k.**

l. Add improve railroad crossings in Knoxville (2006-135)

Presenter: TPO Staff

Item Summary: Add HPP funds for FY 2007 and 2008.

Background: This project is included in SAFETEA-LU list of earmarked projects funded with High Priority Project funds. **Attachment #2l.**

m. Add Cessna Rd railroad improvements (2006-136)

Presenter: TPO Staff

Item Summary: Add HPP funds for FY 2007 and 2008.

Background: This project is included in SAFETEA-LU list of earmarked projects funded with High Priority Project funds. **Attachment #2m.**

n. Add Blount/Sevier Rd corridor improvements (2006-137)

Presenter: TPO Staff

Item Summary: Add HPP funds for FY 2007 and 2008.

Background: This project is included in SAFETEA-LU list of earmarked projects funded with High Priority Project funds. **Attachment #2n.**

o. Add I-275 Industrial Business Park Improvements (2006-138)

Presenter: TPO Staff

Item Summary: Add HPP funds for FY 2007 and 2008.

Background: This project is included in SAFETEA-LU list of earmarked projects funded with High Priority Project funds. **Attachment #2o.**

p. Add Transit Center in Knoxville (2006-139)

Presenter: TPO Staff

Item Summary: Add HPP funds for FY 2007 and 2008.

Background: This project is included in SAFETEA-LU list of earmarked projects funded with High Priority Project funds. **Attachment #2p.**

q. Add National Transportation Research Center (2006-140)

Presenter: TPO Staff

Item Summary: Add HPP funds for FY 2007 and 2008.

Background: This project is included in SAFETEA-LU list of earmarked projects funded with High Priority Project funds. **Attachment #2q.**

r. Add Railroad crossing improvements in Lenoir City (2006-141)

Presenter: TPO Staff

Item Summary: Add HPP funds for FY 2007 and 2008.

Background: This project is included in SAFETEA-LU list of earmarked projects funded with High Priority Project funds. **Attachment #2r.**

s. Add Streetscape/pavement repair in Lenoir City (2006-142)

Presenter: TPO Staff

Item Summary: Add HPP funds for FY 2007 and 2008.

Background: This project is included in SAFETEA-LU list of earmarked projects funded with High Priority Project funds. **Attachment #2s.**

t. Add UT Joint Institute for Advanced Materials (2006-143):

Presenter: TPO Staff

Item Summary: Add HPP funds for FY 2007 and 2008.

Background: This project is included in SAFETEA-LU list of earmarked projects funded with High Priority Project funds. **Attachment #2t.**

u. Add Widen and Improve SR-33 (2006-144):

Presenter: TPO Staff

Item Summary: Add HPP funds for FY 2007 and 2008.

Background: This project is included in SAFETEA-LU list of earmarked projects funded with High Priority Project funds. **Attachment #2u.**

v. Add SR-35 Improvements (2006-145):

Presenter: TPO Staff

Item Summary: Add HPP funds for FY 2007 and 2008.

Background: This project is included in SAFETEA-LU list of earmarked projects funded with High Priority Project funds. **Attachment #2v.**

w. Amend Campbell Station Rd (2006-004)

Presenter: TPO Staff

Item Summary: Add HPP funds for FY 2007 and 2008.

Background: This project is already included in the TIP and funded with local STP funds. This project was included in SAFETEA-LU list of earmarked projects funded with High Priority Project funds. **Attachment #2w.**

Shannon Tolliver, TPO staff, explained the purpose of the amendments to the TIP.

A motion was made by Mayor Mike Ragsdale and seconded by Scott Moore to approve adding amendments h-w to the TIP. The motion carried unanimously.

3. Approve Resolution Adopting Human Services Transportation Coordination Plan

Presenter: TPO Staff

The TPO Technical Committee recommends approval.

Item Summary: SAFETEA-LU requires a Public Transit-Human Services Transportation Coordination Plan (HSTCP). The HSTCP identifies gaps in existing services, proposes strategies to help meet the identified gaps, examines ways services can be coordinated and outlines how Job Access and Reverse Commute (JARC), New Freedom and Section 5310 (Elderly Individuals and Individuals with Disabilities) funds will be distributed. With

regard to funding distribution, the regulations call for an open project selection process that allows for all providers to put forth proposed services to be considered for funding. Part of the approval action is to designate the TPO as the designated recipient to receive these funds and manage the project selection process. **Attachment #3a – Resolution.**

Background: Representatives from TPO, KAT, ETHRA, Knox County CAC Transit, UT Commuter Pool, Smart Trips and TDOT began meeting in May 2006 to develop the HSTCP. Two plan-specific public meetings have been held, and surveys and questionnaires have been distributed. **Attachment #3b – Human Services Transportation Coordination Plan (HSTCP).**

Doug Burton of the TPO staff said the new transportation bill, the SAFETEA-LU requires those areas interested in receiving JARC and New Freedom funding – two grant programs under the Federal Transit Administration (FTA) – a local HSTCP must be prepared. The HSTCP is required to identify gaps in existing transit services, to propose strategies to help meet the identified gaps or needs, to examine ways services can be coordinated in the most efficient way, and outline how JARC and New Freedom funds will be distributed. JARC funds are available to communities to help provide transportation services to get people to work or to job training. New Freedom funds are designed to help people who are disabled.

For Knoxville there are funding concerns associated with this program. As part of SAFETEA-LU, Congress developed a new method to distribute JARC funds based on a formula that looks at an area's total population and the respective low income and persons who are disabled populations. The new formula has a major impact in the Knoxville by drastically reducing the amount of JARC funding available by as much as 78%. KAT and Knox County CAC Transit have had the benefit of having Congressman Duncan give both KAT and CAC JARC earmarks. By example, KAT and Knox County CAC Transit were receiving an annual earmark around \$1.2 million when matched locally was generating \$2.4 million in services. For FY 2007, the Knoxville area will be allocated (JARC) \$216,000 or \$432,000 when matched. This action essentially sent both KAT and CAC scrambling on how to provide the services that they have been providing. Mayor Haslam has proposed to increase KAT's budget next year to help offset some of the loss of funds. At this time CAC has not been able to identify any new funds to replace their JARC service but hopes to utilize this new funding opportunity. But the total amount available is not near as much as in the past. This has placed even a greater emphasis on the need to coordinate and plan.

The HSTCP was created using both public input in the plan and using past studies like Nine Counties One Vision, Mayor Ragsdale's Senior Summit, and the Knox County pre-White House Summit on Aging. Also, early on a survey was distributed to over 200 citizens, community groups, and non-profit organizations. The plan was discussed at a variety of meetings, including: Knox County CAC Transit Advisory Committee, the KAT Advisory Committee, the Knoxville Transportation Authority, Knox County's Council on Aging, Workforce Connections, and the Knoxville-Knox County CAC Board.

The HSTCP has four overall broad strategies to help met the needs of the elderly, disabled, and low income - (1) the area need additional, affordable, and accessible services (2) the need to coordinate services and increase efficiency; (3) the need to educate citizens about the availability of transit services; (4) the need to create greater access to transit by providing sidewalks, shelters, and signs. Under each of these broad strategies the HSTCP identifies more detailed strategies as a slate of possible projects that should be worked towards locally. Some examples include:

- Possible transfers between transit service providers.
- Efforts should be undertaken to inform citizens about the availability of transit services.
- First time riders may be more comfortable using transit if travel trainers are available.
- Often the most frailest and disabled can not ride a bus or van. Regular escorts or assistants should be available to provide trips in cars or minivans.

With regards to the funding the regulations are very clear that funding decisions must be made in an open project selection process that allows for all providers to put forth proposed services to be considered for funding. While it is not required to fund all programs, a transparent-selection process must be shown, projects must be fairly considered, and justification of selected projects must be made. This must be documented to the satisfaction of the FTA. The committee who prepared the plan felt that since the TPO staff did a good job with the CMAQ and STP process the TPO should receive and distribute the JARC and New Freedom funds. The HSTCP recommends starting in FY 2007:

1. The TPO to be the designated recipient of Knoxville's JARC & New Freedom Funds.
2. The TPO staff will have an annual call for projects, take applications, evaluate each application and rank projects in priority to be funded. The TPO staff will take the recommend slate of project to be funded for concurrence to the Tech Committee and approval by Exec Board
3. The HSTCP Committee should be made permanent.
4. The primary purpose of the HSTCP Committee will be to coordinate services.
5. The TPO staff will be responsible for manage the HSTCP Committee. \
6. The TPO can take up to 10% (as allowed by FTA) of the JARC & New Freedom funds allocated to the Knoxville area for planning and technical assistance.

Doug noted the TPO Technical Committee had reviewed the plan and recommended to the Executive Board that it be approved. Doug also noted a motion was needed to approve three TIP amendments to put the FY 2007 JARC and the FY 2006 and FY 2007 New Freedom funds in place.

A motion was made by Mayor Ragsdale and seconded by Mayor Mull to approve the resolution adopting the Human Services Transportation Coordination Plan (see Attachments 3a,b). The motion carried unanimously.

A motion was made by Mayor Mull and seconded by Dale Hurst to approve the resolution to amend the TIP to add New Freedom-KAT; New Freedom-TPO/MPC and Job Access Reverse Commute. The motion carried unanimously.

4. Draft Public Participation Plan

Presenter: TPO Staff

Item Summary: Federal legislation passed in 2005 (SAFETEA-LU) requires some changes to the public participation process. These mandated changes place an increased emphasis on particular elements such as involving an expanded list of interested parties, increasing interagency consultation and emphasizing visualization techniques and electronically accessible information. TDOT is currently reviewing the draft plan. **Attachment #4 – Summary.**

Katie Habgood, TPO staff, stated that there is currently a public involvement plan in place, but the Public Participation plan will replace it. Some of the differences in the two plans are (1) a greater emphasis on using visualization techniques to convey concepts, (2) greater emphasis on using our website and other web-based materials, and (3) the database and list of stakeholders and interested parties is expanded. This plan has been submitted to TDOT, FHWA and FTA and is in compliance with SAFETEA-LU. The plan has a federally-required 45-day public comment period.

5. SAFETEA-LU Compliance Update

Presenter: TPO Staff

Item Summary: A number of plans and processes need to be in place by July 1, 2007, in order for our Long Range Transportation Plan (LRTP) to remain in compliance with the new SAFETEA-LU regulations, released in February 2007. Our schedule will have these processes approved and in place by August/September 2007.

Jeff Welch stated that when SAFETEA-LU was adopted, planning regulations must be approved. The TPO must in compliance with SAFETEA-LU regulations by July 1, 2007.

6. Toll Studies for East Tennessee and I-40/81 Corridor Study

Presenter: TDOT, Jeanne Stevens

Item Summary: Studies have been completed on the feasibility of creating two new Knoxville area roadways as tollways. The Knoxville Regional Parkway (SR 475) and a corridor connecting I-40 to Gatlinburg were studied. The initial study indicates SR 475 as feasible, while the Gatlinburg to I-40 corridor requires additional analysis. TDOT has also begun a corridor study of I-40/81 across the state. **Attachments #5a – SR 475 Conceptual Feasibility Report and #5b – Proposed Intra County Parkway Conceptual Feasibility Report.**

Background: States and communities throughout the country are pursuing options to build and maintain transportation facilities. Allowing toll roads is one option under consideration in Tennessee.

Jeanne Stevens, TDOT Planning Division Director, stated that TDOT's LRTP was presented to this board last year. The budget is \$16 billion short. They are not getting any more revenue from gas; it is just the same at 22 cents a gallon. TDOT is considering tolling on some new roads. They have talked to other states that are using tolling and have looked at the proposed SR 475. They have also looked at an alternative to Highway 66. The toll would only be used for new roads, not existing roads. The bill has not passed. This will be the first multi-modal project TDOT has undertaken. The best potentials are in East Tennessee and Virginia.

Jeff Welch added that we stated in our LRTP that these interstate corridors are critical to our economic well-being and play an important role in the region's air quality. This is a regional and multi-state problem.

Jim Ullrich, 1003 Luttrell Street, stated that concerning the proposed intracounty parkway, TDOT is not worried about how to finance it and should be concerned about what they are providing. Sevier County does not need another road, they need more people. It needs to be decided what the best transportation system would be to provide between Knoxville and Pigeon Forge/Gatlinburg. He asked how we will solve the public participation process in the beginning of the process.

John Fairstein, 11205 Sam Lee Road, stated that the Public Participation Plan is a great initiative. He asked how much the toll would be and if the property owners who lose property to the road would be allowed to share in the profit. There was no announcement that TDOT was commissioning this study by Wilbur Smith. He asked who was consulted to provide an evaluation list of categories. Is the environmental impact statement the same if this is funded by the government or private funds? Jeff Welch stated that it would be the same. Mr. Fairstein stated that the air quality would be worse at the toll booths. He asked how many lanes there would be at the toll booths and if there would be restaurants and gas stations there. He asked when the TPO and the Parkway Resource Team would be allowed to begin deliberating on this proposal.

Robert Shaw, 6705 Cate Road, sent his comments in writing. Some of his questions are: Why was there no public participation in the initial study and planning? The toll is really a new tax, why didn't people have a say? Who will pay to take the toll road? Won't this defeat the stated purpose of a bypass? Why can't TDOT live within its budget rather than issuing bonds? Why did taxpayers pay for the Wilbur Smith SR475 Study when the legislature has not even approved toll roads yet?

Mayor Bill Haslam left the meeting and Mayor Don Mull, Vice Chair, presided.

Whitney Ray Dawson, 13050 George Lovelace Lane, stated that we should consider people who live on Hardin Valley Road. The parkway will be close to Hardin Valley Elementary, the new Hardin Valley High School and Pelliissippi State.

7. TDOT Multi-modal Transportation Improvement Plan for 2008-2010

Presenter: TPO Staff

Item Summary: The three-year Multi-modal Work Program for 2008-2010 proposed for Tennessee includes 151 transportation projects and programs, including 91 individual highway projects, 27 transit, water, rail and aviation initiatives, and 33 transportation programs across the state. **Attachment #6 – State TIP projects in the TPO area.**

Background: The Program lists projects funded for the various stages of development, including location and environmental studies, preliminary engineering, right-of-way acquisition, construction, and many operational components in the first year of the plan. It also proposes funding for a portion of the second and third year plans leaving flexibility for additional projects in those years. TDOT will have an estimated budget of \$1.7 billion for the next fiscal year.

Jeff Welch stated that TDOT released a list of projects in the Knoxville TPO nonattainment area on May 1. The state legislature is looking at this list and will be voting on the projects this summer.

8. Appalachian Development Highway System - Corridor K

Presenter: Denny Mobbs

Item Summary: Attachment #7a – Map of Study Area. Attachment #7b – Letter from Mr. Mobbs.

Background: Corridor K is part of the Appalachian Development Highway System. The proposal is to relocate and construct a 20.4-mile section of four-lane highway from Cleveland in Bradley County, TN., through the Cherokee National Forest to the North Carolina line where the roadway continues to Sylva, NC. TDOT completed a Draft Environmental Impact Statement in 2003. TDOT has now commissioned a Corridor K Economic Development and Transportation Study.

Denny Mobbs, an attorney from Cleveland, Tennessee, stated that he is on a steering committee for Corridor K. He would like the Knoxville TPO to consider a resolution endorsing the funding and construction of the corridor. US Highway 64 is the only highway that is safe for moving freight. The southeast Tennessee Rural Planning Organization, made up of nine counties around Chattanooga, established this road project as their number one road priority in January. The TPO in Chattanooga endorsed the corridor last week. If the Knoxville TPO would endorse this project, it would make the total number of people endorsing the project through these organizations to around 1 million.

Mayor Mull stated that the Executive Board would recommend this plan to the Technical Committee for their review.

9. Other Business

Technical Committee Meeting, June 12 at 9:00 a.m. in the Small Assembly Room of the City/County Building.

Executive Board Meeting, August 22 at 9:00 a.m. in the Small Assembly Room of the City/County Building.

Jeff Welch received a letter from C.K. Marsh, Kingsport Metropolitan Transportation Planning Organization, regarding growing congestion on our arterial interstates (I-81, I-40, I-75) which continues to impact all of the people in the corridors between Bristol and Memphis and between Chattanooga and the Kentucky state line north of Knoxville. There is an escalating awareness of intermodal alternatives to relieve much of the long-haul 18-wheeler activity on portions of these interstate routes. The upcoming Tennessee Municipal League Annual Conference will be held in Knoxville on June 10 through June 12 at the Knoxville Convention Center. A workshop is scheduled on June 10 between 3:30-4:30 p.m. to bring those interested up to date on current developments. He urged that someone from the Knoxville TPO attend this discussion.

10. Public Comment

There was no other public comment.

11. Adjournment

There being no further business, the meeting was adjourned.