

**TPO Executive Board Minutes
9:00 a.m., August 22, 2012
Small Assembly Room
City/County Building
Knoxville, Tennessee**

The Knoxville Regional Transportation Planning Organization (TPO) Executive Board met on August 22 at 9:00 a.m. in the Small Assembly Room of the City/County Building, Knoxville, Tennessee. Mike Hammond, Chair of the Executive Board, presided. It was determined a quorum was present.

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| * Perrin Anderson | Sevier County, <i>for Larry Waters</i> |
| * Tom Beehan | Mayor, City of Oak Ridge |
| * Jim Hagerman | City of Knoxville, <i>for Mayor Madeline Rogero</i> |
| * Mike Hammond | Knox County Commission |
| * Dale Hurst | Lenoir City, <i>for Mayor Tony Aikens</i> |
| * John Lamb | Blount County, <i>for Mayor Ed Mitchell</i> |
| * Ralph McGill | Mayor, Town of Farragut |
| * Angie Midgett | Tennessee Department of Transportation (TDOT) |
| * Brenda Palmer | City of Knoxville |
| * Cindy Pionke | Knox County <i>for Mayor Tim Burchett</i> |
| * Ed Shouse | East Tennessee Development District (ETDD) |
| * Eddie Simpson | Loudon County <i>for Mayor Estelle Herron</i> |
| * Tom Taylor | Mayor, City of Maryville |
| Lori Goerlich | City of Knoxville |
| Cindy McGinnis | Knoxville Area Transit (KAT) |
| Barbara Monty | Knox County Community Action Committee (CAC) |
| Anne Wallace | City of Knoxville |
| Jeff Welch | Director, Transportation Planning Organization (TPO) |
| Bryan Berry | Metropolitan Planning Commission Staff |
| Nathan Benditz | Transportation Planning Organization 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**

1. Approval of June 27, 2012, Minutes

- Action
 Possible Action
 Discussion
 Information

Presenter: Mike Hammond, Chair

Item Summary: Approval of June 27, 2012 TPO Executive Board Minutes.

Attachment #1 – June 27, 2012 Minutes

Action: A Motion was made by Eddie Simpson (Loudon County) and seconded by Brenda Palmer (City of Knoxville) to approve the June 27, 2012, Minutes. The Motion carried unanimously.

Attachment #1

2. Motion to Approve a Resolution to Amend the 2011-2014 Transportation Improvement Program (TIP).

Action Possible Action Discussion Information

Presenter: TPO Staff

Item Summary: The following Amendment to the TIP was requested by our state or local governments and the Technical Committee recommends approval.

a. Add TIP Project 2011-087 (City of Knoxville greenway corridor feasibility and assessment). Amend the project by adding FY2013 L-STP funds in the amount of \$250,000 (\$200,000 federal and \$50,000 local). The City of Knoxville will use the funding to do assessment and routing studies of several greenway corridors that are in the Knoxville-Knox County Park, Recreation, and Greenway Plan. This will include analysis of existing and needed property or easements, preliminary environmental documentation, and preliminary design work.

Attachment #2a – Resolution

Attachment #2b – TIP Amendment 2011-087

Discussion: Bryan Berry (TPO) briefly discussed the City of Knoxville’s request for funds to be used for greenway feasibility and assessment studies.

Action: A Motion was made by Brenda Palmer (City of Knoxville) and seconded by Ed Shouse (ETDD) to approve the Resolution to Amend the 2011-2014 Transportation Improvement Program (TIP). The Motion carried unanimously.

3. Motion to Approve a Resolution Approving the Air Quality Conformity Determination Report for an Amendment to the Lakeway Area Metropolitan Transportation Organization (LAMTPO) 2011-2014 Transportation Improvement Program (TIP)

Action Possible Action Discussion Information

Presenter: TPO Staff

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. Technical Committee recommends approval.

Attachment #3a – Resolution

Attachment #3b – Short Conformity Report

Discussion: Mike Conger (TPO) stated that as part of the Lakeway Area MTPO, this project is outside of our area however, since we share an ozone Nonattainment area with LAMTPO staff need to determine that it meets air quality conformance requirements. Staff has prepared a Short Conformity Report which documents that the project meets air quality conformity.

Action: A Motion was made by John Lamb (Blount County) and seconded by Brenda Palmer (City of Knoxville) to approve a Resolution Approving the Air Quality Conformity Determination Report for an Amendment to the Lakeway Area Metropolitan Transportation Organization (LAMTPO) 2011-2014 Transportation Improvement Program (TIP). The Motion carried unanimously.

Attachment #1

4. Motion to Approve a Resolution to Adopt the FY 2013 & FY 2014 Transportation Planning Work Program (TPWP)

Action Possible Action Discussion Information

Presenter: TPO Staff

Item Summary: Technical Committee recommends adoption of the Draft FY 2013 & FY 2014 Transportation Planning Work Program.

Attachment #4a – Resolution

Attachment #4b - FY 2013 & FY 2014 Transportation Planning Work Program (TPWP)

Discussion: Jeff Welch (TPO) noted that annually the TPO must develop a Work Program that identifies the planning activities that will be undertaken by the TPO and its member jurisdictions as well as TDOT. The Work Program has been under development for the last 4 months for review by the Technical Committee. It outlines the events and funding sources that will be undertaken the first year. The Work Program also includes planning for a second year. Mr. Welch noted the Technical Committee has recommended approval of the Resolution. He further noted that FHWA and TDOT have also endorsed the Work Program and stated that it meets the requirements of their respective regulations. Major activities that will be undertaken are the completion of the Long Range Mobility Plan Update, continuing to be active in bicycle and greenway planning, finalizing the Knoxville Urbanized Area expansion formally picking up the Cities of Oliver Springs, Clinton, Oak Ridge and Loudon and continuing the outreach efforts with those cities. Staff may revisit the Work Program as the full disclosure of MAP-21 continues to unfold.

Action: A Motion was made by Perrin Anderson (Sevier County) and seconded by Eddie Simpson (Loudon County) to approve a Resolution to Adopt the FY 2013 & FY 2014 Transportation Planning Work Program (TPWP). The Motion carried unanimously.

5. Regional Greenway Planning Studies and Expenditure of Planning Funds Outside of the Current Metropolitan Planning Area.

Action Possible Action Discussion Information

Presenter: TPO Staff

Item Summary: Discussion of 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. Technical Committee approved the request.

Attachment #5 – Regional Greenway Planning Study

Discussion: Jeff Welch (TPO) noted that as part of the Transportation Planning Work Program effort, staff has been working cooperatively with the Great Smoky Mountains Regional Greenway Council (RGC) over the last several years to identify regional greenway studies. The RGC has identified 3 greenway studies they would like to see advanced. Mr. Welch noted the RGC wanted to position themselves to proceed with identifying funds to complete the construction phases when the funds become available. RGC has come to partner with the TPO with some local funds and is asking the TPO to fund 80% of the studies with their funds providing a 20% match. One study is the second phase of a plan to extend from the Blount/Knox County line to Townsend via the Maryville/Alcoa greenways. This effort would provide linkage to the Townsend greenway system. Mr. Welch further noted that linking these areas would be an attractive opportunity for further economic and greenway development. He noted that because the area towards Townsend is not in our Urbanized Area, staff wanted to ensure the Executive Board was aware that TPO would use planning funds for projects that were outside of our planning area.

The second study is linking the Weisgarber, Third Creek, Pellissippi and Ten Mile greenways in west Knoxville and Knox County. The third study is linking planned or existing Anderson County and Knox County greenways. Mr. Welch stated that the now adopted Transportation Planning Work Program states the TPO has the funds available for these studies. Studies will be done at the rate of one per year at a cost of \$25,000-\$50,000 dollars per study. TPO would retain a consultant to assist with this planning effort. Mr. Welch noted that the Technical Committee has endorsed this use of planning funds.

6. Regional Mobility Plan Updates

Action Possible Action Discussion Information

Presenter: TPO Staff

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 #6a – 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, it was decided that 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 #6b – 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 for the Plan document which reflect comments and changes requested by TDOT. He stated that a Draft will be available December 4th but that staff will release completed sections prior to that. Staff will then release an Executive Summary of the Plan which will be a shorter, less technical and more public-friendly document. Mr. Huff reviewed the financial projections and noted that staff has received endorsement on these numbers from the Technical Committee.

Attachment #1

He noted a two-phase approach: Initially, costs and revenues are projected to remain basically flat for the next 3-5 “recession era” years. Beyond the first 5 years, numbers would increase to reflect a more business as usual model with costs and revenues increasing annually at 3.6% and 3.0% respectively. Mr. Huff noted that the Call for Projects will end September 20th, 60 days after it was announced. He further noted that the Call for Projects was posted on the TPO website as well as announced in multiple newspapers. Mr. Huff noted the Mobility Plan Horizon Year has been changed to 2040 and reviewed the reasoning behind the change. Lastly, he stated staff continues to add documents to the website to aid in understanding of the entire Plan Update process.

7. Update on PlanET Process and Upcoming Meetings

Action Possible Action Discussion Information

Presenter: TPO Staff

Item Summary: The 3rd round of the PlanET Working Groups Meetings occurred August 20th and 21st. The five Working Groups are Healthy Communities, Housing and Neighborhoods, Environment, Transportation and Infrastructure, and Economy and Workforce. Additional workshops and a symposium will be scheduled later this fall.

Discussion: Jeff Welch (TPO) stated that PlanET continues to move forward. He noted PlanET encompasses 5 counties: Union, Anderson, Loudon, Blount and Knox. Staff has just completed the second round of working groups and is in the process of developing an existing conditions scenario. He further noted that staff are fine tuning the scenario planning tool and will present it to the Board at their next meeting. Over the last 30 to 40 years growth has been at about 1.5 % annually and it is anticipated that this level of growth will continue. Mr. Welch stated that we need to plan for the approximately 300,000 additional people, approximately 250,000 of whom will be employees and will need to get to work. He further stated the purpose of PlanET to look at policies and directives and paint pictures and scenarios of how we do or do not want to grow. Mr. Welch stated that there will continue to be more outreach initiatives this fall and into early next year.

8. Federal Legislation Update

Action Possible Action Discussion Information

Presenter: TPO Staff

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 # 7– Estimated Tennessee Apportionments for FY 2013 and FY 2114.

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, an amount that denotes the ceiling that may be spent. Congress may vote to spend less. The need to support the Highway Trust Fund with General Funds will continue. MAP-21 has combined multiple programs and will now funnel all programs through 5 or 6 funding silos, down from 70-80, which should help to expedite project completion. 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.

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Further mandates under MAP-21 reflect a more performance driven, outcome based approach with the establishment of performance outcomes for each MPO that encompasses both statewide and regional planning activities. Going forward, Transportation Improvement Programs as well as Long Range Mobility Planning will continue to be required. Mr. Welch noted that Congestion Mitigation and Air Quality (CMAQ) largely retains its current form with added force's in PM2.5 areas. STP funding will also continue and will remain fairly flexible. The Transportation Alternative (TA) program replaces Transportation Enhancement set aside under the Surface Transportation Program (STP). It is now required that states set aside 2% of apportioned amount for TA. This program includes enhancements, bike/pedestrian facilities, safe routes to schools programs, recreational trails, and boulevards. States however will be able to opt out of recreational trails. Mr. Welch also reviewed additional provisions in the bill that will expedite project delivery going forward. This was a major focus of this bill as the average timeline to complete a project is 12 years.

Doug Burton (TPO) reviewed MAP-21 with regards to the Federal Transit Program. He stated that there are a few new programs such as the TOD Pilot Project and the State of Good Repair Grants, that some programs have been expanded, some folded into others and some programs 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. He further noted that although nationally a relatively small amount, under the new TOD Pilot Project Program, \$10 million dollars of funding per year has been set aside from which planning grants will be awarded 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.

Mr. Burton 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. He also 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 to it and would keep the Technical Committee updated.

Jeff Welch (TPO) referenced Attachment #7 which denotes the FY 2013 and FY 2014 Estimated Tennessee Apportionments. Mr. Welch noted that in FY 2013 Tennessee will receive approximately \$818 million dollars and in FY 2014 approximately \$825 million dollars, of which some portions will be suballocated to the TPO each FY. Mr. Welch further noted that there is growing concern being expressed about our rapidly increasing ageing population from ETHRA and CAC as well as staff. People are outliving their ability to drive. Children with disabilities are aging and they cannot drive. Overall approximately 25 to 30% of our population cannot drive and we have to respond to the need to provide mobility for them, in addition to increasing sidewalks and greenways.

Attachment #1

It was clarified that MAP-21 does not have any designated earmarks. Mr. Welch stated that last week the President rescinded earmarks from 2003-2006 worth about one half billion dollars nationally. Mr. Welch noted 7 of those earmarks were in Tennessee, one of them in Lenoir City at the intersection of US 321 and Highway 11. These funds had not been obligated. Angie Midgett (TDOT) clarified that statewide the total amount was around \$7 million dollars. It was noted that the funds rescinded in Tennessee would stay in the state and further noted no decision had been made regarding reallocation of these funds. Ms. Midgett also stated TDOT has until this October to decide where to reallocate these funds and that there was a very short turnaround time to get them obligated.

9. Other Business

Commissioner Schroer will be here in Knoxville this afternoon at the East Tennessee History Center at 3 p.m.

Commissioner Schroer's Bus Tour for Region 1 will take place October 15th through the 18th. Ms. Midgett stated the first tour (Region 2) was well received. Mr. Welch stated that TPO is sponsoring a breakfast the morning of Tuesday the 16th to honor the kickoff of the Region 1 portion of the tour. The time and location will be announced shortly. Ms. Midgett noted she would provide a schedule of the tour as soon as it is available.

Technical Committee Meeting Tuesday, September 11, at 9 a.m. in the Small Assembly Room of the City County Building

Executive Board Meeting Wednesday, September 26, at 9 a.m. in the Small Assembly Room of the City County Building

The Board welcomed Mayor Tom Beehan (City of Oak Ridge) as a member of the Executive Board. Mayor Beehan noted he was excited to participate at the Board level in all aspects of transportation planning and further noted the City of Oak Ridge's support of PlanET.

Jeff Welch (TPO) stated that with regards to the Urbanized Area expansion staff will be working over the next 4 months revisiting the By-laws and reviewing consideration of the addition of the Cities of Clinton and Loudon to the TPO Technical Committee and Executive Board.

10. Public comment

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

11. Adjournment

There was no other business and the meeting was adjourned.