

**TPO Executive Board Minutes**  
**March 27, 2013**  
**9 a.m.**  
**Small Assembly Room**  
**City/County Building**  
**Knoxville, Tennessee**

The Knoxville Regional Transportation Planning Organization (TPO) Executive Board met on March 27, 2013 at 9:00 a.m. in the Small Assembly Room of the City/County Building, Knoxville, Tennessee. Mayor Ralph McGill chaired the meeting and called it to order. It was determined there was a quorum.

*Perrin Anderson	Sevier County, <i>for Mayor Larry Waters</i>
*Tom Beehan	Mayor, City of Oak Ridge
*John Lamb	Blount County, <i>for Mayor Ed Mitchell</i>
*Ralph McGill	Mayor, Town of Farragut
*Angie Midgett	Tennessee Department of Transportation (TDOT), <i>for Governor Haslam</i>
*Don Mull	Mayor, City of Alcoa
*Tony Norman	Knox County Commission
*Brenda Palmer	City of Knoxville
*Cindy Pionke	Knox County, <i>for Mayor Tim Burchett</i>
*Madeline Rogero	Mayor, City of Knoxville
*Ed Shouse	East Tennessee Development District (ETDD)
TPO Staff	
Partner Agency Staff	
Members of the Public	
* <b>voting members</b>	

**Determination of Quorum**

**1. Approval of January 23, 2013 Minutes**

**Item Summary:** Approval of January 23, 2013 TPO Executive Board Minutes.  
**Attachment #1 – January 23, 2013 Minutes**

**Action: A Motion was made by Mayor Rogero and seconded by Mayor Mull to approve the January 23, 2013 Minutes. The Motion carried unanimously.**

**2. Regional Mobility Plan Update**

**Item Summary:** TPO staff will present an overview of the Draft 2040 Regional Mobility Plan. An updated Draft Mobility Plan, that reflects comments from TDOT, is available on the TPO website. The public comment period on the Draft Mobility Plan will end on April 01, 2013. Print copies were distributed to 25 area libraries for review. Comments can be submitted to TPO staff by email ([alan.huff@knoxtrans.org](mailto:alan.huff@knoxtrans.org)), by phone (865-215-2500), by fax (865-215-2068), in person at TPO offices, during March or April Technical Committee or Executive Board meetings, via online survey ([www.knoxtrans.org/mobilityplan](http://www.knoxtrans.org/mobilityplan)), via paper survey, or by inviting TPO staff to present and hear comments at meetings of community organizations. FHWA and FTA have submitted comments to TPO, which are currently being reviewed by staff, and will be presented as a summary during the April Technical Committee and Executive Board meeting.

**Attachment #2 – Updates to Three Mobility Plan Projects**

**Discussion:** Jeff Welch (TPO) stated that Chapter 1 of the Plan, a summary chapter, has been handed out in anticipation of asking the Technical Committee and the Executive Board for a vote to approve the Plan at their April meetings. Alan Huff (TPO) briefly reviewed the changes to 3 Plan Projects reflected on Attachment #2. Mr. Huff noted the Plan goes to 2040 and is required to be fiscally restrained, which staff has done for each Horizon year and funding category. Horizon years are set by air quality conformity. The Plan includes all federally funded and regionally significant projects. Mr. Huff noted Projects must be included in the Plan in order to be eligible for the Transportation Improvement Program. Based on the air quality conformity areas, the 2010 urbanized area (MPA) and PlanET (2003 MSA), the Plan now includes 8 counties: Anderson, Blount, Jefferson, Knox, Loudon, Roane, Sevier and Union.

Mr. Huff pointed out some of the changes reflected in the Plan. Our population is growing by numbers as well as growing in age. The percentage of seniors is expected to grow from 13.8% in 2010 to 19.2 % in 2040, which presents significant implications and addressing them has been made a priority in the Plan. He noted we are also spreading out geographically with the density of the overall area dropping significantly, though there are many areas where congestion continues to grow. Mr. Huff touched on the major priorities of the Plan Update: Incorporating land use and transportation, enhancing communities with transportation investments, improving personal health in our communities, improving mobility for ageing populations, improving system safety and efficiency and measuring the performance of our system, an issue highlighted in MAP-21, the new federal legislation. Lastly, he reviewed the final steps outside of the TPO that will take place before the June 1st deadline. It was clarified that staff have used the PlanET process to further engage the public in transportation and mobility issues. Mr. Welch stressed the significance of the growth data as it related to population growth verses growth in our urban land area, noting how the large increase in our land consumption effectively translates into our being challenged to effectively deliver transportation services in a much larger area, in addition to maintaining those services over the next 20 years.

### **3. Air Quality Conformity Determination**

**Item Summary:** An air quality conformity determination is required for the 2040 Mobility Plan due to the Knoxville Region being classified as an air quality nonattainment area. The TPO staff has completed a draft conformity determination report that demonstrates that the 2040 Mobility Plan meets air quality conformity requirements. Results from the analysis demonstrating air quality conformity of the draft Plan will be presented.

**Discussion:** Jeff Welch (TPO) noted that the development of the Long Range Mobility Plan includes performing an air quality conformity determination to ensure our area does not exceed budgeted emissions established for the area under the State Implementation Plan. The purpose of the transportation conformity process is to link together air quality planning and transportation planning. Mr. Welch noted our area is currently in either nonattainment or maintenance for 4 air quality standards and briefly reviewed them. These emissions are either from mobile or stationary sources and we need to ensure our transportation plan is in conformity with the mobile budget placed on us. He noted that if our Plan is not in conformity that one consequence could be entering into a “conformity lapse period” where certain highway projects will not move forward into their next phase of progress. Mr. Welch briefly reviewed the process by which conformity is demonstrated through a technical analysis using the Travel Demand Forecasting Model and EPA Emission Factor Model. Mr. Welch reviewed specific compounds we need to monitor and noted that based on our analysis, our Plan is in conformity.

### **4. Transportation Improvement Plan Schedule and Applications**

**Item Summary:** Development and approval of the Transportation Improvement Program (TIP) will take several months. The attached time line indicates the major milestones that need to be met in order to have an approved TIP by the end of this year. The TIP identifies transportation projects that will be undertaken by state and local governments in our area over the next 3-5 years.

**Attachment #3 - 2014-2017 TIP Timeline**

**Discussion:** Jeff Welch (TPO) noted a major product the TPO must produce is the Transportation Improvement Program (TIP), which he stated was basically a capital improvement program that outlines the projects this region wants to fund over the next 3 – 5 years. Local jurisdictions and agencies were asked to submit projects for consideration to staff by this Friday. This includes road, transit, greenway, bike and pedestrian projects in addition to any special studies that may be required as part of those projects. Mr. Welch further noted that staff would then analyze them and develop a program of projects over the next several weeks that will be submitted to state and federal agencies in addition to our air quality partners for their review. He briefly reviewed the approval timeline looking at final federal approval by December. Mr. Welch stated the TPO receives approximately 9 million dollars of federal Surface Transportation Program (STP) funds over which we have full control.

## **5. Transportation Planning Work Program FY 2014**

**Item Summary:** Preparation of the 2014/2015 Transportation Planning Work Program must begin now in order to complete it by September 2013. The Work Program establishes major tasks and studies that the TPO and its partner agencies will undertake in the next 2 years.

### **Attachment #4 – Transportation Emphasis – Focus Areas**

**Discussion:** Jeff Welch (TPO) stated the Transportation Improvement Program goes hand in hand with the Transportation Planning Work Program. This Program outlines the staff activities as well as those of our local and state partners. He noted this is a 2 year Program and it also involves maintaining and further updating the Mobility Plan. He then referenced Attachment #4 which outlines current transportation focus and emphasis areas. Mr. Welch pointed out the emphasis on linking land use and transportation planning. Additionally he pointed out the importance of enhancing livability and how this is tied to economic development and further, how this is linked to making our communities, and subsequently workforce, healthier and safer.

## **6. Overview of the New Knoxville Metropolitan Statistical Area (MSA)**

**Item Summary:** The Office of Management and Budget (OMB) has released the new MSA boundaries for regions across the country. Knoxville's MSA area has grown from five counties to nine counties. The nine Knoxville MSA counties are: Anderson, Blount, Campbell, Grainger, Knox, Loudon, Morgan, Roane, and Union.

**Discussion:** Bryan Berry (MPC) stated in conjunction with completion of the U.S. Census, done every 10 years, the OMB undertakes a comprehensive review of statistical area delineations. He noted that the changes, released by their office approximately 3 weeks ago, take effect immediately and reflect new definitions which he then briefly reviewed. The census defined urbanized area (a minimum population of 50,000) and urban cluster (population from 2,500 to 50,000) is at the foundation of what OMB calls the Core Based Statistical Area (CBSA). The CBSA is basically an umbrella term and is defined as a geographic entity with at least one core (urbanized area or cluster) with a population of at least 10,000, with adjacent territory that has a high degree of social and economic integration with the core, measured by commuting ties. Additionally, a CBSA is delineated in terms of whole, contiguous counties. CBSAs consist of central as well as outlying counties, defined by commuting trends in and out of the central counties.

Mr. Berry noted here are three types of CBSAs: Metropolitan Statistical Area (MSA) with at least one urbanized area with a population of 50,000 or more; Micropolitan Statistical Area (MCSA) with at least one urban cluster with a population of 10,000 but less than 50,000; and, Combined Statistical Area (CSA), which is a geographic entity consisting of two or more adjacent CBSAs with strong employment interchange. He noted our CSA is now a 13-county area. The central counties are Anderson, Blount, Cocke, Hamblen, Jefferson, Knox, Loudon and Sevier. They are joined by 5 outlying counties; Campbell, Grainger, now Morgan, Roane and Union. Within this new CSA, the Knoxville Metropolitan Area has grown from a five-county area (Anderson, Blount, Knox, Loudon and Union) to a nine-county area gaining Campbell, Morgan, Roane and Grainger counties.

The new definitions, and census figures, have added 140,000 in population to our metropolitan area. The addition of Anderson County as a central county of the Knoxville MSA is significant as their commuting ties with several adjacent counties now pull those counties (Roane, Morgan and Campbell) into our metropolitan area. Anderson joins Blount, Knox and Loudon counties as our central counties. Mr. Berry also noted these MSA delineations are for statistical purposes only and that they provide a nationally consistent way to collect, tabulate and publish Federal statistics for geographic areas. It was noted that the MSA expansion mirrors the Urbanized Area expansion and further demonstrates the need for strong collaboration throughout the region.

## 7. Regional Greenways Update

**Item Summary:** In concert with PlanET and the Great Smoky Mountains Regional Greenway Council, the TPO is assisting local governments with a regional conceptual greenway plan. Meetings were held with the public and stakeholders in four counties (Anderson, Blount, Loudon, and Union) in November and December, and maps are being revised on consultation with the local governments.

**Discussion:** Ellen Zavisca (TPO) noted there is multiple current greenway planning efforts. She stated the TPO is working with the Regional Greenway Council on a greenway planning study in Blount County, which is looking at the link between Maryville and Townsend in terms of a greenway connection. She noted there are public workshops on this study scheduled for April 10<sup>th</sup> and 11<sup>th</sup>. Moving onto the joint PlanET / TPO greenway planning, there are two different tracks. One track involves demonstration projects being done with the UT School of Architecture and the work their Landscape Architecture and Architecture studio is doing on behalf of PlanET. They are looking at five different corridors, one in each of the five PlanET counties, which were chosen in conjunction with the PlanET Community Leadership Team. These are: Anderson County – Briceville to Lake City, a rails to trails initiative; Blount County – Alcoa to Louisville roughly along Louisville Road; Knox County – Second Creek; Loudon County – Greenback to Friendsville, also a rails to trails initiative; Union County – Bull Run Creek. She clarified that demonstration projects are not whole corridor designs but the students develop visuals and concepts that are then shared with local governments who can use them to promote their respective projects. Ms. Zavisca stated the TPO is working on a four-county greenway conceptual plan involving Anderson, Blount, Loudon and Union Counties as they do not have countywide greenway plans in place. She noted staff met with the public and other stakeholders in each of the four counties back in November and December and those meetings have led to proposed preliminary countywide plans which will be shared with each of the four counties for additional feedback. Staff has already been back to Loudon County and presented to their new greenway committee. She also noted TPO staff will remain available to assist with implementation and will continue to encourage them to work together with the Great Smoky Mountains Regional Greenway Council.

## 8. Overview of TDOT's Office of Community Transportation

**Item Summary:** TDOT has created Community Planner positions in each of the TDOT Regions. TDOT staff will provide an overview of the roles and responsibilities of these positions will have in the TPO process.

**Discussion:** Angie Midgett (TDOT) noted within this new office, each region will have 2 Community Planners, and introduced Tarren Barrett and Jack Qualls as the new Community Planners for Region 1. Ms. Midgett stated the charge of this office is to work more closely with local jurisdictions and assist them with coordinating their land use decisions and transportation needs. Ms. Barrett noted some of their duties will include updating the functional classification systems of our roads, updating the State Aid Road Program, and assisting with MPO coordination as well as assisting with corridor and access management programs. Ms. Barrett and Mr. Qualls will now be representing TDOT at the Technical Committee and Executive Board meetings.

## 9. PlanET Update

Item Summary: An overview of where PlanET is at and where it is heading will be presented. The fifth round of Working Groups was held at the Cansler YMCA March 18<sup>th</sup> and 19<sup>th</sup>. Four groups met: Transportation and Infrastructure, Healthy Communities, Environment, and Housing and Neighborhoods. PlanET has launched its third round of Community Involvement with small-group meetings and is also utilizing a new online input tool, Metroquest. Additional information as well as the link to this new online tool can be found by accessing the following link:

<http://www.planeasttn.org/Newsroom/NewsArchive/ArticleView/ArticleId/47/How-We-Grow-Matters.aspx>

**Discussion:** Jeff Welch (TPO) noted we are in our 3<sup>rd</sup> phase of public input and have been conducting Meeting In a Box activities over the last several weeks. We have also been utilizing an online tool called Metroquest that allows folks to offer their input at their convenience, offered in both an English and Spanish version. There is a link to it on the PlanET website. Mr. Welch noted we have had about 600 participants so far in this round. Going forward staff will be developing a preferred scenario concept and subsequent strategies to move towards a final plan later this summer.

## 10. Other Business

- Smart Trips has earned the Gold Award in the National Center for Transit Research's 2012 Race for Excellence. Smart Trips was also named "Best Of" in the supporting agency category. One of only 4 agencies nationwide to be awarded gold in the race, Smart Trips received the honor via a video awards ceremony January 31<sup>st</sup>
- Taxes, Green Vehicles and the Death of Tennessee Transportation Panel Discussion - Wednesday, April 17, 2013, from 6:00 p.m. to 7:30 p.m., Toyota Auditorium, Howard H. Baker Jr. Center for Public Policy  
**Attachment #5 – Baker Center Forum Flyer**
- There will be a PlanET Board of Mayors meeting on April 30<sup>th</sup>. Chuck Marohn from Strong Towns, will be the keynote speaker. There will also be a community outreach meeting immediately following the BOM meeting.
- Technical Committee Meeting Tuesday, April 16, at 9 a.m. in the Small Assembly Room of the City County Building.
- Executive Board Meeting Wednesday, April 24, at 9 a.m. in the Small Assembly Room of the City County Building

## 11. Public comment

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

## 12. Adjournment