

TPO Technical Committee Minutes  
October 14, 2014  
9:00 a.m.  
Small Assembly Room  
City/County Building  
Knoxville, Tennessee

The Knoxville Regional Transportation Planning Organization (TPO) Technical Committee met on October 14, 2014, at 9 a.m. in the Small Assembly Room of the City/County Building in Knoxville. Chair Cindy Pionke presided and called the meeting to order. It was determined that there was a quorum. Committee members were asked to introduce themselves.

*Kathryn Baldwin	City of Oak Ridge
*Don Brown	ETDD, <i>for Terry Bobrowski</i>
*Brian Boone	City of Maryville
*Beth Collins	City of Lenoir City
*Rich DesGroseilliers	Lakeway MPO
*Mark Donaldson	Metropolitan Planning Commission
*Karen Estes	CAC
*Jim Hagerman	City of Knoxville
*John Lamb	Blount County
*Ted Newsom	Knoxville Commuter Pool
*Mike Patterson	ETHRA, <i>for Gary Holiway</i>
*Pat Phillips	City of Loudon and Loudon County
*Cindy Pionke	Knox County, <i>for Dwight Van de Vate</i>
*Jack Qualls	Tennessee Department of Transportation (TDOT), Region 1
*Melissa Roberson	Knoxville Area Transit (KAT)
*Blake Sartin	Metropolitan Knoxville Airport Authority
*Darryl Smith	Town of Farragut
*Andrew Sonner	City of Alcoa
TPO Staff	
Partner Agency Staff	
Members of the Public	
*voting members	

**1. Approval of September 9, 2014 Minutes**

**Item Summary:** Approval of September 9, 2014 Minutes TPO Technical Committee Minutes.

**A Motion was made by Kathryn Baldwin and seconded by Jim Hagerman to approve the August 12, 2014 TPO Technical Committee Minutes. The Motion carried unanimously.**

**2. Recommend Approval of Amendments to the FY 2014-2017 Transportation Improvement Program**

**Item Summary:** The following proposed Amendments to the TIP are listed below.

**Discussion:** Bryan Berry reviewed the 2 proposed Amendments. The first, requested by the City of Knoxville, is to add a project into our 2014-2017 TIP for a Tennessee River pedestrian bridge and path to connect the south waterfront to the University of Tennessee and north waterfront trails for a total cost of \$1.5 million using L-STP funds. The project was in our 2011-2014 TIP. Mr. Berry noted the second project is in Sevier County but falls into our planning area and is in our existing TIP, and was requested by TDOT. He noted this project involves a 1.2 mile section along Chapman Highway, widening 4 lanes to 5 with curb and gutter. He further noted the Amendment moves the funding from FY 2014 to FY 2015 and adds just over 4.8 million in funding to the project.

**A Motion was made by Pat Phillips and seconded by Jeff Ownby by to recommend approval of the Amendments to the 2014-2017 Transportation Improvement Program. The Motion carried unanimously.**

**3. Transit Representation on the TPO Executive Board**

**Item Summary:** MAP-21 requires that representation by provider(s) of public transportation be on the Policy Board of MPO's that have a population of greater than 200,000. There is a compliance date of October 1, 2014. Staff will review options for consideration.

**Discussion:** Jeff Welch noted staff is asking for a recommendation on voting transit representation on the Executive Board from the Committee to take before the Board. He noted currently there were 4 Options on the table. Multiple Committee members expressed their positions on the proposed and other potential Options. Jim Hagerman, quoting the FTA/FHWA guidance, noted that "*FTA/FHWA recommends selecting a representative from among those public transportation providers that are eligible to receive urbanized area formula funding because most federal transit funding planned by MPO's serving TMA's is awarded under this program. An eligible recipient of urbanized area formula funding will be in the best position to represent transit interests on MPOs*". Mr. Welch clarified that the designated recipient of FTA public transportation funds (Section 5307) is the City of Knoxville. Mr. Welch then noted that the transit community here in Knoxville has worked very well together in recent years and that the Human Services Transportation Committee, with KAT, ETHRA, CAC, TPO staff and others, can provide a platform for the transit providers to discuss any transit issues together before it comes before the Committee and the Board. Mr. Welch noted it was staff's recommendation to have one transit representative on the Board, the designated recipient of the urbanized area formula funds, and to utilize the Human Resources Transportation Committee. Addressing our progress in further pursuing the development of a Regional Transit Authority (RTA), he referenced the University of Tennessee white paper update commissioned by staff from earlier this spring which also looked at current state legislation and which raised several issues that need to be addressed before our region takes the next steps in the exploration of forming an RTA.

**A Motion was made by Pat Phillips and seconded by Jim Hagerman to recommend to the Executive Board that public transportation membership on the TPO Board be a representative of the Federal Transit Administration (FTA) Section 5307 – Urban Area – Designated Recipient (currently the City of Knoxville).**

**John Lamb moved to Amend the Motion to add that the Executive Board designate a Steering Committee to assist and guide staff in their study of developing a Regional Transit Authority, with Kathryn Baldwin seconding the Amendment to the Motion. The Amendment to the Motion was approved with Mike Patterson voting no.**

**Committee Chair Cindy Pionke called for a vote on the Amended Motion: Approval of Option A on Attachment #3A – Revised with the addition of a Board designated Steering Committee to further study developing a Regional Transit Authority. The Amended Motion carried with Don Brown, Karen Estes and Mike Patterson voting no.**

**4. Conformity Analysis and the Mobility Plan**

**Item Summary:** The TPO needs to conduct a revised regional emissions analysis for the 2040 Mobility Plan and FY 2014 – 2017 TIP in order to be able to continue processing any project amendments involving an air quality non-exempt project. This is due to a change involving the previous Motor Vehicle Emission Budget for fine Particulate Matter (PM2.5). The TPO staff will use this as an opportunity to prepare an update to the project lists in those plans to reflect the most current status for projects under development. A list of the current projects in each jurisdiction will be distributed in order to solicit information about any changes in schedules, scopes, etc.; or if there are any new projects that may be under consideration.

**Discussion:** Mike Conger noted staff wanted to advise the Committee that they will need to conduct an updated regional emissions analysis and conformity determination for our area. He noted that in processing any TIP Amendments on air quality nonexempt projects we can no longer do a short conformity report (relying on previous regional emissions analysis if the project was included in the current Mobility Plan). He then noted the reason we cannot rely on previous emissions analysis is because one of our motor vehicle emissions budgets used in the previous analysis has been retracted by TDEC and the EPA. Mr. Conger stated that redoing the regional analysis does provide us with an opportunity to do a mid-term update, if you will, of the current Mobility Plan which was adopted in mid-2013. He noted the Plan contains some projects which likely contain some minor changes that have occurred that we can now account for. Mr. Conger noted current scopes, termini and horizon years can also be updated and that staff will follow up with each member jurisdiction as appropriate to review these lists. He then handed out lists of affected projects in the Mobility Plan by county, which include Anderson, Blount, Knox and Loudon counties broken down by jurisdiction.

Jeff Welch asked for an update about a separate matter regarding air quality concerning the Knoxville 8 Hour Ozone Maintenance Plan out for public review. Mr. Conger noted that our area has demonstrated enough clean data from our regional monitors to show that we are meeting the current ozone standards enacted back in 2008 with designations made in 2012 for that standard. Counties designated were all of Blount and Knox in addition to a small area around Bull Run steam plant in Anderson County. He noted TDEC is moving forward with a request to EPA to formally re-designate those areas as in attainment for that 2008 ozone standard. He noted it was a long, multi-layer process which also involves public comment. It then goes to EPA for a separate process at the federal level with a best case scenario of May or June of 2015. Lynne Liddington noted a public meeting is scheduled for Monday, November 10<sup>th</sup> at the Knox County Health Department at 1:00 p.m. (She also noted that EPA is prepared to announce a new proposed ozone standard on December 1<sup>st</sup>.) Ms. Liddington noted the current standard is 75. If it is reduced to 70 she feels our area is in good shape to reach attainment but not if it is reduced to 65 or below. Ms. Liddington stated that there would most likely be a period of time between when the new standard officially takes effect and when the area would complete the re-designation process for attainment and that we need to take advantage of that window.

##### **5. TDOT Multimodal Grant Application Process**

**Item Summary:** TDOT has issued the 2014 Multimodal Access Grant Application process. Applications are due December 10, 2014. The grant application is attached. The applications must be submitted through a RPO/TPO prior to submittal to TDOT. The RPO/TPO can only submit two applications. TPO Staff has prepared a timeline for grant application review by the TPO in order to meet the December 10, 2014 submittal deadline.

**Discussion:** Jeff Welch reviewed the application review schedule proposed by staff (Att #4B). He noted TDOT was comfortable with accepting applications approved by the Technical Committee and not the Board as a special Board meeting would need to be convened to meet the submittal deadline. He referenced the application guidelines and noted TDOT's project evaluation criteria state that cities and counties without fixed route transit will not be penalized but that their applications need to show connectivity between a variety of activity centers. Mr. Welch encouraged members to resubmit applications that were previously submitted last year but that did not get funded should they still be appropriate.

##### **6. Presentation on Knox County School Sidewalk Study - Phase 2 Pilot**

**Item Summary:** The presentation will cover the three objectives of the Phase 2 study:

1) Document the further refinement of the school prioritization, 2) identify the top locations for pedestrian Infrastructure improvements and 3) develop concept plans for these locations based on engineering site visits.

**Discussion:** Committee Chair Cindy Pionke introduced Jeff Hammond of RPM Transportation Consultants, LLC. Mr. Hammond noted this was a follow up from an earlier Phase 1 study which identified hotspots in walk to school activity. In Phase 1 they used a national database for comparison as a survey diary to assist in predicting walkability, with distance being the primary factor across the board. The data generated could then be used to identify what areas/schools might be targeted for pedestrian improvements to facilitate walking trips. He noted in Phase 2 they scaled back to just look at those schools in the unincorporated areas of Knox County.

Mr. Hammond noted that given the fixed amount of funding for the study, they further reduced the schools/areas to be studied in more detail to the top 40% of the schools in Knox County, a total of 14. He then touched on the prioritization criteria and analysis used to identify those 14 schools. He walked the Committee through 2 examples, Blue Grass and Powell Elementary schools and how they broke down the prioritization analysis for each school/area studied to identify specific recommendations as well as barriers to increase that school's walkability. Cindy Pionke noted she will be meeting with representatives from Knox County schools to discuss what can be done by the schools themselves on school property to increase walkability. She noted she is also working with the Safe Routes to School representatives on education initiatives as well as with the Parks and Recreation department. She further noted she and her staff are reviewing the recommendations and seeing where they can move forward.

The complete presentation is located here:

[http://www.knoxtrans.org/meetings/agendas/tech/oct14/walk\\_to\\_school\\_presentation.pdf](http://www.knoxtrans.org/meetings/agendas/tech/oct14/walk_to_school_presentation.pdf)

## 7. Other Business

- Executive Board Meeting Wednesday, October 22<sup>nd</sup> at 9 a.m. in the Small Assembly Room of the City County Building
- Technical Committee Meeting **Wednesday, November 12<sup>th</sup>** at 9 a.m. in the Small Assembly Room of the City County Building. *Please note the Wednesday date due to the holiday.*
- Commissioner Schroer's Region 1 Project Tour: October 16, 2014. Jeff Welch highlighted his Knox County stop out on Lovell Road and I-40.
- FHWA's Office of Human Environment is presenting a webinar on October 22, 2014 from 1:30 p.m. to 3:00 p.m. (Eastern) focused on representatives from each of the four Nonmotorized Transportation Pilot Program pilot communities who will discuss strategies they used to promote bicycle and pedestrian projects and the lessons learned. Register at the following link:  
[https://www.nhi.fhwa.dot.gov/resources/webconference/web\\_conf\\_learner\\_reg.aspx?webconfid=27822](https://www.nhi.fhwa.dot.gov/resources/webconference/web_conf_learner_reg.aspx?webconfid=27822)
- The Knoxville MPC received a USDA food hub grant to look at the creation of a food hub over an 8 or 9 county area. Liz Albertson from the MPC is leading this effort in concert with the UT School of Agriculture. A steering committee is being formed with local interested parties.
- Smart Growth America is inviting groups to submit applications to them to conduct workshops on one of their program areas including Smart Growth Smart Codes, Complete Streets, Rightsizing and Greenway Development. Staff is available to assist with the applications.
- Please note the attached TDOT Project Status Reports.

## 8. Public comment

Members of the public may address the Technical Committee with a five-minute time limitation for each person. There was no public comment.

## 9. Adjournment

**A Motion was made by Pat Phillips and seconded by Kathryn Baldwin to adjourn. The Motion carried unanimously and the meeting was adjourned.**