



**CHATTANOOGA-HAMILTON COUNTY/NORTH GEORGIA  
TRANSPORTATION PLANNING ORGANIZATION  
(CHCNGA TPO)**

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SUITE 2000  
CHATTANOOGA, TN 37402  
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DECEMBER 15, 2015 1:30-3:00 P.M. (EST)

MEETING CALLED BY	Chairman Todd Leamon
TYPE OF MEETING	TPO Executive Board Meeting
FACILITATOR	Ms. Karen Rennich, Deputy Director, Regional Planning Agency (RPA)
NOTE TAKER	Ms. Rozanne Brown, RPA
QUORUM	Yes
ATTENDEES	See Attachment

ANNOUNCEMENTS	
PUBLIC COMMENTS	Chairman Todd Leamon welcomed everyone, reordered the agenda and moved Item #10 the top of the agenda.
OTHER ITEMS OF IMPORTANCE	Handouts: TDOT Projects Report (Hamilton County – 12/15/2015); 2015 Annual Obligated List of Projects (TN GA CARTA); Nominations for TPO Executive Board Officers Form; TPO Member Guide including The Transportation Planning Process Key Issues (A Briefing Book for Transportation Decisionmakers, Officials, and Staff) with Moving Ahead for Progress in the 21 <sup>st</sup> Century Act (MAP-21) and Fixing America’s Surface Transportation Act (FAST Act); The Innovative MPO; Sample TPO Executive Board Designee Letter; Limited English Proficiency (LEP); RPA TITLE VI Packet; and 2016 TPO TCC & Executive Board Meeting Calendar.

**ITEM #10. (AGENDA REORDERED)  
PRESENTATION BY TENNESSEE DEPARTMENT OF TRANSPORTATION  
COMMISSIONER, JOHN SCHROER**

**JOHN SCHROER  
TDOT COMMISSIONER**

DISCUSSION	<p>Commissioner John Schroer addressed the group regarding TDOT’s \$6.1B backlog of projects (begun but not constructed due to the lack of funding), list of important new projects (needs list), and TDOT’s plan to inform the MPO/TPO/RPO’s and Legislators of the need for increased funding in order to move the transportation process forward. He said that the local number of backlog projects is smaller than the number of new projects because a great deal of work has been done in the Chattanooga area. He said that Tennessee’s transportation revenue (as well as County revenue) is going down because gas tax is based on per gallon and vehicle gas mileage is increasing while the cost of building and development is going up, and inflation is not considered. Commissioner Schroer said that more money is also being shifted into roadway maintenance rather than into new transportation projects, and that the revenue side of the equation must be increased. Commissioner Schroer said that the Tennessee area will grow from 6.5M people to almost 8.5M people in the next twenty-five years (mostly urban growth) and attention must be paid to this increase in population. He said that it is easier to address these issues along the way than to correct them later, that Tennessee is a “pay as you go” state and cannot borrow money without going to the Legislature for approval, and that Tennessee wants to remain competitive to maintain economic growth.</p> <p>Commissioner Schroer said that the new five-year transportation bill, Fixing America’s Surface Transportation Act (FAST Act), will provide some stability averaging approximately \$60M/year for Tennessee (about ½ of one big project in Chattanooga). Now that the amount of funding to be received from the federal side is known, Commissioner Schroer said that work must be done on the state side, and nothing has been done by the State of Tennessee to increase transportation revenue since 1989.</p>
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Responding to an inquiry, Commissioner Schroer said that gas tax revenue is split 60/40 between TDOT and the local jurisdiction, that Hamilton County receives approximately \$4.0M per year, and the City of Chattanooga receives approximately \$4.3M per year.

Commissioner Schroer requested the TPO to review the project list and provide TDOT with feedback regarding the importance of the projects to the community and region based on safety, congestion and economic development. There are 20 projects in Hamilton County totaling approximately \$640M (see the list distributed at the meeting). He also asked that TDOT be provided with any additional projects not currently on the list.

Commissioner Schroer said that surface transportation (including transit) is critical to this fast growing community, its economic growth, and to the State of Tennessee. He encouraged TPO members to ensure that Legislators are aware of the community's needs and priorities, so that the community's growth and development can continue.

Regarding how much additional money is needed to complete the listed projects, Commissioner Schroer said that the question is really "how quickly does the community want these projects to be completed?" He said that he does not think that completion of the project backlog by 2034 is quick enough, that completing the backlog in 10-15 years might be acceptable, and that the construction industry and TDOT are able to handle the work. Commissioner Schroer said that it is his desire to leave the transportation infrastructure better than he found it, and he requested the TPO members to reach out to decision makers regarding possible new sources of transportation funding. He said that all of this information is on the TDOT website and can be shared and thanked everyone for their time and consideration. Chairman Leamon thanked Commissioner Schroer for his presentation and comments.

<b>CONCLUSIONS</b>		
No Formal Action Required		
<b>TCC/BOARD ACTION/RESOLUTION</b>	<b>PERSON PRESENTED MOTION</b>	<b>PERSON SECONDED MOTION</b>
<b>STAFF FOLLOW-UP</b>	<b>PERSON RESPONSIBLE</b>	<b>DEADLINE</b>

## Agenda Topics

### ITEM #1. APPROVAL OF THE AUGUST 18, 2015 TPO EXECUTIVE BOARD MEETING MINUTES

CHAIRMAN TODD LEAMON

<b>DISCUSSION</b>		
Chairman Todd Leamon inquired if there were questions/comments regarding Item #1 of the agenda, and there being none, entertained a motion to approve as presented.		
<b>CONCLUSIONS</b>		
There being no questions/comments, <b>a motion was made to approve as presented, seconded and the motion carried.</b>		
<b>TCC/BOARD ACTION/RESOLUTION</b>	<b>PERSON PRESENTED MOTION</b>	<b>PERSON SECONDED MOTION</b>
APPROVAL OF THE AUGUST 18, 2015 TPO EXECUTIVE BOARD MEETING MINUTES	Commissioner Marty Haynes Hamilton County	Mayor William Trohanis Town of Walden
<b>STAFF FOLLOW-UP</b>	<b>PERSON RESPONSIBLE</b>	<b>DEADLINE</b>

**ITEM #2. APPROVE BY  
RESOLUTION 2014-2017  
TRANSPORTATION  
IMPROVEMENT PROGRAM  
(TIP) AMENDMENTS**

- **ADD TAP PROJECT LAKESITEPED (PEDESTRIAN ENHANCEMENT PROJECT) - CITY OF LAKESITE**
- **ADD TAP PROJECT CHATTCAINELN (CAINE LANE GREENWAY CONNECTOR) - CITY OF CHATTANOOGA**
- **REVISE TERMINI AND FISCAL YEAR FOR PROJECT SR58 – CITY OF CHATTANOOGA**
- **ADD FLAP FUNDS FOR PROJECT #MANUFACT/HAMM – CITY OF CHATTANOOGA**

**MS. MELISSA TAYLOR  
RPA STAFF**

DISCUSSION		
	<p>Ms. Melissa Taylor said that, even though new emission budgets have been received, these four TIP amendments are being processed since confirmation has been received from the federal partners and IAC that these projects are exempt from air quality and can move forward and be amended into the Transportation Improvement Program. Two of the amendments are bike/ped projects awarded through the Transportation Alternatives Program (Lakesite Pedestrian Enhancement Project and City of Chattanooga Caine Lane Greenway Connector). The third amendment is a multi-use project which is already under way requiring a revision to the termini and scope of the project. The fourth project is an award to the City of Chattanooga through the Federal Land Program for the project Manufact/Hamm.</p> <p>Chairman Leamon inquired if there were any questions or comments from the TPO Executive Board members. There being none, he called for any questions or comments from the public related to the amendments and there were none. There being no questions or comments, Chairman Leamon called for a motion which was made and seconded. There being no further discussion, Chairman Leamon called for a vote which was unanimous.</p>	
CONCLUSIONS		
	<p>There being no questions/comments, <b>a motion was made to approve as presented, seconded and the motion carried.</b></p>	
TCC/BOARD ACTION/RESOLUTION	PERSON PRESENTED MOTION	PERSON SECONDED MOTION
<p>APPROVE BY RESOLUTION 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS</p> <ul style="list-style-type: none"> <li>• <b>ADD TAP PROJECT LAKESITEPED (PEDESTRIAN ENHANCEMENT PROJECT) - CITY OF LAKESITE</b></li> <li>• <b>ADD TAP PROJECT CHATTCAINELN (CAINE LANE GREENWAY CONNECTOR) - CITY OF CHATTANOOGA</b></li> <li>• <b>REVISE TERMINI AND FISCAL YEAR FOR PROJECT SR58 – CITY OF CHATTANOOGA</b></li> <li>• <b>ADD FLAP FUNDS FOR PROJECT #MANUFACT/HAMM – CITY OF CHATTANOOGA</b></li> </ul>	<p>Mr. Bert Kuyrkendall City of Chattanooga</p>	<p>Mr. Ted Rogers City of Collegedale</p>
STAFF FOLLOW-UP	PERSON RESPONSIBLE	DEADLINE

**ITEM #3. NOTICE OF 2040 REGIONAL TRANSPORTATION PLAN BIENNIAL AMENDMENT & CONFORMITY REDETERMINATION FOR EMISSIONS BUDGETS (TN & GA)**

**MS. MELISSA TAYLOR  
RPA STAFF**

<b>DISCUSSION</b>		
<p>Ms. Melissa Taylor said that the TPO now has a maintenance plan for the 1997 Standard for PM2.5 which is a good thing, this means that the TPO has clean data, and that the new 2012 standard was also met for particulate matter. Mr. Bob Colby, Chattanooga-Hamilton County Air Pollution Control Board, said that the new Standard is lower than the previous Standard and has been met, but that the TPO will have to maintain conformity for a long time.</p> <p>Ms. Taylor said that Georgia recently set new emissions budgets and Tennessee set new emissions budgets on November 4, 2015. She said that planning documents (including the Transportation Improvement Program) must be conformed in order to comply with EPA's Transportation Conformity Rule. This is a lengthy process and means that non-exempt project TIP amendments may not be processed until conformity redetermination has been established for the current 2040 Regional Transportation Plan.</p> <p>To efficiently use funds and staff time, Ms. Taylor said that the TPO Staff is aligning the 2040 RTP Biennial Amendment and the 2017-2020 TIP development with producing a Conformity Report on the RTP and TIP at the same time. The new TIP will take a little longer to development (see Item #4). The target is to get all of the information regarding the new Conformity Determination Report for these new emissions budgets to the TPO Executive Board by June 2016. A couple of projects need to move forward that are in a difficult predicament with these new emissions budgets. Ms. Taylor said that she will work as quickly as possible to send the documentation to the federal and state partners and try to amend the existing 2014-2017 TIP, and the projects would still be the same in the new 2017-2020 TIP.</p> <p>Ms. Taylor reiterated that the "call for projects" for the 2040 RTP Biennial Amendment is being combined with the new 2017-2020 TIP development process (see Item #4). The link to the application and information was contained in the meeting packet.</p>		
<b>CONCLUSIONS</b>		
No Formal Action Required		
<b>TCC/BOARD ACTION/RESOLUTION</b>	<b>PERSON PRESENTED MOTION</b>	<b>PERSON SECONDED MOTION</b>
<b>STAFF FOLLOW-UP</b>	<b>PERSON RESPONSIBLE</b>	<b>DEADLINE</b>

**ITEM #4. 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DEVELOPMENT**

**MS. MELISSA TAYLOR  
RPA STAFF**

<b>DISCUSSION</b>
<p>Ms. Melissa Taylor said that she is aware that there may be some interest in making some changes to the 2040 RTP, but she does not necessarily encourage the addition of new projects to the RTP, since there is already a lot to do and it would mean a lot of changes to the Travel Demand Model. A 2017-2020 TIP development workshop was held on November 17, 2015 and a makeup meeting was held in conjunction with a Georgia Advisory Committee meeting on December 10, 2015.</p> <p>One combined application process for the RTP amendment and TIP amendment was made available by Survey Monkey and Ms. Taylor said that the appropriate section for an RTP amendment or TIP amendment (or both) should be clear. She said that a link to the application process page was contained in the meeting packet along with the Survey Monkey application, and the TPO Staff is available to assist anyone including Ms. Betsy Evans who has information regarding the existing projects. The application process will close on January 29, 2016.</p> <p>Ms. Taylor said that non-exempt amendments to the existing 2014-2017 TIP may take a while (perhaps until June 2016), exempt project TIP amendments can take place during this emissions budget issue, and adjustments (with notifications to the TPO Executive Board) can be processed at any time.</p> <p>Ms. Taylor said that Business Rules were established during the last RTP process to prevent projects from rolling over if not obligated for a couple of years. These projects need to be re-evaluated, and an exception to this Business Rule form is available. The State Transportation Improvement Program (Fiscal Years 2017-2020 / TDOT and MPO Milestone Timeline 2016) document was contained in the meeting packet.</p>

<b>CONCLUSIONS</b>		
No formal Action Required		
<b>TCC/BOARD ACTION/RESOLUTION</b>	<b>PERSON PRESENTED MOTION</b>	<b>PERSON SECONDED MOTION</b>
<b>STAFF FOLLOW-UP</b>	<b>PERSON RESPONSIBLE</b>	<b>DEADLINE</b>

**ITEM #5. REMINDER OF CALL FOR NOMINATIONS – TPO EXECUTIVE BOARD OFFICERS (CHAIRMAN AND VICE CHAIRMAN) FOR 2016 THROUGH 2017**

**MS. KAREN RENNICH  
RPA STAFF**

<b>DISCUSSION</b>		
<p>Ms. Karen Rennich reminded everyone that the TPO Executive Board By-Laws state that new officers (Chairman and Vice Chairman) shall be elected at the beginning of every even year with the new officers presiding starting at the following meeting. Mr. Todd Leamon, Hamilton County, and Mr. Ted Rogers, City of Collegedale, have served as Chairman and Vice Chairman, respectively, since the beginning of 2014, and Ms. Rennich said that it is time for the TPO Executive Board officer election. The call for nominations opens today (December 15, 2015) and closes January 13, 2016. The requirements of the TPO Executive Board By-Laws and duties of the Chairman and Vice Chairman were included in the meeting packet. Ms. Rennich said that she had received inquiries regarding whether or not an officer can succeed himself, and that an officer may succeed himself with no limitation to the number of terms. She said that a history of who has served as a TPO Executive Board officer was included in the meeting packet (1994-2015). Ms. Rennich provided a form for the convenience of TPO Executive Board members to provide nominations to her at the meeting, and said that members could also email nominations to her. She will follow up with the nominees to ensure that they are able to serve and accept the nomination.</p> <p>Ms. Rennich said that the February 24, 2016 TPO Executive Board meeting may be cancelled, and if so, the election will occur at the April 27, 2016 TPO Executive Board meeting. (NOTE: The February 24, 2016 TPO Executive Board meeting was not cancelled and the election is expected to occur on that date with new officers presiding at the April 27, 2016 TPO Executive Board meeting).</p>		
<b>CONCLUSIONS</b>		
No Formal Action Required		
<b>TCC/BOARD ACTION/RESOLUTION</b>	<b>PERSON PRESENTED MOTION</b>	<b>PERSON SECONDED MOTION</b>
<b>STAFF FOLLOW-UP</b>	<b>PERSON RESPONSIBLE</b>	<b>DEADLINE</b>

**ITEM #6. CHATTANOOGA AREA REGIONAL TRANSPORTATION AUTHORITY (CARTA) ON-BOARD SURVEY UPDATE**

**MS. YUEN LEE  
RPA STAFF**

<b>DISCUSSION</b>		
<p>Ms. Yuen Lee said that the last Transit On-Board Survey occurred in 2010, and that FTA Title VI requires that the survey be done every five years. The Chattanooga Area Regional Transportation Authority (CARTA) requested that the TPO Staff assist them with the 2015 survey to collect information on race, color, national origin, English proficiency, language spoken at home, household income and travel patterns of their riders.</p> <p>Ms. Lee said that the TPO Staff worked with CARTA in Fall 2015 and surveyed the fixed and dial-a-ride routes and the shuttle routes, over 1,800 questionnaires were collected in two months for the fixed and dial-a-ride routes. The TPO Staff is working on cleaning the data and working on the report which is due at the end of December 2015. Ms. Lee said that the TPO Staff was still working on the data for the shuttle routes which requires more time because the trips are short and it is more difficult to encourage riders to complete a questionnaire. Since the report is mainly prepared to meet the Title VI requirements, the Origin &amp; Destination analysis will not be included in the report, but the data is available when needed.</p>		

CONCLUSIONS		
No Formal Action Required		
TCC/BOARD ACTION/RESOLUTION	PERSON PRESENTED MOTION	PERSON SECONDED MOTION
STAFF FOLLOW-UP	PERSON RESPONSIBLE	DEADLINE

**MS. YUEN LEE  
RPA STAFF**

**ITEM #7. DATA COLLECTION UPDATE**

DISCUSSION		
<p>Ms. Yuen Lee said that Cambridge Systematics, Inc. (CS) was engaged in 2014 to help the TPO Staff develop the Chattanooga-Hamilton County/North Georgia Data Collection Process and Schedule to address the long and short term data requirements for the TPO. The document recommended the following four projects be worked on for this year (see the meeting packet Staff Report for a summary of the final results and uses for the data which were recapped in the meeting by Ms. Lee). Ms. Lee made the following additional comments:</p> <p><u>Task 1 – Travel Time Data Collection</u> – The TPO Staff purchased electronic data from MS2/HERE for 51 high priority corridors collected in 15-minute increments for the three years 2012-2014. Ms. Lee said that the TPO Staff also performed some traditional GPS runs to verify the cellular data which is mostly valid and good enough for this purpose with some caution being given when using rural-low volume roadways data because of minimal sample size.</p> <p><u>Task 2 – Origin-Destination (O-D) Data Collection</u> – Cell-phone based O-D data was purchased from AirSage. Several validation checks have been performed (including Census Transportation Planning Package and TDOT/GDOT counts), and the consultants are coordinating to understand any limitations of the data for the Travel Demand Model.</p> <p><u>Task 3 – Truck Origin-Destination (O-D) Data Collection</u> – RPM (CS sub-contractor) surveyed drivers at six locations from September 30, 2014 through November 13, 2014 (I-24 EB and I-24 WB Manchester, TN; I-75 NB Athens, TN, I-75 SB Ooltewah, TN, I-75 NB Ringgold, GA, and I-75 SB Ringgold, GA). RSG will use the data for the truck component of the Travel Demand Model. There is a lot of truck traffic in the area, and the Truck Origin-Destination pattern remains the same from the last Truck Origin-Destination data collection report done 4-5 years ago – only twenty percent of the truck traffic has an origin or destination of Chattanooga. The remainder originates or is destined outside of Chattanooga (primarily Nashville and Atlanta).</p> <p><u>Task 4 – Supplemental Traffic Counts</u> – RPM conducted classified traffic counts at 95 locations to supplement the general counts available from TDOT/GDOT to provide more dense data for the TDM calibration and perhaps to be used with the MOVES vehicle emissions model.</p> <p>Ms. Lee said that all tasks have been completed by Cambridge Systematics, Inc., and the TPO's modeling consultant, RSG, has already begun to use all of the data for the new Travel Demand Model.</p> <p>Responding to an inquiry by Mr. Bert Kuyrkendall, City of Chattanooga, regarding the TPO's strategy for collecting bike/ped data for the new model and RTP, Ms. Lee said that the TPO Staff realizes that the bike data is needed, but did not collect it this year for budget reasons. She said that the TPO Staff needs to determine where to obtain the funding for collecting bike/ped data and the best source for the data. Mr. Kuyrkendall said that he is curious to see what the effect of the new facilities being built will be on ridership, walking and density, and also to better be able to plan for future bike/ped and transit facilities. Ms. Lee said that she talked with AirSage, the O&amp;D consultant, and that it may be possible to use their data to pull out bike/ped data for specific locations (i.e., Walnut Street Bridge). She said that the TPO Staff should be able use some judgment and provide some specific areas to AirSage for review. Ms. Lee and Mr. Kuyrkendall will arrange to work together to identify suggested areas, and Ms. Lee said that the MS2 data may also be helpful. She said that a lot of data has been collected, that she would be happy to work with anyone who would like to look at the data to determine additional uses, and she is open to any new ideas.</p> <p>A paper copy of the Chattanooga-Hamilton County / North Georgia Data Collection – Phase II draft report is available from the TPO Staff (<a href="mailto:tpo@chattanooga.gov">tpo@chattanooga.gov</a>), or the website: <a href="http://www.chcrpa.org/TPO_reorganized/TPO_Data_Collection.htm">http://www.chcrpa.org/TPO_reorganized/TPO_Data_Collection.htm</a>.</p>		
CONCLUSIONS		
No Formal Action Required		
TCC/BOARD ACTION/RESOLUTION	PERSON PRESENTED MOTION	PERSON SECONDED MOTION
STAFF FOLLOW-UP	PERSON RESPONSIBLE	DEADLINE

**ITEM #8. OFFICIAL NOTICE OF 2015 ANNUAL OBLIGATED LIST OF PROJECTS FOR STATE & LOCAL GOVERNMENTS WITHIN THE TPO AREA (TENNESSEE, GEORGIA AND CHATTANOOGA AREA TRANSPORTATION AUTHORITY [CARTA])**

**MS. BETSY EVANS  
RPA STAFF**

<b>DISCUSSION</b>		
<p>Ms. Betsy Evans said that the information for the 2015 Annual Obligated List of Projects for State &amp; Local Governments within the TPO Area (TN GA and CARTA) was contained in the meeting packet. The list contains all transportation projects in the TPO region that were obligated during the fiscal year 2015.</p> <p>Ms. Evans said that the TPO is required to publish this list of projects prior to the end of each year for public information and disclosure, the 2015 Annual Obligated List of Projects would be published in the Chattanooga Times Free Press on Sunday, December 27, 2015, and it is available on the RPA/TPO website (see meeting packet for link). Printed copies were also available at the meeting, along with a "request for copies" form for additional copies. There were no questions or comments.</p>		
<b>CONCLUSIONS</b>		
No Formal Action Required		
<b>TCC/BOARD ACTION/RESOLUTION</b>	<b>PERSON PRESENTED MOTION</b>	<b>PERSON SECONDED MOTION</b>
<b>STAFF FOLLOW-UP</b>	<b>PERSON RESPONSIBLE</b>	<b>DEADLINE</b>

**ITEM #9. ENTERPRISE SOUTH SUB-AREA TRANSPORTATION AND LAND USE STUDY PRESENTATION**

**MS. AKOSUA COOK, RPA STAFF  
MS. TRACY SELIN  
CAMBRIDGE SYSTEMATICS, INC.  
KEVIN TILBURY  
GRESHAM, SMITH & PARTNERS**

<b>DISCUSSION</b>		
<p>Ms. Akosua Cook, Strategic Long Range Planning Senior Planner and Project Lead for the Enterprise South Sub-Area Transportation and Land Use Study (reporting to Ms. Melissa Taylor), referred everyone to the Staff Report contained in the meeting packet with her contact information, and invited anyone with questions to contact her. The meeting packet Staff Report section also included contact information for the Highway 153 Transit Study Project Lead (Ms. Cortney Mild, SLRP Senior Multimodal Transportation Planner) and the Project Lead for the Hamilton Place Connectivity Study (Mr. Justin Tirsun, SLRP Senior Planner). Ms. Cook introduced Ms. Tracy Selin, Cambridge Systematics, Inc., Project Manager for the Enterprise South Sub-area Transportation and Land Use Study, and Mr. Kevin Tilbury, Project Manager for Gresham, Smith &amp; Partners, who jointly gave the presentation.</p> <p>Ms. Tracy Selin said that she and Mr. Tilbury would give a quick overview of the Enterprise South Sub-area Transportation and Land Use Study and invited anyone with questions to see or email either of them after the meeting. She said that this will be one of the few times that she and Mr. Tilbury will be updating the TPO Executive Board on this study due to the quick timeframe of the study. Ms. Selin said that this presentation would focus on the findings of the recent technical work which has been completed (looking at Existing Conditions and Trends in the study area), a summary of some recent focus group discussions, and provide a look at Alternative Investment Scenarios.</p> <p>Ms. Selin said that the Enterprise South Sub-area Transportation and Land Use Study focuses on looking at how better to integrate transportation and land use planning to improve the investment decision-making process in a very important and rapidly growing employment center within this region. Given the economic opportunity of this study area, Ms. Selin said that the study is very important, but very interesting and challenging, because of where this center falls (in a mix of industrial, residential, commercial and environmental land uses). She said that this provides a challenge in terms of how best to invest, and this is the purpose of taking a closer look within the study area. This mix of land uses in (and around) the Enterprise Industrial Park (Park) also makes basic transportation decisions more complicated. The team is tasked to come up with potential refinements to the proposed investments currently in the transportation plan, and potentially some suggested land use changes to ensure that the system works best in the future.</p> <p>Regarding the Existing Conditions and Trends (technical work recently completed), Mr. Kevin Tilbury covered the land use side. He said that the first thing the team wanted to know was how this study area is changing. The area is not static and is going to change over time. To begin, the team looked at growth projections in the study area relative to the Region (projected 26% Population increase between now and 2040 with about 40% Employment increase). However, within the study area, only a 13% increase in Population is projected with a 71% increase in Employment. Mr. Tilbury said that the study area is growing as an employment center but the population in and around the center is not increasing, and this means that workers will have to be drawn from farther and farther away from the Park, which becomes a transportation concern.</p>		

Mr. Tilbury said that there is a mix of land uses in the study area besides the industrial uses in the Park (commercial, retail, open space and residential which is primarily lower density single family). At buildout, according to existing land use regulations and plans, a modest increase of about 3,800 new homes would be added. Contrasting that with projected employment (the Park and surrounding area are expected to continue to grow) with about 36,000 new jobs being added at buildout, the imbalance between housing and jobs will get even worse in the future. Currently, about 10% of the trips into the Park are drawn from inside the study area with the remainder being drawn from outside the study area which is expected to continue. The issues with the interstate interchanges (such as Bonny Oaks Drive) will continue to worsen in the future unless the imbalance and lack of housing nearby is addressed.

Ms. Selin said that there are four entrances to Enterprise South Industrial Park (the anchor of this study) - two off of Volkswagen Drive, two off of Hickory Valley Road and another connection is opening soon (extension of Highway 58). However, traffic is being funneled almost exclusively to Bonny Oaks Drive to enter and exit the Park and this is a huge problem which is validated by the Focus Groups and Commissioner, and this is another focus of the study. More broadly, Ms. Selin said that the team is seeing a lack of north-south connections inhibiting the grid network so that traffic is not able to disburse very well, and this is compounded by some at-grade rail crossings. In terms of the transportation network, Ms. Selin said that, with this employment/economic activity growth, there is an increase in truck/freight traffic. She said that there is a similar issue with trucking activity which is strong here (12,000 trucks per day on I-75 North - or 25% of the traffic volume).

Ms. Selin said that the cluster of at-grade rail crossings in the relatively small area running parallel to Bonny Oaks Drive (which is the main congestion issue) is of the most concern to the team. The rail crossing issues are compounding with the automobile issues on Bonny Oaks Drive in relation to the Park itself. Another concern is the impact on the residential community from the truck movement, given the truck demand and expected increase (but again looking at additional improved north-south rail crossings to access the Park).

In terms of transit connections, Ms. Selin said that the study area has been served until recently by one route connecting downtown to Highway 58. Ms. Selin said that the Chattanooga Area Regional Transportation Authority (ARTA) implemented four new routes to the Park itself in summer 2015 offering peak period service with 30-70 minute headways, and this is a good start to providing transit service to this center. However, there is a lack of supporting last-mile infrastructure (verified by Focus Groups, windshield surveys and data studies). There is a need for improved connections from the transit service itself to the actual destination (Volkswagen or Amazon).

In terms of a multimodal system, Ms. Selin said that there is really no bike/ped network in the study area. There is very little bike/ped infrastructure with only sporadic bike/ped connections in and around the schools and some commercial centers, there are significant gaps in the system, and it is not well connected. The team is looking at how to create more of a network and make sure that the key destinations identified are effectively served.

Ms. Selin said that the consultant team and TPO Staff held three very helpful Focus Group discussions - two with the business community within the Park (with 14 representatives), and Ms. Akosua Cook led a Focus Group discussion within the residential community. The discussions validated some of the technical findings by providing real-world experience, and highlighted some issues and concerns that never could have been identified by data.

Ms. Selin said that the business Focus Group conversation was driven by the following and that these comments are being compiled and conveyed to the Steering Committee which includes ARTA:

- o Bonny Oaks congestion - Frustration was expressed with the long-term approach to a solution which is a widening project in the current RTP. The TPO is compiling some potential shorter term investments which were discussed with the group, and which are being vetted to see if any of them can be reflected as part of this study.
- o Transit - There was a positive reception toward the new ARTA service being implemented. However, there was a general lack of awareness about the new service, and about how the transit operates within and is connected to the study area. Recommendations are being made to make the service more robust and offer routes that align with more non-traditional "shift work" (rather than the 9 to 5 type of work).

Ms. Akosua Cook said that the residential community Focus Group expressed the same concerns about Bonny Oaks Drive, and also expressed concerns about the lack of infrastructure in terms of sidewalks. One of their primary concerns is safety, especially going back and forth from the recreation center. Ms. Melissa Taylor said that the residents also discussed "widening" but, upon further discussion, the issue is mostly about the condition (or lack of adequate) "shoulders" because many of the roads are rural in nature and have not been upgraded. Ms. Taylor said that there is very limited shoulder space if an automobile diverges slightly from the road or for anyone to walk safely, and perhaps some shoulders need to be improved for the amount of traffic being carried now and to make a nicer corridor. Ms. Selin said that perhaps some shoulders on key roads can be upgraded with some pedestrian infrastructure added to make a safer route for automobiles and pedestrians particularly in the residential communities. She said that these improvements can now be modeled to show the benefits of these types of improvements, which will be a part of what is being done in this study.

Ms. Selin said that all of the completed technical work is documented in a draft Technical Memorandum, the TPO Staff is currently reviewing the draft, and it will be provided to TPO Members at the appropriate time.

Ms. Selin said that, with this good understanding of the Existing Conditions and Trends, the next step is to determine what can be done differently moving forward to ensure that the smartest investments are made over the next twenty-year timeframe, and this is accomplished through an Alternative Scenarios Analysis. Typically, an Alternative Scenario is comprised of looking at different

investment types, different land use patterns, or different levels of transportation funding, and it typically unfolds through one of these silos. Ms. Selin said that the team is looking at a combination of all three for this sub-area study (different investment types, different land use patterns, and different levels of transportation funding) in terms of alternatives, and has defined two possible Alternative Scenarios:

- o **Constrained Investment Scenario** - This is a financially constrained investment scenario where the team is looking at what can reasonably be done within reasonably anticipated (very limited) transportation funding, and is looking at operational fixes, limited capacity, and some bus service improvements. This scenario involves making the best of the existing transportation system with some changes on the land use side coupled with some modest transportation investments. This is a constrained real-world scenario.
- o **Aggressive Investment Scenario** - The intent behind this scenario is to demonstrate the performance impacts of additional potential investment within a very important part of this region. This could be additional money that is shifted to this part of the region within the constrained revenue projections, or new revenue that is brought to the table. Ms. Selin said that additional revenue is on everyone's mind and that now is the time to start to make the case for what could be done with additional money. This scenario would look at bigger ticket roadway improvements, major capital transit improvements, and improved operations coupled with more aggressive land use decisions.

From a physical standpoint, Mr. Tilbury said that the widening of Bonny Oaks Drive will be pursued, but that the transportation system of the future for this area is going to be about providing transportation choices for people, and this is done by keying in on the transportation and land use connection. Some redevelopment draft concepts conveying the two scenarios were shown including:

**Constrained Scenario:**

- o Over the long term, some of the older strip development on Highway 58 and in pockets near the I-75 Interchange could perhaps turn over and provide multi-family housing opportunities for people working in the Park, along with some retail
- o The multi-use trail already being built on Highway 58 could possibly be splayed out to completion and provide a connection to the Park for walking or biking in the Park
- o Provide better transit service on Bonny Oaks Drive to provide a bus for getting to the Park or other employment/shopping opportunities along the way
- o Provide a circulator within the Park so that people can get to their employment destination

**Aggressive Scenario:**

- o With more money, in addition to widening Bonny Oaks Drive and doing some interchange work, the multimodal trail system could be built out so that a person could get throughout the study area by walking or cycling (Highway 58, Bonny Oaks Drive and through the Park)
- o Look at a Bus Rapid Transit (BRT) system (possibly on Highway 58)
- o The City of Chattanooga is looking at rail between downtown Chattanooga and the Park, and the team will look at what would happen with some type of light rail system that would serve the Park and surrounding area

Ms. Selin said that the team is currently in the process of modeling these scenarios (both transportation and land use) which will be brought together in a Performance Summary for each investment scenario, and the team will then provide the results of the analysis which will ultimately inform the recommendations. She said that the scenario analysis is expected to be completed by year-end 2015 (or early 2016), resulting in a Technical Report and final recommendations in approximately February 2016.

Mr. John Bridger, Executive Director, Regional Planning Agency, said that this is a critical study which really brings together how to think about land use and transportation as choices are made regarding the new Regional Transportation Plan and Strategy for Great Places (*Growing Forward / Comprehensive Plan*). He said that he really appreciates the team's work, thanked the Strategic Long Range Planning Division Staff for their work on this sub-area study, and said that he will be looking to engage them with the Strategy for Great Places work so that everyone learns from this process for future policy work.

Ms. Melissa Taylor said that, if an increase in the gas tax (60/40) split should occur, it is her understanding from the TDOT Commissioner's comments (and her past experience) that the 40% is the per capita distribution that local jurisdictions receive for maintaining the roads and to do traffic improvement or traffic flow modifications. Ms. Taylor said that she has never known these 60/40 funds to be spent for major construction projects (such as those which have been mentioned). In the past, these funds have been spent for preventative maintenance, traffic flow modifications, or intersection improvements. If this money increases, an indirect result may be that the jurisdictions (at least the City and County who make up the majority) might be less likely to request federal funds for preserving their system, and any federal allocation available through the FAST Act (or other federal legislation in effect at that time), might then be freed up for other major construction or transit projects.

Responding to an inquiry regarding whether or not it would be beneficial to recommend to Legislators a slightly larger percentage gas tax increase than what has been suggested (perhaps one-half cent more) and whether or not this difference (if approved) could then be allocated to these transportation construction projects, Ms. Taylor said that the recent TPO's surveys and the last two TPO transportation plan cycles have talked about dedicated funding and encouraged conversation about finding additional revenue streams for transportation projects. The TPO has been trying to bring to light this issue of the lack of the funds to do what is needed in transportation (including major intersection changes, or new bike/ped and transit projects), and the issue has not been addressed.

Ms. Taylor reminded that, if the direction is to use the gas tax for system maintenance, this gives opportunity at the TPO level to free up the TPO federal allocation for other projects, and she agreed (as suggested) that the answer to Commissioner Schroer's question regarding whether or not the timeline for the proposed projects is acceptable is:  
 (1) no, we cannot wait, and  
 (2) the timeline must actually be accelerated

<b>CONCLUSIONS</b>		
No Formal Action Required		
<b>TCC/BOARD ACTION/RESOLUTION</b>	<b>PERSON PRESENTED MOTION</b>	<b>PERSON SECONDED MOTION</b>
<b>STAFF FOLLOW-UP</b>	<b>PERSON RESPONSIBLE</b>	<b>DEADLINE</b>

**ITEM #10. PRESENTATION BY TENNESSEE DEPARTMENT OF TRANSPORTATION COMMISSIONER, JOHN SCHROER (MOVED TO TOP OF AGENDA)**

**ITEM #11. STAFF REPORTS**

**MS. KAREN RENNICH  
RPA STAFF**

<b>DISCUSSION</b>
<p>Staff Reports are discussed verbally as appropriate, or if there are questions. The Staff Reports contain the details regarding each item including contact information.</p> <ul style="list-style-type: none"> <li>• Notice of 2014-2017 TIP Adjustments/Modifications</li> <li>• Federal Transportation Legislative Update – Verbal Only</li> <li>• TPO Transportation Land Use Subarea Studies Update</li> <li>• Grants and Grant Awards (Verbal Report)</li> <li>• Green Trips Update</li> <li>• TPO Technical Coordinating Committee By-laws Change</li> <li>• TDOT Project Status (November 12, 2015)</li> <li>• Upcoming Training and Continuing Education Events</li> </ul> <p>Ms. Melissa Taylor said that Commissioner Schroer touched on the new five-year federal legislation, Fixing America's Surface Transportation Act (FAST Act), in his previous comments, and said that there are no substantial changes for the TPO except that FAST Act will stabilize the funds from an allocation standpoint. She said that the program has currently been called the Surface Transportation Program (with an additional allocation of the Transportation Alternative Program [TAP] under MAP-21). Under the FAST Act, these two programs (Surface Transportation Program and TAP) are being combined into the Surface Transportation Block Grant Program, and jurisdictions will be submitting projects for the new 2017-2020 Transportation Improvement Program (TIP) under the Surface Transportation Block Grant Program. The TAP (and its funding) still exists under the Surface Transportation Block Grant Program, and the definition of TAP remains the same. However, 50% of the money that would be cast off into a sub-bucket for TAP projects can be flexed back for other projects. For example, if for some reason no TAP projects are identified during the 2017-2020 TIP application process, some of the money carved out for TAP could be flexed back, and provide opportunity for projects other than bike/ped, such as resurfacing or other generalized transportation improvement projects. Ms. Taylor said that the rescission mentioned today would not apply to the TPO. There is a specific callout for the fact that the Surface Transportation Block Grant Program is not affected by the rescission at the end of the five years (as was requested by local jurisdictions who have worked hard to get projects through this process and completed).</p> <p>Regarding the Transportation and Land Use Subarea Studies, Ms. Taylor said that additional meetings may be scheduled if more information is needed to prepare for TPO presentations in early 2016.</p> <p>Ms. Cortney Mild reviewed TDOT 2015 Transportation Alternatives Program Grant Awards for the City of Chattanooga (Caine Lane Connector Project / Extension of South Chick Greenway), and the City of Lakesite (Pedestrian Enhancement Project / Enhancements along Hixson Pike). The City of East Ridge was awarded two TDOT 2015 Safe Routes to School (SRTS) grants for East Ridge Elementary (sidewalks in neighborhoods near the school and a Walk/Bike to School Day Event), and awarded for non-infrastructure related Safe Routes to School activities at Spring Creek Elementary. The City of Chattanooga was awarded a Safe Routes to School grant for Woodmore Elementary (pedestrian facilities/education and encouragement programming). A Federal Lands Access Program (FLAP) grant was awarded to the City of Chattanooga (Moccasin Bend Connector) for a RiverWalk extension along Moccasin Bend Road/Hamm Road from US27 to the site of the future Moccasin Bend Interpretive Center. TIP pages for all of these projects were contained in the meeting packet.</p> <p>Ms. Mild reviewed the open call for projects opportunities contained in the meeting packet. She said that the TPO does not typically work with the Recreational Trails Program, but since recreational trails can also often function for transportation purposes, the TPO Staff wanted to provide the TPO with information regarding open calls for: (1) GA 2015 Recreational Trails</p>

Program Grant, and (2) TDEC 2016 Recreational Trails program Grant (see the meeting packet Staff Report for full descriptions, eligibility, budget templates and deadlines for all open calls for projects for state or federal funded grant programs). A 20% local match is required for both Recreational Trails programs.

Regarding the TDOT 2015 Multimodal Access Grant, Ms. Mild reviewed the guidelines contained in the Staff Report and said that the TPO is responsible for the selection process and can only submit two projects to TDOT for consideration from among the applications received. A 5% local match is required by the jurisdiction and the maximum grant amount is \$1M. Ms. Mild said that she has received notice that applications would be submitted by the City of Chattanooga, City of Collegedale, City of Lakesite, City of East Ridge, City of Red Bank and Town of Walden. Ms. Mild said that a preliminary project review would be held December 16, 2015, applicants were encouraged to attend this meeting to share preliminary project concepts and draft applications for committee feedback, and she inquired if jurisdictions (other than those mentioned above) would be attending the meeting (there were none). Ms. Mild said that a project selection meeting will be held on January 6, 2016 and applicants are required to attend this meeting to present final applications to the Selection Committee and answer any questions about their projects. Ms. Mild requested that applicants contact her prior to the meeting to indicate that they will present an application, and that she receive all project documentation by January 6 in order to prepare the required letter of support and meet the TDOT deadline.

Ms. Mild said that TDOT is now accepting applications for the 2016 Safe Routes to School Program (SRTS) and this is the final round of funding (and last chance for 100% federal funding) for the federal surface transportation bill SAFETEA-LU. The 2016 SRTS program provides 100% federal funds, with no local match requirement, maximum award of \$250,000, and the deadline to TDOT is Friday, January 15, 2016 (2:00 pm (CST)).

Ms. Mild inquired if there were any questions, and a question arose from Mr. Ted Rogers, TPO Executive Board Vice Chairman (City of Collegedale), about the requirement of support by a Legislator for a TDOT 2016 Multimodal Access Grant project prior to submittal, since the State Legislators are in disagreement on whether or not the gas tax should be increased and whether or not to fund trails or greenway projects. In view of this, Mr. Rogers said that several local Legislators have an opinion that they should not sign off on or fund any local trails or greenway projects preferring the funds to be spent on paved roads, which is their right as Legislators. However, Mr. Rogers said that, if those Legislators feel that way, it doesn't seem right to him (regardless of the jurisdiction but he was speaking for the City of Collegedale), that all of these trails/greenways projects be rejected because the Legislators are in disagreement on how this money should be spent on a larger scale (which would be really upsetting to local jurisdictions). Mr. Rogers inquired how a local jurisdiction should handle this situation if they think this is unfair, and whether or not there is another option. Ms. Mild said that, while Mr. Rogers might be asking a bigger question, she received a similar question earlier and that the letter of support of only one Legislator representing the jurisdiction's project area is required for a project. Mr. Rogers said it is his understanding (and Ms. Mild agreed) that the Legislator must affect the square footage where the project is located. Mr. Rogers said that Legislators do not have a problem with federal funding being spent for these types of projects, but this is state money and they want it to go toward "asphalt," which will affect a City of Collegedale project (and perhaps others who have applied because some of the Legislators affect more than one jurisdiction).

Ms. Melissa Taylor, SLRP Director, requested that Mr. Stacy Morrison discuss this matter with TDOT and try to determine the origin/background of the requirement for a letter of support from a Legislator being included in the criteria for these projects. She said that, while this may have been a well intended requirement in the beginning to help boost a project's application with that support, it may have become an unintended complexity that was not anticipated or intended with what is currently going on, and perhaps it could be negated if it didn't have anything to do with the bigger issue of funding.

Mr. Rogers supported Ms. Taylor's request, and said that he is giving the Legislators the benefit of the doubt, and he does not believe that it is the intention of the Legislators to pigeon hole these projects, as much as it is about the bigger picture of having this money go to "asphalt" and not to "anybody's" (any jurisdiction's) trail/greenway project. Mr. Rogers said that the Collegedale Legislators (as is their right) debate as to whether or not these dollars should be spent on trails/greenways projects, that he believes that other jurisdictions will suffer from this as well, and he called on Mayor Katie Lamb, City of Collegedale, for comments. Mayor Lamb agreed with the comments made by Mr. Rogers and said that she (the City of Collegedale) has been told by Representatives that they do not see trails and biking as alternative transportation, therefore, there has been a refusal on the part of one particular Representative to support a City of Collegedale project. Ms. Taylor reiterated that this may be an unintended consequence of the requirement.

Mr. Rogers said that he wanted to appeal the requirement for a letter of support by a Legislator because these projects are caught up as a casualty of the \$6.1M matter just presented by Commissioner Schroer, and said that he would be interested to know where the TPO membership stands on this issue because it may affect more than the City of Collegedale. He also said that he is uncertain of the position of the Senator for the City of Collegedale on this matter.

Ms. Taylor said that TDOT had already carved the money out and has it on the books for these projects, and the bigger issue is a different conversation moving forward into the future. Ms. Taylor said that the subject could be broached on a state-wide TDOT conference call scheduled on December 16, 2016 in addition to the matter being carried forward to TDOT by Mr. Morrison as the TDOT representative of this TPO Executive Board, and since he was present at this meeting and could bring this matter up in such a way that it is more representative of today's conversation and concerns expressed by the TPO Executive Board.

Responding to an inquiry by Chairman Leamon, Ms. Mild said that she expects to have all documentation for the selected projects (including the support letters from a Legislator) to TDOT by January 8, 2016, and TDOT's deadline is January 15, 2016.

Mr. Rogers inquired whether or not this money is going to be awarded regardless (*of Legislative disagreement*), and Ms. Mild said

that she believes that the money will be awarded state-wide regardless, but that a TPO project will not necessarily be selected. Mr. Rogers said that this is his point, and because the Legislature is in a bigger fight about how the bigger pot of money should be used, this TPO area could potentially be left out of this opportunity. He said that it would be different if this was a specific pot of money that is going away (he could understand that), but not if this is a bigger fight for another day, and on a bigger topic.

Ms. Karen Rennich inquired if Mr. Morrison needed anything else in order to express these concerns to TDOT and requested that he discuss the matter with TDOT and report back to the TPO Staff as soon as possible in view of the application deadline. Mr. Morrison said that he would discuss the matter with TDOT and perhaps more information could be provided on the TDOT state-wide conference call on December 16, 2015.

<b>CONCLUSIONS</b>		
No Formal Action Required		
<b>TCC/BOARD ACTION/RESOLUTION</b>	<b>PERSON PRESENTED MOTION</b>	<b>PERSON SECONDED MOTION</b>
<b>STAFF FOLLOW-UP</b>	<b>PERSON RESPONSIBLE</b>	<b>DEADLINE</b>

**ITEM #12. PUBLIC COMMENTS AND OTHER ITEMS OF IMPORTANCE**

**MS. KAREN RENNICH  
RPA STAFF**

<b>DISCUSSION</b>		
<p>Mr. Stacy Morrison said that the survey has been completed for the toll bridge, the final draft has been received by TDOT, and the consultants are making final comments.</p> <p>Regarding the CMAQ funding for particulate matter, Mr. Morrison said that TDOT has received a proposal from the Chattanooga Metropolitan Airport Authority and is also working with Hamilton County. He said that the funds are for diesel, retrofits, replacement, and things like fire trucks, and that \$14M is available (\$4M/year). TDOT has teamed up with the Tennessee Department of Environment and Conservation (TDEC) and, by applying to both TDOT and TDEC, it may be possible to get a 10% (not 20%) local match for public sector entities. He said that TDOT has contacted several public and private agencies for proposals, and asked that anyone who has not been contacted to contact him for more information. Mr. Morrison said that this money is basically for Hamilton County, Knox County and surrounding counties. The TDOT deadline is COB, Friday, January 15, 2016 (see meeting packet Staff Report for further details on the TDOT PM 2.5 Cleaner Diesel Technologies Grant and TDEC Clean Tennessee Energy Grant Program). Mr. Morrison said that information will be coming out after the first of 2016 regarding generalized CMAQ applications.</p> <p>Ms. Taylor introduced Mr. Andrew Ray, SLRP Principal Planner, who is new to her staff and is previously from Memphis where he worked for the MPO. She said that Mr. Ray has experience with all of the MPO processes, and has a lot of experience with both transportation and land use planning. Ms. Taylor said that RPA is very happy to have Mr. Ray join the staff.</p> <p>Ms. Karen Rennich said that an RPA Survey has been sent out to all TPO members and stakeholders and quite a few responses have been received. She said that this is RPA's annual survey about how business is being done and there is a TPO focus. Ms. Rennich said that the RPA Staff takes this survey very seriously and several changes have been implemented as a result of last year's survey feedback. Ms. Rennich requested that everyone complete the survey, and Chairman Leamon said that the survey is very helpful and also encouraged everyone to complete the survey.</p> <p>Ms. Rennich said that the next TPO Executive Board Meeting (scheduled Wednesday, February 24, 2016 @ DRC / 2B (Second Floor) may be cancelled and, if so, a Transportation and Land Use Subarea Study meeting may be called at the same time/place.* Ms. Rennich said that the next TPO Technical Coordinating Committee (TCC) Meeting (scheduled for Tuesday, January 5, 2016) is cancelled and a confirming email will follow.</p> <p>*(NOTE: The February 24, 2016 TPO Executive Board meeting was not cancelled).</p>		

<b>CONCLUSIONS</b>		
No Formal Action Required - There being no further questions/comments, the meeting was adjourned.		
<b>TCC/BOARD ACTION/RESOLUTION</b>	<b>PERSON PRESENTED MOTION</b>	<b>PERSON SECONDED MOTION</b>
<b>STAFF FOLLOW-UP</b>	<b>PERSON RESPONSIBLE</b>	<b>DEADLINE</b>
TPO Staff will email a cancellation to TPO Members and Stakeholders for the January 5, 2016 TPO Technical Coordinating Committee meeting.	Karen Rennich	DONE 12/21/2015

TPO EXECUTIVE BOARD MEETING

Role Call: December 15, 2015

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Governor                        | State of Tennessee                         |
| <input checked="" type="checkbox"/> Commissioner                    | Georgia Department of Transportation       |
| <input checked="" type="checkbox"/> Mayor                           | City of Chattanooga                        |
| <input type="checkbox"/> Elected Representative                     | Chattanooga City Council                   |
| <input checked="" type="checkbox"/> County Mayor                    | Hamilton County                            |
| <input checked="" type="checkbox"/> Elected Representative          | Hamilton County Commission                 |
| <input type="checkbox"/> Elected Official                           | North Georgia Legislative Delegation       |
| <input type="checkbox"/> Elected Official                           | Catoosa, Dade, Walker Counties, Georgia    |
| <input type="checkbox"/> Chairman of the Board                      | Tennessee Legislative Delegation, Hamilton |
| <input type="checkbox"/> Chairman of the Board                      | County, Tennessee                          |
| <input checked="" type="checkbox"/> Director                        | Chattanooga Area Regional Transportation   |
| <input type="checkbox"/> Elected Representative                     | Authority                                  |
| <input type="checkbox"/> Elected Representative                     | Chattanooga Metropolitan Airport Authority |
| <input type="checkbox"/> Elected Representative                     | Chattanooga-Hamilton Co. Air Pollution     |
| <input type="checkbox"/> Mayor/Commission Representative            | Control Bureau                             |
| <input checked="" type="checkbox"/> Mayor/Commission Representative | Dade County, Georgia Government            |
| <input checked="" type="checkbox"/> Mayor/Council Representative    | Walker County, Georgia Government          |
| <input type="checkbox"/> Mayor/Commission Representative            | Catoosa County, Georgia Government         |
| <input type="checkbox"/> Mayor/Commission Representative            | Chickamauga, Georgia                       |
| <input type="checkbox"/> Mayor/Commission Representative            | Collegedale, Tennessee                     |
| <input type="checkbox"/> Mayor/Commission Representative            | East Ridge, Tennessee                      |
| <input type="checkbox"/> Mayor/Commission Representative            | Fort Oglethorpe, Georgia                   |
| <input type="checkbox"/> Mayor/Commission Representative            | Lakesite, Tennessee                        |
| <input type="checkbox"/> Mayor/Commission Representative            | Lookout Mountain, Georgia                  |
| <input checked="" type="checkbox"/> Mayor/Commission Representative | Lookout Mountain, Tennessee                |
| <input type="checkbox"/> Mayor/Commission Representative            | Red Bank, Tennessee                        |
| <input checked="" type="checkbox"/> Mayor/Council Representative    | Ridgeside, Tennessee                       |
| <input checked="" type="checkbox"/> Mayor/Commission Representative | Ringgold, Georgia                          |
| <input type="checkbox"/> Mayor/Commission Representative            | Rossville, Georgia                         |
| <input checked="" type="checkbox"/> Mayor/Council Representative    | Signal Mountain, Tennessee                 |
| <input checked="" type="checkbox"/> Mayor/Commission Representative | Soddy-Daisy, Tennessee                     |
| <input checked="" type="checkbox"/> Mayor/Alderman Representative   | Walden, Tennessee                          |

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