



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

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CHATTANOOGA, TN 37402  
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**MINUTES**

FEBRUARY 24, 2016

1:30-3:00 P.M. (EST)  
DRC/2B

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

<b>ANNOUNCEMENTS</b>	Chairman Todd Leamon welcomed everyone, called the meeting to order and asked Mr. Stacy Morrison, TDOT, to introduce his visiting staff members. Mr. Morrison said that Messrs. Seth Davis, Andrew Miller and Joseph Burchfield were Region 2 Engineers who were attending the meeting to observe the TPO process.
<b>PUBLIC COMMENTS</b>	
<b>OTHER ITEMS OF IMPORTANCE</b>	Handouts: Highway 153 Transit Corridor Study Transit Service Recommendations and draft Technical Memorandum #1 (Existing and Future Conditions), #2 (User and Market Research), #3 (Range and Type of Transit Options), and #4 (Recommendations for the Highway 153 Corridor); Enterprise South Sub-Area Transportation and Land Use Study - Existing Conditions and Trends (February 1, 2016); Multimodal Transportation Center Study System Study (February 2016) and Siting Study (January 2016); New Enterprise South Routes Brochure (CARTA); 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); 2040 Regional Transportation Plan Executive Summary; Sample TPO Executive Board Designee Letter; Limited English Proficiency (LEP) and RPA TITLE VI Packet; and 2016 TPO TCC & Executive Board Meeting Calendar.

**Agenda Topics**

**ITEM #1. APPROVAL OF DECEMBER 15, 2015 TPO EXECUTIVE BOARD MEETING MINUTES**

**CHAIRMAN TODD LEAMON**

<b>DISCUSSION</b>		
Chairman Todd Leamon inquired if there were questions/comments regarding Item #1, or entertained a motion to approve.		
<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 DECEMBER 15, 2015 TPO EXECUTIVE BOARD MEETING MINUTES	Mr. Billy Cooper City of Ridgeseide	Mayor William Trohanis Town of Walden
<b>STAFF FOLLOW-UP</b>	<b>PERSON RESPONSIBLE</b>	<b>DEADLINE</b>

**ITEM #2. ELECTION OF TPO EXECUTIVE BOARD OFFICERS  
(CHAIRMAN AND VICE CHAIRMAN) FOR 2016 THROUGH 2017**

**MS. KAREN RENNICH  
RPA STAFF**

<b>DISCUSSION</b>		
<p>Ms. Karen Rennich said that the TPO Executive Board by-laws call for the election of officers at the first meeting of every even calendar year, and the nominations for new officers for 2016-2017 opened on December 15, 2015 at the TPO Executive Board meeting, and closed on January 13, 2016.</p> <p>Ms. Rennich said that the majority of nominations received for Chairman were for Mr. Todd Leamon (Hamilton County) and Mr. Ted Rogers (City of Collegedale) received a nomination for Chairman, and was the sole nomination for Vice Chairman. She said that the new Chairman and Vice Chairman will begin presiding at the next TPO Executive Board meeting if there is a change.</p> <p>Ms. Rennich said that action by the TPO Executive Board was needed for the election of Chairman and Vice Chairman, and called for a motion. Responding to an inquiry for clarification from Mr. Billy Cooper (City of Ridgeside), Ms. Rennich confirmed that the majority of nominations for Chairman were for Mr. Todd Leamon, and for Vice Chairman were solely for Mr. Ted Rogers for the calendar years 2016-2017. Ms. Rennich said that both Mr. Leamon and Mr. Rogers had confirmed that they would accept the nominations being presented. Chairman Leamon called for further discussion including a possible change in the nominations, or a motion to approve as presented.</p>		
<b>CONCLUSIONS</b>		
<p>There being no further questions/comments, <b>a motion was made to approve the Election of TPO Executive Board Officers as presented (Mr. Todd Leamon [Chairman] and Mr. Ted Rogers [Vice Chairman]) for 2016 through 2017, the motion was seconded and the motion carried.</b></p>		
<b>TCC/BOARD ACTION/RESOLUTION</b>	<b>PERSON PRESENTED MOTION</b>	<b>PERSON SECONDED MOTION</b>
<b>ELECTION OF TPO EXECUTIVE BOARD OFFICERS AS PRESENTED (MR. TODD LEAMON [CHAIRMAN]) AND MR. TED ROGERS [VICE CHAIRMAN] FOR 2016 THROUGH 2017</b>	Mr. Billy Cooper	Mr. Blythe Bailey City of Chattanooga
<b>STAFF FOLLOW-UP</b>	<b>PERSON RESPONSIBLE</b>	<b>DEADLINE</b>

**MR. STACY MORRISON  
TENNESSEE DEPARTMENT OF  
TRANSPORTATION**

**ITEM #3. APPROVE BY RESOLUTION TDOT  
NEW PROJECT LIST (REVIEW AND COMMENT)**

<b>DISCUSSION</b>
<p>Mr. Stacy Morrison referred to the TDOT New Project list contained in the meeting packet and said that TDOT is seeking input from the TPO Executive Board members regarding the list. He said that none of the projects shown on the list are in the current TDOT Three-Year Plan (projects which are expected to be funded in the first three years). Mr. Morrison said that, in the past, a high priority for the TPO Executive Board (and possibly state-wide) has been the I-75 Interchange Modification at I-24, and this project probably has the best opportunity to move forward into the next TDOT Three-Year Plan cycle.</p> <p>Responding to an inquiry from Hamilton County Commissioner Marty Haynes, Mr. Morrison confirmed that none of the projects on the TDOT New Project list are in the current TDOT Three-Year Plan, that construction would not begin before 2019 for the phase(s) listed on the TDOT New Project list, and most of the projects on the list have not gone to design.</p> <p>Mr. Morrison clarified that the I-75 Interchange Modification at I-24 (split) mentioned above is not in the current TDOT Three-Year Plan, and that it is on the TDOT New Project list (first page – third project from the bottom).</p> <p>Responding to an inquiry from Mr. John Bridger, Executive Director, Regional Planning Agency, Mr. Morrison confirmed that TDOT will use the TDOT New Project list and TPO Executive Board input as their short list of projects to be used for consideration in developing the next TDOT Three-Year Plan. Mr. Morrison said that this New TDOT Project list is very general at this point and TDOT is open to suggestions for changes to the list including the addition of projects. Regarding comments from Mr. Blythe Bailey, City of Chattanooga, about the possibility of improvements on the north side of I-24 (which would stand to reason to be a part of the I-24 / Market &amp; Broad project, but which are not currently in TDOT's INTERCHANGE ACCESS REPORT) and whether or not the improvements are on the New TDOT Project list, Mr. Morrison said the improvements are not on the TDOT New Project list, and said that these comments should be noted and provided to TDOT.</p>

Ms. Karen Rennich, TPO Coordinator, asked for clarification on whether or not the improvements just mentioned are part of the north side of the I-24 Interchange and not part of the Market & Broad project. Mr. Bailey confirmed that she was correct and said that the improvements need to include the interchange at Long Street, I-24 westbound to north on Market Street (including the bridge over Long Street, the on ramp/exit interchange at 21<sup>st</sup> Street), and each of the intersections at 21<sup>st</sup> Street & Long Street and 21<sup>st</sup> Street and Williams Street.

Mr. Morrison said that the projects on the TDOT New Project list are shown by county, but that they are not listed by priority by county. He said that some of the bridges (second list) may be bundled in with other projects.

Councilman Bill Lusk, Town of Signal Mountain, inquired regarding the cost estimate of \$5,500,000 shown on the TDOT New Project list for the US-127 (SR-8) project (second page – fourth project from the top), and said that it has been his understanding that the estimated cost for this project has always been between \$10-11M (about double what this list indicates). Mr. Morrison said that these are very preliminary estimates and that \$5,500,000 is the current estimate which may be way under the actual cost.

Ms. Melissa Taylor, Strategic Long-Range Planning Director, mentioned that three different options for that project were put in the Regional Transportation Plan, and that this \$5,500,000 may be for some of the rigorous safety improvements and not the estimate for the full project. Ms. Taylor requested that the exact details for this \$5,500.00 cost estimate be clarified. Mr. Morrison said that the list shows all three phases for this project (PE, ROW, CONST), and that he will clarify the budget and scope of the project shown on the list.

Regarding the Exit 174 in Lookout Valley which floods (and which was currently flooded) where two roundabouts have been discussed, Chattanooga City Councilman Chip Henderson inquired if this project is on the current TDOT Three-Year Plan list.

Mr. Morrison requested that this project and comments be provided to TDOT and said that he would obtain the current status of the project and determine whether or not it is on the current TDOT Three-Year Plan list. Mr. Morrison will advise Ms. Rennich of the correct project number so that it can be referenced in the comments and sent to TDOT with the TDOT New Project list resolution.

Chairman Todd Leamon inquired what formal action TDOT was asking the TPO Executive Board members to take at this meeting. He inquired if there is still an opportunity to add to the TDOT New Project list, and asked whether or not action today by the TPO Executive Board would close that opportunity. Mr. Morrison said that the TDOT guidance this year is very open ended. TDOT is asking the TPO Executive Board to give feedback on the projects shown on the TDOT New Project list, and to provide feedback on additional projects. Mr. Morrison said that today's action would not close the opportunity to provide future feedback on additional projects.

Chairman Leamon requested that Ms. Rennich read the resolution action being presented to the TPO Executive Board. Ms. Rennich said that today's resolution was written to say that "TDOT's New Project list with the attached changes, addition, deletions and/or comments be supplied to TDOT to shape a future year needs list" and that she will type the additional comments which have been presented today and attach them to the resolution being sent to TDOT. Ms. Rennich said that the TPO Executive Board is being asked to move on the list with any changes/additions/deletions and additional comments made by the TPO Executive Board today, and she will type the additional comments made today by the TPO Executive Board members regarding the Improvements on the north side of I-24 at the Long Street area, the question regarding the \$5,500,000 budget and scope of the US-127 (SR-8) project, and Exit 174 in Lookout Valley project with flooding issues, and provide them to TDOT with the resolution.

Chairman Leamon inquired if there was a motion to approve as presented, and a **motion was made that TDOT's New Project list with the attached changes, additions, deletions and additional comments be supplied to TDOT to shape a future year needs list was made by Chattanooga City Councilman Chip Henderson.**

Chairman Leamon inquired if there was any additional discussion. Mr. Blythe Bailey, City of Chattanooga, inquired if it would be appropriate or useful for TDOT to modify the list based the feedback given today by the TPO Executive Board members, and then review the list again in April and make a more formal motion in April after the comments have been added to the list, or would this delay adversely impact TDOT. Mr. Morrison said that action by the TPO Executive Board would best be done sooner than later, that he would ensure that all of today's comments by TPO Executive Board members are added to the TDOT New Project list, and ensure that the list is provided again to the TPO Executive Board members prior to the April 2016 TPO Executive Board meeting.

In view of Mr. Morrison's request for action today, **motion was made that TDOT's New Project list with the attached changes, additions, deletions and additional comments be supplied to TDOT to shape a future year needs list with the TPO Executive Board receiving the revised list prior to the April 2016 TPO Executive Board meeting and with opportunity to make a second motion at the April 2016 TPO Executive Board meeting was made by Mr. Blythe Bailey, City of Chattanooga.** Mr. Morrison said that it would be best to move forward with this resolution today and add additional comments in April. He said that the TPO Executive Board often makes comments at meetings which get forwarded up the chain.

Chairman Leamon said that action today would allow TDOT to move forward with their work, and inquired if anyone was willing to make a motion to approve as presented in the resolution today (process the TDOT New Project list with the three project additions), with the additional comments being typed by the TPO Staff and sent to the TPO Executive Board members for review prior to the resolution and additional comments being sent to TDOT, and with the opportunity to make additional comments to TDOT at the TPO Executive Board meeting in April 2016 if needed.

A motion was made to approve as presented in the resolution today (process the TDOT New Project list with the three project additions) with the additional comments being typed by the TPO Staff and sent to the TPO Executive Board members for review prior to the resolution and additional comments being sent to TDOT, and with the opportunity to make additional comments to TDOT at the TPO Executive Board meeting in April 2016 if needed was made by Chattanooga City Councilman Chip Henderson, the motion was seconded by Mr. Blythe Bailey, City of Chattanooga, and the motion carried.

**CONCLUSIONS**

There were no further questions or comments.

TCC/BOARD ACTION/RESOLUTION	PERSON PRESENTED MOTION	PERSON SECONDED MOTION
<p>Approve as presented in the resolution today (process the TDOT New Project list with the three project additions) with the additional comments being typed by the TPO Staff and sent to the TPO Executive Board members for review prior to the resolution and additional comments being sent to TDOT, and with the opportunity to make additional comments to TDOT at the TPO Executive Board meeting in April 2016 if needed.</p>	<p>Councilman Chip Henderson Chattanooga City Council</p>	<p>Mr. Blythe Bailey</p>
STAFF FOLLOW-UP	PERSON RESPONSIBLE	DEADLINE
<p>The TPO Staff will type the additional comments for the three project additions: (1. Improvements on the north side of I-24 [at Long Street, I-24 westbound to north on Market Street including the bridge over Long Street, the on ramp/exit interchange at 21<sup>st</sup> Street, and each of the intersections at 21<sup>st</sup> Street &amp; Long Street and 21<sup>st</sup> Street and Williams Street], 2. the question regarding the \$5,500,000 budget and scope of the US-127 [SR-8] Project, and 3. Exit 174 in Lookout Valley project with flooding issues) for attachment to the approved resolution and provide a copy to the TPO Executive Board members prior to submitting them with the resolution to TDOT, along with a copy of the current TDOT Three-Year Plan.</p>	<p>Ms. Karen Rennich</p>	

**ITEM #4 – APPROVE BY RESOLUTION 2014-2017  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT**  

- ADDITION OF CMAQ FUNDS TO CARTA15 BUS PURCHASE**

**MS. BETSY EVANS  
TPO STAFF**

**DISCUSSION**

Ms. Betsy Evans said that this amendment is to add Congestion Mitigation Air Quality (CMAQ) funding to the project CARTA15 (CARTA’s Bus Purchase TIP page) in the amount of \$2,100,000 for FY2016, and that the IAC concurred with the exempt status of this project on December 31, 2015.

Ms. Evans said that, due to scheduling conflicts, the TCC did not take action on this amendment; however, a public comment period was held per the Participation Plan requirements.

Ms. Evans said that this TPO Executive Board meeting constitutes the formal public meeting for this TIP amendment and that this would be the time for anyone in the public to make comments.

Chairman Leamon called for questions/comments from the public, and there being none, called for questions/comments from the TPO Executive Board members.

Ms. Lisa Maragnano, CARTA, said that this amendment is for the purpose of purchasing all electric regular transit vehicles which are not like the CARTA downtown shuttles. She said that this will be the second set of all electric 30-35' regular transit vehicles purchased by CARTA, and that CARTA will have nine all electric vehicles within the next two-three years.

Ms. Evans confirmed that these are CMAQ awarded grant funds, and they are being added to the current 2014-2017 TIP page.

Responding to an inquiry, Ms. Melissa Taylor confirmed that this amendment does not affect the TDOT New Project list or funding discussed in Item #3 above.

There being no further comments, Chairman Leamon called for a motion to approve as presented.

CONCLUSIONS		
There being no further questions/comments, <b>a motion was made to approve as presented, seconded and the motion carried.</b>		
TCC/BOARD ACTION/RESOLUTION	PERSON PRESENTED MOTION	PERSON SECONDED MOTION
APPROVE BY RESOLUTION 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT <ul style="list-style-type: none"> <li>• ADDITION OF CMAC FUNDS TO CARTA15 BUS PURCHASE</li> </ul>	Mr. Ted Rogers City of Collegedale	Mr. Blythe Bailey
STAFF FOLLOW-UP	PERSON RESPONSIBLE	DEADLINE

**ITEM #5. TRANSPORTATION AND LAND USE SUBAREA STUDIES -  
FINAL PRESENTATIONS**

- **Highway 153 Transit Study**
- **Hamilton Place Connectivity Study**
- **Enterprise South Sub-Area Transportation and Land Use Study**

**TPO STAFF AND  
CONSULTANT TEAMS**

**DISCUSSION**

Ms. Melissa Taylor, Strategic Long Range Planning Director, said that the TPO members have been updated over the last six months regarding three studies that were undertaken by the TPO as a result of transit projects that were programmed in the 2040 Regional Transportation Plan (RTP). The studies were conducted because there are land use implications for these projects, there was a need to better understand whether or not these transit projects in the RTP could actually move forward quickly or if they were more long-range projects, and it was necessary to determine if there were other traffic improvements that would need to happen in order for the transit projects to be successful. Ms. Taylor said that the study information would be used to inform what projects get proposed in the 2045 Regional Transportation Plan.

**Highway 153 Transit Study (Staff Lead: Cortney Mild; RSG and RPM Transportation Consultants)**

The presentation by Mr. Preston Elliott (RPM) included the background and purpose of the study which was to recommend transit service options and accompanying land use, non-motorized and roadway improvements, demands and challenges, and recommendations including transit service.

Trends for the study area (largely the portion north of the Tennessee River to the City of Soddy-Daisy) which were considered in making the recommendations include:

- Population is projected to grow about 16% by 2040 (or about 6,000 people) with little change to residential density. While this is not a super amount of growth, it is positive growth and there are already 50,000+ cars on the corridor each day which means that transportation solutions and transportation infrastructure must be maximized.
- A 45% increase is expected in employment (about 7,000 jobs) and this is a good amount of employment growth.
- Approximately 1,600 people currently live and work in the study area, approximately 11,000 are coming into the area each day, and the majority of people are commuting through and out of the area (the majority going toward Enterprise South Industrial Park or to the other side of the river), making it a major thoroughfare for commuting traffic.

Mr. Elliott said that pedestrians are key when considering transit and existing challenges include:

- The corridor is not pedestrianfriendly (mostly 7-lanes with a center turn lane).
- The corridor has many congested areas at intersections (especially during peak hours).
- There are large parking areas in front of the buildings (suburban development patterns).
- A lot of land use changes would be needed to facilitate transit.

Mr. Elliott said that several stakeholder meetings were held in the area and stakeholders (including land owners and developers) were very positive about the possibility of transit being beneficial and successful with adequate coverage, frequency and amenities.

Study recommendations were presented in detail including:

- Incremental steps.
- Variety of strategies.
- Sample recommendations for land use.
- Roadway improvements.

Mr. Elliott said that the study also looked at the Hixson Pike area for the possibly of a center of activity or a Park and Ride site due to demand, reviewed the four study Technical Memorandums in detail (final deliverables available at the meeting), and provided contact information.

Ms. Melissa Taylor said that the Regional Planning Agency (RPA) will be doing a series of land use plan updates in twelve areas in the next step of the Comprehensive Plan (*Strategy for Great Places*). RPA foresees this study information also benefiting and being heavily used in working with the community to consider how they would like to grow in the future relative to this information. Ms. Taylor said that RPA wants to ensure that the same information is heard by the community from both the transportation side and land use side.

## DISCUSSION

### **Hamilton Place Connectivity Study (Staff Lead: Andrew Ray; Parsons Brinckerhoff)**

The presentation by Mr. Tim Rosenberger (Parsons Brinckerhoff) included an introduction to the study, timeline and tasks, existing conditions overview, recommendations for transit with several alternatives, recommendations for improved pedestrian, bicycle and roadway networks, and recommendations regarding land use. Mr. Rosenberger covered the purpose of the study:

- To study the feasibility and viability of a transit circulator bus to operate through the area to provide greater circulation and complement CARTA's existing service.
- Look at changes to the network that would increase safety across all modes of transportation.
- Look at potential land use changes and changes to development in the area that would accommodate a future that would be multimodal in nature and be less auto-dependent.
- Identify where the gaps are for accessing projects.

The primary goals of the study were to:

- Improve connectivity.
- Promote transportation safety.
- Improve traffic conditions.
- Promote public transit use.

Mr. Rosenberger discussed existing conditions in detail and said that, while there is some great transit service by CARTA connecting to the area, the internal circulation is not great. There is a dial-a-ride bus operating in the area but there is no fixed route circulation. Sidewalks exist on the main public roads but they are far apart, private developments lack sidewalks and have very poor pedestrian connections. He said that riding a bicycle in the area would be unsafe in some areas, and that roadway traffic congestion is a serious problem and is a threat to further growth in the area.

Regarding land use, Mr. Rosenberger said that the greatest concern is the mega-scale of development and lack of integration between land use types and land uses. He reviewed several alternatives and recommendations with options, said that traffic is probably not going to reduce in the area, and recommended possibly reducing as many of the internal trips as possible to modes other than the automobile (keeping trips off Gunbarrel Road). See the final report for detailed recommendations for transit, pedestrian, bicycle, roadway, and land use.

Ms. Melissa Taylor said that representatives for Hamilton Place Mall are supportive of this look at options, partly because there is a concern about going to the area with the current congestion, and in order to ensure that the area continues to be a vibrant center. Mr. Rosenberger said that there are changes in how malls are now developing around the country (being more of a lifestyle center, more walkable, with mixed-use). Ms. Taylor said that apparently there are new technologies affecting how malls conduct business today in a changing market for retail.

Mr. John Bridger said that these are the things that must be considered moving forward with the *Strategy for Great Places*, that the transportation and land use connection is key, and the decisions made will have consequences (example: remaining with a low density pattern will result in a continued lack of walkability which impacts transportation). Mr. Bridger said that transportation and land use policies go together, and everyone must work together moving forward.

### **Enterprise South Sub-Area Transportation and Land Use Study (Staff Lead: Akosua Cook; Cambridge Systematics, Inc., and partner Gresham, Smith & Partners)**

This presentation by Ms. Tracy Selin (Cambridge Systematics, Inc.) and Mr. Kevin Tilbury (Gresham, Smith & Partners) included the study purpose, area of study, process, existing conditions and trends, transportation and land use recommendations, and contact information. Short and long term scenario analyses were given with key scenario findings, along with recommended investment scenarios. Ms. Selin said that the existing conditions of the area were presented to the TPO Executive Board in December 2015, and the purpose of this presentation today was to present the actual recommendations. She said that the goal of the study was to advance the coordination of transportation and land use planning in and around a critical and growing employment center and Enterprise South Industrial Park (ESIP). This was very challenging given the mix of land uses existing in a very small study area. ESIP is the anchor of the study surrounded by small neighborhoods, retail/commercial clusters, a significant amount of open space, and environmentally sensitive areas.

Ms. Selin recapped the study process which required a look at transportation and land use including a review of land use patterns, employment distribution, housing balance (how this could potentially be addressed and a critical focus of the study), existing transportation infrastructure and performance, and trends impacting both transportation and land use over the 2040 Plan horizon. Ms. Selin said that this information was used to help develop two investment scenarios (Short-Term/Interim and Long-Term Aggressive), which helps to look at performance impacts of doing things differently overtime. A set of transportation investments was then defined for each scenario as a complement to the land use development ideas identified. Key findings were:

- Current housing stock does not support existing or projected employment demand. Within the region, the housing/jobs balance is about .9 (in balance - with the housing pool being slightly more dominant to the employment pool and with enough employment to support the number of residents). Within the study area, the jobs/housing is out of balance (above

1.5 [2.0+ under a built out scenario]), reflecting that the area is a robust employment area but that the area has to draw workers from a very far distance resulting in transportation concerns. The regional population is expected to grow by 25% with a 30% increase in employment. In the study area, population is expected to increase 15% with employment growth at 70% over the 2040 Plan horizon.

- Employment in ESIP itself will continue to push without enough residents in the area to support employment demand.
- The roadway system lacks adequate north-south connections (including rail crossings which are predominantly at-grade), and this is inhibiting movement within the area (including trucks).
- Transit service is expanding within the study area (CARTA) and is well received, but service and supporting infrastructure improvements are needed.
- There are significant gaps in existing bicycle and pedestrian systems, and connections to key destinations are significantly lacking with few sidewalks.

Ms. Selin said that changes across three dimensions (altering investment types of what is built, altering underlying land use patterns/testing performance implications, and different funding levels) were looked at for each of the two investment scenarios:

- Short-Term/Interim – smaller scale/more cost effective transportation investments (bicycle and operations improvements) and incremental changes on the land use side – under a very conservative funding environment.
- Long-Term Aggressive – significant additions to capacity for both road and transit and more aggressive changes on the land use side (intensification and redevelopment) – developed under a higher funding level.

Ms. Selin said that the total cost for the Aggressive Investment Scenario (twenty-five projects totaling approximately \$315M in 2015 dollars) is comparable to the amount of funding that is being spent in the study area in the current 2040 Regional Transportation Plan (about \$370M). This is because the mix of the proposed projects is skewed much more toward lower cost / more cost effective projects and positive performance impacts can be seen. This is a result of very targeted transit multimodal investments (approximately 45% of the total Aggressive Investment Scenario) that are coupled with strategic roadway widening (55% of the total on the roadway side including operations and grade separations), along with modified underlying land development. In view of this, Ms. Selin said that the consulting team is recommending moving forward with the Aggressive Investment Scenario concept.

Mr. Tilbury said that employment in the study area will double and the housing/jobs imbalance existing in the study area will be significantly worse in the future. The only way to address the issue is through intensification and redevelopment (some single-family housing with introduction of multi-family housing [800-1,200 sq. ft range] and mix of workforce). The team looked at a prior RPA analysis which identified Regional Development Intensity Areas where intense development makes the most sense (there are several in this study area), and overlaid that with where the market value may go up and where property may turn over soon (land with older structures). Mr. Tilbury said that the most important land use recommendation was updating the land use / small area plans to encourage intensification in two nodes where it makes the most sense (Lee Highway north/south of Bonny Oaks, and Highway 58 on either side of Highway 153), and that the goal is to connect housing and employment centers.

Ms. Selin said that the transportation strategies were developed to complement each other after the development intensity areas were identified. Responding to an inquiry from Mr. John Bridger regarding the significance of a housing/jobs imbalance, Ms. Selin said that the major concern is longer commute times for employees from outside the region which exacerbates congestion.

Mr. Tilbury said that housing/jobs imbalance puts more strain on the transportation system, that it sometimes takes an hour just to get out of ESIP and that, under the preferred scenario, about 2/3 of the people living in the study area could either ride a bike or take a bus to the Park. Ms. Melissa Taylor said that longer commute times also put additional stress on individuals who may not actually make enough money to support this transportation cost to get them to work every day, and that this was referenced in the 2040 RTP. Ms. Selin said that many workers are at the lower income spectrum and they do not have access to a vehicle.

Mr. Bridger said that timely delivery of products is also critical to the site viability, and Ms. Selin said that the discussion of reliable trip times for goods (also being impacted by the trucks re-routing around at-grade rail crossings) was an important part of discussion within the focus groups.

Ms. Selin said that, although it is hard to move the needle in the right direction, the Aggressive Investment Scenario being recommended (coupled with more aggressive land use changes) yields some very significant and positive impacts including a reduction in Vehicle Miles Traveled (VMT), Vehicle Hours of Delay (VHD), and corridor congested speed impacts, along with increases in the number of homes having access to off-road trails and local bus service. Ms. Selin then reviewed the main concepts of the Immediate/Short Term, Mid-Term investments (intended to help address issues more quickly), and then Longer-Term (big ticket) investments like widening (See Final Report / Table 5.1).

Draft documents providing further details were available at the meeting, and the Transportation and Land Use Subarea Studies are available at <http://www.chcrpa.org>.

**CONCLUSIONS**

No Formal Action Required

TCC/BOARD ACTION/RESOLUTION	PERSON PRESENTED MOTION	PERSON SECONDED MOTION
STAFF FOLLOW-UP	PERSON RESPONSIBLE	DEADLINE



**ITEM #6. MULTIMODAL TRANSIT CENTER STUDY (MTCS) –  
FINAL PRESENTATION**

**MR. PHIL PUGLIESE / CARTA**

**DISCUSSION**

Mr. Phil Pugliese said that the Multimodal Transit Center Study (MTCS) was a collaboration between the Chattanooga Area Regional Transportation Authority (CARTA), Regional Planning Agency (RPA), the City of Chattanooga Department of Transportation (CDOT), and the Benwood Foundation. He said that one purpose of the study was to identify opportunity for a new transit facility that would provide a multitude of transportation services, promote economic development, and improve connections/operating performance for CARTA. A service analysis of CARTA's existing system was done by CDM Smith (based on performance and cost) resulting in an economic model which will allow CARTA to project costs more quickly and better evaluate any system changes or modification in the future. From the service analysis, short-range, intermediate and long-range modifications were developed to improve the system, reduce cost in some areas, and identify areas where new investments would be required. From the public process, strong support was identified for the expansion of services (particularly in the City of East Ridge, City of Red Bank and City of Collegedale).

Mr. Pugliese said that an important component of the MTCS study was to conduct a Multimodal Transportation Center (MTC) feasibility analysis for the City of Chattanooga and to look at potential sites. A set of site evaluation criteria was developed, and working with the Design Team, CARTA management, MTCS Steering Committee, CARTA Board of Directors, the general public and other input sessions and tools, over twenty potential sites were identified. Using the Site Evaluation Matrix, the twenty sites were narrowed to three potential sites for further evaluation: (1) 1305 Broad Street, (2) 2516 Chestnut Street / U. S. Pipe site, and (3) 1300 Market Street. The 1305 Broad Street and 1300 Market Street sites scored almost identically in the evaluation. The 2516 Chestnut Street / U.S. Pipe site was selected because of its special nature and to counter-balance the other two sites. These three sites have unique challenges and possibilities (including potential for private and mixed-use development), and have the potential to move forward for further discussion. However, Mr. Pugliese said that this does not eliminate other possible sites which may be identified. This study did not allow for environmental evaluation and that part of the scoring is reserved for the future. Mr. Pugliese said that Next Steps include funding/costing, property acquisition, environmental clearance (NEPA process), and design. (See the MTCS Siting Study - January 2016).

Regarding any discussion that might have taken place during this process pertaining to possible satellite hubs, Mr. Pugliese said that some opportunities for super-stops (potential satellite hubs or mini-centers) were looked at as a possible part of the future system improvement (potentially Eastgate Town Center, Hamilton Place area, the Chattanooga Metropolitan Airport, or Northgate area), but that they are not specifically identified in this study. He said that, although this approach was considered in the beginning, a centralized center surfaced as the most desired solution as the study went through the public process. Ms. Taylor said that the Transportation and Land Use Subarea Studies would be reviewed in light of the MTCS study outcomes regarding the potential satellite hub locations before the three studies are finalized for the April TPO Executive Board meeting. She also stated that any outcomes of the MTCS study will inform the upcoming 2045 Regional Transportation Plan public process and be considered in the development of the plan update.

See the MTCS System Study (February 2016), and MTCS Siting Study (January 2016) which are available on the RPA website (<http://www.chcrpa.org/>).

**CONCLUSIONS**

No formal Action Required

TCC/BOARD ACTION/RESOLUTION	PERSON PRESENTED MOTION	PERSON SECONDED MOTION
STAFF FOLLOW-UP	PERSON RESPONSIBLE	DEADLINE

**ITEM #7. STAFF REPORTS**

**MS. KAREN RENNICH  
RPA STAFF**

**DISCUSSION**

Staff Reports are discussed verbally as appropriate, or if there are questions. The Staff Reports contain the details regarding each item including contact information. Mr. Ted Rogers, Acting Chair, called for any verbal comments regarding Staff Reports:

- o Notice of 2014-2017 TIP Adjustments/Modifications
- o Green Trips Update
- o Grants and Grant Awards (Verbal)
- o Multimodal Advisory Committee Update (Verbal)
- o Upcoming Training and Continuing Education Events
- o Federal and State Transportation-related Legislation

Ms. Cortney Mild said that:

- The Tennessee Department of Environmental Conservation (TDEC) 2016 Recreational Trails Program Grant opportunity

was open, that this is TDEC funding (a federal allocation from the MAP-21 Transportation Alternative Program which is set aside and is unrelated to gas tax funding), it requires a 20% local match, and it cannot be used for sidewalks.

- Five projects were submitted to the TPO Staff and two projects (City of Chattanooga and City of East Ridge) were selected by the TPO and submitted to TDOT for the TDOT 2015 Multimodal Access Grant.
- Three projects were submitted for the TDOT 2016 Transportation Alternatives Program (City of Chattanooga, City of East Ridge, and Town of Signal Mountain), and awards have not yet been announced.
- Details regarding the Multimodal Advisory Committee (MAC) were included in the meeting packet. Ms. Mild requested that any TPO member who is interested in serving on the MAC, or who could suggest a non-profit organization with related interests to be invited to serve, contact her by March 2, 2016. An email invitation has been sent to all TPO members.
- Ms. Mild will act as lead for the TPO's team (including representatives of the City of Chattanooga City Council, Chattanooga Police Department, Chattanooga-Hamilton County Health Department, CARTA, and the City of Chattanooga Department of Transportation) to participate in a two-day Step It Up!: Action Institute to Increase Walking and Walkability being held in Atlanta April 26-28, 2016. Ms. Mild said that the institute is hosted by the National Association of Chronic Disease Directors (NACDD) in collaboration with the Centers for Disease Control & Prevention, that the TPO is one of ten MPO's invited to participate in the institute to prepare inter-disciplinary teams from MPO regions to pursue policies, systems and environments to promote walking and walkability, and at least one action will be implementation by the team. (See the meeting packet Staff Report for websites, deadlines, applications, and further details).

**CONCLUSIONS**

No Formal Action Required

TCC/BOARD ACTION/RESOLUTION	PERSON PRESENTED MOTION	PERSON SECONDED MOTION
STAFF FOLLOW-UP	PERSON RESPONSIBLE	DEADLINE

**ITEM #9. PUBLIC COMMENTS AND OTHER ITEMS OF IMPORTANCE**

**MS. KAREN RENNICH  
RPA STAFF**

DISCUSSION		
<p>Mr. Ted Rogers called for any public comments or other items of importance, and Ms. Melissa Taylor recapped:</p> <ul style="list-style-type: none"> <li>▪ The 2017-2020 TIP Selection Committee is being established for the federal allocation for Tennessee and Georgia. Ms. Taylor requested that anyone interested in participating in the committee contact her so they can be added to the list, and that a Doodle poll was sent to those who have expressed interest in participating (14 individuals) to determine the best date for the meeting.</li> <li>▪ 2013 Transportation Alternatives Program (TAP) rescission from MAP-21 legislative action – Ms. Taylor said that there is a September 2016 deadline by the federal partners for obligating 2013 TAP funds. However, she said that, the 2013 TAP money must get obligated by TDOT's deadline of July 1, 2016 in order for TDOT to process the final materials and ensure that the money gets obligated. Ms. Taylor said this rescission is only for the 2013 TAP money allocation (not for 2014, 2015 or 2016), that she thinks some money will be lost for a few projects for the 2013-2014 cycle, but that she does not expect this rescission to impact anyone's projects. Ms. Taylor expects that there is still an opportunity to accommodate this loss in the new 2017-2020 TIP by shifting funding if necessary. Ms. Taylor did not know the Georgia deadline for the 2013 TAP obligation.</li> <li>▪ Operations &amp; Maintenance (O&amp;M) and revenue information request for the 2017-2020 Transportation Improvement Program and 2045 Regional Transportation Plan – Ms. Taylor said that TPO members will be receiving a request from TPO Staff within a few days for O&amp;M numbers (what has been spent over the last five years), and revenues gotten over the last five years, which will be used for both the 2017-2020 TIP and 2045 RTP.</li> </ul> <p>Mr. Rogers inquired if there were any further comments, questions or concerns and there being none, said that the next TPO Executive Board Meeting is Wednesday, April 27, 2016 and that a quorum is critical and required to conduct business. The next TPO Technical Coordinating Committee (TCC) Meeting is Tuesday, March 1, 2016. There being no further questions or comments, the meeting was adjourned.</p>		
CONCLUSIONS		
No Formal Action Required		
STAFF FOLLOW-UP	PERSON RESPONSIBLE	DEADLINE
An Operations & Maintenance (O&M) and revenue information request for the 2017-2020 Transportation Improvement Program and 2045 Regional Transportation Plan will be sent to TPO Members by the TPO Staff.	Ms. Melissa Taylor	

TPO EXECUTIVE BOARD MEETING

Role Call: February 24, 2016

- |   |  |
|---|--|
| <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 checked="" 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 checked="" type="checkbox"/> Chairman of the Board           | Tennessee Legislative Delegation, Hamilton |
| <input checked="" 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 checked="" type="checkbox"/> Mayor/Commission Representative | East Ridge, Tennessee                      |
| <input checked="" 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 checked="" type="checkbox"/> Mayor/Commission Representative | Red Bank, Tennessee                        |
| <input type="checkbox"/> Mayor/Commission Representative            | Ridgeside, Tennessee                       |
| <input type="checkbox"/> Mayor/Commission Representative            | Ringgold, Georgia                          |
| <input checked="" type="checkbox"/> Mayor/Council Representative    | Rossville, Georgia                         |
| <input type="checkbox"/> Mayor/Commission Representative            | Signal Mountain, Tennessee                 |
| <input checked="" type="checkbox"/> Mayor/Alderman Representative   | Soddy-Daisy, Tennessee                     |
|   | Walden, Tennessee                          |

*RJB*  
*2/24/16*

QUORUM = 12



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