

AGENDA
Lakeway Area
Metropolitan Transportation Planning Organization
TAC Meeting
Thursday July 7, 2022
10:00 am. (eastern)

- I. Approval of the April 7, 2022 minutes**
Staff recommends approval as submitted
- II. FFY2023-2025 Title VI Document**
This Civil Rights document needs to be updated every 3 years. Need at least 30 days for public comment. Public comment meetings were held on February 24, 2022 in Morristown, White Pine and Jefferson City. No comments were received. The document has been updated to the latest US Census population information. Staff recommends forwarding to the Executive Board for final approval/ adoption.
- III. Limited English Proficiency (LEP) Document**
Document is actually part of the Title VI Document. Public comment meetings were held on February 24, 2022 in Morristown, White Pine and Jefferson City. No comments were received. Staff recommends forwarding to the Executive Board for final approval/ adoption.
- IV. FFY2023-2025 DBE Documents**
Document needs to be updated every three years. Need at least 45 days for public comment. Public comment meetings were held on February 24, 2022 in Morristown, White Pine and Jefferson City. No comments were received. Staff recommends forwarding to the Executive Board for final approval/ adoption.
- V. Discussion of the SR160 Corridor Study**
- VI. Discussion of the FFY2023-2026 TIP**
1st Draft was sent out on May 25, 2022.
- VII. Discussion of the Air Quality Conformity MOA with the Knoxville TPO and TDOT**
Staff recommends approving the Air Quality Conformity MOA as submitted.
- VIII. Safe Streets and Roads for All**
Applications accepted through September 15, 2022. USDOT will be hosting a series of “How to Apply” webinars in June. More information and registration is available at <https://www.transportation.gov/grants/SS4A/webinars>
- IX. Information/ Updates from FHWA/ FTA/ TDOT**
- X. Other Business**

Executive Board meeting July 13, 2022

XI. Adjournment

**Minutes of the Technical Advisory Committee (TAC) Meeting of the
Lakeway Area Metropolitan Transportation Planning Organization**

**April 7, 2022
TAC Meeting
Morristown, TN 37814**

Present:

Michelle Christian	TDOT
Steve Neilson	Morristown (proxy for Tony Cox)
Bill Brittain	Hamblen County
John Johnson	Jefferson City
Shane Carney	ETDD-RPO

Staff:

Rich DesGroseilliers	MTPO Coordinator
Stacy Morrison	TDOT (call-in)
Troy Ebbert	TDOT (call-in)
JaLexus Lemon	TDOT (call-in)
Taylor Lee	TDOT (call-in)
Pamela Sharp	TDOT (call-in)
Jennifer Marshall	TDOT (call-in)

Absent:

Railroad representative
FHWA representative
FTA representative
White Pine representative
Jefferson County representative
ETHRA representative

I. START OF MEETING/ ROLL CALL

The meeting started at 10:00 am. Staff noted the attendance of the meeting. John Johnson chaired the meeting. It should be noted that several TDOT personnel attended the meeting via Microsoft TEAMS meeting.

II. Approval of the March 3, 2022 minutes.

A motion was made by Bill Brittain, seconded by Steve Neilson, to approve the minutes as submitted. The motion was approved unanimously.

III. FFY2023-2025 Title VI Document

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VI. Discussion of the Multimodal Projects Discretionary Grant (MPDG) Resolution

Staff recommends approval as submitted.

VII. Information from FHWA/ FTA/ TDOT

TDOT staff stated that the UTPG award letters will go out either Friday April 8th, or possible early next week.

Staff stated that TDOT sent info out on the Multimodal Access Grant webinar that will be on Monday, April 11th at 12:00 pm eastern.

VIII. Other Business

Executive Board meeting is April 13 2022 in Jefferson City, TN
TDOT/ MPO Conference is May 4-6 in Knoxville TN

IX. ADJOURNMENT

The meeting was adjourned at 10:15 a.m.

These minutes were approved on , 2022.

Secretary, TAC

MEMORANDUM OF AGREEMENT

Between the Tennessee Department of Transportation (TDOT), the Knoxville Regional Transportation Planning Organization (KRTPO) and the Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) for the development of Transportation Conformity Determination(s) under the 8-Hour Ozone and Particulate Matter 2.5 Standards

Current Version Adopted by KRTPO Executive Board on 7/27/2022 (Projected)
Original MOA Adopted 10/27/2004
Updated MOA Adopted 8/22/2007

I. PURPOSE

This Memorandum of Agreement (MOA) is for the purpose of conducting cooperative planning and analysis of, and determining transportation conformity for, all transportation projects outside the KRTPO metropolitan planning area, but within the portions of the Knoxville Region that are subject to transportation conformity as either a nonattainment or maintenance area, hereinafter also referred to as the “affected area”.

II. BACKGROUND

- A. The U.S. Environmental Protection Agency (EPA) regulates air quality under the Clean Air Act (CAA) by establishing National Ambient Air Quality Standards (NAAQS) for air pollutants, known as “criteria pollutants” that have been deemed especially harmful to human health and the environment. EPA designates regions as attainment or nonattainment based on monitoring data and whether it meets the current NAAQS for a particular pollutant. A nonattainment area that regains compliance with the NAAQS typically transitions to “maintenance area” status for up to twenty (20) years.
- B. Transportation Conformity is one of the major consequences/actions required of nonattainment and maintenance areas and its purpose is to ensure that federal funding is not used on transportation plans, programs or projects that cause or contribute to any new violation of any standard or delay timely attainment of any standard. Transportation Conformity is federally regulated under 40 CFR Part 93, Subpart A, which sets forth policy, criteria and procedures for demonstrating and assuring conformity of such activities to an applicable implementation plan developed pursuant to section 110 and Part D of the CAA.
- C. The Knoxville Region is currently subject to transportation conformity based on the designations under three separate NAAQS in the following specific geographic locations as described below and depicted in the attached map:
 1. The EPA designated the Knoxville Nonattainment Area for the **1997 8-hour Ozone Standard** as being the counties of Anderson, Blount, Jefferson, Loudon, Knox, Sevier and a portion of Cocke County. This

ozone nonattainment became effective on June 15, 2004. The Region was first designated to attainment with a maintenance plan and subsequently this standard was revoked, but a modified transportation conformity process is still required as an anti-backsliding measure. Refer to Section IV.€D. for details regarding the modified process.

2. The EPA designated the Knoxville Nonattainment Area for the **2006 Daily Particulate Matter less than 2.5 microns in diameter (PM 2.5) Standard** as being the counties of Anderson, Blount, Knox, Loudon and a portion of Roane County. This PM 2.5 nonattainment became effective on December 14, 2009 and the area was redesignated to attainment with a maintenance plan effective on August 28, 2017.
3. The EPA designated the Knoxville Nonattainment Area for the **2008 8-hour Ozone Standard** as being the counties of Blount, Knox and a portion of Anderson County. This ozone nonattainment became effective on July 20, 2012 and the area was redesignated to attainment with a maintenance plan effective on August 12, 2015.

- D. The above designated maintenance areas include, and are larger than, the KRTPO Planning Area. In addition, a portion of the former 1997 Ozone Maintenance Area in Jefferson County lies within the jurisdiction of the LAMTPO Planning Area. The areas outside of an established metropolitan planning area boundary, but inside the boundary of a nonattainment or maintenance area are specifically referred to as a “Donut” area in EPA guidance.
- E. 23 CFR 450.314(c) states that if the metropolitan planning area does not include the entire nonattainment or maintenance area, there shall be an agreement among the state department of transportation, state air quality agency, affected local agencies and the metropolitan planning organizations describing the process for cooperative planning and analysis of all projects outside the metropolitan planning area but within the nonattainment or maintenance area. The agreement also must indicate how the total transportation-related emissions for the nonattainment or maintenance area, including areas both within and outside the metropolitan planning area, will be treated for the purposes of determining conformity in accordance with the US Environmental Protection Agency (EPA) conformity regulation. The agreement shall address policy mechanisms for resolving conflicts concerning transportation-related emissions that may arise between the metropolitan planning area and the portion of the nonattainment or maintenance area outside the metropolitan planning area.
- F. Tennessee has a State Transportation Conformity Rule (1200-3-34-.01), which applies to designated nonattainment and maintenance areas and implements the requirements of the federal transportation conformity rule (40 CFR Part 93, Subpart A) concerning several of the requirements in part E above. This MOA is intended to only address the assumption of the responsibility by the TPO for

completing conformity analyses/determinations for the entire affected area of the Knoxville Region subject to transportation conformity.

- G. The KRTPO and LAMTPO are required to update and maintain both a Long-Range Transportation Plan (LRTP) covering a minimum 20-year period and a shorter-range Transportation Improvement Program (TIP) that covers 4-years. TDOT is required to update and maintain a Statewide Transportation Improvement Program (STIP) that coincides with the KRTPO and LAMTPO TIP periods. Transportation conformity determinations are required with each major update of those Plans, with the LRTP updated at least every four (4) years and the TIP/STIP updated every three (3) years. Transportation conformity must also be demonstrated for any project amendments made to those Plans in between major updates.
- H. The KRTPO, TDOT and LAMTPO as the three agencies responsible for carrying out transportation planning/programming and demonstrating transportation conformity in the Knoxville region, have come to an agreement that the KRTPO will assume primary responsibility for facilitating the transportation conformity determination process for the entire affected area. This decision is based primarily on the factors that the KRTPO has previous experience with preparing conformity determination reports and maintains a travel demand forecasting model necessary for performing the technical analysis required to demonstrate transportation conformity. Thus, the KRTPO is in the best position to develop projections of future traffic demand and air quality impacts of proposed transportation projects in a holistic manner thereby ensuring that the entire Region is in compliance with all requirements and federal transportation funding is not jeopardized.

III. RESPONSIBILITIES

A. KRTPO:

- 1. The KRTPO, in coordination with TDOT and other affected agencies will prepare the transportation conformity analysis for the entire affected area which will comply with the applicable requirements of 40 CFR Part 93. If analysis requirements for the non-TPO area are not specific, clear or well defined, the interagency consultation process will be used to determine appropriate analysis procedures.
- 2. The KRTPO will facilitate meetings of the Interagency Consultation Group as necessary in order to define the specific processes and adhere to schedules required to complete the conformity determination within the appropriate timelines to ensure that the area does not enter a conformity lapse.
- 3. The KRTPO will be responsible for the development of a comprehensive and multimodal LRTP and TIP that includes a fiscally constrained

transportation project listing for the TPO planning area, which is comprised of urbanized portions of Knox, Blount, Loudon and Sevier counties.

4. The KRTPO will be responsible for development of a single “Regional” transportation conformity determination report (CDR) coinciding with each major update of the LRTPO and TIP that identifies a listing of transportation projects for the entire affected area (for both PM2.5 and ozone). The Regional CDR will include input from TDOT on projects in the areas outside of the KRTPO and LAMTPO planning area boundaries.
5. The KRTPO will provide for public input opportunities on the Regional CDR.

B. TDOT:

1. TDOT, in coordination with local affected agencies, is responsible for the development of a transportation project listing on the state and federal-funded roadway system for the non-urbanized portions of the affected area at appropriate horizon years to be compatible with the conformity analysis.
2. TDOT will provide for public involvement opportunities within the non-urbanized portions of the affected area.

C. LAMTPO:

1. LAMTPO will provide to the KRTPO a list of fiscally constrained transportation projects that result from a LRTP and/or TIP prepared for the Lakeway Area planning boundary that are within Jefferson County with projects listed in the appropriate horizon years to be compatible with the conformity analysis.
2. LAMTPO will provide for public input opportunities on the Regional CDR within its planning area.

IV. PROCEDURAL CONSIDERATIONS

A. Data Sources:

1. Travel Demand Model – The KRTPO will maintain a validated travel demand forecasting model in order to project future vehicle miles of travel within the affected area for purposes of determining conformity of the transportation projects that are proposed. Furthermore, the KRTPO will be responsible for maintaining a travel demand forecasting model that includes the entire LAMTPO Metropolitan Planning Area. If, through the interagency consultation process, a project is determined to be regionally

significant but not included in the model then appropriate off model data forecasting methodologies will be pursued.

2. Off Model Projections – Highway Performance Monitoring System (HPMS) and traffic count data will be used to develop future projections of travel along with other assumptions agreed upon through the interagency consultation process in order to determine conformity of projects in geographic areas unrepresented in the regional travel demand forecasting model such as the portion of Cocke County.

B. Major Plan Update Conformity Submittal Protocol:

1. The KRTPO will develop a single conformity determination for the entire affected area to support major updates to both the Knoxville Regional TPO and the LAMTPO Long Range Transportation Plans and Transportation Improvement Programs as well as TDOT's Statewide Transportation Improvement Program (STIP).
2. The Executive Boards of both the KRTPO and LAMTPO will each formally adopt the regional conformity determination as part of the full Plan/TIP adoption.
3. The TPO will submit the conformity determination to the Federal Highway Administration and the Federal Transit Administration for their review and approval concurrent with EPA.
4. The LAMTPO will include the ozone conformity determination documentation within their transportation plans as an appendix.

C. TIP/STIP Amendment Conformity Process and Submittal Protocol:

1. This MOA primarily addresses the situation of a major Plan update and coordination of a conformity determination for the entire affected Region, but conformity must also be demonstrated for any project amendments made to the current LRTP and/or STIP/TIP, which are individual actions that may be taken by either KRTPO, LAMTPO or TDOT.
2. Any project amendment proposed by KRTPO, LAMTPO or TDOT will be provided to KRTPO staff for review of conformity implications and to determine the level of conformity analysis depending on the project's conformity exempt/non-exempt status.
3. The KRTPO staff will perform the necessary action to demonstrate conformity based on the following exempt status categories:
 - a. Exempt Project – Provide IAC 14-day review period to confirm Exempt status.
 - b. Non-Exempt Project previously accounted for in a regional emissions analysis – prepare a "Short Conformity Report" (SCR).
 - c. Non-Exempt Project previously unaccounted for, i.e. new projects or significant change in scope or timeframe of existing projects – prepare updated regional emissions analysis.

- d. Non-Exempt Project within the 1997 8-Hour Ozone “Orphan” Area – prepare conformity report as per EPA guidance described in Section D below.
4. Only the specific Executive Board of the MPO making the Plan amendment will adopt the associated conformity determination as necessary.

C.D. 1997 8-Hour Orphan Area Conformity Process:

1. As referenced earlier in this MOA, the 1997 8-Hour Ozone Standard was previously revoked since it was deemed less stringent than the later 2008 8-Hour Ozone Standard. The revocation was challenged in litigation known as South Coast vs. EPA II and a 2018 court decision was made that certain requirements including transportation conformity shall not be revoked as anti-backsliding measures.
2. The EPA released official guidance for how to address conformity for 1997 8-Hour Ozone areas, and specifically for geographies that were designated attainment for the 2008 8-Hour Ozone Standard, which the court decision referred to as “orphan areas”. A “normal” transportation conformity process applies for the areas in the Knoxville Region that were designated nonattainment/maintenance for the 2008 Ozone Standard and were previously designated for the 1997 Ozone Standard (shown in blue on the attached map) while the remaining counties (balance of Anderson outside of the partial 2008 area, Jefferson, Loudon and Sevier) are subject to the new conformity guidance (shown in green on the attached map).
3. Since a large part of this affected area is outside of the KRTPO Planning Area (known as a “donut” area) and portions lie within the LAMTPO Planning Area coordination is required to ensure that project amendments to the STIP and/or the LAMTPO TIP are adequately addressed from a transportation conformity perspective since the KRTPO staff may not otherwise be typically notified of these.
4. The KRTPO shall be notified by TDOT and/or LAMTPO of any project amendments within the ~~so-called donut~~ orphan area for development of an appropriate conformity determination, i.e. either a full conformity report or consultation to affirm a project’s exempt status with the full Knoxville-area IAC group.
5. In the situation of a full conformity report being required, the KRTPO staff shall compile the report and advertise it for public comment in the appropriate newspapers and subject to the required length of time as per the TN Conformity SIP or controlling Public Involvement Plan of the jurisdiction that the project lies, whichever is longer.

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V. AGREEMENT TERMS

- A. This MOA shall remain in effect as long as each of the parties is in agreement with its terms. The interagency consultation process shall be used for revision of the MOA as necessary.

VI. SIGNATORIES

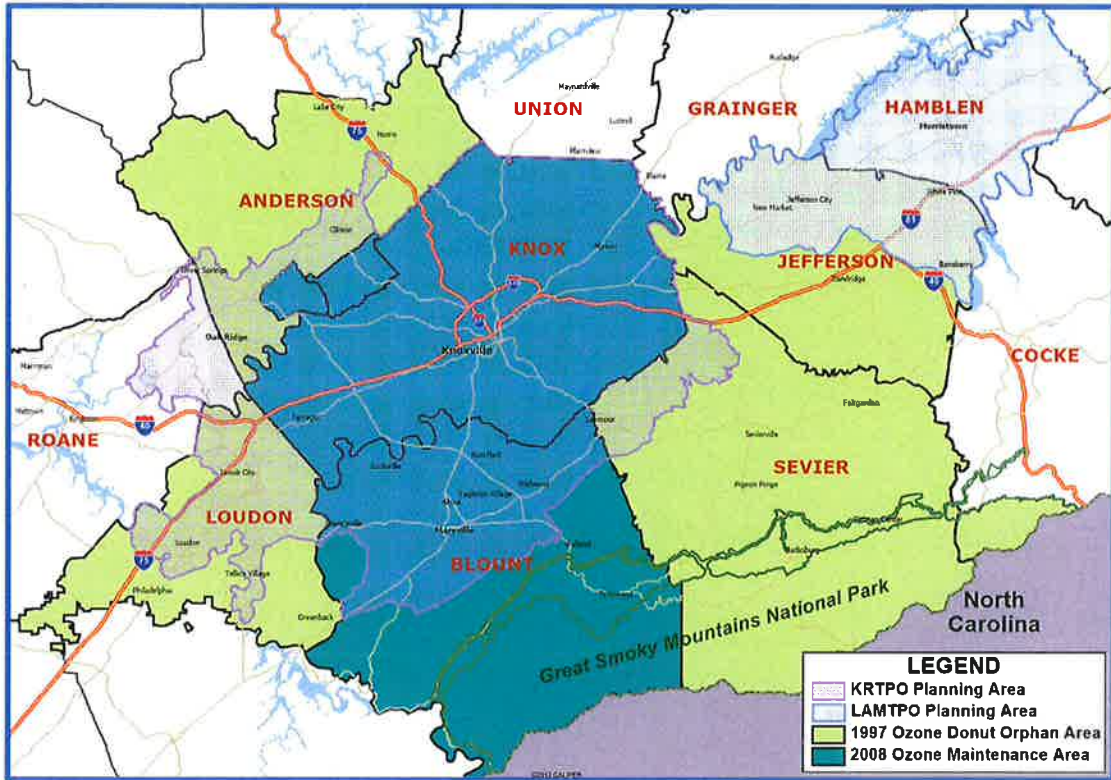
The following signatory parties do hereby agree to comply with the provisions and terms of this MOA.

Terry Frank, TPO Executive Board Chair

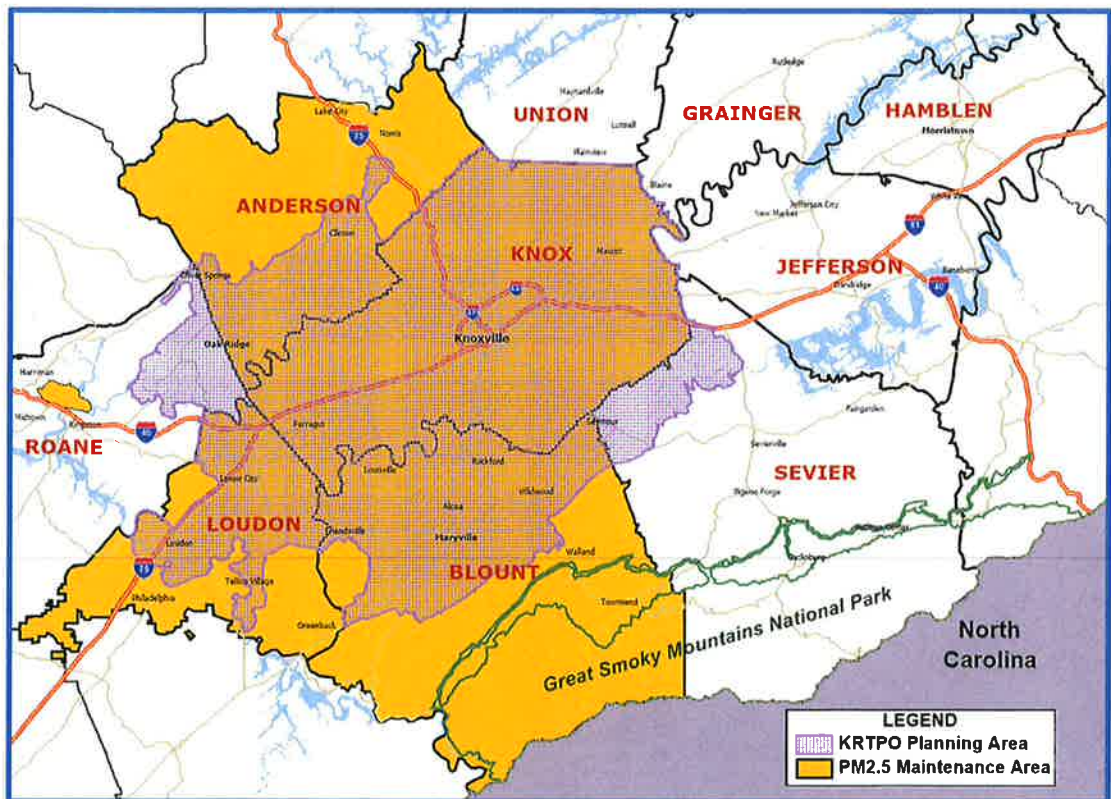
Mark Potts LAMTPO Executive Board Chair

Joe Galbato?, TDOT Commissioner

Knoxville Region Ozone Maintenance Areas (1997 and 2008 NAAQS)



Knoxville Region PM2.5 Maintenance Area (2006 NAAQS)



RESOLUTION 2022-005

**RESOLUTION OF SUPPORT FOR THE LOCAL GOVERNING AGENCIES OF THE
LAKEWAY AREA METROPOLITAN TRANSPORTATION PLANNING
ORGANIZATION (LAMTPO) APPLYING FOR THE SAFE STREETS AND ROADS
FOR ALL (SS4A) DISCRETIONARY GRANT PROGRAM**

WHEREAS, LAMTPO seeks to continually maintain, enhance, and improve the transportation system and infrastructure; and

WHEREAS, the LAMTPO desires to improve and enhance the safety, security, movement, and aesthetics of the transportation system and services within its corporation boundary; and

WHEREAS, federal funding assistance is needed within the LAMTPO metropolitan planning area (MPA) in order to maintain, improve and enhance the following:

- a. Roadways, highways, bridges, etc.
- b. bicycle and pedestrian sidewalks and pathways,
- c. public transportation services; and

WHEREAS, the planning, development, engineering, construction, and operations and maintenance expenditures for a transportation system and services continue to escalate at a higher rate than anticipated; and

WHEREAS, the SS4A grant program can be used for a planning Action Plan, or for an Implementation Grant; and it may not exceed 80 percent federal funding, and have a 20% local match; and

WHEREAS, the FFY2022 SS4A grant funds has an Award Floor of \$200,000.00, with an Award Ceiling of \$50,000,000.00;

WHEREAS, the Safe Streets and Roads for All (SS4A) Discretionary Grant Program applications are due on September 15, 2022 (through grants.gov);

NOW, THEREFORE BE IT RESOLVED that LAMTPO does hereby support any local governing agency wishing to apply for the Safe Streets and Roads For All (SS4A) Discretionary Grant Program.

LAMTPO Chair

July 13, 2022
Date

S | S SAFE STREETS AND ROADS FOR ALL 4 | A (SS4A) FACT SHEET

What is this program and its goal?

The Bipartisan Infrastructure Law (BIL) establishes the new Safe Streets and Roads for All (SS4A) discretionary program that will provide \$5-6 billion in grants over the next 5 years. Funding supports regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the Department's [National Roadway Safety Strategy](#) and a goal of zero deaths and serious injuries on our nation's roadways.

Who is eligible to apply?

- Metropolitan planning organizations;
- Counties, cities, towns, and other special districts that are subdivisions of a State;
- Federally recognized Tribal governments; and
- Partnerships comprised of the entities above.

What kind of activities are eligible?

- Develop or update a "Comprehensive Safety Action Plan" or Action Plan (e.g., Vision Zero plans).
- Conduct planning, design, and development activities in support of an Action Plan.
- Carry out projects and strategies identified in an Action Plan. Illustrative examples of projects and strategies could include but are not limited to:
 - **Implementing improvements** along an expanded multimodal network of reconfigured roads with separated bicycle lanes and improved safety features for pedestrian crossings.
 - **Applying low-cost safety treatments** such as rumble strips, wider edge lines, flashing beacons, and better signage along high-crash rural corridors.
 - **Conducting speed management projects** such as implementing traffic calming road design changes and setting appropriate speed limits for all road users.
 - **Installing safety enhancements** such as safer pedestrian crossings, sidewalks, and additional lighting for people walking, rolling, or using mobility assistive devices.
 - **Addressing alcohol-impaired driving** along key corridors through education, outreach, and publicized sobriety checkpoints on weekends and holidays.
 - **Making street design changes** informed by culturally competent education and community outreach.
 - **Creating safe routes to school and public transit services** through multiple activities that lead to people safely walking, biking, and rolling in underserved communities.

When can I apply for funding?

A Notice of Funding Opportunity (NOFO) is anticipated to be released in the **spring of 2022, likely in May**. Award announcements are expected to be made by the end of 2022 or early 2023.

What should I be preparing for in the meantime?

The development and establishment of an Action Plan is a key component of this program. If you are interested in applying for funds to develop a new Action Plan, start identifying who your partners will be, such as government stakeholders (e.g., in transportation, planning, health, law enforcement), private-sector entities, and community groups. Consider how to engage community members, specifically those historically underrepresented in transportation decision-making. Applicants seeking funding for projects and strategies identified in an established Action Plan could begin considering which specific activities and projects would address their most pressing roadway safety issues. For potential projects, consider the extent to which additional planning and design is needed, and assess the applicability of laws such as the National Environmental Protection Act or the National Historic Preservation Act.

[Subscribe to email updates](#) to receive program announcements and get notified when the NOFO is released.