

Knoxville Regional Transportation Planning Organization TRANSPORTATION PLANNING WORK PROGRAM



Fiscal Year 2011-2012
Amended

TRANSPORTATION PLANNING WORK PROGRAM

**Fiscal Year 2011-2012
Amended**



ADOPTED AUGUST 24, 2011

The TPO coordinates a comprehensive, multi-modal transportation planning process for the Knoxville regional area.

AMENDED
Fiscal Year 2011-2012
TRANSPORTATION PLANNING WORK PROGRAM
Knoxville Regional Transportation Planning Organization

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Title VI Nondiscrimination Statement

The Knoxville Regional Transportation Planning Organization ensures compliance with Title VI of the Civil Rights Act of 1964; 49 CFR, part 26; related statutes and regulations to the end that no person shall be excluded from participation in or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance from the U.S. Department of Transportation on the grounds of race, color, sex, or national origin.

For additional information on Title VI and Environmental Justice please contact the TPO or see the information on our website at www.knoxtrans.org. Any person who believes he or she has been discriminated against should contact:

Knoxville Regional Transportation Planning Organization
Attention: Title VI Coordinator
400 Main Street, Suite 403
Knoxville, TN 37902
Telephone: (856) 215-2500

**A RESOLUTION BY THE EXECUTIVE BOARD
OF THE KNOXVILLE REGIONAL
TRANSPORTATION PLANNING ORGANIZATION
ADOPTING
THE FISCAL YEAR 2011 and 2012
UNIFIED PLANNING WORK PROGRAM**

WHEREAS, in accordance with the requirements of the US Department of Transportation, Section 450.314 of the Metropolitan Planning Regulations, no planning activities can be funded by federal sources until they have been included in the Unified Planning Work Program; and

WHEREAS, the required planning factors to be considered by TPOs in developing transportation plans and programs, were used in the development of this Unified Planning Work Program; and

WHEREAS, FTA 5303 planning funds shall be designated to the TPO for transit planning purposes as outlined in the Work Program; and

WHEREAS, the TPO has been designated the recipient of FTA 5316 and FTA 5317 funds and will be responsible for administering both grant programs; and

WHEREAS, the TPO Technical Committee has endorsed this FY 2011 and FY 2012 Unified Planning Work Program as the first step in achieving a coordinated transportation system; and

WHEREAS, the elements of the transportation planning work program are to receive final approval from the Executive Board of the local Transportation Planning Organization,

WHEREAS, the public was afforded an opportunity to comment on the Unified Planning Work Program,

NOW, THEREFORE, BE IT RESOLVED BY THE KNOXVILLE REGIONAL TRANSPORTATION PLANNING ORGANIZATION EXECUTIVE BOARD:

that the FY 2011 through FY 2012 Unified Planning Work Program be amended.

August 24, 2011

Date



Commissioner Mike Hammond
TPO Executive Board Chair



Jeffrey A. Welch
TPO Director

**TRANSPORTATION PLANNING WORK PROGRAM
KNOXVILLE REGIONAL TRANSPORTATION
PLANNING ORGANIZATION**

FY 2011 and FY 2012

Introduction

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) provides an enhanced role for local governments through the Metropolitan Planning Organization (MPO). The MPO for the Knoxville Urban Area is called the Knoxville Regional Transportation Planning Organization (TPO). Members of the TPO include the Cities of Knoxville, Maryville, Alcoa, and Lenoir City, the Town of Farragut, and the Counties of Blount, Knox, Loudon, and Sevier. The State of Tennessee is also a participant in the process.

As a result of the 2000 Census, the TPO urbanized area was significantly increased in land area and population. This expansion was when Lenoir City, Loudon County, and Sevier County joined the TPO. The total revised land area for the urbanized area is 340 square miles with an estimated population of 482,754.

The TPO is responsible for developing a long-range plan and a transportation improvement program for the metropolitan planning area, in cooperation with the state, affected transit operators, and the public. The planning horizon for the metropolitan planning area must be at least 20 years. Therefore, the metropolitan planning study boundary must extend to the area forecasted to become urbanized in the next 20 to 25 years. The most recent long range plan is called the 2009-2034 Knoxville Regional Mobility Plan.

The TPO has also contracted with the Tennessee Department of Transportation (TDOT) for the TPO to be responsible for conducting regional transportation planning for the entire ozone air quality nonattainment area. The nonattainment counties include Anderson, Blount, Jefferson, Knox, Loudon, Sevier, and part of Cocke County. The land area for the nonattainment area is 2,533 square miles with an estimated population of 765,806. The TDOT has created Rural Planning Organizations (RPO), managed by the Development Districts, to help address rural transportation needs regionally. The East Tennessee South RPO will be involved with the TPO in addressing transportation and related issues to improve air quality for the nonattainment area.

The Unified Planning Work Program (hereafter called the Transportation Planning Work Program (TPWP) identifies the metropolitan, regional transportation, and transportation-related air quality planning activities anticipated within the area during Fiscal Years (FY) 2011 and FY 2012. FY 2011 begins October 1, 2010. Fiscal Year 2012 begins October 1, 2011.

There will be several challenges over the next two years that the TPO must address. SAFETEA-LU has officially expired and the U.S. Congress has been extending the act using continuing resolutions. Continuing resolutions are a challenge because funding for planning and projects becomes only available incrementally. When the next transportation act is officially adopted the TPO will have to address new priority areas. The U.S. Congress is taking a harder look at the environment through potentially passing tougher air quality measures and emission reduction plans, a comprehensive energy and climate legislation, and new regulations on greenhouse gases. If legislation is passed there will be new requirements and the TPO will be heavily involved in assessing the impacts to the region. The 2010 Census may alter the urban area boundary, possibly adding Oak Ridge. The TPO will need to reexamine its planning area and

assess the impact of the new urban area boundary. The Country is still facing hard economic times. As the U.S. Congress struggles with funding, transportation programs, including planning are vulnerable to rescissions. Finally, this is the first time the TPO has prepared a two year work program. Inevitably, new projects and issues will come up over the next two years and the TPO will need to adjust the work program as needed.

SAFETEA-LU Planning Factors and Federal Initiatives

Through implementation of the work program, the TPO will meet federal transportation planning mandates and address local transportation challenges.

SAFETEA-LU identified eight major planning factors that should be considered when developing transportation plans and programs. Plans and programs should:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the accessibility and mobility options available to people and for freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation;
7. Emphasize the preservation of the existing transportation system; and,
8. Increase the security of the transportation system for motorized and nonmotorized users.

The Federal Initiatives of Livability and Climate Change as described below were also considered as part of the work program development:

Climate Change: Address climate change mitigation and adaptation in the planning process.

Livability: Integrate the livability principles of more transportation choices, equitable, affordable housing, enhanced economic competitiveness, coordination of policies and investments and support for existing communities and neighborhoods into the planning process.

PLANNING TASKS	1 Economic Vitality	2 Safety	3 Mobility Options	4 Conserve Environment Energy	5 Multi- modal Integration	6 Mgmt. & Operations	7 Preserve Existing System	8 Security	Climate Change	Livability
I.A. Admin.	X	X	X	X	X	X	X	X	X	X
I.B. Data	X	X				X			X	X
I.C. Public	X	X	X	X	X	X	X	X		X
I.D. Long Range	X	X	X	X	X	X	X	X	X	X
I.E. Intermodal	X		X	X	X		X		X	X
I.F. Management	X	X		X		X	X		X	X
I.G. Air Quality	X			X					X	X
I.H. Programming	X	X	X	X	X	X	X	X	X	X
II. Special	X				X		X		X	X
III. Transit	X		X	X			X	X	X	X
IV. Regional	X	X	X	X	X	X	X	X	X	X
V. Urban Regional Transit	X		X	X	X		X		X	X

Work Program Objectives

The objectives of the TPWP are as follows:

1. To maintain and strengthen the cooperative, comprehensive, and continuous transportation planning process of the Knoxville Regional Transportation Planning Organization and the South RPO.
2. To provide for land use and transportation planning data with special consideration to minority communities and to provide stronger linkages between land use and transportation planning.
3. To assist each agency involved in the transportation planning process to develop a coordinated planning program that allows the most efficient use of available personnel and monies.
4. To identify needed transportation planning activities in the study area based on comprehensive transportation planning and transportation system performance analysis and to provide for the funding, agency coordination, and eventual implementation of those activities.
5. To involve affected parties in the TPO transportation planning process. A special emphasis will be placed on engaging members of low income and minority groups early on in the planning process.

Certification of the transportation planning process of the TPO was completed in February 2008. There were no corrective actions identified by the federal review team. The next certification is scheduled for 2012.

Work Program Priorities

The priorities for FY 2011 are to complete an Intelligent Transportation Systems (ITS) Architecture study and an urban transit corridor study for the regional area. The TPO will also begin preparing the update of the Regional Mobility Plan.

A regional consortium, including the public and private sector and many participants of the TPO, was successful in receiving a Housing and Urban Development planning grant to fund a comprehensive regional plan for the Knoxville Metropolitan Statistical Area. This effort will allow the region to address critical issues such as air and water quality, economic development, housing, livable communities and mobility access from a broad perspective.

TPO staff will assist in a variety of ways including public participation, scenario planning and technical assistance. TPO staff time and other resources will help leverage HUD planning funds. This effort will transect most of the planning work program activities identified in the FY 2011 and FY 2012 transportation planning work program.

Air quality is a major concern in the Knoxville Urban Area as well as in several adjoining counties. On April 15, 2004, the US Environmental Protection Agency (EPA) designated the counties of Anderson, Blount, Jefferson, Knox, Loudon, Sevier, and a portion of Cocke County as

nonattainment for ozone. Also, effective April 5, 2005, Anderson, Blount, Knox, Loudon, and a portion of Roane County were designated nonattainment for PM2.5. The following is a brief history of conformity analysis for our area.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) approved a finding of conformity under the 1-hour ozone standard for the 2005-2030 Long Range Transportation Plan (LRTP) on April 19, 2005. A finding of conformity for the 8-hour ozone standard was determined by FHWA and FTA on June 1, 2005. In March of 2006, the TPO Executive Board and the East Tennessee South RPO adopted amendments to the 2005-2030 Knoxville Regional LRTP and conformity analysis for both ozone and PM2.5. A finding of conformity for both ozone and PM2.5 was approved by United States Department of Transportation (U.S. DOT) on April 3, 2006. Most recently the TPO Executive Board and the East Tennessee South RPO adopted the 2009-2034 Regional Mobility Plan in May of 2009. A finding of conformity for both ozone and PM2.5 was approved by U.S. DOT on June 1, 2009.

Work Program Structure

Tasks required by the metropolitan planning regulations which impact the TPO planning boundary for the 20- to 25-year study area are grouped under Metropolitan Planning. Tasks include administration for the TPO meetings and information dissemination, data collection and monitoring, assuring public participation and involvement, long range plan monitoring, update of the transportation improvement program, intermodal planning, congestion management planning, and air quality conformity analysis. After each task the responsible agency(s) for implementation is noted in parenthesis.

Transit projects have been listed that will be funded using FTA Section 5303, Section 5309, Section 5316, and Section 5317 funds. Transit needs are also considered in coordination with long range and intermodal planning.

Unobligated funds are listed in the TPWP under Contingency. These funds are available for special projects, which arise after the adoption of the TPWP. Direct charges are also presented.

This document represents the first time a two year work program has been prepared. Therefore, two funding tables are shown for each task. The first table shows the funding associated with FY 2011 and the second table shows funding for FY 2012. All of the funding is summarized in tables in Appendix A.

The current members of the Knoxville Regional Transportation Planning Organization are as follows.

Members of the Executive Board

Angie Midgett, Representing the Governor, State of Tennessee
Ed Mitchell, Blount County Mayor
Tim Burchett, Knox County Mayor
Mike Hammond, Chair of the Knox County Commission
Donald Mull, Mayor, City of Alcoa
Daniel T. Brown, Mayor, City of Knoxville
Tom Taylor, Mayor, City of Maryville
Ralph McGill, Mayor, Town of Farragut
Ed Shouse, Representative, East Tennessee Development District
Brenda Palmer, Representing the Vice Mayor, City of Knoxville
Estelle Herron, Loudon County Mayor
Tony Aikens, Lenoir City Mayor

Larry Waters, Sevier County Mayor

Non-voting participants:

Corbin Davis, Federal Highway Administration, Tennessee Division

Elizabeth Martin, Federal Transit Administration (FTA)

Members of the TPO Technical Committee

Andrew Sonner, City of Alcoa

John Lamb, Blount County Regional Planning Commission (BCPC)

Steve King, Public Works, City of Knoxville

Dwight Van de Vate, Department of Engineering and Public Works, Knox County

Terry Bobrowski, East Tennessee Development District (ETDD)

Ted Newsom, Knoxville Commuter Pool (KCP)

Mark Donaldson, Knoxville-Knox County Metropolitan Planning Commission (MPC)

Melissa Roberson, Knoxville Area Transit (KAT)

Brian Boone, Maryville Engineering and Public Works Department

Darryl Smith, Department of Engineering, Town of Farragut

Angie Midgett, Planning Division, TDOT

Rich DesGroseilliers, Lakeway Area Metropolitan Transportation Planning Organization

Greg Patterson, Sevier County

Pat Phillips, Loudon County Planning Department

Leslie Johnson, City of Lenoir City

Gary Holiway, East Tennessee Human Resource Agency

Barbara Monty, Knoxville Knox County Community Action Committee

Blake Sartin, Knoxville Airport Authority

TDOT Region 1 Representative

Kathryn Baldwin, Anderson County

Non-voting participants:

Corbin Davis, Federal Highway Administration, Tennessee Division (FHWA)

Elizabeth Martin, Federal Transit Administration (FTA)

Public Participation

The Title VI Working Group assists in identifying transportation issues or projects that would have an impact on low income, elderly, and minority groups in the urban area. This group meets several times a year.

The Bicycle Advisory Committee (BAC) is a subcommittee consisting of twelve citizens from throughout the TPO study area. The committee assists the TPO in identifying bicycle opportunities in planning and design of transportation facilities, and helps disseminate information to neighborhoods and other citizen groups about transportation projects and programs. The TPO manages the Knoxville Bicycle Program, which includes a website to provide information to the public and receive input and requests for more information.

The TPO website, www.knoxtrans.org, provides information on public meetings, opportunities for public participation, minutes from TPO meetings, and documents prepared by the TPO. The website also accepts public comments and questions via e-mail, as well as by providing the TPO phone number and mailing address.

The public was solicited for comment on the development of the FY 2011 and FY 2012 TPWP in the following manner: The initial TPWP was discussed at TPO Technical Committee and Executive Board meetings throughout the spring of 2010. The Technical Committee recommended adoption of the work program at a publicly advertised meeting on July 13, 2010. The TPO Executive Board also reviewed and adopted the TPWP at a publicly advertised meeting on July 28, 2010. Public meetings to amend this document were held August 9, 2011 and August 14, 2011.

Scheduled Meetings

Notices of TPO meetings are published in the legal ads of the *Knoxville News Sentinel*, *The Daily Times* (Maryville), and *The Enlightener* at least one week prior to the meeting. Meeting notices are also published in *Mundo Hispano*. The Executive Board meets on the fourth Wednesday in February, April, May, August, and October. The Technical Committee meets monthly on the second Tuesday.

Amendments to the Work Program

There may be an occasion to modify this Work Program by adding or deleting a project. On such occasion, an amendment to the Work Program must be recommended by the Technical Committee and approved by the Executive Board. All meetings of the Technical Committee and Executive Board are publicly advertised meetings.

Appendices

Appendix A includes the FY 2011 and FY 2012 Budget Tables.
Appendix B includes Requests for TPRs to be conducted by the Tennessee Department of Transportation.

I. METROPOLITAN PLANNING

This section addresses those transportation planning work tasks which are required for the Knoxville Regional Transportation Planning Organization to have a certified transportation planning process and to maintain continued federal funding for transportation projects and programs.

A. ADMINISTRATION

Purpose: To manage and administer the transportation planning program and ensure the participation and cooperation of all involved agencies, citizen groups, and individuals. To maintain a continuous, cooperative, and comprehensive transportation planning process consistent with the area's general plans and to ensure that transportation planning projects meet federal and state requirements. This effort will include coordination with the HUD planning process.

Tasks:

1. Develop and oversee work schedules and study agreements, coordinate activities of the TPO Executive Board and Technical Committee and provide information upon request. (TPO)
2. Develop and maintain agreements with appropriate parties involved in the planning process and update the Prospectus when needed. Update the Bylaws as necessary. (TPO)

3. Update the TPWP for FY 2012. Develop the TPWP for FY 2013 and FY 2014 for the TPO Executive Board adoption and submittal to TDOT, FHWA, and FTA. (TPO, TDOT, KAT)
4. Maintain a cooperative and open transportation planning process through the participation of interested individuals, organizations, and local/state governments. Participate in the Association of Metropolitan Planning Organizations and Tennessee Association of MPO Coordinators Meetings. (TPO)
5. Participate in TDOT and FHWA initiatives like Every Day Counts Needs Assessment processes which strive to link NEPA to the transportation planning process more effectively.
6. Work jointly with the Knoxville TPO to establish the administrative and technical procedures required, prepare contractual agreements as required, attend all study meetings, distribute special and annual reports and study documents, review and analyze individual transportation planning projects and studies, and undertake general administrative activities. (TDOT- Planning Division)
7. Administer the correspondence and telephone contacts regarding urban public transit, river transportation, rail service, ridesharing, and transportation systems management. Participate in TPO meetings, distribute federal guidelines and requirements, conduct seminars and work sessions, and provide advice and assistance concerning feasibility of federal and state transit programs and river transportation development. Serve as a source of state and federal policy review, study documentation and reports, and coordinate FTA funds and FTA programs 49 CFR 5309, 5303, 5307 and 5310 in Tennessee. (TDOT - Multi-Modal Division)

FY 2011 Work Program

MPC	<i>FHWA (Sec 112)</i>	<i>FTA (Sec 5303)</i>	
Federal	\$90,000		
State			
Local	\$22,500		
TDOT	<i>FHWA (SPR)</i>	<i>TDOT (Transit)</i>	
Federal	\$18,655		
State	\$4,664		
TOTAL			\$135,819

Product	Schedule
FY 2012 Work Program	Spring/Summer 2011
Quarterly Invoices and Reports	Quarterly
Administration and Coordination	Ongoing

FY 2012 Work Program

MPC	<i>FHWA (Sec 112)</i>	<i>FTA (Sec 5303)</i>	
Federal	\$102,000		
State			
Local	\$25,500		
TDOT	<i>FHWA (SPR)</i>	<i>TDOT (Transit)</i>	
Federal	\$18,935		
State	\$4,734		
TOTAL			\$151,169

Product	Schedule
FY 2013 Work Program	Spring/Summer 2012
Quarterly Invoices and Reports	Quarterly
Administration and Coordination	Ongoing

B. DATA COLLECTION AND MONITORING

Purpose: To maintain an inventory of transportation data needed for long range planning and continued validation of the travel demand forecasting model. This data will be collected for the entire nonattainment area.

Tasks:

1. Continue urban area traffic count program to support the long range mobility planning process. This data will help ensure that the travel demand model used for the Regional Mobility Plan and corridor studies reflect the most up to date traffic conditions in the urban area. (TPO)
2. Collect land use and roadway network attribute data necessary to integrate the Lakeway TPO area planning region within the TPO travel demand forecasting model as part of an update to the model. (TPO, Lakeway TPO)
3. Compile 2010 U.S. Census data as it is released. Delineate Traffic Analysis Zone (TAZ) and Transportation Analysis District (TAD) boundaries as necessary to prepare for products that will be available from the Census Transportation Planning Package (CTPP). The update to the travel demand forecasting model will utilize the 2010 census data for its new base year of calibration. This effort will include the Lakeway TPO area. (TPO, Lakeway TPO)
4. Monitor changes in land use development activities affecting the transportation systems for the entire planning area which includes the Lakeway TPO area. Maintaining land use data by

traffic analysis zone helps support the update of the travel demand forecasting model. This task

will also support the scenario planning process of the HUD planning grant. (TPO, Lakeway TPO and Local Governments)

5. Conduct pedestrian and bicyclist counts in the spring and fall of each year at targeted locations to assess levels of non-motorized modes. (TPO and Local Governments)

6. Collect other data that will provide information on the performance of the transportation system including travel time data collection throughout the study area. (TPO lead, all jurisdictions)

7. Collect and maintain data on transit performance, including ridership, to help keep inputs into the travel demand forecasting model up-to-date. (KAT)

8. Collect traffic count data. Traffic count data is collected at three permanent stations, 499 annual cycle stations, and 200 Interstate ramps. TDOT will conduct special traffic counts as needed for planning and design projects. Maintain crash file and furnish high hazard listings and other safety data as required. Travel time studies will be conducted if needed for special studies. (TDOT: Project Planning Division)

FY 2011 Work Program

MPC	<i>FHWA (Sec 112)</i>	<i>FTA (Sec 5303)</i>	
Federal	\$40,000		
State			
Local	\$10,000		
TDOT	<i>FHWA (SPR)</i>		
Federal	\$37,996		
State	\$9,499		
TOTAL			\$97,495

Product	Schedule
Traffic Count Updates	Fall and Spring
Bicycle and Pedestrian Count	Fall and Spring
Crash Data/Collision Diagrams	Ongoing
Development Related Data	Ongoing
Travel Time Data	Fall and Spring
Transit Data	Ongoing

FY 2012 Work Program

MPC	<i>FHWA (Sec 112)</i>	<i>FTA (Sec 5303)</i>	
Federal	\$60,000		
State			
Local	\$15,000		
TDOT	<i>FHWA (SPR)</i>		
Federal	\$38,566		
State	\$9,641		
TOTAL			\$123,207

Product	Schedule
Traffic Count Updates	Fall and Spring
Bicycle and Pedestrian Count	Fall and Spring
Crash Data/Collision Diagrams	Ongoing
Development Related Data	Ongoing
Travel Time Data	Fall and Spring
Transit Data	Ongoing

C. PUBLIC PARTICIPATION AND AGENCY COORDINATION

Purpose: To provide resources and information to ensure public awareness and participation in the regional transportation planning process. Attend public meetings to understand community concerns on transportation issues and plans. The HUD-sponsored regional livability planning effort for the Knoxville MSA will also have a major engagement process that will provide valuable information to the TPO planning process.

Tasks:

1. Maintain the Public Participation Plan as adopted by the TPO and as required by planning regulations. Attend and coordinate meetings of the Bicycle Advisory Committee, Freight Advisory Group, the Title VI Working Group, and other committees or working groups created by TPO. (TPO)
2. Ensure that the transportation planning process and related plans are consistent with Title VI requirements and principles of environmental justice. Prepare required Title VI Annual report for TDOT. (TPO)
3. Increase outreach effort to members of the urban and metropolitan area, including minorities that traditionally have participated less in the transportation planning process. Maintain open communication with federal, state, and local elected officials. Prepare and disseminate TPO newsletter quarterly. Develop and maintain a general TPO mailing/e-mail list. (TPO)
4. Maintain and update transportation-related maps, an informational website, and other resources for use by the TPO, the HUD planning effort and the public. (TPO)
5. Attend and participate in transportation-related public meetings sponsored by TPO participants and the community including the HUD planning effort. Attendance is to ensure plans and projects are in keeping with Regional Mobility Plan's goals and objectives. (TPO)
6. Develop a focused public involvement plan to guide the Regional Mobility Plan's full update, scheduled for adoption in 2013. Early development and implementation is essential. (TPO)
7. Maintain a GIS transportation portal for transportation related data. This portal serves as a central data storage point for staff, other agencies, and the public to view and obtain transportation related data either through Knoxville Geographic Information System (KGIS) or the TPO webpage. (TPO)

FY 2011 Work Program

MPC	<i>FHWA (Sec 112)</i>	<i>FTA (Sec 5303)</i>	
Federal	\$30,000		
State			
Local	\$7,500		
TOTAL			\$37,500

Product	Schedule
Title VI Report	May
TPO Quarterly Newsletter	Winter, Spring, Fall and Summer 2011/2012
Map and Website Update	Ongoing
Meetings, Outreach & Public Participation	Ongoing
Maintain Contact Lists	Ongoing
Maintain Transportation Portal	Ongoing
Public Involvement Plan for the Regional Mobility Plan Update	Spring 2011

FY 2012 Work Program

MPC	<i>FHWA (Sec 112)</i>	<i>FTA (Sec 5303)</i>	
Federal	\$50,000		
State			
Local	\$12,500		
TOTAL			\$62,500

Product	Schedule
Title VI Report	May
TPO Quarterly Newsletter	Winter, Spring, Fall and Summer 2012/2013
Map and Website Update	Ongoing
Meetings, Outreach & Public Participation	Ongoing
Maintain Contact Lists	Ongoing
Maintain Transportation Portal	Ongoing

D. LONG RANGE PLANNING

Purpose: Maintain and update the Regional Mobility Plan to ensure that it is in compliance with federal and state requirements. Maintain and enhance the travel demand forecasting model for the region. This effort will be closely coordinated with the HUD livability planning process.

Tasks:

1. Maintain a Regional Mobility Plan for the Year 2034 for the TPO and nonattainment areas to ensure that it is in compliance with SAFETEA-LU (or the succeeding act) and meets the needs of the community. (TPO, TDOT and East Tennessee South RPO)

2. Prepare an update to the regional travel demand model that will have a 2010 base year in order to utilize the most current socioeconomic data from the 2010 decennial census. The travel demand model update will involve expansion of its current geographic coverage to include the entire planning region of the Lakeway Metropolitan Transportation Planning Organization. A separate sub-area model for the Lakeway TPO area will be developed that will be able to be run independently of the larger regional travel model. The travel model update also includes tasks devoted to developing necessary integration with the EPA MOVES model as required for future air quality conformity determinations. (TPO, Lakeway TPO)

3. Maintain and enhance the Urban Land use Allocation Model (ULAM) or similar model. ULAM is a tool to provide a linkage between land use and transportation. Utilize the travel demand model to evaluate various development scenarios for the study area. This effort will be closely coordinated with the HUD-sponsored livability planning process. TPO staff anticipates a new set of planning tools will emerge from the livability planning effort that will be used by TPO staff in future years. (TPO)

4. The Regional Mobility Plan must meet air quality conformity regulations. The TPO will conduct the necessary modeling and coordination with the Air Quality Interagency Consultation Group to ensure that any updates, amendments/adjustments meet the regulations for ozone and PM2.5. Transition from the EPA air quality model known as "MOBILE6" to a new model known as "MOVES" will be conducted. (TPO, TDOT)

5. Begin preparations for the update of the Regional Mobility Plan to the year 2040-including the travel model update, community and focus group meetings and developing regional growth scenarios. Adoption of the Regional Mobility Plan update is required by June 2013 and will be coordinated with the Lakeway TPO in order to ensure transportation conformity requirements are met. (TPO, Lakeway TPO)

6. TPO staff will utilize the travel demand forecasting model for regional transportation corridor studies such as Pellissippi Parkway, James White Parkway. (TPO)

7. Evaluate state and local planned growth and economic development patterns for consistency with the Regional Mobility Plan and updates. (TPO, ETDD)

8. The TPO will incorporate climate change issues into the Regional Mobility Plan update and the planning process. (TPO)

9. Provide assistance to the TPO on model development, ITS architecture, and freight planning. (TDOT)

FY 2011 Work Program

MPC	<i>FHWA (Sec 112)</i>	
Federal	\$90,000	
State		
Local	\$22,500	
TDOT	<i>FHWA (SPR)</i>	
Federal	\$56,048	
State	\$14,012	
TOTAL		\$182,560

Product	Schedule
Maintain Regional Mobility Plan	Ongoing
Maintain and Enhance Travel Demand Model	Ongoing
Maintain and Enhance ULAM	Ongoing
Technical Reports	As Needed

FY 2012 Work Program

MPC	<i>FHWA (Sec 112)</i>	
Federal	\$120,000	
State		
Local	\$30,000	
TDOT	<i>FHWA (SPR)</i>	
Federal	\$56,889	
State	\$14,222	
TOTAL		\$221,111

Product	Schedule
Maintain Regional Mobility Plan	Ongoing
Maintain and Enhance Travel Demand Model	Ongoing
Maintain and Enhance ULAM	Ongoing
Technical Reports	As Needed

E. INTERMODAL PLANNING

Purpose: To ensure that transportation plans and programs result in an integrated, intermodal transportation system that facilitates the safe, efficient, and economic movement of people and goods. Provide opportunities for increased mobility options in plans and projects. Integrate intermodal planning efforts with the HUD livability planning effort to promote mobility choices, economic development and regional linkages.

Tasks:

1. Continue to implement and maintain the Regional Bicycle Plan. The TPO Bicycle Advisory Committee will assist in this effort. (All TPO participants)

2. Participate in the development and monitoring of regional plans and programs for sidewalks, bike facilities, and greenways including the Safe Routes to School Program. Assist TPO participants in identifying pedestrian/bicycle linkages to major generators such as parks and schools and between cities and counties, which should be linked to the HUD planning effort. Also assist TPO participants in finding funding sources for repair and construction of sidewalks and other pedestrian accommodations. (TPO)
3. Engage consultants to assist in developing sub area plans/sub components of a regional plan for bike facilities, sidewalks and greenways. (TPO participants)
4. Incorporate freight-related issues into the transportation planning process by continuing to coordinate periodic meetings of the Freight Advisory Committee to bring freight stakeholders and officials up to date on freight planning activities and to discuss freight related topics. (TPO)
5. Stay involved with ongoing freight planning activities such as the I-81 Corridor Coalition, Interstate 3 (I-3) proposal, Norfolk Southern Crescent Corridor Plans, Chickamauga Lock improvement plans, McGhee Tyson Airport Master Plan, the State of Tennessee Freight Planning efforts, and other corridor studies. (TPO, TDOT)
6. A Bicycle Parking Grant Program will continue to be funded with Congestion Mitigation and Air Quality (CMAQ) funds. TPO staff will implement this program by working with businesses and agencies interested in bike parking facilities. (TPO)
7. Identify opportunities to implement Complete Street strategies throughout the urban area. (TPO)

FY 2011 Work Program

MPC	<i>FHWA (Sec 112)</i>	<i>FTA (Sec 5303)</i>	
Federal	\$90,000		
State			
Local	\$22,500		
TOTAL			\$112,500

Product	Schedule
Maintain Bicycle Plan	Ongoing
Technical Reports	Ongoing

FY 2012 Work Program

MPC	<i>FHWA (Sec 112)</i>	<i>FTA (Sec 5303)</i>	
Federal	\$138,000		
State			
Local	\$34,500		
TOTAL			\$172,500

Product	Schedule
Maintain Bicycle Plan	Ongoing
Technical Reports	Ongoing

F. TRANSPORTATION MANAGEMENT PLANNING

Purpose: To improve air quality, reduce congestion, increase safety, and enhance operating efficiency of the regional transportation system in accordance with federal planning regulations. Where possible, integrate this effort with the HUD livability planning effort to promote a more efficient transportation system, promote mobility choices and create economic development opportunities.

Tasks:

1. Maintain the Congestion Management Process (CMP) Plan. The CMP is used by TPO participants to select projects to be programmed in the Transportation Improvement Program (TIP) and listed in the Regional Mobility Plan. Monitor the effectiveness of the CMP. The CMP is also used as one criterion for scoring projects to be funded with STP or CMAQ funds in the TIP. (TPO)
2. Conduct travel time studies as necessary for the urban area to help measure the performance of the transportation system. (TPO)
3. Review and evaluate projects submitted for Congestion Mitigation and Air Quality Improvement (CMAQ) program funding to ensure maximum benefit to the urban area. Prepare CMAQ annual report. (TPO)
4. Develop and maintain safety-related information and assessments to assist in project selection for the Regional Mobility Plan, TIP, or CMP Plan. This effort will help increase the safety of the transportation system for motorized and non-motorized users. (TPO, TDOT, KAT, FHWA)
5. Continue to manage and expand the Knoxville Regional Smart Trips Program to improve air quality, reduce parking requirements, and reduce traffic congestion. The purpose of Smart Trips is to work with employers in the air quality nonattainment area, to develop worksite trip reduction programs and coordinate existing/proposed activities relating to promotion and encouragement of transit, carpooling, vanpooling, bicycling, walking, and telecommuting. (This task is funded with CMAQ grants and other funding as available.) (TPO)
6. Update and maintain the Knoxville Regional Intelligent Transportation Systems (ITS) architecture. If funding allows the TPO is considering using consultants to assist in this effort. (TPO)
7. The TPO will continue to participate on an Incident Management Task Force for the urban area. (TPO, TDOT)

FY 2011 Work Program

MPC	<i>FHWA (Sec 112)</i>	
Federal	\$65,000	
State		
Local	\$16,250	
Smart Trips (Task 4)		
CMAQ	\$140,000	
State		
Local		
TOTAL		\$221,250

Product	Schedule
Smart Trips TDM program	Ongoing
CMAQ Annual Report	January 2011
ITS Architecture	As needed
Incident Management Meetings	Ongoing
Travel Time Studies	Fall/winter 2011/2012

FY 2012 Work Program

MPC	<i>FHWA (Sec 112)</i>	
Federal	\$65,000	
State		
Local	\$16,250	
Smart Trips (Task 4)		
CMAQ	\$140,000	
State		
Local		
TOTAL		\$221,250

Product	Schedule
Smart Trips TDM program	Ongoing
CMAQ Annual Report	January 2012
ITS Architecture	As needed
Incident Management Meetings	Ongoing
Travel Time Studies	Fall/winter 2012/2013

G. AIR QUALITY

Purpose: To fulfill the requirements of the Clean Air Act Amendments of 1990 (and its successor) and SAFETEA-LU (and its successor) as related to nonattainment in coordination with the Knox County Air Pollution Control Board, Tennessee Department of Environment and Conservation (TDEC), and TDOT. Air quality continues to improve in the Knoxville Metropolitan Area. The HUD livability planning effort will assist in continued regional efforts to improve air quality and economic development.

Tasks:

1. Assess the impact of new air quality standards and area designations (both Ozone and PM2.5) as they are released from both an urban and regional perspective. Participate in the Knox County Air Quality Board and on the East Tennessee Regional Clean Air Coalition (RCAC), including hosting the website and managing marketing/outreach. (TPO)
2. Participate in bi-monthly statewide interagency conference calls organized by FHWA. (TPO)
3. Coordinate an interagency consultation process to review transportation conformity determinations on an as needed basis for amendments and updates to the Regional Mobility Plan and the TIP. (TPO)
4. Participate with TDEC, TDOT, and local jurisdictions in developing a motor vehicle emissions budget as part of the State Implementation Plan for the Knoxville nonattainment area. (TPO)

FY 2011 Work Program

MPC	<i>FHWA (Sec 112)</i>	
Federal	\$30,000	
State		
Local	\$7,500	
TOTAL		\$37,500

Product	Schedule
Air Quality Conformity Updates	Ongoing

FY 2012 Work Program

MPC	<i>FHWA (Sec 112)</i>	
Federal	\$50,000	
State		
Local	\$12,500	
TOTAL		\$62,500

Product	Schedule
Air Quality Conformity Updates	Ongoing

H. TRANSPORTATION PROGRAMMING/FINANCIAL PLANNING

Purpose: To maintain the Transportation Improvement Program (TIP), monitor projects, and establish priorities and funding options for regional transportation needs.

Tasks:

1. Maintain the current TIP as needed with assistance from TDOT and local implementing agencies. Develop annual TPO priority list of projects to be submitted to state legislators and TDOT. (TPO)
2. Prepare and make available to the public the annual listing of obligated projects. (TPO, TDOT)

3. Monitor projects that are listed in the TIP to ensure proper funding and priorities are being met. (TPO, TDOT)
4. Maintain a system to track state and local transportation projects at each stage, from planning until construction is complete. Make this list available to TPO participants and the general public. (TPO and TDOT)
5. Monitor American Recovery and Reconstruction Act (ARRA) projects and prepare required reports. (TPO and TDOT).

FY 2011 Work Program

MPC	<i>FHWA (Sec 112)</i>	
Federal	\$60,000	
State		
Local	\$15,000	
TOTAL		\$75,000

Product	Schedule
Listing of Obligated Projects	January 2011
TPO Project Priority List	December 2011
Project Tracking System	Ongoing
Maintain the current TIP	Ongoing
ARRA Reports	As needed

FY 2012 Work Program

MPC	<i>FHWA (Sec 112)</i>	
Federal	\$70,000	
State		
Local	\$17,500	
TOTAL		\$87,500

Product	Schedule
Listing of Obligated Projects	January 2012
TPO Project Priority List	December 2012
Project Tracking System	Ongoing
Maintain the current TIP	Ongoing
ARRA Reports	As needed

II. SPECIAL STUDIES/ACTIVITIES

This section identifies projects to address sub-regional transportation planning needs through the

evaluation of alternatives. All projects will be in concert with the goals and objectives of the Regional Mobility Plan. It is the intent of the TPO that the products of these planning efforts will help facilitate a more informed decision-making process in the development of the Regional Mobility Plan, TIP, or CMP Plan, their subsequent updates and the HUD livability planning effort for the metropolitan area.

Purpose: To carry out planning studies related to proposed changes in land use and transportation plans.

Tasks:

1. Collect data and evaluate changes in general land use plans, growth management plans, and major thoroughfare plans for the region. The results of these efforts are key inputs into maintaining an accurate regional travel demand forecasting model which is a major tool used by the TPO in developing and maintaining the Regional Mobility Plan. (TPO)

2. Undertake transportation planning studies in conjunction with land use studies of regional corridors. All planning studies and needs assessments will be consistent with the Regional Mobility Plan’s goals and objectives and TDOT procedures. Products will help facilitate the long-range transportation decision-making process and be inputs into the Regional Mobility Plan, TIP, CMP Plan, or their subsequent updates. (TPO, TDOT and local governments)

3. Participate in environmental assessment/impact studies, planning studies, and alternative analysis of proposed projects in the urban area to ensure that they are consistent with the plans of the TPO including the Regional Mobility Plan, TIP, and CMP. (TPO, TDOT)

4. Through the use of GIS data, the TPO will conduct environmental scans of proposed transportation projects. (TPO)

5. Conduct special transportation and land use planning projects that have regional significance. All planning studies will be consistent with the Regional Mobility Plan’s goals and objectives. Products will help facilitate the long range transportation decision-making process and be inputs into the Regional Mobility Plan, TIP, CMP Plan, HUD livability plan or their subsequent updates. (TPO, TDOT and local governments)

Transportation Planning Report and Interchange Modification Studies requests to TDOT can be found in Appendix B.

FY 2011 Work Program

MPC	<i>FHWA (Sec 112)</i>	
Federal	\$80,000	
State		
Local	\$20,000	
TOTAL		\$100,000

Product	Schedule
Knoxville Parkway EIS	Through FY 2011, with TDOT
South Knoxville Blvd EIS	Through FY 2011, with TDOT
Pellissippi Parkway Extension EIS	Through FY 2011, with TDOT
Transportation Planning Reports and Interchange Modification Studies (I-75 & Callahan Rd.)	Varies

FY 2012 Work Program

MPC	<i>FHWA (Sec 112)</i>	
Federal	\$90,000	
State		
Local	\$22,500	
TOTAL		\$112,500

Product	Schedule
South Knoxville Blvd EIS	Through FY 2012, with TDOT
Pellissippi Parkway Extension EIS	Through FY 2012, with TDOT
Transportation Planning Reports and Interchange Modification Studies (I-75 & Callahan Rd.)	Varies

III. TRANSIT

This section identifies the transportation activities that are focused on public transit and ridesharing.

Purpose: To provide technical planning assistance in transit and ridesharing to meet local and regional needs and fulfill federal and state requirements.

Tasks:

1. Provide required documentation for the FTA and TDOT, including Disadvantaged Business Enterprise, Title VI, Americans with Disabilities Act, and National Transit Data reporting. (TPO, KAT)
2. Title VI planning, monitoring, and reporting. FTA, KAT and TPO Reports updated last Fiscal Year (typically updated on a three-year cycle). TDOT requires yearly self reporting compliance review. U.S. DOT, FTA, and TDOT require compliance to Title VI requirements including public outreach efforts to the disadvantage. (TPO, KAT, CAC)
3. Offer technical assistance, in cooperation with the City of Knoxville and Knox County, to related transportation boards, including workshops and special research. (TPO, KAT, CAC)
4. Assist the City of Knoxville and KAT in responding to compliance issues regarding the Americans with Disabilities Act (ADA). (TPO, KAT)

5. Provide travel in relation to participation in FTA training sessions and workshops and training related to capital purchases. (TPO, KAT)
6. Develop plans, services, and programs to meet the mobility needs and improve air quality of the TPO planning area, especially in congested corridors. This includes studying and promoting a variety of alternative forms of transportation including carpooling, vanpooling, express services, flexible transit services, and fixed-route services. Efforts will continue to develop private/public partnerships to provide commuter options and transit service. (KAT, TPO, CAC, KCP, Smart Trips)
7. Incorporate a geographic information system technology at Knoxville Area Transit to assist in route planning, scheduling and public information. (KAT, TPO)
8. Provide technical assistance and planning support for downtown transit issues, including support for Central Station project, trolley route planning, and overall parking and circulation needs related to major redevelopment projects. (TPO, KAT)
9. Provide planning assistance to improve transportation services for seniors. (KAT, CAC, ETHRA, KCP, TPO)
10. Evaluate and monitor transit system safety programs to include emergency preparedness, crash investigation, and driver training, and drug and alcohol abuse prevention. Implement and update, as necessary, a security plan for KAT. (KAT)
11. Participate in planning processes related to regional mass transit. This includes the Regional Transit Corridor Study and any next steps, continuing to investigate opportunities for regional coordination of transit services, and examining the need for transit services throughout the various communities in the region. Where possible, integrate these efforts with the HUD livability planning effort to promote a more efficient transportation system, promote mobility choices and create economic development opportunities. (TPO, KAT, CAC, ETHRA, TDOT)
12. Assist KAT, CAC, and ETHRA with planning, assessing, and deploying ITS, including updating the local ITS Architecture. (KAT, City of Knoxville, CAC, ETHRA, TPO)
13. Update the Human Services Transportation Coordination Plan (HSTC Plan). Help coordinate the strategies recommended by the HSTC Plan. Continue to seek ways to improve coordination between KAT, CAC, and ETHRA and non-profit service providers. Provide technical assistance and administer the Job Access and Reverse Commute (JARC) and New Freedom grant programs. Conduct local JARC and New Freedom project selection process. Coordinate with TDOT on the Section 5310 program. Participate in the Project Action Accessible Transportation Coalitions Initiative and help coordinate the strategies recommended through that effort. (TPO, KAT, CAC, ETHRA, KCP, City of Knoxville, TDOT)
14. KAT Route Planning. Continue planning work associated with the recommendations of the KAT Transit Development Plan. Continue to offer assistance to help KAT improve routes and services as they move into the Central Station. Part of this planning could include surveys, fixed-route and trolleys routing analysis, and technology assessment. (TPO, KAT)

FY 2011 Work Program

MPC	<i>FTA (Sec 5303)</i>	
Federal	\$140,620	
State	\$17,577	
Local	\$17,578	
MPC	<i>FTA (Sec 5316)</i>	
Federal	\$26,000	
State		
Local		
MPC	<i>FTA (Sec 5317)</i>	
Federal	\$20,000	
State		
Local		
KAT	<i>FTA (Sec 5307)</i>	
Federal	\$220,000	
State	\$27,500	
Local	\$27,500	
TOTAL		\$496,775

Product	Schedule
National Transit Database	Spring
DBE Reports	Spring
Safety Report	Spring
Title VI TDOT Report	May
GIS Implementation	Fall
KAT Transit Development Plan Phase Two	Ongoing
Technical Assistance and Workshops	Ongoing
Smart Trips (Alternative Modes Program)	Ongoing
Technical Assistance for Central Station	Ongoing
Technical Assistance/Planning For Seniors	Ongoing
Human Service Transportation Coordination	Ongoing

FY 2012 Work Program

MPC	<i>FTA (Sec 5303)</i>	
Federal	\$142,000	
State	\$17,750	
Local	\$17,750	
MPC	<i>FTA (Sec 5316)</i>	
Federal	\$26,000	
State		
Local		
MPC	<i>FTA (Sec 5317)</i>	
Federal	\$16,000	
State		
Local		
KAT	<i>FTA (Sec 5307)</i>	
Federal	\$530,000	
State	\$66,250	
Local	\$66,250	
TOTAL		\$882,000

Product	Schedule
National Transit Database	Spring
DBE Reports	Spring
Safety Report	Spring
Title VI TDOT Report	May
GIS Implementation	Fall
KAT Transit Development Plan Phase Two	Ongoing
Technical Assistance and Workshops	Ongoing
Smart Trips (Alternative Modes Program)	Ongoing
Technical Assistance for Central Station	Ongoing
Technical Assistance/Planning For Seniors	Ongoing
Human Service Transportation Coordination	Ongoing
Regional Coordination Initiatives	Ongoing

IV. REGIONAL TRANSPORTATION PLANNING

Purpose: To assist the efforts of federal, state, and local agencies in addressing regional transportation planning issues. This includes mobility and air quality issues from a regional perspective and the impact that the Great Smoky Mountains National Park has on traffic in the region. A regional consortium, including the public and private sector and many participants of the TPO, was successful in receiving a Housing and Urban Development planning grant to fund a comprehensive regional plan for the Knoxville Metropolitan Statistical Area. This effort will allow the region to address critical issues such as air and water quality, economic development, housing, livable communities and mobility access from a broad perspective.

TPO staff will assist in a variety of ways including public participation, scenario planning and technical assistance. TPO staff time and other resources will help leverage HUD planning funds.

This effort will transect most of the planning work program activities identified below for FY 2012.

Tasks:

1. Participate in the Great Smoky Mountain Regional Greenway Council by serving on the council and providing technical assistance. Assist jurisdictions in the development of pedestrian, bicycle, and greenway plans that offer regional connectivity. (TPO and local jurisdictions)
2. Participate in regional transportation issues such as Chickamauga Lock and Dam planning, regional corridor studies, I-81 Corridor Coalition, and ~~Interstate 3 (I-3)~~ Third Infantry Highway to assess impacts on the long range plan development, safety, and air quality. (TPO)
3. Amend the Regional Mobility Plan and air quality conformity analysis as necessary. This task will be conducted in coordination with TDOT, the East Tennessee South RPO and the affected local governments. (TPO, TDOT, ETDD, Lakeway TPO)
4. Significant regional data are required to maintain and enhance the regional travel demand forecasting model and ~~the~~ ULAM or similar land use model. TPO staff will work with local, regional, and state agencies to maintain land use and socio-economic data at the necessary level in order to do land use and transportation planning at the regional level. (TPO, state and local governments)
5. Evaluate and update, as needed, functional classification plans for the regional cities and counties. Updated plans will assist the TPO in maintaining a current travel demand forecasting model. (TPO and local governments).
6. The travel demand forecasting model will be enhanced to improve the regional transportation network (9 counties). Adding additional links and improving link data will be part of this effort. Incorporating regional land use plans and data from all jurisdictions into the model will be pursued this year. The enhancement of the model will include a mode choice component for parts of the regional area where appropriate. ~~(i.e., SR 66 in Sevier County)~~. (TPO, Lakeway and state and local governments)
7. Initiate a regionally-scaled scenario planning approach that will guide the Regional Mobility Plan update and increase the use of current visualization techniques. This effort will be done in concert with the HUD regional planning effort. (TPO)
8. TPO staff will assist TDOT and local governments in conducting regional corridor studies. All planning studies will be consistent with the Regional Mobility Plan's goals and objectives. Products will help facilitate the long-range transportation decision-making process and be inputs into the Regional Mobility Plan, TIP, CMP Plan, or their subsequent updates. (TPO, TDOT, and local governments)
9. TPO staff will provide technical transportation planning support to the East Tennessee South Rural Planning Organization. This support will consist of assisting in identifying regional transportation project priorities, determining consistency of transportation projects to the adopted and conforming the Regional Mobility Plan and studies required to meet federal and state requirements and local/regional needs. Regional bicycle, transit, and pedestrian/greenway assessments and needs analysis will be conducted. (TPO, ETDD, TDOT and local governments)
10. In cooperation with the Lakeway Area Metropolitan TPO, the Knoxville TPO staff will maintain and enhance as necessary the travel demand model for the Lakeway area. (TPO, Lakeway TPO and TDOT)

FY 2011 Work Program

MPC	<i>FHWA (Sec 112)</i>	<i>FHWA (SPR)</i>	
Federal		\$80,000	
State		\$20,000	
Local			
TOTAL			\$100,000

Product	Schedule
US 321 Scenic Byway Study	2011
Amendments to Regional Mobility Plan	As needed
Regional Air Quality Conformity Analysis Amendments	As needed
Travel Demand Model Enhancements (Lakeway)	As needed
Technical Support and Planning	Ongoing
Regional Corridor Studies	As needed
Regional Scenario Planning	Ongoing
Updated Functional Classification Plans	As needed
Freight Advisory Committee	Ongoing
Regional Pedestrian, Greenway and Bicycle Plans	Ongoing

FY 2012 Work Program

MPC	<i>FHWA (Sec 112)</i>	<i>FHWA (SPR)</i>	
Federal		\$100,000	
State		\$25,000	
Local			
TOTAL			\$125,000

Product	Schedule
Amendments to Regional Mobility Plan	As needed
Regional Air Quality Conformity Analysis Amendments	As needed
Travel Demand Model Enhancements (with Lakeway)	Spring
Technical Support and Planning	Ongoing
Regional Corridor Studies	As needed
Regional Scenario Planning	Ongoing
Updated Functional Classification Plans	As needed
Freight Advisory Committee	Ongoing
Regional Pedestrian, Greenway and Bicycle Plans	Ongoing

Consultant charges covered under Direct charges

V. URBAN/REGIONAL TRANSIT CORRIDOR STUDY

Purpose: The purpose of this analysis is to identify opportunities to improve access to public transportation in key corridors and/or areas. The aim of expanding public transit in the Knoxville region is to provide greater accessibility through identification of transportation options that connect major regional destinations and employment centers to where people live. Where possible, recommendations from this study will be integrate into the efforts of the HUD livability planning effort to promote a more efficient transportation system, promote mobility choices and create economic development opportunities.

Tasks:

1. Create a proactive public involvement strategy. (TPO)
2. Select up to five key corridors/areas to analyze that have the potential to be transit-ready within the next 10 years and will contribute to an interconnected, regional transit system. (TPO)
3. Investigate alignments and modes of transport within the study corridors. (TPO)
4. Explore costs, funding, ridership, economic development, feasibility, land use, social, economic, and environmental impacts. (TPO)
5. Evaluate potential land use scenarios that will contribute to the success of future investments both public and private along the selected corridors/areas. (TPO)

FY 2011 Work Program

MPC	FHWA (Sec 112)	FHWA (SPR)	
Federal		200,000	
State		\$50,000	
Local			
TOTAL			\$250,000

Product	Schedule
Transit Corridor Study	Fall 2012

FY 2012 Work Program

MPC	FHWA (Sec 112)	FHWA (SPR)	
Federal		\$144,000	
State		\$36,000	
Local			
TOTAL			\$180,000

Product	Schedule
Transit Corridor Study	Fall 2012

Total cost of study is \$300,000 of which approximately \$275,000 is for a consultant.

VI. DIRECT CHARGES

1. Travel to workshops, seminars, and conferences as required to receive training in federal and state regulations and for information exchange, professional development, and continuing education. (TPO)
2. Purchase computers, software, and licensing fees and related equipment. (TPO)
3. Included in this task are charges related meeting expenses, subscriptions, professional dues/organizational memberships, publication costs, and related office materials. (TPO)
4. Professional consulting services as follows: (TPO)

FY 2011 Work Program

	Task	FHWA	KAT/ FTA	SPR	TDOT	Total
Traffic Counting	I.B.	\$15,000				\$15,000
Lakeway and Knoxville Model Update	I.D., IV			\$25,000	\$6,250	\$31,250
ULAM Model Update	I.D., IV			\$8,000	\$2,000	\$10,000
US 321 Scenic Byways	IV			\$20,000		\$20,000
TOTAL						\$76,250

MPC	<i>FHWA (Sec 112)</i>	<i>FTA (5303)</i>	<i>FHWA (SPR)</i>
Federal	\$45,000	\$2,400	\$6,000
State		\$300	\$1,500
Local	\$11,250	\$300	
TOTAL			\$66,750

Breakdown of non-consultant expenditures:	
Computers, plotter and related hardware, software	\$9,000
Pedestrian/bike counters	\$3,000
Training and travel	\$35,000
Meeting expenses	\$7,000
Reference materials, licensing fees, software, memberships	\$12,750
TOTAL	\$66,750

The equipment, computers, and software will be used to support the metropolitan transportation planning processes in completing the tasks of the adopted TPO work program. Inclusion of equipment purchases in this TPWP constitutes needed state approval for equipment purchases.

Product	Schedule
Traffic Count Data	Fall/Spring
Workshops and Conferences	As needed
Purchase of Computers and Related Equipment	As needed

FY 2012 Work Program

	Task	FHWA	KAT/ FTA	SPR	TDOT	Total
Traffic Counting	I.B.	\$20,000				\$20,000
Lakeway and Knoxville Model Update	I.D., IV			\$75,000	20,625	\$95,625
Planning Studies	ANY	\$70,000				\$70,000
TOTAL						\$185,625

Cost: TOTAL \$278,125 (includes consulting services and non-consultant expenditures of \$92,500 noted below)

MPC	<i>FHWA (Sec 112)</i>	<i>FTA (5303)</i>	<i>FHWA (SPR)</i>
Federal	\$60,000	\$8,000	\$6,000
State		\$1,000	\$1,500
Local	\$15,000	\$1,000	
TOTAL			\$92,500

Breakdown of non-consultant expenditures:	
Supplies, computers, ped. counters, printing	\$37,500
Training, travel and meeting expenses	\$40,000
Reference materials, licensing fees, software, memberships	\$15,000
TOTAL	\$92,500

Any equipment, computers, and software will be used to support the metropolitan transportation planning processes in completing the tasks of the adopted TPO work program. Inclusion of equipment purchases in this TPWP constitutes needed state approval for equipment purchases.

Product	Schedule
Traffic Count Data	Fall/Spring
Workshops and Conferences	As needed
Purchase of Computers and Related Equipment	As needed

VII. CONTINGENCY

This line item will be available to support any cost overruns or new projects for the FY 2011 and FY 2012 work programs. Use of the contingency fund will require an amendment to the TPWP which requires a recommendation by the Technical Committee and the approval of the TPO Board.

FY 2011 Work Program

MPC	<i>FHWA (Sec 112)</i>
Federal	\$40,008
State	
Local	10,002
TOTAL	\$50,010

FY 2012 Work Program

MPC	<i>FHWA (Sec 112)</i>
Federal	\$100,000
State	
Local	\$25,000
TOTAL	\$125,000

APPENDIX A

FY 2011 & FY 2012 Budget Tables

Table 1. FUNDING SOURCES by TASK
KNOXVILLE REGIONAL TRANSPORTATION PLANNING ORGANIZATION
FISCAL YEAR 2011 TPWP

ADOPTION DATE: July 28, 2010

Task by Funding Source	Federal Highway Administration			Federal Transit Administration				TOTAL					
	SPR	SS	Sec 112 PL	LS	Sec 5303	Sec 5316/17 SLS	Sec 5307/09 SLS		Smart Trips	Scenic Byways			
I. Metropolitan Planning													
I.A. Administration	\$18,655	\$4,664	\$90,000	\$22,500						\$135,819			
I.B. Data Collection and Monitoring (Surveillance)	\$37,996	\$9,499	\$40,000	\$10,000						\$97,495			
I.C. Public Participation & Agency Coordination			\$30,000	\$7,500						\$37,500			
I.D. Long Range Planning	\$56,048	\$14,012	\$90,000	\$22,500						\$182,560			
I.E. Intermodal Planning			\$90,000	\$22,500						\$112,500			
I.F. Transportation Management Planning			\$65,000	\$16,250				\$140,000		\$221,250			
I.G. Air Quality			\$30,000	\$7,500						\$37,500			
I.H. Transportation Program/Financial Png			\$60,000	\$15,000						\$75,000			
II. Special Projects			\$80,000	\$20,000						\$100,000			
III. Transit					\$140,620	\$35,155	\$46,000	\$220,000	\$55,000	\$496,774			
IV. Regional Transportation Planning	\$80,000	\$20,000								\$100,000			
V. Urban Regional Transit Corridor Study	\$200,000	\$50,000								\$250,000			
VI. Direct Charges	\$39,000	\$9,750	\$57,000	\$14,250	\$2,400	\$600			\$20,000	\$143,000			
VII. Contingency			\$40,008	\$10,002						\$50,010			
TOTAL	\$431,699	\$107,925	\$672,008	\$168,002	\$143,020	\$35,755	\$46,000	\$0	\$220,000	\$55,000	\$140,000	\$20,000	\$2,039,408

Contributor by Funding Source										
	Local	State	Federal	TOTAL						
Local				\$168,002	\$17,877			\$27,500	\$4,000	\$217,379
State		\$107,925			\$17,877			\$27,500		\$153,302
Federal	\$431,699	\$672,008	\$143,020	\$46,000	\$220,000	\$140,000	\$16,000	\$20,000		\$1,668,727
TOTAL	\$431,699	\$107,925	\$672,008	\$168,002	\$35,755	\$0	\$46,000	\$55,000	\$20,000	\$2,039,408

SS=State Share, LS= Local Share, SLS=State and Local Share
 *The total FHWA PL dollars consists of FY 2011 allocation of \$620,008 plus \$52,000 of carryover funds.

Table 2. AGENCY PARTICIPATION
KNOXVILLE REGIONAL TRANSPORTATION PLANNING ORGANIZATION
FISCAL YEAR 2011 TPWP

ADOPTION DATE: July 28, 2010

Task by Agency Participation	MPC Sec 112 (PL)	MPC Sec 5303	Transit Sec 5316/17	MPC Smart Trips	MPC SPR	Scenic Byways	MPC TOTAL	KAT Sec 5307/09	TDOT SPR	TOTAL
I. Metropolitan Planning										
I.A. Administration	\$112,500						\$112,500		\$23,319	\$135,819
I.B. Data Collection and Monitoring (Surveillance)	\$50,000						\$50,000		\$47,495	\$97,495
I.C. Public Participation & Agency Coordination	\$37,500						\$37,500			\$37,500
I.D. Long Range Planning	\$112,500						\$112,500		\$70,060	\$182,560
I.E. Intermodal Planning	\$112,500						\$112,500			\$112,500
I.F. Transportation Management Planning	\$81,250			\$140,000			\$221,250			\$221,250
I.G. Air Quality	\$37,500						\$37,500			\$37,500
I.H. Transportation Program/Financial Plng	\$75,000						\$75,000			\$75,000
II. Special Projects	\$100,000						\$100,000			\$100,000
III. Transit		\$175,775	\$46,000				\$221,775	\$275,000		\$496,774
IV. Regional Transportation Planning					\$100,000		\$100,000			\$100,000
V. Urban Regional Transit Corridor Study					\$250,000		\$250,000			\$250,000
VI. Direct Charges	\$71,250	\$3,000			\$48,750	\$20,000	\$143,000			\$143,000
VII. Contingency	\$50,010						\$50,010			\$50,010
TOTAL	\$840,010	\$178,775	\$46,000	\$140,000	\$398,750	\$20,000	\$1,623,535	\$275,000	\$140,874	\$2,039,408

Contributor by Funding Source

Local	\$168,002	\$17,877				\$4,000	\$189,879	\$27,500		\$217,379
State		\$17,877			\$79,750		\$97,627	\$27,500	\$28,175	\$153,302
Federal	\$672,008	\$143,020	\$46,000	\$140,000	\$319,000	\$16,000	\$1,336,028	\$220,000	\$112,699	\$1,668,727
TOTAL	\$840,010	\$178,775	\$46,000	\$140,000	\$398,750	\$20,000	\$1,623,535	\$275,000	\$140,874	\$2,039,408

Table 3. FUNDING SOURCES by TASK
KNOXVILLE REGIONAL TRANSPORTATION PLANNING ORGANIZATION
FISCAL YEAR 2012 TPWP

Task by Funding Source	ADOPTION DATE: August 24, 2011						FISCAL YEAR 2012 TPWP						TOTAL
	Federal Highway Administration			Federal Transit Administration			Federal Highway Administration			Federal Transit Administration			
	SPR	SS	Sec 112 PL	LS	Sec 5303	SLS	Sec 5316/17	SLS	Sec 5307/09	SLS	Smart Trips		
I. Metropolitan Planning													
I.A. Administration	\$18,935	\$4,734	\$102,000	\$25,500									\$151,169
I.B. Data Collection and Monitoring (Surveillance)	\$38,566	\$9,641	\$60,000	\$15,000									\$123,207
I.C. Public Participation & Agency Coordination			\$50,000	\$12,500									\$62,500
I.D. Long Range Planning	\$56,889	\$14,222	\$120,000	\$30,000									\$221,111
I.E. Intermodal Planning			\$138,000	\$34,500									\$172,500
I.F. Transportation Management Planning			\$65,000	\$16,250							\$140,000		\$221,250
I.G. Air Quality			\$50,000	\$12,500									\$62,500
I.H. Transportation Program/Financial Png			\$70,000	\$17,500									\$87,500
II. Special Projects			\$90,000	\$22,500									\$112,500
III. Transit					\$142,000	\$35,500	\$42,000	\$530,000	\$132,500				\$882,000
IV. Regional Transportation Planning	\$100,000	\$25,000											\$125,000
V. Urban/Regional Transit Corridor Study	\$144,000	\$36,000											\$180,000
VI. Direct Charges	\$82,500	\$20,625	\$132,000	\$33,000	\$8,000	\$2,000							\$278,125
VII. Contingency			\$100,000	\$25,000									\$125,000
TOTAL	\$440,890	\$110,222	\$977,000	\$244,250	\$150,000	\$37,500	\$42,000	\$530,000	\$132,500	\$0	\$140,000	\$0	\$2,804,362

Contributor by Funding Source													
Local				\$244,250		\$18,750					\$66,250		\$329,250
State		\$110,222				\$18,750					\$66,250		\$195,222
Federal	\$440,890		\$977,000		\$150,000	\$42,000	\$530,000		\$140,000				\$2,279,890
TOTAL	\$440,890	\$110,222	\$977,000	\$244,250	\$150,000	\$37,500	\$42,000	\$530,000	\$132,500	\$0	\$140,000	\$0	\$2,804,362

SS=State Share, LS= Local Share, SLS=State and Local Share
 *The total FHWA PL dollars consists of FY 2011 allocation of \$620,008 plus \$356,992 of carryover funds.

**Table 4. AGENCY PARTICIPATION
KNOXVILLE REGIONAL TRANSPORTATION PLANNING ORGANIZATION
FISCAL YEAR 2012 TPWP**

ADOPTION DATE: July 27, 2011

Task by Agency Participation	MPC Sec 112 (PL)	MPC Sec 5303	Transit Sec 5316/17	MPC Smart Trips	MPC SPR	Scenic Byways	MPC TOTAL	KAT Sec 5307/09	TDOT SPR	TOTAL
I. Metropolitan Planning										
I.A. Administration	\$127,500						\$127,500		\$23,669	\$151,169
I.B. Data Collection and Monitoring (Surveillance)	\$75,000						\$75,000		\$48,207	\$123,207
I.C. Public Participation & Agency Coordination	\$62,500						\$62,500			\$62,500
I.D. Long Range Planning	\$150,000						\$150,000		\$71,111	\$221,111
I.E. Intermodal Planning	\$172,500						\$172,500			\$172,500
I.F. Transportation Management Planning	\$81,250			\$140,000			\$221,250			\$221,250
I.G. Air Quality	\$62,500						\$62,500			\$62,500
I.H. Transportation Program/Financial Plng	\$87,500						\$87,500			\$87,500
II. Special Projects	\$112,500						\$112,500			\$112,500
III. Transit		\$177,500	\$42,000				\$219,500	\$662,500		\$882,000
IV. Regional Transportation Planning					\$125,000		\$125,000			\$125,000
V. Urban Regional Transit Corridor Study					\$180,000		\$180,000			\$180,000
VI. Direct Charges	\$165,000	\$10,000			\$103,125		\$278,125			\$278,125
VII. Contingency	\$125,000						\$125,000			\$125,000
TOTAL	\$1,221,250	\$187,500	\$42,000	\$140,000	\$408,125	\$0	\$1,998,875	\$662,500	\$142,987	\$2,804,362

Contributor by Funding Source

Local	\$244,250	\$18,750				\$0	\$263,000	\$66,250		\$329,250
State		\$18,750			\$81,625		\$100,375	\$66,250	\$28,597	\$195,222
Federal	\$977,000	\$150,000	\$42,000	\$140,000	\$326,500	\$0	\$1,635,500	\$530,000	\$114,390	\$2,279,890
TOTAL	\$1,221,250	\$187,500	\$42,000	\$140,000	\$408,125	\$0	\$1,998,875	\$662,500	\$142,987	\$2,804,362

APPENDIX B

Transportation Planning Report Requests And Interchange Modification Study Requests To be funded by TDOT (Unless noted)

Transportation Planning Report for U.S. Hwy. 11 beginning at the intersection of Hwy. 11 and Hwy. 70 (S.R. 1) and ending just east of Hwy. 321 (Broadway) in Loudon County and Lenoir City.

APPENDIX C

Commonly Used Acronyms Glossary

ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic
ARRA	American Recovery and Reinvestment Act of 2009
AVL	Automatic Vehicle Location
BEA	Bureau of Economic Analysis
BLOS	Bicycle Level of Service
BRR	Bridge Replacement and Rehabilitation funds
BRT	Bus Rapid Transit
CAA	Clean Air Act
CAAA	Clean Air Act Amendment of 1990
CAC	Knox County Community Action Committee Transit
CBD	Central Business District
CDR	Conformity Determination Report
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CMS	Congestion Management System
CSD	Context Sensitive Design
CST	Construction
CSX	CSX Transportation, Inc.
DMS	Dynamic Message Signs
DOT	Department of Transportation
ENH	Enhancement Activity funds
EPA	Environmental Protection Agency
ETDD	East Tennessee Development District
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FFP	Financially Feasible Plan
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GHG	Greenhouse Gases
GHSO	Governor's Highway Safety Office
GIS	Geographical Information Systems
HOV	High Occupancy Vehicle
HPP	High-Priority Project
ICC	Interagency Air Quality Consultation Committee
IM	Interstate Maintenance funds
ITS	Intelligent Transportation System
JARC	Job Access Reverse Commute
KAT	Knoxville Area Transit
LEED	Leadership in Energy and Environmental Design
LOS	Level of Service
LRT	Light Rail Transit
LRMP	Long Range Mobility Plan
MPC	Knoxville-Knox County Metropolitan Planning Commission
MPO	Metropolitan Planning Organization

MSA	Metropolitan Statistical Area
MVEB	Motor Vehicle Emission Budgets
NAAQS	National Ambient Air Quality Standard
NEPA	National Environmental Policy Act
NHS	National Highway System
NO _x	Nitrogen Oxides
NPS	National Park Service
NS	Norfolk Southern Corporation
O&M	Operating and Maintenance
PE	Preliminary Engineering
PLOS	Pedestrian Level of Service
PM2.5	Fine Particulate Matter (2.5 microns)
ppm	parts per million
ROW	Right of Way
RPO	Rural Planning Organization
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users
ETHRA	East Tennessee Human Resources Agency
SHSP	Strategic Highway Safety Plan
SIA	State Industrial Access Program
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
SR	State Route
SRTS	Safe Routes to School
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAZ	Traffic Analysis Zone
TCC	Technical Coordinating Committee
TCM	Transportation Control Measures
TDEC	Tennessee Department of Environment and Conservation
TDH	Tennessee Department of Health
TDM	Travel Demand Management
TDOS	Tennessee Department of Safety
TDOT	Tennessee Department of Transportation
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TMC	Traffic Management Center
TNSHPO	Tennessee State Historic Preservation Office
TPO	Transportation Planning Organization
TPR	Transportation Planning Report
TPWP	Transportation Planning Work Program
TRB	Transportation Research Board
TSM	Transportation System Management
TVA	Tennessee Valley Authority
TWRA	Tennessee Wildlife Resources Agency
UPWP	Unified Planning Work Program
USGS	United States Geological Survey
UTK	University of Tennessee at Knoxville
UZA	Urbanized Area (as defined by the census)
V/C	Volume to Capacity

VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds

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