

TPO Technical Committee Workshop
10:00 a.m., June 13, 2006
Maryville City Hall
Multi-Purpose Room
Maryville, TN

The Knoxville Regional Transportation Planning Organization (TPO) Technical Committee met on June 13 at 10:00 a.m. in the Multi-Purpose Room of the Maryville City Hall in Maryville. Scott Poland, Chair, presided and called the meeting to order. A quorum was determined. The Committee was introduced.

*Drew Barrie Daruka	Tennessee Dept. of Transportation - Office of Public Transportation
*Rich DesGroseilliers	Lakeway Area Metropolitan Transportation Planning Organization
*Mark Donaldson	Knoxville/Knox County Metropolitan Planning Commission
*Chris Hamby	City of Alcoa
*Angie Midgett	Tennessee Dept. of Transportation
*Steve King	City of Knoxville Engineering
*John Lamb	Blount County
*Jennifer Lehto	East Tennessee Development District for Terry Bobrowski
*Karen Estes	Knox County Community Action Committee
*Ted Newsom	Knoxville Commuter Pool
*Scott Poland	City of Maryville
*Blake Sartin	Metro Knoxville Airport Authority for Bryan White
*Gary Palmer	Town of Farragut
*Melissa Trevathan	Knoxville Area Transit
Jeff Welch	Transportation Planning Organization Director
Jill Wolverton	Transportation Planning Organization Staff
Mike Conger	Transportation Planning Organization Staff
John Fairstein	Citizens Against the Beltway Orange Location
Fred Frank	Transportation Planning Organization Staff
Mark Geldmeier	City of Knoxville Engineering
Katie Habgood	Transportation Planning Organization Staff
James Norris	Transportation Planning Organization Staff
Cindy Pionke	Knox County Engineering
Kelley Segars	Transportation Planning Organization Staff
Shannon Tolliver	Transportation Planning Organization Staff
Ellen Zavisca	Transportation Planning Organization Staff
Bill Cole	City of Knoxville
Ernie Pierce	City of Knoxville
Brian Boone	City of Maryville Engineering
Nicole Belanger	City of Maryville Engineering
Wayne Davis	University of Tennessee
Jonathan Overly	East Tennessee Clean Fuels Coalition

*voting members

1. Travel Demand Modeling

Presenter: Mike Conger, TPO Staff

Item Summary: A peer exchange with travel model practitioners was held in August 2005 in order to identify and prioritize areas of improvement for the Knoxville Regional Travel Demand Forecasting Model. The goal of the model improvements is to provide the TPO staff with an up-to-date and effective tool for use in preparation of the next update to the Regional Long Range Transportation Plan (LRTP), which is due by June 2009.

Background: Attachment #1.

This item is for discussion. Mike Conger stated the TPO is forming new travel demand modeling goals and needs help from the Technical Committee through the new modeling process. The current model covers almost all of a nine-county area and is not accurate in the outlying rural areas. The first goal of the new modeling process is to improve the accuracy. The second goal is to address the lack of precision in the current model. The third goal is the highest priority and focuses on capturing trips made by modes other than vehicles. This would include trips made by bus or other public transit, trips made by pedestrians and trips made by bicyclists. Jeff Welch asked if the TPO can apply what other communities have done in regards to modeling. Mike stated that the Federal Transit Authority (FTA) frowns on transferring factors and scenarios from one community to another. Cindy Pionke asked how much of the model cost is attributable to the cost of data. Mike stated that it depends on how many different scenarios one is modeling, but the cost of the data is about half the cost of the entire model. The fourth goal of the new modeling process is to incorporate mode choice in Urban Land Allocation modeling. This will allow GIS access through county-level data, "what-if" scenarios, testing of other development patterns. Mike discussed Nashville's modeling experience as an example; modeling different land-use scenarios without factoring in mode choice was not successful and did not allow analysis of a compact development or traditional neighborhood design scenario. Jeff Welch stated that due to the increases to the TPO fund balance from SAFETEA-LU, the TPO is in a good position to enhance its modeling capabilities. He also stated that the TPO will critically need GIS land-use data in all counties, and while staff is working on it, assistance is needed from all jurisdictions and the state planning office.

2. Summary of Congestion Mitigation and Air Quality (CMAQ) Applications Received

Presenter: Shannon Tolliver, TPO Staff

Item Summary: This item is for discussion. Knoxville TPO FY 2006 CMAQ applications. **Attachment #2a.**

Background: The FY 2006 CMAQ call for projects was released on March 16, 2005 and applications were due to the TPO by April 25, 2005. The TPO received 24 CMAQ applications totaling \$6.2 million. Our current CMAQ balance is \$2.5 million. Two initial funding scenarios are being presented (**Attachments #2b and #2c**) based on project rankings completed by the TPO staff according to the evaluation criteria. **Attachment #2d.**

This item is for discussion. Shannon Tolliver explained the two different project funding scenarios that TPO staff created to prompt discussion. The first scenario relied strictly on the criteria-based ranking; the top ranking four new projects would deplete the CMAQ funds resulting in 332 ozone debits. The second scenario still relied on ranking but also accounted for past awards, duplication of services, premature projects and cost of project compared to the amount of ozone debits. The second scenario spreads the funding over 18 new projects resulting in 443 ozone debits.

Jonathon Overly asked if the ozone debits and ozone cost effectiveness exactly what was submitted or did staff edit them at all. Shannon and Mike responded that the applicants generally give inputs and Mike completed the calculations, although a few, such as ETCFC and Dr. Wayne Davis with the University of Tennessee, were taken as is. John Lamb asked if the IdleAire ozone debits and ozone cost effectiveness numbers the results from research and evaluation conducted by IdleAire. Mike stated that IdleAire used an accepted methodology for calculating the diesel emission reduction. While IdleAire estimates a 40 percent usage of facilities, actual use is 20 percent and that is the number TPO staff used to calculate total emissions reductions. The recommendation not to fund IdleAire this year with CMAQ funds is more of a philosophical decision. While it has good emissions reductions, it is a private, for-profit company that has received almost \$3 million in CMAQ funds since 2003. Dr. Davis said that studies showed an 80 percent improvement in in-cab air pollution. He also stated that the utilization of IdleAire facilities is relatively low because there is not a state, federal or local regulations against idling. John Lamb agreed with staff's recommendation to not select IdleAire for funding this year. He stated that IdleAire is a private enterprise and should be making money; if it is not, then why is the TPO paying for it? Additionally, he stated that that is a lot of money to invest to only get 20 percent usage. Mark Donaldson stated that he thought there was very clear rationale behind the second funding scenario. Melissa Trevathan stated that she liked that the second funding scenario allowed for more projects to be funded, especially the Farragut Park 'n' Ride lot. Ted Newsom also stated that he liked the second funding scenario.

Dr. Davis spoke about his support for all efforts to improve air quality. He supports the University of Tennessee's hydrogen proposal, which was not selected for funding in the second funding scenario, but he understands if the full amount of funding is not available. He stated that the hydrogen project has what seem like low return on the front end, but this technology will take off in the next five to ten years. The University has many partners and is continuing to seek funding. It was never the intention for the TPO to fund the entire \$1.2 million project; instead Dr.

Davis proposed that it be split between the TPO and TDOT. He said the actual funds applied for a first-year effort through the TPO should have been \$300,000.

Ted Newsom asked what happens to the projects that were not recommended for funding. Jeff Welch stated that the projects that were not selected for funding through the TPO can apply to TDOT for PM2.5 and CMAQ funding. TDOT has retained some funds, but they have not developed guidelines yet.

3. Other Business

Executive Board Meeting, June 19 at 10:00 a.m. in the Small Assembly Room of the City/County Building. TDOT Commissioner Gerald Nicely will discuss recommendations for the Knoxville Regional Parkway.

4. Public Comment

There was no more public comment.

5. Adjournment

There being no further business, the meeting was adjourned.