

# Attachment #1

**TPO Technical Committee  
September 8, 2009  
9 a.m.  
Small Assembly Room  
City/County Building  
Knoxville, Tennessee**

The Knoxville Regional Transportation Planning Organization (TPO) Technical Committee met on September 8 at 9 a.m. in the Small Assembly Room of the City County Building in Knoxville. John Lamb, Chair, presided and called the meeting to order.

*Kathryn Baldwin	Anderson County
*Brian Boone	City of Maryville
*Mark Donaldson	Knoxville/Knox County MPC
*Karen Estes	Knox County Community Action Committee
*Leslie Johnson	Lenoir City
*Steve King	City of Knoxville
*John Lamb	Blount County
*Jennifer Lehto	East Tennessee Development District
*Cindy McGinnis	Knoxville Area Transit
*Angie Midgett	Tennessee Department of Transportation
*Russ Newman	Loudon County
*Ted Newsom	Knoxville Commuter Pool
*Blake Sartin	Metro Knoxville Airport Authority
*Darryl Smith	Town of Farragut
*Andrew Sonner	City of Alcoa
*Bruce Wuethrich	Knox County Engineering
Jeff Welch	Transportation Planning Organization Director
Nathan Benditz	Transportation Planning Organization Staff
Vince Bernardin	Bernardin, Lochmueller & Associates
Brian Berry	MPC Staff
Amy Brooks	Transportation Planning Organization Staff
Doug Burton	Transportation Planning Organization Staff
Mike Conger	Transportation Planning Organization Staff
David Craig	Ross/Fowler
Katie Habgood	Transportation Planning Organization Staff
Cindy Pionke	Knox County Engineering
Kelley Segars	Transportation Planning Organization Staff
Anne Wallace	City of Knoxville
Ellen Zavisca	Transportation Planning Organization Staff

\*voting members

## **Determination of Quorum**

### **1. Approval of August 11, 2009, Minutes**

**Presenter:** John Lamb, Chair

**Item Summary:** Approval of August 11, 2009, TPO Technical Committee minutes.

**Attachment #1 — August 11, 2009, minutes.**

**A motion was made by Bruce Wuethrich and seconded by Blake Sartin to approve the August 11 minutes. The motion carried unanimously.**

### **2. Recommend Approval of Amendments to the Transportation Improvement Program (TIP)**

**Presenter:** TPO Staff

**Item Summary:**

- a. Add TIP Project #2008-147 (Knoxville South Waterfront Riverwalk: Shoals Promenade) with \$534,461 in Federal Transportation Enhancement dollars and \$133,615 in a local match. Attachment #2 — press release.**
- b. Amend TIP Project #2008-021 (I-275 Business Park) with a new project description of “Access improvements to the I-275 Business Park in Knoxville.” Also amend funding: FY2010 PE-NEPA (\$400,000 Federal/\$100,000 local), PE-Design (\$350,000 Federal/\$87,500 local); FY2011 ROW, Construction (\$3,749,500 Federal/\$937,375 local). The total project cost is \$4,499,500 Federal/\$1,124,875 local, and the Federal share is funded through HPP#4948 (TN220).**

**A motion was made by Darryl Smith and seconded by Kathryn Baldwin to recommend the TIP amendments for approval to the Executive Board. The motion carried unanimously.**

### **3. Recommendation of Projects to be Funded with Congestion Mitigation and Air Quality Funds**

**Presenter:** TPO Staff

**Item Summary:** Staff has evaluated and ranked the applications that were received for possible CMAQ funding. Staff estimates the CMAQ funds available are in the range of \$2.5 to \$2.8 million. A more accurate number will be provided at the meeting.

**Attachment #3 — CMAQ DRAFT funding recommendation.**

Jeff Welch recommended postponing action on this item until the October meeting, because of the pending federal rescission of funding that may affect how much CMAQ funding is available. John Lamb asked whether there were any objections and, noting that there were none, postponed the item until the October meeting.

### **4. Functional Classification System Update**

**Presenter:** TPO Staff

**Item Summary:** The TPO staff reviewed the list of proposed roadway functional classification changes with TDOT, and the finalized list will need to be recommended for approval by the Executive Board.

**Attachment #4 — Draft Resolution Adopting List of Roadway Functional Classification Changes in Knoxville Urban Area.**

Mike Conger noted that state functional classification determines whether a road or street is eligible for federal funding. It has to be classified a collector or above for a project to receive federal funding. He said that the list of changes to state classifications had been reviewed by TDOT headquarters and they were prepared to accept the changes once they were formally adopted by the TPO Executive Board. John Lamb asked how hard it is to change the list once it's been approved by TDOT. Mike responded that any changes need to be approved by the TPO Executive Board and TDOT, but that changes can be made in a piecemeal fashion.

**A motion was made by Bruce Wuethrich and seconded by Andrew Sonner to recommend the list of Roadway Functional Classification changes for approval to the Executive Board. The motion carried unanimously.**

## **5. Review of TPO Priority Project list to be submitted to TDOT**

**Presenter:** TPO Staff

Annually the TPO sponsors a meeting with our state legislators and TDOT administration to discuss our major transportation issues. Staff will plan for such an event if the TPO Technical Committee and Board feel that the event is beneficial.

**Background: Attachment #5a and #5b** reflect what was approved by the TPO last year and submitted to TDOT.

Jeff Welch asked Technical Committee members to review last year's project list to see whether there are any that need to be removed or changed before the list is presented to state legislators. The list will be on agenda at the October meeting for recommendation to the Executive Board. Some projects will be removed because they are under way or nearly there.

## **6. RTA Legislation**

**Presenter:** TPO Staff

**Item Summary:** The state legislature passed and the governor signed into law legislation related to the creation of regional transportation authorities. A summary of the legislation is attached.

**Attachment #6.**

Jeff Welch said that the RTA legislation signed in June creates an opportunity for the region to engage in regional fund-raising and planning for public transportation. It allows regions with population greater than 200,000 to create an RTA. Each local government would have to vote to opt in. The possibility of creating an RTA will be a factor in the TPO's upcoming regional transportation alternatives study. Cindy McGinnis said that the legislation creates a good opportunity for transit in the region.

## **7. Update on Federal Rescission of \$190 million from TDOT and MPOs**

**Presenter:** TPO Staff

**Item Summary:** On September 30, 2009, by law, the Federal Highway Administration (FHWA) will reduce the federal contract authority the states use to build multi-year projects by \$8.7 billion. If this law is not repealed when Congress returns in September, Tennessee will lose approximately \$190 million. This cut will include all highway programs including urban area STP funds.

Jeff Welch noted that at the last Technical Committee meeting, we reviewed a spreadsheet on the potential impact of rescission in Tennessee, specifically which programs could lose funding. Since then, TDOT has looked at what funds have already been spent down and therefore cannot be rescinded. Since \$190 million would still have to be rescinded, unless Congress repeals the rescission, TDOT is looking at what programs have money left. They include Transportation Enhancements, STP, CMAQ, and metro planning funds. During the last rescission, STP money was protected, but it's not this time. Angie Midgett noted that the potential rescission of metro planning money would be a very significant proportion of that pot of funding. Jeff Welch said that the TPO has a \$600,000 metro planning funding balance, money that's typically used for studies. He said that this potential rescission further demonstrates that we have to get projects obligated more quickly, especially STP projects, so that we don't risk losing funding. He handed out information on where rescission is in Congress. The current federal transportation bill, SAFETEA-LU, expires Sept. 30 and will have to be extended. The Senate may look to repeal the funding rescission as part of an extension. The TPO sent letters to the region's congressional delegation asking them to support repealing the rescission. Don Walker from Congressman Duncan's office said that the House may not take up rescission repeal with the SAFETEA-LU extension. The rescission issue may have to be sorted out in negotiations between the House and Senate over extension of SAFETEA-LU. TDOT will have a conference call with the MPOs on rescission within the next few weeks. Andrew Sonner asked whether there was an exemption for high priority projects from rescission. Angie Midgett responded that rescission will likely not affect those projects. Andrew asked for a definition of obligation of funding. Jeff responded that when FHWA tells TDOT to go ahead and spend money for a given phase of a project, the funds for that phase are obligated. He noted that if funds can be obligated yet this month, they won't be subject to rescission. Darryl asked an additional question about obligation, and Jeff reiterated that obligation occurs phase by phase. When right-of-way funds are obligated it does not mean that construction funds are obligated. Cindy McGinnis noted that KAT has 20 buses at eligible replacement age and that funds could be spent quickly on those.

## **8. Overview of Travel Demand Model**

**Presenter:** TPO Staff and Consultant

**Item Summary:** A consultant has completed a major update of the TPO's travel demand forecasting model, which is used to help determine future transportation system performance and deficiencies. An overview of the new model features and details regarding increased sensitivity to transportation policies will be provided.

Mike Conger said that this new model represents the third generation of the TPO's travel demand models that have been developed by the consulting firm of Bernardin, Lochmueller & Associates. The new model is based on updated travel survey data collection, which was expanded to more rural areas. Mike noted that the updated model should offer improvements due to a new approach to travel demand forecasting. The traditional travel demand model, the four-step model, has serious limitations. It is not sensitive to changes in policy or in the built environment. The new model is moving toward activity-based modeling. More detailed information on the model will be presented this afternoon and tomorrow at the UT Conference Center.

Vince Bernardin, from Bernardin, Lochmueller & Associates, made a presentation on the new model. The presentation included:

- Background on past models and model development and data collection;
- Ways in which the new model tries to overcome the limitations of the traditional travel demand model and the TPO's previous models;
- A description of activity-based models and their benefits & limitations;
- A description of the model developed for us, which is a less costly and simpler hybrid model, guarantees physically possible trips, is sensitive to costs and urban design, models transit, bike and pedestrian travel, represents travel of special populations, is more accurate, can predict shifts in timing of travel, and improves the freight model;
- A description of the need for future improvements to the model, including boosting transit, bike and pedestrian capability, improving freight modeling, doing surveys of visitors and UT students, better calibrating toll modeling, and getting to dynamic rather than static assignment of trips.

## **9. Other Business**

- **TDOT public meeting regarding a study to identify improvements for the 160-mile I-75 corridor between Chattanooga and Jellico on September 14, from 6 to 8 p.m., at Farragut High School**
- **Technical Committee Meeting, October 13 at 9 a.m. in the Small Assembly Room of the City County Building**
- **Executive Board Meeting, October 28 at 9 a.m. in the Small Assembly Room of the City County Building**

Jeff Welch returned to the rescission discussion, asking that if anyone has problems with getting projects obligated, bring them to his or other staff attention and they can be discussed at the statewide MPO conference in October. He said that someone from TDOT programming could be asked to speak at the November Technical Committee about how projects move through the process. Angie Midgett said that was a good idea. Kathryn Baldwin asked about the congressional delegation's response to the letters asking them to support repealing rescission. Jeff said that Don Walker said Congressman Duncan is supportive of repealing rescission. Others have only acknowledged receipt of the letter.

## **10. Public Comment**

There was no other public comment.

## **11. Adjournment**

There being no further business, the meeting was adjourned.