



**Memphis Urban Area Metropolitan Planning Organization (MPO)  
Freight Advisory Committee (FAC)**

**Tuesday, February 28, 2017 10:00 AM**  
3175 Lenox Park Boulevard, Suite 201  
Memphis, Tennessee 38115

**SUMMARY OF MINUTES**

Committee Chairman Mayor Rhea “Skip” Taylor called the meeting to order at 10:00AM. In addition to Mayor Taylor, the following members were present at the meeting:

Aayush Thakur	TDOT
Nicole Seymour	TDOT
Michael Garriga	BNSF
Randy Richardson	Port of Memphis
Reid Dulbergh	EDGE
Stephen Edwards	City of Memphis
Bonnie Hopkins	DeSoto County
Kelly Rayne	Greater Memphis Chamber
Trung Trinh	MDOT
Lindsey Killebrew	MDOT
Darren Sanders	Shelby County
Tom Word	MLGW

Interested Individuals present:

Lee Hutchins	AECOM
Max Baker	AECOM
Antoine Hawkins	City of Memphis, Comprehensive Planning
Melanie Batke	City of Memphis, Comprehensive Planning
James Collins	Kimley-Horn

MPO Staff members present:

Pragati Srivastava      Sajid Hossain      Parker Sherwood      Alvan-Bidal Sanchez

A quorum was present.

1) **Welcome and Introduction**

The members of the committee and audience introduced themselves.

2) **Election of the Vice Chair**

The Chairman of the Committee, Mayor Taylor, introduced the action item of electing the Vice-Chair. A motion to elect Michael Garriga as the Vice-Chair of the Freight Advisory Committee was made by Mr. Reid Dulbergh, and was seconded by Mr. Randy Richardson. The motion carried without dissent.

3) **Regional Freight Plan Update**

Mr. Lee Hutchins of AECOM gave a presentation updating the committee of the status of the Regional Freight Plan. He discussed that a draft report is on track to be completed near the end of April, and that +/- 5 zone visits still had to be completed. The Freight Survey, which had been open for roughly a month, had been closed last weekend. The survey consisted of a Public Online Survey and “Man on the Street” surveys. The Public Online Survey was carried in the *Commercial Appeal* in a 1:18 video clip. There were around 400 survey responses in the month the Public Online Survey was live. The “Man on the Street” surveys of the Trucking Industry were completed across three locations in the Memphis MPO area. There were nearly 300 respondents in the “Man on the Street” surveys.

Mr. Hutchins discussed the importance of connections to other megaregions. The committee also received an update on the Mallory Freight Zone and the River 55 Freight Area. Information collected included zone employment data, by age, salary, and educational attainment. Mr. Hutchins provided a brief comparative analysis of the Mallory Freight Zone to other identified Freight Areas, showing how the available square footage, number of jobs, and industry location quotients compared. Specific to the Mallory Zone, analyses on travel time at peak hours, crash densities, and truck volumes were brought up as well.

Finally, Mr. Hutchins provided the Final Report Outline for a 14 chapter report and discussed next steps. These included consolidating the assessment of transportation access, railway & roadway networks, inland waterways and transshipment, examining the agriculture and transport sectors, I-269 characteristics, public sector strategies, and regional characteristics from the industrial zone clusters.

Mayor Taylor mentioned that the “Bachelor’s Degree or advanced degree” slice was lower than expected for the population at large, and wondered if it was indicative of a need in the service or a summary of what’s there now. Mr. Hutchins responded that the data shows what is there now, based on labor statistics from the State. He noted that how this data compared to other data, and how it could be reconciled, was a good point for discussion. Mr. Hutchins also described the needs the industry could be facing, and how that gap could be filled.

Mr. Randy Richardson noted that in the time models there was decent traffic flow to the south and west, but a blockage towards to the east. Would the data be updated to reflect completion of construction. Mr. Hutchins noted that the data was based on the travel demand model, not

construction taking place. The data is also based on the movement out of the one zone, not a regional picture of what overall congestion and delays will be. He noted that updated and more recent data might be available to use for the analysis.

Mr. Aayush Thakur, of TDOT, noted their experience showed the availability of drivers was a major concern for the Trucking Industry. Would the survey responses be a reflection of the Memphis region specifically as opposed to the larger trucking industry. Mr. Hutchins responded that the data was regionally specific; however it was also focused on truckers themselves versus company perspectives, so the results might not reflect company or industry concerns.

Mr. Thakur followed up stating that TDOT is attempting to do research on parking availability through two research projects. He offered to share the preliminary data with Mr. Hutchins and also asked if Mr. Hutchins could share the raw survey data with TDOT to help create a more robust truck data set.

**4) Discussion on the Critical Urban Freight Corridors – TN and MS**

Ms. Pragati Srivastava mentioned that the MPO has been working with both MDOT and TDOT to identify corridors known to the FHWA as “critical urban freight corridors.” Mr. Sajid Hossain stated that the handout describes preliminary identification in Tennessee and Mississippi of urban freight corridors. He also noted that TDOT was updating their Freight Plan, so the MPO was working with Mr. Thakur.

Mr. Trung Trinh, of MDOT, noted that they were beginning the process of updating their Freight Plan as well, and would be incorporating these designations into their plan.

It was noted that the mileage amount given to each MPO to designate as urban freight corridors is stable, but the location of the miles designated as a freight corridor can be shifted as a need arises.

Mr. Stephen Edwards asked what the impact of designating a roadway as a “critical urban freight corridor” was. Mr. Thakur responded that it would allow specific funding to be used on those stretches of roadway. Mr. Trinh also noted that ideally a stretch of highway that isn’t eligible for other funding would be designated as a critical freight corridor.

Mr. Edwards also asked how the roadways were designated as the “Primary Highway Freight System” and a “Critical Urban Freight Corridor” since you would ideally want to identify roadways that need funding now as opposed to roadways that are under-capacity. Ms. Srivastava responded the FHWA designated roadways as the PHFS, while Mr. Thakur responded that MPOs take the lead in designating critical urban freight corridors.

Ms. Srivastava noted that the draft roadways were designated as critical freight corridors using FHWA guidelines; however, if the Committee felt certain roadways over others should be designated, the mileage could be shifted.

Ms. Srivastava asked both MDOT and TDOT where a project needed to be identified so it was eligible to use this new funding source. Would the project only need to be identified as a critical freight corridor or does it also need to be identified in the State Freight plan. Mr. Trinh, of MDOT, stated it will need to be in the Investment Plan, and in the updated Freight Plan. Mr. Thakur, of TDOT, stated it will need to be identified as a critical freight corridor and need to be in the State Freight Plan.

5) **Other Business**

Mr. Aayush Thakur stated that TDOT was restarting their State-wide FACs. There will be three meetings in March with a regional focus. March 7<sup>th</sup> will be in Nashville for 'Middle Tennessee.' March 14<sup>th</sup> will be at the University of Memphis for 'West Tennessee.' The Governor's proposed tax plan will be discussed and there will be a Q&A with the Commissioner.

6) **Adjourn**

Meeting was adjourned at 11:25 am.

***NOTE: The meeting minutes are a summary of the meeting. If you would like to review the tape recording of the entire meeting you may so do by scheduling an appointment with Alvan-Bidal Sanchez at (901) 576-7156.***