



**Memphis Urban Area Metropolitan Planning Organization (MPO)
Planning and Land Use Advisory Committee (PLAC)**

Wednesday, August 2, 2017 1:30PM
3175 Lenox Park Boulevard, Suite 201
Memphis, Tennessee 38115

SUMMARY OF MINUTES

Committee Vice Chairman Bennie Hopkins called the meeting to order at 1:35PM. In addition to Mr. Bennie Hopkins, the following members were present at the meeting:

Calvin Abram	<i>TDOT, Office of Community Transportation</i>
Antoine Hawkins	<i>TDOT, Office of Community Transportation</i>
Jim Vazquez	<i>Shelby County</i>
Jessica Dilley	<i>MDOT</i>
Trung Tring	<i>MDOT</i>
John Lancaster	<i>MATA</i>
Sheila Pounder	<i>City of Germantown</i>
Keith Briley	<i>City of Horn Lake</i>
Tom Skehan	<i>City of Lakeland</i>
Sean Isham	<i>Town of Collierville</i>
Stephen Edwards	<i>City of Memphis</i>

Interested Individuals present:

Lee Hutchins	<i>AECOM</i>
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MPO Staff members present:

Pragati Srivastava	Sajid Hossain	Parker Sherwood	Mavrick Fitzgerald
Jordan Smith	Alvan-Bidal Sanchez	Jennifer Marshall	

A quorum was present.

1) **Welcome and Introduction**

The members of the committee and audience introduced themselves.

2) **Greater Memphis Regional Freight Plan (DRAFT)**

Mr. Lee Hutchins gave a presentation on the Greater Memphis Regional Freight Plan draft report. The report looks at the larger area outside the Memphis MPO boundary, encompassing Arkansas, Mississippi, and Tennessee, since this larger picture affects freight movement within the MPO boundary. The report illustrates that the Greater Memphis Region is recognized as a hub and an integral part of the North American Freight network. This was also borne out in the public outreach and surveys.

While the Freight Plan effort was only a yearlong, the changes seen in the freight industry in that one year emphasize how dynamic freight is. Mr. Hutchins noted that the industrial zones and areas in the Greater Memphis Region are clustered around the Mississippi River, I-55, I-240, and Lamar Avenue. 33 different freight zones were explored, and information on employment, square footage is shown to better understand the differences between the zones, and why they've clustered in areas and they're connected to the larger region and network. The drill down into the individual freight zones was an important part in understanding how freight was moving. Analysis also included traffic flows and interstate accessibility, and this information was connected with information on vacancy rates and workforce characteristics. The legacy of industry also impacts freight today, the report explores how existing infrastructure can be adapted to meet the current industry needs and standards. Mr. Hutchins provided a side-by-side comparison of two freight zones as an example of the information collected for each of the 33 freight zones. This analysis shows the challenges affecting how freight moves, and looking at what recommendations can be made. These zones were combined into 8 freight areas, to gain greater insight into how the system works together.

The report also touches on the multi-modal characteristic of freight in the Greater Memphis Region, rail, road, river, and air. Each mode was explored, looking at how the Greater Memphis Region is connected to other regions and how industry uses the infrastructure and connections in the Region. The introduction of autonomous vehicles, new technology, and multiple mobile sources of data will affect freight movement and the industry. This will also help in developing freight performance measures, and tracking outcomes. Mr. Hutchins noted that the perception of the Greater Memphis Region as a hub is already prevalent amongst stakeholders and the public. With the multi-modal resources available in the Region, this can be built upon and expanded. Finally, the plan will align with future plans in the Region, including the Memphis MPO's Long Range Transportation Plan (LRTP), and factors of livability.

3) **Corridor Management Agreements**

Mr. Calvin Abram and Mr. Antoine Hawkins of TDOT's Office of Community Transportation (OCT) presented on Corridor Management Agreements (CMAs). Both presenters outlined their previous work experience, and Mr. Calvin Abram introduced the Office of Community Transportation to the committee. OCT is a one-stop shop for the community and elected officials for resources and questions to facilitate effective communication. Community outreach is an important part of OCT's

role; they can work with local jurisdictions and keep all parties up to date during a project process. In an effort to strengthen local entities and TDOT, OCT brings to the table their office's expertise and employees and helps bring all parties to the beginning of the planning process.

Mr. Antoine Hawkins introduced CMAs, noting their history is a result of collaboration between TDOT, the Tennessee Department of Environment and Conservation (TDEC), and the Tennessee Department of Economic and Community Development. CMAs bring multiple jurisdictions to the table to discuss land use and transportation issues on corridors. TDOT's goals are to identify constraints with the corridors and facilitate collaboration. Corridor Transition Maps, one tool in CMAs, help with short and long range planning and identify any discrepancies that could occur. These maps also help identify ROW issues, and TDOT can partner with local jurisdictions to create one consistent map that can be used for short range and long range planning.

Q: *Mr. Parker Sherwood asked if the identification of a corridor in a CMA opens up any additional funding opportunities.*

A: *Mr. Calvin Abram noted that the collaboration amongst multiple jurisdictions could make a stronger application and leverage funding.*

Q: *Ms. Sheila Pounder asked if ROW would be identified in areas outside the areas noted in the Corridor Transition Maps.*

A: *Mr. Antoine Hawkins responded that the full length of the corridor, within municipalities and counties, would have ROW identified. Mr. Calvin Abram followed up stating that OCT would work with the jurisdictions to make sure the ROW data was the most up to date, and use local information to confirm or update TDOTs files.*

Q: *Ms. Pragati Srivastava asked how long the 2 studies included in the handout took.*

A: *Mr. Antoine Hawkins stated that the studies took around 1-2 years, and OCT was still in ongoing conversations with the jurisdictions as a result of the findings. Mr. Calvin Abram also noted that there is no set timeline for the project, it depends on the jurisdiction.*

Q: *Mr. Stephen Edwards asked how CMAs and jurisdiction's comprehensive plans would be able to integrate as it relates to corridors that cross multiple jurisdictions.*

A: *Mr. Calvin Abram noted that it is up to the jurisdictions to dictate the response during the project process. OCT's role is to gather information and facilitate collaboration. An example of an end-goal in terms of cross-jurisdictional corridors would be an MOU.*

4) **Other Business**

No other business was discussed.

5) **Adjourn**

Meeting was adjourned at 2:30PM.

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.