• Introduction – Office of Community Transportation (OCT) Region IV
• OCT History, Purpose, and Goals
• Corridor Management Agreements (CMA)
• Corridor Transition Map
• Q & A
Calvin Abram's Biography:

- Gary, Indiana
- B.S. and Masters of Public Administration with Urban Planning concentration, University of Alabama at Birmingham
- FEMA
- Office of Planning & Development, Shelby County/City of Memphis
- Supervisor, Office of Community Transportation, TDOT
Antoine Hawkins’ Biography

• Atlanta, Georgia
• B.A., Morehouse College
• Masters of Urban and Regional Planning, Alabama A&M University
• Georgia Department of Transportation
• City of Memphis – Office of Comprehensive Planning
• Senior Transportation Planner, Office of Community Transportation, TDOT
Purpose of OCT

- History
- Mission:
  - Established in 2013 to coordinate transportation planning and local land use to guide development of a safe and efficient statewide transportation system.
- Actions
  - One Stop Shop
  - Community Outreach
  - Multimodal planning and/or funding (when applicable)
  - Metropolitan Planning Organization’s (MPO’s) and Regional Planning Organizations (RPO’s) and Jackson Regional Office
• Actions (Continued):
  • Partnering with local agencies to determine appropriate land use and infrastructure (or transportation facilities)
  • Strengthening local partner collaboration on transportation decisions
  • Improving communication between TDOT and local partners through planning efforts

Purpose of OCT
• Created by Tennessee’s Transportation, Environment and Conservation, and Economic and Community Development departments
• Provide an avenue for discussion between adjacent municipalities to coordinate transportation and land use decisions along shared state highway corridors
• TDOT can identify constraints on efficiency
• Community can improve safety and economic development

Corridor Management Agreement
• **SR 109**
  - In conjunction with a TDOT widening project, jurisdictions along this corridor were able to discuss and incorporate their respective planning visions into the access management plan.

• **SR 60**
  - There are currently two proposals in the planning stages as a result of the CMA for this corridor, which are signal spacing and queuing projects to better alleviate congestion.

**Corridor Management Agreement Successes**
• CMA Benefits
  • Creates an open line of communication.
  • Strengthens consensus with adjacent jurisdictions on particular cross-sections, existing, or future projects
  • Provides an effective pipeline to disseminate information
  • Creation of corridor specific maps

Corridor Management Agreement Benefits
Corridor Transition Maps
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