



**Memphis Urban Area Metropolitan Planning Organization (MPO)
Congestion Management Process (CMP) Steering Committee**

Tuesday, October 8, 2019 1:30PM

3175 Lenox Park Boulevard

Memphis, TN 38115

SUMMARY OF MINUTES

The following steering committee members were present:

Antoine Hawkins	<i>TDOT</i>
Ashley Owens	<i>TDOT</i>
Bobby Williams	<i>West Memphis MPO</i>
Elizabeth Watkins	<i>FHWA</i>
Sean Santalla	<i>FHWA</i>
Tim Gwaltney	<i>City of Germantown</i>
Trung Trinh	<i>MDOT</i>
Sonja Owens	<i>Shelby Count Dept. of Health</i>
Bennie Hopkins	<i>DeSoto County Planning</i>
Sabya Mishra	<i>University of Memphis</i>
Darren Sanders	<i>Shelby County Engineering</i>

MPO Staff members present:

Pragati Srivastava	Nick Warren	Mavrick Fitzgerald	Jordan Smith
Zylavian Watley			

1. Welcome and Introductions

The meeting began at 1:35 pm as Members of the Steering Committee and MPO Staff introduced themselves.

MPO Staff led the committee members through a polling exercise to gather opinions on the definitions of and solutions for congestion.

2. Congestion Management (CMP) Update, Memphis MPO

Mr. Nick Warren gave a presentation the Memphis MPO's 2020 Congestion Management Process (CMP) update, beginning with background on the requirements for CMPs and reasons for update, expectations for the new CMP based on federal guidance and best practices from peer agencies. The proposed content and work to date was presented according to the Federal Highway Administration's 8-step CMP framework:

- I. **Regional Goals & Objectives:**
- II. **CMP Network**
- III. **Data & Performance Measures**
- IV. **Monitoring System Performance**
- V. **Analyzing Congestion Needs & Problems**
- VI. **Identifying and Assessing Congestion Management Strategies**
- VII. **Implementation of Strategies**
- VIII. **Evaluation of Strategy Effectiveness**

For Step 1, Regional Goals and Objectives, Mr. Warren outlined measurable and realistic goals and objectives based on goals established in the Memphis MPO's 2050 Livability 2050 Regional Transportation Plan (RTP) and national goals established by Congress. Committee members offered clarifying questions and feedback.

Q: *Dr. Sabya Mishra asked if these CMP objectives are specific to the Greater Memphis region?*

A: *These objectives are based on national goals, but created for the Memphis MPO region.*

Q: *Mr. Trung Trinh asked why reducing vehicle miles traveled (VMT) was identified as a goal?*

A: *This goal is directly linked to the objective of reducing Single-Occupancy Vehicle (SOV) trips and promotion of transit, carpool, and other modes to reduce roadway congestion.*

C: *Mr. Sean Santalla suggested incorporating objectives for bicycle and pedestrian activity and closely link objectives to the performance measures the Memphis MPO has proposed including in the CMP plan.*

A: *MPO staff thanked Mr. Santalla for his suggestion and are working to link CMP objectives to its adopted performance measures.*

For Steps 2-4, CMP Network, Data & Performance Measures, and Monitoring System Performance, Mr. Warren presented on the MPO's proposed CMP Network, the performance measures and corresponding datasets that will be used in the CMP, and the MPO's plans to track congestion both systemwide and along select corridors on the CMP network. The MPO also plans to publish an annual CMP Report with key statistics.

Q: *Dr. Mishra asked if the objectives to reduce VMT and SOV trips would be measured at the corridor or system level?*

A: *These objectives will be tracked for the Greater Memphis region as a whole.*

Q: *Ms. Sonja Owens and Ms. Elizabeth Watkins asked whether and how Shelby County's Memphis Area Rideshare program would be considered in the MPO's system reports?*

A: *The CMP Annual Report will include data on van trips taken via Memphis Area Rideshare and SOV trips saved, among other statistics.*

Q: *Dr. Mishra mentioned that University of Memphis has been working on a work zone management study for TDOT with the MPO's support, with plans to host a workshop on the topic in Memphis in early 2020.*

A: *MPO Staff thanked Dr. Mishra for his work and agreed on the importance of work zone management in managing congestion.*

Q: *Mr. Darren Sanders emphasized the importance of emerging Intelligent Transportation Systems (ITS) technology and new data sources to congestion management efforts. Mr. Santalla concurred, and suggested that the MPO consider tracking the deployment of Bluetooth and DSRC devices as a performance measure.*

A: *The MPO will consider ITS in its CMP as a key tool in measuring and managing congestion.*

For Step 5, Analyzing Congestion Needs & Problems, Mr. Warren presented on how the Memphis MPO will define congested roadways using its proposed performance measures and Travel Demand Model.

Q: *Mr. Santalla asked if these congestion measures would apply only to roads on the CMP Network*

A: *Yes, due to data limitations, this analysis will only be performed and reported for selected major routes. However, the analysis produced through the Regional Travel Demand will continue to be used to assess congestion on corridors not included in the CMP network.*

Q: *Mr. Trinh noted that for one of the four congestion measures, Truck Time Reliability, data is only available for the Interstate system.*

A: *Yes, that is a known factor. For non-Interstate routes on the CMP Network, the other three data sources will be used to identify congestion.*

For Step 6, Identifying and Assessing Strategies, Mr. Jordan Smith led an exercise in which Committee members ranked potential CMP strategies as Low, Medium, or High Cost based on their professional experience. Mr. Sanders proposed that a Low-Cost strategy be defined as costing less than \$100,000 or \$250,000 and a High Cost strategy be defined as costing in excess of \$1,000,000.

For Step 7, Implementation of Strategies, Mr. Warren demonstrated how the CMP will be tied to the Memphis MPO's Regional Transportation Plan and Transportation Improvement Program.

Q: *Mr. Antoine Hawkins suggested tracking projects completed on the CMP Network and their effects on congestion.*

A: *This will be a part of the MPO's CMP update process and Annual CMP Reports.*

3. Other Business

MPO Staff discussed future stages in the CMP update process. The next step will be individual meetings with key stakeholders involved in congestion management.

4. Adjourn

Meeting adjourned at 3:09 PM