



Memphis MPO
METROPOLITAN PLANNING ORGANIZATION

Strengthening Regional Transportation

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

Friday, January 31st, 2020, 10:00 A.M.
(Webinar)

SUMMARY OF MINUTES

The following steering committee members were present:

Antoine Hawkins	<i>TDOT</i>
Eddie Brawley	<i>West Memphis MPO</i>
John Lancaster	<i>MATA</i>
Randall Tatum	<i>City of Memphis</i>
Randy Richardson	<i>Memphis & Shelby County Port Commission</i>
Sammy Holcomb	<i>MDOT</i>
Sean Santalla	<i>FHWA</i>
Sonja Owens	<i>Shelby Count Dept. of Health</i>

MPO Staff members present:

Pragati Srivastava	Nick Warren	Mavrick Fitzgerald	Jordan Smith
Zylavian Watley			

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1. Welcome and Roll Call

The meeting began at 10:00 A.M. as members of the Steering Committee and MPO Staff introduced themselves.

2. Congestion Management Process (CMP) Update, Memphis MPO

Mr. Nick Warren gave a presentation on the Memphis MPO's 2020 Congestion Management Process (CMP) Plan Update, beginning with a recap of the first CMP Steering Committee meeting, held in October 2019. Following the recap of the first CMP Steering Committee meeting, Mr. Warren provided an overview of the project timeline. Mr. Warren noted that the Memphis MPO had submitted the 2020 CMP Plan Update to TDOT and MDOT for a 30-business day review period, and noted that the MPO anticipated receiving comments from TDOT and MDOT towards the end of February. Following the TDOT and MDOT review period, the MPO intends to forward the plan to FHWA and the MPO's other partner agencies for review, and will also be releasing the plan for a 30-day public review period at this time. Following the FHWA, partner agency, and public review periods, the Memphis MPO intends to present the 2020 CMP Plan Update to the Engineering Technical Committee (ETC) and Transportation Policy Board (TPB), and intends to adopt the plan in May 2020.

Mr. Warren discussed the results of the online public survey, as well as the surveys distributed to the CMP Steering Committee, Planning & Land-Use Advisory Committee (PLAC), and Freight Advisory Committee (FAC). Mr. Warren stated that the surveys asked respondents to provide feedback on:

- 1) Their definition for traffic congestion;
- 2) The top three sources of traffic congestion within the region; and
- 3) The top three strategy areas that the region should prioritize and focus on implementing to address congestion issues.

Mr. Warren discussed the similarities and differences in the answers provided by the public and advisory committees, and noted that all four surveys yielded similar results.

Mr. Warren provided an overview of the key findings from the individual stakeholder meetings that the MPO held with various transportation agencies and organizations from November-December 2019. During these meetings, MPO staff aimed to gather insight on three topics:

- 1) Overarching regional congestion issues;
- 2) Overarching barriers to the implementation of the congestion management strategies; and

- 3) Strategy areas that stakeholders felt the region should prioritize to address congestion and safety issues throughout the region.

Through the feedback collected during these meetings, MPO staff identified several overarching regional congestion issues. These issues were primarily related to construction/work zone management, the high volume of freight traffic, non-motorized traveler safety, special events, traffic bottlenecks, and distracted drivers/erratic driving behavior.

Mr. Warren mentioned that the MPO is currently assessing the key findings of the safety and operational audits conducted as part of the 2015 CMP Plan, and is currently considering conducting additional studies along five corridors. However, if any additional analysis is conducted, it will be conducted at a later date and the findings will not be included in the 2020 CMP Plan Update.

Mr. Warren outlined the three major overarching barriers to the implementation of the CMP strategies that were identified through stakeholder feedback. These barriers include:

- 1) Formal interagency coordination in matters related to congestion management, data sharing, work zone management, and incident management;
- 2) Traveler behavior, preferences, and education; and
- 3) Ensuring that the region is positioned to meet the demands of emerging technologies.

Mr. Warren provided an overview of the Memphis MPO's proposed adjustments to the implementation and evaluation of the CMP. In relation to the implementation of the CMP in its entirety, Mr. Warren noted that the MPO has remodeled the CMP to align with the 8-step CMP process model provided by FHWA. Further, the MPO has established a corresponding step for the CMP, Regional Transportation Plan (RTP), and Transportation Improvement Program (TIP) for each of the 8-steps included in CMP process model provided by FHWA.

In relation to the implementation of the CMP strategies, Mr. Warren noted that the RTP and TIP currently serve as the MPO's primary instruments for implementing the corridor/project level CMP strategies, and outlined the MPO's efforts to prioritize these strategies through its RTP and TIP programming process. In addition, Mr. Warren indicated that the MPO will continue to explore areas in which the MPO can support or enhance the implementation of the larger scale CMP strategies.

Mr. Warren discussed the Annual CMP report that the MPO will produce using the new datasets, performance measures, and analysis tools that were presented at the CMP

Steering Committee meeting in October. Mr. Warren also discussed the candidate CMP project evaluation list, and noted that the MPO intends to begin collecting data on the projects included in this list to assess the before and after impacts of these projects. The MPO hopes to use the findings from these before and after analyses to inform the future prioritization of the CMP strategies. In addition, Mr. Warren discussed the MPO's ongoing efforts to evaluate additional analysis tools that can potentially be integrated into the CMP.

Mr. Warren outlined the process for administering the CMP in the future, and noted that any alterations made to the CMP network, datasets, performance measures, or CMP strategies toolbox will be made administratively. However, any alterations made to the CMP goals & objectives or the regionally accepted definition for congestion will require approval from the MPO's ETC and TPB.

Mr. Warren discussed the MPO's intent to establish a formal "Traffic Operations Advisory Committee" to assist with regional interagency coordination in matters related to congestion management, ITS, and data sharing.

3. Steering Committee Questions and Feedback

Q: *Mr. Randy Richardson asked if the Memphis MPO's Regional Freight Plan played any significant role in the 2020 CMP Plan Update?*

A: *Yes, the MPO reviewed and considered various planning products, including the MPO's Regional Freight Plan, in the development of the 2020 CMP Plan Update. The goals and objectives included in the 2020 CMP Plan Update are consistent with the MPO's Regional Freight Plan.*

Q: *Mr. Richardson asked if the Memphis 3.0 Comprehensive Plan, and overall planning efforts associated with the plan, were considered in the development of the 2020 CMP Plan Update.*

A: *Yes, the 2020 CMP Plan Update is consistent with the Memphis 3.0 Comprehensive Plan. However, the Memphis 3.0 Comprehensive Plan is primarily focused on future land-use, whereas the 2020 CMP Plan Update is primarily focused on identifying and addressing traffic congestion.*

C: *Mr. Sean Santalla noted that FHWA looks forward to reviewing the 2020 CMP Plan Update, and thanked the MPO for its efforts to address FHWA's recommendations for the CMP.*

A: *MPO staff thanked Mr. Santalla for his acknowledgement.*

4. Other Business

Mr. Warren reminded everyone of the ongoing and upcoming review periods, and reiterated that the MPO intends to adopt the CMP in May.

5. Adjourn - Meeting adjourned at 10:35 A.M.