

Tennessee Aviation System Plan (TASP) and Economic Impact Study

TASP Modal Integration Working Group Meeting

Wednesday, April 22, 2020

Attendees

- Evan Lester, TDOT Aeronautics Division
- John Paul (JP) Saalwaechter, TDOT Aeronautics Division
- Lyle Monroe, TDOT Aeronautics Division
- Jacob Brooks, TDOT Aeronautics Division
- Steve Upshaw, TDOT Aeronautics Division
- Anna Walker, TDOT Aeronautics Division
- John Briggs, TDOT Aeronautics Division
- Pragati Srivastava, Memphis Metropolitan Planning Organization
- David Lee, TDOT Long Range Planning
- Amy Kosanovic, TDOT Freight Planning
- Danielle Hagewood, TDOT Strategic Transportation Investments
- Matthew Cushing, TDOT Multimodal
- Zach DeVeau, Kimley-Horn
- Taylor Filaroski, Kimley-Horn
- Regan Schnug, Kimley-Horn
- Matt Claerbout, Garver

Meeting Introduction

Due to stay-at-home orders and travel restrictions as a result of COVID-19, the first Modal Integration Working Group meeting was held virtually through Go-To Meeting. Sixteen people were in attendance, as provided in the attendance list above.

The meeting began by having members of the Modal Integration Working Group introduce themselves. Members include representatives from several TDOT offices, including Long Range Planning, Freight Planning, Strategic Transportation Investments, and Multimodal, as well as from Memphis Metropolitan Planning Organization (MPO). As part of this introduction, attendees were also asked to state what they were hoping to get out of this process. Responses included: better aligning planning efforts across modes and better integrate aviation into local planning documents.

Presentation

Following the introduction of the Modal Integration Working Group, the Kimley-Horn Project Manager presented a PowerPoint (attached) that provided an overview of TDOT's role in aviation, the overall TASP and Economic Impact Study projects, as well as a discussion on the modal offices and trends. An outline of the presentation is provided below.

- TDOT's Role in Aviation
- TASP Overview
 - Process
 - Goals
- Review of Existing Modal Plans
- Modal Discussion
- Trends Discussion
- Wrap-Up

Members of the Modal Integration Working Group asked questions and provided feedback throughout the presentation. These questions, comments, and responses are organized by agenda item in the following sections.

TDOT's Role in Aviation

This portion of the presentation provided an overview of the role TDOT plays in implementing the statewide aviation program as well as an overview of the TDOT Aeronautics Division. The Modal Integration Working Group was given the opportunity for any questions or comments about this section.

David Lee, of TDOT Long Range Planning, asked if the documents presented were available online, which they are. He then asked about TDOT Aeronautics Division's new environmental processes, how they fit into the project development phases and whether this is a standalone environmental process, or the Aeronautics Division works with the TDOT Environment and Planning Bureau. Evan Lester, of TDOT Aeronautics Division, stated that the environmental process begins at the planning phase of the project and continues through final construction of a project. TDOT Aeronautics Division has a memorandum of understanding (MOU) with the FAA to conduct these environmental processes, and conducts them independently but with the knowledge of TDOT Environment and Planning Bureau.

David Lee, of TDOT Long Range Planning, also asked how aviation projects are planned and started, specifically who initiates projects. It was noted that projects are identified through airport master plans and airport layout plans, and must be approved by TDOT Aeronautics Division. TDOT does not directly initiate projects at airports, but funds projects based on state priorities. Additionally, TDOT Aeronautics Division meets annually with each airport through the Airport Capital Improvement Program (ACIP) process to confirm and validate airport project for that year.

Overview of System Plan

This portion of the presentation focused on providing a broad overview of the TASP and Economic Impact Study, including where the work of the Modal Integration Working Group fit in with TASP goals. The Modal Integration Working Group was given the opportunity for any questions or comments about this section.

JP Saalwaechter, of TDOT Aeronautics Division, mentioned it may be of interest to the TASP Modal Integration Working Group that one airport, Sewanne – Franklin County (UOS) has courtesy bikes available as the airport is located near a biking trail.

Modal Integration and Trends

This portion of the presentation allowed the group to express how the project team could better align planning processes with those of the modal offices and MPOs. Each member of the Modal Integration Working Group was called upon to speak.

- Matt Cushing, of TDOT Multimodal—The TDOT Multimodal Transportation Resources Division is currently updating the Active Transportation Plan, with an expected publish date of November 2020. The team is looking for opportunities to be interactive and thinks the TASP project team could also benefit from this. He particularly likes that the TASP is tracking transit connectivity at airports, but warned a binary yes/no approach wouldn't allow the project team to determine the quality of transit. He would like to see this considered as well. For instance, an airport may say they have a bus stop, but the bus stop may be prohibitively far from the actual airport terminal for some users.
- Amy Kosanovic, of TDOT Freight Planning—The TDOT Freight Planning Office is responsible for updating multimodal freight plans, and she stated that it would be helpful to know what secondary

airports (non-commercial service) could handle freight activity. She also stated that based on her experience when Freight was a part of the Long-Range Planning Division, that coordination with the Long-Range Plan would be beneficial.

- Pragati Srivastava, of Memphis Metropolitan Planning Organization—Stated that coordination between planning and data collection efforts is the biggest key for integrating TASP information into the next MPO plan. She stated that it would be helpful if the project team could share data and information and make it readily accessible. This would help MPOs understand the needs of airports and plan accordingly.
- Multiple participants stressed the importance of continuing to reach out, collaborate across planning efforts, and to encourage dialogue.
- Matt Cushing, of TDOT Multimodal—Had a suggestion to get additional multimodal information. While it has been labor-intensive, for the Active Transportation Plan they have been conducting numerous targeted, one-on-one interviews to understand where the need and knowledge is and where follow-up is needed.
- Pragati Srivastava, of Memphis Metropolitan Planning Organization—A trend she is particularly interested in is drones. MEM is one of the 10 airports on the receiving end of an FAA grant to determine how drones can be used for packages in inner cities.
- Amy Kosanovic, of TDOT Freight Planning—Identified another trend having to do with package delivery. Currently there is a pilot project underway with UPS, where trucks drop packages off outside city centers and then rely on urban freight to continue the delivery to its destination.

Closing Comments

The Kimley-Horn Project Manager thanked everyone for their participation in the first Modal Integration Working Group. There were no conclusion questions.

- Note: a copy of the presentation and recording of the meeting can be found here: <https://www.tasp2040.com/public-outreach/>.