



Memphis MPO
METROPOLITAN PLANNING ORGANIZATION

Strengthening Regional Transportation

Date: April 6, 2018

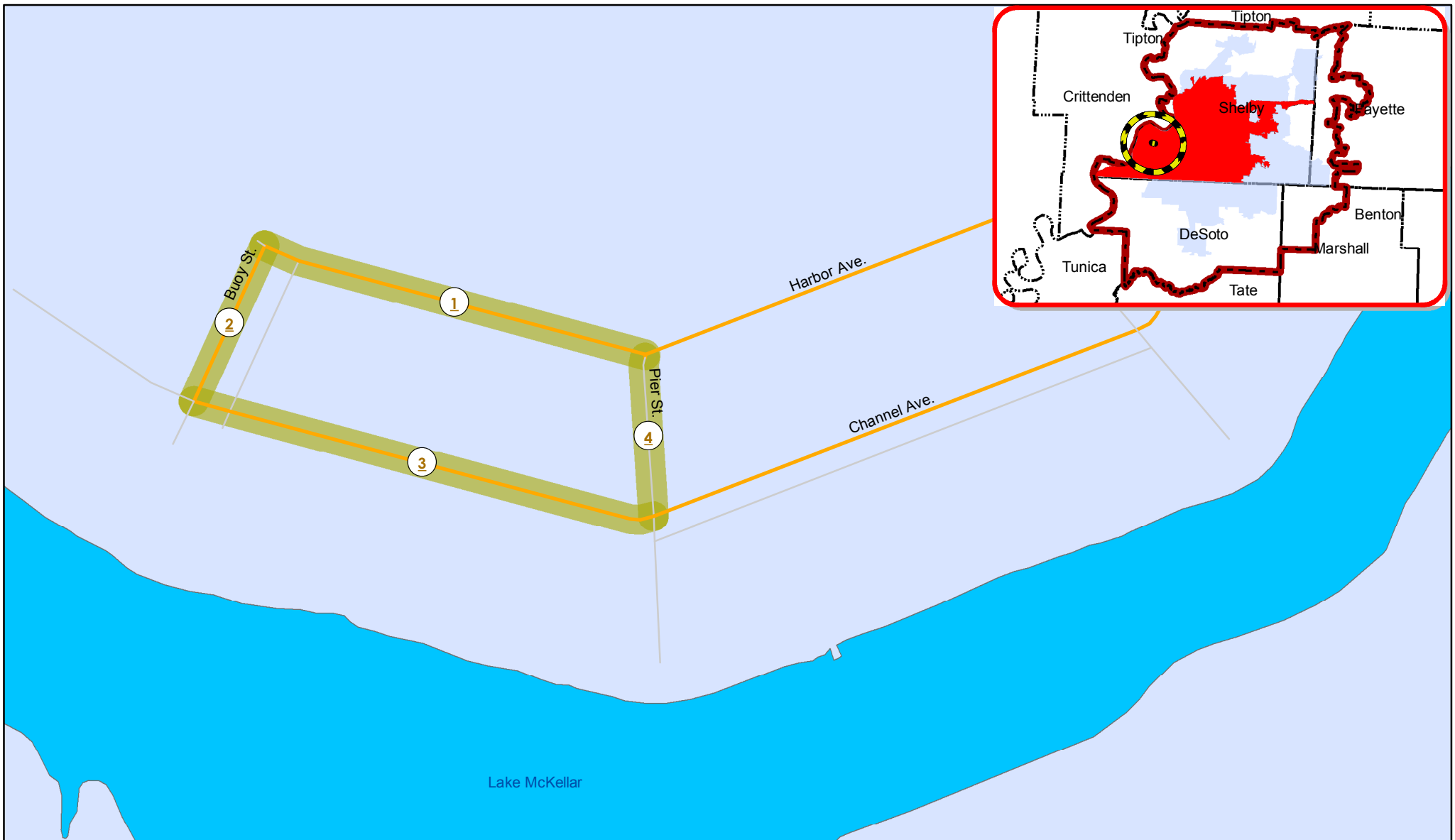
Subject: Approval of four (4) roadway functional classification amendments, Memoranda of Understanding (MOUs), and a resolution pertaining to the Tri-State Congestion Mitigation and Air Quality (CMAQ) Performance Measure Targets



From: Pragati Srivastava, Administrator, Memphis MPO

In compliance with federal regulations 23 CFR 450, the Memphis Urban Area Metropolitan Planning Organization (MPO) is proposing to approve four (4) roadway functional classification amendments requested by the City of Memphis and Memphis and Shelby County Port Commission; Memoranda of Understanding (MOUs) between the Tennessee Department of Transportation (TDOT), the Mississippi Department of Transportation (MDOT), the Memphis Area Transit Authority (MATA), and the Memphis MPO; and a resolution pertaining to the Tri-State Congestion Mitigation and Air Quality (CMAQ) Performance Measure Targets.

The Memphis MPO, through FHWA guidance, believes that continued interaction with the entire community builds support and, more importantly, ensures that the public has the opportunity to help shape the substance of plans and projects. The Memphis MPO strives to enhance the impact of participation on transportation decision-making. In order to accomplish this task, the MPO works to improve the number of stakeholders participating in the transportation planning process through increased opportunities for feedback, improved education regarding transportation planning, and constant evaluation regarding the effectiveness of outreach.

Written public comments will be accepted until Wednesday, April 18, 2018. Comments may be submitted to Pragati Srivastava, Administrator of the Memphis MPO, 125 North Main Street, Suite #450 Memphis, TN 38103 or via email at Pragati.Srivastava@memphistn.gov. The TPB will hold a public hearing to accept oral comments and take action on the proposed items on Thursday, April 19, 2018 at 11:00 AM in the Student Alumni Building at the University of Tennessee Health Science Center, 800 Madison Avenue, Memphis, Tennessee 38103.



Functional Classification 4/19/2018

- (Rural) Interstate
- - - - (Rural) Local
- (Rural) Major Collector
- (Rural) Minor Arterial
- (Rural) Minor Collector
- (Rural) Other Freeway or Expressway
- (Rural) Other Principle Arterial
- (Urban) Interstate
- (Urban) Local
- (Urban) Major Collector
- (Urban) Minor Arterial
- (Urban) Minor Collector
- (Urban) Other Freeway or Expressway
- (Urban) Other Principle Arterial
- Future (Rural) Interstate
- Future (Urban) Minor Arterial

Proposed Functional Class Changes

Urbanized Area

Metropolitan Planning Area

0 0.125 0.25 0.5 0.75 1
Miles

Map ID	Facility	Termini	Length	Current	Proposed	Jurisdiction
1	Harbor Ave	Buoy St to Pier St	2,605 ft.	(Urban) Local	(Urban) Major Collector	Memphis, TN
2	Buoy St	Harbor Ave to Channel Ave	1,138 ft.	(Urban) Local	(Urban) Major Collector	Memphis, TN
3	Channel Ave	Buoy St to Pier St	3,155 ft.	(Urban) Local	(Urban) Major Collector	Memphis, TN
4	Pier St	Harbor Ave to Channel Ave	1,083 ft.	(Urban) Collector	(Urban) Local	Memphis, TN

MEMORANDUM OF UNDERSTANDING

Between the Tennessee Department of Transportation (TDOT), the Memphis Urban Area Metropolitan Planning Organization (MPO) and the Memphis Area Transit Authority (MATA) for cooperatively developing, sharing and reporting information related to performance measures and performance targets.

PURPOSE AND BACKGROUND

On May 27, 2016, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) published the final rule for statewide and metropolitan transportation planning based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Surface Transportation (FAST) Act. As part of this final rule, 23 CFR 450.314 (h) was amended to state:

“The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plans for the NHS.”

The phase-in deadline for this requirement is May 27, 2018. TDOT, MPO, and MATA agree to the following provisions in order to implement the requirements of 23 CFR 490 - National Performance Management Measures and 49 CFR 625 – Transit Asset Management.

GEOGRAPHIC SCOPE

For the purposes of this Memorandum of Understanding (MOU), TDOT, MPO, and MATA are responsible for carrying out performance-based planning in the Tennessee portion of the Memphis metropolitan planning area (MPA).

PERFORMANCE-BASED TRANSPORTATION PLANNING & PROGRAMMING

MPO and MATA will carry out a performance-based metropolitan transportation planning process for the MPO planning area in cooperation and consultation with TDOT. Performance measures will be developed, tracked and reported in accordance with applicable laws and regulations.

DATA COLLECTION AND SHARING

TDOT, MPO, and MATA mutually agree to develop and share available data related to performance measurement and target setting with each other, subject to the policies and procedures of each agency and any restrictions on the data. Examples of such data include, but are not limited to, traffic counts, crashes, travel times/speeds, socioeconomic data, transit ridership data and infrastructure condition measures. TDOT will collect any National Highway System (NHS) data required for the State Asset Management Plan.

DEVELOPMENT OF PERFORMANCE TARGETS

TDOT will develop and select draft statewide performance targets in coordination with the Metropolitan Planning Organizations (MPOs) across the state. Coordination may include in-person meetings, webinars, conference calls, and/or email communication. TDOT will provide the MPOs an estimated timeline for each measure detailing the schedule of activities, decision milestones in the target setting process, and the methodology for when and how TDOT will obtain MPO input. MPO comments will be documented and shared with the Department's Oversight Committee and Executive Leadership as part of the target selection process.

If an MPO chooses to adopt its own target for any measure, the MPO will develop draft MPO performance targets in coordination with TDOT. Coordination methods will follow the general timeline of activities, decision milestones in the target setting process and methodology for obtaining TDOT review and approval as stated above. TDOT will be provided an opportunity to provide comments on draft MPO performance targets and the methodology used to develop them at least 30 calendar days prior to final adoption.

In support of a performance-based approach to the metropolitan transportation planning and programming process, MATA will develop targets for transit performance measures in accordance with 49 CFR 625 – Transit Asset Management, and will share information and coordinate with the MPO regarding transit system condition, development methodology for targets, and investment priorities and strategies. MATA will share its targets annually with the MPO. The MPO shall select performance targets for its metropolitan planning area in coordination, to the maximum extent practical, with MATA.

REPORTING OF TARGETS

TDOT performance targets will be reported to FHWA and FTA, in accordance with Federal rule requirements. The MPOs will be notified when TDOT has reported final statewide targets. MPO performance targets will be reported to TDOT.

For each target, the MPO will provide formal documentation, in the form of a policy board resolution, as to whether the MPO is agreeing to support TDOT's or the provider(s) of public transportation's performance target or setting a quantifiable target for that performance measure for the MPO's planning area. This documentation will be provided to TDOT no later than 180 days after the date TDOT or the provider(s) of public transportation establish performance targets, or the date specified by Federal code. TDOT will be responsible for sending the MPO's documentation to FHWA/FTA within ten (10) business days of the date(s) the MPO's targets are due.

STATEWIDE TRANSPORTATION PLAN, STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP), METROPOLITAN TRANSPORTATION PLANS (MTPs) AND TRANSPORTATION IMPROVEMENT PROGRAMS (TIPs)

TDOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.

MPOs will include information outlined in 23 CFR 450.324 (g) (3-4) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018. Reporting of targets and performance by the DOT and MPOs shall conform to 23 CFR 490.

EFFECTIVE DATE

The effective date of this MOU is the date is the date by which all parties below have signed the MOU.

IN WITNESS THEREOF,

MEMPHIS URBAN AREA METROPOLITAN PLANNING ORGANIZATION:

SIGNATURE

DATE

PRINTED NAME AND TITLE OF SIGNATORY (above)

MEMPHIS AREA TRANSIT AUTHORITY:

SIGNATURE

DATE

PRINTED NAME AND TITLE OF SIGNATORY (above)

TENNESSEE DEPARTMENT OF TRANSPORTATION:

JOHN SCHROER, COMMISSIONER

DATE

**JOHN REINBOLD, GENERAL COUNSEL
APPROVED AS TO FORM AND LEGALITY**

DATE

TABLE 1 ATTACHMENT: PERFORMANCE TARGETS**PM3 - SUBPART G**

Congestion Mitigation & Air Quality Performance Measures	Memphis, TN-MS-AR Urbanized Area		
	Baseline (2017)	2-Year Target (2019)	4-Year Target (2021)
Percentage of Non-Single Occupancy Vehicle Travel	16.6%	16.5%	16.5%
Annual Hours of Peak-Hour Excessive Delay per Capita	8.42	NOT APPLICABLE	18.81