

# Livability 2050 Regional Transportation Plan Update

RTPAC #4

October 16, 2018



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# Meeting Agenda

- Timeline
- Financial Plan Update
  - Adopted Funding Scenario
  - Revenue Projections
- Prioritization Process
- Round Two Public Meetings



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# Timeline

## Livability 2050 Regional Transportation Plan

Oct. 2017 – Plan Kick-Off

General  
Input

Feb. 2018 –  
Round One  
Public  
Meetings

Draft  
Findings

Fall 2018 –  
Round Two  
Public  
Meetings

Draft  
Plan

Summer 2019  
– Round Three  
Public  
Meetings

Sept. 2019 – Plan Adoption

We are here!



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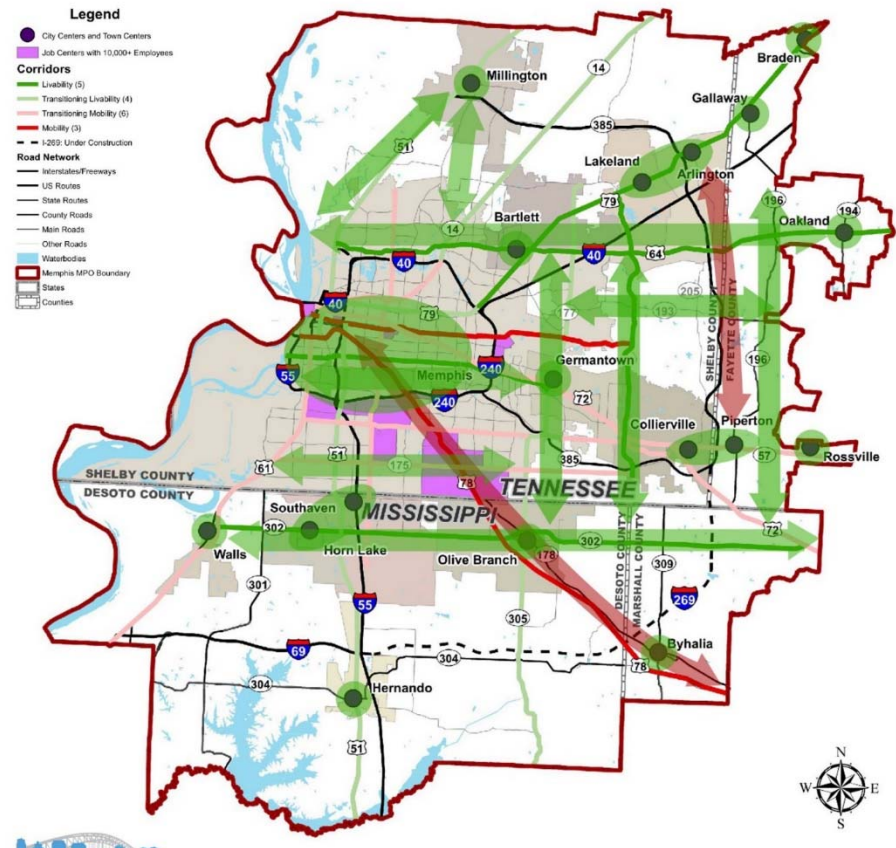


# Financial Plan Update

Adopted Funding Scenario

# Adopted Concept: Expanded Travel Options

- Modifying facility design along key north-south connections to **maximize multimodal LOS**
- Providing more connections within the system to disperse traffic along an **expanded grid**
- Continuing investment approach to support **a regional grid system**



# Financial Plan Update

Revenue Projections

# RTP Funding Structure

- ❑ Targeted safety funding set aside for projects that address safety emphasis areas and/or address safety need on corridors of safety concern
- ❑ Continued focus on system maintenance
- ❑ Strategic transit network enhancements
- ❑ Complete Streets set aside to advance complete streets strategies (bike/ped)



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# RTP Funding Structure

- ❑ Strategic roadway expansion improvements with emphasis on targeted freight network and connections to regional centers
- ❑ Targeted operations funding set aside to advance non-capacity strategies identified through Congestion Management Process



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# Funding Summary Over Life of Plan

Total Funding  
\$11.8 Billion

Tennessee  
\$8.5 Billion

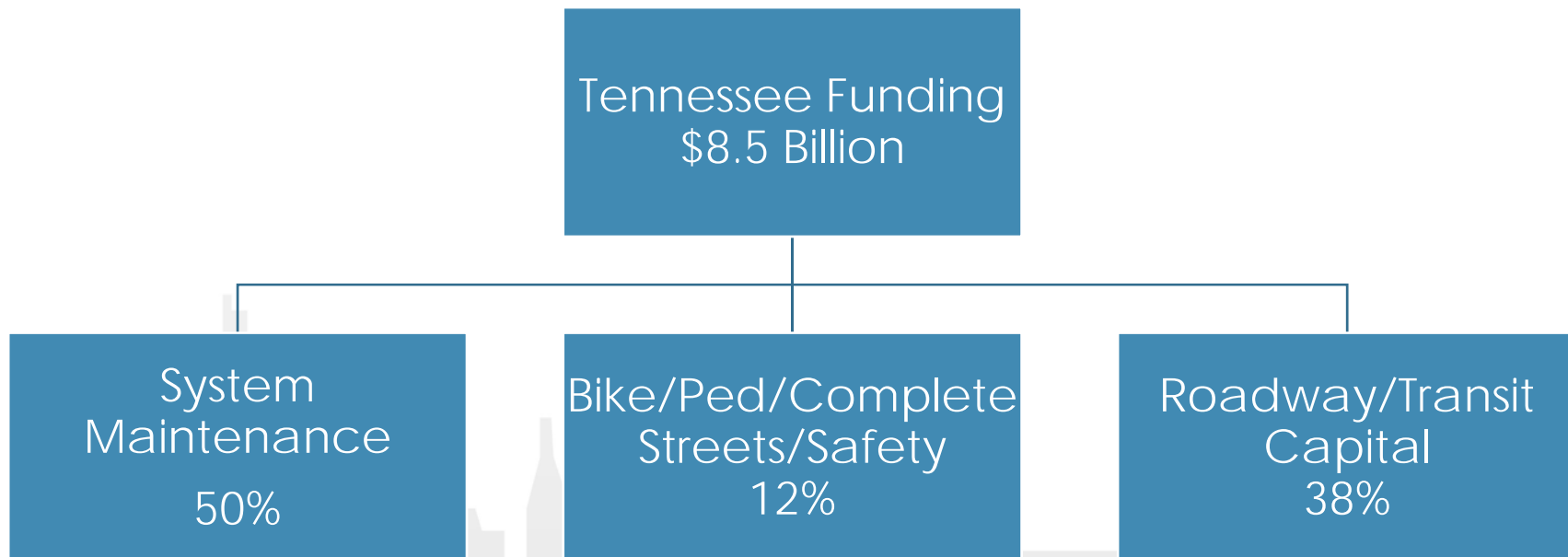
Mississippi  
\$3.3 Billion



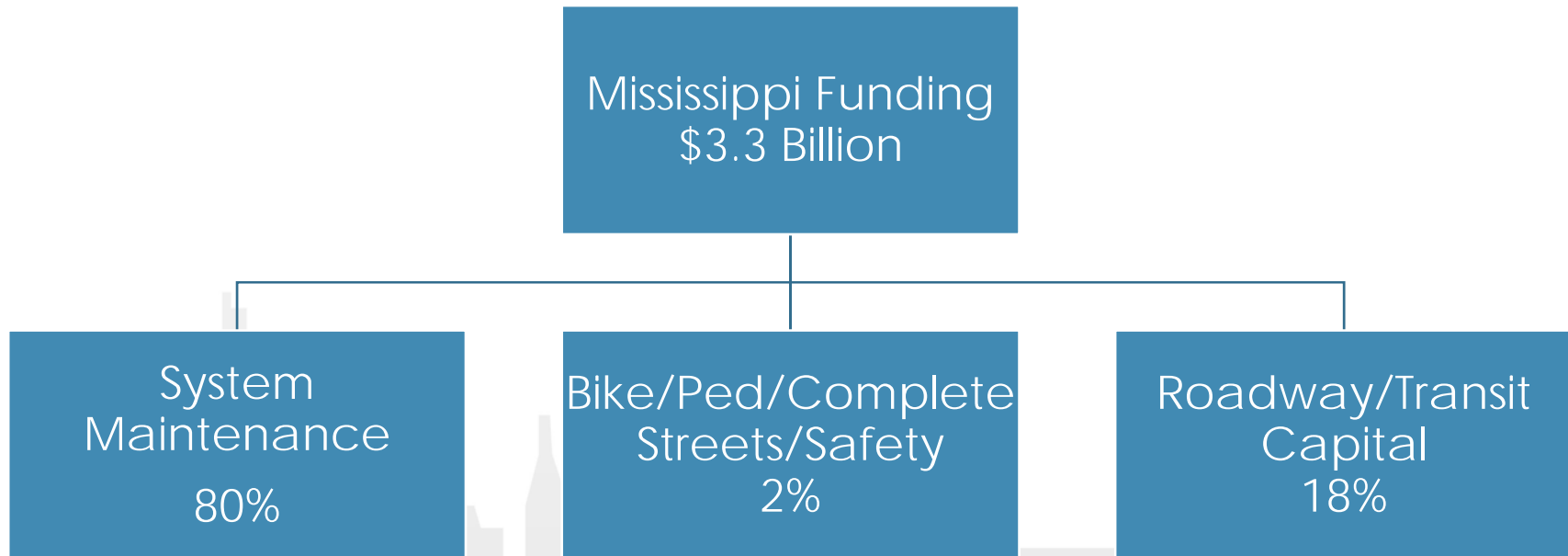
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# Tennessee Funding Summary



# Mississippi Funding Summary



# Funding Summary

- ❑ Reflects the increased emphasis on maintenance put into place as part of Livability 2040.
  - Takes into account MDOT's assessment of project funding needs and emphasis on maintenance.
- ❑ Additional funding sources available, i.e. IMPROVE Act



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# Financial Constraint

- ❑ Total available revenues over the life of the plan are **\$11.8 Billion**
- ❑ Expenditures
  - Roadway/Transit Capital Projects - \$3.4 Billion
  - Maintenance and Debt Service – \$7.3 Billion
  - Bike/Ped/Safety/Complete Streets – \$1.1 Billion
  - **Total Expenditures - \$11.8 Billion**



# Prioritization Process

# Project Identification

- Livability 2050 RTP as update to 2040 RTP
  - Review of current plan projects
- Member Agency Coordination
  - Review of Existing Plan Projects
    - Projects to remain in the plan
    - Projects to remove
  - New projects
- Needs Identification/ Existing Conditions Analysis



# Member Coordination

## □ Project Review / Verification

- Name and Termini
- Description/Scope
- Cost
- Relation to Planning Themes
  - Supporting Statements

## □ Agency Ranking

	1	2	3	4	5	6	7	8	9	10
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North Second St (Phase II)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
North Second St (Phase III)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

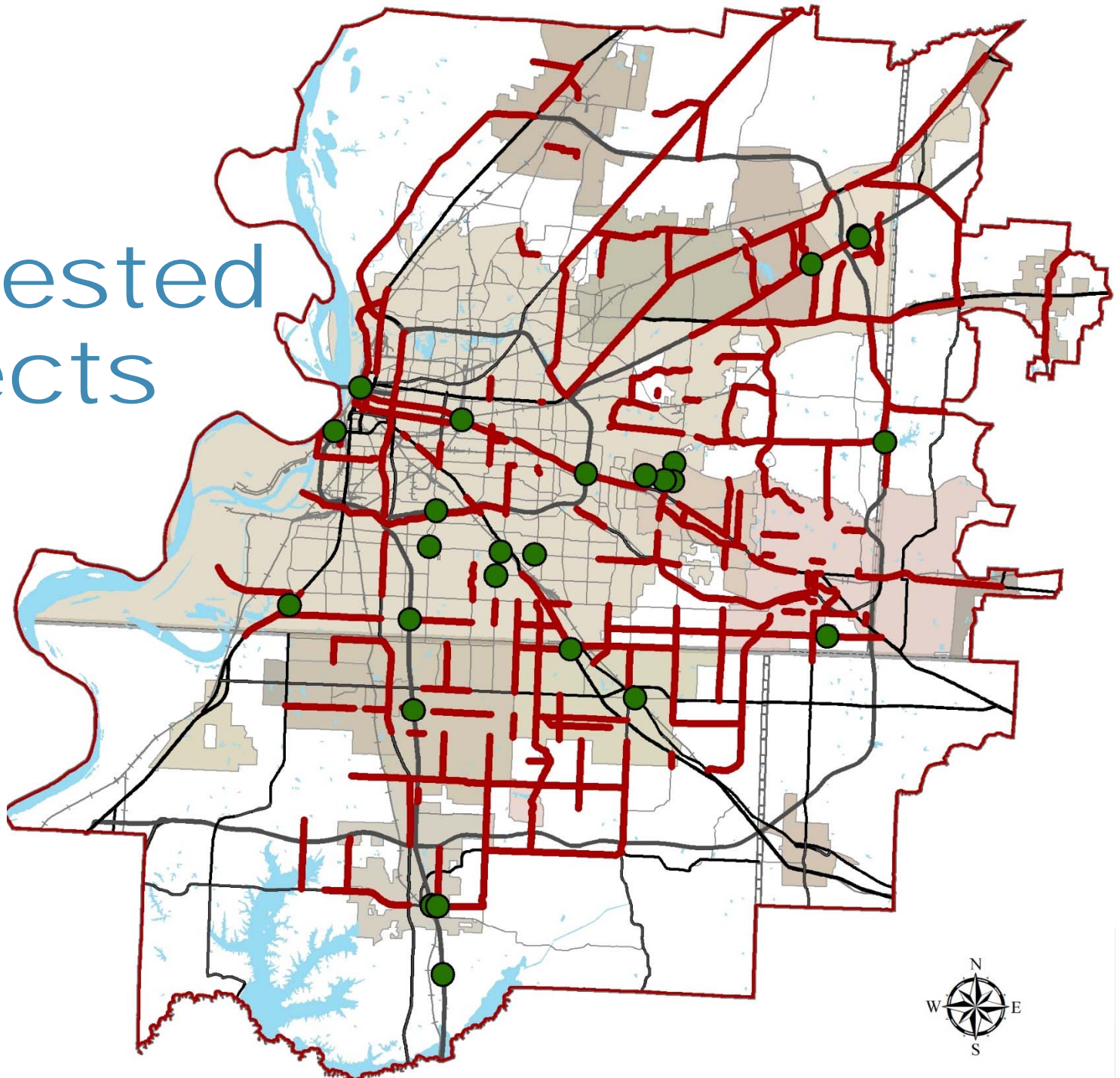




# Requested Projects

## Legend

- Intersections/Interchanges
- Linear Projects
- Railroads
- ▭ Memphis MPO Boundary
- ▭ Waterbodies
- ▭ States
- ▭ Counties



# Prioritization Scales

- Interregional
- Regional Centers
- Town Centers
- Neighborhood Communities
- Undeveloped



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# Prioritization Scales

**Interregional** – Investments aligned with big-ticket capital or maintenance needs to ensure the region is well connected within the state and the nation to maintain regional economic competitiveness. Investments support interstate mobility, intermodal connections, and freight/logistics hubs.

- ❑ I-40 from Germantown Parkway to Canada Road
- ❑ I-55 at Crump Boulevard Interchange
- ❑ I-55 from Commerce Street to Church Road



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# Prioritization Scales

**Regional Centers** – Investments support strategic connections between regional activity and economic centers through improved mobility and travel time reliability on corridor connections to key centers and last-mile connectivity to ensure effective access to a regional system.

- ❑ Poplar Avenue (US 72) from I-240 to Yates Road
- ❑ Getwell Road from Star Landing to Church Road



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# Prioritization Scales

**Town Centers** – Investments support economically viable and thriving community centers; specifically, redevelopment opportunities, multimodal connections and access to a mix of business, retail and residential uses.

- ❑ Commerce Street Extension from Jaybird Road to Della Street
- ❑ Shelby Drive from Jasper Park to Shelby Post Road



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# Prioritization Scales

**Neighborhood Communities** – Investments support healthy, thriving communities through improved system operations and multimodal access to community resources within primarily residential areas.

- ❑ Florida Street from McLemore to Crump
- ❑ Neshoba roundabout at Exeter Road



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# Prioritization Scales

**Undeveloped** – Investment strategies that protect and preserve undeveloped or environmentally sensitive areas.

- ❑ SR 196 from US 64 to I-40
- ❑ Nail Road from Craft Road to Pleasant Hill Road



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# Prioritization Process

**Step 1. Assign project to investment context type**

**Step 2. Evaluate performance impacts of projects**

**Step 3. Rank projects**



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# Guiding Principles

## Connections & Choices



Promote an efficient, interconnected, and accessible transportation network that provides various options for the movement of people.

## Sustainable Growth



Connect land use and transportation decision-making that protects the environment and conserves energy.

## Economic Vitality



Promote economic development through targeted transportation investments to enhance travel and tourism and ensure the region remains a leader in global logistics and freight movement.

## System Preservation



Emphasize the preservation and performance of the existing transportation system through maintenance, rehabilitation, and system management and operations.

## Safety & Security



Increase the safety and security of the transportation system for all users.



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# TIP and RTP Linkage

- ❑ Prioritization for the TIP and RTP are going to be closely coordinated
  - Structured around guiding principles
  - Where possible, using the same data sources
  - Weighted by project scale
- ❑ Differences will appear where we need to be sensitive to unique TIP and RTP elements
  - Different level of specific project information
  - Different magnitude of projects evaluated



# Livability 2050 Prioritization Criteria

- ❑ Provides bicycle facility improvements
- ❑ Provides pedestrian facility improvements
- ❑ Provides regional network continuity
- ❑ Provides local network continuity

Connections  
& Choices



# Livability 2050 Prioritization Criteria

- Serves an area with 500+ jobs, 100-499 jobs, or 50-99 jobs
- Located on a regional freight corridor
- Located on a local freight corridor
- Enhances rail, air, or port freight movements
- Supports travel and tourism destinations

Economic  
Vitality



# Livability 2050 Prioritization Criteria

- In an area with vehicle crash fatalities
- In an area with vehicle crash serious injuries
- In an area with pedestrian or bicycle crash fatalities
- In an area with pedestrian or bicycle crash serious injuries
- Along a Strategic Highway Network or Interstate corridor

Safety &  
Security



# Livability 2050 Prioritization Criteria

- Investments in an environmental justice area
- Integrates resilience strategies
- Minimizes impacts on parks
- Enhances alternative fuel corridor or serves planned alternative fuel station
- Serves strategic area targeted for development
- Provides improvements along 3+ land uses

Sustainable  
Growth



# Livability 2050

## Prioritization Criteria

- ❑ Maintains/upgrades existing facility or service
- ❑ Integrates ITS technology
- ❑ Serves locations with high average daily traffic
- ❑ Addresses a currently congested area
- ❑ Reduces future travel time delay

System  
Preservation



# Livability 2050 Prioritization Criteria

## Criteria Weighting Percentages

Project Scale	Connections and Choices	Safety and Security	Sustainable Growth	System Preservation	Economic Vitality	Total
Interregional	10	25	5	25	35	<b>100</b>
Regional Centers	20	25	10	20	25	<b>100</b>
Town Centers	25	25	20	15	15	<b>100</b>
Neighborhood Communities	30	25	20	20	5	<b>100</b>
Undeveloped	10	25	35	25	5	<b>100</b>





# Prioritization Next Steps

- ❑ RTP projects are being run through the prioritization
  - Project types include roadway projects and transit projects
- ❑ Safety, operations, bike/ped, and maintenance projects will be considered through funding set-asides (not part of the prioritization exercise)
- ❑ Projects will be grouped into Tiers to aid in communication of results to the public.



# Next Steps

# October 23

- DeSoto County
- MATA Airways
- Collierville



**PUBLIC  
MEETING**  
**YOU'RE INVITED!**

**REUNIÓN  
PÚBLICA**  
**¡ESTÁS INVITADO!**

to the second round of public meetings  
for the Greater Memphis Region's new  
Regional Transportation Plan (RTP)!  
Come and see the progress made!

a la segunda ronda de reuniones públicas  
para el nuevo Plan Regional de Transporte  
(RTP) de la región de Greater Memphis!  
¡Ven a ver el progreso realizado!

## Round Two Public Meetings Tuesday, October 23, 2018

**5:30 PM-6:30 PM**

**MATA Airways Transit  
Center**

3033 Airways Boulevard  
Memphis, TN 38131

**1:00 PM-2:00 PM**

**DeSoto County Board  
of Supervisors**

365 Loshier Street, 3rd Fl.  
Board Rm.  
Hernando, MS 38632

**5:30 PM-6:30 PM**

**Collierville Chamber  
Board Room**

500 Poplar View Parkway  
Collierville, TN 38017



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