PROSPECTUS

Memphis MPO
METROPOLITAN PLANNING ORGANIZATION

Strengthening Regional Transportation

2024

Acknowledgements

This document is available in accessible formats (such as foreign language versions or large-print and gray-scale versions for those with impaired vision, among others) when requested ten (10) calendar days in advance.

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This document was prepared and published by the Memphis Urban Area Metropolitan Planning Organization (MPO) and is prepared in cooperation with and financial assistance from the following public entities: the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), the Tennessee Department of Transportation (TDOT), the Mississippi Department of Transportation (MDOT), as well as the City of Memphis, Shelby County, Tennessee and DeSoto County, Mississippi. This financial assistance notwithstanding, the contents of this document do not necessarily reflect the official views or policies of the funding agencies.

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All inquiries for Title VI and/or the Americans with Disabilities Act, contact Nick Warren, at 901.636.7146 or Nick.Warren@memphistn.gov.

Note: The photographs used in this document are for illustrative purposes only. Photographs used were submitted to the Memphis MPO by the public.

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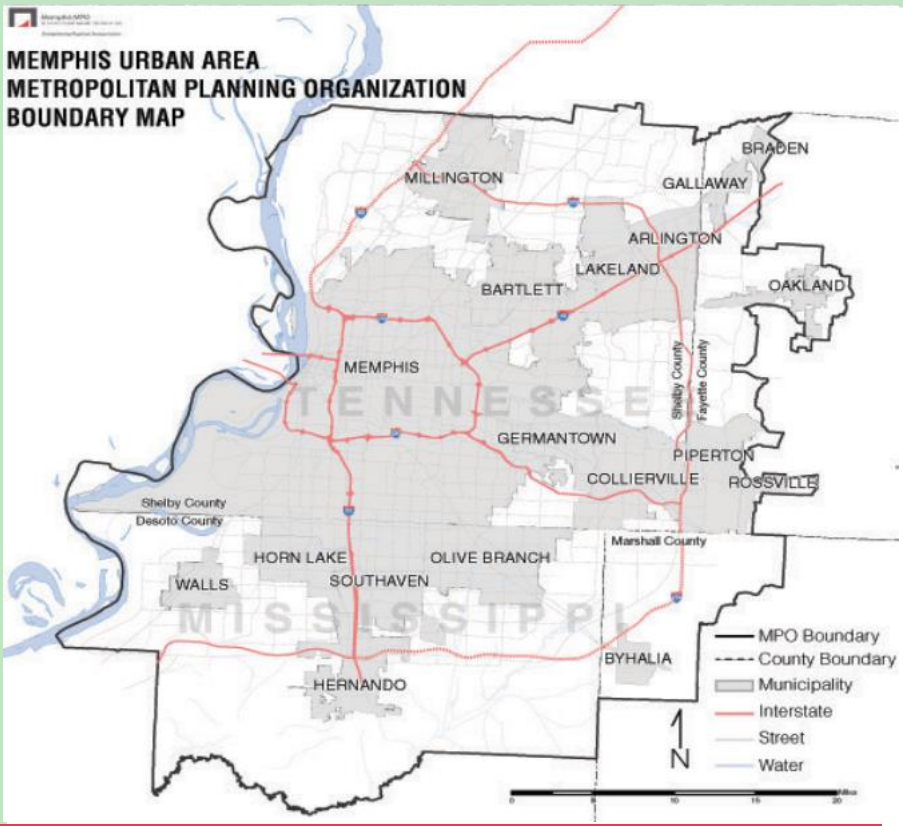
ON THE ROAD

The majority of the Memphis region is enclosed by the I-269 beltway, the newest Interstate in the region. This route represents only a miniscule portion of the roughly 8,500 miles of existing roadway in the Memphis MPO's jurisdictional area.

WELCOME TO THE MEMPHIS URBAN AREA MPO

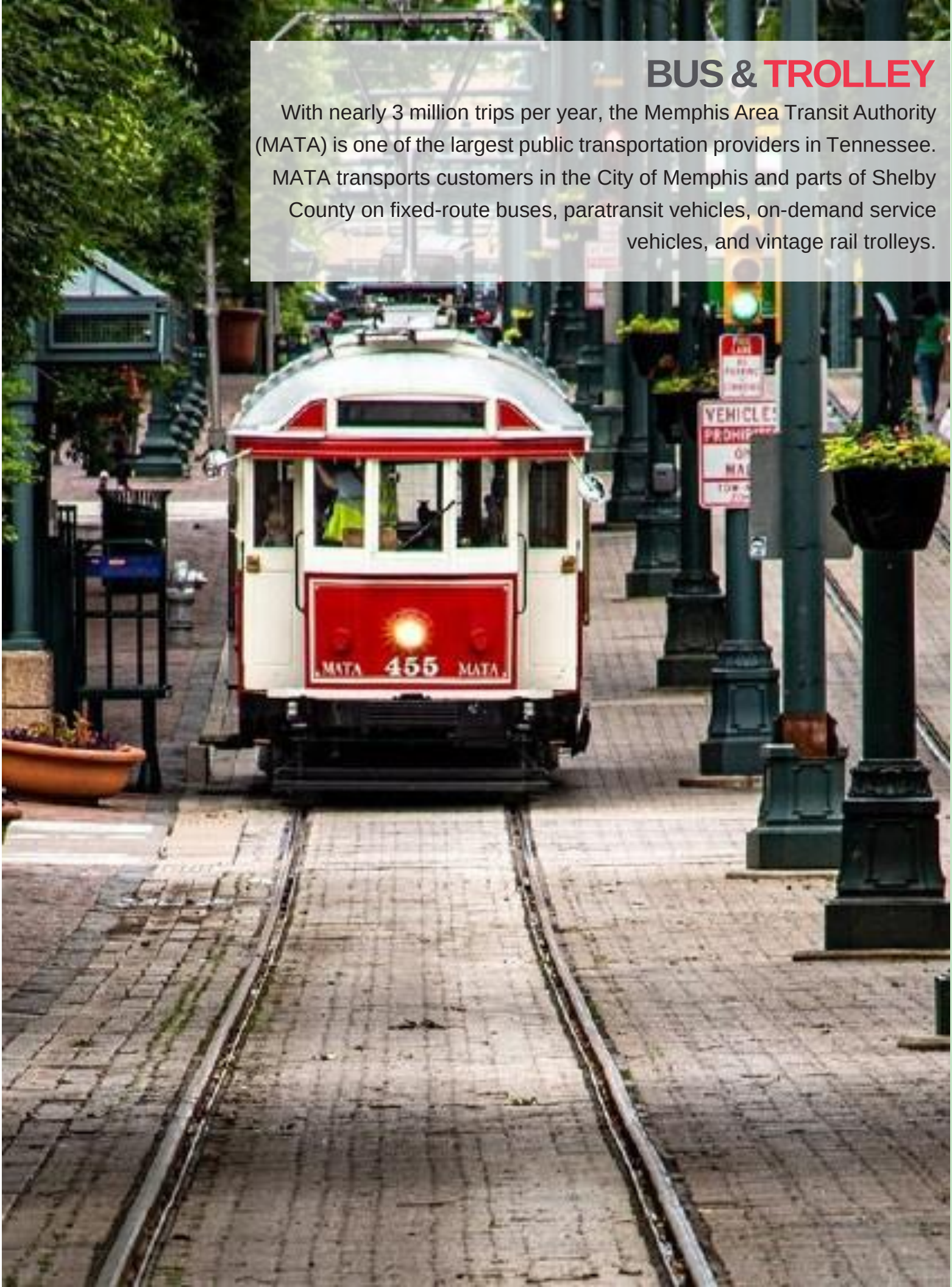
The transportation system plays a vital role in the everyday life of the region's residents, whether in creating access to jobs and growing our economy, ensuring safe routes to school, or allowing more sustainable transportation choices. Through the Memphis Urban Area Metropoltan Planning Organization (Memphis MPO), we set the priorities for the future of transportation in our region, linking dollars invested with the goals and values of the community.

The Memphis MPO, created in 1977, is a multi-jurisdictional regional agency. Using federal regulations for guidance, short and long-term transportation plans that meet community objectives are developed and implemented. A multi-modal planning approach is used to assure a vibrant and growing system of roads, rail, transit systems, pedestrian/ bicycle trails, airports and waterways. The MPO's voting body, the Transportation Policy Board (TPB), is comprised of officials representing the local jurisdictions, states and transportation agencies within the region. Our planning boundary covers 18 municipalities and all, or parts, of 4 counties and 2 states. The MPO carries out a comprehensive, continuing, and cooperative planning process within the Metropolitan Planning Area that is defined by the MPO Boundary.



The Memphis MPO's Prospectus is designed to:

- PROVIDE an overview of transportation planning and programming activities in the Memphis metropolitan area;
- EXPLAIN the Memphis MPO's role as the primary decision-making forum for local transportation issues;
- DESCRIBE major transportation related activities and products; and
- HIGHLIGHT the local, regional,state, and federal agencies involved in the regional transportation planning process.



BUS & TROLLEY

With nearly 3 million trips per year, the Memphis Area Transit Authority (MATA) is one of the largest public transportation providers in Tennessee. MATA transports customers in the City of Memphis and parts of Shelby County on fixed-route buses, paratransit vehicles, on-demand service vehicles, and vintage rail trolleys.

THE MEMPHIS MPO SERVES TO STRENGTHEN REGIONAL TRANSPORTATION

OUR MISSION: To encourage and promote the development of a balanced, efficient, and affordable regional transportation system to meet the needs of people and goods moving within and through the region, while minimizing the effects of transportation-related air pollution.

The following Goals endorsed by Memphis MPO TPB, guided the development of MOVING TOGETHER 2050 to work towards the vision of the Memphis MPO Region's future transportation system. These goals are consistent with current & previous plan updates and directly align with the federal planning factors from the FY2022-2026 Infrastructure Investment and Jobs Act (IIJA).

Support a fully integrated multimodal network while advancing the development of complete streets

Ensure the region is well positioned to remain a leader in global logistics and freight movement

Improve multimodal access to residential, community, and employment resources

Advance corridor and community redevelopment opportunities to improve economic development, public health, and quality of life

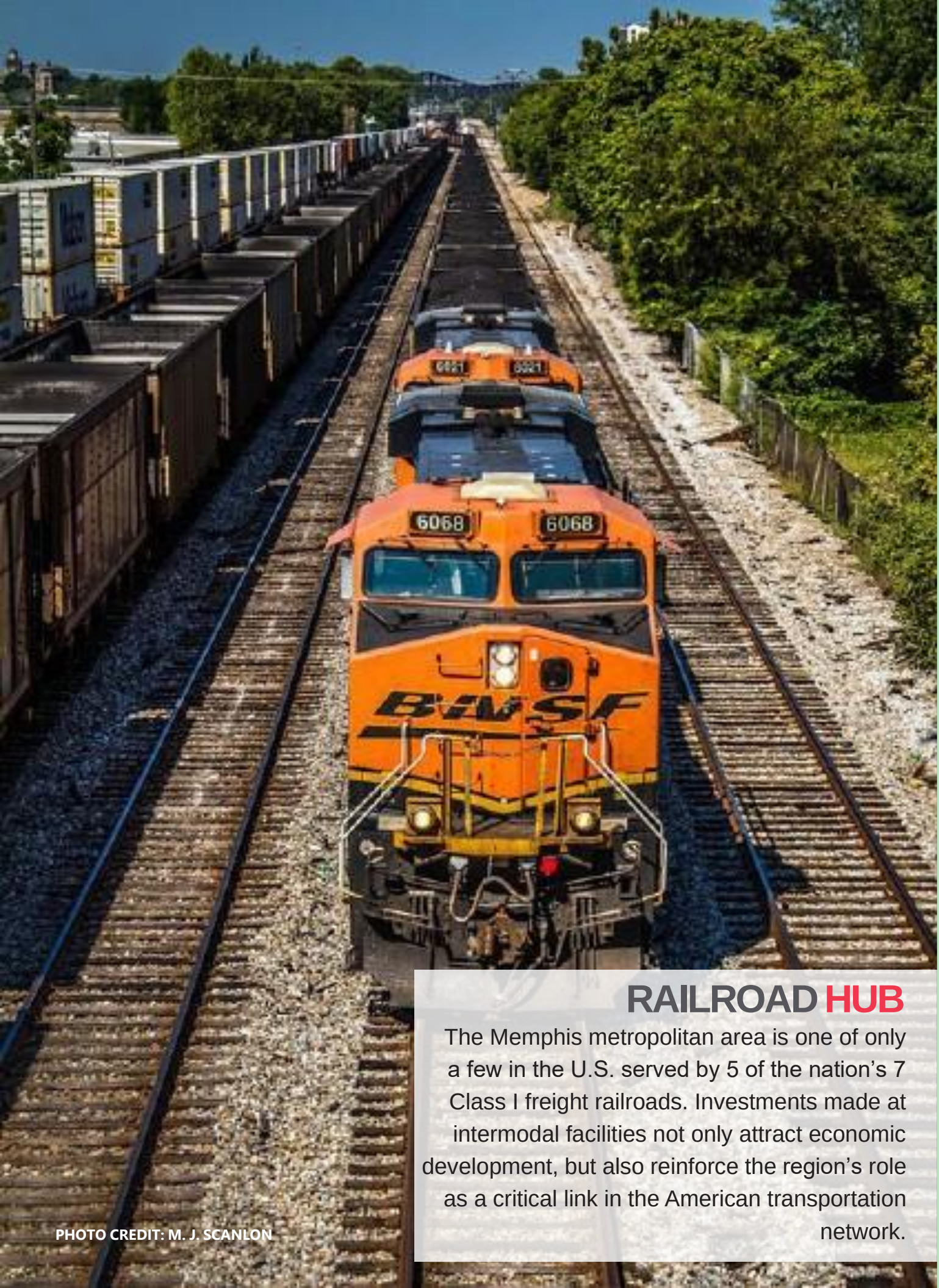
Maintain existing transportation assets and infrastructure

Minimize adverse impacts of transportation investment on the (social, natural, historic) environment

Enhance travel and tourism

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

Reduce travel delay for people and goods



RAILROAD HUB

The Memphis metropolitan area is one of only a few in the U.S. served by 5 of the nation's 7 Class I freight railroads. Investments made at intermodal facilities not only attract economic development, but also reinforce the region's role as a critical link in the American transportation network.

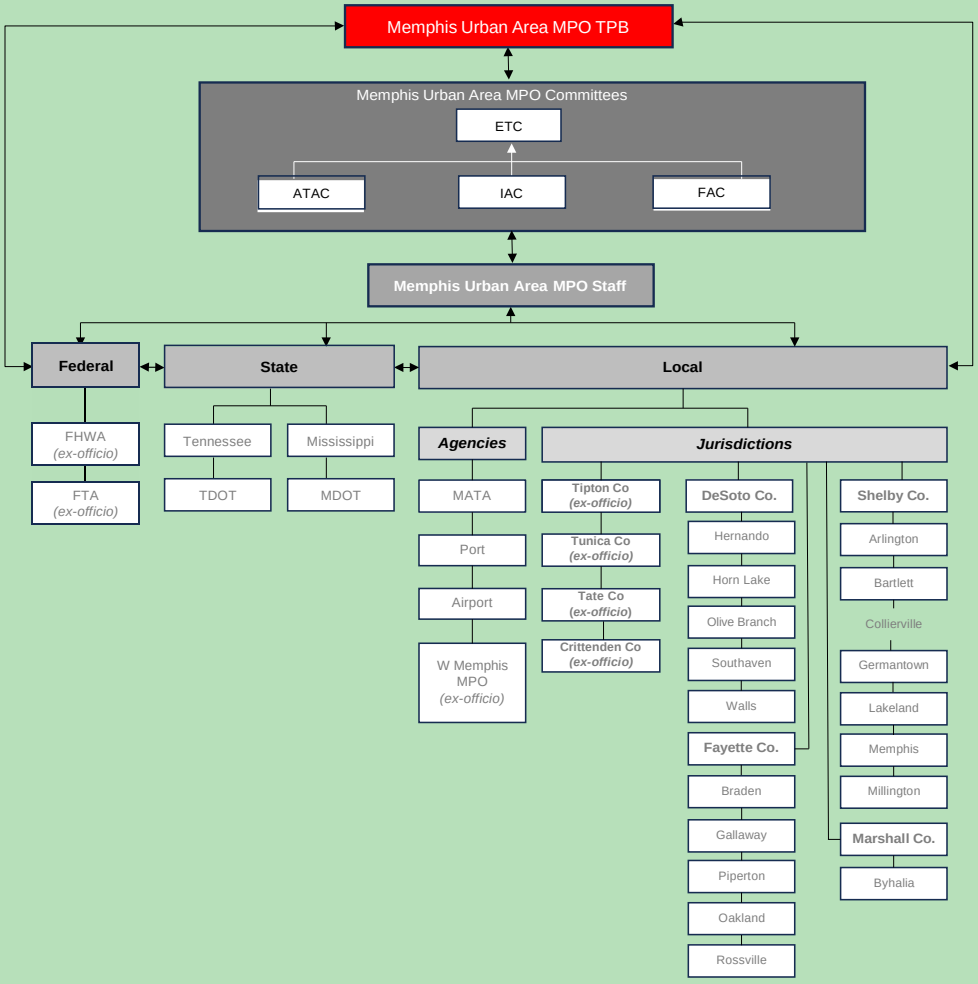
PHOTO CREDIT: M. J. SCANLON

RESIDENTS, PLANNERS ENGINEERS, AND OFFICIALS AT ONE TABLE

The Transportation Policy Board (TPB), which is responsible for setting policy for the Memphis MPO, is vested with final decision-making responsibilities for major transportation planning and programming issues within the MPO's jurisdiction.

The TPB is assisted by four standing advisory committees, each charged with making recommendations to the TPB in its area of expertise. The Chair of the TPB may appoint ad hoc committees to assist the Memphis MPO in performing its duties. MPO committee meetings are generally open to the public, and a calendar of meetings and further details is available on the MPO website or by contacting the MPO office.

The MPO staff is responsible for providing staff and technical services for the TPB and each of its advisory committees.



Engineering and Technical Committee (ETC)

The ETC advises and assists the TPB in completing its duties and makes a report to the TPB on all actions brought before the Board. The ETC composed of two representatives each from Shelby County and the City of Memphis Engineer's office, and a designee from each governmental entity or major transpotation provider including Mississippi and Tennessee Departments of Transportation (MDOT & TDOT) in the Memphis MPO area. The state divisional offices of FHWA, the regional FTA representative, and the West Memphis MPO are ex-officio members and each has a designated members on the ETC.

Active Transportation Advisory Committee (ATAC)

The ATAC advises and assists the TPB in planning matters related to active modes of transportation within the Memphis MPO. This commitee provides guidance and strategy on the planning and implementation of transportation projects as related to bicycle and pedestrian travel, transit and public transportation, accessibility issues, transportation safety, and community outreach efforts, based on input from a broad group of representatives from the regional community, which may include technical staff, general citizens, advocacy groups, academic groups, transit providers.trails groups, the business community, and health care providers.

Transportation Policy Board TPB

Interogency Consultation Committee (IAC)

The IAC is responsible for advising the TPB and other MPO committees on air quality and emissions issues within the parts of the MPO jurisdiction designated as maintenance or non-attainment areas. The IAC makes recommendations to the Memphis MPO on undertaking measures designed for the reduction of mobile source emissions.The IAC group includes members from the West Memphis MPO and MATA, as well as ETC members from local jurisdictions within a non-attainment or maintainance area.

Freight Advisory Committee (FAC)

The FAC advises, educates, and makes recommendations to the TPB on transportation strategies that will aid in the movement of freight through the metropolitan area, provide a forum for regional freight stakeholders, increase public-private collaboration,and public outreach on freight importance and needs. FAC membership is comprised of representatives of the major providers of multi-modal freight movement in the region and the users of those modes of transportation.

FOOT & PEDAL

The Greater Memphis region contains hundreds of miles of sidewalks, bike lanes, shared-use paths whichsupport active transportation throughout the region.

ENGAGING THE PUBLIC TODAY, PLANNING FOR TOMORROW

The Memphis MPO sets transportation policy, carries out long and short-range transportation planning, and programs funding for major transportation improvements within its jurisdictional area (see the FAQ section for a more detailed description of this jurisdictional area).

Plans and Documents

The MPO is responsible for reviewing, maintaining, and updating the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP). The MPO is also responsible for the Public Participation Plan (PPP), the Prospectus, and Title VI Reports.

Additionally, MPO staff provides the following services:

- Prepare special transportation studies and plans as needed
- Prepare and post notices of public meetings and hearings
- Publish agendas and minutes of public meetings and hearings
- Provide translation sevices for MPO documents and resources,including from English to Spanish

Observation of Conditions

A number of social, economic, and environmental factors influence the transportation system overseen by the MPO. Among the factors regularly monitored by the MPO are:

- Compliance with federal, state, and local air quality regulations
- Analysis of demographic changes in the MPO area
- Preparation of population forecasts for the MPO area
- Demographic changes which may require the expansion of the MPO's boundaries
- Development of regional Intelligent Transportation Systems (ITS) programs
- Compliance with Title VI of the Civil Rights Act of 1964
- Transportation-related practices and conditions
- Environmental mitigation conservation and strategies
- Revenue availability

Public Engagement

Offering a broad range of opportunities for public interaction and public comment in the transportation planning process is another responsibility of the MPO

The MPO accepts and records comments from the general public regarding MPO documents, the MPO planning process, and all activities of the MPO as needed. A detailed schedule of these public comment periods can be found in the Public Participation Plan, available at the MPO offices or on the web at: www.memphismpo.org.

The MPO is not responsible for engineering and design, right-of-way acquisition, or construction of transportation facilities. These activities are the responsibility of the State or local agencies and jurisdictions sponsoring individual transportation projects.

RTP: The Regional Transportation Plan guides the selection and implementation of transportation projects across all modes within the Memphis MPO area over the next 20+years. It outlines long-term policies and actions to support an efficient, integrated transportation system for the movement of people and goods through the region.

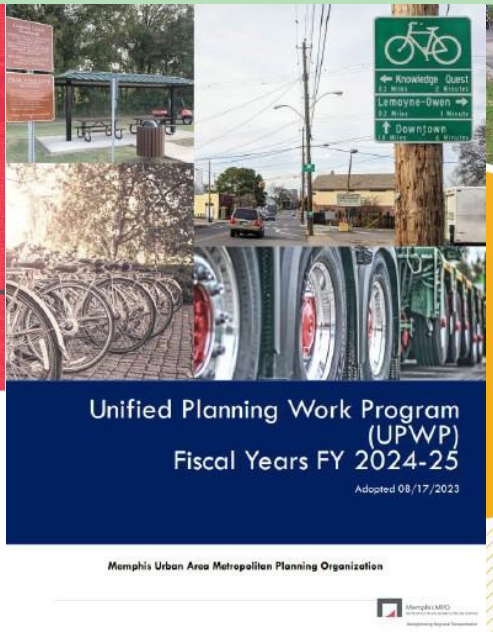
TIP: The Transportation Improvement Program(TIP) is a four-year, fiscally constrained, short-range program, that provides a prioritized list of multimodal transportation projects (including capital, resurfacing, signalization, bridge, pedestrian & bicycle, and transit) within the Metropolitan Planning Area. The TIP supports the vision of the Regional Transportation Plan (RTP) and must be in conformity with Federal air quality regulations.

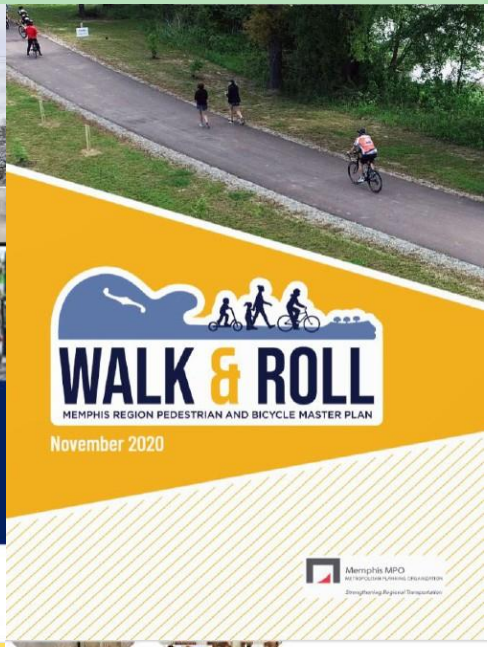
UPWP: The Unified Planning Work Program identifies specific planning, data collection, and analysis tasks that the MPO and its partner agencies will undertake during a two-year period. The UPWP is updated every two years to show the federal, state, and local funding allocated for transportation planning tasks in the Memphis MPO region.

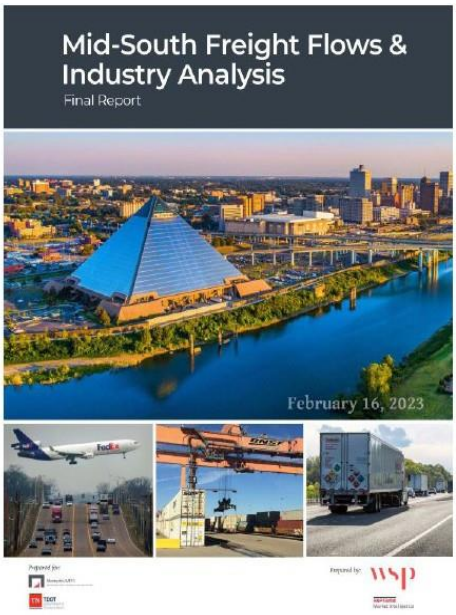
PPP: The MPO Public Participation Plan continuously seeks to create opportunities for every resident to participate in planning, reviewing, and implementing its transportation projects and programs. The PPP outlines specific strategies to engage the general public and community leaders in transportation planning within the community.

Title VI Report: The MPO prepares regular Title VI Reports. This report outlines strategies to ensure that opportunities for participation in the transportation planning process are provided to all persons without regard to race, color, or national origin; that the MPO decides the planning of transportation facilities without preference to race, color, or national origin; and that the MPO takes corrective action to prevent discriminatory treatment of any beneficiary based on race, color, or national origin. This report is produced in accordance with Title VI of the Civil Rights Act of 1964, which prohibits discrimination by any program or activity receiving Federal financial assistance

Each of these planning documents and reports, as well as additional documents and graphics of MPO plans is available for viewing at the MPO.org/plans/introduction

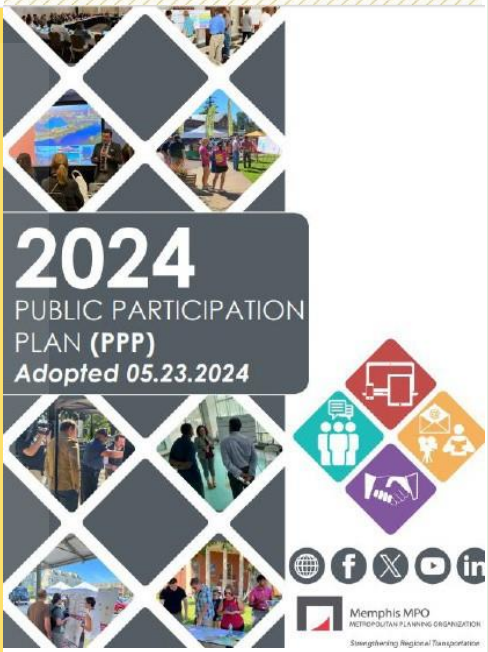


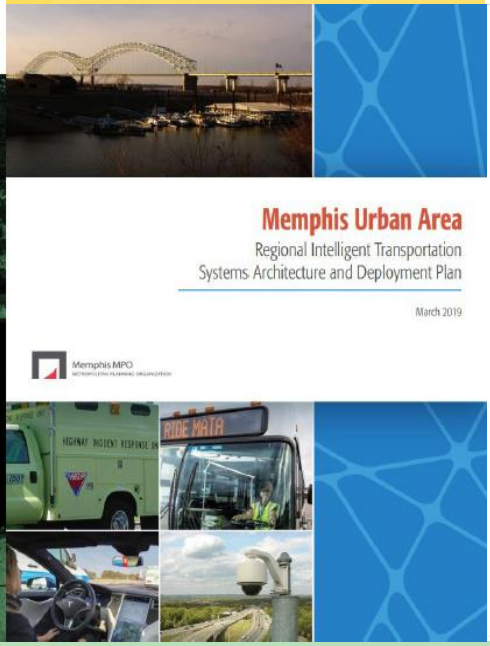




A Wide Scope

On its own or in coordination with partner agencies, the MPO produces several other transportation plans and studies. These include (from top left) the Moving Together 2050 RTP, UPWP, Walk & Roll Memphis Region Pedestrian and Bicycle Master Plan, Mid-South Freight Flows & Industry Analysis, 2024 Public Participation Plan, Bus Stop Design and Accessibility Guidlines, Memphis Urban Area Regional ITS Architecture and Development Plan, Mid-South Safety Action Plan(SAP) and others.





MOVING AMERICA

At the junction of several key Interstate and state highways, the Greater Memphis region plays a vital role in the national shipment of freight and goods. The I-55 bridge is projected to support approximately 64,000 vehicles every day by the year 2050, carrying residents, travellers, workers, and freight moving between Tennessee, Arkansas, and Mississippi.

IMPROVING COMMUNITIES
THROUGH COORDINATION

The Memphis MPO coordinates transportation planning not only between each of the local municipal and county governments, but also between our region and the authorities at the State and Federal levels of governement. In doing so, the Memphis MPO establishes one voice for regional transportation policy and one vision for the future of the region's transportation network.

Each of the local, State, and Federal partners of the MPO are represented below.

U.S. Department of Transportation Federal Highway Administration

Federal Transit Administration

United States Environmental Protection Agency

TN TDOT Department of Transportation

TN Department of Environment & Conservation

MDOT Mississippi Department of Transportation

The Great Seal of the State of Mississippi

The Great Seal of the State of Tennessee 1796

The Seal of Shelby County Tennessee

City of Hernando, Mississippi Est. 1837

City of Germantown

Memphis Shelby County Tennessee

DeSoto County MS

Marshall County Mississippi

Fayette County, Tenn.

Mississippi Department of Environmental Quality

Byhalia Mississippi

Town of Rossville Rossville, TN

City of Gallaway Fayette County, TN

Arlington Est. 1900

City of Horn Lake DeSoto County, Mississippi

West Memphis Area MPO Metropolitan Planning Organization

City of Piperton Tennessee

Oakland Tennessee

City of Lakeland Tennessee 1977

Collierville

Millington, TN

Town of Walls

Olive Branch Mississippi

The Great Seal of Bartlett Tennessee 1866

Braden TN

MATA Memphis Area Transit Authority

Memphis International Airport

International Port of Memphis

Public Health Prevent. Promote. Protect. Shelby County Health Department

MidSouth Development District

Southaven Top of Mississippi

GLOBAL REACH

Memphis International Airport ranks as the 2nd busiest cargo airport in the world, and the busiest in the U.S. and Western Hemisphere. Every day, Memphis International handles approximately 600 planes carrying 13,000 passengers and 12,000 tons of cargo.

FUNDING COMMUNITY TRANSPORTATION

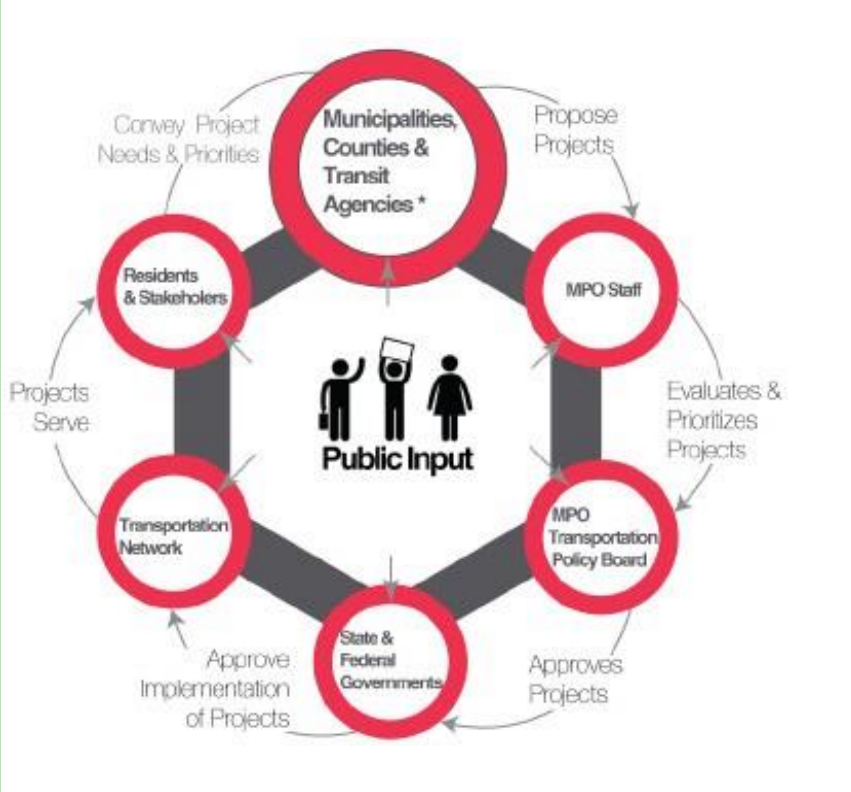
Funding for transportation projects is described in the graphic to the right. Funding for the Memphis MPO is outlined in two key documents:

1. The Unified Planning Work Program (UPWP)
2. The Transportation Improvement Program (TIP).

The UPWP details the MPO's planning activities and funding sources over a 2-year period. The TIP is a 4-year program listing all regionally significant and federally funded transportation projects in the Memphis MPO planning area.

MPO funding comes from the Federal Highway Administration (FHWA), Federal Transit Administration, and State Departments of Transportation (DOTs). The FHWA allocates Metropolitan Planning Funds (PL) to MPOs for planning activities, requiring a 20% local match.

While the UPWP outlines the planning activities of MPO staff, the TIP links planning to implementation by detailing project funding allocations and timelines. Both documents are crucial for understanding the MPO's work and project progression. For specific project details and funding information, refer to the current UPWP and TIP documents on the MPO's website.

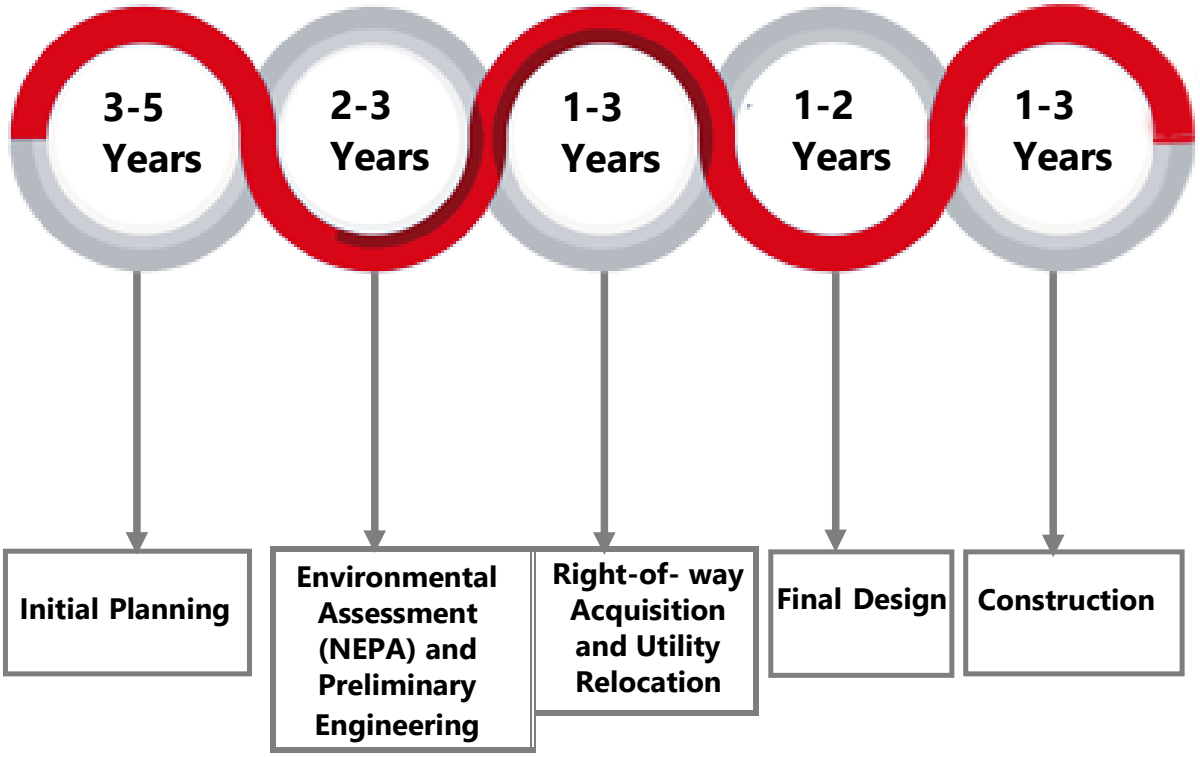


PROJECT APPROVAL AND FUNDING PROCESS: This continuous cycle describes the process through which transportation projects that receive Federal funding are approved for implementation or construction.

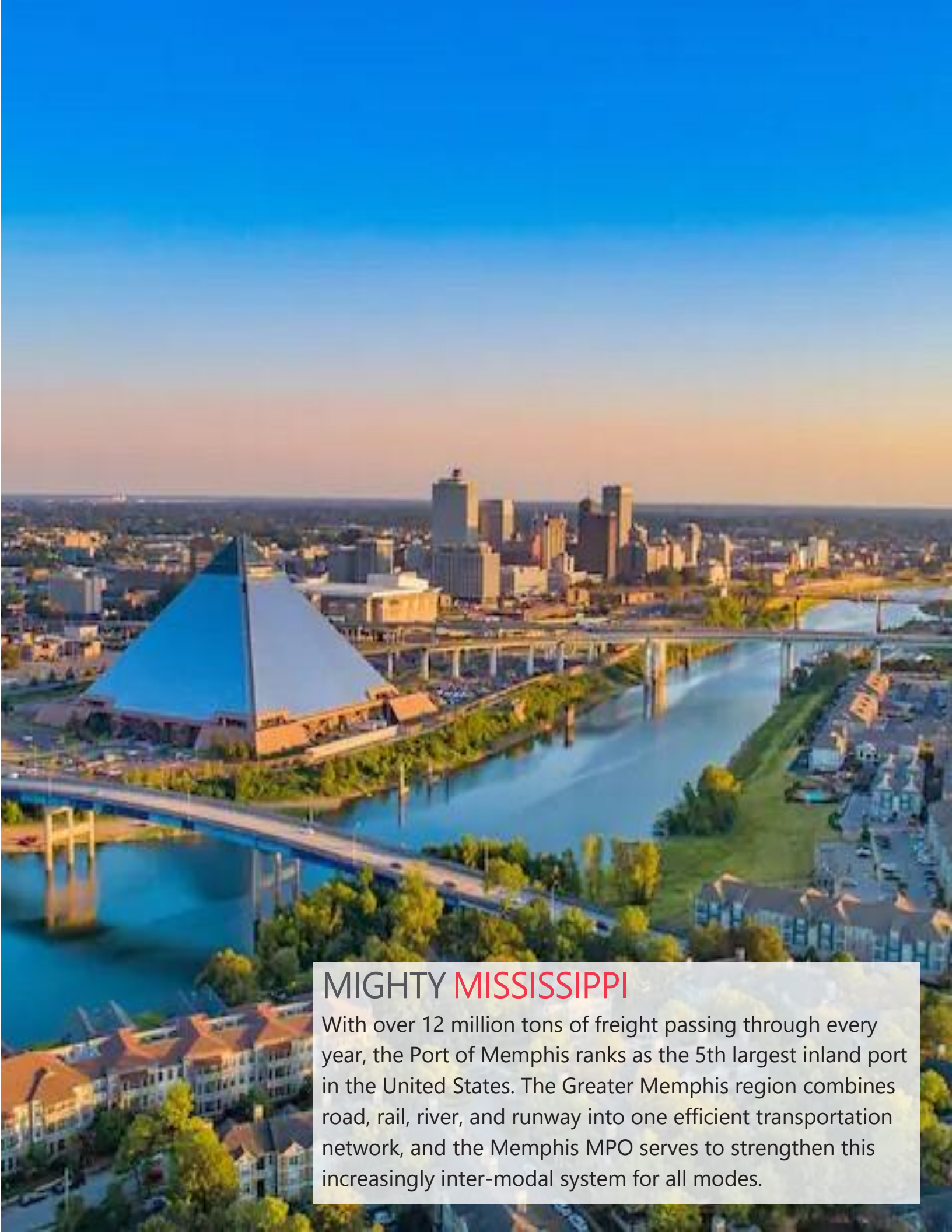
* All projects proposed by these entities are vetted and approved by their legislative bodies (i.e. city councils, administrative boards, citizens, etc.).

PROJECT DEVELOPMENT TIMELINE

Steps In Project Development (Federally Funded)



The journey from a project's initial proposal to completed infrastructure can be lengthy, as federally funded projects must go through a careful and methodical process. The figure above illustrates the typical timeline for major capital projects, which generally take 7-15 years to go from initial inclusion in the MPO's fiscally constrained Transportation Improvement Program (TIP) to completion. This duration varies by project size and the specific nature of the project. Smaller projects generally take less time to complete and often do not need any or limited Right of Way acquisition, while larger, more complex projects may have to repeat stages and thus take longer. The Memphis MPO plays a crucial role in coordinating planning studies and securing funding. However, the later stages of engineering and construction fall primarily under the responsibility of the State DOT or the local agency acting as the project lead.



MIGHTY MISSISSIPPI

With over 12 million tons of freight passing through every year, the Port of Memphis ranks as the 5th largest inland port in the United States. The Greater Memphis region combines road, rail, river, and runway into one efficient transportation network, and the Memphis MPO serves to strengthen this increasingly inter-modal system for all modes.

FREQUENTLY ASKED QUESTIONS

Q: Does the Memphis MPO build roads?	A. No. Building roads is the responsibility of the local agency or the Tennessee or Mississippi Departments of Transportation. The Memphis MPO only coordinates the planning and programming of federal funding for infrastructure projects. Projects go through several stages before construction can begin like conducting an environmental study or roadway design, and acquiring right-of-way to name a few.
Q. How can I learn about transportation improvements in my area?	A. The Memphis MPO provides an Interactive Webmap for residents to view long and short-term federally funded transportation projects planned in the area. Viewers can see the types of projects, future completion dates, the amount of funding for the project, and much more. For more information on specific projects, contact the lead agency.
Q: Why is my County/City/ Town not included in the MPO?	A. The Memphis Metropolitan Statistical Area (MSA) consists of nine counties and the municipalities within: Shelby, Fayette, and Tipton counties in Tennessee; Crittenden County in Arkansas; and Benton, DeSoto, Marshall, Tate, and Tunica counties in Mississippi. However, the Memphis MPO is responsible for transportation planning only in “urbanized areas” of the MSA or areas of the MSA that are expected to become urbanized within the next 20 years.
Q. How can I learn about future public meetings?	A.You can sign-up for our quarterly newsletter, the Travel Times, to stay up-to-date on current and future MPO plans and programs. The Memphis MPO also maintains an online calendar that is updated with public meetings when available. Finally, you can also follow us on Facebook, X, YouTube, and LinkedIn to get the latest news on the MPO and transportation related updates or visit our News/Events webpage.

FREQUENTLY ASKED QUESTIONS

Q: How is it determined which projects can be funded with federal funds?

A. Eligibility and Restrictions are set in the federal regulations/ guidance for the use of the funds, some are
• Type of Road (Federal Functional Classification System)
• Type of Work (i.e. transit funds cannot be used to pave a road and highway funds cannot be used to operate transit)
• Identification of project in MPO Plans

Q: How are projects identified in the RTP?

A. The MPO planning process requires a look at both current and future needs. Projects identified then go through a rigorous ranking process to prioritize projects and include only those that can be funded based on funding availability. Additional information povided by the local jurisdictions is also used for project identification. MPO Staff does not make the decision on which projects are included in the RTP.

Q: Can the Memphis MPO help me reduce the speed limit on my road in rural Shelby County?

A. The Memphis MPO certainly is concerned with the safety of local roads. However, the first agency to contact for problem speeders in unincorporated areas of Shelby County is the Shelby County Sheriff's Office. The Office of the Shelby County Engineer can help determine if the speed limit on your road needs adjustment.

Q. If West Memphis, Arkansas is part of the Memphis Metropolitan Area, why is it not included in the Memphis MPO's area of jurisdiction?

A. West Memphis is served by its own MPO in cooperation with the Arkansas DOT and FHWA and FTA offices in Little Rock. However, the Memphis and West Memphis MPOs work closely together on local transportation issues and the West Memphis MPO Coordinator is a member of the Memphis MPO's Engineering and Technical Committee.

ACRONYMS & DEFINITIONS

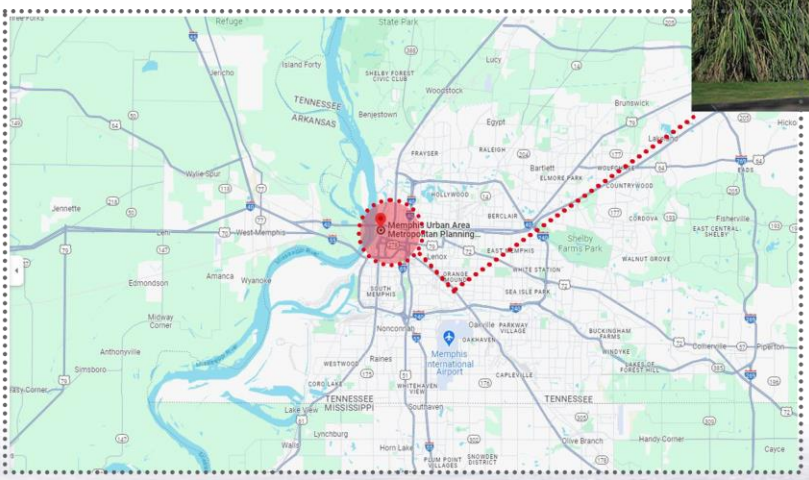
ACRONYMS USED IN THIS DOCUMENT

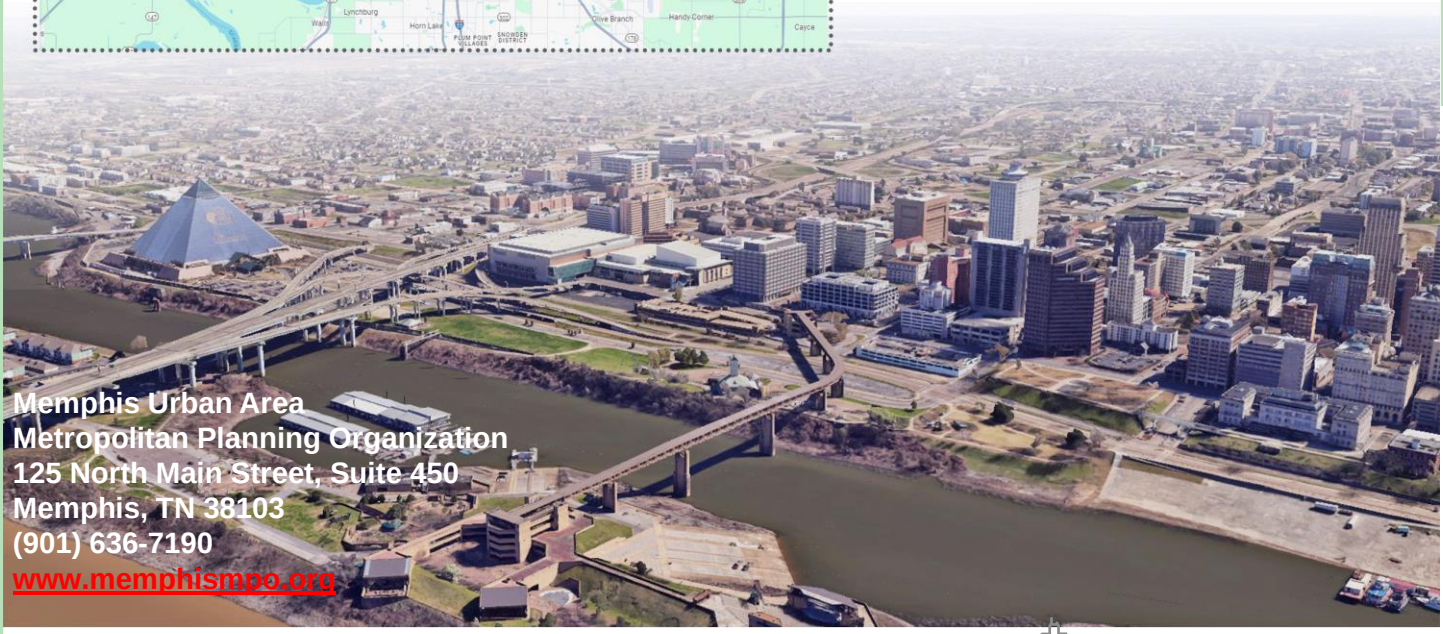
ATAC	Active Transportation Advisory Committee
DOT	U.S. Department of Transportation
EPA	U.S. Environmental Protection Agency
ETC	Engineering and Technical Committee
FHWA	Federal Highway Administration
FAC	Freight Advisory Committee
FTA	Federal Transit Administration
IAC	Interagency Consultation (air quality)
IIJA	Infrastructure Investment Jobs Act
MATA	Memphis Area Transit Authority
MDEQ	Mississippi Department of Environmental Quality
MDOT	Mississippi Department of Transportation
MPO	Metropolitan Planning Organization
PL	Metropolitan Planning Funds
PPP	Public Participation Plan
RTP	Regional Transportation Plan
TDEC	Tennessee Department of Environment and Conservation
TDOT	Tennessee Department of Transportation
TIP	Transportation Improvement Program
Title VI	Title VI of the U.S. Civil Rights Act of 1964, as amended
TPB	Memphis MPO Transportation Policy Board
UPWP	Unified Planning Work Program

COMMONLY USED ACRONYMS AT THE MPO

CMAQ	Congestion Mitigation & Air Quality
CMP	Congestion Management Plan/Process
EIS	Environmental Impact Study
MSCPC	Memphis and Shelby County Port Commission
MSCAA	Memphis and Shelby County Airport Authority
RPO	Rural Planning Organization
SCHD	Shelby County Health Department
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TDM	Travel Demand Model

WE LOOK FORWARD TO MEETING YOU!





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The MPO office is located in Memphis City Hall in downtown Memphis, Tennessee on North Main Street. MPO offices are open Monday through Friday, 8:00am- 4:30pm.