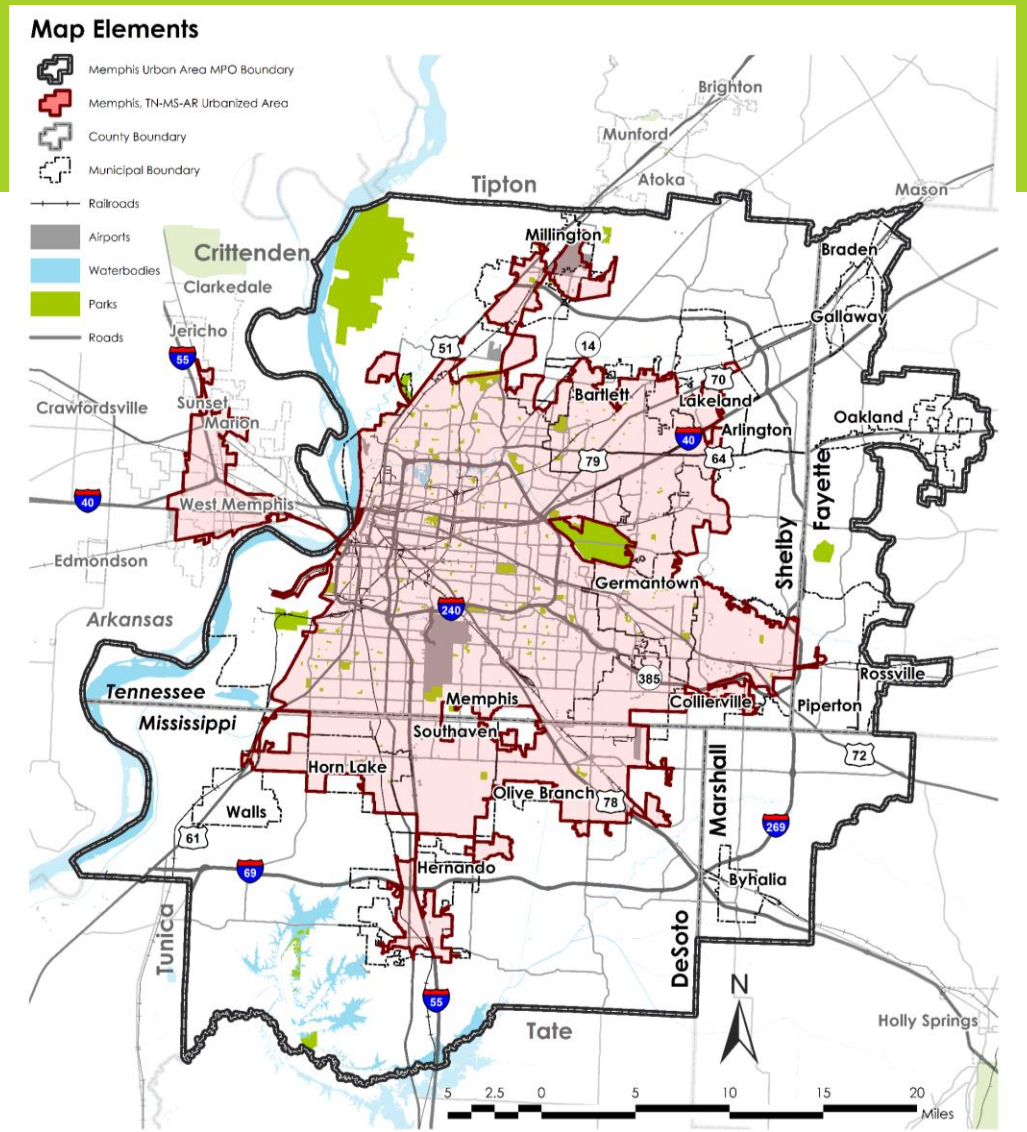
Implementing TPM & PBPP:
Coordination & Collaboration

November 6, 2019

REGIONAL OVERVIEW

- Memphis Metropolitan Planning Area:
  - 2 States (Tennessee and Mississippi)
  - 4 Counties
  - 18 Municipalities
  - 1 Public Transit Provider
  - 1 International Port Authority
  - 1 International Airport Authority
- Unique geographic location requires significant collaboration & coordination amongst partner agencies



GEOGRAPHIC IMPLICATIONS FOR PM TARGET SETTING

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- Tri-State, single, unified targets for Peak Hour Excessive Delay (PHED) and Non-Single Occupancy Vehicle (Non-SOV):

Area Characteristics

- ✓ Designated urbanized area,
- ✓ Contains NHS mileage **AND**
- ✓ Population over 200,000*

+

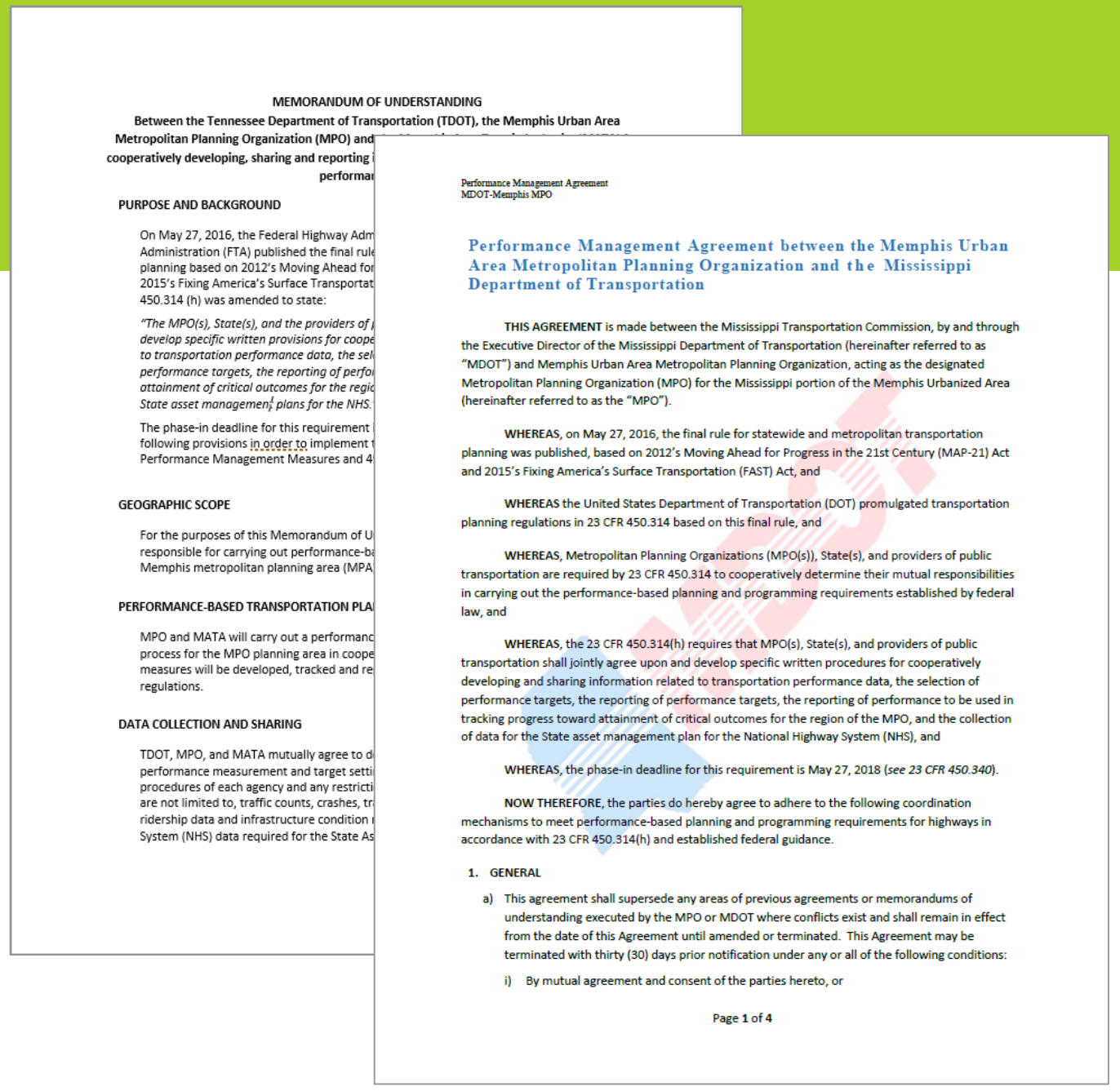
Nonattainment or Maintenance Area

- ✓ Ozone (O_3)
- ✓ Carbon monoxide (CO) **OR**
- Particulate matter (PM_{10} or $PM_{2.5}$)

- Heavily involved in target setting process with MATA on the Transit Asset Management (TAM) targets

MOA'S

- TDOT and MDOT developed them separately from each other
- MATA was included as a signatory for TDOT's MOA
- Inclusive of all PMs
- Similar process as other legal agreements:
  - Legal Review
  - Board Review and Adoptions
  - Signatures



MEMORANDUM OF UNDERSTANDING

Between the Tennessee Department of Transportation (TDOT), the Memphis Urban Area Metropolitan Planning Organization (MPO) and

cooperatively developing, sharing and reporting

performa

PURPOSE AND BACKGROUND

On May 27, 2016, the Federal Highway Adm
Administration (FTA) published the final rul
planning based on 2012's Moving Ahead for
2015's Fixing America's Surface Transportat
450.314 (h) was amended to state:

"The MPO(s), State(s), and the providers of
develop specific written provisions for coope
to transportation performance data, the sel
performance targets, the reporting of perfo
attainment of critical outcomes for the regio
State asset management plans for the NHS.

The phase-in deadline for this requirement
following provisions in order to implement
Performance Management Measures and 4

GEOGRAPHIC SCOPE

For the purposes of this Memorandum of U
responsible for carrying out performance-ba
Memphis metropolitan planning area (MPA

PERFORMANCE-BASED TRANSPORTATION PLA

MPO and MATA will carry out a performanc
process for the MPO planning area in coope
measures will be developed, tracked and re
regulations.

DATA COLLECTION AND SHARING

TDOT, MPO, and MATA mutually agree to d
performance measurement and target setti
procedures of each agency and any restricti
are not limited to, traffic counts, crashes, tr
ridership data and infrastructure condition
System (NHS) data required for the State As

Performance Management Agreement
MDOT-Memphis MPO

Performance Management Agreement between the Memphis Urban Area Metropolitan Planning Organization and the Mississippi Department of Transportation

THIS AGREEMENT is made between the Mississippi Transportation Commission, by and through the Executive Director of the Mississippi Department of Transportation (hereinafter referred to as "MDOT") and Memphis Urban Area Metropolitan Planning Organization, acting as the designated Metropolitan Planning Organization (MPO) for the Mississippi portion of the Memphis Urbanized Area (hereinafter referred to as the "MPO").

WHEREAS, on May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, 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, and

WHEREAS the United States Department of Transportation (DOT) promulgated transportation planning regulations in 23 CFR 450.314 based on this final rule, and

WHEREAS, Metropolitan Planning Organizations (MPO(s)), State(s), and providers of public transportation are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law, and

WHEREAS, the 23 CFR 450.314(h) requires that MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures 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 plan for the National Highway System (NHS), and

WHEREAS, the phase-in deadline for this requirement is May 27, 2018 (*see 23 CFR 450.340*).

NOW THEREFORE, the parties do hereby agree to adhere to the following coordination mechanisms to meet performance-based planning and programming requirements for highways in accordance with 23 CFR 450.314(h) and established federal guidance.

1. **GENERAL**

a) This agreement shall supersede any areas of previous agreements or memorandums of understanding executed by the MPO or MDOT where conflicts exist and shall remain in effect from the date of this Agreement until amended or terminated. This Agreement may be terminated with thirty (30) days prior notification under any or all of the following conditions:

i) By mutual agreement and consent of the parties hereto, or

ESTABLISHING CLEAR ROLES AND RESPONSIBILITIES

Guidance & Oversight

FHWA/FTA

Data Sharing

TDOT/MDOT/ ARDOT

Coordination

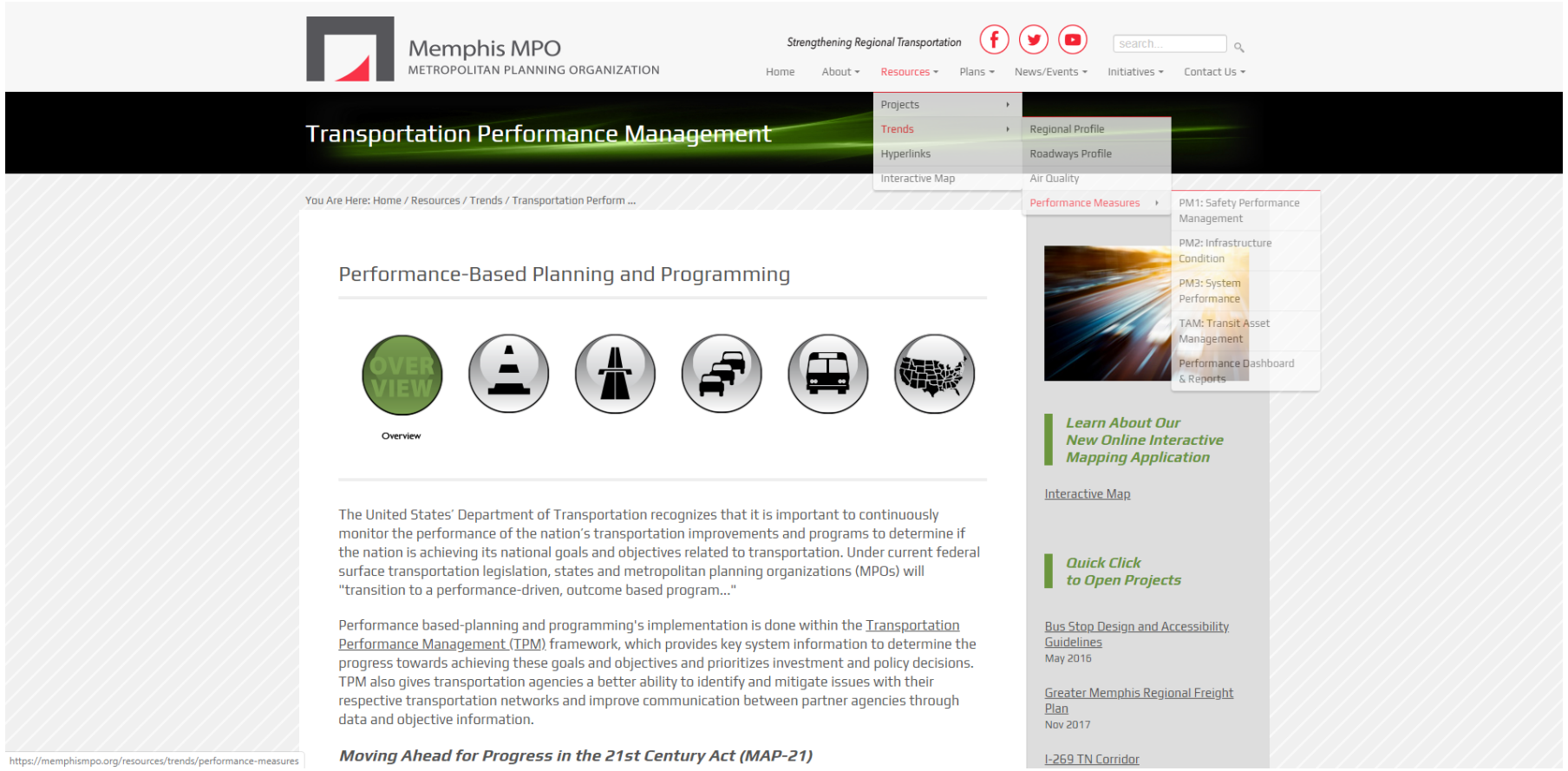
Memphis MPO

(Includes TPB & ETC)

Frequent Communication

All

QUESTIONS??



https://memphismpo.org/resources/trends/performance-measures