



2024

Memphis Urban Area Metropolitan Planning Organization (MPO) *State of the MPO Report*



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Acknowledgments

The Memphis Urban Area Metropolitan Planning Organization (MPO) would like to acknowledge its members and partner agencies, who assist in the in the development and administration of its various plans and programs.

MPO MEMBERS

State of Tennessee

Tennessee Department of Transportation (TDOT)
Memphis Area Transit Authority (MATA)
Memphis and Shelby County Airport Authority (MSCAA)
Memphis and Shelby County Port Commission (MSCPC)
Shelby County, Tennessee
Town of Arlington
City of Bartlett
Town of Collierville
City of Germantown
City of Lakeland
City of Memphis
City of Millington
Fayette County, Tennessee
Town of Braden
City of Gallaway
Town of Oakland
City of Piperton
Town of Rossville

State of Mississippi

Mississippi Department of Transportation (MDOT)
DeSoto County, Mississippi
City of Hernando
City of Horn Lake
City of Olive Branch
City of Southaven
Town of Walls
Marshall County, Mississippi
Town of Byhalia

PARTNER AGENCIES

Federal Highway Administration—Tennessee Division
Federal Highway Administration—Mississippi Division
Federal Transit Administration—Region IV
US Environmental Protection Agency—Region IV
Tennessee Department of Environment and Conservation (TDEC)
Mississippi Department of Environmental Quality (MDEQ)
Shelby County Health Department (SCHD)
West Memphis Metropolitan Planning Organization (WMPO)

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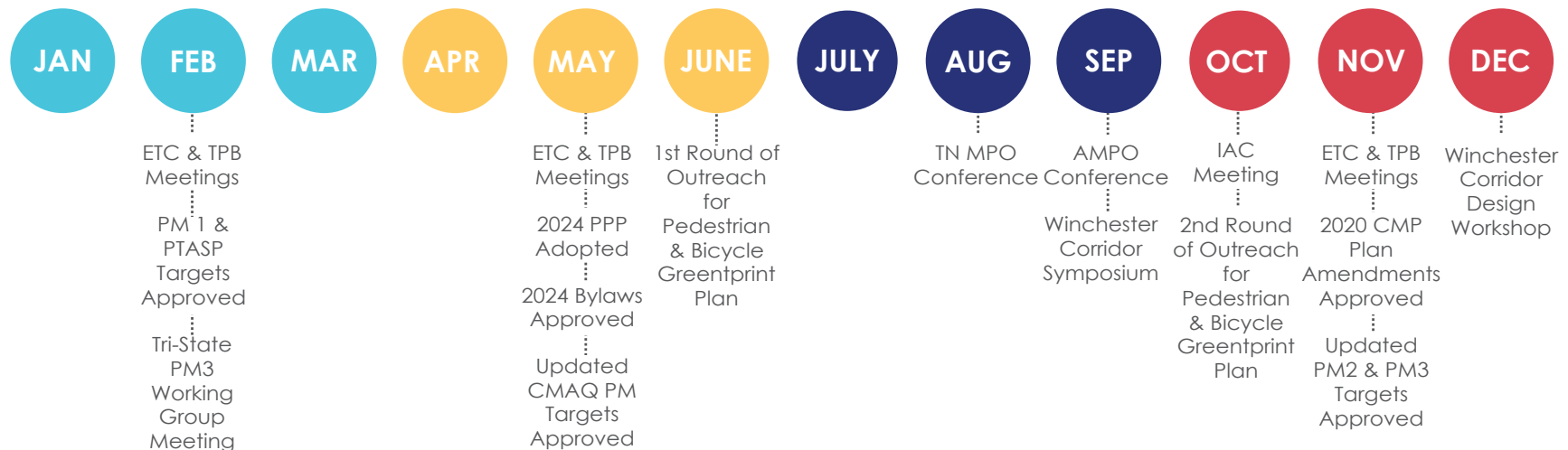
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Welcome to the Memphis Urban Area MPO!

2024 was a productive and exciting year for the Memphis MPO and the Greater Memphis Region! The Region witnessed unprecedented levels of investment in transportation infrastructure, which included \$394 million in federal funding for the I-55 Bridge Replacement project. The Memphis MPO also completed and updated several plans and studies, including the 2024 Public Participation Plan (PPP) and amendments to the Congestion Management Process (CMP) Plan. Engaging and educating the public about the MPO and its planning activities remains a top priority. The MPO continues to use a wide-range of engagement strategies to make engagement opportunities convenient and accessible. We encourage you to stay connected with us in 2025. Please take the opportunity to engage and provide feedback on the MPO's planning process!



PRAGATI SRIVASTAVA, AICP
MPO Administrator





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Introduction

01



Who We Are

The Memphis Urban Area Metropolitan Planning Organization (Memphis MPO), created in 1977, is a regional, multi-jurisdictional agency that is responsible for the planning and programming of Long-Range Transportation facilities in the Metropolitan Planning Area (MPA). The Transportation Policy Board (TPB) is comprised of officials representing the local jurisdictions, States and transportation agencies within the Region. The planning boundary covers 18 municipalities and all, or parts, of 4 counties in 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.

Our Role

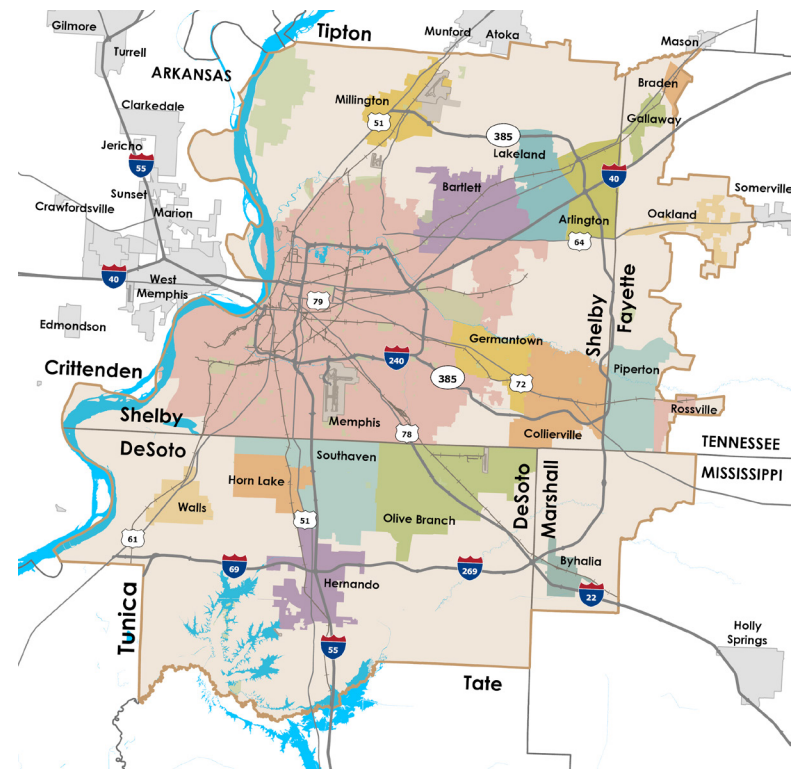
The transportation system plays a vital role in the everyday life of the region's residents, whether in creating access to jobs and growing our economy, ensuring safe routes to school, or providing more sustainable transportation choices. Through the Memphis MPO planning process, the priorities for the future of transportation in our Region are set, linking federal transportation investments with the goals and values of the community.

Purpose of the State of the MPO Report

The State of the MPO Report provides a broad overview of the activities performed by the MPO in the previous calendar year. It includes:

- A summary of all outreach performed by the MPO;
- An overview of significant milestones and achievements of the MPO;
- An update on MPO and member agency ongoing and future projects that have been completed or will begin/continue in the next calendar year.

Copies of this and previous reports can be found by visiting the Memphis MPO's [Public Participation Webpage](#).



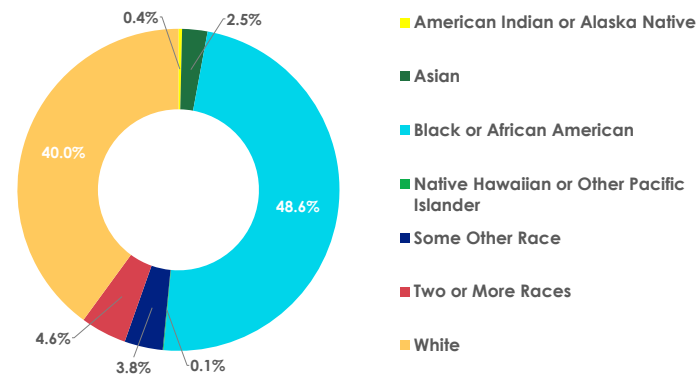
Regional Demographics

The figures below display the demographic composition of the population residing within the Memphis MPO's Planning Area. The Memphis MPO collects and uses this data to:

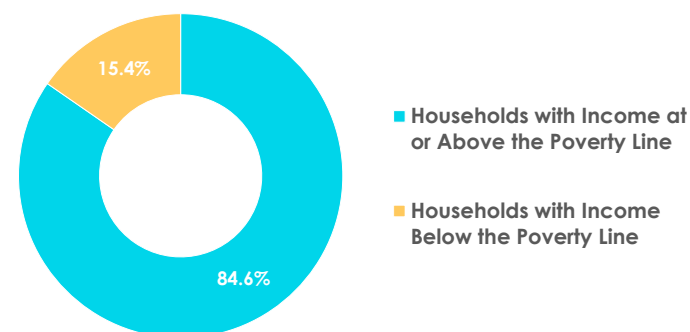
- Ensure compliance with Title VI, Environmental Justice, and other non-discrimination laws and regulations;
- Achieve the Memphis MPO's Title VI Goals and Objectives;
- Identify the transportation needs of various communities throughout the region;
- Identify effective outreach strategies for the various communities throughout the region.

According to the latest data from the U.S. Census Bureau's American Community Survey (ACS), the population residing within the Memphis MPO Planning Area was approximately 1,147,601 in 2023.

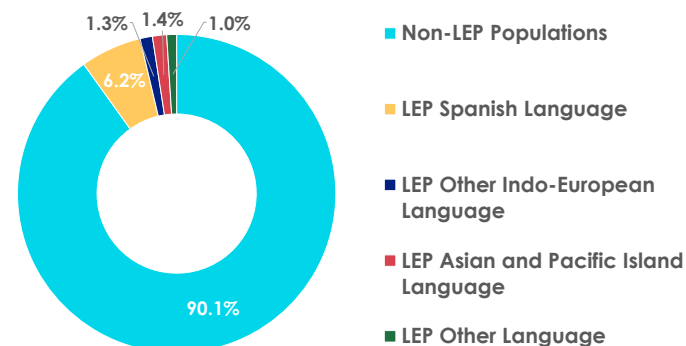
Communities of Color



Poverty/Low-Income Households



Limited English Proficiency (LEP)





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Annual Highlights

02



MPO Outreach & Staff Participation

Over the course of 2024, the Memphis MPO held multiple rounds of public engagement for the Regional Pedestrian and Bicycle Greenprint Plan and the Winchester Corridor Pilot Study. As part of these efforts, the MPO held multiple pop-up events, design symposiums, and workshops, and conducted multiple online surveys to collect input from interested parties.



The MPO regularly tracks the performance of its outreach activities, as well as staff participation in partner agency activities, to assist in identifying effective engagement strategies. The information below summarizes the measures used by the MPO to track its outreach activities and staff participation annually, and the following page provides a snapshot of the MPO's outreach efforts in 2024:

MPO Outreach

Meetings/Events: Annual number of meetings or engagement events held by the MPO;

Participants: Annual number of participants at MPO meetings and engagement events;

Review Days: Annual number of public review days for MPO planning products;

Website Visits: Annual number of visitors on the MPO's website;

Social Media Followers: Total number of Facebook, Instagram, X, LinkedIn followers and YouTube subscribers;

Media Mentions: Annual number of MPO newspaper, radio, TV, and other news medium mentions and appearances;

Speaker Slots: Annual number of instances in which MPO staff presented at conferences or other events;

Open Rate: Annual Constant Contact email open rate percentage.

Staff Participation

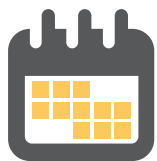
In-Person Meetings: Annual number of non-MPO in-person meetings attended by MPO staff;

Trainings/Workshops: Annual number of trainings/workshops attended by MPO staff;

Virtual Meetings/Conference Calls: Annual number of virtual meetings or conference calls attended by MPO staff;

Webinars: Annual number of webinars attended by MPO staff.

MPO Outreach



49

Meetings/Events

Compared to 20 in 2023



2,078

Followers

Began tracking in 2024



780+

Participants

Compared to 345+ in 2023



9

Media Mentions

Compared to 5 in 2023



160+

Review Days

Compared to 140+ in 2023



2

Speaker Slots

Compared to 1 in 2023



35,358

Website Visitors

Compared to 13,544* in 2023



35%

Open Rate

Compared to 33% in 2023

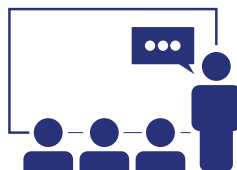
Staff Participation



7

In-Person Meetings

Compared to 10 in 2023



8

Trainings/
Workshops

Compared to 10 in 2023



73

Virtual Meetings/
Conference Calls

Compared to 70 in 2023



25

Webinars

Compared to 39 in 2023

***No website visitor data available for September-December 2023.**

Conferences & Trainings/Workshops

Memphis MPO staff members regularly attend in-person and virtual conferences and trainings/workshops to build knowledge and share the progress of MPO products and processes. MPO staff attended the Association of Metropolitan Planning Organizations (AMPO) annual conference in Salt Lake City, Utah. Below are other in-person and virtual conferences, major meetings, and trainings MPO staff attended and/or presented at in 2024:

Tri-State Advance Program Working Group Meeting
Shelby County Health Department



2024 AMPO Annual Conference
Salt Lake City, Utah

AMPO Policy Committee
Washington D.C.

Environmental Justice for Most Disadvantaged Communities
Webinar

TN Household Survey Workshop
Virtual



2024 TN MPO Conference
Murfreesboro, TN

AASHTOWARE Safety Training
Virtual

TDOT Streetlight Office Hours
Virtual



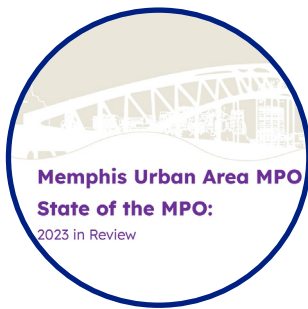
2024 MS MPO Conference
Jackson, MS

Tennessee Safety Performance Measures Meeting
Virtual

YouTube Video Series

Since 2019, the Memphis MPO has regularly released various videos to increase awareness of the MPO and its processes, and to explain some of the key considerations MPOs take into account in transportation planning.

Over 1,000 views have been recorded on the videos. In addition to publishing on the MPO's [YouTube Channel](#), videos are also uploaded to the MPO's [Media Center](#) on the website. Videos are also published in English and Spanish. Below are the videos that were created in 2024:



2023 in Review



Annual Safety Report



2024 Public Participation Plan



Regional Pedestrian and Bicycle Greenprint Plan



Annual Freight Report



FY 2026-29 TIP Kick-Off



Crash Data Dashboard

2024 Public Participation Plan (PPP)

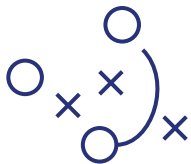


The Memphis MPO's 2024 Public Participation Plan (PPP) was adopted by the Transportation Policy Board on May 23, 2024. The Memphis MPO's 2024 PPP outlines the MPO's public participation methods, the strategies for public engagement and outreach, and State and Federal regulations regarding public participation. The Memphis MPO's PPP encourages the entire community to participate in developing feasible alternatives and encourages community leaders to support the regional transportation network. The Memphis MPO continuously seeks to create opportunities for the public to participate in planning, reviewing, and implementing its transportation projects and programs. The PPP is updated on an as-needed basis.

The 2024 PPP was developed to account for the various alterations made to the MPO's public involvement efforts over the last several years. The following provides an overview of the major alterations to the MPO's PPP:



Flexible & Convenient Formats: As previously noted, the MPO has found that virtual engagement and non-traditional outreach efforts often result in higher levels of community participation. The MPO intends to continue to provide more virtual engagement opportunities, use non-traditional outreach techniques more frequently, and make events and materials available in various formats when conducting future outreach efforts.



Strategies: The Memphis MPO has modified the strategies outlined in Chapter 3, and has specified the purpose of each strategy to assist MPO staff in selecting strategies for the specific task being performed. The strategies were also modified to provide additional flexibility during implementation, and the strategy "scores" were reviewed and updated based on recent experience.



Demographic Analysis: The Memphis MPO has continued to expand its demographic analysis to identify high concentrations of communities that may face additional obstacles to participating in the transportation planning process. This analysis provides staff the ability to target outreach to specific communities and ensure all members of the public are included in the transportation planning process.

2020 Congestion Management Process (CMP) Plan Amendments



In November 2024, the Memphis MPO amended the 2020 Congestion Management Process (CMP) Plan Update to revise components of the CMP that required approval from the MPO's Transportation Policy Board (TPB), and to document revisions to the MPO's CMP that have been made administratively since 2020. As part of this effort, the MPO coordinated with various stakeholders to identify emerging congestion issues, to account for new congestion management strategies being implemented throughout the Region, and to determine which components of the CMP warranted revisions. After considering stakeholder input, reviewing and evaluating the CMP, and assessing emerging congestion issues, the MPO determined that minor revisions to the CMP were appropriate.

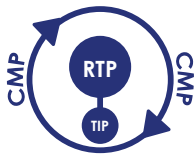
The following provides an overview of the key alterations made to the MPO's CMP Plan:



Goals & Objectives: In May 2023, the Memphis MPO adopted the Mid-South Safety Action Plan (SAP) to establish a framework for reducing traffic-related fatalities and serious injuries across the Mid-South. To maintain consistency across MPO planning documents, the CMP goals and objectives were amended to remove the safety specific goals and objectives. Moving forward, the MPO's CMP will aim to support the goals and objectives included in the SAP, but its primary focus will involve assessing and addressing congestion issues.



Traffic Operations Advisory Committee (TOAC): Following the adoption of the 2020 Congestion Management Process (CMP) Plan Update the MPO replaced the CMP Steering Committee with the Traffic Operations Advisory Committee (TOAC). The TOAC was established to improve regional interagency coordination and assist in the continued implementation of the CMP.



CMP Implementation: The 2020 CMP Plan Update placed substantial emphasis on clearly demonstrating the link between the MPO's CMP, Regional Transportation Plan (RTP), and Transportation Improvement Program (TIP). The amendments to the MPO's CMP Plan capture the role the CMP played in the development of the MOVING TOGETHER 2050 RTP and FY 2023-26 TIP.

2024 Local Highlights



I-55 bridge project: \$394M federal funding secured for rebuild over the Mississippi River

A \$394 million federal grant has been secured to replace the I-55 bridge over the Mississippi River, with construction set to begin in 2026. This funding, part of the Bipartisan Infrastructure Law, covers a significant portion of the project's estimated \$800 million to \$1 billion cost and marks a historic transportation investment for Tennessee.



DeSoto County gets \$90M for I-55 expansion

The Mississippi Legislature allocated \$90 million for the first phase of the I-55 widening project. The project, which has long been considered a priority for DeSoto County, will involve widening I-55 from Goodman Road to Church Road.



City of Memphis to receive \$21.8 million grant to finish Wolf River Greenway

The City of Memphis received \$21.8 million in Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant funds from USDOT. The RAISE grant will be used to fund the final phase of the Wolf River Greenway.



Memphis and Germantown awarded SS4A funding

Memphis awarded \$13.1 million from the Safe Streets and Roads for All (SS4A) Program, to redesign a dangerous intersection at Lamar Avenue, Kimball Avenue, and Pendleton Street, improving safety with new traffic signals, pedestrian facilities, and road geometry adjustments. Germantown awarded \$1.5 million to update an action plan and conduct safety demonstration activities.



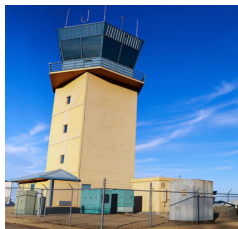
Memphis and Shelby County CRA Receives Neighborhood Access and Equity (NAE) Grant

The Memphis and Shelby County Community Redevelopment Agency (CRA) will receive a Neighborhood Access and Equity (NAE) grant of \$2,693,160 for the Over and Under I-40 project. The goal of the planning project is to engage the communities impacted by I-40 in a design process with the assistance of a team of professionals to develop innovative strategies to reconnect neighborhoods.



Memphis International Airport Receives more than \$16 million in Airport Infrastructure Grant (AIG) Funding

The U.S. Department of Transportation's Federal Aviation Administration (FAA) will award \$16,135,955 to Memphis International Airport (MEM) as part of its Fiscal Year 2024 Airport Infrastructure Grants (AIG) under the Infrastructure Investment and Jobs Act (IIJA). The funds can be used to modernize airport infrastructure, improve runway safety, and create jobs.



Olive Branch Airport gets more than \$5M in funding

The Olive Branch Airport received more than \$5 million in state and federal funding this year, which will be used to upgrade and modernize various components of the Airport.



U.S. Department of Transportation granting \$16.1 million to restore Mississippi River Wetlands

The City of West Memphis received a \$16,155,550 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) grant from the U.S. Department of Transportation to restore hundreds of acres of Mississippi River floodplain. The project will restore functional bottomland hardwood wetlands, which are considered vital to the area's water quality and ecosystem.



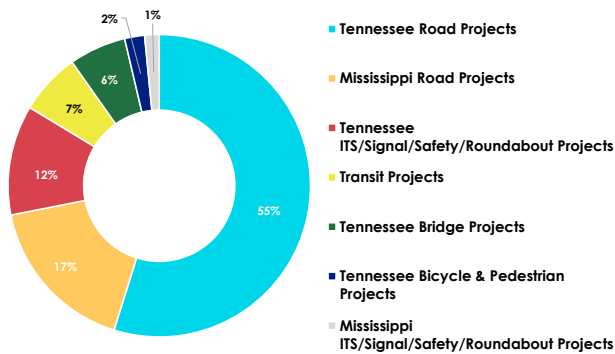
Memphis MPO Administrator Elected as President of AMPO

Memphis MPO Administrator, Pragati Srivastava, was elected President of the Association of Metropolitan Planning Organizations (AMPO) at the annual conference in Salt Lake City, Utah.

Fiscal Year 2024 Annual Listing of Obligated Projects

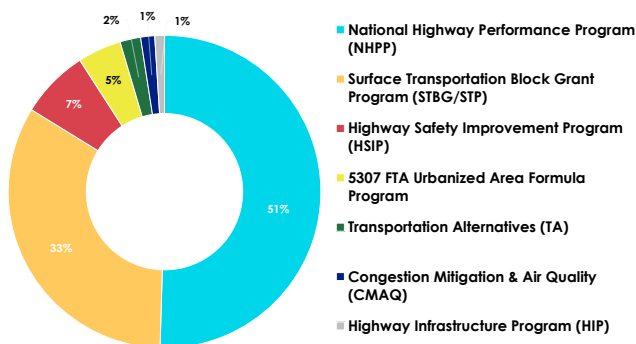
Funding obligations are a measure of the progress being made on a project. As such, the Annual Listing of Obligated Projects (ALOP) is prepared at the end of the federal fiscal year (October 1st - September 30th) to identify which projects received funding obligations during the fiscal year. The total obligation for FY 2024 was \$314,229,409. Below is a summary of the federally obligated projects. To see the full document, visit the [Annual Listing of Obligated Project's Webpage](#) on the Memphis MPO's website.

Funding Obligations by Project Type



Tennessee Road Projects (54.8%) and Mississippi Road Projects (17%) had the highest percentages of federal funds obligated in FY 2024, totaling \$225,836,228 or (71.9%). Tennessee ITS/Signal/Safety/Roundabout Projects had the third highest percentage of federal funds obligated with \$36,920,539 or (11.7%) followed by Tennessee Bridge Projects with \$19,140,584 or (6.1%) and Transit Projects with \$20,669,186 or (6.6%).

Funding Obligations by Funding Source



National Highway Performance Program (NHPP) had the largest total obligated funds of \$154,358,099 or (49.1%) of the obligated funds for the Memphis MPO Planning Area. The second largest funding source was the Surface Transportation Block Grant Program (STBG/STP), totaling \$101,972,635 or (32.5%). This was followed by the Highway Safety Improvement Program (HSIP) totaling \$21,738,378 or (6.9%), 5307 FTA Urbanized Area Formula Program at \$13,809,616 or (4.4%), Transportation Alternatives (TA) at \$6,532,662 or (2.1%), Congestion Mitigation & Air Quality (CMAQ) \$4,446,339 or (1.4%), and Highway Infrastructure Program (HIP) \$3,061,913 or (1.0%).



Annual Congestion Management Process Report

03



Annual Congestion Management Process Report

In accordance with the procedures outlined in the Memphis MPO's amended 2020 Congestion Management Process (CMP) Plan Update, the Memphis MPO will continue to update the data for the Regional/System Level and Corridor/Project Level performance measures included in the CMP Plan on an annual basis. The data will be updated based on availability, and the CMP performance measures or corridors included in the MPO's CMP Network may be altered or removed from this report based on data availability. This report will make note of any alterations made to the MPO's CMP Network or the CMP's performance measures.

The information included in the CMP analysis is intended to provide a snapshot of the performance of the regional transportation system and the corridors included in the MPO's CMP Network, and to record any changes in travel behavior throughout the region. For more information on the CMP analysis and performance measures included in this analysis, visit the MPO's [CMP webpage](#) and see **Section 5: Regional Congestion Issues & Needs** and **Appendix D** of the Memphis MPO's amended 2020 CMP Plan Update.

Alterations to the Congestion Management Process



Performance Measure Alterations

In November 2024, the Memphis MPO amended the 2020 Congestion Management Process (CMP) Plan Update to revise components of the CMP that required approval from the MPO's Transportation Policy Board (TPB), and to document revisions to the MPO's CMP that have been made administratively since 2020. As part of the amendments, the MPO updated its System Level Network Distribution performance measures to replace Urbanized Area (UZA) VMT estimates with County level VMT estimates.

System Reliability & Congestion Analysis

Performance Measure	Analysis Area	2020	2021	2022	2023	Trend
% of person-miles traveled on the Interstate that are reliable	National Highway System	100.0%	99.5%	98.1%	95.0%	
% of person-miles traveled on the non-Interstate National Highway System that are reliable		95.3%	95.4%	94.9%	92.4%	
Annual hours of peak hour excessive delay per capita	National Highway System (within the Memphis TN-MS-AR Urbanized Area)	6.9	9.1	7.4	10.0	
Average travel time to work (minutes)	Memphis TN-MS-AR Urbanized Area	22.9	22.9	22.7	22.5	
% Incidents cleared within 30 minutes	TDOT Region 4 HELP Service Area	73%	77%	78%	73%	
Truck travel time reliability index	Interstate System	1.18	1.34	1.27	1.31	

- PHED peak hours Weekdays 6 A.M. to 10 A.M., 3 P.M. to 7 P.M.

Network Distribution Analysis

Performance Measure	Analysis Area	2020	2021	2022	2023	Trend
Estimated Annual Vehicle-Miles of Travel (Millions)	Shelby County	9,300.035	1,081.336	9,798.979	8,984.820	
Estimated Annual Vehicle-Miles of Travel per capita		9,929.453	11,925.956	10,577.025	9,742.863	
Estimated Annual Vehicle-Miles of Travel (Millions)	Fayette County*	605.007	688.708	676.938	746.563	
Estimated Annual Vehicle-Miles of Travel per capita		14,897.247	6,561.851	16,030.548	17,503.177	
Estimated Annual Vehicle-Miles of Travel (Millions)	DeSoto County	2,003.606	2,120.173	2,127.198	2,154.921	
Estimated Annual Vehicle-Miles of Travel per capita		10,993.361	1,571.733	11,423.405	11,426.001	
Estimated Annual Vehicle-Miles of Travel (Millions)	Marshall County*	685.330	701.114	715.248	756.521	
Estimated Annual Vehicle-Miles of Travel per capita		19,303.983	20,602.216	21,049.088	22,316.912	

*Estimates extend past the MPO's Planning Area Boundary, and reflect the VMT and VMT per capita for all of Fayette and Marshall Counties

Active Transportation Analysis

Performance Measure	Analysis Area	2020	2021	2022	2023	Trend
Transit unlinked passenger trips	Memphis Area Transit Authority Service Area (Shelby County only)	5,084,854	2,936,107	2,976,709	2,819,588	
Bus annual average on-time performance		71%	77%	57%	58%	
Annual number of trips eliminated	Memphis 901 Rideshare Service Area (Shelby County only)	20,969	22,320	83,391	N/A*	
Miles eliminated		570,441	638,088	2,083,223	N/A*	
Fuel saved (gallons per year)		22,727	25,422	82,017	N/A*	
Fuel savings (dollars per year)		\$42,081	\$69,052	\$264,088	N/A*	
Carbon monoxide reduction (tons per year)		21	22	20	N/A*	
% of Non-Single Occupancy Vehicle travel	Memphis TN-MS-AR Urbanized Area	16.8%	17.7%	19.7%	21.4%	

*No Rideshare data provided for 2023.

Interstate Priority Corridor Analysis

Corridor	Termini	Direction	Annual Average LOTTR			Annual Average LOTTR AM Peak			Annual Average LOTTR PM Peak			Annual Average TTTR			Annual PHED per Mile*			AADT		
			2022	2023	Change	2022	2023	Change	2022	2023	Change	2022	2023	Change	2022	2023	Change	2022	2023	% Change
I-40	Western MPO Boundary to I-40/I-69/I-240 Interchange	Northbound	1.19	1.26	0.07	1.03	1.03	0.00	1.19	1.26	0.07	1.88	2.17	0.29	14,098.9	16,094.6	1,995.7	52,862	65,292	23.5%
		Southbound	1.05	1.05	0.00	1.05	1.04	-0.01	1.04	1.05	0.01	1.10	1.15	0.05	430.3	4,365.8	3,935.5			
I-40	I-240/Sam Cooper Boulevard Interchange to Eastern MPO Boundary	Eastbound	1.07	1.09	0.02	1.02	1.03	0.01	1.07	1.09	0.02	1.22	1.23	0.01	6,638.6	10,328.3	3,689.7	96,984	100,951	4.1%
		Westbound	1.04	1.06	0.02	1.12	1.05	-0.07	1.03	1.04	0.01	1.30	1.40	0.10	6,190.8	11,882.4	5,691.6			
I-40/I-69/I-240	TN-300 Interchange to I-240/I-55 Interchange	Northbound	1.14	1.18	0.04	1.04	1.06	0.02	1.13	1.16	0.03	1.70	1.55	-0.15	5,526.6	21,117.3	15,590.7	107,628	117,239	8.9%
		Southbound	1.06	1.10	0.04	1.04	1.05	0.01	1.05	1.09	0.04	1.32	1.56	0.24	3,464.2	9,194.0	5,729.8			
I-40	TN-300 Interchange to I-240/Sam Cooper Boulevard Interchange	Eastbound	1.06	1.07	0.01	1.04	1.05	0.01	1.05	1.07	0.02	1.39	1.55	0.16	5,247.3	7,612.6	2,365.3	103,795	119,907	15.5%
		Westbound	1.04	1.05	0.01	1.04	1.04	0.00	1.04	1.05	0.01	1.19	1.21	0.02	2,379.0	4,562.0	2,183.0			
I-240	I-40/Sam Cooper Boulevard Interchange to S.R. 385 Interchange	Northbound	1.33	1.38	0.05	1.05	1.04	-0.01	1.33	1.38	0.05	2.00	2.02	0.02	15,939.4	29,692.2	13,752.8	187,666	184,008	-1.9%
		Southbound	1.19	1.26	0.07	1.15	1.20	0.05	1.08	1.12	0.04	1.68	1.84	0.16	9,157.6	17,666.2	8,508.6			
I-240	I-55 Interchange to S.R. 385 Interchange	Eastbound	1.19	1.22	0.03	1.04	1.04	0.00	1.19	1.22	0.03	1.97	1.95	-0.02	22,501.7	23,347.8	846.1	149,494	155,221	3.8%
		Westbound	1.10	1.09	-0.01	1.04	1.04	0.00	1.10	1.09	-0.01	1.41	1.34	-0.07	13,489.5	7,760.7	-5,728.8			
I-55	Western MPO Boundary to southern TN State Line	Northbound	1.11	1.10	-0.01	1.07	1.06	-0.01	1.09	1.10	0.01	1.37	1.47	0.10	4,611.9	4,640.4	28.5	81,363	78,022	-4.1%
		Southbound	1.05	1.08	0.03	1.04	1.07	0.03	1.05	1.08	0.03	1.15	1.23	0.08	1,947.1	8,876.5	6,929.4			
I-55	Southern TN State Line to southern MPO Boundary	Northbound	1.04	1.06	0.02	1.04	1.05	0.01	1.03	1.04	0.01	1.26	1.36	0.10	2,993.4	2,205.7	-787.7	61,429	62,714	2.1%
		Southbound	1.08	1.10	0.02	1.03	1.04	0.01	1.08	1.09	0.01	1.33	1.36	0.03	4,700.7	5,453.7	753.0			
I-69	Western MPO Boundary to I-55 Interchange	Eastbound	1.05	1.07	0.02	1.05	1.07	0.02	1.05	1.06	0.01	1.18	1.19	0.01	N/A	N/A	N/A	10,433	11,133	6.7%
		Westbound	1.05	1.06	0.01	1.05	1.06	0.01	1.04	1.05	0.01	1.18	1.18	0.00	N/A	N/A	N/A			
I-22	Red Banks River Road to southeastern MPO Boundary	Eastbound	1.03	1.04	0.01	1.02	1.03	0.01	1.02	1.03	0.01	1.06	1.06	0.00	N/A	N/A	N/A	34,000	28,000	-17.6%
		Westbound	1.03	1.04	0.01	1.02	1.03	0.01	1.03	1.03	0.00	1.07	1.07	0.00	N/A	N/A	N/A			
I-269	I-55 Interchange to TN S.R. 385	Eastbound/Northbound	1.04	1.05	0.01	1.03	1.04	0.01	1.04	1.04	0.00	1.11	1.10	-0.01	N/A	N/A	N/A	22,667	23,215	2.4%
		Westbound/Southbound	1.04	1.06	0.02	1.03	1.04	0.01	1.04	1.04	0.00	1.12	1.11	-0.01	N/A	N/A	N/A			
S.R. 385/I-269	I-40 to U.S.72	Northbound	1.04	1.06	0.02	1.03	1.04	0.01	1.04	1.05	0.01	1.16	1.19	0.03	N/A	N/A	N/A	24,717	22,366	-9.5%
		Southbound	1.05	1.06	0.01	1.04	1.05	0.01	1.05	1.05	0.00	1.17	1.22	0.05	N/A	N/A	N/A			

Non-Interstate NHS Priority & Supplementary Corridor Analysis

Corridor	Termini	Direction	Annual Average LOTTR			Annual Average LOTTR AM Peak			Annual Average LOTTR PM Peak			Annual PHED per Mile*			AADT			Transit On-Time Performance		
			2022	2023	Change	2022	2023	Change	2022	2023	Change	2022	2023	Change	2022	2023	% Change	2022	2023	% Change
U.S. 72/Poplar Avenue – Inside I-240	U.S. 51 to eastern portion of I-240 loop	Eastbound	1.31	1.34	0.03	1.29	1.30	0.01	1.26	1.32	0.06	19,621.2	24,137.5	4,516.3	29,729	23,469	-21.1%	57%	56%	-1%
		Westbound	1.27	1.31	0.04	1.23	1.26	0.03	1.25	1.28	0.03	20,618.0	22,976.7	2,358.7						
U.S. 72/Poplar Avenue - Outside I-240	Eastern portion of I-240 loop to SR-385/eastern MPO Boundary	Eastbound	1.18	1.20	0.02	1.16	1.18	0.02	1.16	1.17	0.01	8,144.0	9,760.4	1,616.4	24,529	21,178	-13.7%	N/A	N/A	N/A
		Westbound	1.20	1.19	-0.01	1.15	1.16	0.01	1.18	1.18	0.00	8,140.4	8,678.2	537.8						
Union Avenue	Riverside Drive to Poplar Avenue	Eastbound	1.33	1.36	0.03	1.31	1.35	0.04	1.30	1.31	0.01	14,177.6	15,174.8	997.2	22,405	19,014	-15.1%	59%	60%	1%
		Westbound	1.30	1.29	-0.01	1.25	1.26	0.01	1.27	1.27	0.00	13,680.9	12,659.6	-1,021.3						
U.S. 78/Lamar Avenue and E.H. Crump Boulevard – Inside I-240	Riverside Drive to southern portion of I-240 loop	Northbound	1.24	1.30	0.06	1.18	1.25	0.07	1.23	1.28	0.05	12,820.0	11,613.7	-1,206.3	22,204	17,982	-19.0%	60%/52%	62%/48%	2%/-4%
		Southbound	1.31	1.30	-0.01	1.25	1.24	-0.01	1.27	1.27	0.00	13,902.9	13,980.4	77.5						
U.S. 78/Lamar Avenue and E.H. Crump Boulevard – Outside I-240	Southern portion of I-240 loop to Red Banks River Road	Northbound	1.13	1.14	0.01	1.10	1.11	0.01	1.10	1.11	0.01	14,896.4	13,210.7	-1,685.7	31,617	29,921	-5.4%	N/A	N/A	N/A
		Southbound	1.13	1.15	0.02	1.09	1.09	0.00	1.12	1.14	0.02	12,924.1	12,249.3	-674.8						
U.S. 51 (Northern Portion)	S.R. 300 to northern MPO Boundary	Northbound	1.18	1.17	-0.01	1.12	1.13	0.01	1.14	1.14	0.00	3,175.4	3,277.7	102.3	29,983	20,185	-32.7%	N/A	N/A	N/A
		Southbound	1.24	1.22	-0.02	1.15	1.14	-0.01	1.20	1.20	0.00	2,854.1	3,443.3	589.2						
U.S. 51 (Southern Portion)	I-55 to Church Road	Northbound	1.26	1.31	0.05	1.23	1.28	0.05	1.22	1.29	0.07	12,096.5	15,799.9	3,703.4	19,277	19,612	1.7%	N/A	N/A	N/A
		Southbound	1.28	1.30	0.02	1.24	1.25	0.01	1.24	1.28	0.04	11,564.4	13,428.2	1,863.8						
Jackson Avenue/Austin Peay Highway – Inside I-240	I-40 U.S. 51 to northern portion of I-240	Eastbound	1.30	1.32	0.02	1.28	1.29	0.01	1.26	1.27	0.01	5,977.2	6,548.4	571.2	17,345	13,476	-22.3%	74%	74%	0%
		Westbound	1.29	1.32	0.03	1.23	1.26	0.03	1.27	1.29	0.02	4,328.7	6,477.0	2,148.3						
Jackson Avenue/Austin Peay Highway – Outside I-240	Northern portion of I-240 to northern MPO Boundary	Northbound	1.21	1.23	0.02	1.13	1.14	0.01	1.14	1.17	0.03	4,392.4	20,157.0	15,764.6	28,401	23,424	-17.5%	N/A	N/A	N/A
		Southbound	1.15	1.17	0.02	1.10	1.12	0.02	1.12	1.14	0.02	2,749.4	6,260.1	3,510.7						
Summer Avenue – Inside I-240	U.S. 64 to I-40	Eastbound	1.41	1.43	0.02	1.35	1.39	0.04	1.38	1.41	0.03	20,495.2	21,077.6	582.4	20,365	16,188	-20.5%	53%	59%	6%
		Westbound	1.39	1.40	0.01	1.27	1.27	0.00	1.36	1.39	0.03	18,247.7	14,650.6	-3,597.1						
Summer Avenue – Outside I-240	I-40 to eastern MPO Boundary	Eastbound	1.23	1.19	-0.04	1.18	1.16	-0.02	1.20	1.17	-0.03	5,433.9	4,897.4	-536.5	12,260	13,056	6.5%	N/A	N/A	N/A
		Westbound	1.20	1.21	0.01	1.15	1.16	0.01	1.19	1.20	0.01	5,180.9	4,759.0	-421.9						
Germantown Road	U.S. 64 to S.R. 385	Northbound	1.24	1.29	0.05	1.19	1.24	0.05	1.21	1.26	0.05	28,176.3	43,498.8	15,322.5	35,911	26,323	-26.7%	N/A	N/A	N/A
		Southbound	1.24	1.29	0.05	1.20	1.25	0.05	1.19	1.24	0.05	22,009.4	37,481.4	15,472.0						

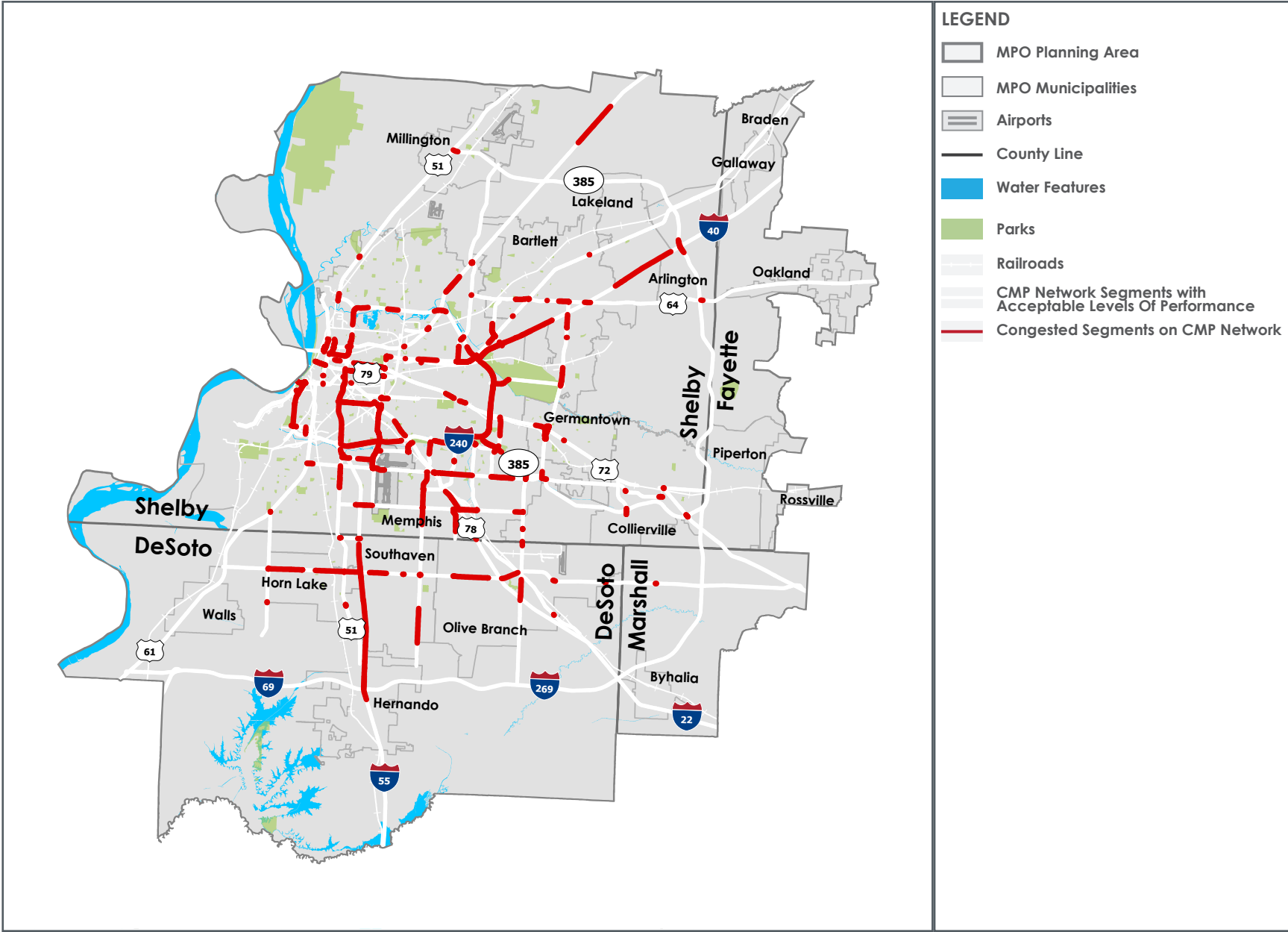
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Non-Interstate NHS Priority & Supplementary Corridor Analysis

Corridor	Termini	Direction	Annual Average LOTTR			Annual Average LOTTR AM Peak			Annual Average LOTTR PM Peak			Annual PHED per Mile*			AADT			Transit On-Time Performance		
			2022	2023	Change	2022	2023	Change	2022	2023	Change	2022	2023	Change	2022	2023	% Change	2022	2023	% Change
U.S. 64	Covington Pike to eastern MPO Boundary	Eastbound	1.23	1.23	0.00	1.18	1.19	0.01	1.21	1.21	0.00	18,448.3	18,021.5	-426.8	28,766	25,464	-11.5%	64%	57%	-7%
		Westbound	1.22	1.22	0.00	1.16	1.18	0.02	1.21	1.20	-0.01	15,406.9	17,321.5	1,914.6						
Goodman Road	U.S. 61 to U.S. 72	Eastbound	1.21	1.24	0.03	1.16	1.17	0.01	1.19	1.22	0.03	21,491.3	23,548.1	2,056.8	27,394	28,341	3.5%	N/A	N/A	N/A
		Westbound	1.23	1.26	0.03	1.17	1.18	0.01	1.19	1.22	0.03	26,768.8	28,653.8	1,885.0						
Winchester Road	U.S. 61 to South Byhalia Road	Eastbound	1.28	1.29	0.01	1.23	1.25	0.02	1.24	1.25	0.01	15,873.4	15,755.8	-117.6	24,030	17,133	-28.7%	N/A	N/A	N/A
		Westbound	1.26	1.29	0.03	1.21	1.25	0.04	1.22	1.26	0.04	13,741.5	13,946.0	204.5						
U.S. 61	E.H. Crump Boulevard to southwestern MPO Boundary	Northbound	1.14	1.15	0.01	1.11	1.12	0.01	1.13	1.14	0.01	2,156.9	3,167.5	1,010.6	17,977	14,631	-18.6%	56%	59%	3%
		Southbound	1.12	1.14	0.02	1.11	1.12	0.01	1.11	1.13	0.02	2,264.5	2,616.9	352.4						
Airways Boulevard/East Parkway	Summer Avenue/U.S. 64 to Holmes Road	Northbound	1.30	1.38	0.08	1.25	1.31	0.06	1.27	1.35	0.08	10,527.6	19,032.9	8,505.3	28,205	22,404	-20.6%	N/A	N/A	N/A
		Southbound	1.29	1.43	0.14	1.25	1.33	0.08	1.25	1.40	0.15	11,267.0	20,651.9	9,384.9						
SR-385	Southeastern portion of I-240 loop to I-269	Eastbound	1.12	1.12	0.00	1.04	1.04	0.00	1.11	1.12	0.01	3,479.5	3,448.0	-31.5	72,450	78,565	8.4%	N/A	N/A	N/A
		Westbound	1.10	1.12	0.02	1.07	1.09	0.02	1.09	1.10	0.01	5,321.1	7,437.4	2,116.3						
SR-385/I-269	U.S. 51 to I-40	Eastbound	1.05	1.07	0.02	1.05	1.06	0.01	1.05	1.07	0.02	95.1	166.8	71.7	12,963	11,789	-9.1%	N/A	N/A	N/A
		Westbound	1.08	1.08	0.00	1.06	1.08	0.02	1.07	1.07	0.00	180.7	177.8	-2.9						
Walnut Grove Road	I-240 to Germantown Road	Eastbound	1.17	1.23	0.06	1.14	1.15	0.01	1.16	1.23	0.07	6,685.6	13,442.2	6,756.6	55,693	43,803	-21.3%	N/A	N/A	N/A
		Westbound	1.19	1.30	0.11	1.15	1.26	0.11	1.19	1.25	0.06	8,414.9	17,551.4	9,136.5						
Riverdale Road/ Cockrum Road / MS Highway 305	S.R. 385 to I-269	Northbound	1.25	1.27	0.02	1.20	1.20	0.00	1.23	1.25	0.02	9,060.0	11,390.6	2,330.6	30,609	26,666	-12.9%	N/A	N/A	N/A
		Southbound	1.23	1.26	0.03	1.19	1.19	0.00	1.21	1.24	0.03	7,945.3	10,682.9	2,737.6						
Getwell Road	I-240 to Pleasant Hill Road	Northbound	1.36	1.36	0.00	1.30	1.32	0.02	1.26	1.28	0.02	16,905.3	1,015.9	4,110.6	23,193	20,424	-11.9%	N/A	N/A	N/A
		Southbound	1.36	1.37	0.01	1.27	1.26	-0.01	1.34	1.36	0.02	20,710.2	21,618.9	908.7						

- PHED peak hours Weekdays 6 A.M. to 10 A.M., 3 P.M. to 7 P.M.
- LOTTR peak hours Weekdays 6 A.M. to 10 A.M., 4 P.M. to 8 P.M.
- Interstate/Non-Interstate route designation for this analysis defined by NPMRDS
- LOTTR & TTR represents the length weighted average of each reporting Traffic Message Channel (TMC) along the corridor
- AADT represents the average of select traffic count stations along the corridor
- *PHED data available for portion of segment that falls within the Memphis TN-MS-AR Urbanized Area

2023 Congested CMP Network Segments





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Moving Forward

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Memphis Urban Area Metropolitan Planning Organization (MPO) 2025 Meeting Calendar

January						
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February						
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April						
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May						
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June						
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July						
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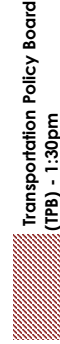
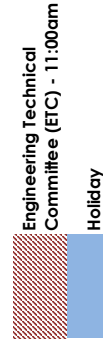
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September						
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October						
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December						
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Meeting Location & Time*: Location will be sent out closer to scheduled date.

*Meeting dates and times are subject to cancellation or modification, please be sure to visit the MPO's Calendar for the latest information.

Upcoming Plans & Projects

Regional Pedestrian and Bicycle Greenprint Plan



In the summer of 2024, the Memphis MPO kicked-off the development of the Memphis Regional Pedestrian and Bicycle Greenprint Plan. The plan establishes a vision for building and expanding the Mid-South's multimodal transportation network. Engagement efforts involved two rounds of public engagement , which included 11 in-person events and online surveying. Both online or in-person participants were able to complete a survey and provide comment on the first draft of the network. The results of the engagement efforts will be used to enhance network connections and other recommendations for the plan. The Memphis Regional Pedestrian and Bicycle Greenprint plan is expected to be presented for adoption in Winter/ Spring 2025.

Fiscal Year (FY) 2026-2029 Transportation Improvement Program (TIP)



The Memphis MPO officially kicked-off the development of the Fiscal Year (FY) 2026-29 Transportation Improvement Program (TIP) in the fall of 2024. The Memphis MPO's TIP is a four-year, fiscally constrained, short-range program, which provides a prioritized list of multimodal transportation projects (including capital, resurfacing, signalization, bridge, pedestrian & bicycle, and transit) within the Metropolitan Planning Area. The MPO and its partner agencies will coordinate to ensure that the public and other interested parties are provided the opportunity to participate in the development of the FY 2026-29 TIP. The FY 2026-29 TIP is expected to be presented for adoption in the Summer/Fall of 2025.

Regional Intelligent Transportation Systems (ITS) Architecture and Deployment Plan



The Memphis Urban Area Regional Intelligent Transportation Systems (ITS) Architecture and Deployment Plan provides a comprehensive framework for the planning, deployment, and integration of advanced technologies to improve the operation, safety, and efficiency of the transportation network. ITS uses technologies such as sensors, communication systems, and real-time data sharing to manage traffic flow, reduce congestion, enhance traveler information, and improve safety. This plan builds upon prior efforts and aligns with the Moving Together 2050 Regional Transportation Plan (RTP) to address current and future transportation needs through 2055. The ITS Architecture and Deployment Plan is expected to receive final approval in Winter 2025.

Performance Measures

The following documents the most recent performance state and regional performance targets that the MPO is required to support or establish under federal law. Find more information on the Memphis MPO's [Performance Measures Webpages](#).

FHWA Performance Measures	Tennessee			Mississippi		
	Baseline (2018-22)	Target (2021-24)		Baseline (2018-22)	Target (2021-24)	
PM1 (Safety Performance Management)						
Number of Fatalities	1206.8	1346.2		711	711	
Fatality Rate	5746.0	5995.5		2520	2520	
Number of Serious Injuries	1.486	1.642		1.76	1.76	
Serious Injury Rate	7.072	7.315		6.26	6.26	
Number of Non-motorized Fatalities and Serious Injuries	574.8	704.2		247	247	
PM2 (Infrastructure Condition)	Baseline (2021)	Target (2025)		Baseline (2021)	Target (2025)	
Percent of Pavement in Good Condition (Interstate)	70.8%	58.0%		71.2%	>55.0%	
Percent of Pavement in Poor Condition (Interstate)	0.20%	1.0%		0.70%	<5.0%	
Percent of Pavement in Good Condition (Non-Interstate NHS)	40.3%	36.0%		37.7%	>20.0*	
Percent of Pavement in Poor Condition (Non-Interstate NHS)	4.10%	6.0%		4.2%	<10.0%	
Percent of Bridges by Deck Area in Good Condition	32.5%	32.0%		55.8%	>45.0*	
Percent of Bridges by Deck Area in Poor Condition	5.0%	6.0%		2.8%	<5.0%	
PM3 (System Performance and Freight Movement)	Baseline (2021)	Target (2025)		Baseline (2021)	Target (2025)	
Percentage of Person Miles Traveled that are Reliable (Interstate)	92.1%	87.0%*		99.6%	>93%	
Percentage of Person Miles Traveled that are Reliable (Non-Interstate NHS)	93.4%	87.0%*		95.0%	>85%	
Truck Travel Time Reliability (TTTR) Index	1.32	1.55*		1.14	<1.4	
PM3 (Congestion Mitigation and Air Quality)	Baseline (2018-21)	Target (2024)	Target (2026)	Baseline (2018-21)	Target (2024)	Target (2026)
Total Emissions Reductions (VOC) kg/day	51.440	33.968	30.854*	0	>/= 0	>/= 0
Total Emissions Reductions (NOx) kg/day	201.137	32.670	27.808*	0	>/= 0	>/= 0
PM3 (Traffic Congestion)	Memphis, TN-MS-AR Urbanized Area					
	Baseline	Target (2024)		Target (2026)		
Percentage of Non-Single Occupancy Vehicle Travel	16.8%	16.2%		16.2%		
Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita	8.4h	9.6h		10.8h*		

- * Target updated at the Mid-Point Performance Period

FTA Performance Measures		Memphis Area Transit Authority (MATA)					
Transit Asset Management (TAM)		Asset Type/Group		Baseline (2018)		Target (2019)	
Rolling Stock (All Revenue Vehicles)		Streetcars		71%		50%	
		Regular Buses		27%		20%	
		MATA Plus Buses		31%		20%	
Equipment (Non-Revenue Vehicles)		Truck & Wreckers		90%		50%	
		Auto Service Cars		95%		50%	
Facilities (All Buildings or Structures)		Improvements		40%		30%	
		Shop & Garage		89%		50%	
		Structure & Building		35%		30%	
		Misc. Equipment		81%		50%	
Infrastructure		Streetcar	Tracks	0%		0%	
			Signals	100%		50%	
			Systems	0%		0%	
Public Transportation Agency Safety Plan (PTASP)		2022 Outcomes			2023-24 Targets		
		MR	DR	SR	MR	DR	SR
Number of Fatalities		1	0	0	1	0	0
Rate of Fatalities per 100K Vehicle Revenue Miles		0.025	0	0	0.25	0	0
Number of Injuries		18	7	4	17	7	4
Rate of Injuries per 100K Vehicle Revenue Miles		0.453	0.642	7.080	0.428	0.642	7.080
Number of Safety Events		14	5	4	13	5	4
Number of Safety Events per 100K Vehicle Revenue Miles		0.353	0.485	7.080	0.327	0.485	7.080
Total of Major Mechanical Failures		1,828	139	128	1,737	132	122
Miles between Major Mechanical Failures		2,172	7,848	441	2,286	8,264	463

- Targets listed above established by the Memphis Area Transit Authority (MATA) and supported by the MPO.

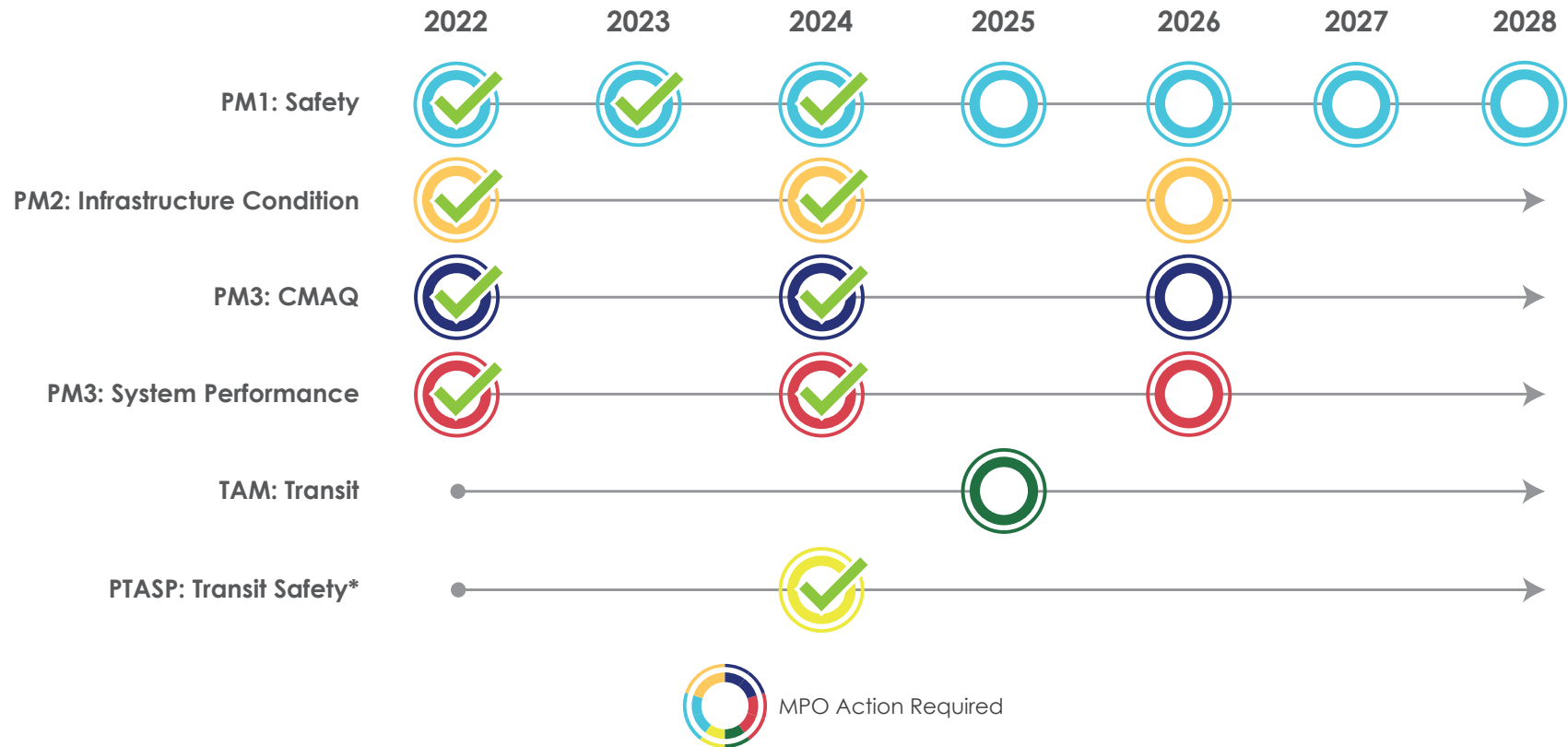
- MR = Motor Bus (Fixed Route). 2021 Motor Bus Vehicle Revenue Miles = 3,970,810 Miles

- DR = Demand Response (MATA Plus). 2021 Demand Response Vehicle Revenue Miles = 1,090,888 Miles

- SR = Trolley. 2021 Trolley Vehicle Revenue Miles = 56,495 Miles

- MATA 2022-24 Safety Performance Goals, Targets, and Benchmarks: Goal 10% reduction # of Fatalities, Injuries, Safety Events, and Major Mechanical Failures over 24 months 2022-2024

PERFORMANCE MEASURES TIMELINE



**Note: The MPO will have 180 days to adopt the PTASP targets each time MATA adopts a new round of targets.*



More Information

05





Transportation Policy Board (TPB)

The TPB consists of elected officials representing the eighteen cities and towns in the MPA, as well as representatives from Shelby, Fayette, DeSoto, and Marshall Counties. Additional board members include, the Governors of Tennessee and Mississippi, officials from TDOT and MDOT, and representatives from MATA, MSCAA, and MSCPC.



Engineering and Technical Committee (ETC)

The ETC consists of professional planners and engineers from local municipalities, counties, and other transportation agencies that are responsible for the planning and implementation of transportation projects. The ETC advises and assists the TPB on matters of planning and engineering.



Active Transportation Advisory Committee (ATAC)

The ATAC consists of technical staff, members of the public, advocacy groups, academic groups, transit providers, trail groups, members of the business community, and health care providers. The ATAC provides guidance related to bicycle and pedestrian travel, transit, accessibility, safety, and community outreach efforts.



Freight Advisory Committee (FAC)

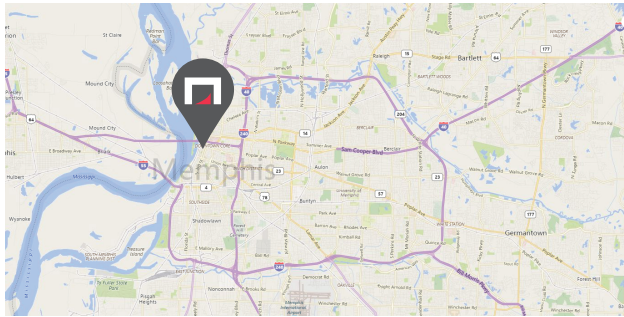
The FAC consists of representatives of the major providers of transportation facilities and modes that facilitate the movement of freight. The FAC advises, educates, and provides recommendations to the Memphis MPO and the TPB that will assist the movement of freight throughout the MPA.



Interagency Consultation Committee (IAC)

The IAC consists of members of the ETC and representatives of various regional, State, and Federal agencies responsible for air quality control programs. The IAC also includes representatives from MATA and the West Memphis MPO. The IAC advises the TPB on air quality standards and reviews plans and amendments to maintain compliance with Federal regulations related to air quality.

MPO Contact Information



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memphismpo.org

The Memphis MPO Offices are accessible by multiple MATA Routes. Bicycle racks and Explore Bike Share are nearby. Metered street parking and paid parking at the Mud Island Garage are available nearby.



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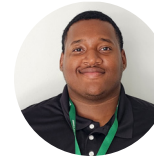
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For more information on the MPO and its various planning activities, visit memphismpo.org

