PROJECT NEEDS

www.tdot.tn.gov/ProjectNeeds
Funding Needs

- **Backlog Projects**: New Project Needs
- **Fuel Efficiency**: Growing Population
- **Federal Funding**: Inflation Ahead
- **Cost of Doing Business**: The Problem
What Is The Backlog?

- Projects approved by Legislature
- At least 1 project phase funded
- $6.1 billion
- 181 projects
- 62 counties
New Project Needs

- $5.3 Billion
- 162 State Route Bridges in 59 Counties
- 496 Local Bridges in 80 Counties
- 105 New Projects in 58 Counties
Timeline

Backlog Projects:
At 2% inflation, all projects complete or under construction by 2033

Backlog Projects & New Project Needs:
At 2% inflation, all projects complete or under construction by 2067
New/Backlog Projects

Shelby County

- 27 projects
- $969,109,000
New/Backlog Projects

New Projects
- ITS Expansion
- SR 385/I-269

Backlog Projects
- SR 4 (US78) Lamar Avenue
- I-40 Widening
- SR 14
Lamar Avenue (SR 4) / Shelby County Backlog Project

From Raines Rd/Perkins Rd Interchange to Getwell Rd (SR 176)

From South of Shelby Drive (SR 175) to Raines Rd/Perkins Rd

From MS state line to South of Shelby Drive (SR 175)

Total Cost $229.1M
Interstate 40 Widening / Shelby County
Backlog Project

From Germantown Road to East of Canada Road

Project Cost $65.1M

From East of Canada Road to Collierville/Arlington Road
State Route 14 / Shelby County
Backlog Project

From East of Old Covington Pike to SR 385

From SR 385 to East of Kerrville-Rosemark Road

From East of Kerrville-Rosemark Road to Tipton County Line

From East of Old Covington Pike to SR 385

Project Cost $75.4M
SR 385-I 269 ITS Expansion / Shelby County

NEW PROJECT

ITS Expansion on SR 385/I-269 from I-40 south to the Mississippi State Line

Project Cost $13.0M
FISCAL YEAR (FY) 2017-20
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DEVELOPMENT

TPB Meeting – November 19, 2015
FY 2017-20 TIP Timeline

- November - ETC/TPB Meetings – Approval of TIP Ranking Criteria
- November/December – Project Status Meetings with Jurisdictions
- First Week of December – Call for Projects/TIP Applications Sent Out
- January 15 – TIP Application Deadline
  - Public Meeting Held Prior to Submittal (Local Jurisdictions)
- March - TN & MS ETC Workshops – Ranked TIP Project List
- April - ETC/TPB Meetings – Approval of TIP Project List
- May – July – DOT/IAC/FHWA/FTA/Public Review Periods
- August - ETC/TPB Meetings – Adoption of FY 2017-20 TIP
- December 2016 – FHWA/FTA Final Approval
FY 2017-20 TIP Ranking Criteria
MAP-21 Goals & 2040 RTP Goals

Criteria Categories Align with the Seven MAP-21 Nationals Goals

- Infrastructure Condition
- Safety
- Environmental Sustainability
- Economic Vitality/Freight Movement
- Congestion Reduction
- System Reliability
- Project Delivery

Regional Transportation Plan Goals
STP Road Project Criteria

**FY 2014-2017 TIP**
- Safety & Security
- Multimodal
- Congestion
- System Preservation
- Land Use
- Economic Opportunity
- Environmental Preservation
  & Environmental Justice
- Network Continuity
- Cost Effectiveness

**FY 2017-2020 TIP**
- Safety
- Congestion Reduction
- System Reliability
- Infrastructure Condition
- Economic Vitality/
  Freight Movement
- Environmental Sustainability
- Project Delivery
TIP Ranking Criteria Comparison (Road)

- While Criteria Category Names Have Changed – Measures are Consistent

For Example:

- **FY 2017-20:**
  - Safety

<table>
<thead>
<tr>
<th>Criteria</th>
<th>FY 2017-20 (Safety)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accident Rate</td>
<td></td>
</tr>
<tr>
<td>Accident Rate 15.01 or more</td>
<td>8</td>
</tr>
<tr>
<td>Accident Rate 10.01 to 15.00</td>
<td>8</td>
</tr>
<tr>
<td>Accident Rate 6.01 to 10.00</td>
<td>6</td>
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<tr>
<td>Accident Rate 4.01 to 6.00</td>
<td>4</td>
</tr>
<tr>
<td>Accident Rate 2.01 to 4.00</td>
<td>2</td>
</tr>
<tr>
<td>Accident Rate less than 2.00</td>
<td>1</td>
</tr>
<tr>
<td><strong>Project Incorporates Traffic Calming and Design Improvements (Maximum Combined Points)</strong></td>
<td>4</td>
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<tr>
<td>Pedestrian Safety (Bollards/Neckdowns, Center Islands, Diverters, etc.)</td>
<td>1</td>
</tr>
<tr>
<td>Control Speed (Chicanes, Textured Pavement, Speed Humps, etc.)</td>
<td>1</td>
</tr>
<tr>
<td>Change Travel Patterns (Roundabouts, Realigned Intersections, etc.)</td>
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</tr>
<tr>
<td>Additional Design Improvements (Road Design, Roadside Hardware, Improved Signage, etc.)</td>
<td>1</td>
</tr>
<tr>
<td><strong>Project Incorporates Security Improvements (surveillance cameras, lighting, emergency access, etc.)</strong></td>
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- **FY 2014-17:**
  - Safety

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<tr>
<td>Accident Rate less than 2.00</td>
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<tr>
<td><strong>Project Incorporates Traffic Calming and Design Improvements</strong></td>
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<tr>
<td>Pedestrian Safety (Bollards/Neckdowns, Center Islands, Diverters, Etc)</td>
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<tr>
<td>Control Speed (Chicanes, Textured Pavement, Speed Humps, Etc)</td>
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<td>Change Travel Patterns (Roundabouts, Realigned Intersections, Traffic Circles, Etc)</td>
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<td>Design Improvements (Road Design, Roadside Hardware, Improved Signage, Etc)</td>
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<td><strong>Project Incorporates Security Improvements</strong></td>
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</table>
TIP Ranking Criteria Comparison (Road)

• While Criteria Category Names Have Changed – Measures are Consistent

For Example:

• **FY 2017-20:**
  System Reliability

<table>
<thead>
<tr>
<th>System Reliability</th>
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<tbody>
<tr>
<td>Existing Volume to Capacity Ratio (V/C)</td>
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</tr>
<tr>
<td>More than 0.90</td>
<td>4</td>
</tr>
<tr>
<td>0.80 to 0.89</td>
<td>3</td>
</tr>
<tr>
<td>0.60 to 0.79</td>
<td>2</td>
</tr>
<tr>
<td>0.59 or less</td>
<td>1</td>
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</table>

<table>
<thead>
<tr>
<th>Travel Time Delay Reduction</th>
<th>10</th>
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</thead>
<tbody>
<tr>
<td>Delay reduction more than 2.0 min</td>
<td>5</td>
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<tr>
<td>Delay reduction 1.60 to 2.0 min</td>
<td>4</td>
</tr>
<tr>
<td>Delay reduction 1.20 to 1.60 min</td>
<td>3</td>
</tr>
<tr>
<td>Delay reduction 0.80 to 1.20 min</td>
<td>2</td>
</tr>
<tr>
<td>Delay reduction 0.20 to 0.80 min</td>
<td>1</td>
</tr>
<tr>
<td>Delay reduction less than 0.20 min</td>
<td>0</td>
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</table>

| Utilizes CMP Strategies                  | X 2 |

• **FY 2014-17:**
  Congestion

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<thead>
<tr>
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<tbody>
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<td>4</td>
</tr>
<tr>
<td>Delay reduction 1.20 to 1.60 min</td>
<td>3</td>
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<tr>
<td>Delay reduction 0.80 to 1.20 min</td>
<td>2</td>
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<tr>
<td>Delay reduction 0.20 to 0.80 min</td>
<td>1</td>
</tr>
<tr>
<td>Delay reduction less than 0.20 min</td>
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</table>

| Utilizes Congestion Management Process (CMP) Strategies | X 2 |
**TIP Groupings Criteria**

Grouping Criteria relatively identical to FY 2014-17 TIP

*Groupings:* Resurfacing, Signalization, Bike/Ped, Bridge, Safety

### New Safety Grouping

<table>
<thead>
<tr>
<th>Safety Grouping</th>
<th>Score</th>
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<tbody>
<tr>
<td>Accident Rate</td>
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<tr>
<td>Accident Rate 15.01 or more</td>
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<tr>
<td>Accident Rate 10.01 to 15.00</td>
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<tr>
<td>Accident Rate 8.01 to 10.00</td>
<td>9</td>
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<tr>
<td>Accident Rate 4.01 to 6.00</td>
<td>6</td>
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<tr>
<td>Accident Rate 2.01 to 4.00</td>
<td>3</td>
</tr>
<tr>
<td>Accident Rate less than 2.00</td>
<td>0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Number of Severe Crashes: Fatal and Incapacitating over 3-Year period</th>
<th>Score</th>
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<tbody>
<tr>
<td>8 or more</td>
<td>10</td>
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<tr>
<td>7 to 5</td>
<td>7</td>
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<tr>
<td>4 to 3</td>
<td>4</td>
</tr>
<tr>
<td>2 or less</td>
<td>1</td>
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</table>

<table>
<thead>
<tr>
<th>Existing Intersection Level of Service (LOS)</th>
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</thead>
<tbody>
<tr>
<td>LOS F</td>
<td>10</td>
</tr>
<tr>
<td>LOS E</td>
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<tr>
<td>LOS D</td>
<td>4</td>
</tr>
<tr>
<td>LOS C</td>
<td>2</td>
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<tr>
<td>LOS A or B</td>
<td>0</td>
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</table>

<table>
<thead>
<tr>
<th>Proximity to Land Uses (within 1/2 mile ped, 3 mile bicycle)</th>
<th>10</th>
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<tbody>
<tr>
<td>Schools and Colleges</td>
<td>2</td>
</tr>
<tr>
<td>Parks</td>
<td>2</td>
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<tr>
<td>Major and Local Retail Centers</td>
<td>2</td>
</tr>
<tr>
<td>Major Employment Centers</td>
<td>2</td>
</tr>
<tr>
<td>Transit Routes</td>
<td>2</td>
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</tbody>
</table>

| Safety Criteria total points | 50 |
Next Steps

• Meet with the MPO to discuss Project Status (November/December)

• FY 2017-20 TIP Call for Projects (First Week of December)

• January 15, 2016 – Application Deadline

• Application Details
  
  • Eligibility (STP Funds) –
    
    • Livability 2040 RTP Fiscally Constrained Project List
    
    • Functional Classification System (Rural Collector or Higher – Existing Roads)
  
  • All Jurisdictions – Hold Public Meeting Prior to Application Deadline
  
  • MS – Signal Warrant Approval Letter (Traffic Study) & Cost Estimate
2015 Transportation Management Area Certification Review

Memphis Urban Area Metropolitan Planning Organization

FINAL REPORT

October 07, 2015

Federal Highway Administration
Tennessee Division
404 BNA Drive, Building 200, Suite 508
Nashville, TN 37217

Mississippi Division
100 West Capitol Street, Suite 1062
Jackson, MS 39269

Federal Transit Administration
Region IV
230 Peachtree St., NW, Suite 800
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Full report available online

http://www.memphismpo.org/about/2015-mpo-federal-certification

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**Supporting Information & Public Comments**

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Preface


The regulations in 23 CFR Part 450 and 49 CFR Part 613 establish the national policy that each urbanized area, as defined by the U.S. Census Bureau, shall have a designated metropolitan planning organization (MPO) to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process. MPOs are responsible for considering and implementing transportation projects, strategies, and services that address eight planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

Pursuant to 23 U.S.C. 134(k)(5) and 49 U.S.C. 5303, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly review and evaluate the transportation planning process conducted in each transportation management area (TMA), an urbanized area with a population over 200,000 people, no less than once every four years. This TMA Certification Review includes an assessment of the degree to which the MPO in each TMA meets the requirements of the metropolitan planning regulations. The TMA Certification Review is comprised of a desk review, an on-site visit, a public involvement opportunity, and a final report.

The regulations in 23 CFR Part 450 and 49 CFR Part 613 establish the national policy that each urbanized area, as defined by the U.S. Census Bureau, shall have a designated metropolitan planning organization (MPO) to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process. MPOs are responsible for considering and implementing transportation projects, strategies, and services that address eight planning factors:

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2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
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7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

Pursuant to 23 U.S.C. 134(k)(5) and 49 U.S.C. 5303, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly review and evaluate the transportation planning process conducted in each transportation management area (TMA), an urbanized area with a population over 200,000 people, no less than once every four years. This TMA Certification Review includes an assessment of the degree to which the MPO in each TMA meets the requirements of the metropolitan planning regulations. The TMA Certification Review is comprised of a desk review, an on-site visit, a public involvement opportunity, and a final report.
Preface


The regulations in 23 CFR Part 450 and 49 CFR Part 613 establish the national policy that each urbanized area, as defined by the U.S. Census Bureau, shall have a designated metropolitan planning organization (MPO) to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process. MPOs are responsible for considering and implementing transportation projects, strategies, and services that address eight planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

Pursuant to 23 U.S.C. 134(k)(5) and 49 U.S.C. 5303, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly review and evaluate the transportation planning process conducted in each transportation management area (TMA), an urbanized area with a population over 200,000 people, no less than once every four years. This TMA Certification Review includes an assessment of the degree to which the MPO in each TMA meets the requirements of the metropolitan planning regulations. The TMA Certification Review is comprised of a desk review, an on-site visit, a public involvement opportunity, and a final report.
Upon completion of each Certification Review, FHWA and FTA (the Federal Review Team) can take one of three Federal actions:

1. **Jointly certify** the metropolitan transportation planning process,

2. **Jointly certify** the metropolitan transportation planning process subject to certain specified corrective actions being taken, or

3. **Jointly certify** the metropolitan transportation planning process as the basis for approval of only those categories of programs or projects that FHWA and FTA jointly determine, subject to certain specified corrective actions being taken.

If FHWA and FTA do not certify the metropolitan transportation planning process, or cannot certify within a four-year period, the Secretary of Transportation may issue corrective actions, restrict funding, and withhold up to 20 percent of the funds attributable to the metropolitan planning area under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.

The Memphis Urban Area MPO, initially designated in 1977, is one of two federally designated MPOs for the Memphis TMA, which includes portions of Tennessee, Mississippi, and Arkansas. The Memphis Urban Area MPO covers the Tennessee and Mississippi portions and the West Memphis MPO covers the Arkansas portion. FHWA and FTA first certified the Memphis Urban Area MPO in July 1995 and most recently in October 2011. This report represents the seventh Certification Review for the Memphis Urban Area MPO and includes a summary of the Federal Review Team’s observations, corrective actions, commendations, and recommendations:

- **Observations** are statements of fact that describe the conditions found during the data-gathering phases of the TMA Certification Review and provide the primary basis for determining corrective actions, recommendations, and commendations.

- **Corrective actions** denote items that do not meet the requirements of the applicable Federal rules and regulations. FHWA and FTA expect MPOs to address corrective actions in accordance with prescribed timelines to achieve specific outcomes.

- **Recommendations** concern the state of practice or technical improvements that would enhance existing processes and procedures. FHWA and FTA expect MPOs to give due consideration to the implementation of recommended actions.

- **Commendations** highlight noteworthy practices that demonstrate innovative, highly effective, or well-thought-out procedures for implementing the planning requirements.

The Federal Review Team did not identify any corrective actions during the 2015 TMA Certification Review. The recommendations in this report reflect national trends and best practices. Action on the recommendations will not affect the status of the 2015 TMA Certification Review; however, the suggestions would help the Memphis Urban Area MPO enhance the metropolitan transportation planning process. The report also highlights commendations that can serve as examples to other States and planning organizations. The conclusion of this report provides the final certification determination, and the Appendixes deliver additional technical information.
Possible Outcomes

1. Certify
2. Certify with Corrective Action(s)
3. Certify Specific Projects & Programs with Corrective Action(s)
4. No Certification & Corrective Action(s) and/or Funding Restrictions

The Memphis Urban Area MPO, initially designated in 1977, is one of two federally designated MPOs for the Memphis TMA, which includes portions of Tennessee, Mississippi, and Arkansas. The Memphis Urban Area MPO covers the Tennessee and Mississippi portions and the West Memphis MPO covers the Arkansas portion. FHWA and FTA first certified the Memphis Urban Area MPO in July 1995 and most recently in October 2011. This report represents the seventh Certification Review for the Memphis Urban Area MPO and includes a summary of the Federal Review Team’s observations, corrective actions, recommendations, and recommendations:

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**Report Includes**
- Observations
- Corrective Actions
- Recommendations
- Commendations
Executive Summary

The 2015 Memphis TMA Certification Review is comprised of a desk review, an on-site visit, a public involvement opportunity, and a final report. Since October 2011, the FHWA and FTA joint Federal Review Team (see Appendix B) has continuously reviewed the Memphis Urban Area MPO’s planning process and products to assess consistency with 23 CFR Part 450, 49 CFR Part 613, and other Federal rules and regulations. The Federal Review Team’s desk review included the MPO’s Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), Public Participation Plan (PPP), Congestion Management Process (CMP), Regional Intelligent Transportation Systems (ITS) Architecture, and other elements of the organization’s continuing, cooperative, and comprehensive multimodal transportation planning process.

On May 19-21, 2015, the Federal Review Team organized an on-site visit with the Tennessee Department of Transportation (TDOT), Mississippi Department of Transportation (MDOT), Memphis Area Transit Authority (MATA), and the Memphis Urban Area MPO’s Staff, Engineering and Technical Committee (ETC), and Transportation Policy Board (TPB). The on-site visit focused on the MPO’s metropolitan transportation planning process and major federal initiatives (see Appendices A and C).

On May 19, 2015, the Federal Review Team held a public meeting to invite public comments and feedback on the Memphis Urban Area MPO’s metropolitan transportation planning process (see Appendix D). The Memphis Urban Area MPO advertised the public meeting in accordance to the procedures established in the MPO’s PPP, including public notices in regional newspapers and on the MPO’s website – http://www.membismopo.org/. On May 21, 2015, the Federal Review Team held a listening session for the MPO’s TPB and ETC.

The Federal Review Team collected 97 verbal and written comments regarding the MPO’s metropolitan transportation planning process and incorporated this feedback into the Team’s decisions on observations, commendations, recommendations, and corrective actions. The Federal Review Team responded to the comments under its range of authority and forwarded all 97 comments to TDOT, MDOT, MATA, and the Memphis Urban Area MPO for additional review and consideration. In summary, stakeholders are interested in the MPO’s organizational structure and Bylaws, public participation efforts, long-range transportation planning activities, and involvement in the project development process.

The Federal Review Team’s previous TMA Certification Review in October 2011 did not identify any corrective actions; however, the 2011 Review identified eight recommendations. The Memphis Urban Area MPO has adequately addressed all eight recommendations since October 2011. Overall, the Memphis Urban Area MPO has demonstrated a strong commitment to meeting the letter and intent of all applicable Federal rules and regulations.

In conclusion, the Memphis Urban Area MPO substantially meets the requirements of 23 CFR 450 and 49 CFR 613. FHWA and FTA jointly certify the MPO’s metropolitan transportation planning process. The Federal Review Team did not find any corrective actions.
Executive Summary

The 2015 Memphis TMA Certification Review is comprised of a desk review, an on-site visit, a public involvement opportunity, and a final report. Since October 2011, the FHWA and FTA joint Federal Review Team (see Appendix B) has continuously reviewed the Memphis Urban Area MPO’s planning process and products to assess consistency with 23 CFR Part 450, 49 CFR Part 613, and other Federal rules and regulations. The Federal Review Team’s desk review included the MPO’s Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), Public Participation Plan (PPP), Congestion Management Process (CMP), Regional Intelligent Transportation Systems (ITS) Architecture, and other elements of the organization’s continuing, cooperative, and comprehensive multimodal transportation planning process.

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In conclusion, the Memphis Urban Area MPO substantially meets the requirements of 23 CFR 450 and 49 CFR 613. FHWA and FTA jointly certify the MPO’s metropolitan transportation planning process. The Federal Review Team did not find any corrective actions.
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The Federal Review Team’s previous TMA Certification Review in October 2011 did not identify any corrective actions; however, the 2011 Review identified eight recommendations. The Memphis Urban Area MPO has adequately addressed all eight recommendations since October 2011. Overall, the Memphis Urban Area MPO has demonstrated a strong commitment to meeting the letter and intent of all applicable Federal rules and regulations.

In conclusion, the Memphis Urban Area MPO substantially meets the requirements of 23 CFR 450 and 49 CFR 613. FHWA and FTA jointly certify the MPO’s metropolitan transportation planning process. The Federal Review Team did not find any corrective actions.
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In conclusion, the Memphis Urban Area MPO substantially meets the requirements of 23 CFR 450 and 49 CFR 613. FHWA and FTA jointly certify the MPO's metropolitan transportation planning process. The Federal Review Team did not find any corrective actions.

Certification Conclusion

- Memphis MPO Meets Federal Requirements
- FHWA & FTA Certify the Memphis MPO's Planning Process
- No Corrective Actions
Summary of Commendations

Overview of Recent Activities
- Embracing the Partnership for Sustainable Communities’ livability principles and seeking ways to improve access to affordable housing, increase transportation options, and lower transportation costs while protecting the environment.
- Participating in the latest update of Tennessee’s Strategic Highway Safety Plan and staying involved in the Strategic Highway Safety Plan Committee.

Organizational Structure
- Providing MPO 101 training to local partners and other interested parties, including the National Freight Advisory Committee.
- Organizing the Planning and Land Use Advisory Committee to integrate land use considerations into the transportation planning process.
- Using the Active Transportation Advisory Committee to integrate non-motorized transportation, transit, public health, and community interests into the transportation planning process.

Unified Planning Work Program
- Enhancing multimodal and intermodal freight movement by organizing a Freight Advisory Committee with public and private sector stakeholders, creating regional freight profiles, and exploring a truck route master plan.

Metropolitan Transportation Plan
- Conducting a comprehensive data collection effort for the Livability 2040 Regional Transportation Plan (RTP) and travel demand model updates, including the household travel survey, on-board transit survey, freight stakeholder survey, and bicycle and pedestrian counts.
- Designing the Regional Bicycle and Pedestrian Plan as a tool to enhance quality of life by improving public health, reducing environmental impacts, promoting transportation efficiency, protecting public safety, and increasing economic development and other opportunities for prosperity.

Transportation Improvement Program
- Working with Federal, State, and local partners in Tennessee and Mississippi to obligate projects and reduce the balances of unexpended federal funds.
- Developing an interactive online mapping application to help stakeholders find information on projects.
**Summary of Commendations**

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interested parties, participation, and consultation

- developing multimedia outreach tools, like the MPO's website, livability videos, Community Remarks tool, and online project map, to engage the public and other interested parties in the planning process.

- employing technologies, like handheld computer tablets, screen reading software, and digital mapping resources, to enhance public engagement, increase productivity, and achieve cost savings.

- engaging Title VI and Environmental Justice communities with an array of outreach techniques, including public meetings at transit stations, presentations at schools and neighborhood events, advertisements on public buses and in community newspapers, and translation services for documents, meetings, and websites.

- including Title VI assurance statements in publications.

transit

- Designating transit representation on the TPB prior to the MAP-21 requirement and continuing a strong partnership with MATA through alternatives analyses, on-board transit surveys, transit route profiles, and the Coordinated Human Services Transportation Plan.

congestion management process

- Using a steering committee, Mobility Summit, and public outreach campaign to better understand the Memphis region's congestion and mobility issues.

- Administering safety and operational audits to identify congestion and mobility needs and before-and-after analyses to evaluate the effectiveness of congestion management strategies.

Regional Intelligent Transportation Systems Architecture

- Engaging local, State, and Federal agencies to ensure the Regional ITS Architecture and Deployment Plan reflect cohesive long-range planning among regional stakeholders.
Using Tools & Technologies to Engage the Public & Other Interested Parties

Interested Parties, Participation, and Consultation

- Developing multimedia outreach tools, like the MPO’s website, livability videos, Community Remarks tool, and online project map, to engage the public and other interested parties in the planning process.
- Employing technologies, like handheld computer tablets, screen reading software, and digital mapping resources, to enhance public engagement, increase productivity, and achieve cost savings.
- Engaging Title VI and Environmental Justice communities with an array of outreach techniques, including public meetings at transit stations, presentations at schools and neighborhood events, advertisements on public buses and in community newspapers, and translation services for documents, meetings, and websites.
- Including Title VI assurance statements in publications.

Transit

- Designating transit representation on the TPB prior to the MAP-21 requirement and continuing a strong partnership with MATA through alternatives analyses, on-board transit surveys, transit route profiles, and the Coordinated Human Services Transportation Plan.

Congestion Management Process

- Using a steering committee, Mobility Summit, and public outreach campaign to better understand the Memphis region’s congestion and mobility issues.
- Administering safety and operational audits to identify congestion and mobility needs and before-and-after analyses to evaluate the effectiveness of congestion management strategies.

Regional Intelligent Transportation Systems Architecture

- Engaging local, State, and Federal agencies to ensure the Regional ITS Architecture and Deployment Plan reflect cohesive long-range planning among regional stakeholders.
Summary of Recommendations

Overview of Recent Activities
- Explore available resources for scenario planning to help foster a collaborative approach for evaluating demographics, employment, land use, funding, and transportation system performance.

Unified Planning Work Program
- Explore resources to help MPO members maintain transition plans consistent with the Americans with Disabilities Act (ADA).

Metropolitan Planning Agreements
- Continue to update agreements with provisions from recent Federal legislation, regulations, and rulemakings, including responsibilities for air quality conformity and MAP-21’s performance measures and performance targets.

Metropolitan Transportation Plan
- Work with State and local partners on developing a process for documenting planning analysis results that project sponsors can carry forward into the environmental review process under the National Environmental Policy Act (NEPA).
- Continue formalizing relationships with TDOT and MDOT to ensure the Livability 2040 RTP aligns with each State’s Strategic Highway Safety Plan and to facilitate the continuous sharing of safety information related to goals, strategies, countermeasures, and projects.
- Continue to involve TDOT in the development of the Livability 2040 RTP to integrate the results of the Tennessee Extreme Weather Project.

Transportation Improvement Program
- Consider developing a web-based TIP to support the MPO’s efforts to map projects and track obligations, amendments, and administrative adjustments.
- Coordinate with State and local partners on developing standard inflation rates for the next TIP.
- Continue to collaborate with State and local project sponsors during the development of the next TIP to evaluate each project’s timeline, cost estimates, and constructability.
- Continue to work with TDOT and MDOT to enable the continuous sharing of obligations and expenditures so the MPO has the best available information for programming decisions.
Summary of Recommendations

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- Explore available resources for scenario planning to help foster a collaborative approach for evaluating demographics, employment, land use, funding, and transportation system performance.

Unified Planning Work Program
- Explore resources to help MPO members maintain transition plans consistent with the Americans with Disabilities Act (ADA).

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- Continue to update agreements with provisions from recent Federal legislation, regulations, and rulemakings, including responsibilities for air quality conformity and MAP-21’s performance measures and performance targets.

Metropolitan Transportation Plan
- Work with State and local partners on developing a process for documenting planning analysis results that project sponsors can carry forward into the environmental review process under the National Environmental Policy Act (NEPA).
- Continue formalizing relationships with TDOT and MDOT to ensure the Livability 2040 RTP aligns with each State’s Strategic Highway Safety Plan and to facilitate the continuous sharing of safety information related to goals, strategies, countermeasures, and projects.
- Continue to involve TDOT in the development of the Livability 2040 RTP to integrate the results of the Tennessee Extreme Weather Project.

Transportation Improvement Program
- Consider developing a web-based TIP to support the MPO’s efforts to map projects and track obligations, amendments, and administrative adjustments.
- Coordinate with State and local partners on developing standard inflation rates for the next TIP.
- Continue to collaborate with State and local project sponsors during the development of the next TIP to evaluate each project’s timeline, cost estimates, and constructability.
- Continue to work with TDOT and MDOT to enable the continuous sharing of obligations and expenditures so the MPO has the best available information for programming decisions.
Summary of Recommendations

Overview of Recent Activities

- Explore available resources for scenario planning to help foster a collaborative approach for evaluating demographics, employment, land use, funding, and transportation system performance.

Unified Planning Work Program

- Explore resources to help MPO members maintain transition plans consistent with the Americans with Disabilities Act (ADA).

Metropolitan Planning Agreements

- Continue to update agreements with provisions from recent Federal legislation, regulations, and rulemakings, including responsibilities for air quality conformity and MAP-21’s performance measures and performance targets.

Metropolitan Transportation Plan

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Explore Resources for Scenario Planning
Explore Ways to Streamline Environmental Review Process for NEPA
Performance Based Planning and Programming

- Continue to engage TDOT, MDOT, and MATA on MAP-21 requirements, especially the transportation performance management elements on performance measures and performance targets.

Interested Parties, Participation, and Consultation

- Continue to publish public meeting notices, agendas, meeting minutes, and draft documents in accordance to the MPO’s PPP so the general public and other interested parties can prepare for participation.
- Continue to educate the MPO’s members, partner agencies, and public stakeholders on the organization’s policies, procedures, and programs, especially key decision points and opportunities for public involvement.
- Maintain a historic archive (beyond 2014 and 2015) of meeting minutes, agendas, and presentations on the MPO’s website to ensure that stakeholders have reasonable access to information about transportation issues and processes.

Congestion Management Process

- Integrate the biannual congestion management report, before-and-after analyses, and safety and operational audits into the UPWP and continuously use the congestion performance measures to monitor the geographic extent, duration, recurrence, and socio-economic impacts of congestion and identify the most effective congestion management strategies for implementation.
- Ensure that the Livability 2040 RTP discusses the role of the CMP in evaluating corridors, congestion management strategies, and individual projects and documents the MPO’s analyses of travel demand reduction and operational management strategies for the projects that will result in a significant increase in capacity for single occupant vehicles (i.e. new general purpose highways at new locations or adding general purpose lanes).

Air Quality

- Establish a regular meeting schedule for the Interagency Consultation Committee so members can share timely information and better understand the MPO’s needs for MTPs, TIPs, and associated amendments.

Regional Intelligent Transportation Systems Architecture

- Continue to explore the regional connections with the State of Arkansas and the West Memphis MPO and consider developing a unified Regional ITS Architecture for both MPOs to enhance interoperability, leverage investments, and maximize resources.
- Ensure that the Livability 2040 RTP discusses the role of the Regional ITS Architecture in matching ITS solutions with regional needs, generating new ITS projects, screening proposed ITS projects for consistency, and prioritizing planned ITS projects for implementation.
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2015 Transportation Management Area Certification Review

Memphis Urban Area Metropolitan Planning Organization

FINAL REPORT

October 07, 2015

Federal Highway Administration
Tennessee Division
404 BNA Drive, Building 200, Suite 508
Nashville, TN 37217

Mississippi Division
100 West Capitol Street, Suite 1062
Jackson, MS 39269

Federal Transit Administration
Region IV
230 Peachtree St., NW, Suite 800
Atlanta, GA 30303

Full report available online

Questions?

http://www.memphismpo.org/about/2015-mpo-federal-certification
COORDINATED HUMAN SERVICES TRANSPORTATION PLAN

Transportation Policy Board
November 19, 2015
Project Background

- At a minimum, the CHSTP must include the following items:
  1. Identify current transportation providers and services;
  2. Assess the transportation needs of the elderly, persons with disabilities, and individuals with low incomes; and
  3. Recommend strategies, activities, and/or projects to address the identified needs and gaps.

- Establishes project eligibilities for 5310 funds

- The MPO develops the CHSTP in coordination with several organizations, including:
Key Tasks

1) Identify stakeholders and Steering Committee, and determine study area - **Complete**

2) Demographic analysis – **Complete**

3) Inventory of Service– **Complete**

4) Identify needs, gaps, and potential strategies– **Complete**

5) Prioritization of projects/strategies - **In Progress**

6) Draft plan – **November/December 2015**

7) Plan adoption- **Early 2016**
Study Area Defined

Encompassing portions of three states:
- Tennessee (10 counties)
- Arkansas (5 counties)
- Mississippi (5 counties)
### CPT-HST Advisory Committee

<table>
<thead>
<tr>
<th>Northwest Tennessee Human Resources Agency</th>
<th>Memphis Metropolitan Planning Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aging Commission of the MidSouth</td>
<td>Memphis Area Transit Authority</td>
</tr>
<tr>
<td>North Delta Planning and Development District</td>
<td>Mississippi Department of Transportation</td>
</tr>
<tr>
<td>Shelby County Health Department (rideshare)</td>
<td>Tennessee Department of Transportation</td>
</tr>
<tr>
<td>VA Paralyzed Veterans Group (TN)</td>
<td>West Memphis Metropolitan Planning Organization</td>
</tr>
<tr>
<td>Memphis Center for Independent Living</td>
<td>Arkansas State Highway and Transportation Department</td>
</tr>
<tr>
<td>ITN Memphis</td>
<td>West Tennessee Rural Planning Organization</td>
</tr>
<tr>
<td>SWHRA</td>
<td>Delta Human Resources Agency</td>
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</tbody>
</table>
Public Service Inventory Examples
## Private Service Inventory Examples

<table>
<thead>
<tr>
<th>Agency</th>
<th>AR</th>
<th>MS</th>
<th>TN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aaron E. Henry Community Services Center</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Case Management, Inc.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Counseling Service of Eastern Arkansas- various residential locations</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cross County Special Workshop</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EastArk Enterprises</td>
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<td></td>
<td>X</td>
</tr>
<tr>
<td>Goodwill Homes Community Services, Inc.</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Helen R. Tucker Adult Developmental Center</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>ITN Memphis</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Frank A. Steudlein Learning Center</td>
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<td></td>
<td>X</td>
</tr>
<tr>
<td>Lee County Cooperative Clinic</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Metropolitan Inter-Faith Association (MIFA)</td>
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<td></td>
<td></td>
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<tr>
<td>North Delta Planning and Development District/ Area Agencies on Aging</td>
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<td></td>
<td>X</td>
</tr>
<tr>
<td>Phillips County Development Center</td>
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<td></td>
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<tr>
<td>Professional Care Services of West Tennessee, Inc.</td>
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<td>X</td>
</tr>
<tr>
<td>Regional Interfaith Association-FISH</td>
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<td></td>
<td>X</td>
</tr>
<tr>
<td>Safe Shuttle</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Southland Adult Day Center</td>
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<td></td>
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<td>St. Francis Area Development Center</td>
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<td></td>
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</tr>
<tr>
<td>The Family Center, Inc./Anna’s Place</td>
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<td>X</td>
</tr>
<tr>
<td>The Family Center, Inc.</td>
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<td></td>
<td>X</td>
</tr>
<tr>
<td>Volunteers of America, Inc.</td>
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<td></td>
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</tr>
<tr>
<td>Wesley at Adamsville, Inc.</td>
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<td></td>
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</tr>
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<td>Wesley Housing Corporation of Memphis, Inc.</td>
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<td>X</td>
</tr>
<tr>
<td>Wesley at Millington Towers</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Wesley at Paris, Inc.</td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>
Service Gaps and Needs

• Needs of the target populations identified throughout the public involvement process

• Five categories identified:
  • Information and Awareness
  • Geographical
  • Time-Based
  • Client
  • Service Quality
# Needs and Gaps

## Information and Awareness

<table>
<thead>
<tr>
<th>Lack of a centralized coordinator for all available services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lack of public information regarding services</td>
</tr>
<tr>
<td>Need for more private and public sector coordination</td>
</tr>
</tbody>
</table>

## Geographical

<table>
<thead>
<tr>
<th>Employers and medical providers are moving farther into suburban areas → Creates more inefficient trips and service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Need for more service to job centers</td>
</tr>
<tr>
<td>Insufficient coverage of rural areas and disadvantaged neighborhoods</td>
</tr>
</tbody>
</table>
## Needs and Gaps

### Time-Based
- Night and weekend service
- Early morning service

### Client-Based
- Lack of ADA-compliant vehicles
- Passengers do not want to make transfers
- High demand for dialysis-related transportation
## Needs and Gaps

### Service Quality

- Insufficient number of paratransit buses to meet demand
- Balancing organizations’ interests vs. shared responsibility
- No ride voucher program (i.e. back-up option of taking a taxi if bus service has ended)
Key Tasks

1) Prioritization of projects/strategies - In Progress

2) Draft plan – November/December 2015

3) Plan adoption – Early 2016

Project Contacts

Nicholas Oyler, Memphis MPO  
(901) 576-7130  
nicholas.oyler@memphistn.gov

Sarah Frost, TranSystems  
(816) 329-8710  
smfrost@transystems.com

Kwasi Agyakwa, Memphis MPO  
(901) 576-7189  
kwasi.agyakwa@memphistn.gov
FY 2015 TRANSPORTATION ALTERNATIVES PROGRAM

Transportation Policy Board
November 19, 2015
TAP Background

- Authorized by MAP-21 legislation as a funding source for pedestrian, bicycle, and transit-access projects

- Provides greater flexibility to states on distribution of funding

- Provides dedicated funding to large metropolitan areas for active transportation projects
Timeline

June 2015
Applications Accepted June 8 through July 17

July 2015
Rank Applications

Aug 2015
Project Review by TDOT & MDOT

Sept 2015
Project Selection

Oct 2015
Projects Selection Approval Vote by ETC and TPB

Nov 2015

ETC – June 4
ATAC – July 28

TPB – June 25

ATAC – Oct 27

ETC – Nov 5

TPB – Nov 19
Funding Availability

TENNESSEE

Available: ~ $1,175,000

Total Requested for 5 Projects: $2,090,000

MISSISSIPPI

Available: ~ $182,000

Total Requested for 2 Projects: $230,000
Project Evaluation & Selection

• Qualitative Assessment by ATAC
• Quantitative Scoring by MPO Staff
  • Application of scoring criteria previously adopted by ATAC
  • Criteria categories:
    • Benefits to Active Transportation
    • Safety and Security
    • Multimodal
    • Land Use
    • System Preservation
    • Environmental Preservation and EJ
    • Network Continuity
    • Cost Effectiveness
    • Economic Opportunity
    • Congestion and Air Quality
    • Local Funding Overmatch
• Qualitative Assessment by MPO Staff
• Final selection reviewed by ATAC and ETC, and approved by TPB
RECOMMENDATIONS FROM MS
Hernando Square Pedestrian Improvements

Hernando, MS

Project Length: 0.3 miles
Funds Requested: $119,000
Award Recommendation: $136,000

- Pedestrian Crosswalks
- Advance pedestrian crossing signs
- Sidewalk retrofit for ADA compliance
- Pedestrian crosswalk signals
RECOMMENDATIONS FROM TN
Macon Road Sidewalk Improvements

Memphis, TN

Project Length: 0.33 miles
Funds Requested: $646,000
Award Recommendation: $646,000

- New sidewalks
- Installation of curb ramps
- Enhance crosswalk markings
- Geometric improvements to the intersection of Macon and Mullins Station
Westmont St. Sidewalk Improvements

Memphis, TN

Project Length: 0.30 miles
Funds Requested: $268,000
Award Recommendation: $268,000

- New sidewalk
- Curb ramps
- Crosswalks and stop lines
- High-visibility crosswalk
- Signage
Chiswood St. Pedestrian Safety

Memphis, TN

Project Length: 0.35 miles
Funds Requested: $600,000
Award Recommendation: $260,992

- Reconstruction of sidewalk for ADA compliance
- New curb ramps at all intersections
- Raised crosswalks
- Curb extensions
- High-visibility crosswalks
- Signage
In Summary

• Approval of recommended TAP recipients:
  • Tennessee
    • City of Memphis – Macon Road
    • City of Memphis – Westmont Street
    • City of Memphis – Chiswood Street
  • Mississippi
    • City of Hernando – Hernando Square

• Approval of corresponding TIP amendment
MEMPHIS MSA NONATTAINMENT AREA
2008 NAAQS 8-HOUR OZONE DESIGN VALUE

Note: All 2015 data is unofficial until certified and entered into the AQS.