STATE OF THE MPO REPORT

2019

OF THE MEMPHIS URBAN AREA METROPOLITAN PLANNING ORGANIZATION
Este documento está disponible en formatos accesibles (como versiones en idiomas extranjeros o en letras grandes y en escala de grises, entre otros) cuando se solicita con diez (10) días calendario de anticipación.

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

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

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Note: The photographs used in this document are for illustrative purposes only. Photographs used were submitted to the Memphis MPO by the public.
The Memphis Urban Area MPO had a very productive year in advancing transportation efforts in the Memphis region. The Memphis MPO completed and updated numerous plans and studies. The Livability 2050: Regional Transportation Plan (RTP) and FY 2020-23 Transportation Improvement Program (TIP) were adopted in September and the Greater Memphis Regional Freight Plan Education and Employment Statistics were updated.

Engaging and educating the public about the MPO and its planning process is a top priority. The MPO began using a brand new video animation tool called “Biteable” to use for education and outreach efforts. The MPO has produced a few animated videos that can be found on the MPO’s YouTube and Media Center. The MPO will continue to use this resource in our outreach efforts.

Transportation plays a significant role in the lives of residents and the local economy. We encourage you to stay connected with us as we continue to advance our region in 2020. Please take the opportunity to engage and provide feedback on the MPO’s planning process!

Welcome to the Memphis Urban Area MPO!

PRAGATI SRIVASTAVA, AICP
MPO Administrator
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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 dollars invested 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 grew to approximately 1,149,099 in 2018.

**Sex by Age**


- **Female:** 52.2%
- **Male:** 47.8%
Regional Demographics

The figure below compares the estimated travel time to work and vehicle ownership by household for the Memphis, TN-MS-AR Metropolitan Statistical Area (MSA) to five “peer” cities throughout the United States. According the 2018 ACS, it is estimated that:

- Nearly 40% of workers 16 and over throughout the Memphis, TN-MS-AR MSA reported that their average commute times were 19 minutes or less.
- Approximately 7.6% of households throughout the Memphis, TN-MS-AR MSA do not have access to a personal vehicle.

### Travel Time to Work


<table>
<thead>
<tr>
<th>City</th>
<th>Less than 10 Minutes</th>
<th>10-19 Minutes</th>
<th>20-29 Minutes</th>
<th>30-44 Minutes</th>
<th>45-59 Minutes</th>
<th>60 or More Minutes</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Orleans, LA</td>
<td>10.5%</td>
<td>30.8%</td>
<td>22.2%</td>
<td>21.0%</td>
<td>7.4%</td>
<td>8.1%</td>
</tr>
<tr>
<td>Nashville, TN</td>
<td>9.4%</td>
<td>26.4%</td>
<td>21.9%</td>
<td>23.4%</td>
<td>10.6%</td>
<td>8.3%</td>
</tr>
<tr>
<td>Memphis, TN-MS-AR</td>
<td>10.2%</td>
<td>28.6%</td>
<td>24.4%</td>
<td>23.9%</td>
<td>6.9%</td>
<td>4.0%</td>
</tr>
<tr>
<td>Birmingham, AL</td>
<td>9.4%</td>
<td>27.1%</td>
<td>23.5%</td>
<td>24.1%</td>
<td>9.3%</td>
<td>4.6%</td>
</tr>
<tr>
<td>Atlanta, GA</td>
<td>7.1%</td>
<td>22.3%</td>
<td>19.7%</td>
<td>24.6%</td>
<td>12.2%</td>
<td>14.0%</td>
</tr>
</tbody>
</table>

### Vehicle Ownership by Household


<table>
<thead>
<tr>
<th>City</th>
<th>No Vehicle Available</th>
<th>1 Vehicle Available</th>
<th>2 Vehicle Available</th>
<th>3 Vehicle Available</th>
<th>4 or More Vehicles Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Orleans, LA</td>
<td>10.2%</td>
<td>40.3%</td>
<td>33.6%</td>
<td>11.7%</td>
<td>4.1%</td>
</tr>
<tr>
<td>Nashville, TN</td>
<td>4.3%</td>
<td>29.0%</td>
<td>40.6%</td>
<td>17.6%</td>
<td>8.5%</td>
</tr>
<tr>
<td>Memphis, TN-MS-AR</td>
<td>7.6%</td>
<td>35.9%</td>
<td>34.6%</td>
<td>13.8%</td>
<td>6.1%</td>
</tr>
<tr>
<td>Birmingham, AL</td>
<td>6.1%</td>
<td>29.8%</td>
<td>37.8%</td>
<td>17.8%</td>
<td>8.4%</td>
</tr>
<tr>
<td>Atlanta, GA</td>
<td>6.7%</td>
<td>31.7%</td>
<td>39.2%</td>
<td>16.9%</td>
<td>7.5%</td>
</tr>
</tbody>
</table>
Outreach

Following the extensive outreach conducted in 2018 for the Livability 2050: Regional Transportation Plan (RTP), outreach efforts returned to normal levels consistent with previous in-between years of RTP development.

While 2018 included multiple meetings for the RTP, in 2019 MPO staff also held public meetings prior to the adoption of the Livability 2050 RTP and FY 2020-23 Transportation Improvement Program (TIP).

The MPO also maintained our Constant Contact email lists, sending over 17,225 emails to area residents and achieving a 17% open rate! The percentage of emails where a hyperlink was clicked (6%) was also consistent with the industry standard of 4-8%.

MPO Staff Participation

The staff of the Memphis MPO are engaged in multiple tasks and activities at a local, regional, and national level. These include working groups and committees that encourage a safe and efficient built environment, to webinars and workshops that build MPO capacity in the latest trends and best practices. Below is a snapshot of the activities staff participated in.

- **28 Meetings**
- **250+ Attendees**
- **70 Review Days**
- **17% Open Rate**

### 2019 STATE OF THE MPO REPORT

- **39 Meetings**
  - Compared to 47 in 2018
- **52 Webinars**
  - Compared to 54 in 2018
- **21 Conference Calls**
  - Compared to 29 in 2018
- **7 Trainings/Workshops**
  - Compared to 10 in 2018
Conferences & Trainings/Workshops

Staff of the Memphis MPO regularly attend conferences and trainings/workshops to build staff capacity and share the progress of MPO products and processes. 2019 was a busy year for MPO staff as they attended conferences, meetings, and webinars for state and national organizations. MPO staff presented at the 2019 Association of Metropolitan Planning Organizations (AMPO) Annual Conference and attended both state conferences put on by the Tennessee Department of Transportation (TDOT) and Mississippi Department of Transportation (MDOT). Below are other conferences and workshops MPO staff have attended and/or presented at:
Reach of MPO Activities

In 2019, the MPO held public meetings to present the drafts of the Livability 2050: Regional Transportation Plan (RTP) and FY 2020-23 Transportation Improvement Program (TIP). The numbers of events and attendees returned to normal levels, consistent with outreach in-between RTP development years.

The MPO’s website continued to see steady traffic in 2019 and the MPO’s Social Media channels continued to be utilized for regular updates on plans, projects, and transportation-related news. Facebook “Likes” and Twitter Followers continued to increase at a regular pace. Additionally, YouTube Views saw significant increases coinciding with the MPO’s regular monthly release of informative MPO 101 videos.

Media Appearances also continued to be tracked by MPO Staff. ‘Speaker Slots’ and ‘Newspaper Mentions’ were consistent with the previous year. No ‘Press Releases’ or ‘Television Mentions’ were recorded in 2019, with the bulk of outreach for the RTP and TIP being completed in the previous year.
MPO Website Performance

The Memphis MPO uses Google Analytics to measure traffic and users to its website, memphismpo.org. Additionally, a tracker on the website shows the number of hits and visitors in real time. MPO Staff can evaluate the performance of the site across days, weeks, and months.

MPO staff regularly update the website to provide the latest information to residents, local jurisdictions, and federal/state partners. In addition to regular updates, the Media Center was updated to include presentations MPO staff have given across the nation and the latest YouTube videos published.

Visits by desktop (85.7%) remain the predominant way visitors access the site.

In 2019, the Memphis MPO’s website saw 9,300+ users to its website, a 30.7% increase over the previous year, continuing a trend of greater website access. The performance of the Memphis MPO’s website also improved in terms of the number of sessions. There were noticeable increases in web traffic in June through September compared to similar times last year, aligning with the public review periods for the RTP and TIP.
New YouTube Video Series

Beginning in the Summer of 2019, the Memphis MPO began releasing videos regularly to increase awareness of the MPO and its processes. Videos explain some of the key considerations MPOs take into account in transportation planning.

Over 200 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.

Local Highlights

**MATA Awarded BUILD Grant for Bus Rapid Transit!**

The region’s first Bus Rapid Transit (BRT) Project has been awarded a $12 million grant from the USDOT as part of the (BUILD) Transportation Grants Program. The City of Memphis and Memphis Area Transit Authority’s Innovation Corridor BRT was one of 55 projects in 35 states selected!

The BRT line will link Downtown Memphis to the University of Memphis campus. The project will also include construction of 28 new transit stations and nine new electric buses equipped with Wi-Fi and electric charging docks.

**Shelby County Schools - MATA Partnership**

A new partnership between Shelby County Schools and the Memphis Area Transit Authority has made 3,000 bus passes available to eligible high school students. The passes are set to be valid for one year and can be used on any MATA standard bus. The partnership also allows parents and guardians of students to receive a free pass under their student’s registration.
Regional Resilience Plan
In 2016, Shelby County was the recipient of a $60 million federal grant from the Department of Housing and Urban Development (HUD) for its Greenprint for Resilience project. After years of research and public engagement, the Shelby County Office of Sustainability and Resilience has released the Mid-South Regional Resilience Master Plan.

Memphis 3.0 Approved by City Council
The Memphis 3.0 Comprehensive Plan was approved by the Memphis City Council on December 3rd. The approval follows an extensive public outreach effort spanning multiple years. Moving forward all land-use decisions made by the city council would have to be consistent with the criteria of the 3.0 plan.

Mississippi Ribbon-Cuttings
Ground breaking events were held for roadways in Hernando and DeSoto County! The Holly Springs Road project will include straightening of some dangerous curves in the 2.6 mile area and the rebuilding of five bridges, while Hernando’s McIngvale Road project includes the I-269/McIngvale Road interchange and the corresponding realignment of McIngvale Road planned to that interchange.

Lyft - Tennessee Carriers Partnership
Memphis-based Tennessee Carriers Inc. and Lyft Inc. launched a one-year pilot program in Memphis on Monday, August 19th. By adding in Lyft as another transportation option, Tennessee Carriers is expecting a reduced burden on the network of conventional transport providers. An estimated 100 trips a day via Lyft will result from the partnership in Shelby County, a spokesperson for Tennessee Carriers said.

Memphis Climate Action Plan
In an effort to reduce the Memphis community’s carbon footprint below 2016 levels, Memphis and Shelby County have worked together to develop a Climate Action Plan – a framework that measures, and will ultimately, help lessen Memphis’ contributions to climate change. Memphis began the climate action planning process in June 2018 with the Memphis 3.0 comprehensive planning process.

Hands Free Tennessee
The State of Tennessee’s “Hands Free Law” took effect on July 1, 2019. The law requires drivers to put down their phones and focus on the road. Since taking effect, the Tennessee Department of Safety and Homeland Security has partnered with the Tennessee Department of Transportation and the Tennessee Department of Tourist Development to launch the “Hands Free Tennessee” campaign to educate Tennesseans.
2019 Memphis TMA Federal Certification

No less than once every four years, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must certify that each MPO serving a transportation management area (TMA) – a designation by the United States Department of Transportation (USDOT) of an urbanized area with a population over 200,000 – is carrying out the metropolitan planning process in adherence with federal statutes and regulations. Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas.

The 2019 Memphis TMA Federal Certification Review was performed by FHWA and FTA, in partnership with the Environmental Protection Agency (EPA), the Tennessee Department of Transportation (TDOT), the Mississippi Department of Transportation (MDOT), and the Memphis Area Transit Authority (MATA).

In the Tennessee and Mississippi portions of the Memphis urbanized area, TDOT, MDOT, and MATA are the responsible state agencies and public transportation provider.

The certification process included a public meeting, a site visit, a review of planning products, and a final Certification Review Report. The reviews focus on compliance with Federal law and regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Several commendations were recognized in the final report for successful practices:

- FHWA and FTA commended the MPO and its planning partners on the metropolitan planning process, and jointly certified the planning process through September 6, 2023. For more information, see the 2019 Memphis TMA Federal Certification Report on the Memphis MPO’s website.
The Memphis MPO Transportation Policy Board (TPB) adopted the region’s next multi-modal long-range transportation plan, the *Livability 2050: Regional Transportation Plan* (RTP), at their September 12th, 2019 meeting after a multi-year effort.

**Involvement - Engagement Recap of Livability 2050**

The Memphis MPO engaged with the public, stakeholders, and local jurisdictions by using interactive polling and an online survey to gauge the priorities of the region. Additionally, 15 public meetings were held across the four-county, bi-state region. Throughout the process, Safe Roadways, Well-Maintained Infrastructure, and Reliable Travel Times were selected as the three most valued.

**Analysis - Data and Current Conditions**

In addition to the extensive public outreach conducted, MPO staff also used a data-driven approach to identify the current and future needs of the region. As safety and maintenance was a priority identified across the region, MPO staff evaluated vehicle and bicycle & pedestrian crashes across the region and the condition of roads and bridges in the area.

**Funding Summary - Investment Recommendations**

During the development of the Livability 2050: RTP, maintenance, system preservation, and safety were identified as priorities by local jurisdictions, stakeholders, and the public. These priorities, in addition to an identification of needs, helped shape the general funding breakdown with ‘System Maintenance’ a significant piece of the $12 billion in funding available.
FY 2020-23 Transportation Improvement Program

The Transportation Policy Board (TPB) of the Memphis MPO adopted the Fiscal Year (FY) 2020-2023 Transportation Improvement Program (TIP) at their September 12, 2019 meeting. The adoption was preceded by an extensive engagement effort across the region that include in-person and online opportunities.

The projects included in the FY-2020-23 TIP were derived from the RTP, and were selected through a rigorous project evaluation process that was designed to ensure that the TIP is reflective of both national goals and regional transportation priorities. The adopted TIP includes projects that address both infrastructure maintenance and mobility needs for multiple modes of transportation.

Regional ITS Architecture

The Regional Intelligent Transportation System (ITS) Architecture provides a long-range plan for the deployment, integration, and operation of ITS in the Memphis Urban Area. Regional ITS Architectures are living documents and need to be continuously updated in order for them to accurately reflect the ITS needs, plans, and visions within a region.

The most recent update was completed in 2019 and covers the entire MPO Study area, that includes all of Shelby County and the western portion of Fayette County in Tennessee as well as entire DeSoto County and the north-west portion of Marshall County in Mississippi.
FY 2019 Annual Listing of Obligated Projects

Fund 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 - September) to identify which projects got funding obligated during the fiscal year. The total obligation for FY 2019 was $199,069,705.57, below is a summary of 2019 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**

- **TN Road Projects (40.1%)** and Mississippi Road Projects (22.4%) had the highest percentages of federal funds obligated in FY 2019, totaling $124,476,734.32 or 62.5%. Mississippi Bridge Projects had the third highest percentage with $28,490,273.00 or 14.3% followed by Transit Projects with $14,682,161.00 or 7.4%.

**Funding Obligations by Funding Type**

- **Surface Transportation Block Grant (STBG, formerly STP) funds** had the largest total obligated funds in the amount of $90,970,609.44, or 45.7%. The second largest funding source was National Highway Performance Program (NHPP) funds, totaling $63,247,355.31 or 31.8% of the obligated funds. This was followed by 5307 FTA Urbanized Area Formula Program at $10,998,564.00 or 5.5%, Congestion Mitigation and Air Quality (CMAQ) at $7,847,388.25 or 3.9%.

or 5.5%, Congestion Mitigation and Air Quality (CMAQ) at $7,847,388.25 or 3.9%, Transportation Alternatives (TA/TAP) at $7,197,738.00 or 3.6%, Highway Infrastructure Program (HIP) at $3,525,485.00 or 1.77%, Highway Safety Improvement Program (HSIP) at $3,303,227.21 or 1.7%, National Highway Freight Program (NHFP) at $3,270,000.00 or 1.64% and Interstate Maintenance (IM) at $2,142,059.64 or 1.1%.
MOVING FORWARD

03
**Memphis Urban Area Metropolitan Planning Organization (MPO) 2020 Meeting Calendar**

<table>
<thead>
<tr>
<th>Month</th>
<th>Key Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td><strong>SAME DAY MEETING - ETC (11:00 am) &amp; TPB (1:30 pm)</strong></td>
</tr>
<tr>
<td>February</td>
<td><strong>TIP AMENDMENT REQUEST DEADLINE</strong></td>
</tr>
<tr>
<td>March</td>
<td><strong>SAME DAY MEETING - ETC (11:00 am) &amp; TPB (1:30 pm)</strong></td>
</tr>
<tr>
<td>April</td>
<td><strong>TIP AMENDMENT REQUEST DEADLINE</strong></td>
</tr>
<tr>
<td>May</td>
<td><strong>SAME DAY MEETING - ETC (11:00 am) &amp; TPB (1:30 pm)</strong></td>
</tr>
<tr>
<td>June</td>
<td><strong>TIP AMENDMENT REQUEST DEADLINE</strong></td>
</tr>
<tr>
<td>July</td>
<td><strong>SAME DAY MEETING - ETC (11:00 am) &amp; TPB (1:30 pm)</strong></td>
</tr>
<tr>
<td>August</td>
<td><strong>TIP AMENDMENT REQUEST DEADLINE</strong></td>
</tr>
<tr>
<td>September</td>
<td><strong>SAME DAY MEETING - ETC (11:00 am) &amp; TPB (1:30 pm)</strong></td>
</tr>
<tr>
<td>October</td>
<td><strong>TIP AMENDMENT REQUEST DEADLINE</strong></td>
</tr>
<tr>
<td>November</td>
<td><strong>SAME DAY MEETING - ETC (11:00 am) &amp; TPB (1:30 pm)</strong></td>
</tr>
<tr>
<td>December</td>
<td><strong>TIP AMENDMENT REQUEST DEADLINE</strong></td>
</tr>
</tbody>
</table>

**Meeting Location & Time**: UT Health Science Center, Student Alumni Building, 800 Madison Avenue, Memphis, 38103 (1:30 pm)

*Meeting dates and locations are subject to cancellation or modification, please be sure to visit the MPO’s Calendar for the latest information."
Regional Bicycle and Pedestrian Plan

The current 2014 Regional Bicycle and Pedestrian Plan was adopted on November 20, 2014 by the Transportation Policy Board (TPB). It relied on four main goals and provided a comprehensive needs analysis of the region’s bicycle and pedestrian facilities.

The Memphis MPO will begin the development of the 2020 Regional Bicycle and Pedestrian Plan in early 2020, and it is anticipated that the plan will be completed in the Fall of 2020. The plan will look to identify strategies and projects that improve the safety and mobility of bicyclists and pedestrians throughout the region.

Public Participation Plan

The Memphis MPO’s current 2014 Public Participation Plan (PPP) was adopted by the TPB on November 20, 2014. It followed a rigorous public engagement effort, that affirmed some of the MPO’s practices and provided new ideas for engagement. Following the 2014 PPP, the Memphis MPO integrated monthly tracking into its processes, and developed the Annual State of the MPO Report.

The PPP is updated on an as-needed basis, and an update to the plan is currently being developed. Its anticipated the MPO will adopt the PPP in the Summer of 2020. The update has included public engagement efforts, a peer-review of PPPs, and consultation with local/state/ and federal partners.
Congestion Management Process

The current 2015 Congestion Management Process (CMP) was adopted by the TPB in August of 2015. The CMP is a systematic and regionally accepted approach for managing congestion that provides accurate and up-to-date information on transportation system performance, and identifies various alternative strategies for managing congestion.

The Memphis MPO is in the process of developing its 2020 CMP Plan Update. The 2020 CMP Plan Update will primarily aim to:
1) Better leverage existing data sources to identify regional congestion and safety issues;
2) Identify new strategies for congestion management;
3) Link effective management and operations strategies to the MPO’s planning process.

Coordinated Public Transit-Human Services Transportation Plan

The Memphis MPO’s current Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) was adopted by the TPB on May 5, 2016. The purpose of the CPT-HSTP is to create a better transit system for transportation disadvantaged communities: older adults, persons with disabilities, and persons of low-income.

The plan development was a collective effort between the Memphis MPO, the West Memphis MPO, the West Tennessee RPO, the Tennessee Department of Transportation (TDOT), the Arkansas Department of Transportation (ARDOT), and the Mississippi Department of Transportation (MDOT). The MPO intends to begin an update to the plan in 2020.
Performance Measures

Under the performance-based planning and programming (PBPP) process, states, transit providers, and MPOs must link investment priorities to the achievement of performance targets. The Memphis MPO has coordinated with our regional, state, and federal partners to establish performance targets for the MPO Planning Area.

Find more information on the Memphis MPO's Performance Measures Webpages.

Safety Performance Management
- Number of Fatalities
- Fatality Rate
- Number of Serious Injuries
- Rate of Serious Injuries
- Number of Non-Motorized Fatalities & Serious Injuries

Infrastructure Condition
- % of Pavements in Good Condition (Interstate & NHS)
- % of Pavements in Poor Condition (Interstate & NHS)
- % of Bridges in Good Condition (NHS)
- % of Bridges in Poor Condition (NHS)

System Performance
- Annual Hours of Peak Hour Excessive Delay per Capita
- % of Non-Single Occupancy Vehicle Travel
- Total Emissions Reduction
- % of Person Miles Traveled Providing for Reliable Travel Times (Interstate & NHS)
- Truck Travel Time Reliability Index (Interstate & NHS)

Transit Asset and Transit Safety
- % of Revenue Vehicles Met/Exceeded Useful Life Benchmark
- % of Non-Revenue Vehicles Met/Exceeded Useful Life Benchmark
- % of Facilities with Condition Rating Below 3.0 on FTA TERM Scale
- % of (Rail) Track Segments with Performance Restrictions
- Total amount and rate of injuries/fatalities/safety events per total vehicle revenue miles
- Mean distance between major mechanical failures

PERFORMANCE MEASURES TIMELINE

PM1: Safety
PM2: Infrastructure Condition
PM3: System Performance
TAM: Transit
PTASP: Transit Safety
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.

Planning & Land Use Advisory Committee (PLAC)
The PLAC is comprised of the planning directors, principal planners, or other housing, economic development, and environmental protection officials from government entities or transportation providers. The PLAC advises the TPB on the role of land use in the transportation planning process.

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.
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The Memphis MPO Offices are accessible by multiple MATA Routes and the Main Street Trolley. 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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