



Summary Brochure

Livability 2050 Regional Transportation Plan

and

Fiscal Year 2020-2023 Transportation Improvement Program

As a central component of daily life, transportation represents a critical part of an area's social and man-made infrastructure. The Livability 2050 Regional Transportation Plan (RTP) and the Fiscal Year (FY) 2020-2023 Transportation Improvement Program define the Greater Memphis region's strategy for creating a regional transportation system that accommodates the existing mobility needs of residents while looking to the future to anticipate where new needs may arise.

The purpose of this document is to provide an overview of both the Livability 2050 Regional Transportation Plan and the FY 2020-2023 Transportation Improvement Program. It is meant to give a brief summary of the main aspects of the Plans, while guiding readers to more information about each aspect.

In response to federal mandates and the desire of residents, the Livability 2050 RTP and the FY 2020-2023 TIP addresses all modes of transportation including automobiles, bicycles, pedestrians, transit, and freight. The two documents are performance-based and conform to air quality standards. They work together to comprehensively address the region's transportation needs by featuring the following attributes:

Livability 2050 Regional Transportation Plan (RTP)

- Provides a minimum 20-year plan horizon with interim near and mid-term years
- Identifies long-range transportation goals and specific long- and short-range investment strategies across all modes of transportation to support meeting those goals
- Supports regional land use and economic development policies and plans
- Demonstrates fiscal constraint for all funded projects
- Reflects a broad set of public and stakeholder input
- Updates the currently adopted 2040 RTP, which was approved by the Transportation Policy Board (TPB) in January 2016

FY 2020-2023 Transportation Improvement Program (TIP)

- Serves as a subset of the 2050 RTP and is a short-term plan for transportation improvements across the region
- Reflects funding allocation for projects by source, year, and project phase
- Covers the period from October 1, 2019 through September 30, 2023
- Updates the currently adopted FY 2017-2020 TIP, which was approved by the TPB in August 2016

Why are they important?

Each Metropolitan Planning Organization (MPO) is required by federal law to develop a Regional Transportation Plan and a Transportation Improvement Program. Both long-term and short-term planning for transportation infrastructure is critical for the growth and development of a region in a way that is consistent with the goals and objectives of the community. As conditions change, these plans must be updated periodically.

How will these plans be used?

The Livability 2050 RTP and FY 2020-2023 TIP will serve as the planning documents to guide the MPO planning area’s transportation improvements through the horizon years of each Plan – 2050 for the RTP and FY 2023 for the TIP. The plans are used to direct funding to the MPO and its member jurisdictions for transportation related projects. Each plan will provide a prioritized list of projects as well as a planning horizon for each financially constrained project.

How are the plans organized?

The Livability 2050 RTP is organized into eleven chapters:

- Chapter 1: Introduction
- Chapter 2: Public Participation
- Chapter 3: Performance-Based Plan Approach
- Chapter 4: System Conditions and Investment Needs
- Chapter 5: Investment Solutions
- Chapter 6: Alternative Investment Concept Analysis
- Chapter 7: Financially Feasible Plan
- Chapter 8: Investment Priorities
- Chapter 9: Plan Performance
- Chapter 10: Congestion Management Process
- Chapter 11: Air Quality

The FY 2020-2023 TIP is grouped into 2 major parts, the **Introduction** and the **Projects**. The **Introduction** is broken up into seven sections:

- Section I: Federal Legislation & Regulation
- Section II: Transportation Improvement Program Overview
- Section III: Program Development Process
- Section IV: Air Quality Conformity
- Section V: Project Implementation
- Section VI: FY 2020-23 TIP Projects
- Section VII: How to Read the TIP Project Page

The **Projects** part of the document displays the projects included in the Plan and is divided into five sections, which include TDOT Sponsored Projects, MDOT Sponsored Projects, Local Tennessee Projects, Local Mississippi Projects, Transit Projects, and Congestion Mitigation and Air Quality (CMAQ) projects. Additional information can be found in each of the plan’s Appendices.



Plan Development

Both the Livability 2050 RTP and FY 2020-2023 TIP are the result of ongoing communication and partnership between local, state, and federal representatives, the public, key stakeholders, and an advisory committee. The plan development process was organized in such a way as to create an open dialogue regarding the existing and future conditions of the entire multimodal transportation network. The vision of Livability 2050 was outlined through the adoption of five planning themes that gave direction to the planning process. These planning themes were developed through input from the RTP advisory committee (RTPAC) as well as public input for the future of the network. The five planning themes are shown below.



Promote an efficient, interconnected, and accessible transportation network that provides various options for the movement of people.



Promote economic development through targeted transportation investments to enhance travel and tourism and ensure the region remains a leader in global logistics and freight movement.



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



Connect land use and transportation decision-making that protects the environment and conserves energy.



Emphasize the preservation and performance of the existing transportation system through maintenance, rehabilitation, and system management and operations.

Outreach

Public outreach was a major part of both plan’s development. To announce the kickoff of the development of Livability 2050, a YouTube video series was released to display the importance of transportation on the growth and wellbeing of the region. A dedicated webpage was launched to give the public the ability to stay involved throughout the planning process. A public survey was released to gather feedback and to determine if the public view of transportation had changed since the previous plan was completed. An overview of the survey responses can be seen on this page. Three rounds of public meetings were also held throughout the MPO area. The purpose of the meetings was to provide opportunities for public review and comment at key points of the plan development.

WHO WAS INVOLVED?

The planning team met with stakeholders and representatives from member jurisdictions throughout the plan development to ensure that a variety of interests were represented. These groups included:

- Representatives of member jurisdictions
- Advisory Council
- Key stakeholder groups (minority, low-income, elderly, and disability groups)
- General community through survey and public meetings

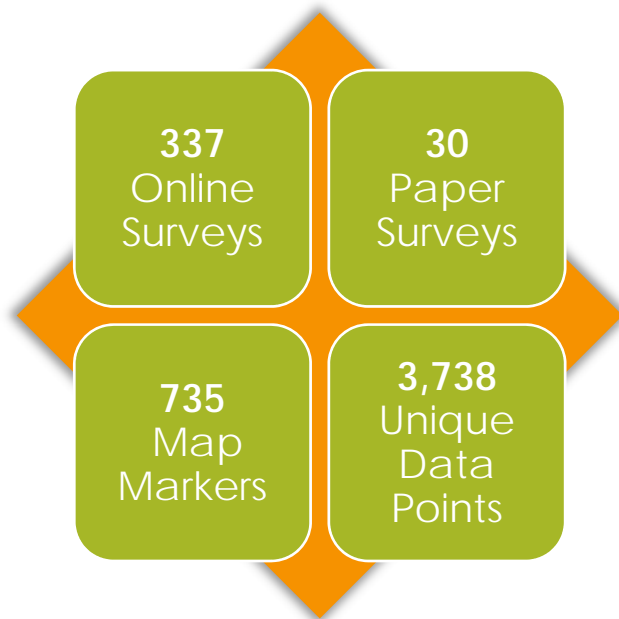
WHAT WE HEARD

What is most important to you:

- **60%** Provide reliable access to employment, education, health, and social services, and housing
- **27%** Investing in pedestrian-specific facilities

Which do you value the most

- **#1** Safe roadways
- **#2** Well-maintained infrastructure
- **#3** Reliable travel times

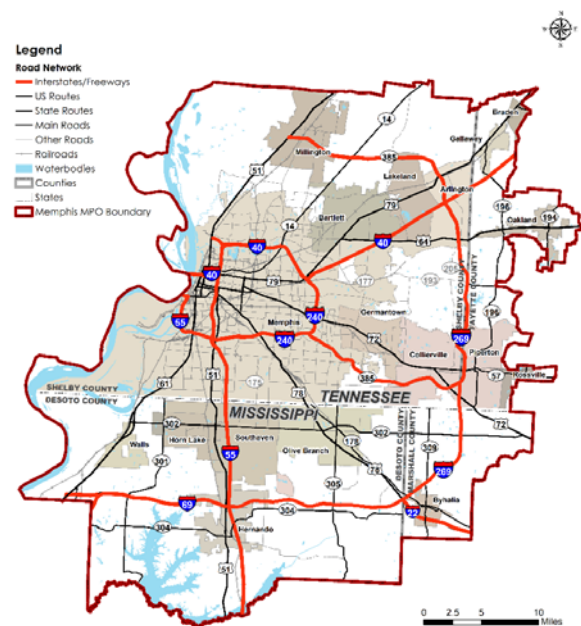


See **Chapter 2** and **Appendix C** of the RTP, as well as **Section III** and **Appendix F** of the TIP for more information regarding public engagement.



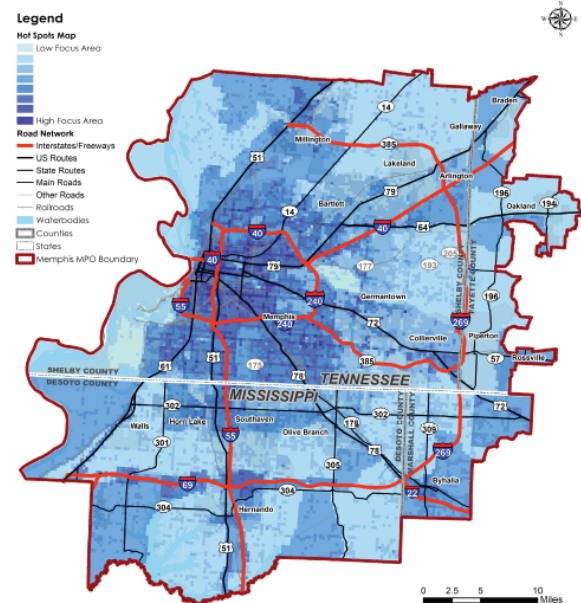
Roadways

The main focus of both the Livability 2050 RTP and FY 2020-2023 TIP is to improve the transportation network for the Greater Memphis Region, which includes all of Shelby County and the Western part of Fayette County in Tennessee and all of Desoto County and the Northwest corner of Marshall County in Mississippi. For roadways, this includes assessing the existing network and how it will be affected by future growth, as well as considering other important factors such as safety, environmental constraints, and input from member entities of the MPO. Recommendations for the improvement of the network were then developed as a part of the Plans.



Bicycle and Pedestrian

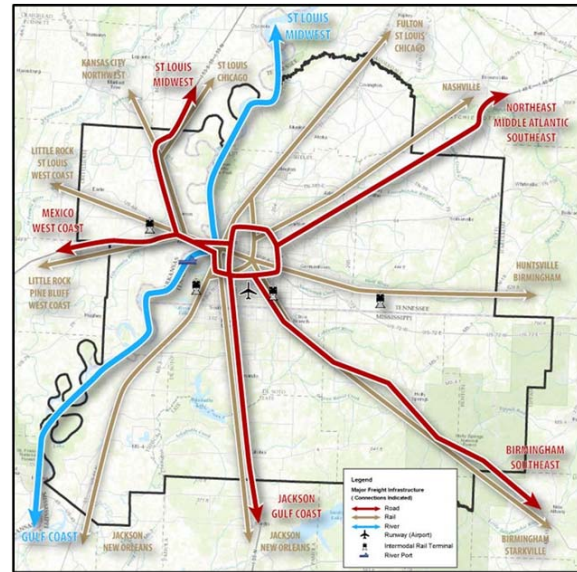
In 2014, the MPO developed a Regional Bicycle and Pedestrian Plan, in which a comprehensive analysis was conducted to analyze the existing state of the bicycle and pedestrian transportation network for the region. This Plan was implemented into the development of the existing conditions analysis and recommended improvements provided through RTP. A hot-spot analysis was also completed separately during the development of the RTP to pinpoint locations or street networks that have existing bicycle and pedestrian demand or could benefit from new facilities in the future.



See **Chapter 4** of the RTP for more information about existing conditions and **Chapter 8** of the RTP and the **Projects** section of the TIP for the complete listing of projects. For more information about the bicycle and pedestrian multimodal analysis, see **Chapter 5** and **Appendix G** in the RTP or refer to the standalone 2014 Regional Bicycle and Pedestrian Plan on the Memphis MPO website.

Freight

The Greater Memphis Region is a major part of the nation’s global freight network. The Memphis International Airport is the busiest cargo airport in the US and the second busiest in the world. There are also five Class One Railroads present in the region, as well as the fifth largest inland port in the US. The interstate system includes a major east-west route in I-40 and a major north-south route in I-55, as well as many internal routes that help circulate freight within the region. The Regional Freight Plan was developed to incorporate freight planning with multimodal transportation planning to effectively meet the freight needs of the region. This Plan was used as a basis for the freight aspects of Livability 2050 RTP and FY 2020-2023 TIP.



Transit

The Memphis Area Transit Authority (MATA) currently provides public transportation for a portion of the Greater Memphis Region including Shelby County. There are several sources that provided a basis for the transit aspect of the RTP and TIP including the Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP), the Transit Vision Plan portion of the Memphis 3.0 Plan, the Short-Range Transit Plan, the Midtown Alternatives Analysis, and Bus Stop Design Guidelines. During the development of the Livability 2040 RTP, a transit gap analysis was conducted to identify locations for new transit routes or route extensions to give environmental justice communities improved access to public transportation.

Air Quality

Both the Livability 2050 RTP and FY 2020-2023 TIP are required to model air quality for Shelby County in Tennessee and a portion of DeSoto County in Mississippi. This process involves the participation of an interagency consultation group and models air quality emissions for a series of years related to the Plans. Conformity to the 8-hour ozone National Ambient Air Quality Standards has been demonstrated for the MPO Area.

i For more information on freight in the Greater Memphis Region, see **Chapter 4.6** in the RTP or refer to the standalone Regional Freight Plan on the MPO’s website. See **Chapter 4** in the RTP for information about existing transit conditions and **Chapter 5** in the RTP for analysis and future planning of the transit network or refer to the standalone documents listed above. See **Chapter 11** of the RTP, **Section IV** of the TIP, and the Shelby and DeSoto County Conformity Reports for more information about the conformity demonstration.



Performance Measures

The Memphis MPO is required to use a performance-based approach to develop the RTP and TIP. This involves setting performance goals, or measures, and using a strategic approach that uses system information to make key decisions in meeting those goals. There are five main performance areas that must be incorporated into both Livability 2050 RTP and FY 2020-2023 TIP: Safety Performance Management (PM1), Infrastructure Condition (PM2), System Performance (PM3), Transit Asset Management (TAM), and Public Transportation Agency Safety Plan (PTASP). To establish specific performance targets, the MPO coordinated with a variety of federal, state, and local agencies including FHWA, FTA, TDOT, MDOT, ARDOT, West Memphis MPO, and MATA. The MPO is also required to continue to coordinate with the federal, state, and local agencies to track progress towards achieving the targets and update the targets when appropriate.

In order to track the progress towards meeting these targets, the Livability 2050 RTP and the FY 2020-2023 TIP relate the performance targets to the planning themes, while also considering how each project being recommended can address one or more of these areas.



See **Chapters 3 and 9** of the RTP, as well as **Section III: E** and **Appendix I** of the TIP for more information regarding performance measures.

Implementation

The projects listed in both the Livability 2050 RTP and the FY 2020-2023 TIP build on many previous efforts to improve the overall multimodal transportation network for the Greater Memphis Region through extensive coordination with member jurisdictions. A prioritization process based on the potential performance impacts of each project was developed to guide project funding and implementation decisions. The

prioritization criteria used were selected to address the planning themes, goals, objectives, and plan-level performance measures identified at the beginning of the planning process.



See **Chapter 7** in the RTP and **Section III: C** in the TIP for more information about the prioritization process and project funding.

Fiscal Constraint

As is often the case in regions across the country, the total transportation needs in the Memphis MPO exceed the total funding available. As fiscally constrained plans, the Livability 2050 RTP and the FY 2020-2023 TIP must identify a list of projects that fall within the available funding levels. The Livability 2050 RTP places a primary emphasis on maintaining the existing system before addressing new capital needs. The capital investments detailed in the Livability 2050 RTP and the FY 2020-2023 TIP strike a balance between livability and mobility needs and support the continued success of the region for its residents and businesses.



See **Chapters 7 and 8** of the RTP, as well as **Sections V and VI** of the TIP for more information regarding the region's financially constrained projects.

WANT MORE INFORMATION ON LIVABILITY 2050 RTP AND FY 2020-2023 TIP?

Additional information can be found in the full Livability 2050 RTP and FY 2020-23 TIP documents.

Please refer to the Memphis MPO's website www.memphismpo.org for the latest information on regional transportation planning.