Implementing TPM & PBPP: Coordination & Collaboration

November 6, 2019
REGIONAL OVERVIEW

- Memphis Metropolitan Planning Area:
  - 2 States (Tennessee and Mississippi)
  - 4 Counties
  - 18 Municipalities
  - 1 Public Transit Provider
  - 1 International Port Authority
  - 1 International Airport Authority

- Unique geographic location requires significant collaboration & coordination amongst partner agencies
GEOGRAPHIC IMPLICATIONS FOR PM TARGET SETTING
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· Tri-State, single, unified targets for Peak Hour Excessive Delay (PHED) and Non-Single Occupancy Vehicle (Non-SOV):

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

  Nonattainment or Maintenance Area
  ✓ Ozone (O₃)
  ✓ Carbon monoxide (CO) OR
    • Particulate matter (PM₁₀ or PM₂.₅)

· Heavily involved in target setting process with MATA on the Transit Asset Management (TAM) targets
MOA’S

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

Guidance & Oversight
- FHWA/FTA

Data Sharing
- TDOT/MDOT/ArDOT

Coordination
- Memphis MPO (Includes TPB & ETC)

Frequent Communication
- All
QUESTIONS??

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