

MEMORANDUM OF AGREEMENT

Between

TENNESSEE DEPARTMENT OF TRANSPORTATION

And

GEORGIA DEPARTMENT OF TRANSPORTATION

RELATIVE TO MPO TRANSPORTATION PLANNING

For the

**CHATTANOOGA METROPOLITAN PLANNING
ORGANIZATION**

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Amendment
(see 1.5)

Introduction

The Chattanooga Urban Area Metropolitan Planning Organization (MPO) was established in 1977 under agreement with the Governors of the State of Tennessee and the State of Georgia and the local governments representing the urbanized area. The Chattanooga MPO, in cooperation with the State Departments of Transportation in Tennessee and Georgia, is responsible for carrying out a “comprehensive, cooperative and continuing” transportation planning process in the urbanized area.

The Chattanooga MPO area consists of the City of Chattanooga and the remaining area of Hamilton County, Tennessee and certain surrounding areas of Catoosa, Dade and Walker Counties, Georgia.

A detailed description of the participants, as well as the transportation planning process and ensuing products of that process are detailed in the **Chattanooga MPO Prospectus**.

Purpose

On February 14, 2007, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) released the Statewide and Metropolitan

respect to plans, programs, and other matters brought before the Executive Board.

Representatives from the respective State DOTs may be designated by specific individual or position within the organization.

- *Review, Comment and Approval of Plans, Programs and other Studies or Documents – General Provisions*

The MPO Transportation Coordinator/Executive Director (hereinafter referred to as “Coordinator”) shall be responsible for providing meeting notices, agendas, minutes, draft and final reports, studies and any other applicable documents to the respective State DOT representative for review, comment, and approval as necessary. Each State DOT representative shall be responsible for timely review and comment (not to exceed thirty (30) days), and those comments shall be submitted (preferably in writing) to the Coordinator. The Coordinator shall be responsible for ensuring comments are addressed. Should comments from the respective State DOTs conflict, the Coordinator shall be responsible for convening a meeting of the Parties to resolve the issue(s). Such meetings may be done by the most reasonable and convenient means available, including but not limited to, in-person meetings, telephone conference calls, or electronic mail.

- *Coordination among MPO, State DOTs and Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)*

The Coordinator shall be responsible for providing meeting notices, agendas, minutes, draft and final reports, studies and any other applicable documents to the respective State Divisional Offices of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). FHWA and FTA review comments, questions, or corrective actions will be directed to the respective State DOT representative. The State DOT representative will ensure that all comments, questions, or corrective actions are relayed to the Coordinator.

Long-Range Transportation Plan

Transportation Improvement Program (TIP)**

Unified Planning Work Program (UPWP)**

Transportation Air Quality Conformity Report (If applicable)**

Public Participation Plan

Congestion Management Process Plan (If applicable)

Corridor or Sub Area Transportation Studies

Congestion Mitigation and Air Quality Annual Report (If applicable)

Bicycle and Pedestrian Plans

**It is expressly understood that these documents may be subject to a state-mandated adoption date prior to the beginning of the Federal fiscal year (October 1). In such instances, the State DOT with the earlier mandated adoption date will prevail. Early approval of TIPs in advance of the Federal fiscal year will allow for a partial approval of the STIP by FHWA and FTA in the respective States.

The Parties shall have no liability except as specifically provided in this MOA.

Memorandum of Agreement Modification and Termination

This MOA shall become effective on the date of the final signature and will remain in effect until such time both Parties mutually agree to modify or terminate the MOA.

The Parties may modify the MOA at any time by a written amendment executed by all Parties and after mutual consultation and agreement. The modification of the MOA will not affect any cooperative activities initiated prior to such modification unless the Parties agree otherwise in writing.

Appendix A
Statewide Transportation Planning; Metropolitan Transportation
Final Rule
Federal Register, Wednesday, February 14, 2007

§450.314 Metropolitan Planning Agreements.

(a) The MPO, the State(s), and the public transportation operator(s) shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State(s), and the public transportation operator(s) serving the MPA. To the extent possible, a single agreement between all responsible parties should be developed. The written agreement(s) shall include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan (see Sec. 450.322) and the metropolitan TIP (see Sec. 450.324) and development of the annual listing of obligated projects (see Sec. 450.332).

(b) If the MPA does not include the entire nonattainment or maintenance area, there shall be a written agreement among the State department of transportation, State air quality agency, affected local agencies, and the MPO describing the process for cooperative planning and analysis of all projects outside the MPA within the nonattainment or maintenance area. The agreement must also indicate how the total transportation-related emissions for the nonattainment or maintenance area, including areas outside the MPA, will be treated for the purposes of determining conformity in accordance with the EPA's transportation conformity rule (40 CFR part 93). The agreement shall address policy mechanisms for resolving conflicts concerning transportation-related emissions that may arise between the MPA and the portion of the nonattainment or maintenance area outside the MPA.

(c) In nonattainment or maintenance areas, if the MPO is not the designated agency for air quality planning under section 174 of the Clean Air Act (42 U.S.C. 7504), there shall be a written agreement between the MPO and the designated air quality planning agency describing their respective roles and responsibilities for air quality related transportation planning.

and responsibilities of each MPO in meeting specific TMA requirements (e.g., congestion management process, Surface Transportation Program funds suballocated to the urbanized area over 200,000 population, and project selection).