

# Chattanooga-Hamilton County North Georgia TransPlan 2030 - Long Range Transportation Plan

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## 2030 LRTP Appendix

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B	Public Involvement Plan and Activities
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D	Evaluation of Potential Roadway Projects
E	Multimodal Projects and Programs
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## 2030 LRTP Technical Supplement *(Separate Document)*

<u>Appendix</u>	<u>Title</u>
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T-B	Model Documentation
T-C	Air Quality Pre-Consensus Analysis Plan and ICC Membership
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## 2030 LRTP Public Involvement Documentation *(Separate Document)*

<u>Appendix</u>	<u>Title</u>
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PI-C	Technical Steering Committee Meetings
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PI-F	Public Meeting Summaries
PI-G	Surveys
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## 1 Introduction

Long range transportation planning is *comprehensive* (including all modes), *cooperative* (involving a broad array of stakeholders and other interested parties), and *continuous*. The urban planning process is established by federal statute and is required for areas designated as “urbanized” (population 50,000 and above). The Long Range Transportation Plan (LRTP) is one of the key products of the planning process.

The Chattanooga Hamilton County North Georgia Transportation Planning Organization (CHCNGA TPO) 2030 Long Range Transportation Plan, *TransPlan 2030*, fulfills the federal urbanized 20-year plan requirements. Requirements for developing an LRTP are described under Section 134 of Title 23 and Section 5303 of Title 49 of the United States Code and in the Code of Federal Regulations (CFR) Title 23, Part 450. The statute states that each metropolitan area shall have:

*A continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. These plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods (23 CFR 450.300).*

Specific LRTP requirements are itemized in CFR Title 23, Section 450.322. These include the major elements of a Long Range Transportation Plan which must:

- Address a 20-year planning horizon.
- Include long-range and short-range multimodal strategies that facilitate efficient movement of people and goods.
- Be updated at least every three years for air quality non-attainment areas.
- Identify transportation demand over the plan horizon.
- Include citizen and public official involvement and participation in the plan development process.
- Consider local comprehensive and land use plans.
- Include a financial plan.

The previous *TransPlan 2025* was adopted in June 2000. The TPO contracted with Day Wilburn Associates, Inc. (DWA) in January 2004 to assist in the development of the 2030 LRTP.

### **Purpose of the Long Range Transportation Plan**

The purpose of this LRTP is to promote the efficient movement of people and goods, while also supporting the CHCNGA TPO area’s land use and economic development goals. *TransPlan 2030* seeks to identify improvements and establish transportation policy that will be needed by the target year 2030. Assuming continued economic and population growth in the CHCNGA

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area, these improvements will be needed to maintain acceptable levels of transportation service.

Federal law establishes transportation planning areas for metropolitan regions throughout the country. In addition, the organization of MPOs to cooperatively develop goals for transportation improvements is also required.

## **CHCNGA TPO Area Description**

The Chattanooga Urban Area's transportation planning boundary includes the municipalities of Chattanooga, Collegedale, East Ridge, Lakesite, Lookout Mountain, Red Bank, Ridgeside, Signal Mountain, Soddy-Daisy and Walden, and unincorporated Hamilton County in Tennessee. Also included are the northern portions of Dade, Walker, and Catoosa counties in north Georgia. The cities of Rossville, Fort Oglethorpe, Lookout Mountain, Chickamauga, and Ringgold fall within this north Georgia area. The study area is shown in Figure 1-1.

## **Transportation Planning Organization Structure**

Beginning with the 1962 Federal Aid Highway Act, transportation planning in urbanized areas with 50,000 or more population followed a 3 "c" process. Transportation projects that included federal funds were the results of "comprehensive, coordinated, and continuing (3-C)" planning process involving state and local communities. In 1977, the Chattanooga Hamilton County North Georgia Transportation Planning Organization (CHCNGA TPO) was created to guide this process. The use of federal funds for local transportation projects is contingent upon a transportation plan approved by the TPO. The TPO is comprised of a collection of policy-making and review boards and committees, in addition to TPO professional staff who coordinate to perform the TPO duties including development and approval of the long range transportation plan. A brief description of each TPO committee's composition and their role in development of *TransPlan 2030* is described below.

### **Executive Board**

The Executive Board serves as the policy committee and decision-making authority of the TPO. The Executive Board is responsible for reviewing and approving the long range transportation plan. The Board is composed of principal elected officials from local and state governmental jurisdictions and agency officials that administer or operate major modes of transportation in the Chattanooga metropolitan area.

### **Executive Staff**

The Executive Staff, also referred to as the Technical Coordinating Committee (TCC), handles the technical assessments of TPO planning activities. The role of this committee is to conduct the technical reviews on projects and studies. The Executive Staff reports its findings to and recommends action by the Executive Board. The Executive Staff is composed of city managers, transportation providers, traffic engineers, and other transportation professionals. Professional staff of the TPO is responsible for managing the technical evaluations for the Executive Staff. Table 1-1 summarizes jurisdictional representation on the TPO's Executive Board and Executive Staff.



Placeholder for Figure 1-1  
TPO Study Area

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**Table 1-1  
TPO Representation**

<b>Jurisdiction</b>	<b>Executive Board Representation</b>	<b>Executive Staff Representation</b>
State of Tennessee	- Governor	
Tennessee Legislative Delegation (Hamilton County)	- Elected Official	
Tennessee Department of Transportation		- Region II Traffic Engineer - Planning Division Director - Rail, Waterway, Transit Division Director
State of Georgia	- Governor	
Georgia Department of Transportation	- Commissioner	- Office of Planning Administrator - Intermodal Programs Administrator
N. Georgia Legislative Delegation	- Elected Official	
Chattanooga-Hamilton County Regional Planning Agency		- Executive Director
Chattanooga Area Regional Transportation Authority (CARTA)	- Board Chair	- Representative
Chattanooga Metropolitan Airport Authority	- Board Chair	- Representative
Coosa Valley Regional Development Center		- Executive Director
Chattanooga Area Regional Council of Governments, SE Tennessee Development District		- Executive Director
Air Pollution Control Board		- Executive Director
Hamilton County, Tennessee	- County Executive - Elected Commission Representative	- Public Works Administrator - County Engineer - County Traffic Engineer - Human Services Administrator
Dade County, Georgia	- Elected Representative	- Representative
Walker County, Georgia	- Elected Representative	- Representative
Catoosa County, Georgia	- Elected Representative	- Representative
City of Chattanooga	- Mayor - Elected City Council Representative	- Public Works Administrator - City Engineer - City Traffic Engineer
Chickamauga, Georgia	- Mayor	- Representative
Collegedale, Tennessee	- Mayor	- Representative
East Ridge, Tennessee	- Mayor	- Representative
Fort Oglethorpe, Georgia	- Mayor	- Representative
Lakesite, Tennessee	- Mayor	- Representative
Lookout Mountain, Georgia	- Mayor	- Representative
Lookout Mountain, Tennessee	- Mayor	- Representative
Red Bank, Tennessee	- Mayor	- Representative
Ridgeside, Tennessee	- Mayor	- Representative
Ringgold, Georgia	- Mayor	- Representative

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Jurisdiction	Executive Board Representation	Executive Staff Representation
Rossville, Georgia	- Mayor	- Representative
Signal Mountain, Tennessee	- Mayor	- Representative
Soddy-Daisy, Tennessee	- Mayor	- Representative
Walden, Tennessee	- Mayor	- Representative
Tennessee Valley Railroad Museum		- Representative
Georgia Portion Citizen Advisory Committee		- Chair
Trucking Concerns with the Metropolitan Study Area		- Representative
Chattanooga Bicycle Task Force		- Representative
Greenways/Paths		- Representative
Federal Highway Administration (Staff serves as ex-officio member)		- Tennessee Division Administrator - Georgia Division Administrator
Federal Transit Administration (Staff serves as ex-officio member)		- Regional IV Administrator

## TPO / Professional Staff

The TPO professional staff is responsible for development and production of the LRTP. The Chattanooga-Hamilton County Regional Planning Agency (RPA) is the designated Metropolitan Planning Organization (MPO) for the Chattanooga region. As a part of the RPA, the TPO works together with other RPA departments to ensure that transportation plans are coordinated with land use and development plans for the region.

## Citizen's Advisory Committee

The north Georgia portion of the TPO area has a Citizen's Advisory Committee (CAC) and is composed of citizens from the Dade, Walker and Catoosa County area of North Georgia. The CAC participated in the long range planning process by providing review and guidance to the TPO/Professional staff and to the Executive Staff Committee in the development of the LRTP.

## Technical Steering Committee

The Technical Steering Committee (TSC) created for the *TransPlan 2030* update was comprised of technical staff from the TPO, Georgia Department of Transportation (GDOT), Tennessee Department of Transportation (TDOT), Federal Transit Administration (FTA), Federal Highway Administration (FHWA) and the Coosa Valley Regional Development Center (CVRDC). Their role in the LRTP development was to review technical material, facilitate access to data resources, and coordinate with other studies and planning efforts. The TSC provided valuable input on State programs, federal priorities and local planning issues. The TSC's guidance created a process for coordination that helped to better understand local area transportation needs.

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## **Advisory Group**

An Advisory Group was created specifically for the *TransPlan 2030* update. The Advisory Group was comprised of government and elected officials and stakeholder representatives. The purpose of the Advisory Group was to provide input and direction for aspects of LRTP plan development reflecting the community's priorities.

A list of members of the Executive Board and Executive Staff, Citizens Advisory Committee, Technical Steering Committee, and Advisory Group are included in Appendix A.

## **Federal Planning Factors**

The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) modified the planning factors developed in the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) to guide metropolitan planning. As part of TEA-21, Congress adopted into law seven planning factors, which target national priorities. The revised planning factors are considered in the transportation planning process conducted by the TPO and reflected in the updated 2030 LRTP. They include:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety and security of the transportation system for motorized and nonmotorized users.
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation, and improve quality of life.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system (Public Law 105-178 §1203(f), 23 USC 134).

The LRTP update addressed each of these factors in the technical evaluations and/or plan process. *TransPlan 2030* builds on the transportation planning process and reflects state, federal and local planning efforts for the region.