

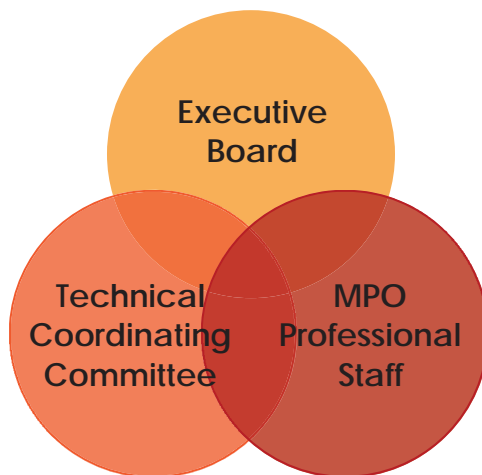
Chapter 1

MPO Organization

Members of the MPO include the City of Cleveland, Bradley County, Cleveland/Bradley Chamber of Commerce, the Tennessee Department of Transportation (TDOT), the Southeast Tennessee Development District (SETDD), the Cleveland Urban Area Transit System, and other transportation-related agencies. Through the MPO, some of the members receive and program federal funds for various transportation projects and programs.

The MPO is led by an Executive Board, which is the policy board of the MPO, a Technical Coordinating Committee (TCC) that provides recommendations to the Executive Board, and a professional MPO staff.

Figure 1.2 MPO Organization



Executive Board

The Executive Board is responsible for carrying out the provisions of the federal regulations which call for a continuing, comprehensive, and coordinated transportation planning and programming process. The Board provides administrative and fiscal control, reviews and approves all transportation planning and programming decisions, establishes study committees, and ensures proper allocation of planning and program funds. The current composition of the Executive Board consists of five elected and appointed officials from the state of Tennessee, regional agencies, and local governments. Additionally, the Federal Highway Administration and the Federal Transit Administration are represented on the Executive Board as ex-officio, non-voting members (See Figure 1.3).

Technical Coordinating Committee

The Technical Coordinating Committee (TCC), based on the policy direction of the Executive Board, is responsible for the implementation of all planning activities. The members of the committee review transportation plans, programs, and documentation in order to provide recommendations to the Executive Board for action.

The TCC is comprised of a diverse group of transportation professionals, and advises the Executive Board members on all aspects of the planning process. The TCC includes engineers, community and transportation planners, and other professionals from federal, state, and local agencies, as well as representatives from the transit industry (See Figure 1.3).

The Chairman of the TCC is the Public Works Director for the City of Cleveland. The chairman, along with the MPO Transportation Planning Coordinator, is responsible for insuring the coordination, direction, and supervision of the transportation planning process.

Figure 1.3 Cleveland MPO Committees.

Executive Committee	
Governor	State of Tennessee
Executive Director	Southeast Tennessee Human Resources Agency
County Mayor	Bradley County
Mayor	City of Cleveland
Vice-Mayor	City of Cleveland
Division Administrator*	Federal Highway Administration
Director, Region IV*	Federal Transit Administration
Technical Coordinating Committee	
Executive Director	Southeast Tennessee Human Resources Agency
Executive Director	Southeast Tennessee Development District
County Mayor	Bradley County
County Planner	Bradley County
County Engineer	Bradley County
Road Superintendent	Bradley County
President/EDC	Chamber of Commerce
Public Works Director	City of Cleveland
Transportation Engineer	City of Cleveland
Finance Director	City of Cleveland
Community Development Director	City of Cleveland
Transportation Planner	City of Cleveland
City Engineer	City of Cleveland
City Manager	City of Cleveland
MPO Planning Manager	Planning Division, TDOT
Transportation Planner	Multimodal Transportation Resources, TDOT
Division Administrator*	Federal Highway Administration
Director, Region IV*	Federal Transit Administration
Program Manager*	Civil Rights Division, TDOT

*Non-Voting Members

MPO Professional Staff

The Cleveland Area MPO is housed at the City of Cleveland Community Development Department and the professional staff currently consists of a MPO Coordinator and a transportation planner that are responsible for all planning and administrative functions of the MPO.

MPO Transportation Planning Process

The MPO is bound by its operating procedures, which are documented in the MPO’s Transportation Planning Prospectus. The Prospectus includes a brief history of the MPO, a listing of Executive Board and TCC members, and operating procedures (including a proactive public involvement program). The MPO periodically revises the Prospectus to ensure the region maintains a continuous and comprehensive transportation planning process and can be found on the MPO’s website.

Unified Planning Work Program

The Unified Planning Work Program (UPWP) is a one-year plan that is developed to insure that all federal and state mandates pertaining to the regulations set forth by the Safe Account-

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able Flexible Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) are incorporated into every document and aspect of the organization. The intention of the UPWP is to insure that the planning factors of SAFETEA-LU are carried out in all actions of the MPO Executive Board and through administration of all projects and major work efforts for each year, such as MPO staff work tasks and planning studies that will be carried out in each fiscal year.

“As the Cleveland area continues to grow, new transportation issues will continue to develop. The Metropolitan Planning Organization (MPO) is the forum where member jurisdictions cooperatively resolve these issues.”

*MPO Prospectus for
Transportation Planning*

short-term needs. The different agencies that are represented on the Executive Board and TCC work through a cooperative process that includes public involvement, to create the TIP document.

Transportation Improvement Program

The Transportation Improvement Program (TIP) is a programming document that details a four-year budget of transportation projects. The TIP provides the opportunity to select projects from the RTP that are most suitable to the region's current or

Regional Transportation Plan

The Regional Transportation Plan (RTP) is a long range (20+ years) multimodal strategy and capital improvement program developed to guide the effective investment of public funds in transportation facilities in order to help manage congestion, increase regional mobility options, and conform to national air quality standards. The RTP is updated every four or five years and may be amended as a result of changes in projected federal, state, and local funding; major investment studies; congestion management systems plans; interstate interchange justification studies; and environmental impact studies.

The MPO is committed to a comprehensive transportation planning approach and has developed the 2035 Regional Transportation Plan in compliance with all applicable federal requirements for metropolitan transportation planning.

Figure 1.4 depicts the relationship between the RTP and the TIP as well as the Continued, Comprehensive, and Cooperative (“3-C”) process that the MPO facilitates with all agencies represented on the TCC, during the development of the RTP and TIP. Once both the RTP and TIP are developed and adopted, the next phase is the construction/implementation of projects.

The development of this Regional Transportation Plan will be discussed in Chapter 2.

Figure 1.4 Cleveland MPO Plan Development Process.

