

New York Metropolitan Transportation Council
North Jersey Transportation Planning Authority
Western Connecticut Council of Governments
Connecticut Metro Council of Governments
Naugatuck Valley Council of Governments
South Central Regional Council of Governments
Lower Connecticut River Valley Council of Governments
Orange County Transportation Council
Lehigh Valley Planning Commission

**MEMORANDUM OF UNDERSTANDING (MOU) FOR COORDINATION OF
TRANSPORTATION PLANNING ACTIVITIES IN THE MULTI-STATE NEW
YORK-NEW JERSEY-CONNECTICUT-PENNSYLVANIA METROPOLITAN
REGION**

This Memorandum of Understanding (MOU) is made and entered into by and among the New York Metropolitan Transportation Council (NYMTC) and the Orange County Transportation Council (OCTC) in the State of New York; the North Jersey Transportation Planning Authority (NJTPA) in the State of New Jersey; the Western Connecticut Council of Governments (WestCOG), Connecticut Metro Council of Governments (METROCOG), Naugatuck Valley Council of Governments (NVCOG), South Central Regional Council of Governments (SCRCOG), and Lower Connecticut River Valley Council of Governments (RiverCOG) in the State of Connecticut, and the Lehigh Valley Planning Commission (LVPC) in the State of Pennsylvania; collectively referred to hereinafter as "the PARTIES".

WHEREAS, the PARTIES acknowledge that portions of the multi-state New York-New Jersey-Connecticut-Pennsylvania metropolitan region are characterized by socio-economic and environmental interdependence, as evidenced through shared ecosystems, interconnected transportation systems and inter-related patterns of employment and population; and,

WHEREAS, the PARTIES are within or are adjacent to a federally-designated Transportation Management Area (TMA) and together constitute one of the nation's largest commuter-sheds; and,

WHEREAS, 23 U.S.C. 134 and Section 8 of the Federal Transit Act require that Metropolitan Planning Organizations (MPOs) be designated for metropolitan regions and that they maintain 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; and,

WHEREAS, a key role for MPOs is to serve as forums for cooperative transportation planning and decision-making in metropolitan areas; and,

WHEREAS, 23 CFR 450.314(d) states that, where more than one MPO has authority within a metropolitan planning area or a nonattainment or maintenance area, there shall be an agreement between the state department(s) of transportation and the MPOs describing how their planning processes will be coordinated to assure the development of an overall transportation plan for the metropolitan planning area, and that in nonattainment or maintenance areas, the agreement shall include State and local air quality agencies; and,

WHEREAS, this MOU supersedes a previous Memorandum of Understanding, executed by the then parties in 2008, in response to recommendations from the FHWA/FTA Transportation Planning Certification Reviews for NYMTC (January 2007) and NJTPA (January 2006), and to which the signatories were New York Metropolitan Transportation Council, North Jersey Transportation Planning Authority, South Western Region Metropolitan Planning Organization, Greater Bridgeport/Valley Metropolitan Planning Organization, and Housatonic Valley Council of Elected Officials; and,

WHEREAS, it has subsequently been determined that, because of organizational changes, census boundary changes, and consistent with good planning principles, participation in this MOU by additional, adjacent MPOs would be advisable; and,

WHEREAS, this MOU constitutes a multi-state, multi-party agreement which addresses the requirements of 23 CFR 450.314(d) for the PARTIES, as well as complying with other relevant provisions of the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94), the most recent federal surface transportation legislation; and,

WHEREAS, the PARTIES agree to follow this MOU in order to ensure coordination in the development of the mandated products of the metropolitan transportation planning process including the process for meeting attainment of National Ambient Air Quality Standards (NAAQS) ; and,

WHEREAS, this MOU is intended to ensure that the products of each respective MPO

transportation planning process take into account the impacts of the plans and programs developed by the other MPOs; helps avoid duplication of effort; reflects consistency of approaches where possible; and ensures the consideration of the interests of all participating MPOs;

NOW, THEREFORE, BE IT RESOLVED that the PARTIES hereto agree to perform in good faith, and to the extent practicable and appropriate, the activities of voluntary coordination, cooperation and consultation amongst themselves, as follows:

General

1. Hold an annual meeting of the Executive Directors and appropriate key managers of the several MPOs and Councils of Government (COGs) which are PARTIES to this agreement, while encouraging participation by interested MPO/COG member agency representatives, including but not limited to, the public transit operating agencies, the various state departments of transportation, and the Port Authority of New York and New Jersey, to discuss and review the areas of coordination, cooperation and consultation as outlined in this MOU. The purpose of the annual meeting will be to engage in discussions of mutual interest with a focus on the development of their federally-required planning products and analyses. The annual meeting will also serve as a mechanism for assessing this MOU and for discussing further expectations and approaches, as appropriate.
2. Cooperate in efforts toward achieving, where possible, general consistency of planning products, analyses and tools through informal communication and document exchange.
3. Participate, to the extent practicable, in the transportation planning process of the other PARTIES through such activities, as are deemed appropriate, as technical committee memberships and/or meeting participation, including the use of the PARTIES' public participation processes and involvement in regional studies, as well as through informal and ongoing communications regarding same.
4. Exchange information to the extent that a particular COG/MPO develops such information or transportation planning products at the COG/MPO, rather than at the state, level. If the information or transportation product is developed at the state level, the COG/MPO agrees to encourage the exchange of such information as appropriate by the state agency that does develop such information or transportation planning product.

Unified Planning Work Program (UPWP)

1. As individual MPOs/COGs, make available UPWP documentation and products, as appropriate, to the other PARTIES.
2. Exchange information, as appropriate, including DRAFT copies of the UPWP, and maintain communication among the PARTIES regarding how best to achieve coordination and consistency among the planning products and analyses.
3. Discuss opportunities for collaborative activities that could be incorporated as tasks and/or products and thereby included in the Work Programs of the PARTIES, as appropriate, for the upcoming year.
4. Consider that the several MPOs/COGs which are PARTIES to this agreement will not necessarily be at the same stage of UPWP development at the same time, and that coordination will be tempered by the schedule of each MPO's/COG's planning process.

Modeling and Data

1. Exchange modeling information at appropriate levels of geography, attempting where possible to relate the data to the MPOs'/COGs' existing analysis and forecasting tools.
2. Share data and forecasting as appropriate, including socio-economic, census, forecast and survey data and results; trip tables and travel demand model assumptions; and model validation data, state line traffic volumes and traffic volumes at the external boundaries of the other agencies' models.
3. Consult, as appropriate, in the development of enhanced travel demand models and/or post-processors.
4. Examine and utilize opportunities for joint development of new modeling applications for the region as appropriate.
5. Exchange information, data, measurements and forecasts as needed regarding compliance with federal rules and regulations pertaining to Transportation Performance Management (TPM).

Transportation Plan

1. During the development of the Long-Range Transportation Plan, consult as appropriate all PARTIES regarding key elements of the plan such as principles, scenarios, strategies, major project assumptions and key issues.
2. Exchange information, including DRAFT copies of the Long Range Plans and proposed

amendments, and maintain communication among the PARTIES, including affording each other the opportunity to review and comment on projects proposed in the Long Range Plan, especially on projects that border, or have a significant impact upon, other PARTIES' MPO jurisdictions.

3. Identify "boundary" projects and programs which impact the planning areas of two of more of the PARTIES.
4. Jointly develop a "metropolitan region" overview section for use as appropriate by the PARTIES in their respective Plans.
5. Consider that the several MPOs/COGs which are PARTIES to this agreement will not necessarily be at the same stage of plan development at the same time, and that coordination will be tempered by the schedule of each MPO's/COG's planning process.

Transportation Improvement Program (TIP)

1. Consult in the development of TIPs, as appropriate.
2. Exchange information, including DRAFT copies of the TIP and proposed amendments, and maintain communication among the PARTIES, including affording each other the opportunity to review and comment as appropriate on draft projects proposed in the TIP, especially on projects that border, or have a significant impact upon, other PARTIES' MPO jurisdictions.
3. Identify "boundary" projects and programs which impact the planning areas of two of more of the PARTIES.
4. Jointly develop a "metropolitan region" overview section for use as appropriate by the PARTIES in their respective TIPs.
5. Consider that the MPOs/COGs will not necessarily be at the same stage of TIP development at the same time, and that coordination will be tempered by the schedule of each MPO's planning process.

Transportation Conformity

1. Exchange information, as appropriate, on the design concept and the design scope of projects that should be included in the regional emissions analysis.
2. Consult on the assumptions used in the regional emissions analysis by each affected MPO/COG.
3. Exchange information, including DRAFT copies of the Transportation Conformity Determinations, and maintain communication among the PARTIES as appropriate.

4. Participate as appropriate in Interagency Consultation Groups (ICG) for adjoining MPOs.
5. Consider that the several MPOs/COGs which are PARTIES to this agreement will not necessarily be at the same stage of Conformity Determination development at the same time, or face the same relevant regulations and emissions tests, and that coordination will be tempered by the schedule of each MPO's/COG's planning process.

Adopted:

New York Metropolitan Transportation Council:

Adopted Resolution #

North Jersey Transportation Planning Authority

Adopted Resolution #

Western Connecticut Council of Governments

Adopted Resolution #

Connecticut Metro Council of Governments

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Naugatuck Valley Council of Governments

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South Central Regional Council of Governments

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Lower Connecticut River Valley Council of Governments

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Orange County Transportation Council

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Lehigh Valley Planning Commission

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