

PARTICIPATION PLAN
FOR THE
JACKSON METROPOLITAN AREA
TRANSPORTATION PLANNING PROCESS

Prepared By

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TABLE OF CONTENTS

	PAGE
INTRODUCTION	1
Federal Regulations Requiring Development of a Participation Plan	1
Metropolitan Planning Organization	1
Purposes of This Participation Plan	2
Participation Plan Supercedes Public Involvement Procedures Contained in the Prospectus for the Jackson Metropolitan Area Transportation Planning Process	3
PART I: PROCEDURES, STRATEGIES AND DESIRED OUTCOMES	4
SECTION 100-COMMITTEES WHICH PROMOTE INVOLVEMENT BY STAKEHOLDERS IN THE TRANSPORTATION PLANNING PROCESS	4
100.01 Intermodal Technical Committee	4
100.02 Stakeholders Committee	5
100.03 Metropolitan Planning Organization	5
SECTION 101-MECHANISMS FOR PROMOTING INVOLVEMENT BY ALL TRANSPORTATION STAKEHOLDERS	6
101.01 County-Wide Summits	6
101.02 Comprehensive Planning Seminars	7
101.03 Speakers Bureau	7
101.04 Press Releases	7
101.04 Log of Responses to Citizen Inquiries About Transportation Issues	8
101.05 Comments Made on the MPO Website	8

TABLE OF CONTENTS CONTINUED:

	PAGE
SECTION 102-STRATEGIES AND PROCEDURES FOR INVOLVING VARIOUS STAKEHOLDERS IDENTIFIED IN SECTION 450.316 (a) OF THE FINAL RULE	8
102.01 Strategies and Procedures for Involving Affected Public Agencies:	8
102.02 Strategies and Procedures for Involving Representatives of Public Transportation Employees	9
102.03 Strategies and Procedures for Involving Freight Shippers and Providers of Freight Transportation Services	9
102.04 Strategies and Procedures for Involving Private Providers of Transportation	10
102.05 Strategies and Procedures for Involving the Users of Public Transportation Services	10
102.06 Strategies and Procedures for Involving the Users of Pedestrian Walkways and Bicycle Transportation Facilities	10
102.07 Strategies and Procedures for Involving Senior Citizens and Disabled Persons	10
102.08 Strategies for Seeking Out and Considering the Needs of Those Traditionally Underserved by Existing Transportation Systems	10
SECTION 103-PROVISION OF ADEQUATE PUBLIC NOTICE OF PUBLIC PARTICIPATION ACTIVITIES	11
103.01 Notice of Public Hearings	11
103.02 Time and Location of Public Hearings	14
103.03 Key Decisions on Which Public Participation Will Be Sought	15
SECTION 104-VISUALIZATION TECHNIQUES TO BE USED TO DESCRIBE URBANIZED AREA TRANSPORTATION PLANS, TRANSPORTATION IMPROVEMENT PROGRAMS AND OTHER PRODUCTS OF THE TRANSPORTATION PLANNING PROCESS	16

TABLE OF CONTENTS CONTINUED:

	PAGE
SECTION 105 - DEMONSTRATION OF EXPLICIT CONSIDERATION AND RESPONSE TO PUBLIC INPUT RECEIVED DURING DEVELOPMENT OF THE URBANIZED AREA TRANSPORTATION PLAN AND TRANSPORTATION IMPROVEMENT PROGRAM (DRAFTS AND FINALS)	18
105.01 Urbanized Area Transportation Plan	19
105.02 Transportation Improvement Program	21
SECTION 106 - FINANCIAL CONSTRAINT, LONG-RANGE TRANSPORTATION PLANS, AND TRANSPORTATION IMPROVEMENT PROGRAMS	23
SECTION 107 - COORDINATION WITH STATEWIDE TRANSPORTATION PLANNING PUBLIC INVOLVEMENT AND CONSULTATION PROCESSES	25
SECTION 108- DESIRED OUTCOMES	25
SECTION 109- PERIODIC REVIEW OF PARTICIPATION PLAN AND PUBLIC COMMENT PERIOD	26

PART II: CONSULTATION WITH AGENCIES AND OFFICIALS FOR OTHER PLANNING ACTIVITIES AND PLANNING-RELATED ACTIVITIES WITHIN THE METROPOLITAN PLANNING AREA (MPA) 27

SECTION 200-PROCEDURES AND STRATEGIES FOR CONSULTING WITH AGENCIES AND OFFICIALS RESPONSIBLE FOR OTHER PLANNING ACTIVITIES WITH THE METROPOLITAN PLANNING AREA	27
200.01 Strategies and Procedures for Consulting with Federal and State Agencies and Officials Involved in State Planned Growth	27
200.02 Strategies and Procedures for Consulting with Agencies and Officials Involved in LOCAL Planned Growth	28
200.03 Strategies and Procedures for Consulting with Agencies and Officials Involved in Local Economic Development	29

TABLE OF CONTENTS CONTINUED:

	PAGE
200.04 Strategies and Procedures for Consulting with Agencies and Officials Involved in Environmental Protection	30
200.05 Strategies and Procedures for Consulting with Agencies and Officials Involved with Protection and Preservation of Historic Structures and Sites	31
200.06 Strategies and Procedures for Consulting with Agencies and Officials Involved in Airport Operations	31
200.07 Strategies and Procedures for Consulting with Agencies and Officials Involved in Freight Movements	31
SECTION 201-PROCEDURES AND STRATEGIES FOR CONSULTING WITH AGENCIES AND OFFICIALS RESPONSIBLE FOR OTHER PLANNING-RELATED ACTIVITIES WITH THE METROPOLITAN PLANNING AREA	32
201.01 Strategies and Procedures for Consulting with Recipients of Assistance under Title 49 U.S.C. Chapter 53	32
201.02 Strategies and Procedures for Consulting with Non-Profit Organizations That Receive Federal Assistance from a Source Other Than the U. S. Department of Transportation To Provide Non-Emergency Transportation Services	34
201.03 Strategies and Procedures for Consulting Recipients of Assistance Under Section 204 Title 23 U.S. C. (Forest Highways)	35
SECTION 202-PROCEDURES AND STRATEGIES FOR CONSULTING WITH INDIAN TRIBAL GOVERNMENTS AND FEDERAL LAND MANAGEMENT AGENCIES	35
202.01 Strategies and Procedures for Involving Indian Tribal Governments	35
202.02 Strategies and Procedures for Involving Federal Land Management Agencies	36

TABLE OF CONTENTS CONTINUED:

SECTION 203-DOCUMENTED PROCESS OUTLINING ROLES,
RESPONSIBILITIES, AND KEY DECISION POINTS FOR CONSULTING WITH
OTHER GOVERNMENTS AND AGENCIES 37

APPENDIX A: KEY DECISION POINTS (FLOW CHART) 38

APPENDIX B: INTERMODAL TECHNICAL COMMITTEE 39

APPENDIX C-DEFINITIONS 43

APPENDIX D: TRANSPORTATION STAKEHOLDERS COMMITTEE 45

**APPENDIX E: PLACES WHERE LONG-RANGE TRANSPORTATION PLANS
AND TRANSPORTATION IMPROVEMENT PROGRAMS WILL BE LOCATED 48**

**APPENDIX F: TIMELINE DEMONSTRATING COMPLIANCE WITH FEDERAL
METROPOLITAN TRANSPORTATION PLANNING FINAL RULE
AND PARTICIPATION PLAN 50**

INTRODUCTION

Federal Regulations Requiring Development of a Participation Plan

This *Participation Plan for the Jackson Metropolitan Area Transportation Planning Process* was prepared in accordance with the Statewide Transportation Planning and Metropolitan Transportation Planning Final Rule (Federal Highway Administration 23 Code of Federal Regulations Parts 450 and 500 and Federal Transit Administration 49 Code of Federal Regulations Part 613) that became effective March 16, 2007, *hereinafter referred to as “the final rule”*. This final rule revised previous Federal regulations governing the development of metropolitan transportation plans and programs for urbanized areas and State transportation plans and programs. The revision resulted from the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Public Law 109-59, August 10, 2005), which also incorporates changes initiated in its predecessor legislation, the Transportation Equity Act for the 21st Century (TEA-21) (Public Law 105-178, June 9, 1998).

Metropolitan Planning Organization

Section 450.310 (a) of Subpart C (Metropolitan Transportation Planning and Programming) requires: “To carry out the transportation planning process under this subpart, a metropolitan planning organization (MPO) shall be designated for each urbanized area with a population of more than 50,000 individuals (as determined by the Bureau of the Census).” The Central Mississippi Planning and Development District (CMPDD) was designated as the Metropolitan Planning Organization in February, 1975, and is responsible for coordinating the Federally-mandated Transportation Planning Process in the Jackson Metropolitan Area. Under the final rule, the “Metropolitan Planning Organization” is defined as “—the *policy board* (emphasis added) of an organization created and designated to carry out the transportation

planning process.”

Purposes of This Participation Plan

Section 450.316 (a) (Interested Parties, Participation and Consultation) of the final rule states: “The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle pedestrian facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.”

Section 450.316 (b) states: “In developing metropolitan transportation plans and TIP’s, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation—.”

Therefore, the purposes of this *Participation Plan* are:

1. To prescribe the *strategies and procedures* that will be used to involve these persons and organizations in the Transportation Planning Process, as well as describing the *desired outcomes* for such procedures and strategies. These strategies and procedures, with desired outcomes, were developed in consultation with all interested parties.
2. To describe *how the MPO will consult with agencies and officials responsible for other planning activities* within the area that are affected by transportation.

Participation Plan Supercedes Public Involvement Procedures Contained in the Prospectus

for the Jackson Metropolitan Area Transportation Planning Process

On April 14, 1994, the MPO established a Citizens Advisory Committee appointed by all local governments with the urbanized area of Hinds, Madison and Rankin counties. Certain Public Involvement Procedures were established in the *Prospectus for the Jackson Metropolitan Area Transportation Planning Process* at the same time and revised in March, 2002. As a result of the implementation of the final rule, the procedures prescribed in the *Prospectus* are superceded by policies and procedures established in this Participation Plan.

PART I

PROCEDURES, STRATEGIES AND DESIRED OUTCOMES

Section 450.316 (a) (1) (Interested Parties, Participation and Consultation) of the final rule (see Introduction to this Participation Plan) prescribes certain requirements that must be met in developing a Participation Plan. The following sections outline those requirements and the procedures and strategies that will be used to meet these requirements.

SECTION 100-COMMITTEES WHICH PROMOTE INVOLVEMENT BY STAKEHOLDERS IN THE TRANSPORTATION PLANNING PROCESS

As previously stated in the Introduction, Section 450.316 of the final rule requires that the participation plan define a process for providing various “stakeholders” with “reasonable opportunities to be involved in the metropolitan transportation planning process.” In order to provide various stakeholders with such opportunities, three committees or groups are established as follows:

100.01 **Intermodal Technical Committee**: Section 101 of the *Prospectus for the Jackson Metropolitan Area Transportation Planning Process*, as adopted and amended by the Metropolitan Planning Organization, establishes the Intermodal Technical Committee (see Appendix B- Intermodal Technical Committee Membership), which includes representatives of all modes of transportation in the area, technical representatives of cities and counties and representatives of various State and Federal agencies in the area. The Intermodal Technical Committee makes recommendations to the Metropolitan Planning Organization (MPO) regarding the long-range Urbanized Area Transportation Plan, the

Transportation Improvement Program, the Unified Planning Work Program and other issues and products of the Transportation Planning Process. ***Henceforth, all public hearings on matters of regional importance, including, but not limited to, the long-range Urbanized Area Transportation Plan and the Transportation Improvement Program, will be held before the Intermodal Technical Committee.*** The Intermodal Technical Committee shall hear comments from citizens and others at public hearings and forward their recommendations to the MPO. Any person who does not agree with the recommendation(s) of the Intermodal Technical Committee may appear before the MPO at the next meeting of that body following the public hearing before the Intermodal Technical Committee and present their views.

100.02 **Stakeholders Committee**: In order to involve stakeholders which are agencies, organizations, or individuals that are NOT represented on the Intermodal Technical Committee, a “Stakeholders Committee” is hereby established. A listing of agencies, organizations and individuals on the Stakeholders Committee is included in Appendix D of this Participation Plan. These stakeholders or “resource agencies” will be invited to attend ***all public hearings*** that are scheduled at meetings of the Intermodal Technical Committee.

100.03 **Metropolitan Planning Organization**: As stated in the Introduction to the Participation Plan, under the final rule, the “Metropolitan Planning Organization” is defined as as “—the ***policy board*** (emphasis added) of an organization created and designated to carry out the transportation planning process.” The

Metropolitan Planning Organization shall review recommendations from the Intermodal Technical Committee resulting from public hearings and other sources of citizen/ stakeholder input and make decisions based in part upon that input. Any persons who do not agree with the recommendation(s) of the Intermodal Technical Committee may attend the next meeting of the MPO following the Intermodal Technical Committee meeting to present their views. The MPO shall make final decisions regarding the long-range Urbanized Area Transportation Plan, the Transportation Improvement Program, the Unified Planning Work Program and other issues and products of the Transportation Planning Process.

SECTION 101-MECHANISMS FOR PROMOTING INVOLVEMENT BY ALL TRANSPORTATION STAKEHOLDERS

The following mechanisms will be used to promote involvement by all stakeholders cited in Section 450.316 (a) and (b) of the final rule:

101.01 **County-Wide Summits**: When preparing a new updated long-range Urbanized Area Transportation Plan or a new Transportation Improvement Program, the MPO shall sponsor *county-wide summits* to discuss portions of the plan or TIP relating to each county (including the municipalities included in each county). These summits will be intended to inform the citizens of each county and municipality about the plan and TIP before formal hearings are conducted before the Intermodal Technical Committee. These summits will be held at strategic locations in each county and at convenient times when citizens can attend.

101.02 **Comprehensive Planning Seminars:** The MPO conducts and will continue to offer to the public comprehensive planning seminars or workshops relating to the development of the long-range Urbanized Area Transportation Plan, Transportation Improvement Programs, comprehensive plans, zoning, new urbanism and the “smart code”, subdivision regulations, capital improvement programming, innovative financing techniques (including the financing of transportation improvements) and other topics. (See also Section 104-Visualization Techniques).

101.03 **Speakers Bureau:** The MPO will establish a “speakers bureau” consisting of planners who are familiar with various products of the Transportation Planning Process, local comprehensive plans and codes, and other topics of interest. The speakers bureau will be available to talk to civic organizations, church groups, local planning commissions, municipal boards of aldermen or city councils, county boards of supervisors, and others. (See also Section 104-Visualization Techniques).

101.03 **Press Releases:** The MPO issues periodic press releases regarding transportation planning products and improvement projects (particularly those street improvement projects financed through Federal and local Surface Transportation Program funds made available to the MPO). (See also references to the CMPDD *Central Update* newsletter and *Annual Report* under Section 104-Visualization Techniques).

101.04 **Log of Responses to Citizen Inquiries About Transportation Issues:** The MPO staff responds to citizen telephone calls regarding a wide range of transportation planning and comprehensive planning issues on a daily basis. The staff keeps a log of persons calling for information or offering comments, the date, their contact information, the nature of their call and the staff's response to their inquiry or comment. This information will be forwarded to the Intermodal Technical Committee for consideration.

101.05 **Comments Made on the MPO Website:** Citizens wishing to comment on a transportation-related issue may go to the MPO website (www.cmpdd.org) and enter their comment in a space provided. These comments will be forwarded to the Intermodal Technical Committee for consideration. (See also Section 104-Visualization Techniques).

SECTION 102-STRATEGIES AND PROCEDURES FOR INVOLVING VARIOUS STAKEHOLDERS IDENTIFIED IN SECTION 450.316 (a) OF THE FINAL RULE:

102.01 **Strategies and Procedures for Involving Affected Public Agencies:** The primary *affected public agencies* with responsibility for transportation planning and implementation are, of course, the Mississippi Department of Transportation (MDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Each of these public agencies has representation on the Intermodal Technical Committee, and MDOT and FHWA are represented on the MPO. The Jackson Municipal Airport Authority, which governs the Jackson-Evers International Airport, is represented on the Intermodal Technical

Committee. The City of Jackson which provides fixed route transit service (JATLAN) within the City of Jackson corporate limits is also represented on the Intermodal Technical Committee. Finally, the U. S. Department of Interior, National Park Service has jurisdiction over the Natchez Trace Parkway, and a representative of the Natchez Trace Parkway is a member of the Intermodal Technical Committee with adoption of this Participation Plan.

102.02 **Strategies and Procedures for Involving Representatives of Public**

Transportation Employees: A representative of employees of the management company which operates JATLAN, the only public fixed- route transit system in the Metropolitan Planning Area (MPA) is represented on the Stakeholders Committee. Representatives of employees of human resource agencies that provide non-fixed route transit service within the Jackson Urbanized Area are also included on the Stakeholders Committee.

102.03 **Strategies and Procedures for Involving Freight Shippers and Providers of**

Freight Transportation Services: A representative of a major freight corporation (J. B. Hunt) is a member of the Intermodal Technical Committee, and other representatives of trucking companies may be added to that Committee. In addition, representatives of the companies which utilize freight services (shippers) may be included on the Stakeholders Committee. A representative of the Mississippi Railroads Association is also a member of the Intermodal Technical Committee.

102.04 **Strategies and Procedures for Involving Private Providers of Transportation:**

Representatives from the taxicab/ limousine industry are included on the Stakeholders Committee to assist in identifying options for use of private transportation companies in providing needed transportation services.

102.05 **Strategies and Procedures for Involving the Users of Public Transportation**

Services: Representatives of public transportation riders—both the fixed route JATRAN system and riders who utilize transportation services provided by human service agencies—are included on the Stakeholders Committee.

102.06 **Strategies and Procedures for Involving the Users of Pedestrian Walkways**

and Bicycle Transportation Facilities: Representatives of bicycle advocacy groups are currently members of the Intermodal Technical Committee.

Representatives of users of pedestrian walkways are also included on the Stakeholders Committee. This will include students or parents of students who utilize pedestrian walkways constructed as part of the Safe Routes to School Program.

102.07 **Strategies and Procedures for Involving Senior Citizens and Disabled**

Persons: The CMPDD is the “Area Agency on Aging” for the seven counties that the District serves. Senior citizen representatives and representatives of the disabled community are included on the Stakeholders Committee.

102.08 **Strategies for Seeking Out and Considering the Needs of Those Traditionally**

Underserved by Existing Transportation Systems: As stated above, the CMPDD is the “Area Agency on Aging” for seven counties in Central

Mississippi. Part of the agency's responsibility is to provide transportation for senior citizens through various Human Resource Agencies. These Human Resource Agencies also provide transportation to persons who face challenges accessing employment and other services, including low income and minority households. The CMPDD has contracts with the Human Resource Agencies to provide transportation services for senior citizens and persons with disabilities using Federal Transit Administration Section 5310 (49, U.S.C.) and to persons residing in areas not served by an urbanized area fixed route transit system using FTA Section 5311 (49, U.S.C.) funds. The Stakeholders Committee includes representatives of Human Resource Agencies with which the CMDDD has contracts to survey their clients to determine their unmet transportation needs.

SECTION 103-PROVISION OF ADEQUATE PUBLIC NOTICE OF PUBLIC PARTICIPATION ACTIVITIES

Section 450.316 (a)of the final rule states that the MPO shall provide “—adequate public notice of public participation activities and time for public review and comment at key decision points, including, but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP.”

103.01 **Notice of Public Hearings**: The Intermodal Technical Committee normally meets every other month unless a special hearing is called by the MPO Planning Director. The MPO shall use the following Strategies to provide public notice of public hearings:

(a). Review and Notices of Public Hearings Involving “New” Updated Long-Range Urbanized Area Plans and “New” Transportation Improvement Programs

1. The CMPDD shall post *new* long-range Urbanized Area Transportation Plans and *new* Transportation Improvement Programs on the CMPDD website for public review and comment ***for a period of not less than 45 days.***
2. In addition to posting the proposed *new* Urbanized Area Transportation Plans and *new* Transportation Improvement Programs on the CMPDD website, the CMPDD will publish a notice of the availability of such proposed plans and TIP’s with a notice of public hearings in a newspaper with statewide circulation and in publications that target typically underserved populations ***at least 14 days in advance of public hearings.***
3. In order to meet the needs of visually disabled citizens, the CMPDD will post all transportation planning documents and notices on the CMPDD website in RTF format so that a screen reader will be able to access the documents and notices.
4. Reviewers will be able to make comments through the website or by mail. During the review period, proposed plans and TIP’s will be available at the CMPDD office along with comment forms.

5. Interested parties are also encouraged to visit local public libraries to view plans or TIP's on the internet. Copies of the *final* adopted long-range Urbanized Area Transportation Plans will also be available in hard copy form at libraries. The names, locations and telephone numbers of libraries in the Jackson Urbanized Area LRTP study boundary are included in Appendix E of this Participation Plan.

(b) Review of *Amendments* to Long-Range Urbanized Area Plans and Amendments to Transportation Improvement Programs and Comment Procedures

1. The CMPDD shall post proposed *amendments* to long-range Urbanized Area Transportation Plans and Transportation Improvement Programs on the CMPDD website for public review and comment *for a period of not less than 21 days*.
2. Since public hearings will normally not be held regarding proposed *amendments* to long-range Urbanized Area Transportation Plans and Transportation Improvement Programs, the CMPDD will advise *via its website* anyone wishing to make a comment on proposed amendments of the time and place at which meetings of the Intermodal Technical Committee will be held to consider such amendments. Interested persons will be advised that they may present comments to the Intermodal Technical

Committee at that time. All Intermodal Technical Committee meetings are open to the public.

3. In order to meet the needs of visually disabled citizens, the CMPDD will post all proposed amendments to long-range Urbanized Area Transportation Plans and Transportation Improvement Programs on the CMPDD website in RTF format so that a screen reader will be able to access the proposed amendments.
4. As stated under Section 100.01 of this Participation Plan, any person who does not agree with the recommendation(s) of the Intermodal Technical Committee regarding an amendment or other recommendation may appear before the MPO at the next meeting of that body following the Intermodal Technical Committee meeting.

103.02 **Time and Location of Public Hearings:**

The Intermodal Technical Committee shall conduct public hearings in the office building of the Central Mississippi Planning and Development District at 1170 Lakeland Drive in Jackson, and at other locations in the Jackson Metropolitan Area when deemed necessary by the MPO staff and the Intermodal Technical Committee. Public hearings before the Intermodal Technical Committee shall be held between 1:00 P. M. and 4:00 P. M. unless other hearing times are deemed necessary by the MPO staff and the Intermodal Technical Committee.

103.03 **Key Decisions on Which Public Participation Will Be Sought:** Public

participation will be sought on the following products of the Transportation Planning Process or transportation related issues, but not limited to these products or issues:

- (a). The ***Urbanized Area Long Range Transportation Plan***: Section 450.322 of the final rule states that “—the metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date.” Hence, the transportation plan must encompass those areas expected to become part of the “urbanized area” (as designated by the Bureau of the Census) within a minimum of 20 years. Although the “Metropolitan Planning Area (MPA)” for the Jackson Metropolitan Area Transportation Planning Process includes Copiah, Hinds, Madison, Rankin and Simpson counties for advance planning purposes, the long-range Urbanized Area Transportation Plan will only include those parts of the MPO that are expected to become “urbanized” within the long range plan horizon. In air quality attainment areas (including the Jackson MPA), the long range plans must be updated every five years.

- (b). The ***Transportation Improvement Program***: Section 450.324 (a) of the final rule requires that “—the MPO, in cooperation with the State and any affected public transportation operator(s) shall develop a TIP

(Transportation Improvement Program) for the metropolitan planning area. The TIP shall cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor.”

The TIP must include “capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding— through various Federal sources.”

- (c). ***Other Planning Issues or Products:*** Public input will be sought on other transportation-related issues and products affecting the Metropolitan Planning Area (MPA) as determined necessary by the MPO staff and the Intermodal Technical Committee.

SECTION 104-VISUALIZATION TECHNIQUES TO BE USED TO DESCRIBE URBANIZED AREA TRANSPORTATION PLANS, TRANSPORTATION IMPROVEMENT PROGRAMS AND OTHER PRODUCTS OF THE TRANSPORTATION PLANNING PROCESS

Section 450.316 (a) (1) (iii) of the final rule requires that the MPO employ visualization techniques to describe metropolitan transportation plans and TIP’s. Section 450.104 of Subpart A of the final rule defines “visualization techniques” as “methods used by States and MPO’s in the development of transportation plans and programs with the public, elected and appointed officials, and other stakeholders in a clear and easily accessible format such as maps, pictures, and/ or displays, to promote improved understanding of existing or proposed transportation plans and programs.” The following visualization techniques shall be used by the MPO with regard to providing stakeholders with an understanding of transportation plans and programs:

1. **Video Presentations:** In the past the MPO has developed DVD video presentations and PowerPoint presentations to provide stakeholders with information on proposed and adopted urbanized area transportation plans and other products of the Transportation Planning Process. In the future, the MPO will continue to produce DVD presentations and PowerPoint presentations with regard to proposed and adopted urbanized area transportation plans. These DVD video/ PowerPoint presentations will provide pictures, maps and text to fully explain the proposed and adopted plans.
2. **CMPDD Website:** The MPO's website, www.cmpdd.org, provides stakeholders and interested parties with a huge array of information regarding the adopted urbanized area transportation plan, the TIP, Congestion Management System (to become the Congestion Management Process as an integral part of the next transportation plan update), bicycle and pedestrian plan, Regional Transit Plan, traffic counts, and other data in map, photograph and text forms. The MPO will continue to use its website as a primary means of making technical information, as well as hearing notices, available in an electronically accessible format. In addition, *a comment space* is included on the website to provide citizens with a means of offering input regarding transportation-related issues.
3. **Maps:** The MPO will continue to use its Geographic Information System (GIS) capabilities to the fullest in providing information to stakeholders regarding the urbanized area plan, proposed and adopted Transportation Improvement Programs (TIP's) and other products.

4. **Brochures**: Brochures containing pictures, maps and text will be provided to stakeholders regarding products of the Transportation Planning Process.
5. **The Cental Update and CMPDD Annual Report**: The CMPDD publishes a quarterly newspaper called the “Central Update” which provides readers information on transportation related matters in the form of maps, pictures and text. The CMPDD Annual Report also provides stakeholders with a wide variety of information on planning related matters in visual form.

SECTION 105 - DEMONSTRATION OF EXPLICIT CONSIDERATION AND RESPONSE TO PUBLIC INPUT RECEIVED DURING DEVELOPMENT OF THE URBANIZED AREA TRANSPORTATION PLAN AND TRANSPORTATION IMPROVEMENT PROGRAM (DRAFTS AND FINALS)

Section 450.316 (a) (1) (vi) of the final rule requires that the MPO demonstrate “—explicit consideration and response to public input received *during the development* (emphasis added) of the metropolitan (urbanized area) transportation plan and the TIP—.” The MPO will use the following strategies and procedures to accomplish this:

105.01 Urbanized Area Transportation Plan:

- (a) **Initial Public Hearings for Plan Updates**: Long-range Urbanized Area Transportation Plans must be updated every five years in air quality attainment areas such as the Jackson Metropolitan Planning Area. Public

hearings will be held *at the beginning* of the plan update process to seek input regarding what the general public and other stakeholders consider to be the greatest needs of the area. A *written record* of all comments will be made at this initial public hearing to insure that a response is made through plan development to the input received.

- (b) Public Hearings on Draft Plan: In accordance with Section 450.316 (a) (2) of the final rule: “When significant written and oral comments are received on the *draft* (emphasis added) metropolitan (urbanized) transportation plan and TIP (including financial plans) as a result of the participation process in this section or the interagency process required under the EPA transportation conformity regulations (40 CFR, Part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.”

Accordingly, following completion of the draft long-range urbanized area plan, the MPO will hold public hearings (as many as needed) to receive comments on the draft. The MPO will produce a report containing a summary, analysis and disposition of the comments received at the hearings on the draft plan. This report will be incorporated into the final plan.

- (c) Public Hearing on the Final Plan: In accordance with Section 450.316 (a) (1) (viii) of the final rule, “if the final metropolitan (urbanized) transportation plan or TIP differs significantly from the version that was

made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts”, then the MPO will provide an additional opportunity for public comment. Additional public hearings will be held on the final plan if it differs *significantly* from the draft plan. *Significant changes* are those in which the *scope* of the project is amended, such as new roadways, changes in number of lanes, or a significant increase in roadway mileage for a proposed project (such as an increase from 3 to 6 miles). *Minor changes* that will not require an additional hearing will include: increases in Congressional earmarks above the level originally anticipated, changes in year of implementation, or additional right-of-way acquisition that was not originally anticipated to complete a project described in the LRTP, or similar amendments.

105.02 **Transportation Improvement Program**: Transportation Improvement Programs must cover a period of no less than four years and be updated at least every four years. Accordingly, the Mississippi Department of Transportation (MDOT) and all Metropolitan Planning Organizations have agreed to develop Transportation

Improvement Programs and Statewide Transportation Improvement Programs (STIP's) encompassing four years. The strategies and procedures to be utilized by the MPO demonstrating explicit consideration and response to public input received during the development of the TIP are as follows:

(a) Initial Public Hearings for “New” Transportation Improvement Programs :

A public hearing will be held at the beginning of the development of a “new” Transportation Improvement Program (in other words, not including amendments to an existing TIP). Persons attending the public hearing will be requested to comment on what they feel are transportation problems in the area. A *written record* of all comments will be made at this initial public hearing to insure that a response is made through TIP development to the input received.

(b) Public Hearings on Draft Transportation Improvement Program: In

accordance with Section 450.316 (a) (2) of the final rule: “When significant written and oral comments are received on the *draft* (emphasis added) metropolitan (urbanized) transportation plan and TIP (including financial plans) as a result of the participation process in this section or the interagency process required under the EPA transportation conformity regulations (40 CFR, Part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.” Accordingly, following completion of the draft TIP, the MPO will hold a public hearing to receive comments on the

draft. The MPO will produce a report containing a summary, analysis and disposition of the comments received at the hearings on the draft plan.

This report will be incorporated into the final TIP.

- (c) Public Hearing on the Final Transportation Improvement Program: In accordance with Section 450.316 (a) (1) (viii) of the final rule, “if the final metropolitan (urbanized) transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts”, then the MPO will provide an additional opportunity for public comment. An additional public hearing will be held on the final TIP if it differs *significantly* from the draft document. *Significant changes* are those in which the *scope* of the project is amended, such as new roadways, changes in number of lanes, or a significant increase in roadway mileage for a proposed project (such as an increase from 3 to 6 miles). *Minor changes* that will not require an additional hearing will include: increases in Congressional earmarks above the level originally anticipated, changes in year of implementation, or additional right-of-way acquisition that was not originally anticipated to complete a project described in the TIP, or similar amendments.

**SECTION 106-FINANCIAL CONSTRAINT, LONG-RANGE TRANSPORTATION
PLANS AND TRANSPORTATION IMPROVEMENT PROGRAMS**

Section 450.322 (f) (10) of the final rule requires that long-range transportation plans include a “—financial plan that demonstrates how the adopted transportation plan can be implemented.” Also, Section 450.324 (h) states: “The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented—.” Thus, both the Jackson Urbanized Area Transportation Plan and the Transportation Improvement Program must be “financially constrained.” Accordingly, if *new projects* are added to an adopted Jackson Urbanized Area Transportation Plan or an adopted Transportation Improvement Program that were not included in the adopted versions of those documents, either additional funds will be identified to finance such new projects, or other previously approved projects with funds equal to the estimated cost of the new project will be removed from the plan or TIP.

If the cost of a project requested by a Local Public Agency (LPA) *exceeds the amount programmed* in the TIP, the MPO will take one of the following actions in order to demonstrate financial constraint:

1. The LPA will be advised by the MPO that they will have to absorb the cost beyond funds committed to the project; or
2. The MPO will grant the additional funds requested by the LPA and will eliminate an *equal amount* of funds from another project previously included in the TIP; or
3. The MPO will delete the project from the TIP if the LPA decides to terminate the project, leaving additional funds available to be distributed as the MPO determines (see below).

However, if *the cost of a project requested by an LPA is less* than the amount programmed in the TIP, or *if additional funds beyond the amount projected in the Financial Plan become available* (or a project is terminated as stated in option 3 above), the MPO will take one of the following actions:

1. The additional funds will be placed in “reserve” to be committed as determined by the MPO at a later date; or
2. The additional funds will committed to another LPA project from the Jackson Urbanized Area Transportation Plan not originally programmed in the TIP; or
3. The additional funds will be committed to another project (previously programmed) for which the cost exceeds the original amount programmed.

It will normally be necessary to amend the TIP, as shown in Section 103.01 (b) (Review of Amendments to Long Range Urbanized Area Transportation Plans and Amendments to Transportation Improvement Programs and Comment Procedures), to reflect the actions taken by the MPO in the instances cited above.

SECTION 107 - COORDINATION WITH STATEWIDE TRANSPORTATION PLANNING PUBLIC INVOLVEMENT AND CONSULTATION PROCESSES

In accordance with Section 450.316 (a) (ix) of the final rule, the MPO will be responsible for “—coordinating with the statewide transportation planning public involvement and consultation process.” The MPO will continue to coordinate with the Mississippi Department of

Transportation (MDOT) and the Federal Highway Administration (FHWA) Mississippi Division office regarding transportation planning public involvement and consultation. This will include scheduling public hearings or meetings concurrently *to the extent practicable* regarding the long-range urbanized area plan, Transportation Improvement Programs/ Statewide Transportation Improvement Programs, and other products or issues as necessary.

This coordination will continue with the development of the next update of the Jackson Urbanized Area Transportation Plan and the long-range Statewide Transportation Plan in the same manner that MDOT and the Mississippi MPO's coordinated the development of the Mississippi Unified Long-Range Transportation Infrastructure Plan (MULTIPLAN).

SECTION 108- DESIRED OUTCOMES

The desired outcomes of this Participation Plan are three-fold:

1. To increase involvement and input received from all stakeholders, including the general public, in the Transportation Planning Process through the strategies and procedures described in this Part and Part II.
2. To document the input received from all stakeholders through written records and minutes.
3. To respond effectively to the input received from all stakeholders by subjecting the comments, complaints, and suggestions to complete review by the Intermodal Technical Committee, followed by their recommendations to the MPO for final decisions.

SECTION 109- PERIODIC REVIEW OF PARTICIPATION PLAN AND PUBLIC COMMENT PERIOD

The CMPDD will continually monitor the effectiveness of this Participation Plan. It may be modified from time to time to expand its usefulness as a tool to encourage public and ‘interested party’ input into the Transportation Planning Process. The Participation Plan will be *formally reviewed every five years. At that time the Participation Plan will go through the public involvement process with interested parties having 60 days to comment.* (Note: This language is similar to the MDOT *Public Participation Process and Plan*.)

PART II

CONSULTATION WITH AGENCIES AND OFFICIALS FOR OTHER PLANNING ACTIVITIES AND PLANNING-RELATED

ACTIVITIES WITHIN THE METROPOLITAN PLANNING AREA (MPA)

Section 450.316 (b) of the final rule states: “In developing metropolitan transportation plans and TIP’s, the MPO should consult with agencies and officials responsible for *other planning activities* (emphasis added) within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities.” The sections below describe how the MPO will consult with such agencies and officials.

SECTION 200-PROCEDURES AND STRATEGIES FOR CONSULTING WITH AGENCIES AND OFFICIALS RESPONSIBLE FOR OTHER PLANNING ACTIVITIES WITH THE METROPOLITAN PLANNING AREA

200.01 Strategies and Procedures for Consulting with Federal and State Agencies

and Officials Involved in State Planned Growth: Federal and State agencies involved in planned growth and economic development include:

- The Mississippi Development Authority (MDA), which assists local governments through Federal Community Development Block Grants (CDBG) for comprehensive plans and other planning-related studies. An MDA representative is a member of the Intermodal Technical Committee; and
- The Delta Regional Authority (DRA): a joint Federal and State

partnership; the DRA will be invited to designate a member of the Stakeholders Committee.

The MPO staff will consult with officials from the above agencies by means of e-mails and through meetings as necessary.

200.02 **Strategies and Procedures for Consulting with Agency and Officials Involved**

in LOCAL Planned Growth: The CMPDD, as the MPO, assists local governments in the five-county MPA (Hinds, Madison and Rankin counties for the Urbanized Area Transportation Plan and Copiah and Simpson counties for advanced planning purposes) in preparing Comprehensive Plans as required by State law (if the county or municipality has a zoning ordinance). *All long-range Urbanized Area Transportation Plans developed under the direction of the MPO have been prepared based upon local Comprehensive Plans, and the Urbanized Area plans shall continue to be based upon such local plans.*

Comprehensive Plans under Mississippi law must contain four elements: (1) Goals and Objectives; (2) a Land Use Plan; (3) a local Transportation Plan; and (4) a Community or Public Facilities Plan. Accordingly, the MPO will continue to obtain current data and projections from these elements of local Comprehensive Plans, including, but not necessarily limited to: population and housing data, employment data and school enrollment data (from the Public Facilities element of the local Comprehensive Plan). During the development of local Comprehensive Plans, much public input is obtained from formal public hearings and informal meetings with citizens, county and municipal department

directors, and elected officials. *The input derived from these hearings and meetings will be documented and included in the local plans and the next update of the Urbanized Area Plan.*

200.03 **Strategies and Procedures for Consulting with Agencies and Officials**

Involved in Local Economic Development: During the development of the Urbanized Area Transportation Plan and TIP's, the MPO will consult with the following *local* economic development agencies:

- Hinds County Economic Development District;
- Madison County Economic Development Authority (MCEDA);
- Madison County Foundation;
- the Greater Jackson Alliance; and
- Rankin County First Economic Development.

A representative of the Greater Jackson Alliance is a member of the Intermodal Technical Committee. All of the other local economic development agencies will be invited to designate representatives to the Stakeholders Committee. This consultation will include meetings with officials of these agencies in the *initial development* of updates of the Urbanized Area Plan as well as the draft and final Urbanized Area Plan and “new” TIP's (as opposed to amendments to TIP's).

200.04 **Strategies and Procedures for Consulting with Agencies and Officials**

Involved in Environmental Protection: The Jackson MPA is currently an air quality attainment area (meaning that it meets minimum standards established by

the Environmental Protection Agency for air quality). Therefore, officially there are no air quality issues that have to be addressed in the MPA. However, other environmental issues must be addressed during the development of the long-range Urbanized Area Transportation Plan and TIP's.

The MPO will consult with the following Federal and State agencies that are involved in environmental protection in the Jackson MPA:

- The U. S. Environmental Protection Agency (EPA);
- The Mississippi Department of Environmental Quality (MDEQ);
- U. S. Army Corps of Engineers (USACE);
- Mississippi Department of Wildlife, Fisheries and Parks;
- United States Fish and Wildlife Service; and
- The United States Forest Service.

These agencies have designated members to the Stakeholders Committee.

Consultation with these agencies will be by means of e-mail and meetings as necessary.

200.05 Strategies and Procedures for Consulting with Agencies and Officials

Involved with Protection and Preservation of Historic Structures and Sites:

The MPO will consult with two agencies and officials involved with the protection and preservation of historic structures and historic sites:

- The Mississippi Department of Archives and History; and

- The Mississippi Heritage Trust.

These agencies have designated members to serve on the Stakeholders Committee. Consultation with these agencies will be by means of e-mails and meetings as necessary.

200.06 Strategies and Procedures for Consulting with Agencies and Officials

Involved in Airport Operations: A representative of the Jackson Municipal Airport Authority is a member of the Intermodal Technical Committee and provides input regarding airport operations at Jackson-Evers International Airport.

Input from representatives of local general aviation airports is obtained during the development of local transportation plans as part of the Comprehensive Plans prepared by the CMPDD.

200.07 Strategies and Procedures for Consulting with Agencies and Officials

Involved in Freight Movements: As stated in Section 102.03 of this Participation Plan, a representative of a major freight corporation (J. B. Hunt) is a member of the Intermodal Technical Committee, and other representatives of trucking companies may be added to that Committee. A representative of the Mississippi Railroads Association is also a member Intermodal Technical Committee.

SECTION 201-PROCEDURES AND STRATEGIES FOR CONSULTING WITH AGENCIES AND OFFICIALS RESPONSIBLE FOR OTHER PLANNING-RELATED

ACTIVITIES WITH THE METROPOLITAN PLANNING AREA

Section 450.316 (b) of the final rule states: “In addition, metropolitan transportation plans and TIP’s shall be developed with due consideration of *other related planning activities* (emphasis added) within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by: (1) Recipients of assistance under Title 49 U.S.C. Chapter 53; (2) Governmental agencies and non-profit organizations (including non-profit organizations) that receive Federal assistance from a source other than the U. S. Department of Transportation to provide non-emergency transportation services; and (3) Recipients of assistance under 23 U.S.C. 204.” The procedures and strategies to be used by the MPO in consulting with these agencies and organizations are described in the following sections.

201.01 Strategies and Procedures for Consulting with Recipients of Assistance

under Title 49 U.S.C. Chapter 53: Recipients of assistance under Title 49

U. S. C. Chapter 53 include the following Federal Transit Administration (FTA) programs:

1. **Section 5309:** The discretionary capital program for assistance to transit systems in the purchase of transit equipment, including the Jackson Transit System (JATRAN).
2. **Section 5307:** The urbanized area formula program whereby annual grants are made available to urbanized areas for capital assistance only

(operating assistance is no longer available to urbanized areas over 200,000 persons). The Jackson Transit System (JATRAN) receives and manages these grants.

3. Section 5310: The elderly and persons with disabilities program. The FTA provides grants for capital assistance to agencies that provide transportation services to senior citizens and disabled persons.
4. Section 5311: The non-urbanized area formula program. The FTA provides formula-based grants for capital assistance to agencies that provide transportation services to any person residing in a non-urbanized area.

A representative of JATRAN (which receives Section 5309 and 5307 funds) serves on the Intemodal Technical Committee. Also, as previously stated, the CMPDD is the “Area Agency on Aging” for seven counties in Central Mississippi. Part of the agency’s responsibility is to provide transportation for senior citizens through various Human Resource Agencies. These Human Resource Agencies also provide transportation to persons who face challenges accessing employment and other services, including low income and minority households. The CMPDD has contracts with the Human Resource Agencies to provide transportation services for senior citizens and persons with disabilities using Federal Transit Administration (FTA) Section 5310 (49, U.S.C.) and to persons residing in areas not served by an urbanized area fixed route transit system using FTA Section 5311 (49, U.S.C.) funds. These Human Resource

Agencies are represented on the Stakeholders Committee.

201.02 **Strategies and Procedures for Consulting with Non-Profit Organizations**

That Receive Federal Assistance from a Source Other Than the U. S.

Department of Transportation To Provide Non-Emergency Transportation

Services: The CMPDD, as the Area Agency on Aging, uses U. S. Department of Health and Human Services funds to provide *operating assistance* to Human Resource Agencies, since Federal Transit Administration Sections 5310 and 5311 funds cannot be used for operating assistance (for fuel, driver salaries, etc.) These Human Resource Agencies are represented on the Stakeholders Committee.

Furthermore, the CMPDD, through the Mississippi Department of Human Services, provides funds for transportation services *directly to individuals* through the Temporary Assistance for Needy Families (TANF) program financed through U. S. Department of Health and Human Services funds. The Mississippi Department of Human Services is represented on the Stakeholders Committee.

201.03 **Strategies and Procedures for Consulting Recipients of Assistance Under**

Section 204 Title 23 U.S. C. (Forest Highways): When developing Urbanized Area Transportation Plan and TIP's, the MPO will contact representatives of the U. S. Forestry Service for input. However, there is only one national forest in the MPA: the Homochitto National Forest, a portion of which lies inside Copiah County, which is outside of the Jackson Urbanized Area for which Transportation

Plans are developed.

SECTION 202-PROCEDURES AND STRATEGIES FOR CONSULTING WITH INDIAN TRIBAL GOVERNMENTS AND FEDERAL LAND MANAGEMENT AGENCIES

Section 450.316 (c) and (d) of the final rule require that the MPO consult with representatives of Indian Tribal governments when the MPA includes Indian Tribal lands and with representatives of Federal land management agencies when the MPA includes Federal public lands.

202.01 Strategies and Procedures for Involving Indian Tribal Governments:

All future conversations/ consultations/ correspondence with the American Indian Tribes will be initiated by the Federal Highway Administration rather than the MPO staff. If there is a new LRTP or TIP or an amendment to an existing LRTP or TIP, and the MPO needs to consult with the tribes, the MPO staff will take the following actions:

- (1) The MPO staff will call or email the Federal Highway Administration to advise them that a consultation is needed.
- (2) The MPO staff will draft a letter to the tribes and send it electronically to the FHWA via email.
- (3) The FHWA office will make whatever changes that their staff determines are needed in the letter drafted by the MPO staff.
- (4) If the FHWA letter differs significantly from what the MPO staff sent via email, FHWA will send it back to the MPO for review.

- (5) After this review, FHWA will put the letter on FHWA letterhead and mail it to the Indians.

202.02 **Strategies and Procedures for Involving Federal Land Management**

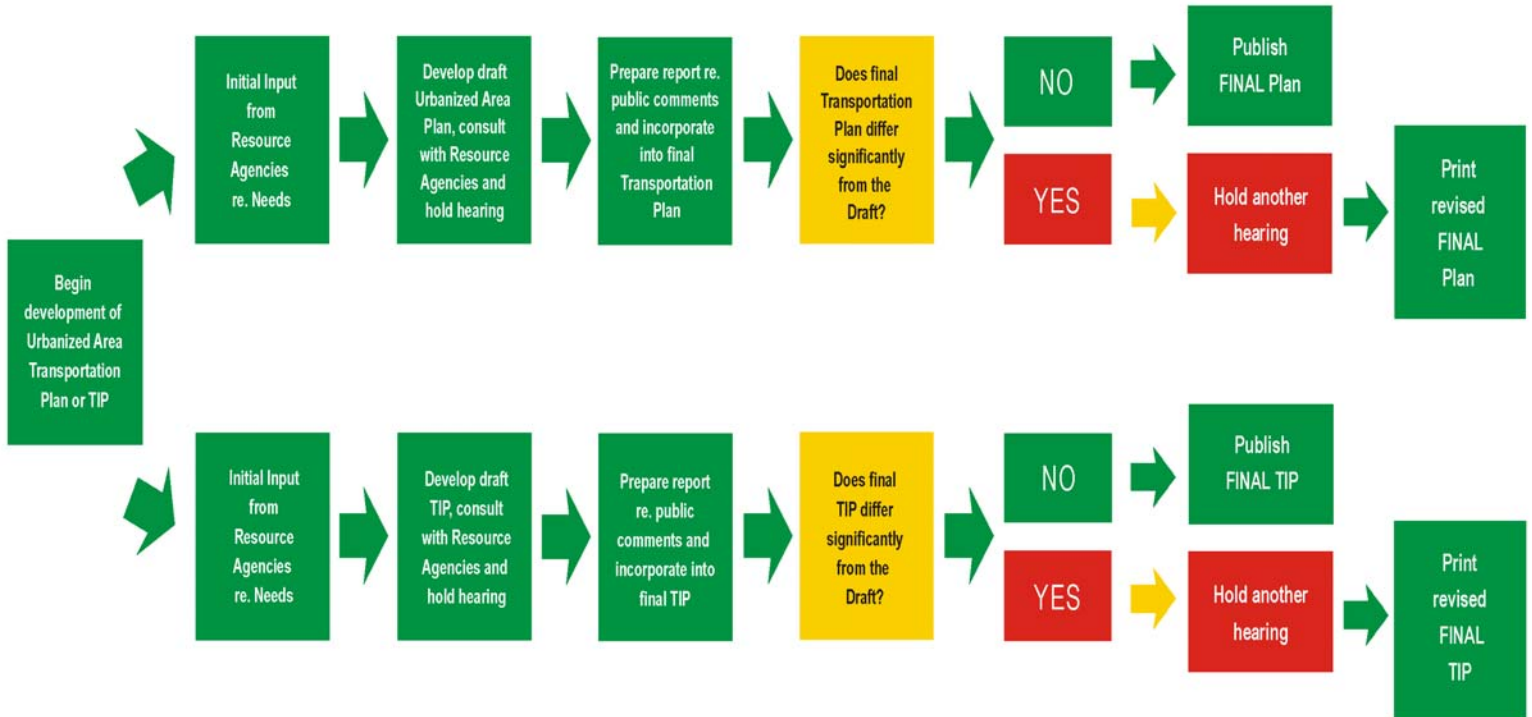
Agencies: Since the Natchez Trace Parkway is Federal public land, a representative of the U. S. Department of Interior, Natchez Trace Parkway, is now a member of the Intermodal Technical Committee.

**SECTION 203-DOCUMENTED PROCESS OUTLINING ROLES, RESPONSIBILITIES,
AND KEY DECISION POINTS FOR CONSULTING WITH OTHER GOVERNMENTS
AND AGENCIES**

Section 450.316 (e) of the final rule states: “MPO’s shall, to the extent practicable, develop a documented process (es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies—.” Appendix A on the next page is a flow chart that outlines the key decision points for consulting with the public and various resource agencies and organizations regarding the development of the Urbanized Area Transportation Plan and the Transportation Improvement Program.

Appendix A:
KEY DECISION POINTS

**Development of the
Urbanized Area Transportation Plan and Transportation Improvement Program**



APPENDIX B
INTERMODAL TECHNICAL COMMITTEE
(AS OF MARCH, 2008)

CENTRAL MISSISSIPPI PLANNING AND DEVELOPMENT DISTRICT (ONE VOTE):

Larry Smith, Director of Planning, Technical Committee Chairman
Mike Monk, Senior Transportation Planner (Alternate)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION-MEMBERS (4 VOTES):

Jeff Pierce, State Planning Engineer
Al Brantley, Assistant State Planning Engineer
Mike Merry, MPO Coordinator
Frank Greer, District 5 Assistant Construction Engineer

FEDERAL HIGHWAY ADMINISTRATION (NON-VOTING):

Randal (Randy) L. Jansen, Planning Engineer

FEDERAL TRANSIT ADMINISTRATION (ATLANTA-NON-VOTING):

Jeffery Anoka, Transportation Program Specialist (Note: Mr. Anoka is also the point of contact for the Metropolitan Planning Organization)

HINDS COUNTY (ONE VOTE):

Carl Frelix, Director of Public Works

MADISON COUNTY (ONE VOTE):

Rudy M. Warnock, Jr., County Engineer

RANKIN COUNTY (ONE VOTE):

George Bobo, Rankin County Road Manager

APPENDIX B: INTERMODAL TECHNICAL COMMITTEE-CONTINUED:

CITY OF JACKSON (5 VOTES):

Thelman Boyd, Director of Public Works

David Willis, Public Works Deputy Director of Operations

Ester Ainsworth, Director, Department of Planning and Development

Regina Melson, Senior Planner (for Assistant Planning Director, Transportation Planning Division)

Bruce Thames, Infrastructure Manager, Infrastructure Management Division (for Traffic Engineering Section of Public Works)

CITY OF BRANDON (ONE VOTE):

Kathy Goolsby, Director of Public Works

George P. (Pat) Guest, Brandon Engineer (Alternate)

CITY OF CANTON (ONE VOTE):

Leon Davis, Public Works Director

CITY OF CLINTON (ONE VOTE):

Richard Broome, City Engineer

Mike Parker, Public Works Director (Alternate)

TOWN OF FLORA (ONE VOTE):

Michael Westbrook, Alderman

CITY OF FLORENCE (ONE VOTE):

Tim Parker, Florence Engineer

CITY OF FLOWOOD (ONE VOTE):

Garry Miller, Public Works Director

APPENDIX B: INTERMODAL TECHNICAL COMMITTEE-CONTINUED:

CITY OF MADISON (ONE VOTE):

Denson Robinson, Public Works Director
Danny Lee, Assistant Public Works Director
or Tommy Boxx (Alternates)

CITY OF PEARL (ONE VOTE):

Rick Ferguson, Pearl Engineer

TOWN OF PELAHATCHIE (ONE VOTE):

Tommy Griffin, Public Works Director

TOWN OF RAYMOND (ONE VOTE):

Bill Owen, Raymond Engineer

CITY OF RICHLAND (ONE VOTE):

Allen Scott, Richland Engineer

CITY OF RIDGELAND (ONE VOTE):

Mike McCollum, Public Works Director
David E. Williams, City Engineer (Alternate)

TOWN OF TERRY (ONE VOTE):

Mayor Roderick Nicholson

APPENDIX B: INTERMODAL TECHNICAL COMMITTEE-CONTINUED:

OTHER AGENCIES AND ORGANIZATIONS

JACKSON MUNICIPAL AIRPORT AUTHORITY (ONE VOTE):

Woodrow (Woody) Wilson

BICYCLE ADVOCACY GROUP OF MISSISSIPPI (ONE VOTE):

Michael Harrison, Executive Director or

Tom Martin (The Bike Rack)

J. B. HUNT TRANSPORTATION SERVICES (ONE VOTE):

Stan Martin

PEARL RIVER VALLEY WATER SUPPLY DISTRICT (ONE VOTE):

Dan Gaillet, Engineer

GREATER JACKSON ALLIANCE (ONE VOTE):

Lewis Slater

MISSISSIPPI DEVELOPMENT AUTHORITY (ONE VOTE):

Sonny Thomas

MISSISSIPPI RAILROAD ASSOCIATION (ONE VOTE):

Clifford Thompson, Executive Director

Jim Thompson (Alternate)

NATCHEZ TRACE PARKWAY

D. Craig Stubblefield, Chief of Resource Management

APPENDIX C-DEFINITIONS

“Final Rule”: The Statewide Transportation Planning and Metropolitan Transportation Planning: Final Rule issued by the U. S. Department of Transportation (Federal Highway Administration and Federal Transit Administration), effective March 16, 2007, implementing the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Public Law 109-59, August 10, 2005). These are regulations regarding the metropolitan transportation planning process required of all “urbanized areas” (see definition) in the United States.

Intermodal Technical Committee: This is the advisory body comprised of engineers, public works directors, planners and other technical personnel who represent all municipalities, counties, the Mississippi Department of Transportation, Federal Highway Administration, Federal Transit Administration, and other agencies and organizations inside the study area of the “Urbanized Area Transportation Plan” (see definition). The Intermodal Technical Committee makes recommendations to the Metropolitan Planning Organization regarding transportation issues. See Appendix B for list of members.

Metropolitan Planning Area or MPA: The geographic area determined by agreement between the metropolitan planning organization (MPO—see definition) for the area and the Governor, in which the metropolitan transportation planning process is carried out. In the Jackson area, the MPA includes all of Copiah, Hinds, Madison, Rankin and Simpson counties. This is the area for which both short and long-range advance transportation planning is accomplished.

Metropolitan Planning Organization or MPO: The policy board of an organization created and designated to carry out the metropolitan transportation planning process. The MPO consists of mayors, county supervisors, minority representatives of Hinds, Madison and Rankin counties, the Mississippi Department of Transportation (MDOT) and the Federal Highway Administration (FHWA). *The mayors who serve on the MPO include only those mayors representing municipalities inside the study boundary of the “Urbanized Area Transportation Plan” (see definition). County supervisors on the MPO representing Hinds, Madison and Rankin counties are the only supervisors from the geographic area encompassed by the “Urbanized Area Transportation Plan.”*

Prospectus: The document which establishes organizational structure and responsibilities of the MPO, in addition to prescribing the procedures for carrying out the Transportation Planning Process and the products resulting from the process (see CMPDD website at www.cmpdd.org to view the Prospectus).

APPENDIX C-DEFINITIONS-CONTINUED:

Resource Agencies or Organizations: See “Stakeholders Committee”.

Stakeholders Committee (or Transportation Stakeholders Committee): Individuals and representatives of agencies or organizations which are not represented on the Intermodal Technical Committee but which are affected by transportation decisions and which are involved in transportation planning-related activities. The agencies or organizations included on the Stakeholders Committee may also be referred to as “resource agencies or organizations.”

Transportation Improvement Program: A prioritized listing of transportation projects covering a period of at least four years that is developed and formally adopted by an MPO as part of the Transportation Planning Process, consistent with the “Urbanized Area Transportation Plan”, and required for use of certain U. S. Department of Transportation funds.

Urbanized Area: The geographic area with a population of 50,000 or more, as designated by the Bureau of the Census. This is the area that is *currently “urbanized” or closely settled*, as opposed to the study area of the “Urbanized Area Transportation Plan” (see definition).

Urbanized Area Transportation Plan: This is referred to in the final rule as the “metropolitan transportation plan.” However, the *Urbanized Area Transportation Plan developed by the MPO includes ONLY the area that is expected to become “urbanized” or closely settled by the horizon date of the Transportation Plan.* In other words, the Transportation Plan DOES NOT include the entire MPA. The urbanized area encompassed by the Transportation Plan is the territory for which a computerized traffic simulation “model” is developed to produce traffic projections on streets and highways for the future, based upon projections of population, housing, employment, school enrollment and other factors. The Urbanized Area Transportation Plan is official multimodal transportation plan addressing no less than a 20-year planning horizon that is developed, adopted, and updated by the MPO through the Transportation Planning Process.

APPENDIX D

TRANSPORTATION STAKEHOLDERS COMMITTEE

The following agencies or groups of persons will be consulted by the Metropolitan Planning Organization in developing the Urbanized Area Transportation Plan, the Transportation Improvement Program and on other transportation planning-related issues as necessary. Each of these agencies or groups were invited to designate members to the Stakeholders Committee:

Public Transportation Employees:

- JATRAM employees (the only fixed route transit service in the MPA)
- Human Resource Agencies employees (non-fixed route transit services)

Freight Shippers and Providers (Rail and Truck):

- Shippers-Representatives of companies who use freight services

Private Transportation Providers:

- Taxicab and Limousine Services

Users of Public Transportation:

- JATRAM riders
- Human Resource Agency transit users

Pedestrian Walkway Users:

- Safe Routes to Schools -facility users

Traditionally Underserved Groups:

- Human Resource Agency representatives and clients

Agencies Involved with State Planned Growth and Economic Development:

- Delta Regional Authority: A Federal and State partnership
- Mississippi Association of Supervisors
- Mississippi Municipal League

APPENDIX D: TRANSPORTATION STAKEHOLDER COMMITTEE:

Agencies Involved in Local Economic Development:

- Hinds County Economic Development District
- Madison County Economic Development Authority (MCEDA);
- Madison County Foundation; and
- Rankin County First Economic Development.

Agencies Involved in Environmental Protection:

- The U. S. Environmental Protection Agency (EPA);
- The Mississippi Department of Environmental Quality (MDEQ);
- U. S. Army Corps of Engineers (USACE);
- Mississippi Department of Wildlife, Fisheries and Parks;
- United States Fish and Wildlife Service; and
- The United States Forest Service.

Agencies Involved with Protection and Preservation of Historic Structures and Sites:

- Mississippi Department of Archives and History
- Mississippi Heritage Trust

Recipients of Assistance Under Title 49, U. S. C., Chapter 53:

- JATRAN representative
- Human Resource Agency representatives

Non-Profit Organizations That Receive Federal Assistance from Sources Other Than U. S. Department of Transportation for Non-Emergency Transportation Services:

- CMPDD, as the Area Agency on Aging: Provides transit *operating assistance* to Human Resource Agencies through U. S. Department of Health and Human Services funds
- CMPDD, through funds for transportation *services provided directly to individuals* under the Temporary Assistance to Needy Families (TANF) program financed through U. S. Department of Health and Human Services funds

APPENDIX D: TRANSPORTATION STAKEHOLDER COMMITTEE:

Agencies Receiving Assistance Under Section 204, Title 23, U. S. C. (Forest Highways):

- U. S. Forestry Service

APPENDIX E
PLACES WHERE LONG-RANGE TRANSPORTATION PLANS
AND TRANSPORTATION IMPROVEMENT PROGRAMS WILL BE LOCATED

In addition to making the draft and final Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) available for review on the CMPDD website at www.cmpdd.org, these documents are also made available at the following libraries in the Jackson Urbanized Area LRTP study boundary:

<p>The Eudora Welty Library (Main Library of the Jackson/ Hinds Library System) 300 North State Street Jackson, MS 39201 Phone (601) 968-5811</p>	<p>Beverly J. Brown Branch 7395 Siwell Road Jackson, MS Phone (601) 372-0954</p>
<p>Fannie Lou Hamer Branch 3450 Albermarle Road Jackson, MS 39213 Phone (601) 362-3012</p>	<p>Margaret Walker Alexander Library 2525 Robinson Road Jackson, MS 39209-0358 Phone (601) 354-8911</p>
<p>A.E. Wood Memorial - Clinton Clinton Public Library 111 Clinton Blvd. Clinton, MS 39056-5121 Phone (601) 924-5684</p>	<p>Willie Morris Branch 4912 Old Canton Rd. Jackson, MS 39211 Phone (601) 987-8181</p>
<p>Medgar Evers Boulevard Branch 4215 Medgar Evers Blvd. Jackson, MS 39213 Phone (601) 982-2867</p>	<p>Northside Branch 807 East Northside Drive Jackson, MS 39206-5537 Phone (601) 366-0021</p>
<p>Raymond Library 126 West Court Street Raymond, MS 39154 Phone (601) 857-8721</p>	<p>Richard Wright Branch 515 West McDowell Road Jackson, MS 39204 Phone (601) 372-1621</p>

<p>Ella Bess Austin Library 320 West Cunningham Avenue Terry, MS 39170-0155 Phone (601) 878-5336</p>	<p>R. G. Bolden/ Anna Bell Moore Branch 1450 Wiggins Raod Jackson, MS 39209 Phone (601) 922-6076</p>
<p>Canton (Main office of Madison County Library System) 102 Priestley Street Canton, MS 39046 Phone (601)-859-3202</p>	<p>Camden Branch 116 Parkside Ave. Camden, MS 39045 Phone / Fax (662)-468-0309</p>
<p>Flora Branch 144 Clark St. Flora, MS 39071 Phone / Fax (601)-879-8835</p>	<p>Madison Branch 994 Madison Ave. Madison, MS 39110 Phone (601)-856-2749</p>
<p>Ridgeland Branch 397 Highway 51 Ridgeland, MS 39157 Phone (601)-856-4536</p>	<p>Central Mississippi Regional Library System 1475 W. Government Street Brandon, MS 39042 Phone (601) 825-2672</p>
<p>Pearl Branch 2416 Old Brandon Road Pearl, MS 39208 Phone 601-932-2562</p>	<p>Pelahatchie Branch 603 Highway 80 East Pelahatchie, Ms 39145 Phone (601) 854-8764</p>
<p>G. Chastaine Flynt Memorial Library 103 Winners Circle Flowood, MS 39232 Phone (601) 919-1911</p>	<p>Florence Branch Library 115 West Main Street Florence, Ms 39073 Phone (601) 845-6032</p>
<p>Northwest Point Reservoir Library 2230 Spillway Road Brandon, MS 39047 Phone (601) 992-2539</p>	<p>Richland Public Library 370 Scarbrough Street Richland, MS 39218 Phone (601) 932-1846</p>

APPENDIX F
TIMELINE DEMONSTRATING COMPLIANCE WITH FEDERAL
METROPOLITAN TRANSPORTATION PLANNING FINAL RULE
AND PARTICIPATION PLAN

DECEMBER 7, 2007: CMPDD MEMORANDUM SENT TO ALL TRANSPORTATION STAKEHOLDERS IDENTIFIED IN PROPOSED *PARTICIPATION PLAN* (WITH COPIES OF PLAN) NOTIFYING THEM OF THE FIRST MEETING OF THE STAKEHOLDERS COMMITTEE TO BE HELD ON JANUARY 24, 2008.

DECEMBER 7, 2007: MDOT ADVISES JACKSON MPO VIA EMAIL THAT FHWA “HAS AGREED THAT IT IS PERMISSIBLE FOR MDOT AND EACH OF THE MPO’S TO COMMUNICATE WITH THE AMERICAN INDIANS DIRECTLY.”

DECEMBER 7, 2007: CMPDD MEMORANDUM SENT TO INDIAN TRIBAL GOVERNMENTS REGARDING PROPOSED *PARTICIPATION PLAN* (WITH COPIES OF PLAN) NOTIFYING THEM OF A PUBLIC HEARING TO BE HELD ON JANUARY 24, 2008.

DECEMBER 10, 2007: NOTICE OF PUBLIC HEARING APPEARS IN THE *CLARION-LEDGER* AND THE *JACKSON ADVOCATE* REGARDING PROPOSED *PARTICIPATION PLAN*: FINAL RULE REQUIRES THAT “—A MINIMUM PUBLIC COMMENT PERIOD OF 45 DAYS SHALL BE PROVIDED BEFORE THE INITIAL OR REVISED PARTICIPATION PLAN IS ADOPTED BY THE MPO.”

JANUARY 3, 2008: FHWA ADVISES MDOT AND MPO’S THAT INDIAN TRIBES HAVE REQUESTED “—THAT ALL CONSULTATIONS (WITH THE TRIBES) BE INITIATED BY FHWA.”

JANUARY 17, 2008: FHWA SENDS COPIES OF PROPOSED *PARTICIPATION PLAN* TO INDIAN TRIBES REQUESTING REVIEW AND COMMENT BY THE TRIBES. INDIAN TRIBAL GOVERNMENTS REQUEST 60 DAYS IN WHICH TO REVIEW THE PROPOSED PARTICIPATION PLAN.

JANUARY 24, 2007: PUBLIC HEARING ON PROPOSED *PARTICIPATION PLAN* WAS HELD IN CONJUNCTION WITH MEETING OF THE INTERMODAL TECHNICAL COMMITTEE AND STAKEHOLDERS COMMITTEE, 46 DAYS AFTER THE NOTICES APPEARED IN THE ABOVE NEWSPAPERS.

MARCH 13, 2008: PROPOSED *PARTICIPATION PLAN*, AS AMENDED BASED ON COMMENTS RECEIVED AT PUBLIC HEARING AND COMMENTS FROM FHWA,

SUBMITTED TO INTERMODAL TECHNICAL COMMITTEE FOR FINAL RECOMMENDATIONS. INTERMODAL TECHNICAL COMMITTEE RECOMMENDS ADOPTION OF THE *PARTICIPATION PLAN* AS AMENDED.

MARCH 27, 2008: PROPOSED *PARTICIPATION PLAN*, AS AMENDED, SUBMITTED TO METROPOLITAN PLANNING ORGANIZATION FOR ADOPTION. THIS IS 71 DAYS AFTER COPIES OF PROPOSED PARTICIPATION PLAN WERE SENT TO INDIAN TRIBES BY FHWA.