



2050 Metropolitan Transportation Plan



Technical Report #7

DRAFT – Federal Compliance Checklist

September 2025

Prepared by:





Central Mississippi Planning & Development District **2050 Metropolitan Transportation Plan**

This Plan was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Mississippi Department of Transportation (MDOT), and local governments in partial fulfillment of requirements in Title 23 USC 134 and 135, amended by the IIJA, Sections 11201 and 11525, October 1, 2021. The contents of this document do not necessarily reflect the official views or policies of the USDOT.

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1.0 Introduction

The Central Mississippi Planning & Development District (CMPDD), the regional Metropolitan Planning Organization (MPO), is responsible for developing and carrying out a Continuing, Cooperative, and Comprehensive (3-C) transportation planning process in the metropolitan area.

The Metropolitan Transportation Plan (MTP) is a part of this 3-C planning process and has specific requirements set forth in federal legislation. These requirements are the focus of this technical report.

2.0 Federal Compliance Checklist

This checklist demonstrates how the CMPDD 2050 Metropolitan Transportation Plan complies with federal requirements for metropolitan transportation plans as set forth in 23 U.S.C. 134 and 23 CFR 450.324.

A. Document Format	Yes/No	Comment	
1. Cover Page			
a. Name of MPO	Yes	Central Mississippi Planning & Development District	
b. Name of plan	Yes	CMPDD 2050 Metropolitan Transportation Plan	
c. Effective date of plan (see Section B.2)	Yes	Adoption resolution included in main report	
2. Table of Contents	Yes	The Main Report and Technical Reports all have ToC	
3. Copy of resolution formally adopting the MTP	Yes	Located in the Main Report, Pg. 0 before i	
B. General Requirements	Yes/No/NA	Comment	CFR Reference
1. The plan must be developed through a performance-driven, outcome-based approach.	Yes	Technical Reports detail the analysis used to create a data-driven MTP process including, but not limited to, project scoring criteria, public input, financial funding forecasts, etc.	23 CFR 450.324(a)
2. The plan must address a planning horizon of no less than 20 years from the effective date.	Yes	The MTP covers a 25-year span, ending in Year 2050.	23 CFR 450.324(a)
a. For nonattainment and maintenance areas, the effective date is the date of conformity issued by FHWA and FTA.	N/A	None of the Counties within the planning area are Nonattainment or Maintenance Areas.	
b. For attainment areas, the effective date is the date of adoption by the MPO.	Yes	Anticipated in November of 2025	
3. The development of the MTP must consider the following planning factors as they relate to the minimum 20-year forecast period:	Yes	All the planning factors are discussed in <i>Technical Report #5: Plan Development</i> which also addresses how the MTP goals and objectives support each planning factor. Additionally, the Technical Reports address the planning factors through analysis of various modes, forecasting, and the development of projects and strategies. The Technical Reports that cover each planning factor are listed in the comment.	23 CFR 450.324(a)
a. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	Yes	<i>Technical Report #4: Needs Assessment</i> <i>Technical Report #5: Plan Development</i>	23 CFR 450.306(b)(1)

B. General Requirements	Yes/No/NA	Comment	CFR Reference
b. Increase the safety of the transportation system for motorized and non-motorized users.	Yes	Technical Report #2: State of Current Systems Technical Report #4: Needs Assessment Technical Report #5: Plan Development	23 CFR 450.306(b)(2)
c. Increase the security of the transportation system for motorized and non-motorized users.	Yes	Technical Report #2: State of Current Systems Technical Report #3: Transportation Performance Management Technical Report #4: Needs Assessment Technical Report #5: Plan Development	23 CFR 450.306(b)(3)
d. Increase accessibility and mobility of people and freight.	Yes	Technical Report #2: State of Current Systems Technical Report #4: Needs Assessment Technical Report #5: Plan Development	23 CFR 450.306(b)(4)
e. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	Yes	Technical Report #1: Model Development Report Technical Report #4: Needs Assessment Technical Report #5: Plan Development	23 CFR 450.306(b)(5)
f. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	Yes	Technical Report #4: Needs Assessment Technical Report #5: Plan Development	23 CFR 450.306(b)(6)
g. Promote efficient system management and operation.	Yes	Technical Report #4: Needs Assessment Technical Report #5: Plan Development	23 CFR 450.306(b)(7)
h. Emphasize the preservation of the existing transportation system.	Yes	Technical Report #2: State of Current Systems Technical Report #4: Needs Assessment Technical Report #5: Plan Development	23 CFR 450.306(b)(8)
i. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	Yes	Technical Report #4: Needs Assessment Technical Report #5: Plan Development	23 CFR 450.36(b)(9)
j. Enhance travel and tourism.	Yes	Technical Report #4: Needs Assessment Technical Report #5: Plan Development	23 CFR 450.306(b)(10)

B. General Requirements	Yes/No/NA	Comment	CFR Reference
4. The plan must include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.	Yes	Technical Report #4: Needs Assessment and Technical Report #5: Plan Development discuss short-term and long-term projects, as well as strategies, that can be used to address existing and forecast concerns within the region's transportation networks.	23 CFR 450.324(b)
5. The integrated multimodal transportation system must include accessible pedestrian walkways and bicycle transportation facilities.	Yes	Technical Report #4: Needs Assessment and Technical Report #5: Plan Development discuss short-term projects, as well as strategies, to address the needs of non-motorized users, including safety and security concerns.	
6. The plan must be reviewed and updated within the time period required by Federal regulation to confirm the plan's validity and consistency with current and forecasted transportation and land use conditions and trends, and to extend the forecast period to at least a 20-year planning horizon.	Yes	2045 Metropolitan Transportation Plan adopted in November 2020.	23 CFR 450.324(c)
a. For air quality nonattainment and maintenance areas, the plan must be reviewed and updated at least every 4 years.	N/A	None of the counties within the planning area are Nonattainment or Maintenance Areas.	
b. For attainment areas, the plan must be reviewed and updated at least every 5 years.	Yes	Adoption of 2050 Metropolitan Transportation Plan anticipated November 2025.	
7. The MPO must approve and submit the plan to MDOT for information purposes.	Yes	MDOT received the plan from CMPDD.	
8. The MPO must provide copies of any revised or updated plan to FHWA and FTA.	Yes	CMPDD will provide updated documents when revisions are made.	
9. The MPO may revise the transportation plan at any time using the procedures in this checklist without a requirement to extend the horizon year.	Yes	The MPO's Participation Plan outlines plan amendment and modification procedures.	
10. MPO's in areas that are in nonattainment for ozone or carbon monoxide must coordinate the development of the plan with the process for developing TCM's in the Mississippi SIP.	N/A	None of the Counties within the planning area are Nonattainment or Maintenance Areas.	23 CFR 450.324(d)
11. The MPO, State, and public transit operators must validate data used in preparing other existing modal plans for providing input to the MTP.	Yes	The MTP uses data provided by the MPO's partner agencies to stay consistent with their findings and reports.	23 CFR 450.324(e)
12. For updates to the MTP, the MPO must use the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity.	Yes	The MPO, its partner agencies, and the consulting firm that assisted in MTP development used the most recently available data to conduct analyses, develop forecast estimates, and develop the staged improvement program.	

B. General Requirements	Yes/No/NA	Comment	CFR Reference
13. The MTP contents and supporting analyses produced by the MTP must be approved by the MPO.	Yes	Anticipate adoption November 2025.	23 CFR 450.324(e)
14. Depending on the needs and complexity of the community, the MPO may voluntarily elect to develop multiple scenarios for consideration as part of the MTP. If multiple scenarios are developed, the MPO is encouraged to consider:	N/A		23 CFR 450.324(i) 23 CFR 450.324(i)(1)
a. Potential regional investment strategies for the planning horizon.	N/A		23 CFR 450.324(i)(1)(i)
b. Assumed distribution of population and employment.	N/A		23 CFR 450.324(i)(1)(ii)
c. A scenario that, to the maximum extent practicable, maintains baseline conditions for the performance areas identified in State transportation plans and transportation processes as well as any other 49 USC Chapter 53 plans developed by public transportation providers.	N/A		23 CFR 450.324(i)(1)(iii)
d. A scenario that improves the baseline conditions for as many of the performance measures identified in State transportation plans and transportation processes as well as any other 49 USC Chapter 53 plans developed by public transportation providers.	N/A		23 CFR 450.324(i)(1)(iv)
e. Revenue constrained scenarios based on the total revenues expected to be available over the forecast period of the plan.	N/A		23 CFR 450.324(i)(1)(v)
f. Estimated costs and potential revenues available to support each scenario.	N/A		23 CFR 450.324(i)(1)(vi)
g. Performance measures (as specified under the Required Elements section of this checklist) used to evaluate each scenario. If local measures are used, these must be included as well.	N/A		23 CFR 450.324(i)(2)

C. Consultation, Coordination, and Public Involvement Requirements	Yes/No/NA	Comment	CFR Reference
1. Concerning the development of the MTP, the MPO must describe consultation (as appropriate) with the State and local agencies responsible for:	Yes		
a. Land use management.	Yes		
b. Natural resources.	Yes	Outreach actions, including consultation with stakeholders and the agencies contacted, can be found in <i>Technical Report #5: Plan Development</i> .	23 CFR 450.324(g)
c. Environmental protection.	Yes		
d. Conservation.	Yes		
e. Historic preservation.	Yes		
2. Consultation with the State and local agencies must include, as appropriate:			
a. Comparison of transportation plans with State conservation plans or maps, if available.	Yes	Avoidance or mitigation of impacts to conservation areas is discussed in <i>Technical Report #5: Plan Development</i> .	23 CFR 450.324(g)(1)
b. Comparison of transportation plans to inventories of natural or historic resources, if available.	Yes	Avoidance or mitigation of impacts to natural or historic resources is discussed in <i>Technical Report #5: Plan Development</i> .	23 CFR 450.324(g)(2)
3. The MTP should integrate the priorities, goals, countermeasures, strategies, or projects for the MPA contained in the Highway Safety Improvement Plan (HSIP), including:	Yes	While not explicitly mentioned, the effect of the HSIP on the plan is discussed in <i>Technical Report #2: State of Current Systems</i> . Additionally, <i>Technical Report #3: Transportation Performance Management</i> , <i>Technical Report #4: Needs Assessment</i> , and <i>Technical Report #5: Plan Development</i> lay out priorities, performance, goals, projects, and strategies to address safety concerns in line with the HSIP.	23 CFR 450.324(h)
a. Strategic Highway Safety Plan.	Yes		
b. Public Transportation Agency Safety Plan or Interim Agency Safety Plan.	Yes		
4. The MTP may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users.	Yes	<i>Technical Report #4: Needs Assessment</i> addresses security concerns, emergency plans, and the MPO's role in security.	23 CFR 450.324(h)
5. The MPO must use their documented public participation plan for providing the opportunity for involvement in the development process for the MTP.	Yes	The MPO's PPP was referenced during the MTP process and was followed to select the number and type of engagement events and length of the commenting period.	23 CFR 450.324(j)

C. Consultation, Coordination, and Public Involvement Requirements	Yes/No/NA		Comment	CFR Reference
6. The MTP must be published or made readily available for public review, including (to the maximum extent practicable) in electronically accessible formats and means.	Yes		The DRAFT MTP was available online on the MPO's website and in-person at community meetings and at the CMPDD. The Final MTP is located on the MPO's website, www.cmpdd.org .	23 CFR 450.324(k)
D. Required Planning Elements	Yes/No/NA	Page #	Comment	CFR Reference
1. Current and projected transportation demand of persons and goods in the MPA during the MTP planning period.	Yes		Main Report - various Ch. 3 and Ch. 4 of <i>Technical Report #2: State of Current Systems</i> Ch. 3 and Ch. 4 of <i>Technical Report #4: Needs Assessment</i>	23 CFR 450.324(f)(1)
2. Existing and proposed multimodal transportation facilities that should function as an integrated metropolitan transportation system during the MTP planning period, with an emphasis given to the facilities that serve important national and regional functions. Facilities include but are not limited to:	Yes		<i>Technical Report #2: State of Current Systems</i> <i>Technical Report #4: Needs Assessment</i> <i>Technical Report #5: Plan Development</i>	23 CFR 450.324(f)(2)
a. Major roadways.	Yes			
b. Public transportation facilities.	Yes			
c. Intercity bus facilities.	Yes			
d. Multimodal and intermodal facilities.	Yes			
e. Non-motorized transportation facilities (such as pedestrian walkways and bicycle facilities).	Yes			
f. Intermodal connectors.	Yes			
3. Description of performance measures and performance targets used in assessing the performance of the transportation system which are described in State transportation plans and transportation processes as well as any other 49 USC Chapter 53 plans developed by public transportation providers.	Yes		<i>Technical Report #3: Transportation Performance Management</i>	23 CFR 450.324(f)(3)
4. A system performance report which evaluates the condition and performance of the transportation system with respect to the performance targets described in Section D.3, which must include:	Yes		<i>Technical Report #3: Transportation Performance Management</i>	23 CFR 450.324(f)(4)

D. Required Planning Elements	Yes/No/NA	Page #	Comment	CFR Reference
a. Progress achieved in meeting performance targets in comparison to performance recorded in previous reports, including baseline data.	Yes		<i>Technical Report #3: Transportation Performance Management</i>	23 CFR 450.324(f)(4)(i)
b. If the MPO voluntarily elects to develop multiple planning scenarios, an analysis of how the preferred scenario improved the conditions and performance of the transportation system and how changes in local policies and investments impacted the costs necessary to achieve the identified performance targets.	N/A			23 CFR 450.324(f)(ii)
5. Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.	Yes		Ch. 3 of <i>Technical Report #5: Plan Development</i>	23 CFR 450.324(f)(5)
6. Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.	Yes		<i>Technical Report #6: Congestion Management Process</i>	23 CFR 450.324(f)(6)
7. Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters.	Yes		Various chapters within: <i>Technical Report #4: Needs Assessment</i> <i>Technical Report #5: Plan Development</i>	23 CFR 450.324(f)(7)
a. Projects and strategies that address areas or corridors where current or projected congestion threatens the efficiency of key elements of the transportation system may be considered.	Yes		Various chapters within: <i>Technical Report #4: Needs Assessment</i> <i>Technical Report #5: Plan Development</i> <i>Technical Report #6: Congestion Management Process</i>	
8. Description of transportation and transit enhancement activities, which must include, as appropriate:				
a. Consideration of the role intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner.	Yes		Ch. 5 of <i>Technical Report #5: Plan Development</i>	23 CFR 450.324(f)(8)
b. Strategies and investments that preserve and enhance intercity bus systems, both public and privately owned and operated.	Yes		Ch. 5 of <i>Technical Report #5: Plan Development</i>	23 CFR 450.324(f)(8)

D. Required Planning Elements	Yes/No/NA	Page #	Comment	CFR Reference
c. Transportation Alternatives, as defined by the March 30, 2022 FHWA Transportation Alternatives Set-Aside Implementation Guidance document.	Yes		Various chapters of <i>Technical Report #5: Plan Development</i>	March 30, 2022 FHWA TA Set-Aside Implementation Guidance
d. Projects designed to enhance public transportation service or use that are physically or functionally related to transit facilities.	Yes		Various chapters of <i>Technical Report #5: Plan Development</i>	23 CFR 450.324(f)(8)
9. A description of all proposed improvements described in sufficient detail to develop cost estimates.	Yes		Chapters 4, 6, 7, and 8 of <i>Technical Report #5: Plan Development</i>	23 CFR 450.324(f)(9)
a. For nonattainment and maintenance areas, design concept and design scope of all existing and proposed transportation facilities in sufficient detail, regardless of funding source.	N/A		None of the Counties within the planning area are Nonattainment or Maintenance Areas.	23 CFR 450.324(f)(9)
10. A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. This discussion must be developed in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies.	Yes		Chapter 5 of <i>Technical Report #5: Plan Development</i>	23 CFR 450.324(f)(10)
a. The discussion may focus on policies, programs, or strategies, rather than at the project level	Yes		Chapter 5 of <i>Technical Report #5: Plan Development</i>	
b. The MPO may establish reasonable timeframes for performing this consultation	Yes		Chapter 5 of <i>Technical Report #5: Plan Development</i>	
11. A financial plan that demonstrates how the adopted transportation plan can be implemented.	Yes		Chapter 8 of <i>Technical Report #5: Plan Development</i>	23 CFR 450.324(f)(11)
12. System-level estimates of costs and revenue sources that are reasonably expected to be available to adequately maintain and operate:	Yes		Chapter 4 and Chapter 7 of <i>Technical Report #5: Plan Development</i>	23 CFR 450.324(f)(11)(i)
a. Public highways eligible for Federal-Aid Highway funding, except for highways functionally classified as a local road or a rural minor collector).	Yes		Chapter 7 of <i>Technical Report #5: Plan Development</i>	

D. Required Planning Elements	Yes/No/NA	Page #	Comment	CFR Reference
b. Public transportation, defined as regular, continuing shared-ride surface transportation services that are open to the general public or a segment of the general public defined by age, disability, or low income. It <u>does not</u> include intercity passenger rail, intercity bus service, charter bus service, school bus service, sightseeing service, courtesy shuttle service for patrons of specific establishments, or intra-terminal/intra-facility shuttle services.	Yes		Chapter 7 of <i>Technical Report #5: Plan Development</i>	23 CFR 450.324(f)(11)(i)
13. All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan must be identified. The estimates of funds available shall be cooperatively developed in accordance with the MPO Planning Agreement.	Yes		Chapter 7 of <i>Technical Report #5: Plan Development</i>	23 CFR 450.324(f)(11)(ii)
14. The financial plan must include recommendations on any additional financing strategies to fund projects and programs included in the MTP.	Yes		Chapter 7 of <i>Technical Report #5: Plan Development</i>	23 CFR 450.324(f)(11)(iii)
a. Strategies for ensuring availability of funds must be identified for any new funding sources.	Yes		Chapter 7 of <i>Technical Report #5: Plan Development</i>	
b. An assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan may also be included.	Yes		Chapter 7 of <i>Technical Report #5: Plan Development</i>	
15. All transportation projects and strategies proposed for funding with Federal, State, local, and private sources must be taken into account.	Yes		Chapter 8 of <i>Technical Report #5: Plan Development</i>	
16. Revenue and cost estimates that support the MTP must:				
a. Use an inflation rate(s) to reflect year of expenditure.	Yes		Chapter 4 and Chapter 8 of <i>Technical Report #5: Plan Development</i>	23 CFR 450.324(f)(11)(iv)
b. Be based on reasonable financial principals and information.	Yes		Chapter 4 of <i>Technical Report #5: Plan Development</i>	
c. Be developed cooperatively by the MPO, State, and public transportation operator(s).	Yes		Chapter 7 of <i>Technical Report #5: Plan Development</i>	
17. Financial plan may reflect aggregate cost ranges/bands for the outer years (beyond 10 years) of the MTP as long as future funding source(s) are reasonably expected to be available to support the project cost ranges/bands.	Yes		Chapter 4 and Chapter 8 of <i>Technical Report #5: Plan Development</i>	23 CFR 450.324(f)(11)(v)

D. Required Planning Elements	Yes/No/NA	Page #	Comment	CFR Reference
18. For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.	N/A		None of the Counties within the planning area are Nonattainment or Maintenance Areas.	23 CFR 450.324(f)(11)(vi)
19. For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.	Yes		Section 8.2 of <i>Technical Report #5: Plan Development</i>	23 CFR 450.324(f)(11)(vii)
20. If a revenue source is removed after the FHWA and FTA find an MTP to be fiscally constrained:				
a. The original determination of fiscal constraint will not be withdrawn by FHWA and FTA.	N/A			23 CFR 450.324(f)(11)(viii)
b. An updated or amended MTP will not be considered by FHWA and FTA unless the plan reflects the changed revenue situation.	N/A			
21. Pedestrian walkways and bicycle transportation facilities (where permitted), safety, and contiguous routes must be given due consideration in conjunction with all new construction and reconstruction of transportation facilities.	Yes		This is mentioned at various points in <i>Technical Report #4: Needs Assessment</i> and <i>Technical Report #5: Plan Development</i> .	23 CFR 450.324(f)(12)
E. Conformity Requirements	Yes/No/NA		Comment	CFR Reference
1. In nonattainment and maintenance areas for transportation-related pollutants, the MPO, as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations (40 CFR part 93, subpart A).	N/A		None of the Counties within the planning area are Nonattainment or Maintenance Areas.	23 CFR 450.324(m)
2. A 12-month conformity grace period will be implemented when an area misses an applicable deadline. At the end of this 12-month grace period, the existing conformity determination will lapse.	N/A		None of the Counties within the planning area are Nonattainment or Maintenance Areas.	40 CFR 93.104(b)(3)
3. If a conformity determination has lapsed, the MPO can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse.	N/A		None of the Counties within the planning area are Nonattainment or Maintenance Areas.	23 CFR 450.324(m)

E. Conformity Requirements	Yes/No/NA	Comment	CFR Reference
a. An interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of 23 CFR Part 450.324, subject to interagency consultation defined in 40 CFR part 93, subpart A.	N/A	None of the Counties within the planning area are Nonattainment or Maintenance Areas.	23 CFR 450.324(m)
b. An interim metropolitan transportation plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of 23 CFR Part 450.324.	N/A	None of the Counties within the planning area are Nonattainment or Maintenance Areas.	