

**WARNER ROBINS AREA TRANSPORTATION STUDY**

**PARTICIPATION PLAN**

PREPARED BY THE  
CITY OF WARNER ROBINS  
METROPOLITAN PLANNING ORGANIZATION

IN COOPERATION WITH THE  
GEORGIA DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY  
ADMINISTRATION, AND FEDERAL TRANSIT ADMINISTRATION

The opinions, findings, and conclusions in this publication are those of the author(s) and not necessarily those of the Georgia Department of Transportation, the Federal Highway Administration, or the Federal Transit Administration.

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## **I. Introduction and Background**

### **A. MPO Designation**

The Warner Robins Area Transportation Study (WRATS), the designated Metropolitan Planning Organization (MPO), study area includes the existing urbanized area for the Cities of Warner Robins, Perry, Byron, Centerville, Robins Air Force Base, the remaining portion of Houston County and the eastern portion of Peach County along Interstate 75. This area covers the urbanized area as well as the area that is expected to become urbanized over the next 20 years.

The WRATS planning process was mandated by the 1962 Highway Act which requires that a transportation planning process be established in all metropolitan areas with a population greater than 50,000. With the completion of the 1980 US Census, Warner Robins was officially designated as an urbanized area. In March 2013, the 2010 US Census-defined Urbanized Area Boundary (UAB) was smoothed and the Metropolitan Planning Area (MPA) or MPO Boundary was updated in May 2014 to incorporate two, new Traffic Analysis Zones (TAZ) containing the Perry-Houston County Airport. A map of the new MPO Boundary can be found in Appendix A. The goal of the Warner Robins Area Transportation Study (WRATS) is to ensure that federal-aid transportation projects are planned in a continuous, coordinated and comprehensive manner. Before federal funds can be expended on a project in the WRATS study area, the project must be included in the WRATS planning process.

### **B. Public Involvement Process**

The public involvement process is intended to provide a framework through which the citizens of the community can participate in an advisory capacity in the planning and programming of transportation improvements. Public involvement in transportation planning was required with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. Federal regulations called for a proactive citizen participation process. This regulation has continued in Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), the current federal transportation legislation. MAP-21 requires that all urbanized areas such as Warner Robins have written guidelines called a Participation Plan (PP) incorporating citizen participation into the planning process.

The public involvement process must also comply with Title VI of the Civil Rights Act of 1964 by not discriminating on the basis of race, color, and national origin and must consider the program's impact on Environmental Justice (EJ) populations. The intention of the focus on EJ populations is to identify potential transportation planning projects and programs that could adversely impact minorities and low income populations early in the project

development process. If potential adverse impacts are identified, the impacts can be weighed against other goals and objectives of the planning process, and if appropriate, mitigating changes to the plans and programs can be made.

### **C. WRATS Organization**

The City of Warner Robins is the lead agency and designated MPO for the Warner Robins Urbanized Area. The WRATS is composed of elected, appointed, and advisory officials from the federal, state and local levels. The MPO staff is responsible for developing a detailed schedule of individual transportation plans and program deadlines for the fiscal year. The schedule includes such dates as: estimated completion dates, public notices, committee meetings, outreach activities, key decision points and when reference material or educational tools are needed. As a result of many organizational meetings, three committees were formed and participants identified. Each committee operates by its respective bylaws.

#### Policy Committee

The Policy Committee (PC) is responsible for establishment of policy and for review and adoption of goals, objectives, plans, and programs developed by the Study. Voting members are policy level representatives from Warner Robins, Centerville, Byron, Perry, Robins AFB, Houston County, Peach County, Georgia DOT, Middle Georgia Regional Commission (MGRC), and the Chairman of the Citizens Advisory Committee. The Federal Highway Administration (FHWA) is represented in a non-voting capacity.

#### Technical Coordinating Committee

The Technical Coordinating Committee (TCC) is comprised of individuals whose special skills and training are necessary to undertake development of a comprehensive transportation planning process. Voting members are in technical positions representing the same entities listed above in the Policy Committee, plus the Houston County Board of Education and Perry-Houston County Airport. The TCC provides guidance and makes recommendations to the Policy Committee, Citizens Advisory Committee, and other agencies upon the work program and studies. This body is also responsible for coordinating the maintenance of inventories of current data used as input to the planning process.

#### Citizens Advisory Committee

The Citizens Advisory Committee (CAC) consists of individuals who provide a broad representation of the community. Citizens are appointed by the Houston and Peach County Commissions and the Warner Robins, Byron, Perry, and Centerville City Councils. There are also representatives of special interest groups like

Disability Connections and the Georgia Advocacy Office. The function of this committee is to inform and advise the community of the process, recommendations, and results of the Warner Robins Area Transportation Study and to offer any suggestions, which would benefit the Study. The CAC also advises the MPO staff and Policy Committee on matters of public opinion from individual citizens and citizen groups regarding transportation plans and programs.

## **II. Participation Plan**

### **A. Overview**

The Participation Plan (PP) consists of written guidelines intended to include opportunities by which all WRATS area citizens and interested parties can participate in a transportation planning effort that is continuous, cooperative, and comprehensive. The PP consolidates the concerns of a wide variety of involved parties into workable transportation plans and programs. It is designed to encourage and provide the greatest level of education of transportation issues, along with opportunities for citizens and interested parties to contribute their ideas and voice their opinions early and often. For the purpose of the PP, those with an interest in transportation planning are identified as transportation stakeholders. Stakeholders may include representatives of special interest groups, public and private transportation providers, the business community, and individual citizens. Stakeholders have many opportunities to play an important role in the participation process, to create greater public awareness, and to gather input from other citizens.

### **B. Addressing Federal Requirements**

The federal regulations that govern the public participation process for an MPO and how WRATS is addressing these requirements is presented below.

#### **23 CFR 450.316**

*"(a) The MPO shall develop and use a document 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, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process."*

This Participation Plan (PP) is the documented means by which citizens, public agencies, and interested parties are provided reasonable opportunities to be involved in the metropolitan transportation planning process.

*"(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:*

*(i) Providing 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;"*

This PP describes the strategy for providing public notice and the local media sources used such as newspapers, websites, television, and radio.

*"(ii) Providing timely notice and reasonable access to information about transportation issues and processes;*

*(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;*

*(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;"*

The WRATS will utilize a website to make transportation-related information available and present it through maps, videos, and other visualization techniques.

*"(v) Holding any public meetings at convenient and accessible locations and times;"*

Meetings will be held at handicap and Americans with Disabilities Act (ADA) accessible locations. Special events will occur at varying times of the day and located in different parts of the Metropolitan Planning Area (MPA).

*"(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;*

*(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;*

*(viii) Providing an additional opportunity for public*

*comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was initially made available for public comment;*

*(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and"*

The WRATS will use the strategies and techniques in this PP to collect and acknowledge public comments received on plans and programs including targeted outreach to those traditionally underserved. Coordination and consultation will also take place statewide and with community stakeholders.

*"(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process."*

The PP will be periodically reviewed by WRATS, Georgia DOT, and the Federal Highway Administration in terms of its effectiveness. It will also be evaluated and refined by incorporating suggestions made by citizens and other community stakeholders.

*"(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulation (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. This summary report is then distributed throughout the established network of committees and the individual commenters. Plan and/or program amendments and the resulting public comments, will be made part of the Policy Committee minutes and will be kept on file in the MPO office. Amendments and comments also will be incorporated into copies of the affected plans and programs, made available at central locations."*

Public notices are placed in local newspapers, prior to all public review periods. Public review periods for draft plans and programs run at least 30 days. A public notice from the WRATS 2035 LRTP is located in Appendix B. If the Policy Committee determines that the final plan or program differs significantly from the one which was made available for public comment, and raises new material issues which interested parties could not reasonably have foreseen from the participation efforts, an additional 15 days for public comment on the revised plan or program shall be made available. The WRATS will respond to significant public comments and include those comments and responses in final transportation plans and programs.

*"(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable."*

A forty-five day public review and comment period will be required for any future revisions proposed for the PP. All comments received will be reviewed, considered, and incorporated, as appropriate into the PP. A report documenting the participation and review process, including comments received, will be made part of the final PP document, which will be available in the Warner Robins Transportation Planner's office.

*"(b) In developing metropolitan transportation plans and TIPS, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation...coordinate its planning (to the maximum extent practicable) with such planning activities...(e) MPOs 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, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314."*

The WRATS will consult in a process outlined in the PP with local agencies responsible for activities such as land use management, natural resources, environmental protection, conservation, and historic preservation. The WRATS will also provide these agencies with reasonable opportunities to review and comment on draft documents, including the LRTP, TIP, UPWP, PP and other major planning documents.

### **III. WRATS Public Participation Process**

#### **A. Goals, Strategies, and Techniques**

Effective public involvement and participation is a dynamic and ongoing process that is essential to meeting the future transportation needs of all citizens in the Warner Robins Metropolitan Area. The goals and strategies of the WRATS Public Participation Process and applied techniques are discussed in this section.

- Inform and educate stakeholders and interested parties, share information, and increase the overall awareness of the transportation planning process.

#### Media Outlets

The Warner Robins MPO staff uses local media sources to provide clear and timely information about transportation issues and processes to citizens and any other interested parties and segments of the community affected by transportation plans, programs, and projects. The Warner Robins MPO staff uses the media to inform the public by writing and distributing press releases, public service announcements, and/or public notice advertisements, doing public access TV and talk radio interviews, and scheduling speaking engagements.

#### Website and Social Media

The Warner Robins MPO staff gathers and makes available any pertinent background information or materials and employs visualization techniques to describe transportation plans and programs. The information is made available through the established media, citizen and special group networks as well as postings on the MPO's website ([www.wrga.gov/index.aspx?NID=295](http://www.wrga.gov/index.aspx?NID=295)). Announcements/notifications of information availability are posted on the Facebook page for the City of Warner Robins. It is an ongoing challenge to put technical issues in terms that are understandable and interesting to the general public. The Warner Robins MPO is committed to continue to simplify its documents, including or referring to background information, summaries of the information contained, and the goals and policies of the transportation plans or programs.

- Provide opportunities for stakeholders and interested parties to identify transportation concerns and priorities.

#### Citizens Advisory Committee

The WRATS Citizens Advisory Committee (CAC) is a group of representative stakeholders that meet quarterly to discuss common concerns and review all transportation plans and reports before adoption. All CAC meetings are open to the public. An agenda for the meeting will be available to the committee members and general public no later than one week prior to each regularly scheduled committee meeting. The minutes of each committee meeting will be available at the next regularly scheduled meeting. The Chairman of the CAC may call a special meeting provided that a notice of the time, place, and date of the meeting is posted twenty-four hours in advance of said meeting. The written notice for the special called meeting will be in the same manner as for the regularly scheduled meeting.

#### Public Hearings/Open Houses

Public hearings and open houses are used by the Warner Robins MPO staff. Either in a formal or informal setting, information is presented both verbally and visually with respect to the development of transportation plans, programs, and documents to

the general public and interested parties. Input from community stakeholders is gathered and included in the transportation planning process and decisions.

- Encourage public participation opportunities in a wide and varied audience, including the traditionally underserved.

#### Targeted Outreach and Stakeholder Interviews

The Warner Robins MPO staff is responsible for directly contacting known interested parties and identifying other persons or groups who are interested in the transportation planning process, plans or programs. Every effort is made to reach and accommodate hard-to-reach audiences such as persons with disabilities, foreign speaking citizens, and those with other special needs who are traditionally underserved by existing transportation systems. The MPO staff contact and make studies/materials available to several agencies in the area like the health department, labor department, division of family and children services, housing authority, senior citizens center, and technical college. The MPO staff reaches out to the Hispanic Community through Sacred Heart Catholic Church. Surveys and other materials in Spanish are given to Sacred Heart's Hispanic Ministry Director for distribution. Also, stakeholder interviews are conducted to understand the perspectives of key stakeholders who are directly affected by or have an interest in specific plans, programs, or projects.

#### Accessible Information and Public Meetings

Appropriate transportation planning documents are made available at central locations such as public libraries, chambers of commerce, city and county departments of planning, regional commissions, as well as the MPO's website. Typically, these documents include draft plans or programs, which are to be reviewed by the public prior to the WRATS Policy Committee's final adoption. A similar procedure is used to make final plans or programs, or amendments thereto, available for information purposes. Additionally, copies of draft and final plans or programs will be mailed directly to individuals upon request. All public meetings are held at handicap and Americans with Disabilities Act (ADA) accessible locations. Special events occur at varying times of the day to accommodate different work schedules and are located in different parts of the Metropolitan Planning Area (MPA) since the study area covers such a large geography. The Warner Robins MPO staff also tries to hold these meetings in areas with a high population of disabled, elderly, low-income, and minority persons.

- Obtain meaningful public input and participation to be used in the transportation decision-making process.

## Public Comment Forms

An essential component of the public participation process is the two-way exchange of information. Public comment forms are provided at all public hearings and open houses to allow attendees to provide feedback to the Warner Robins MPO staff regarding specific transportation plans, programs, and projects under review or comments on the planning process itself. Public comment forms are also attached to hard copies of planning documents that have been placed at public libraries, city and county buildings, chambers of commerce, and other locations during a public review period. The Warner Robins MPO website serves as another appropriate means by which the public can provide comments.

## Surveys

In an effort to gain insights into the public's opinion about the transportation planning process or a specific study, document, or project, the Warner Robins MPO staff prepares and distributes surveys at public meetings, open houses, and speaking engagements. The surveys are also accessible on the internet via a link from the MPO's website which is published in local newspapers and referenced in television and radio reports, on the Facebook page for the City of Warner Robins, and via broadcast emails within companies/organizations. Surveys are provided in both English and Spanish.

## **B. Public Review of Planning Documents**

Currently, most transportation planning documents and items to be considered by the WRATS Policy Committee, are first reviewed by the Technical Coordinating Committee (TCC) and then by the Citizens Advisory Committee (CAC). A citizen may at any time attend and participate in the TCC, CAC or PC meetings.

## Long Range Transportation Plan

The Long Range Transportation Plan (LRTP) is the Warner Robins MPO's 25-year horizon plan for multi-modal projects identified for improvement and it is updated every 5 years as required by Federal regulations. This document serves as the defining vision for the region's transportation systems and services. The LRTP planning process looks at existing conditions and projected future conditions to determine likely transportation needs. Goals and objectives for the LRTP are developed in conjunction with public and TCC, CAC, and PC input and used in an assessment of community transportation needs through a modeling process and public involvement. Once community transportation needs are determined, adequacy of anticipated transportation funding is assessed against project costs. From this assessment and additional public and committee discussion comes a financially constrained list of transportation funding areas and projects. In addition to those

programs, and projects that are financially constrained, a group of unconstrained or illustrative projects is included in the LRTP. These projects are those that the region would undertake if additional resources were available. The MPO will provide agencies and the public an opportunity to comment on the draft plan at two or more public information meetings/open houses. The public comment period will be 30 days and the LRTP will be available for review at central locations such as public libraries, chambers of commerce, city and county departments of planning, and/or regional commissions as well as the MPO's website. After the public comment period, the Warner Robins Policy Committee will adopt the LRTP.

### Transportation Improvement Program

The Transportation Improvement Program (TIP) is a subset of the LRTP, which outlines transportation investments in the Warner Robins area for a 4-year period. The TIP is updated every year in Georgia. A draft TIP will be made available for public review on the MPO's website as well as in various locations throughout the region to gain input for a 30-day time period. The public may also attend open meetings of the PC, TCC, and CAC. Once the public comment period has closed and the MPO has addressed all concerns, the TIP will be adopted by the MPO's Policy Committee.

### Participation Plan

A forty-five day public review and comment period will be required for any future revisions proposed for the Participation Plan (PP). All comments received will be reviewed, considered, and incorporated, as appropriate into the PP. A report documenting the participation and review process, including comments received, will be made part of the final PP document, which will be available in the Warner Robins Transportation Planner's office.

### **C. Consultation**

During the development of the LRTP, the MPO will also consult with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. Local agencies include the 21<sup>st</sup> Century Partnership, Home Builders Association of Warner Robins, Houston County Development Authority, Middle GA Clean Air Coalition, Robins Regional Chamber of Commerce, Peach County Chamber of Commerce, Perry Area Chamber of Commerce, and Perry-Houston County Airport. A detailed list is located in Appendix C. Some of the agencies are members of the TCC, so consultation will take place during regular quarterly-scheduled TCC meetings. Stakeholder interviews will be utilized to allow the other consultation agencies to have reasonable opportunities to review and comment on draft documents including the LRTP, TIP, UPWP, PP, and other major planning documents. The consultation process will include

comparing transportation plans with conservation plans or maps, or to inventories of natural or historic resources.

The Warner Robins MPO will also incorporate the Georgia Department of Transportation's Resource Agency Consultation Process with respect to Federal and State agencies. In order to achieve the objective of successful consultation, the MPO will identify affected agencies, gather information, identify the impact zones, and document suggestions/comments into the LRTP/TIP. Federal and State resource agencies include Community Affairs, Economic Development, Natural Resources, and Transportation Departments; Forestry Commission, Ports Authority; Historic Preservation, Environmental Protection, and Wildlife Resource Divisions; State Parks & Historic Sites, and Coastal Resources.

#### **IV. Effectiveness of WRATS Public Participation Process**

##### **A. Participation Plan Review**

The public was invited to review and submit comments on the previous draft WRATS Participation Plan. The document was reviewed by WRATS PC, TCC, and CAC members along with Georgia DOT staff and the Federal Highway Administration during its initial production and during the review period. No responses from the public were received on the draft WRATS PP. The PP is periodically reviewed by WRATS, Georgia DOT, and the Federal Highway Administration in terms of its effectiveness. It is also evaluated and refined by incorporating suggestions made by citizens and other community stakeholders. The Warner Robins MPO staff learned some lessons and gained invaluable knowledge while implementing the previous participation plan.

- Public information meetings should be held in different parts of the Metropolitan Planning Area (MPA) but also at different times of the day, if possible.

Two public information meetings were held on separate days for the draft Long Range Transportation Plan (LRTP). One meeting was held in Centerville and the other was held in Perry, but both meetings took place between 5:00 p.m. and 7:00 p.m. When the Warner Robins MPO completed a Transit Feasibility Study two years later, two public meetings were held on the same day with one located in Centerville from 3:00 p.m. to 5:00 p.m. and the other meeting in Perry from 6:00 p.m. to 7:30 p.m. Having the meetings at different times of the day seemed to be more convenient for different work schedules and a larger cross-section of the population attended.

- Surveys are a great tool, but the advertising technique used can taint the results.

As part of the transit feasibility study, an online survey was prepared and conducted using SurveyMonkey, an internet based survey website, about potential transit service in the Warner Robins metropolitan area. The survey link was published in a local newspaper as well as a newspaper for the Robins AFB community. Middle Georgia Technical College placed the survey link on its website, Facebook page, and broadcasted emails to students and faculty. Hard copies of the survey were available at the first round of public meetings for the study, Senior Citizens Center in Warner Robins, local social services departments/divisions, and with the Hispanic Ministry Director at Sacred Heart Catholic Church. Only two hard copy surveys were completed.

Robins AFB and Middle Georgia Technical College worked very hard to advertise the transit feasibility study and on line survey. Their efforts were reflected in the survey results. There were a total of 385 surveys collected and the respondents to the survey were predominantly female, higher income, and worked at Robins AFB or worked or went to school at MGTC, and were most likely to reside in either Warner Robins or unincorporated Houston County. There were fewer low to moderate income survey respondents than in the metro population overall. In addition, there were fewer older residents ( $\geq 65$  years old) and younger ( $\leq 18$  years old) among survey respondents than in the general population, and single family households were underrepresented.

- Stakeholder interviews might be a better way to reach out to those traditionally underserved, such as low-income, and minority households.

The Warner Robins MPO staff contacted and arranged for the Hispanic Ministry Director at Sacred Heart Catholic Church to provide copies of the transit feasibility study survey, in Spanish, to Spanish-speaking parishioners. Unfortunately, no one from this traditionally underserved population completed a survey. It might be more productive to interview someone willing to act as a spokesperson for this segment of the population and others who could represent the elderly, disabled, and low-income. Essentially, the Warner Robins MPO staff would go to those population groups instead of having them come to us at public information meetings.

- Not all local agencies are concerned with the transportation planning process nor do they care to understand it.

Most of the social service agencies in Houston County were more than willing to allow Warner Robins MPO staff to make surveys, public meeting notices, and other materials associated with the transit feasibility study available to their clients. These

documents were displayed on tables in waiting areas or posted on bulletin boards. The MPO staff contacted these local agencies as a way to provide targeted outreach to the transportation disadvantaged and traditionally underserved populations. The Georgia Department of Labor Career Center in Houston County was the only local agency approached that would not allow MPO staff to leave transit-related materials at its office. The MPO staff spoke with the Manager and explained the transportation planning process and the importance of the transit feasibility study. The Manager did post a notice for the public information meetings.

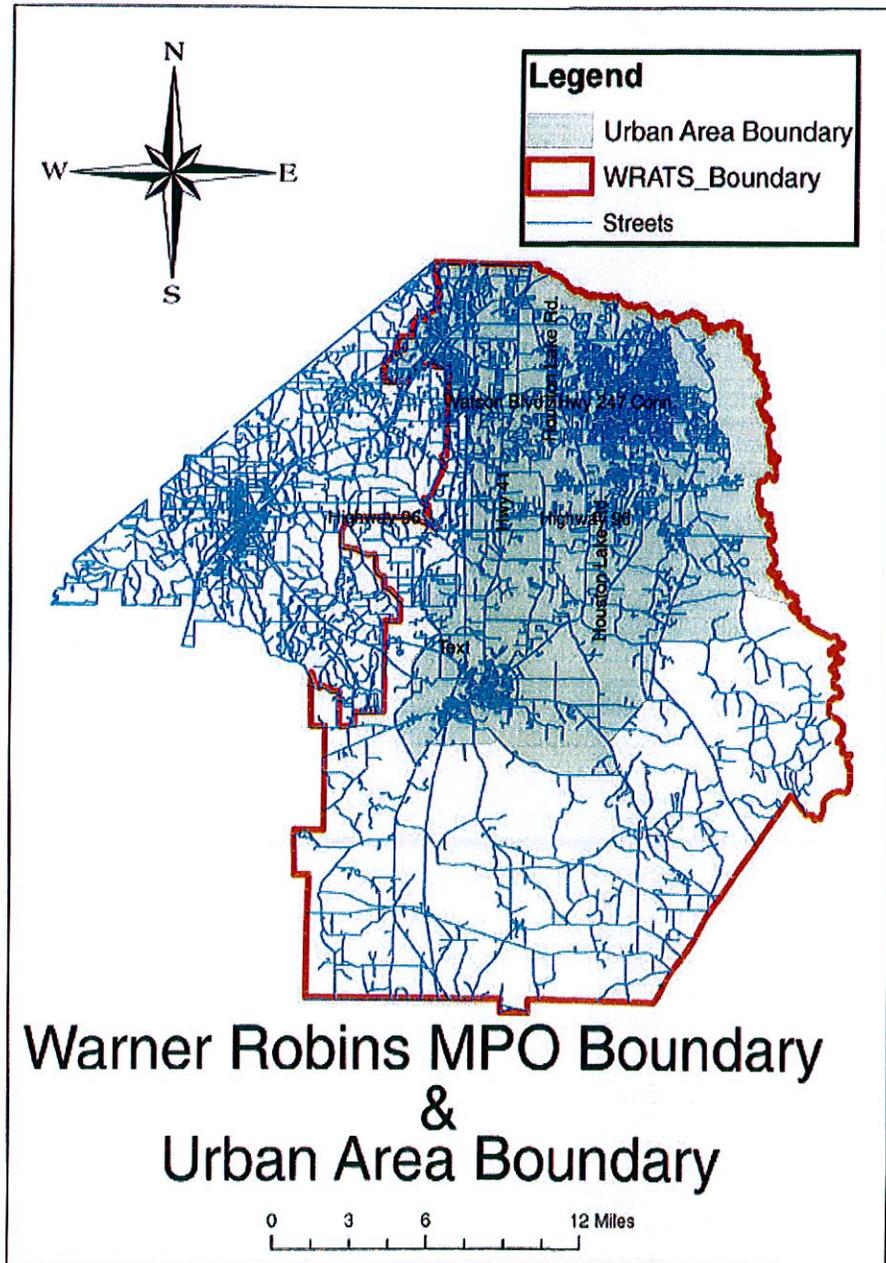
## **B. Monitoring and Evaluation**

The effectiveness of the WRATS public participation process will regularly be evaluated to ensure that needs are successfully met. The Warner Robins MPO staff will continue to seek improvements to its public participation process when possible. The list below shows key measured activities under each WRATS public participation process goal that the Warner Robins MPO staff will use to help monitor and evaluate the public participation process.

- Inform and educate stakeholders and interested parties, share information, and increase the overall awareness of the transportation planning process.
  - ✓ Number of public notice advertisements/media publications
  - ✓ Number of MPO website updates
  
- Provide opportunities for stakeholders and interested parties to identify transportation concerns and priorities.
  - ✓ Number of public meetings, hearings, and open houses
  - ✓ Attendance at public meetings, hearings, and open houses
  
- Encourage public participation opportunities in a wide and varied audience, including the traditionally underserved.
  - ✓ Frequency of outreach to traditionally underserved populations
  - ✓ Number of accessible public meetings, hearings, and open houses held in EJ areas
  
- Obtain meaningful public input and participation to be used in the transportation decision-making process.
  - ✓ Number of public comment forms/surveys completed
  - ✓ Frequency of contact with the public

Appendices

Appendix A



## Appendix B

### PUBLIC NOTICE

#### **Public Review Period: 2035 Long Range Transportation Plan for the Warner Robins Area Transportation Study (WRATS)**

The Warner Robins Metropolitan Planning Organization (MPO) is seeking public comment on the draft 2035 Long Range Transportation Plan for the Warner Robins Urban Area. Federal and State planning regulations require that the MPO prepare a Long Range Transportation Plan that addresses at least a 25-year planning horizon. The current Long Range Plan, which was produced in 2005, defines the needed street and highway programs for the year 2030. The Long Range Plan is presently being updated to address the transportation needs for the year 2035. The Georgia DOT uses the Long Range Plan as a guide for planning and programming the construction of transportation facilities in the WRATS area. The Warner Robins MPO will hold a public review period of thirty days to solicit comments from the public on the 2035 Plan. Copies of the draft Plan will be available at the following locations from September 22, 2010 through October 22, 2010: Warner Robins City Hall, Transportation Planner's Office; Houston County Annex, Commissioners Office; Centerville City Hall, City Clerk's Office; Byron City Hall, Public Works Department; Perry City Hall, Department of Community Development; Centerville Public Library; Warner Robins Public Library and [www.warnerrobinsga.gov](http://www.warnerrobinsga.gov). Public comments on the draft Plan are encouraged and welcome.

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**Appendix C**  
**Consultation Agencies**

<b>LOCAL AGENCY NAME</b>	<b>ADDRESS</b>	<b>CITY</b>	<b>ZIPCODE</b>	<b>PHONE</b>
21st Century Partnership	804 Park Drive	Warner Robins	31088	(478) 225-9005
Georgia DCA-Region 6/Lynn Ashcraft	1101-L Hillcrest Pkwy, PMB# 239	Dublin	31021	(478)484-0321
Home Builders Association of Warner Robins	2312 Moody Road	Warner Robins	31088	(478) 328-7006
Houston County Development Authority	200 Carl Vinson Parkway	Warner Robins	31088	(478) 923-5470
Middle Georgia Clean Air Coalition C/O Middle Georgia Regional Commission	175 Emery Highway, Suite C	Macon	31217	(478) 751-6160
Robins Regional Chamber of Commerce	1228 Watson Boulevard	Warner Robins	31093	(478) 922-8587
Peach County Chamber of Commerce	201 Oakland Heights Parkway	Fort Valley	31030	(478) 825-3733
Perry Area Chamber of Commerce	101 Gen. Courtney Hodges Blvd., Suite B	Perry	31069	(478) 987-1234
Perry-Houston County Airport	200 Myrtle Field Road	Perry	31069	(478) 988-3699

**RESOLUTION**

**BY THE WARNER ROBINS AREA TRANSPORTATION STUDY POLICY COMMITTEE ADOPTING THE PARTICIPATION PLAN**

**WHEREAS**, the current transportation legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), requires that the Metropolitan Planning Organization develop and update a participation plan; and

**WHEREAS**, the participation plan shall be developed in consultation with all interested parties, and interested parties shall have reasonable opportunities to comment on the contents of the transportation plan; and

**WHEREAS**, a draft copy of the WRATS Participation Plan was available at the Warner Robins City Hall, Centerville Library, Nola Brantley Memorial Library, Perry Public Library, and City of Warner Robins Web site [www.wrga.gov/index.aspx?NID=297](http://www.wrga.gov/index.aspx?NID=297) from January 21 through March 6, 2015; and

**WHEREAS**, the MPO received no public comments on the draft document,

**NOW, THEREFORE, BE IT RESOLVED** that the Warner Robins Area Transportation Study (WRATS) Policy Committee adopts the WRATS Participation Plan as set forth in the document attached to this resolution.

Adopted this 10<sup>th</sup> day of March, 2015.

By:   
Chairman

Attest:   
Transportation Planner