

Mississippi Gulf Coast Metropolitan Planning Organization Transportation Improvement Program

FY 2023- 2026

NON-DISCRIMINATION NOTIFICATION:

GRPC prohibits discrimination in all of its programs, services and activities. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or other protected status.

NOTATION OF FINANCIAL ASSISTANCE:

The preparation of this document has been financed in part through grants from the United States Department of Transportation, Federal Highway Administration, the Federal Transit Administration, and the Mississippi Department of Transportation. It was prepared as tasked in the Mississippi Gulf Coast MPO's FY 21-22 Unified Planning Work Program Task A-2.

TRANSIT PROGRAM OF PROJECTS:

Also listed in this document is Coast Transit Authority's Program of Projects that are funded by the Federal Transit Administration. The public meetings/comment period will satisfy the public participation requirements for the FTA Section 5307 and 5309 POP notice.

THE GULF COAST MPO

The Metropolitan Planning Organization (MPO) is a federally mandated planning body responsible for coordinating transportation programs in US Census designated urbanized areas. The Gulf Regional Planning Commission (GRPC) serves as the MPO for the Mississippi Gulf Coast and is the lead agency responsible for developing and administering plans and activities required to maintain eligibility and receive federal funds for the transportation systems in Hancock, Harrison and Jackson counties. The primary mission of the MPO is to develop and maintain a transportation planning process that is compliant with federal and state requirements and supports the development and enhancement of sustainable multimodal facilities, programs and systems in the Mississippi Gulf Coast area. The Transportation Improvement Program (TIP) is one of the most important products of the MPO's planning process.

THE TIP

The Transportation Improvement Program (TIP) is a financially constrained program developed through an on-going planning process for addressing short-term transportation priorities that are consistent with the MS Gulf Coast's Metropolitan Transportation Plan (MTP), the long-range transportation plan for our region. The TIP is developed and approved by the MPO and is included, without modification, in the Statewide Transportation Improvement Program (STIP) following approval by the Governor. The TIP can be amended by approval of the MPO policy committee. The Gulf Coast MPO allocates Surface Transportation Block Grant (STBG) and Transportation Alternative (TA) funds through TIP policies and processes described in the *MPO Handbook and Prospectus*.

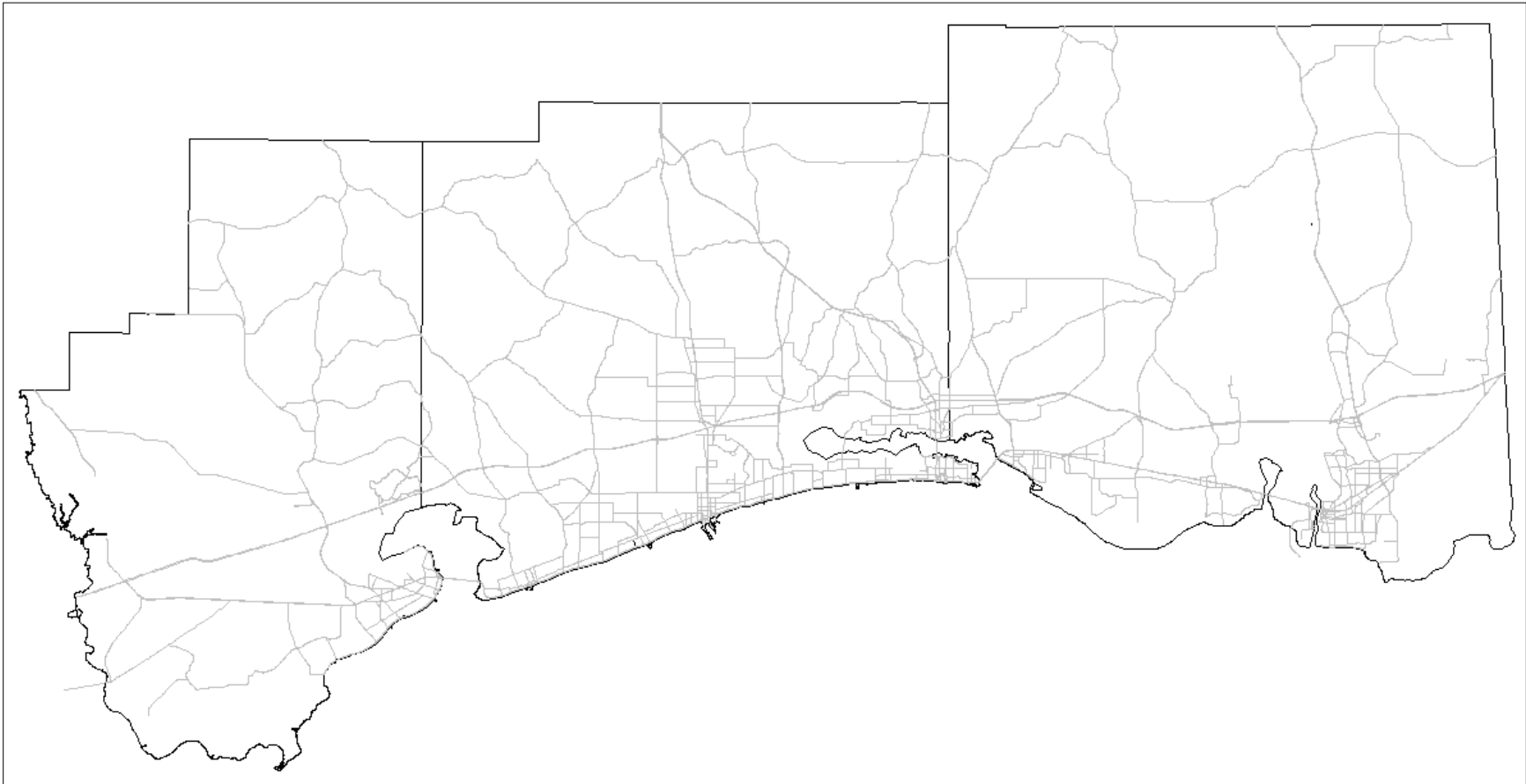
The Gulf Coast TIP identifies timing and funding of all federally funded transportation projects scheduled for implementation in the three coastal counties over a four-year period. The TIP identifies funding amounts, source of funds, project sponsor, type of project and year of funding for each project. All projects in the TIP must be consistent with goals and projects identified in the area's Metropolitan Transportation Plan. The TIP development process allows for public involvement at various points including public meetings where proposed projects are presented and discussed. Specific polices for public review are included in the MPO's *Public Participation Plan*.

The TIP development process occurs every two years, however the MPO provides opportunities to revise the projects in the TIP. Two types of changes include "amendment" and "administrative modification" depending on the level of change being made to the project. An amendment is a revision being made to the scope, termini, removal of a project or addition of a project. A modification is considered a minor revision to the TIP or STIP including the MS Gulf Coast MPO 20% maximum cost increase to a project. Specific polices for TIP changes are included in the *MPO Handbook and Prospectus*.

GULF COAST PLANNING AREA

The Mississippi Gulf Coast Planning Area encompasses three counties in which are located 12 municipalities: Waveland, Bay St. Louis and Diamondhead in Hancock County; Pass Christian, Long Beach, Gulfport, Biloxi and D’Iberville in Harrison County; and Ocean Springs, Gautier, Pascagoula and Moss Point in Jackson County. There are two distinct urbanized areas within the planning area: the Gulfport Urbanized Area (UZA) which stretches from Bay Saint Louis to Ocean Springs and includes portions of all three coastal counties; and the Pascagoula UZA located in the eastern half of Jackson County.

Figure 1: MS Gulf Coast MPO Planning Area



NATIONAL GOAL AND EMPHISIS AREAS

The TIP development process reflects the priorities and direction of the region guided by MPO Planning Factors. The MPO considers projects that will address the planning factors presented in Table 1 below.

Table 1: Planning Factors

- Economic Vitality - Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Safety - Increase the safety of the transportation system for motorized and non-motorized users
- Security - Increase the security of the transportation system for motorized and non-motorized users
- Mobility & Accessibility - Increase the accessibility and mobility of people and for freight
- Environment - 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
- Multimodal Connectivity - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Operations - Promote efficient system management and operation
- Preservation - Emphasize the preservation of the existing transportation system
- Reliability & Resiliency - Improving transportation system resiliency and reliability
- Storm water - Reducing (or mitigating) the stormwater impacts of surface transportation
- Tourism - Enhancing travel and tourism

TIP INVESTMENT STRATEGY

The Gulf Coast TIP process places emphasis on the development of specific project types through project categories referred to as “groups”. The TIP groups influence how federal transportation funds are spent through earmarking a portion of these funds to support specific areas. Funding groups encourage the use of STBG funds for smaller, quicker-implementation projects, encourage investment in priority focus areas, control amount of funding in an area and expedite project delivery and being more responsive to needs by not requiring a TIP amendment for each project.

TIP PROJECT EVALUATION AND PRIORITIZATION

Given the fiscal realities of today and tomorrow with demands for budget reductions at all levels of national, state, and local government, decisions on where and how to spend the Mississippi Gulf Coast MPO’s allocation of STBG transportation funds should not be taken lightly. To ensure that the most beneficial projects are implemented, a project prioritization process is used. The criteria

used are based on federal goals, emphasis areas and performance measures for the MPO. Projects are evaluated by MPO staff and prioritized as needed to achieve performance targets and link investment decisions to goals.

PERFORMANCE MANAGEMENT

In 2012, the transportation MAP-21 was developed with the intent of creating a streamlined, performance-based, multimodal program. MAP-21 increased the accountability and transparency of Federal highway programs by improving transportation investment decision-making through performance-based planning and programming. Performance measurement provides the MPO with a better ability to identify and mitigate issues with their respective transportation networks. The Infrastructure Investment and Jobs Act (IIJA) continues MAP-21's overall performance approach and ensures that State DOT's and MPO's invest in projects that collectively make progress toward the National Goals that were established by Congress.

Table 2: Performance Goals

- Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Infrastructure condition - To maintain the highway infrastructure asset system in a state of good repair
- Congestion reduction - To achieve a significant reduction in congestion on the National Highway System
- System reliability - To improve the efficiency of the surface transportation system
- Freight movement and economic vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- Environmental sustainability - To enhance the transportation system while protecting and enhancing the natural environment
- Reduced project delivery delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

The MPO, MDOT and CTA cooperatively develop and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO. The MPO will support CTA's State of Good Repair targets by programming capital improvement transit projects in the MTP and TIP. The MPO collaborates with MDOT on Safety, pavement and bridge, system performance and freight performance by reviewing STIP and TIP project to assess their impacts and identifying projects from MPO planning to support the measures. This TIP was developed in consideration of the established performance measures and targets. As required under current the most recent transportation act, the Gulf Coast MPO will establish performance targets, and track progress towards target achievement, for the following performance measures except as noted:

Table 3: Performance Measures

Safety (PM1)

- Number of fatalities
- Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of serious injuries
- Rate of serious injuries per 100 million Vehicle Miles Traveled (VMT)
- Number of non-motorized fatalities and serious injuries

Pavement Condition (PM2)

- Percent of pavements on the Interstate System in Good condition.
- Percent of pavements on the Interstate System in Poor condition.
- Percent of the non-interstate National Highway System in Good condition.
- Percent of the non-interstate National Highway System in Poor condition.

Bridge Condition (PM2)

- Percent of National Highway System bridges in Good condition.
- Percent of National Highway System bridges in Poor condition.

System Performance (PM3)

- Percent of the Person-Miles Traveled on the Interstate that are reliable.
- Percent of the Person Miles Traveled on the Non-Interstate National Highway System that are reliable.
- Truck Travel Time Reliability (TTTR) index on the Interstate

Traffic Congestion

- Annual hours of peak hour excessive delay per capita. *
- Percentage of Non-Single Occupancy Vehicle Travel. *

Total Emissions Reduction

- Total emissions reductions by applicable pollutants under the CMAQ program. *

Transit State of Good Repair

- Percentage of revenue vehicles exceeding their Useful Life Benchmark (ULB)
- Percentage of non-revenue service vehicles exceeding their ULB
- Percentage of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM)
- Number of fatalities by mode
- Rate of fatalities per 100,000 total vehicle revenue miles by mode
- Number of injuries by mode
- Rate of injuries per 100,000 total vehicle revenue miles by mode
- Number of safety events by mode
- Rate of safety events per 100,000 total vehicle revenue miles by mode
- Mean distance between major mechanical failures by mode

**Not required for Gulf Coast MPO*

FISCAL CONSTRAINT

Federal regulations require that financial constraint of the Transportation Improvement Program (TIP) be demonstrated and maintained by year and shall include sufficient financial information to determine which projects are to be implemented using current and/or reasonably available revenues. The MPO will use the figures below to develop their fiscal constraint for the STBG and TAP funds for the planning area.

Congress passes a new *Transportation Bill* approximately every four to six years, the latest of which is entitled the *Infrastructure Investment and Jobs Act (IIJA)*. The Transportation Bill authorizes to each state a certain amount for each funding category (STBG, TAP, etc.) for the federal fiscal years it covers. These authorizations are based on the funds expected to be available in the Highway Trust Fund. Congress then passes an *Appropriation Bill* near the beginning of each year that establishes the exact amounts that the states can actually spend in their highway program. The appropriation bill establishes a certain percentage of the total authorization for the states, which is referred to as an *Obligation Limitation*. MDOT suballocates STBG funds to its urbanized areas with over 200,000 in population (Gulfport, UZA) and must make obligation limitation available based on the criteria set forth in 23 U.S.C. 133(e). MDOT makes available 100% of the Gulfport UZA suballocation obligation limitation for each fiscal year to actually spend.

TRANSIT PROGRAM OF PROJECTS

The Program of Projects (POP) reflects the Gulf Coast's federally supported transit projects over the next four fiscal years. The POP is consistent with the Metropolitan Transportation Plan (MTP) which implements regionally significant transit projects. The TIP lists each of FTA programs, the program funding sub-allocations, the government funding participation all which is identified by an ARC identification number. Notice for review of the POP is conducted by the MPO simultaneously with amendments and updates to the TIP. Public notice given is as follows: *"Also listed in this document is Coast Transit Authority's Program of Projects that are funded by the Federal Transit Administration. The public meetings/comment period will satisfy the public participation requirements for the FTA Section 5307 and 5309 POP notice. The proposed CTA Program of Projects will be final unless revised as a result of public comment."*

Satisfying the Requirement for Public Participation in Development of the POP using the Transportation Improvement Program Process. Federal transit law and joint FHWA/FTA planning regulations governing the metropolitan planning process require a locality to include the public and solicit comment when the locality develops its metropolitan long[1]range (twenty-year) transportation plan and its (four-year) metropolitan TIP. Accordingly, FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the POP that recipients of Section 5307 funds must meet. See 23 CFR part 450 and 49 CFR part 613 (specifically Subpart B, "Statewide Transportation Planning," and Subpart C, "Metropolitan Transportation Planning and Programming").

A recipient that chooses to integrate the two should coordinate with the MPO and make sure the public knows that the recipient is using the public participation process associated with TIP development to satisfy the public hearing requirements of Section 5307(b). The recipient must ensure the TIP document explicitly states that public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the POP requirements of the Section 5307 Program. Furthermore, if recipients intend to follow such an ongoing practice, FTA encourages them to include such a reference in the metropolitan planning agreement required between public transportation operators, MPOs, and states, as called for in 23 CFR 450.314. Regulations at 23 CFR 450.316 provide a detailed description of the public participation plan.

PUBLIC REVIEW

GRPC developed the FY2023-2026 Transportation Improvement Plan draft in 2022 and opened the Public Comment Period from June 16, 2022 to August 2, 2022. The intended goal was to allow the public and transportation stakeholders to have a reasonable opportunity to be involved in the planning and program activities for this plan. The GRPC Public Participation Plan outlines the policies and procedures that were followed during this time in order to ensure effective outreach to the community, as well as to enable full compliance with federal regulations.

In addition to holding three public meetings, GRPC employed several methods of public outreach:



SIGNS WERE POSTED LOW-INCOME AND MINORITY AREAS TO INFORM RESIDENTS THAT THE COMMENT PERIOD WAS OPEN.

Gulf Coast Transportation Improvement Program

In compliance with federal regulations 23 CFR 450, the Mississippi Gulf Coast Metropolitan Planning Organization (MPO) is seeking the public's input on the proposed FY 2023-2026 Transportation Improvement Program (TIP). The TIP is a document that provides a list of projects to be initiated within a four-year period. The TIP only includes projects for which funding has been identified using currently available or anticipated revenues. The TIP includes the FTA Program of Projects (POP) that are funded by the Federal Transit Administration. The public comment period will satisfy the public participation requirements for the FTA Section 5307 and 5309 POP notice. The proposed Program of Projects will be final unless revised as a result of public comment. The public review period is from June 16, 2022, to August 2, 2022. The proposed TIP can be found at www.grpc.com. Public comments and TIP document requests can be made at kyarrow@grpc.com or 1635 Popps Ferry Road, Suite G, Biloxi MS, 39532. GRPC prohibits discrimination in all of its programs, services, and activities. Public participation is solicited without regard to race, color, national origin, age, religion, disability, or other protected status.
IFL0076634
Jun 16 2022



Statewide Transportation Improvement Program Open House Meetings

The Mississippi Department of Transportation (MDOT) in coordination with the Gulf Regional Planning Commission (GRPC) Metropolitan Planning Organization invites you to attend open house public meetings and allow citizens to review and comment on its draft Statewide Transportation Improvement Program (STIP) and local Transportation Improvement Program (TIP). The STIP and TIP are a multi-year listing of transportation projects that have received a commitment of funding from a combination of federal, state, and/or local sources. The 45-day comment period will begin June 16, 2022 and end August 2, 2022.

During the come and go type meetings, individuals will be able to review the draft document(s) at their leisure. The STIP is also available for review and comment at www.gomdot.com. The public is invited to submit comments to MDOT by mail, phone, email, in person at the meeting(s), or electronic submission. Your comments, thoughts, and suggestions concerning specific transportation needs will be recorded and evaluated as part of the state planning process. No formal presentations will be made.

JACKSON COUNTY*

Tuesday, July 12, 4-6 p.m.
St. Martin Community Center
15008 Lemoyne Boulevard
Biloxi, MS

HARRISON COUNTY**

Wednesday, July 13, 4-6 p.m.
Gulfport Transit Center
1401 20th Avenue
Gulfport, MS

HANCOCK COUNTY*

Tuesday, July 26, 4-6 p.m.
Bay Saint Louis Community Hall
301 Blaize Avenue
Bay St. Louis, MS

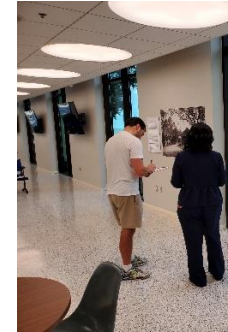
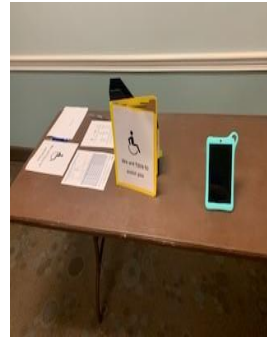
* Hosted by GRPC

**Hosted by MDOT and GRPC

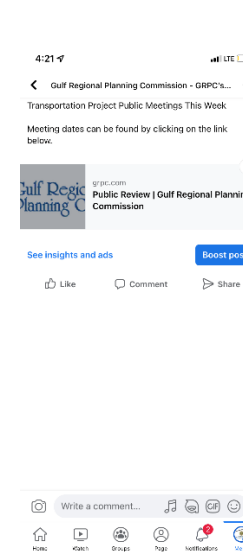
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Individuals who require auxiliary aids or special accommodations should advise MDOT no later than five days prior to the meeting date. If you need assistance locating an electronic copy or making a comment, contact MDOT at (601) 359-7685 or email planning@mdot.ms.gov.

THE PUBLIC COMMENT PERIOD WAS ADVERTISED IN THE *SUN HERALD* NEWSPAPER



PUBLIC MEETINGS WERE HELD IN HANCOCK, HARRISON, AND JACKSON COUNTIES



SOCIAL MEDIA ANNOUNCEMENTS WERE POSTED BY GRPC.

COMMENTS WERE RECEIVED AT TWO OF THE MEETINGS AND A COMMENT WAS RECEIVED FROM A MEMBER OF THE PUBLIC VIA THE GRPC WEBSITE