Mississippi Gulf Coast
Metropolitan Planning Organization (MPO)

HANDBOOK AND PROSPECTUS

Gulf Regional Planning Commission

Prepared by:

GULF REGIONAL PLANNING COMMISSION

For:

THE MISSISSIPPI GULF COAST
METROPOLITAN PLANNING ORGANIZATION

October 2021

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 2021-2022 Unified Planning Work Program Task A-1.

I. Introduction

1.1 The Prospectus

This transportation planning prospectus presents an overview of the Mississippi Gulf Coast Metropolitan Planning Organization, its organizational structure, bylaws, and procedures used to carry out the federally mandated transportation planning process in the region. The planning process is periodically updated to reflect changing federal regulations and shifts in national and local community priorities. This prospectus may be updated at any time following the formal adoption of or revisions to MPO plans and programs by the Transportation Policy Committee. The document presented here is an updated version of the prospectus that was adopted on September 25, 2014. There are no policy or structural changes since the last release.

1.2 About the MPO

MPOs are federally mandated transportation planning organizations comprised of representatives from local governments and transportation authorities. The MPO's role is to develop and maintain the required transportation plans for a metropolitan area to ensure that Federal funds support local priorities. Congress mandated the designation of MPOs for urbanized areas with populations greater than 50,000 people to ensure that existing and future expenditures of governmental funds for transportation projects and programs are based on a continuing, cooperative, and comprehensive ("3-C") planning process.

1.3 About Gulf Regional Planning Commission

Gulf Regional Planning Commission (GRPC) is the oldest planning agency of its type in the State of Mississippi and was formed in 1965. Its authority resides in state legislation contained in Title 17, Chapter 1, Sections 29 through 37 of the Mississippi Code. GRPC has served as a catalyst to stimulate action on regional issues such as transportation, housing, environmental quality, and community development.

Gulf Regional Planning Commission is governed by a fifteen-member Board of Commissioners composed of appointed citizens from Hancock, Harrison, and Jackson Counties. GRPC is also the federally designated Metropolitan Planning Organization (MPO) for the three coastal counties and is the mandated transportation policy-making organization. Through this federal designation in 1973, the Coastal region is allowed to spend federal transportation funds for projects and programs. GRPC exists to ensure that the region adheres to federal requirements based on a continuing, cooperative, and comprehensive planning process.

The Commission meets monthly to consider various planning elements and oversees the administration of the agency. A Chair, Vice-Chair, and Treasurer are elected annually. The GRPC Executive Director serves as Secretary to the board. GRPC provides and manages the MPO planning staff, has fiscal responsibility for the administration of the transportation planning funds allocated to the MPO, and has the authority to contract for outside resources to provide additional services in fulfillment of the transportation planning process. GRPC staff also

coordinates two MPO committees, the Transportation Policy Committee, and Technical Coordinating Committee.

The MPO Transportation Policy Committee (TPC) assumes the responsibility of policy guidance and decision-making by adopting the plans, policies, and practices by which the MPO transportation planning process is executed. The TPC develops and maintains the Transportation Improvement Program (TIP) and administers the Surface Transportation Block Grant (STBG) funds attributed to the MPA.

The MPO Technical Coordinating Committee (TCC) is comprised of representatives appointed by the TPC, the transportation sector, and other public and non-profit organizations. The TCC reviews the technical aspects of plans related to transportation and makes recommendations to the MPO staff and TPC members on planning and project matters.

1.4 Mission and Functions

"The mission of the Gulf Regional Planning Commission, serving as the administrative staff for the MPO, is to facilitate the discussion, planning, and implementation of activities that guide the future of Coastal Mississippi toward its economic, environmental, and social goals. The Gulf Regional Planning Commission strives for excellence in bringing together public and private resources and to be the catalyst that will make the region's vision a reality through long-range planning and technical assistance."

Establish a setting and involve the public - Facilitates partnerships for federal and state administrators and local government officials. Work with transportation stakeholders and the general public to determine the region's priorities for improving the transportation system.

Identify and evaluate transportation projects – Monitors the conditions of the transportation network and accesses and acts on regional issues and problems through cooperative efforts by formulating policies, plans, and programs, and facilitating actions for approving significant expenditures of federal dollars.

Program transportation funds - Reviews, evaluate, and make recommendations relative to the planning and programming and the location, financing, and scheduling of transportation projects and programs within the region and affecting mobility, safety, connectivity, accessibility, economic growth, environment, and resiliency.

Maintain a long-range transportation plan – A long-range transportation plan, referred to as the Metropolitan Transportation Plan (MTP), provides comprehensive planning for transportation projects and programs within the region. The MTP forecasts future population and employment growth for the region and develops alternative growth scenarios to evaluate the effects that transportation project and program options would have on the region's future.

1.5 Metropolitan Planning Area (MPA)

Federal law requires all U.S. Census Bureau defined urbanized areas (UZA) of 50,000 or more in population to be part of an MPO to access federal transportation funds. GRPC is the designated MPO for the two urbanized areas within these counties, which include the Gulfport, MS, and Pascagoula, MS urbanized areas. Once an urbanized area reaches a population of 200,000 or more, it becomes a Transportation Management Area (TMA). The Gulfport, MS urbanized area, is considered a TMA consisting of the cities of Waveland, Bay St. Louis, Diamondhead, Pass Christian, Long Beach, Gulfport, Biloxi, D'Iberville, and Ocean Springs. The Pascagoula urbanized area consists of the cities of Gautier, Pascagoula, and Moss Point.

In addition to the UZA, the MPO defines areas to include in the MPA to ensure that appropriate infrastructure planning is provided for all commuter and travel sheds. The planning area is determined by agreement between the MPO, state, and local officials, with the approval of the Secretary of Transportation. Mississippi Gulf Coast MPO MPA is the entirety of Hancock, Harrison, and Jackson counties.

1.6 Federal Planning Factors

Federal legislation defines specific planning factors to be considered when developing plans.

Economic Vitality - Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Safety & Security - Increase the safety and security of the transportation system for motorized and non-motorized users.

Mobility & Accessibility - Increase the accessibility and mobility of people and for freight.

Environmental Protection - 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.

Management & Operations - Promote efficient system management and operation.

System Preservation - Emphasize the preservation of the existing transportation system

Resilience - Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation

Tourism - Enhancing travel and tourism

1.7 Federal Certification

Federal regulations require that the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) of the U.S. Department of Transportation jointly review and evaluate the transportation planning process carried out by MPOs in areas with an urbanized area population of 200,000 or more people, no less than every four years. The primary purpose of a certification review is to ensure the planning requirements of 23 U.S.C. 134 and 49 U.S.C. 5303 are being satisfactorily implemented. Per 23 C.F.R. 450.336(a), for the metropolitan planning areas (MPA). A Certification Review serves two purposes. It evaluates the planning process to certify the transportation planning process in the metropolitan area is in compliance with all federal regulations and guidance, and it provides insight and recommendations to help strengthen major aspects of the planning process. The Certification Review is focused on specific areas, including:

- The planning activities of the MPO and other agencies with responsibilities for regional transportation planning are conducted in accordance with FHWA and FTA regulations and policies, including the provisions of Title 23 U.S.C, MAP-21, the Clean Air Act, Title IV of the Civil Rights Act, and the American with Disabilities Act (ADA), as appropriate.
- The regional transportation planning process for the MPO area is a continuing, cooperative, and comprehensive process that results in the development, implementation, and support of transportation system preservation and improvements.
- The UPWP adequately documents transportation planning activities and all other ongoing significant transportation planning activities occurring in the region.
- The regional transportation planning products, including the TIP and the Metropolitan Transportation Plan, reflect the identified transportation needs, priorities, and funding resources of the MPO.
- The Metropolitan Transportation Plan and CMP are multi-modal in perspective and meet the needs of the traveling
  public and community.

2. Organization and Structure

2.1 Transportation Policy Committee (TPC)

The MPO is headed by a governing board consisting of voting members and also includes non-voting members entrusted with the responsibility for exercising the powers of the MPO, including the final decision on all policy matters, adoption or endorsement of transportation plans and programs, approval of agreements and adoption of policies. The TPC relies on recommendations from the Technical Coordinating Committee (TCC) to perform its duties.

In accordance with federal guidelines, the TPC includes the "local elected officials" and "officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation" and "appropriate State officials" (23 CFR450.310). The voting members of the TPC shall include the elected head of government from each member jurisdiction located within the MPA and representatives of the state department of transportation and other local and state organizations that allocate federal funds to implement transportation improvements. Each TPC member will designate someone to represent him if he is absent from the meeting. Designees will be afforded the same participation level as the member, including attending meetings, participating in deliberations of the committee, casting votes, and otherwise serving as a committee member in his or her stead. Individuals serving on the TPC by virtue of their status as elected or appointed officials have a term of office for membership on the policy committee concurrent with their term of office. GRPC will update the committee rosters to reflect any changes that may have occurred within member entities. The addition or removal of entities or jurisdictions due to urbanized area changes, expanded MPO boundaries, or other circumstances relevant to the transportation planning process will constitute a modification of the prospectus. Modifications do not require formal action or public review but do require an overview with the opportunity for discussion on the next TPC agenda.

TPC Voting Members:

- President of the Board of Supervisors for Hancock County,
- President of the Board of Supervisors for Harrison County,
- President of the Board of Supervisors for Jackson County,
- Mayor from the City of Waveland,
- Mayor from the City of Bay St. Louis,
- Mayor/City Manager from the City of Diamondhead,
- Mayor from the City of Pass Christian,
- Mayor from the City of Long Beach,
- Mayor from the City of Gulfport,
- Mayor/City Manager from the City of D'Iberville,
- Mayor from the City of Biloxi,
- Mayor from the City of Ocean Springs,
- Mayor/City Manager from the City of Gautier,

- Mayor/City Manager from the City of Pascagoula,
- Mayor from the City of Moss Point,
- Gulf Regional Planning Commission Board Chairman,
- Coast Transit Authority Board Chairman,
- Mississippi Department of Transportation Executive Director,
- Gulfport International Airport Director,
- Mississippi State Port Authority at Gulfport Director,
- Port of Pascagoula Director,
- Hancock County Port and Harbor Commission Director

TPC Non-Voting Members:

- Mississippi Trucking Association,
- Heritage Trails Partnership,
- FTA Regional Administrator,
- FHWA Division Administrator,
- MS Coast Business Council President

2.2 Technical Coordinating Committee (TCC)

The Technical Coordinating Committee (TCC) is comprised of individuals whose skills and training are necessary to provide technical support to the MPO Transportation Policy Committee (TPC). The TCC does not establish policies for the MPO but may make both technical and policy recommendations to the organization.

- The TCC reviews MPO documents, studies, reports, plans, and programs; and provides the TPC with recommendations concerning these items.
- The TCC members review the planning process products from a technical perspective, ensuring that appropriate concerns are addressed, including local planning issues, engineering details, environmental questions, and future growth, among many others.
- Minutes shall be kept of all meetings of the TCC, showing the number of members present, accurate recording of all final actions taken, a record of member discussion on any votes taken, and other information the committee asks to be included in the minutes. Minutes will be saved in paper copy within the meeting files maintained by the GRPC Transportation Planning Director and an electronic copy filed on the GRPC agency network.
- All final recommendations of the TCC shall be approved by a majority vote of the members present, so long as a quorum has been met. Each motion made by a member, upon being seconded by another member, shall be put before the current membership for discussion. The decision on a given motion will be taken by voice vote unless it is requested by a member that the vote be conducted by a ballot of the show of hands.

TCC Voting Members:

- President of the Board of Supervisors for Hancock County,
- President of the Board of Supervisors for Harrison County,
- President of the Board of Supervisors for Jackson County,
- Mayor from the City of Waveland,
- Mayor from the City of Bay St. Louis,
- Mayor/City Manager from the City of Diamondhead,
- Mayor from the City of Pass Christian,
- Mayor from the City of Long Beach,
- Mayor from the City of Gulfport,
- Mayor/City Manager from the City of D'Iberville,
- Mayor from the City of Biloxi,
- Mayor from the City of Ocean Springs,
- Mayor/City Manager from the City of Gautier,
- Mayor/City Manager from the City of Pascagoula,
- Mayor from the City of Moss Point,
- Gulf Regional Planning Commission Executive Director,
- Coast Transit Authority Executive Director,
- Gulfport International Airport Director,
- Mississippi Department of Transportation State Planning Engineer
- Mississippi Department of Transportation District 6 Engineer
- Gulfport International Airport Operation & Planning Director
- Mississippi Trucking Association Planning & Operations Director
- Mississippi State Port Authority at Gulfport Director,
- Port of Pascagoula Director,
- Hancock County Port and Harbor Commission Director

TCC Non-Voting Members:

- FTA Regional Representative,
- FHWA Regional Planning Engineer,
- Keesler AFB,
- Stennis Space Center,
- Naval Construction Battalion,
- CSX,
- Kansas City Southern,
- Amtrak,
- Southern Rapid Rail Commission

2.3 Administration and Staffing Support

The MPO is staffed by the Gulf Regional Planning Commission (GRPC), which provides professional planners and outreach specialists to perform planning studies and analyze policy in support of the decisions made by the Technical Coordinating Committee (TCC) and

Transportation Policy Committee. GRPC's Transportation Planning Director oversees the day to day management of activities identified in the adopted Unified Planning Work Program (UPWP), the fiscal needs of the TIP, coordination of MPO members, scheduling of meetings, dissemination of information, and all other MPO needs.

GRPC is authorized to enter into contracts to procure consultant services to carry out activities identified in the UPWP. Any professional service contracts using federal funds for MPO purposes must be associated with an activity listed in the UPWP before execution.

GRPC will be responsible for the following administrative tasks:

- Documentation of all transportation meeting proceedings
- Monitoring of all MPO sponsored activities and studies
- Preparation of all TIP modifications and amendments
- Update of all agreements
- Coordinates activities of the Transportation Policy Committee and Technical Coordinating Committee.
- Dissemination of relevant information to public officials and concerned citizens
- Documentation of the overall transportation planning program as required to maintain certification
- Maintains and updates the Metropolitan Transportation Plan for the MPA
- Maintains the biannually updated Transportation Improvement Program listing projects to be implemented during the next four years.
- Prioritize transportation improvement projects recommended in the planning process
- Prepares the Unified Planning Work Program outlining planning projects that will assist transportation decision making on the Gulf Coast
- Maintains the federally required Public Participation Plan coordinating and all public review and outreach requirements involving all parties in the transportation planning process
- Provide technical assistance to municipalities in conducting local transportation studies and transportation planning
- Provide public information regarding the transportation planning program in the MPO study area
- Provide the liaison between the planning process and the appropriate governmental units ensuring coordination of transportation planning with local, state, federal agencies and the general public
- Assure compliance with federal and state transportation planning regulations to assure certifications for transportation funding eligibility.

2.4 Ad Hoc Committees

The purpose of establishing ad hoc committees is to facilitate the accomplishment of a specific task identified by Gulf Regional Planning Commission or the MPO Transportation Policy Committee.

MPO Citizens Advisory Committee (CAC)

The CAC shall be responsible for providing information and overall community values and needs into the transportation planning program of the MPO; evaluating and proposing solutions from a citizen's perspective concerning alternative transportation proposals and critical issues; providing knowledge gained through the CAC into local citizen group discussions and meetings, and establishing comprehension and promoting credibility for the MPO Program. The CAC shall be composed of citizens and stakeholders who together shall represent a broad spectrum of social and economic backgrounds and who have an interest in the development of an efficient, safe, and cost-effective transportation system. Minorities, the elderly, and persons with disabilities must be adequately represented on the CAC.

TCC Sub-Committee

The TCC or TPC may establish such sub-committees to a standing committee as deemed necessary to investigate and report on specific subject areas. Such sub-committees shall be of limited duration and shall dissolve at such time as designated at the time of establishment or upon completion of the task(s) specified at the time of establishment.

Bicycle/Pedestrian Advisory Committee

This committee shall be responsible for making recommendations to the TCC and TPC, and others on matters concerning the planning, implementation, and maintenance of bike and pedestrian facilities. Also, the Bicycle/Pedestrian Advisory Committee shall be responsible for studying and making recommendations concerning the safety, security, and regulations on bicyclists and pedestrians.

3. Rules and Bylaws

The bylaws and operating procedures intend to provide rules and procedures to assure the orderly function of the transportation planning process for the MPO.

3.1 Article 1. Name

A. The name of the designated MPO for the Gulfport, MS & Pascagoula, MS urbanized areas is "Mississippi Gulf Coast Metropolitan Planning Organization."

B. The governing body is the "Transportation Policy Committee" or "TPC."

3.2 Article 2. Composition and Voting

A. The TPC shall be comprised of the principal elected officials from each local government located within the Gulf Coast MPA, each with one (1) vote.

B. The TPC shall also include the Executive Director of Mississippi Department of Transportation, Gulf Regional Planning Commission Board Chairman, Coast Transit Authority Board Chairman, Directors from the Gulf Coast's three seaports, and the Gulfport International Airport Director, each with one (1) vote.

C. The TPC shall include non-voting members, including the Division Administrator of the Federal Highway Administration, the Region IV Administrator of the Federal Transit Administration, a representative from the Mississippi Trucking Association, Heritage Trails Partnership, and the Gulf Coast Business Council President.

D. Should a vote be required in between scheduled meetings, a letter ballot shall be sent to each voting TPC member. The ballot shall include the name of the member and the complete text of the motion under consideration. The ballot shall include space for the member to clearly indicate whether they are "for," "against," or "abstaining" from the vote. The ballot shall include any necessary instructions, including the date the ballot must be returned to the GRPC offices, and by what delivery method(s). The ballot shall include a clear notice that it must be signed to be recorded, and ample space for the member signature and date will be provided. In the event of a tie, the motion will fail for lack of a majority vote. This process includes a 10-day public review period prior to MPO adoption of the proposed action.

E. All final action of the TPC shall be approved by a majority vote of the members present, so long as a quorum has been met. Each motion made by a member, upon being seconded by another member, shall be put before the present membership for discussion. The decision on a given motion will be taken by voice vote unless it is requested by a member that the vote be conducted by ballot.

F. Proxy voting is prohibited on the TPC.

3.3 Article 3. Duties and Responsibilities

A. The TPC shall serve as the policy-making body providing a central forum for an official decision-making body for a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the region's goals and objectives and Title 23, Part 450 of the Code of Federal Regulations.

B. The TPC shall adopt and maintain a transportation planning prospectus to describe the planning process, products, organizational structure, and decision-making process of the MPO.

C. The TPC shall adopt and maintain a Public Participation Plan to inform the public and interested stakeholders about the opportunities to participate in the planning process and to review and comment on plans and programs scheduled for adoption by the TPC.

D. The TPC shall adopt and maintain a Metropolitan Transportation Plan for the region identifying and prioritizing transportation needs and financial resources anticipated over the next 20 to 25 years.

E. The TPC shall adopt and maintain a Transportation Improvement Program (TIP) to account for transportation projects scheduled for implementation during the next four years.

F. The TPC shall adopt and maintain a Unified Planning Work Program (UPWP) directing research, data collection, and planning activities to be carried out by GRPC in support of federal requirements under titles 23 and 49 of U.S.C.

G. The TPC shall establish a Technical Coordinating Committee (TCC) to provide recommendations in the development and implementation of MPO plans and programs.

H. GRPC shall record and maintain a file of TPC meeting minutes, showing the number of members present, accurate recording of all final actions taken, a record of member discussion on any votes taken, other meeting agenda notes, and other information the committee asks to be included in the minutes.

3.4 Article 4. TPC Officers

A. The TPC shall elect by majority vote a chairperson and vice-chairperson at the last meeting of each calendar year.

B. The chairperson, or in their absence the vice-chairperson, shall preside at all meetings of the TPC. In the event neither officer is present, the chairperson’s representative or vice-chairperson’s representative shall preside.

C. The chairperson shall authenticate, by signature, all resolutions adopted by the TPC.

D. Only those members on the TPC who serve as an elected official of a municipality or county government may serve in the role of chairperson or vice-chairperson.

E. The chairperson may serve two successive one-year terms, taking one term off, and then the officer may serve again with no limitations to the number of terms.

3.5 Article 5. Meetings

A. The TPC shall meet as often as required to accomplish its duty and carry-out the federal metropolitan planning requirements. Special meetings will be held at the call of the Chair, provided that each member is notified and furnished an agenda at least five (5) days in advance of the time set.

B. Prior to the end of a calendar year, the GRPC shall publish a schedule of the meetings for the upcoming calendar year. Meetings of the TPC shall be open to the public, and notice shall be given in accordance with the MPO Public Participation Plan.

C. Each TPC member may designate, in writing, an alternate representative to serve at meetings of the TPC during the member's absence. The representative shall have full voting privileges in the member's absence.

D. The presence of a majority of the TPC voting membership or designated alternatives shall constitute a quorum for business transactions.

E. The TPC shall conduct business as prescribed in Robert's Rules of Order.

F. All meetings of the TPC shall be open to the general public, and items of the agenda to be voted on by the Metropolitan Planning Organization, including all documents to be adopted, shall be advertised as prescribed in the MPO's Public Participation Plan.

4. MPO Products

4.1 Metropolitan Transportation Plan (MTP)

The Metropolitan Transportation Plan is the featured product in the MPO planning process required for the recipient of federal funds. The LRTP is developed and maintained by GRPC and approved by the TPC. The LRTP coordinates and provides a vision and direction for the investment of transportation resources to meet future transportation needs for the region. A transportation demand model is used to predict traffic volumes and evaluate projects to improve mobility in the region. The Plan includes recommendations for all modes of transportation, including transit, bikes, pedestrians, and freight. It is a long term, financially feasible strategy showing the improvements for at least 20 years. The LRTP is updated every five years and may be amended as a result of changes in anticipated federal, state, and local funding, major investment studies, congestion management plans, interstate access studies, or environmental impact studies.

4.2 Congestion Management Process

A congestion management process (CMP) is required in metropolitan areas with populations exceeding 200,000, known as Transportation Management Areas (TMAs). The CMP is a systematic approach for managing congestion that provides information on transportation system performance and assesses strategies for mitigation.

4.3 Transportation Improvement Program (TIP)

The TIP is the short-range element of the LRTP. The TIP is a four-year program of project implementation. The TIP is incorporated into MDOT's State Transportation Improvement Program (STIP), which addresses all the transportation needs of the State of Mississippi. The TIP must be financially constrained, meaning that the amount of funds programmed cannot exceed the anticipated amount of funding available. A new TIP is developed every two years through a cooperative effort of local leadership, state officials, transit operators, federal agencies, including participation by the general public. GRPC will notify local public agencies within the MPO planning area to submit projects to be considered for funding allocation. The project application must be completed with the required information on the proposed project and returned to GRPC before the stated submission deadline.

The application package must also include a resolution from the governing board committing to the local match. After receiving the project applications, GRPC will rank the projects based on the TIP project evaluation process. GRPC will assemble a draft TIP based on the project rankings and available funding. GRPC will kick off a public review period and will host public meetings during the review period concerning the proposed projects for the TIP. Public comments will be reviewed by GRPC and forwarded to the project sponsor. A file for public comments will be recorded as an appendix to the TIP. The file will include the concluding decision and explanation with respect to each public comment. The draft TIP will be presented to the Technical Coordinating Committee (TCC) for recommendation and Transportation Policy Committee (TPC)

for approval. The approved TIP will be submitted to the Mississippi Department of Transportation (MDOT) for inclusion in the Statewide Transportation Improvement Program (STIP). In years that a TIP update does not occur, GRPC considers TIP amendments based on the availability of funds in the financially constrained TIP. This process will also give GRPC the opportunity to evaluate the implementation schedules of each project to ensure Federal monies are obligated on time to avoid a funding lapse.

Aligning TIP funding with MPO Priorities

- Economic Vitality. The support economic vitality of the Gulf Coast is a significant priority addressed in the TIP project selection process. Projects submitted are reviewed and scored based on their economic impact and benefit to the region or specific area.

- Safety & Security. The MPO sets aside funds from the TIP funding allocation specifically for projects that increase the safety and security of the transportation system for motorized and non-motorized users. The *Gulf Coast Local Road Safety Plan*, developed by MDOT and GRPC, is used to identify projects to be developed and funded to address specific safety emphasis areas.

- Mobility & Accessibility. The accessibility and mobility of people and for freight are addressed in the TIP project selection process. Points are given to projects that improve congested conditions on roadways. This priority creates a more reliable transportation system.

- Multimodal Connectivity. The MPO seeks to enhance the integration and connectivity of the Gulf Coast mobility corridors for all modes, for people and freight. Projects that fill roadway or pathway gaps and improve mobility for people and freight along these vital corridors are given priority.

- Management & Operations. The MPO sets aside funding specifically geared toward intelligent transportation or advanced technology projects to promote efficient system management and operation and prepare the region's infrastructure for the future.

- System Preservation. The MPO emphasizes the preservation of the existing transportation system by setting aside funding for pavement projects in the region.

- Resilience. The MPO uses TIP projects to improve the resiliency and reliability of the transportation system by promoting projects that reduce or mitigate stormwater impacts and/or provide roadways that give alternate mobility options in the case of natural or manmade disasters.

4.4 Public Participation Plan (PPP)

GRPC must prepare a Public Participation Plan (PPP), which describes how the MPO involves the public and stakeholder communities in transportation planning. All MPO programs, services, and activities are conducted per the agency's Public Participation Plan (PPP). The plan identifies who should participate in the transportation planning process and provides specific guidance on when MPO public engagement activities should occur and how those outreach activities will be conducted. The PPP is reviewed regularly and must be approved by the Mississippi Department of Transportation, as well as the Federal Highway and Federal Transit Administrations. The Civil Rights Program is included in the PPP. It describes the MPO's compliance program for the Americans with Disabilities Act, Title VI of the Civil Rights Act, as well as other rules, regulations, and policies. The MPO also must periodically evaluate whether its public involvement process continues to be effective.

4.5 Unified Planning Work Program

The UPWP documents the work that the GRPC intends to undertake throughout the next two fiscal years. It is updated annually and is developed in cooperation with MPO committee members, the public, partner agencies, community stakeholders, and other interested parties. It explicitly identifies planning work by task, provides a task description, identifies the person responsible for completion, and lists the schedule and type of deliverable expected. The UPWP identifies the funding sources associated with each work task and includes a financial summary of federal and matching fund estimates. GRPC administers the UPWP in compliance with 23 CFR 420 and FTA Circular C8100.18. GRPC submits a progress report to MDOT, which summarizes the work performed under the UPWP each quarter.

4.6 Annual Listing of Obligated Projects

No later than 90 days following the end of the fiscal year, a listing of projects for which funds under 23 USC or 49 USC Chapter 53 were obligated in the preceding year is published. The list is developed in cooperation with state and local public transportation providers, in accordance with section 450.314(a). It will include all federally funded projects authorized or revised to increase obligations in the preceding program year. The listing will consist of, at a minimum, the TIP information and the amount of federal funds allocated and obligated during the previous year, and the remaining federal funds available for subsequent years. The listing will be published and made available for public review in accordance with the PPP.

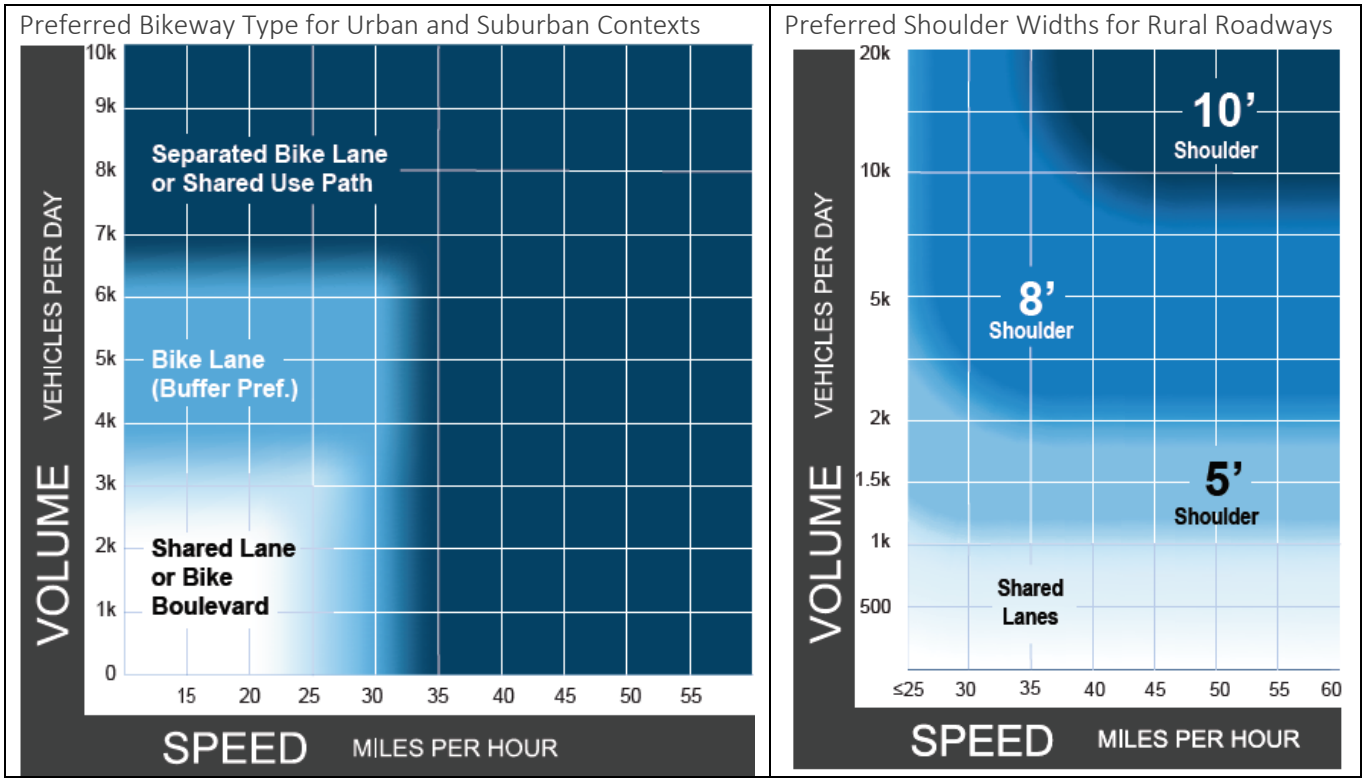
5. MPO Policies

5.1 MPO Complete Streets Policy

In December 2015, the Mississippi Gulf Coast MPO Policy Committee voted to approve a Complete Streets Policy. The adopted approach is to be suited to making our roadways safe and accessible for bicycles and pedestrians while also being realistic and reasonable to implement. The policy includes specific measures to make our roads more suitable for bicycles and pedestrians.

This policy includes a firm but reasonable language that requires both new and reconstruction roadway projects utilizing FHWA transportation funds on the Mississippi Gulf Coast to include measures to accommodate bicycles, pedestrians, and transit.

Based on traffic volume and speed, the matrix included in USDOT's Bikeway Selection Guide will determine which bicycle amenity should be included on a roadway to make it suitable for bicycle travel. Sidewalks are also required where separated pathways are not present. A 3- or 4-foot shoulder can be used instead of a bike lane, as indicated on this matrix.



US DOT's Bikeway Selection Guide. February 2019.

Applicability

The Complete Streets policy applies to all of the following projects:

1. New construction and reconstruction of roadways/bridges within the Mississippi Gulf Coast Metropolitan Planning Organization's urban planning area that will use Federal Highway Administration (FHWA) funds for any phase of project implementation, including planning, design, right-of-way acquisition, construction, or construction engineering.

2. Roadway/bridge projects included in the TIP after the adoption of the Complete Streets policy and are not past the preliminary design phase or more than 30% complete with design at the time this policy is adopted.

Requirements

1. Roadway projects should make use of the bicycle facility guidance matrix attached below to make a determination of which of the following bicycle amenities should be included in a roadway's cross-section:

    - When separation is required - A minimum 10-ft multiuse path on one side of the roadway/bridge to accommodate 2-way bicycle traffic and pedestrian users simultaneously,
    - When a bike lane is required - Minimum 3-ft paved shoulders on each side of the road where curbs are present, or
    - Minimum 4-ft paved shoulders on each side of the road where curbs are absent, or
    - Minimum 5-ft bike lanes on each side of the road, or
    - Shared lane - If the roadway's traffic volume and speed fall within the threshold of "shared lanes," shared lane signage and/or pavement markings can be used.

      And,
    - An existing or new continuous 5-ft sidewalk on both sides of the roadway/bridge, or
    - An existing or new continuous 5-ft sidewalk on one side of the roadway/bridge, or
    - If a multiuse path will be present on one side of the road, then a 5-ft sidewalk is preferred on the other side of the roadway/bridge, but not required.

2. If the project area has planned or currently includes fixed transit routes, the applicant must request comments from Coast Transit Authority (CTA).

Process

Call for Projects

At the beginning of each Transportation Improvement Program (TIP) update and amendment process, the Mississippi Gulf Coast MPO shall issue a call for projects for any roadway project

that seeks to use federal funding and to be programmed in the TIP. In addition to the existing requirements for project applications, the LPA shall indicate the intent for the project to be Complete Streets compliant or to seek a Complete Streets exemption.

Project review and approval

Project descriptions will be reviewed by MPO staff prior to being submitted to the Technical Coordinating Committee and Transportation Policy Committee for their consideration to adopt into the TIP. MPO staff shall certify that relevant projects are Complete Streets compliant unless a project receives an exemption under certain circumstances.

Exemption

Complete streets policy exemption. MPO staff may certify that a roadway project is exempt from the requirements listed above if any of the following conditions are met:

1. The project consists of ordinary maintenance activities designed to keep assets in serviceable conditions (e.g., mowing, cleaning, sweeping, spot repair, and regular or seasonal maintenance).
2. The project involves a roadway that bicyclists and pedestrians are prohibited by law from using.
3. There are extreme topographic or natural feature constraints.
4. A reasonable and equivalent alternative already exists for certain users or is programmed in the TIP as a separate project.
5. The costs of including accommodations for bicyclists and pedestrians can be demonstrated by the applicant agency to be greatly disproportional to the projected benefits from their inclusion or to result in disproportional harm from foregone infrastructure projects.
6. Where the LPA's governing board issues a documented exception concluding that application of complete street requirements presented here is inappropriate because it would be contrary to public benefits or safety.
7. The project is on a roadway outside of the MPO's urbanized planning area.
8. The project area is determined by a documented process by MPO staff not to have or expect to have bicycle and pedestrian traffic due to its proximity to existing or future land use generators for non-motorized traffic.

5.2 Compliance with the Metropolitan Transportation Plan

For a project to be eligible for the TIP, it must first be included in the adopted regional transportation plan. Large capital projects, roadway capacity, and/or general-purpose roadway projects must be individually listed or clearly part of a larger project included in the fiscally constrained component of the plan. Certain projects seeking to improve safety, increase multi-modal opportunities, or enhance the existing transportation system may be programmed in the TIP without individual identification in the regional plan, so long as they are consistent with the established goals and objectives of the plan

5.3 Project Application & Resolution

Each municipality must fill out a project application for MPO funding. The application provides the project description and other information needed to properly evaluate the project. GRPC staff will provide any assistance the municipality may need with the completion of the application. To be considered for MPO funding, jurisdictions must demonstrate a commitment to the requested project. The city must include a resolution by the city council or board to provide the needed local match for the project, whether it is from general funds, a bond issue, or other. This is to ensure compliance with federal requirements that each project be fully funded before being placed in the TIP. Project sponsors hold ultimate responsibility for ensuring that project information contained in the TIP is correct, that it accurately represents the scope of work being performed and the amount of funding being requested.

5.4 Project Update Meetings

To facilitate the timely delivery of projects and prevent the lapse of obligation authority, project sponsors will be required to participate in project meetings with FHWA, MDOT, and GRPC to discuss the development and schedule of the project. A project will be required to follow the approved timeline submitted on the project application. If a TIP project is not implemented in a timely manner, the jurisdiction will be requested to explain the delay. If project requirements are not met and delays unjustified, the recommendation will be made to the TCC and TPC for removal of the project from the TIP. If it is found the jurisdiction no longer has the required match for the project, the recommendation will be made to the TCC and TPC for removal of the project from the TIP.

5.5 Obligation Authority

Obligation authority or spending authority or obligation limitation is the ceiling or total amount of commitments of federal apportionment that can be made within a year. The MPO can only spend apportionment up to the amount of obligation authority it receives in any year.

5.6 Special Match Credit

The Special Match Credit Program is available for LPA projects and is to be requested only by those LPA's who advance fund those projects at their own cost. If requested in the project initiation process, the LPA may qualify to use actual incurred costs for Preliminary Engineering (PE), Right-of-Way (ROW), and other eligible costs as part, or all, of the required share for the construction project by obtaining Special Match Credit.

5.7 Financial Constraint

The MPO must demonstrate that the TIP is financially constrained by year and maintain that financial constraint. [23 C.F.R. 450.326(k)] It is recommended the TIP include a table(s) that compares the funding sources and amounts by year to the total project costs by year. The TIP shall include a project or phase of a project only if full funding can reasonably be anticipated for the time period contemplated to complete the project. [23 C.F.R. 450.326(k)].

5.8 Project Cost Increases

The Mississippi Gulf Coast MPO receives an annual distribution of STBG to be used by 15 or more Local Public Agencies. On March 1, 2018, the MPO voted to control project cost increases by allowing a maximum of 20% increase. If an LPA needs more funding for a project, MPO staff can approve additional funds up to 20% of the original project funding allocation. If more than 20% is needed for the project, the sponsoring local public agency (LPA) will have to cover the increased cost. An exception can be made for projects that were listed on the TIP prior to the update made in September 2018.

5.9 Studies Group

At the March 1, 2018, TPC meeting, the MPO voted to allow GRPC to administratively approve the use of study funds that are $50,000 and under. Studies that are over $50,000 require approval from the TPC.

5.10 Environmental Phase

At the June 4, 2020 the MPO Transportation Policy Committee adopted a policy to make preconstruction activities eligible for federal participation. The policy allows the use of federal funds for the development of the environmental documents when a separate phase is required due to the Class of environmental action needed. Case by case approval would be based on the availability of funds from the MPO's study group set-aside.

6. Transit

6.1 Designation

The Mississippi Coast Transportation Authority (d/b/a Coast Transit Authority) is the designated recipient for transit capital, operating, and planning funds made available by the Federal Transit Administration to the Gulfport, MS, and Pascagoula, MS urbanized areas.

6.2 GRPC Transit Planning

FTA/PL funds will be used by GRPC to cover costs associated with planning services and other technical assistance provided to CTA as described in the annual UPWP, GRPC will develop and periodically update a transit development plan (TDP) for use by Coast Transit Authority in charting capital and operating improvements. As a companion document to the long-range transportation plan for the region, the Transit Development Plan (TDP) identifies projects for future inclusion in the Transportation Improvement Program (TIP).

6.3 System Analysis

GRPC staff analyzes the current fixed-route transit system to determine if improvements or adjustments should be recommended to enhance the system, such as system expansion, route adjustments, headway reductions, and new services

6.4 Coast Transit Authority (CTA)/GRPC Collaboration

Transit capital and operating projects will be submitted to GRPC by CTA for inclusion in the TIP and provide all required public involvement and review. GRPC will also assist CTA with public involvement requirements for all studies related to transit operations and management and route changes as described in the MPO's Public Participation Plan.

6.5 Public Involvement

GRPC and CTA staff jointly coordinate public outreach and engagement activities. We take advantage of the opportunity to share resources and to meet with the public and other stakeholders whenever possible.

6.6 Mapping

As a regular part of the GRPC and CTA relationship, our planning staff provides a variety of mapping services in support of route planning, marketing, outreach, and other CTA activities.

6.7 Infrastructure Enhancements

GRPC facilitates the planning and implementation of transit shelter construction along the fixed-route system to include: new shelter site selection, evaluation, and planning , including negotiations with property owners.

7. Performance Management

MAP-21 and continued in the FAST Act transform the Federal-aid highway program by establishing new performance management requirements to ensure that State DOTs and MPOs choose the most efficient investments for Federal transportation funds. Performance management refocuses attention on national transportation goals, increases the accountability and transparency of the Federal-aid highway program, and improves project decision making through performance-based planning and programming. Performance measures are used to indicate how well the transportation system is meeting agency goals and expectations. Performance measures are intended to answer questions about whether the performance of the transportation system, such as congestion, safety, etc., is getting better or worse over time. Performance measures also demonstrate whether investments in transportation projects are producing desired outcomes.

7.1 National Goals

Goals have been set up to implement the transportation performance management framework. Collectively they address challenges facing the U.S. transportation system.

Safety. Achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Infrastructure Condition. Maintain the highway infrastructure asset system in a state of good repair.

Congestion Reduction. Achieve a significant reduction in congestion on the National Highway System (NHS).

System Reliability. Improve the efficiency of the surface transportation system.

Freight Movement and Economic Vitality. Improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

Environmental Sustainability. Enhance the performance of the transportation system while protecting and enhancing the natural environment.

Reduced Project Delivery Delays. 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.

General Purposes. Establish standards for the state of good repair of public transportation infrastructure and vehicles. Promote continuing, cooperative, and comprehensive planning that improves the performance of the transportation network.

7.2 Framework

Strategic Direction. The establishment of an agency's direction through well-defined goals and objectives and enables assessment of the agency's progress towards meeting goals by defining a set of aligned performance measures. The Strategic Direction is the foundation upon which all performance management rests and should be included in an agency's business plan.

Target setting. The use of baseline data, information on possible strategies, resource constraints, and forecasting tools to collaboratively establish a quantifiable level of performance the agency wants to achieve within a specific time frame. Targets make the link between investment decisions and performance expectations transparent across all stakeholders.

Performance-Based Planning. The use of agency goals and objectives and performance trends to drive the development of strategies and priorities in the long-range transportation plan and other performance-based plans and processes. The resulting planning documents become the blueprint for how an agency intends to achieve its desired performance outcomes.

Performance-Based Programming. The use of strategies and priorities to guide the allocation of resources to projects that are selected to achieve goals, objectives, and targets. Performance-Based Programming establishes clear linkages between investments made and expected outputs and outcomes. GRPC uses TIP groups to direct funding to projects that impact the performance measures, including safety, preservation, bicycle, and pedestrian mobility.

Monitoring and Adjustment. A set of processes to track and evaluate actions taken and outcomes achieved, thereby establishing a feedback loop to refine planning, programming, and target setting decisions. It involves using performance data to obtain key insights into the effectiveness of decisions and identifying where adjustments need to be made in order to improve performance.

Reporting and Communication. The use of products, techniques, and processes to communicate performance information to different audiences. Reporting is an important element for increasing accountability and transparency to external stakeholders and agency partners for explaining how TPM is driving a data-driven approach to decision making.

7.3 Federal Performance Measures

FHWA defines as a strategic approach referred to as Transportation Performance Management (TPM) program that uses system information to make investment and policy decisions to achieve national performance goals.

Safety

Safety Performance Management (Safety PM) is part of the Final Rule that supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements to carry out the HSIP and to assess fatalities and serious injuries on all public roads. State DOTs and MPOs shall measure serious injuries and fatalities by VMT and the total numbers of both

serious injuries and fatalities. FHWA also adds a measure to access the number of combined non-motorized fatalities and serious injuries. Each of the performance measures use a 5-year rolling average. The exposure rate measures are calculated annually per million VMT. The VMT are derived from MDOT's Highway Performance Monitoring System (HPMS).

Highway Safety Performance Measures (PM1)	Statewide Target
Motor Vehicle Crash Fatalities • 5-year average number of fatalities	677.8
Motor Vehicle Crash Fatalities • 5-year average rate of fatalities per 100 million VMT	1.668
Motor Vehicle Serious Injuries • 5-year rolling average number of injuries	574.4
Motor Vehicle Serious Injuries • 5-year average rate of injuries per 100 million VMT	1.425
Pedestrian and Bicycle Fatalities and Serious Injuries • 5-year rolling average	119.8

Pavement

State DOTs are required to collect pavement data for a full-extent International Roughness Index (IRI), Rutting, Cracking %, Faulting, and Inventory data conforming to HPMS Field Manual.

- IRI is the road roughness index most commonly used worldwide for evaluating and managing road systems. Road roughness is the primary indicator of the utility of a highway network to road users. IRI is defined as a statistic used to estimate the amount of roughness in a measured longitudinal profile.
- *PSR* (Present Serviceability Rating) is an estimate of pavement deterioration, section deficiencies, and needed improvements, in cost allocation studies, in pavement condition trends, and for other analysis purposes including NHS performance.
- Rutting is defined as longitudinal surface depressions in the asphalt pavement derived from measurements of a profile transverse to the path of travel on a highway lane. It may have associated transverse displacement. Asphalt is defined as pavements where the top-most surface is constructed with asphalt materials.
- Faulting is defined as a vertical misalignment of pavement joints in Portland Cement Concrete Pavements (Jointed Concrete Pavement). Jointed Concrete Pavements is defined as pavements where the top-most surface is constructed of Portland cement concrete with joints. It may be constructed of either reinforced or unreinforced (plain) concrete.
- Cracking is defined as a fissure or discontinuity of the pavement surface not necessarily extending through the entire thickness of the pavement. Cracking Percent is defined as the percentage of pavement surface exhibiting cracking. For Asphalt pavements, Cracking Percent is the percentage of the total area exhibiting visible fatigue type cracking for all severity levels in the wheel path in each section. For Jointed Concrete, Cracking Percent is the percentage of slabs within the section that exhibit transverse cracking. Partial slabs shall contribute to the section that contains the majority of the slab length. For CRCP, the Cracking Percent is the percentage of the area of the section exhibiting longitudinal cracking, punchouts, and/or patching. Transverse cracking shall not be considered in the Cracking Percent for CRCP.

Bridge

This measure is the percent of deck area classified as good and poor, using National Bridge Inventory (NBI) condition ratings for Deck, Superstructure, Substructure, and Culvert. Condition is determined by the lowest rating of these items. If the lowest rating is greater than or equal to 7, the bridge is classified as good; if it is less than or equal to 4, the bridge is classified as poor. Deck area is computed using NBI Structure Length and Deck Width or Approach Roadway Width (for some culverts). (Bridges rated below 7 but above 4 will be classified as fair; there is no related performance measure.)

Pavement and Bridge Condition Performance Measures (PM2)	Target
Percentage of Pavements on the Interstate System in Good Condition	>55%
Percentage of Pavements on the Interstate System in Poor Condition	<5%
Percentage of Pavements on the non-Interstate NHS in Good Condition	>25%
Percentage of Pavements on the non-Interstate NHS in Poor Condition	<10%
Percentage of NHS Bridges Classified as in Good Condition	>60%
Percentage of NHS Bridges Classified as in Poor Condition	<5%

Travel Time Reliability

Travel time reliability focuses on the fact that drivers are used to congestion and they plan for it. It's the unexpected congestion that troubles travelers the most from day to day. A trip that usually takes a half-hour, with little or no warning, takes an hour. Now the motorist is late for work, has missed a doctor's appointment, or is facing hefty childcare penalties for picking up the kids late. Maybe a trucker gets held up in unexpected traffic, making shipments late to the manufacturer, disrupting just-in-time delivery, and losing the competitive edge on other shippers. Travelers want travel time reliability—a consistency or dependability in travel times, as measured from day to day or across different times of day. Drivers want to know that a trip will take a half-hour today, a half-hour tomorrow, and so on.

For purposes of the measures, Level of Travel Time Reliability (LOTTR) is defined as the ratio of the 80th percentile travel time of a reporting segment to a "normal" travel time (50th percentile), using data from FHWA's free National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods other than 8 p.m.-6 a.m. local time. The measures are the percent of person-miles traveled on the relevant NHS areas that are reliable. Person-miles take into account the users of the NHS. Data to reflect the users can include bus, auto, and truck occupancy levels. The final rule changes the weighting of the Travel Time Reliability measures from system miles to person-miles; this change provides opportunities to capture overall occupancy factors from national surveys. The FHWA believes the person-miles concept is an appropriate way to measure reliability for investment decision making as it is more sensitive to congestion than system miles.

Freight Movement

Freight movement will be assessed by a Truck Travel Time Reliability (TTTR) Index. Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8

p.m.-6 a.m.). The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. Then, the TTTR Index will be generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate. [23 CFR 490.511 and 490.513]

CMAQ On-Road Mobile Source Emissions: Total Emission Reductions

The measure applies to areas designated as nonattainment or maintenance for ozone, carbon monoxide or particulate matter. Applicable State DOTs and MPOs will establish separate targets for each of these criteria pollutants and applicable precursors. [23 CFR 490.803]. The CMAQ program's purpose is to fund transportation projects or programs that contribute to the attainment or maintenance of National Ambient Air Quality Standards (NAAQS) in those specific areas. [23 USC 149(b)]

CMAQ Traffic Congestion: Annual Hours of Peak Hour Excessive Delay Per Capita

Traffic congestion will be measured by the annual hours of peak hour excessive delay (PHED) per capita on the NHS. Excessive delay will be based on travel time at 20 miles per hour or 60 percent of the posted speed limit travel time, whichever is greater, during in 15-minute intervals per vehicle. [23 CFR 490.705 and 490.707]. The morning period is 6-10 a.m. local time on weekdays. The afternoon period is 3-7 p.m. or 4-8 p.m. local time, providing flexibility to State DOTs and MPOs. [23 CFR 490.705]

CMAQ Traffic Congestion: Percent of Non-Single Occupancy Vehicle (SOV) Travel

A minimum option for measurement will be use of the American Community Survey (ACS) Commuting (Journey to Work) data from the U.S. Census Bureau. State DOTs and MPOs also may use localized surveys or measurements. Finally, State DOTs and MPOs may use volume counts for each mode to determine the percent non-SOV travel and will be encouraged to report any data not available in national sources today (such as bike counts) to FHWA. [23 CFR 490.709]. The measure includes all surface modes of transportation that are not SOV and may include travel avoided by teleworking. [23 CFR 490.709]

Highway System/Freight/CMAQ Performance Measures (PM3)	Target
Truck Travel Time Reliability (TTTR) Index on the Interstate System	<1.5
Percent of the Person-Miles Traveled on the Interstate that are reliable	>90%
Percent of the Person-Miles Traveled on the Non-Interstate National Highway System (NHS) that are reliable	>85%
Annual hours of peak-hour excessive delay (PHED) per capita. *	N/A
Percent of non-single occupant vehicle travel (non-SOV). *	N/A
Cumulative 2-year and 4-year reduction of on-road mobile source emissions. *	N/A

**Not required for GRPC*

Transit

Recipients and sub-recipients of chapter 53 funds that own, operate, or manage public transportation capital assets must define the state of good repair and to establish minimum requirements for transit asset management. This final rule requires public transportation

providers to develop and implement out transit asset management (TAM) plans. TAM plans must include an asset inventory, condition assessments of inventoried assets, and a prioritized list of investments to improve the state of good repair of their capital assets. This final rule also establishes state of good repair standards and four state of good repair (SGR) performance measures. Transit providers are required to set performance targets for their capital assets based on the SGR measures and report their targets, as well as information related to the condition of their capital assets, to the National Transit Database.

ROLLING STOCK
Buses, Paratransit, and Revenue Vehicles refer to any rubber-tired vehicle supporting revenue service. Bus vehicles include transit (inner-city), suburban (over-the-road coaches), and specialty vehicles (for example, trolleys and vans). Additionally, dedicated guideway vehicles include bus rapid transit (BRT) vehicles.

Revenue bus vehicles	Useful Life Benefit (ULB)	Target
BU Bus	14 years	>20%
CU Cutaway Bus	10 years	>25%
RT Rubber Tire Vintage Trolley	14 years	>20%
VN Van	8 years	>25%

Measure
The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).

EQUIPMENT
Construction, Service Vehicles, Maintenance Equipment, Non-revenue vehicles include service vehicles, street supervisor vehicles, and management vehicles.

Non-revenue vehicles	Useful Life Benefit (ULB)	Target
Service vehicles	6 years or 125,000 miles	>25%
Trucks	6 years or 125,000 miles	>25%
Custom		>10%

Measure
The percentage of non-revenue service vehicles (by type) that exceed the ULB.

FACILITIES
Main building, bus shelters, beach bus stations, transit centers, parking garage.

Transit Economic Requirements Model (TERM) Scale		
5	Excellent	New or like new asset; no visible defects
4	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s)
3	Adequate	Asset has reached its mid-life; some moderately defective or deteriorated component(s)
2	Marginal	Asset reaching or just past its useful life; increasing number of deteriorated component(s)
1	Poor	Asset past its useful life; in need of replacement; may have critically damaged component(s)

Facility	Target	Measure
Administration	>5%	The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
Parking structures	>5%	
Passenger facilities	>5%	

TRANSIT SAFETY	Measure	Mode	Target
	Number of fatalities by mode	Fixed Route Bus	0
		Non-Fixed Route Bus	0
	Rate of fatalities per 100,000 Total Vehicle Revenue Miles by mode	Fixed Route Bus	0
		Non-Fixed Route Bus	0
	Number of injuries by mode	Fixed Route Bus	1.2
		Non-Fixed Route Bus	0
	Rate of injuries per 100,000 Total Vehicle Revenue Miles by mode	Fixed Route Bus	.15
		Non-Fixed Route Bus	0
	Number of Safety Events by mode	Fixed Route Bus	18.2
		Non-Fixed Route Bus	2.2
	Rate of Safety Events per 100,000 Total Vehicle Revenue Miles by mode	Fixed Route Bus	2.23
		Non-Fixed Route Bus	.89
	Mean Distance Between Major Mechanical Failures by mode	Fixed Route Bus	9,500
		Non-Fixed Route Bus	18,000

7.3 Monitoring and Reporting in the LRTP

The LRTP must include a description of all applicable performance measures and targets used in assessing the performance of the transportation system in the MPO planning area. [23 C.F.R. 450.324(f)(3)]

The LRTP must also include a system performance report. The system performance report must evaluate the condition and performance of the transportation system with respect to the MPO's performance targets, including progress achieved by the MPO in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data. [23 C.F.R. 450.324(f)(4)(i)]

In initial LRTP amendments or updates, the system performance report will focus on baseline performance. With additional LRTP cycles, the system performance report will discuss how the program of projects from the prior LRTP and TIP performed relative to the targets.

For MPOs that elect to develop multiple scenarios when developing their LRTP, the system performance report must include an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets. [23 C.F.R. 450.324(f)(4)(ii)]

Currently, there is no standard template or guidance from FHWA or FTA for the required description of the applicable performance measures and targets or for the system performance report. FDOT created templates MPOs may use to develop LRTP language specific to each MPO. This documentation can be included in the body of the LRTP or as an appendix.

The requirement to include a system performance report in the LRTP only has to be met at the time that the LRTP is updated. It does not have to be updated when the LRTP is amended.

7.4 Monitoring and Reporting in the TIP

MPOs must design the Transportation Improvement Program (TIP) such that it makes progress toward achieving the MPO's performance targets. [23 C.F.R. 450.326(c)] To the maximum extent practicable, the TIP must include a description of the anticipated effect of the TIP toward achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets. [23 C.F.R. 450.326(d)] FHWA defines the maximum extent practicable as capable of being done after taking into consideration the cost, existing technology, and logistics of accomplishing the requirement.

Currently, there is no standard template or guidance from FHWA or FTA for the development of the TIP TPM language. FDOT created templates MPOs may use to develop TIP language to meet the TPM requirements. FHWA is working on guidance on how MPOs should document the anticipated effect of the TIP toward achieving the performance targets and linking investment priorities to those performance targets. FHWA Florida Division documentation states that in general, this description of effect should be at a systems or program level and not at the level of individual projects. As a minimum, it should discuss the effect that the program of projects in the TIP would have toward achieving the federally required performance targets. It should be consistent with and include or reference the goals, objectives, strategies, performance measures, and targets in the LRTP (as applicable) and in other plans and processes as they relate to the federally required performance targets. The requirement to assess the effect of the TIP in achieving performance targets only has to be done at the time the TIP is updated. It does not have to be updated with a TIP amendment.

7.5 GRPC Asset and Performance Plannning

GRPC has adopted an asset and performance management approach to transportation planning and critical to this method is the use of transportation performance planning to measure infrastructure needs. Transportation performance management is a strategic approach that uses system information to make investment and policy decisions to achieve goals and objectives.

Economic Vitality

Objective
Improve the transportation system to enhance economic competition
Improve the mobility of freight by truck, rail, and other modes
Strategy
Address freight bottlenecks and other impediments
Provide access to developed and undeveloped areas (such as frontage roads)
Improve the quality of transportation for rural centers
Performance Measure
Number of impediments on freight connectors
% of freight corridors operating under congested conditions (LOS E)
Value of vehicle operating cost (VMT) and travel time (VHT) in the region
Truck Travel Time Reliability (TTTR) Index

Mobility & Accessibility

Objective
Improve mobility by reducing traffic congestion and delay
Enhance regional connectivity
Strategy
Expand roadway capacity where needed
Strategically enhance corridors (reconstruction, medians, road diets, etc.)
Provide critical linkages enabling more direct travel
Give priority to projects on the National Highway System (NHS)
Performance Measure
Miles of roads operating over capacity (LOS E)
Vehicle Hours Traveled (VHT) and Vehicle Miles Traveled (VMT) in the region
% person-miles traveled on the Interstate that are reliable
% person-miles traveled on the non-Interstate NHS that are reliable

Safety & Security

Objective
Reduce motor vehicle crash fatalities and serious injuries
Strategically enhance corridors for safety and context
Strategy
Mitigate or eliminate safety concerns at high crash rate intersections
Improve decision-making and awareness with signage and pavement marking
Improve safety at railroad crossings
Install lighting on mobility corridors and interchanges
Improve conditions to prevent lane departures
Provide safety education
Address aggressive driving and areas with high speeds (traffic calming)
Mitigate or eliminate safety concerns on high crash rate road segments
Performance Measure
Number of serious injury and fatality crashes
% of railroad crossings with adequate signals and vertical crossing profile
Number of intersections with crash rate above 1.5 per 1,000,000 vehicles
% of non-interstate mobility corridors lighted
Number of interstate interchanges lighted
Number of rural lane departure crashes
Number of fatalities
Rate of fatalities
Number of serious injuries
Rate of serious injuries

System Preservation

Objective
Maintain transportation infrastructure in a good state of repair
Strategy
Prioritize pavement condition
Prioritize bridge condition
Performance Measure
% of federal-aid roads with a good (<95) or acceptable (>95 to <170) IRI
% of NHS bridges by deck area in Good condition
% of NHS bridges by deck area in Poor condition
% of non-Interstate NHS pavements in Good condition
% of non-Interstate NHS pavements in Poor condition
% of Interstate pavements in Good condition
% of Interstate pavements in Poor condition

Management & Operations

Objective
Improve mobility by reducing traffic congestion and delay
Prepare for technological advances to manage roadway demand
Strategy
Use operational strategies to improve traffic flow at intersections
Use roundabouts to improve traffic flow and safety at intersections
Support carpooling, electric vehicle use or first responder efficiency
Utilize innovative technologies to improve conditions
Performance Measure
Average travel time on mobility corridor
Number of paved park and ride lots
Miles of NHS roadway with excessive travel time delay
Number of intersections with extended delay

Resilience & Environment

Objective
Use transportation improvements to provide equitable benefits
Improve mobility for underserved communities
Provide a setting for regional transportation decision-making
Minimize adverse impacts to the natural and the human environment
Provide transportation resiliency
Strategy
Address infrastructure that is repeatedly damaged by extreme weather events
Address current and future vulnerabilities to evacuation routes
Maintain a social media presence
Prioritize projects that reduce idling
Develop projects located in or directly benefit underserved communities
Performance Measure
Number of days that Pollution Standard Index is in unhealthful range
Number of GRPC Facebook followers
Number of comments received and attendance from outreach efforts
Number of projects positively impacting underserved communities
Miles of roadway that experience storm water inundation

Multimodal Connectivity

Objective
Improve mobility and access for pedestrians and bicyclists
Reduce pedestrian and bicycle crash fatalities and serious injuries
Make public transportation a viable choice mode of transportation
Support shared mobility options to put more people into fewer vehicles
Strategy
Provide adequate pedestrian crossings
Install suitable pedestrian and biking infrastructure on mobility corridors
Add or widen shoulders on rural roads
Install sidewalks and multi-use pathways
Use protected bicycle lanes where needed
Use pavement markings to indicate bicycle use
Improve pedestrian and bicycle access to transit stops
Improve ADA access
Improve fixed route transit headways
Performance Measure
% of signalized intersections suitable for pedestrian crossing
% of transit stops with suitable pedestrian and bicycle access
% of federal-aid roads with pedestrian pathways
% of federal-aid roads suitable for bicycles based on FHWA Bikeway Guide
% of mobility corridors suitable for bicycles based on FHWA Bikeway Guide
% of mobility corridors with pedestrian pathways
% of stops with shelter
Fixed route operating cost per hour
Number of non-motorized crashes
Fixed route on-time performance
Fixed route average speed
Fixed route farebox recovery
Ridership per revenue hour
Number of non-motorized fatalities and serious injuries
% of revenue vehicles exceeding their Useful Life Benchmark (ULB)
% of non-revenue service vehicles exceeding their ULB
% of facilities rated under 3.0 on the Transit Economic Requirements Model
Number of fatalities by mode (fixed route & non-fixed route)
Rate of fatalities per 100,000 total vehicle revenue miles by mode (fr & nfr)
Number of injuries by mode (fixed route & non-fixed route)
Rate of injuries per 100,000 total vehicle revenue miles traveled 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

Appendix I - TIP Groups

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 by earmarking a portion of these funds to support specific areas. Funding groups encourage investment in priority focus areas, control the 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. Funding for the groups is approved by the MPO Policy Committee.

Multimodal Program

Mississippi Gulf Coast MPO's Local Public Agencies may apply for any project that meets the federal requirements of the Surface Transportation Block Grant (STBG) Program, including system preservation, system expansion, system operations, multi-modal options, etc. The MPO allocates the funds to local public agencies within the planning area based on the region's highest priority transportation projects.

Safety

The Safety Group is used to fund projects in the MPO's Get2B Safety Program. Gulf Regional Planning Commission serving as staff for the MPO provides planning work described in its Unified Planning Work Program (UPWP) that is used to identify projects to be developed and funded with the Safety Group. The Mississippi Gulf Coast MPO will set aside funds from its annual allocation of STBG funds for projects to enhance the safe mobility of all modes of transportation on the Mississippi Gulf Coast. MPO staff works with FHWA to develop projects that will be eligible for the Federal share payable to amount to 100 percent of the cost of construction of such projects as described in ***23 U.S.C. 120 (c)***. Projects will be selected by GRPC for funding through this program, coordinated with the applicable local public agency, and initiated as needed without the requirement of a TIP amendment.

Bicycle – Pedestrian – Transit

The primary focus of this group is to provide for "independent" projects which provide bicycle, pedestrian, and transit access and safety improvements within the right-of-way or easements along functionally classified roadways. These "independent" projects will usually be stand-alone in nature, not associated with other federally funded roadway improvements such as reconstruction or widening. The Mississippi Gulf Coast MPO will set aside funds from its annual allocation of STBG funds for projects to improve bicycle, pedestrian, and transit accessibility and mobility in the region. The MPO initiates a *Call for Projects* during the TIP Update and TIP Amendment periods for the funding in the Bicycle, Pedestrian, and Transit Project Group.

MPO Studies

The Mississippi Gulf Coast MPO will set aside STBG funds annually for the purpose of developing and implementing studies/projects that directly support the MPO goals. The MPO funded studies are used to prepare a project for funding and implementation. Projects will be selected by GRPC

based on needs identified through the agency's transportation planning process, Long Range Transportation Plan, or a need expressed by an LPA. Studies or projects under $50,000 can be initiated as needed without an MPO vote. Studies or projects over $50,000 will require MPO action. This group enables to MPO to be more responsive to needs as they arise between amendment and update periods.

Intersections

The MPO will use this group to promote efficient system management and operation. The objectives of focusing on intersection improvements are to reduce the frequency and severity of intersection conficts, mitigate traffic congestion and delay, and improve pedestrian and bicycle safety and access. Improvement measures include construction geometric improvements, installing pedestrian crossing islands, providing suitable lighting, installing or upgrading traffic control, etc.

Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is eligible for funding under the STBG. The TAP replaces the Transportation Enhancement Program (TEP), Safe Routes to School Program (SRSP), as well as the Recreational Trails Program (RTP). TAP funds can be used on local roadways needs that are not eligible for the STP funding. Eligible activities include:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

- Infrastructure-related projects.-planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities,off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.

For other eligible activities please refer to MDOT's TAP Program Information Document.
https://mdot.ms.gov/documents/LPA/Programs/TAP/TAP%20Information%20Document.pdf

Appendix II - TIP Changes

Amendments and Modifications

Changes to the TIP may be required. Requests for general amendments and modifications within the existing program are made by MDOT or LPAs. Changes to the TIP or changes to an existing project that are considered a major revision to the TIP will be processed as amendments and will require TPC approval and public review. Revisions that qualify as administrative modification are minor in nature, and there is no distortion of fiscal constraint, and the availability of funds is assured. Administrative modifications are processed by GRPC, and no public review or TPC action is required. Once complete, GRPC will submit a letter to MDOT showing the amendments or modifications made to the TIP and request that it be included in the STIP. All amendments and modifications will be included in action summaries in the appendix of the TIP.

Amendments include:

- Addition or deletion of a project
- Major changes in design or scope such as changes that do impact travel demand models or an approved air quality conformity analysis (i.e., travel lanes, etc.)
- Termini changes

Modifications include:

- Correcting obvious minor data entry errors
- Splitting or combining projects without modifying the original project design, concept, and scope or creating project segmentation
- Changing or clarifying elements of a project description. This change would not alter the original project design, concept, and scope. It also must be consistent with the approved environmental document.
- Moving a project from one federal funding category to another federal funding category
- Moving a project from federal funding to state funding
- Shifting the schedule of a project or phase within the years covered by the TIP (only the first two years for nonattainment and maintenance areas)
- Updating project cost estimates (within the original project scope and intent) not to exceed greater than 20% of the original cost estimate
- Moving any identified project phase programmed for the previous year into a new TIP (rollover provision)
- Adding agency to a group
- Adding projects with grouped projects within the TIP, provided fiscal constrain is maintained
- Removing a project reported as obligated or completed
- Re-demonstration of fiscal constrain is not required

TIP AMENDMENTS AND MODIFICATIONS				
	2-year TIP Update	*1-year TIP Amendments*	*As Needed*	*Poll Vote*
Addition of an MPO STP project	X	X		
Deletion of an MPO STP project	X	X	X	X
Addition of an MPO TAP project	X	X		
Deletion of an MPO TAP project	X	X	X	X
Addition or deletion of an MDOT project	X	X	X	X
Addition or deletion of an FTA project	X	X	X	X
Addition or deletion of a project from a source of funding other than MPO funds	X	X	X	X
Major changes in design or scope such as changes that do impact travel demand models or an approved air quality conformity analysis (i.e. travel lanes, etc.) for projects currently on the TIP	X	X	X	X
Termini changes for projects currently on the TIP	X	X	X	X
Modifications (described in Section IV)	X	X	X	X
Financial changes in a project's programmed amount of federal funds greater than 20% of the original cost	X	X	X	X

Appendix III - TIP Project Selection and Prioritization Process

Multimodal

Projects which mainly focus on mobility and access for vehicles and freight including, but not limited to, expanded capacity, widening, new roads, road extensions, traffic operations, intersection improvements, access management, reconstruction, etc. The evaluation and scoring criteria are below:

Economic Vitality. A transportation project can affect an area's ability to attract new businesses and encourage them to stay and grow. Success in such an endeavor can have the public benefit of raising property values in the vicinity of the project. Some projects have obvious economic development impacts that expand a community's tax base and enhance the quality of life for people who live in the area. In addition to selecting the best transportation projects for improved freight mobility, it is important to target projects that spur economic growth and societal benefits. Economic development is emphasized in the project selection process to maximize and capitalize on economic development opportunities. Some economic benefits of transportation improvements are quantifiable and can even be monetized. While some benefits are not so easily monetized, others such as the value of travel time-savings, can be quantified.

- Addresses freight bottlenecks and other impediments – Improves impediments on freight corridors such as deficient bridges, bridge clearance issues, railroad crossing impedances, road weight issues, commercial vehicle crash locations, congestion and delay or intersection geometry issues.

- Provides access to developed and undeveloped areas – A road improving access to specific areas then affects the relative likelihood of development there as opposed to other places.

- Improves the quality of transportation for rural centers – Many of these areas are located just beyond the fringe of the urban area. Travel patterns and population growth in these centers are greatly affected by the metropolitan area due to daily commuting and freight movements. Many of these areas are experiencing high rates of population growth in recent years, hence increasing traffic on the mostly two lane roads.

Mobility & Accessibility. FHWA national performance goals for congestion and reliability seek to achieve a reduction in congestion to improve the efficiency of the transportation system. Projects are given priority that provide reductions in traffic delay and congestion through improved operations or expanded capacity. Reducing congestion reduces travel time, which increases efficiency for individuals and businesses. GRPC measures mobility on Gulf Coast roadways by estimating roadway capacity and operations. Points are given if a transportation

project improves a congested location either directly from the roadway project or indirectly in the area of influence.

- Addresses roadway capacity issues - GRPC developed v/c ratios to provide information on the level of congestion and which roads are approaching or have surpassed their capacity. The capacities are developed using guidelines from the *Florida Department of Transportation's Quality/Level of Service Handbook Generalized Annual Average Daily Volume Tables*.

- Strategically enhance corridors – Add medians or combine driveways for access management improvements. Reduce lane width or do a road diet to add amenities to the road. Construct curb and gutter or add or widen shoulders. In some cases, traffic on the roadway may not be in excess of its capacity, but it has operational problems causing congestion. GRPC uses NPMRDS data which contains field-observed travel time and speed data collected anonymously from a fleet of probe vehicles (cars and trucks) equipped with mobile devices. The NPMRDS data is used for traffic congestion analysis. Operational improvements make better use of existing capacity improving the efficiency of traffic flow with measures such as traffic signal timing, signage, turn lanes, and better channelization through pavement striping. Improvements to roads with travel time delay will have significant impacts.

- Provides critical linkages enabling more direct travel - Connectivity benefits play an important part in maintaining and expanding the functionality of the transportation system by providing or supporting alternative travel choices. Connections to improve mobility corridors have significant impact. Linkages on mobility corridors would have a significant impact.

Safety. FHWA national performance goals for address improving safety by reducing the number of fatalities and serious injuries. GRPC uses a combination of crash rate and crash severity to evaluate and prioritize projects. The identification of hazardous locations is based on actual crashes that have occurred. The severity of these crashes must also be considered to prioritize the locations. The analysis will be based on the most recent consecutive three-year period. Safety Analysis Management System (SAMS) data, provided by the Mississippi Department of Transportation (MDOT), are used to identify crash locations by linking latitude and longitude coordinates to GIS.

- Provides roadway lighting - Driving or walking on, or across, a roadway is less safe in darkness than in a lighted area, due to the reduced visibility of hazards and pedestrians. Being able to adequately see the road and observe conflicting traffic and the behavior of other highway users is integral to the driving task. Lighting significantly improves the visibility of the roadway and increases sight distance. FHWA's Signalized Intersection

Informational Guide reported that adding lighting can reduce nighttime crashes by 50 percent.

- Provides lighting on mobility corridors or interchanges. GRPC promotes the installation of roadway lighting on the Gulf Coast mobility corridors with I-10 and Highway 90 serving as the spine of the network, providing a continuous east-west route across the three coastal counties. North-south routes would radiate inland from the coast along major roadways, including MS 603, Beatline Road, Highway 49, Popp's Ferry Road, MS 609, MS 57, Gautier-Vancleave Road, MS 613, and MS 63.

- Mitigates or eliminates safety concerns on high crash rate road segments – Project improves conditions on corridors with high crash rates. Crash Modification Factors (CMF) and crash history are used to quantify the potential impact of measures that are proposed.

- Mitigates or eliminates safety concerns on high crash rate intersections – The implementation of measures to reduce the frequency and severity of crashes at intersections. The use of Roadway Dafety Audits (RSA) identified measres, roundabouts, and other safety improvements at intersections with crash rates over 1.5 per million vehicles will have significant impacts.

- Adresses aggressive driving in areas with high speeds – Bring the 85th percentile speeds on roads in line with the target speed or posted speed. Implements measures to reduce and stabilize operating speeds such as narrower lanes, curb extensions, raised intersections, etc. GRPC uses NPMRDS data to identify areas with high average speeds.

- Improves safety at railroad crossings - The safety of rail operations over rail grade crossings continue to impact and concern Gulf Coast communities. Improving grade crossing safety is top priority.

The crash rate for road segments is calculated as:

$$R = \frac{100{,}000{,}000 \times C}{365 \times N \times V \times L}$$

Where:

R = Crash rate for the road segment expressed as crashes per 100 million vehicle-miles of travel (VMT).
C = Total number of crashes in the study period.
N = Number of years of data.
V = Number of vehicles per day (both directions).
L = Length of the roadway segment in miles.

The crash rate at an intersection is calculated as follows:

$$R = \frac{1{,}000{,}000 \times C}{365 \times N \times V}$$

Where:

R = Crash rate for the intersection expressed as accidents per million entering vehicles (MEV).
C = Total number of intersection crashes in the study period.
N = Number of years of data.
V = Traffic volumes entering the intersection daily.

$$\textit{Severity Index} = \frac{(\#K)(10)+(\#A)(9)+(\#B)(4)+(\#C)(2)+(D)}{\#\ Crashes} - 1$$

1=K=Fatal
2=A=Life Threatening
3=B=Moderate
4=C=Complaint of Pain
5=D=Property Damage Only

System Preservation. Work that is performed to improve or sustain the condition of the transportation facility in a state of good repair. Constructing quality pavement preservation treatments will improve functionality while also enhancing safety and contributing to customer satisfaction.

- Improves roadways with a low pavement PASER rating - Pavement Surface Evaluation and Rating (PASER) uses visual inspection to evaluate pavement surface conditions identifying different types of pavement distress and linking them to a cause.

- Bridge sufficiency rating - A bridge sufficiency rating presented by the Office of State Aid Road Construction will be used to score bridge project submittals.

Management & Operations. Strategies to optimize the performance of existing infrastructure through the imlemntation of projects designed to preserve capacity and improve the reliability ot the transportation system.

- Improves traffic flow at intersections – Operational improvements improving the efficiency of traffic flow with measures such as traffic signal upgrades, signage, turn lanes, improved intersection geometry.

- Utlizes innovative technology to improve conditions – Intelligent Transportation Systems (ITS) projects prepare the region's infrastructure for advanced technologies that provide information, data, communication and integrated corridor management such as ramp metering, adaptive signalization, signal upgrades, traffic signal priority, surveillance, motorist information systems designed to improve the operation of an individual roadway, or the operation of the regional transportation system.

Resilience & Environment. The ability of the Gulf Coast transportation system to move people around in the major obstacles such as extreme weather events, major accidents, and equipment or infrastructure failures. The transportation infrastructure is vulnerable to major incidents and natural or man-made disasters. Day to day, commuters are especially vulnerable to disruption in the transportation system from bad weather, traffic congestion, and accidents. The key to resilience is providing alternatives that will enable people to get around despite a disruption.

- Addresses infrastructure that is repeatedly damaged by extreme weather events - Roadways that have low-lying areas are subject to the damaging effects of stormwater inundation during severe weather events. Installs mast arms at signalized inthersections.

- Addresses current or future vulnerabilities to evacuation route - Increased flooding and hurricanes could present extreme public health and emergency management challenges.

- Located in or directly benefits underserved communities – 23 CFR 450 specifically mandates that MPOs must "seek out and consider the needs of those traditionally underserved by existing transportation systems. The goal is to ensure that MPO programs, policies, services and activities do not have a disproportionately high or adverse effect on minority or low-income populations.

Multimodal Connectivity. Connectivity is one of several concepts to describe the ease with which people can travel across the transportation system. Multimodal network connectivity allows people to walk, bike or use transit to get to where they want to go easily and safely. This is especially important for people who do not drive or do not have access to a motor vehicle.

- Provides pedestrian pathways – Sidewalks or pathways should be included on all roadway projects.

- Provides suitable bicycle facilities – FHWA's Bikeway Selection Guide provides guidance for how vehicle volume and speed can be taken into considertation to determine the bikeway that would make roads suitable for bikes. Mulituse pathways and protected bike lanes provide the separation needed for high volume abd high spee roadways. Shared

use lanes or in-road bike lanes may be suitable for lower speeds and volumes. Wide shoulders should be used in rural areas.

- Improves access to transit stops – Project improved safety for pedestrians and bicylists to transit stops.

Bonus.

- Project Readiness - Project readiness will help ensure that the project is completed as quickly as possible to satisfy federal project delivery performance goals. A planning study that was done, no right of way required, and engineering underway are all indicators of project readiness.

- Leveraged Funding - If the project is proposed to use greater leveraging, it should get extra points. Leveraging funding to include more than the standard 20% local match means that each dollar invested will go further, and more projects would be built with the same amount of federal funding.

- National Highway System (NHS) or Mobility Corridor - The NHS includes principal arterials and other connectors important to the economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs).

  or

  Mobility Corridors. Due to the linearity of urban development in the Mississippi Gulf Coast region, east-west mobility is essential on the two major travel corridors—Interstate 10 and US 90, which span the three coastal counties. Mobility is essential for many reasons, including, but not limited to, hurricane evacuation and daily work commutes. The north-south connectors including MS 603, Beatline Road, US 49, MS 605, Popps Ferry Road, I-110, MS 609, MS 57, Gautier-Vancleave Road, MS 613, and MS 63 are used by Gulf Coast residents between I-10 and US 90 daily as they make long commutes to major employment sites such as Stennis, Ingalls, Chevron, major hospitals, and casinos. Together, these north-south and east-west corridors (Gulf Coast Mobility Corridors) facilitate the flow of traffic throughout the region. The corridors establish generalized travel patterns, which form the primary routes of choice used by the population for most of their travel needs.

Bicycle – Pedestrian – Transit Group & Transportation Alternatives (TA)

Over the past decade, GRPC has demonstrated a consistent effort to improve and expand nonmotorized travel options across the region. Since the advent of FHWA safety performance measures to reduce non-motorized injuries and fatalities, this priority is even more crucial to the TIP investment strategy. Ideally, every roadway in the urban planning area would be made suitable for biking and walking. In an effort to realize this goal, the MPO sets aside funding to support the continued improvement and expansion of the bicycle and pedestrian travel network. The primary focus of this group is to provide for improved access and safety for alternative modes of transportation. These "independent" projects will usually be stand-alone in nature, not associated with other federally funded roadway improvements such as reconstruction or widening. Independent projects which provide bicycle, pedestrian, and transit access such as sidewalks and multi-use pathways. Projects that support transit could be funded with this group as well, including park and ride lots, transit stops, or other transit infrastructure. The evaluation and scoring criteria are below:

- Provides pedestrian pathways – Sidewalks or multiuse pathways should be included on all roadway projects.

- Provides suitable bicycle facilities – FHWA's Bikeway Selection Guide provides guidance for how vehicle volume and speed can be taken into considertation to determine the bikeway that would make roads suitable for bikes. Mulituse pathways and protected bike lanes provide the separation needed for high volume abd high spee roadways. Shared use lanes or in-road bike lanes may be suitable for lower speeds and volumes. Wide shoulders should be used in rural areas.

- Located in or directly benefits underserved communities. Based on US Census data, GRPC identifies concentrated areas of minority and low-income populations to assess potential neighborhood or community impacts of transportation projects because of the requirements associated with environmental justice. Executive Order 12898 directed "each Federal agency [to] make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States. . . ." The identified areas are also used to guide pedestrian and bicycle projects to areas that may have higher than average people without cars that may be walking or biking to jobs, grocery stores, and transit. Projects that improve pedestrian and bicycle mobility in these underserved communities or enhance ADA accessibility are given priority.

- Provides suitable bicycle facilities on mobility corridors – Bicycle facilities that are separated from the travel lanes would be needed on mobility corridors in the urban area due to speeds and volumes on these roadways. Regional connectivity benefits play an important part in maintaining and expanding the functionality of the transportation system for alternative modes of travel. GRPC promotes a network of separated paths that

would improve bicycle mobility and increase connectivity throughout the Mississippi Gulf Coast area. The Gulf Coast mobility corridors with I-10 and Highway 90 serving as the spine of the network, providing a continuous east-west route across the three coastal counties. North-south routes would radiate inland from the coast along major roadways, including MS 603, Beatline Road, Highway 49, Popp's Ferry Road, MS 609, MS 57, Gautier-Vancleave Road, MS 613, and MS 63. Some segments of these routes would not be suitable for the installation of separated paths but could be adapted to accommodate bicycle travel safely. Priority is given to projects that help to make important Gulf Coast mobility corridors suitable for bicycles.

- Improves access to transit stops – Project improved safety for pedestrians and bicylists to transit stops.

Bonus.

- Demand Index - People who live or work in more dense areas may be more likely to walk to a bus stop, or walk to work, or ride a bicycle home or to the store if the facilities that make non-motorized travel safe and convenient are there for them to use. GRPC's Active Transportation Plan uses a demand index to depict existing and potential bicycle trip activity in an area. Demand is estimated by population densities and proximity to land uses that are likely to generate pedestrian and bicycle trips to places such as parks, medical, transit stops, schools, and employment centers. The street segments are assigned a number based on the level of demand.

- Connectivity. Connectivity benefits play an important part in maintaining and expanding the functionality of the transportation system by providing or supporting alternative travel choices, including both diverging paths and multiple travel routes. This measure was developed to reward projects that extend the physical limits of previous projects or by providing system-wide continuity for the bike/ped network.

- Crash History. The identification of locations that have experienced pedestrian and bike crashes are considered priority areas to focus resources to improve conditions. The analysis will be based on the most recent consecutive three year period. Safety Analysis Management System (SAMS) data, provided by the Mississippi Department of Transportation (MDOT), are used to identify crash locations by linking latitude and longitude coordinates to GIS.

Intersections

The goal of this focus area is to improve the safety and operations of intersections on the Gulf Coast. Treatments may range from low-cost measures such as improvements to signal timing, signing, or pavement markings to higher cost measures such as intersection widening or reconstruction.

- Provides improved pedestrian crossings – Increases safety and access for pedestrians crossing at intersections by upgrading or installing pedestrian signals, crosswalks, pedestrian refuge, ADA infrastructure, curb ramps, etc.

- Improves traffic flow at intersections – Operational improvements improving the efficiency of traffic flow with measures such as traffic signal upgrades, signage, turn lanes, improved intersection geometry. Measured by volume/capacity ratio or travel time data.

- Mitigates or eliminates safety concerns at high crash rate intersections – It is not unusual that crashes are concentrated at intersections, because intersections are the point on the roadway system where traffic movements most frequently conflict with one another. There are many intersections on the Gulf Coast with high crash frequencies which may indicate the presence of safety concerns that are potentially correctable in a cost-effective manner. The implementation of measures to reduce the frequency and severity of crashes at intersections. The use of Roadway Dafety Audits (RSA) identified measres, roundabouts, and other safety improvements at intersections with crash rates over 1.5 per million vehicles will have significant impacts.

Safety

Transportation planners incorporate safety considerations by identifying high-incident locations and the most effective strategies for reducing crashes at these locations. These strategies typically fall into the areas of engineering, enforcement, education, and emergency medical services. Crash data helps identify which focus areas should receive funding priority for improving safety in the region. Emphasis areas are selected during each update to GRPC's safety program that make a direct impact to safe mobility for all users based on available data. GRPC works with FHWA to develop projects that will be eligible for 100% Federal share of the cost of construction. Independent safety projects focusing on low-cost measures that may be quickly implemented will be selected by GRPC for funding through this program, coordinated with the applicable local public agency and approved by the MPO Policy Committee. Emphasis areas include:

Making Walking and Street Crossing Safer. The safety interests of pedestrians and bicyclists are sometimes in conflict with the interests of motorists. Infrastructure that provides a safe walking environment to help lower their risk of injury and death. Projects may include crosswalks, refuge islands, curb extensions, curb ramps, signals, ADA considerations, etc.

Reducing Vehicle-Train Crashes. Strategies that concentrate on railroad crossings to improve awareness and make them safer. Projects may include the installation of warning devices, crossing closure, and improvements to steep grade crossings.

Reducing Lane Departures Crashes. Projects that address run off the road crashes involve vehicles that leave the travel lane and encroach onto the shoulder and beyond or vehicle that shift into an opposing traffic lane and crashes head-on with an oncoming vehicle. Improvements such as signage, striping, rumble strips, guard rails, raised pavement markings, and high friction pavement provide safer conditions.

Improving the Operation of Intersections. Intersections are the point on the roadway system where traffic movements most frequently conflict with one another. Projects that provide improved geometric design and good traffic control can result in an intersection that operates efficiently and safely. Measures such as signalization, improved turn lanes, roundabouts, geometric improvements provide heightened safety for motorists.

Appendix IV – Notice and Document Language

Utilization of DBE firms

In connection with the performance of this Agreement, the Consultant will cooperate with GRPC in meeting its commitments and goals with regard to the maximum utilization of disadvantaged business enterprises and will use its best effort to ensure that disadvantaged business enterprises shall have the maximum practicable opportunity to compete for sub-contract work under this contract. Failure to comply with these requirements is a material breach of the contract that may result in the termination of the contract or such remedy as deemed appropriate by GRPC

TIP amendment

In compliance with federal regulations 23 CFR 450, the Mississippi Gulf Coast Metropolitan Planning Organization (MPO) is seeking the public's input on proposed amendments to the FY __ 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. Public comments on the proposed amendment can be emailed to kyarrow@grpc.com or mailed to 1635 Popps Ferry Road, Suite G, Biloxi MS, 39532.

TIP amendment for transit

"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."

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 _____ Unified Planning Work Program Task ___.

Non-Discrimination Assurance

As provided by Title VI of the Civil Rights Act of 1964 as amended, the Civil Rights Restoration Act of 1987 (P.L. 100.259) and related statutes, executive orders and regulations, the Gulf Regional Planning Commission (GRPC) assures that no person shall on the grounds of race, color, national origin, sex, religion, age, or disability be excluded from participating in, be denied the benefits of, or otherwise subjected to discrimination under any program or activity from GRPC.

TPC Meeting Notice

Gulf Regional Planning Commission is providing public notice that the Gulf Coast Metropolitan Planning Organization (MPO) Transportation Policy Committee (TPC) will meet on _____ at GRPC's offices at 1635 Popps Ferry Road, Suite G, Biloxi, MS 39532. The agenda includes MPO business related to the planning and activities of improving the mobility, accessibility, and safety of the Gulf Coast transportation system. Individuals who require auxiliary aids, require alternative languages, or require other assistance under the Americans with Disabilities Act and want to participate should contact GRPC at 228-864-1167 at least five days prior to the meeting date.

Appendix V - Federal Regulations

Federal Law and Guidance Related to MPOs	
23 U.S.C. 134 49 U.S.C. 5303 23 C.F.R. 450.300 23 C.F.R. 450.308	Metropolitan transportation planning.
42 U.S.C. 2000d et seq 49 C.F.R. Part 21	Title VI of the Civil Rights Act of 1964.
49 U.S.C. 5332	Prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
42 U.S.C. 12101 49 C.F.R. Parts 27, 37, and 38	ADA of 1990.
42 U.S.C. 7504 and 7506(c) and (d)	Transportation Air Quality Conformity.
Section 1101(b) of the FAST Act 49 C.F.R. 26	Disadvantaged Business Enterprise (DBE).
49 C.F.R. 27 29 U.S.C. 794	Nondiscrimination on the Basis of Disability in Programs and Activities Receiving Federal Financial Assistance.
49 C.F.R. 37	Transportation Services for Individuals with Disabilities.
49 C.F.R. 38	ADA Accessibility Specifications for Transportation Vehicles.
23 C.F.R. 450.306	Scope of the MPO planning process.
23 U.S.C. 134(d) and (e) 49 U.S.C. 5303(d) and (e) 23 C.F.R. 450.310	Describes the requirements for the designation and re-designation of MPOs.
23 U.S.C. 134(d)(2) 49 U.S.C. 5303(d)(2) 23 C.F.R. 450.310(d)	Describes the MPO voting membership and membership apportionment requirements.
23 U.S.C. 134(e) 49 U.S.C. 5303(e) 23 C.F.R. 450.312	Describes the requirements and process for establishing MPO transportation planning boundaries.
23 C.F.R. 450.314	Describes the agreements necessary to implement the metropolitan transportation planning process.
23 C.F.R. Part 230	Regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
23 C.F.R. 450.336	Certifications.
42 U.S.C. 6101	The Older Americans Act, as amended prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
23 U.S.C. Part 324	Regards the prohibition of discrimination on the basis of gender.

Federal Transportation Performance Management Laws and Regulations	
23 U.S.C. 150	Describes the national goals, establishment of performance measures and performance targets, and reporting requirements for the Federal-aid highway program.
49 U.S.C. 5301	Describes the national policy and general purposes for funding public transportation systems.
23 U.S.C. 134 49 U.S.C. 5303	Describes the metropolitan transportation planning process
23 C.F.R. 450	Describes planning assistance and standards.
23 C.F.R. 490 Subpart B	Describes national performance measures for highways Highway Safety Performance Management Measures (PM1)
23 C.F.R. 490 Subpart C & D	Describes national performance measures for highways Assessing Pavement and Bridge Condition for the National Highway Performance Program (PM2)
23 C.F.R. 490 Subpart E, F, G & H	Describes national performance measures for highways Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (PM3)
49 U.S.C. 5326 49 U.S.C. 5329 49 CFR 625	Describes national performance measures for transit assets and transit safety.

Federal Code Related to MPO Planning Products	
23 U.S.C. 134(j) and (k)(3) and (4) 49 U.S.C. 5303	Scope of the metropolitan planning process and development of the TIP.
23 U.S.C. 204	Roads on Federal lands to be included in the TIP, where applicable.
23 C.F.R. Part 450 Sections 326, 328, 330, 332, and 334	Development and content of the TIP, TIP revisions and relationship to the STIP, TIP action by FHWA and FTA, project selection from the TIP, and annual listing of projects.
23 U.S.C. 134 (h) and (i) 49 U.S.C. 5303 (h) and (i)	Scope of the metropolitan planning process and development of the metropolitan transportation plan.
23 C.F.R. 450.322, 450.324, and Appendix A to Subpart 450	Congestion management process, and development and content of the metropolitan transportation plan.
23 C.F.R. 450.324	Development and content of the metropolitan transportation plan.
23 C.F.R. 450.316	Public Participation Plan
23 C.F.R. 450.318 23 C.F.R. 450.320	Studies

23 U.S.C. 120 (c)	(c)INCREASED FEDERAL SHARE— (1) CERTAIN SAFETY PROJECTS— "The Federal share payable on account of any project for traffic control signalization, maintaining minimum levels of retroreflectivity of highway signs or pavement markings, traffic circles (also known as "roundabouts"), safety rest areas, pavement marking, shoulder and centerline rumble strips and stripes, commuter carpooling and vanpooling, rail-highway crossing closure, or installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier endtreatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections may amount to 100 percent of the cost of construction of such projects…"
23 CFR 652.9	"Independent walkway projects, independent bicycle projects and nonconstruction bicycle projects shall be financed with 100 percent Federal-aid primary, secondary or urban highway funds…"

Appendix V – MPO Certification & MOUs

Federal Highway Administration
Mississippi Division Office
100 West Capitol St., Suite 1062
Jackson, Mississippi 39269
(601) 965-4215

Federal Transit Administration
Region 4 Office
230 Peachtree St, NW, Suite 1400
Atlanta, Georgia 30303
(404) 865-5600

May 27, 2021

The Honorable George Bass, Mayor of Long Beach
Metropolitan Planning Policy Committee Chairman
Mississippi Gulf Coast Metropolitan Planning Organization (MPO)
P.O. Box 929
Long Beach, MS 39560

Dear Mayor Bass:

Federal law requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly certify the transportation planning processes of Transportation Management Areas (TMAs) at least every four years; a TMA is an urbanized area, as defined by the US Census, with a population over 200,000. The Federal Review Team conducted a virtual site visit of the Mississippi Gulf Coast MPO on March 10, 2021.

The certification review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable regulations, and the type of technical assistance needed to enhance the effectiveness of the planning process. This certification review was conducted to highlight best practices, identify opportunities for improvement, and ensure compliance with regulatory requirements.

Enclosed is the final *TMA Certification Review Report* for the Gulf Coast TMA, which includes documentation on various components of the joint certification review. The Federal Review Team has identified three (3) noteworthy practices and four (4) recommendations to further strengthen the current planning process of the Mississippi Gulf Coast MPO. There were no corrective actions.

Based on this review, the FHWA and FTA jointly certify that the transportation planning process for the Gulf Coast TMA substantially meets the federal requirements in 23 CFR 450 Subpart C. This certification will remain in effect until May 2025.

If you have questions regarding the certification review process or the *TMA Certification Review Report*, please contact Ms. Shundreka R. Givan at (601) 965-4217 or Mr. Andres Ramirez at (404) 865-5611.

Sincerely,

DONALD E DAVIS

Digitally signed by DONALD E DAVIS
Date: 2021.06.01 07:15:14 -05'00'

Donald E. Davis
Division Administrator
Federal Highway Administration

Yvette G. Taylor

Yvette G. Taylor, PhD
Regional Administrator
Federal Transit Administration

cc: Mr. Paul Gavin, GRPC
Mr. Kenneth Yarrow, GRPC
Mr. Jeff Loftus, GRPC
Mr. Keith Melton, FTA - Region IV
Mr. Andres Ramirez, FTA - Region IV
Mr. Jeff Altman, MDOT
Mr. Evan Wright, MDOT
Mr. Perry Brown, MDOT
Mr. Jeff Schmidt, FHWA-MS
Mr. Randy Jansen, FHWA-MS
Ms. Teresa Bridges, FHW-MS
Ms. Carr Brown, FHWA-MS