

UNIFIED PLANNING WORK PROGRAM FOR TRANSPORTATION PLANNING

MISSISSIPPI GULF COAST AREA
FISCAL YEARS 2009-2010

PREPARED BY
GULF REGIONAL PLANNING COMMISSION

IN COOPERATION WITH
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
AND
MISSISSIPPI COAST TRANSPORTATION AUTHORITY

SEPTEMBER, 2008
(Amended – April, 2009)

The preparation of this report has been financed, in part, through grants from the United States Department of Transportation, Federal Highway Administration, Federal Transit Administration and the Mississippi Department of Transportation. It was prepared in partial fulfillment of *Task A-1, MPO Administration and Program Management*, of the fiscal year 2008 *Unified Planning Work Program*.

Mississippi Gulf Coast Metropolitan Planning Organization
Fiscal Years 2009-2010
Unified Planning Work Program

The UPWP is a two-year work program of activities undertaken to meet the administrative and planning requirements of the Mississippi Gulf Coast MPO. The 2009 – 2010 work program has evolved from previous work programs and has been developed in response to changes in land uses, population and economic conditions, federal requirements, increasing demands for intermodal and multi modal systems and in consultation with the MPO member jurisdictions. Specifically, the 2009 – 2010 UPWP is a scope of work that is designed to do as follows: 1) execute the role and responsibilities of the MPO as a transportation management area (TMA); 2) complete the long range transportation plan for the MPO and begin monitoring plan development through the TIP and other planning and program development activities; 3) identify methods by which the MPO will fulfill the intent and requirements of SAFETEA-LU; and, 4) continue to provide transportation planning and technical support toward the recovery of the region from the devastation of Hurricane Katrina.

The UPWP for the Mississippi Gulf Coast MPO has been developed with particular emphasis toward meeting the requirements and promoting the goals and objectives of SAFETEA-LU. A very unique planning environment has evolved throughout the region in the wake of Hurricane Katrina as residents, public officials and developers ponder the diverse array of planning concepts and proposals presented by local planners and experts from throughout the nation. It is incumbent on the MPO to closely follow and interact with local jurisdictions as they develop localized land use and transportation plans to ensure consistency with the regional long-range transportation plan, and to maximize quality of life and economic benefits from transportation infrastructure and programs investments.

A. Administration /Management

The MPO staff will continually work with MDOT, FHWA and FTA to ensure that MPO planning processes and activities are conducted in conformity with the provisions of SAFETEA-LU, and that the Act's goals, objectives and areas of emphasis are addressed in the FY 2009-2010 UPWP planning tasks.

Task A-1: MPO Administration and Program Management

Objective: To conduct the business and administrate the finances of the MPO in accordance with federal regulations and the adopted MPO Prospectus. Task A-1 will focus on policy and procedural matters of operating the MPO; management of the plans and programs; provision of planning assistance to MPO members and interagency outreach and environmental stewardship. The day-to-day administrative functions of the MPO will be complemented by the

acquisition of computer hardware/software and communications equipment upgrades. MPO staff, as well as staff from member jurisdictions, will be encouraged to participate in professional development activities to further their education and training in transportation planning, methods and practices.

Methodology: The MPO project managers will monitor staff and/or consultant performance on work assignments as required to accomplish UPWP tasks; report to the MPO Transportation Policy Committee (TPC) on the status of programs, projects, and other relevant issues; maintain the MPO program and planning requirements of a TMA; and, engage local public agencies, private sector stakeholders, and the general public in a dynamic work program that is responsive to the planned growth and development and transportation planning needs of the Gulf Coast.

1.0 MPO Prospectus Administration and Management

The MPO staff will administer the regional transportation planning program, including the preparation and maintenance of the Unified Planning Work Program (UPWP) and the Transportation Improvement Program (TIP). The MPO Planning Prospectus will be updated as necessary and other documents and reports required of the Gulf Regional Planning Commission as the MPO for the Mississippi Gulf Coast region will be prepared and submitted to MDOT, FHWA and FTA. Tasks required in connection with Transportation Policy Committee and Technical Coordinating Committee meetings and activities will also be undertaken under this work element, as will tasks necessary to prepare the agency for the federal Transportation Management Area (TMA) certification review scheduled for Spring, 2009.

2.0 Unified Planning Work Program (UPWP)

The MPO staff will revise and update the UPWP as necessary to allow the addition, deletion or modification of transportation planning activities as needed to more accurately reflect the work to be undertaken during the two-year work program. All amendments to the UPWP will be brought before the MPO Transportation Policy Committee for approval, and submitted to MDOT.

3.0 Transportation Improvement Program (TIP)

MPO staff will provide technical and administrative assistance to local governmental jurisdictions in developing, and advancing to implementation, Surface Transportation Program (STP) and Transportation Enhancement Program (TEP) projects. The TIP will be monitored and updated as necessary, including the addition and/or deletion of projects, project status and available funding. The MPO project development process and the project prioritization criteria will be evaluated and updated as necessary.

4.0 Federal Programs Assistance

The MPO staff will identify federal programs for transportation planning and project funding, and maintain a listing with funding descriptions and deadlines for applications, including federal Surface Transportation Program projects, Transportation Enhancement projects and Intermodal Connector Improvement Program projects. The MPO staff will inform the MPO Policy and Technical Committees of program opportunities and provide assistance in application development. The MPO staff will review and transmit applications for state and federal transportation funds as a function of the MPO. Other potential sources of revenues will be explored to assist local jurisdictions in funding transportation improvements.

5.0 MPO Planning Assistance

The MPO staff will provide MPO members with transportation planning expertise that is limited in scope and generally consists of in-house planning and technical assistance such as data collection, planning analysis, project scoping, identifying potential funding sources, or public involvement. Work under this task would be beyond the normal response to routine requests made to the MPO for data and maps, and may include performance of project-specific research, planning and analysis and/or grantsmanship assistance.

6.0 Interagency Outreach and Coordination for Smart Growth and Transportation Stewardship

The MPO will continue initiating contact to public and private interests involved in regional development and growth; from economic, environmental and social perspectives. The purpose of this effort will be as follows: 1) to communicate and enhance the role of the MPO within the communities and region as it pertains to transportation planning, 2) promoting the relationship of land use policies and transportation planning, 3) to engage the environmental community in the transportation planning process, and 4) to promote collaboration with agencies responsible for planning and providing services to the expanding urbanization of the Gulf Coast.

7.0 Professional Development for MPO Staff and MPO Members

The MPO staff will continue to develop new skills and expertise in transportation planning in order to further the efforts of the MPO. The FY09-10 professional development activities will focus on: 1) changing land uses affecting transportation; 2) transportation and land use policies and planning in practice; 3) creating context sensitive transportation plans, projects and communities; 4) creating regulatory and financing mechanisms; 5) opportunities for public transit expansion and ridership maximization; 6) bicycle and pedestrian infrastructure enhancement; and, 7) training in software and applications for MPO planning and administration, including travel demand modeling and traffic simulation.

Responsible Agency: GRPC

Deliverable(s): FY09-10 UPWP amendments; FY11-12 UPWP; FY09-13 TIP documents; Updated Prospectus; and MPO Policy and Technical Committee meeting minutes; budgetary documents; etc.

Funding Requirement: \$802,485

Funding Source(s): FHWA/MDOT PL - \$707,237; FTA Sec. 5303 - \$95,248.

TASK A-2: Public Participation and Outreach Education for Transportation Planning

Objective: To create a more informed public regarding the transportation planning process and project development; to monitor and respond to public input; and, to offer opportunities for involvement and education on planning issues and processes. The MPO public participation program will include activities which address each of the 4-Cs as emphasized in the SAFETEA-LU bill; Consultation, Coordination, Consideration and Cooperation.

Methodology: The MPO staff will assess the current public participation plan for in terms of its effectiveness in identifying, targeting and engaging the public in a constructive manner that encourages dialogue and an exchange of ideas on issues, problems and solutions to achieving the goals and objectives of the long range plan. Several public participation strategies will be supported and maintained as core tools for providing information and obtaining input. Project level public involvement plans will be designed to implement strategies best suited for particular situations and targeted area-specific public outreach. Additional hardware/software upgrades will be acquired and implemented to improve public accessibility to MPO-produced data, documents, mapping and GIS products. GRPC may contract with consultants for the performance of some of the public participation and outreach tasks.

1.0 Public Participation Plan (PPP) Evaluation and Refinement

The MPO will continue implementation of the public involvement and education measures and strategies defined in the Public Participation Plan. The MPO staff will assess the effectiveness of the plan's strategies in achieving plan goals, and make refinements as needed. Particular attention will be given to environmental justice (EJ) areas – identifying pre- and post-Katrina neighborhoods, and developing area-specific strategies for effective public outreach and involvement.

2.0 Development and Implementation of PPP Strategies

The MPO will employ the following strategies and/or activities to ensure that public participation, education and input opportunities are optimized on accordance with the MPO Public Participation Plan. Following periodic assessment of program effectiveness, additional measures and/or strategies may be identified and implemented to improve the program.

A. Website Development and Maintenance

The GRPC website (www.grpc.com) will be routinely updated with MPO documents, project information, events calendar (including public meeting notices), topical reports, web links, internet mapping and standard map products for the public to view or download. MPO staff will continue development of IMS capabilities for more interactive mapping, surveys and product delivery.

B. Information Station

The MPO will maintain an Information Station within the agency office as a repository for planning products and related information for public access and review. The station will house a computer for public use in accessing and printing documents, data and maps. Standard map and data products will be available at no cost to the public. The MPO staff will assist individuals unable to use the information station or who have special interpretive or visual needs.

Additional equipment will be acquired to further develop the MPO's portable version of the Information Station to allow staff members to display MPO informational materials at meetings, conferences, fairs, festivals, educational facilities, etc., to facilitate further public outreach. Survey instruments to gather opinions and ideas pertaining to transportation plans and issues will be employed at such events. Visualization tools and techniques will be used to illustrate proposed plans and projects and to encourage public response. Consultant assistance may be sought to assist the MPO with organizing PPP activities, developing more visual information display tools and in preparing for TMA certification review.

C. Data Dissemination

The MPO staff will respond to routine telephone and email requests for data and technical assistance concerning transportation planning projects and products. Traffic data and other information derived from or pertaining to the agency's transportation planning programs and projects will be provided at no cost, unless excessive staff time or materials are required to fulfill the request.

D. Stakeholders Consultation

The MPO staff will create and engage project-specific stakeholder groups from affected populations to share information, identify concerns, and seek to develop consensus on transportation planning goals, objectives and solutions. Participation in the groups will also be offered to public and private interests that include land management, natural resources, environmental protection, conservation and historic preservation. The MPO will maintain a database of all interested citizens and other interested parties for dissemination of information.

Responsible Agency: GRPC

Deliverable(s): Updated PPP, Upgraded Capabilities for Public Information Dissemination, Upgraded Information Station & Public Information Display Capabilities, and Stakeholder Committees.

Funding Requirement: \$402,652

Funding Source(s): FHWA/MDOT PL - \$306,122; FTA Sec. 5303 - \$96,530.

B. Regional Travel Demand Forecasting and Monitoring

Task B-1: Regional Transportation Planning Database Development

Objective: To develop and maintain the information necessary for performance of the planning; undertaking of studies and analyses and for developing the applications and tools to monitor growth within the region; and for developing project visualization tools for engaging public participation in project planning. The planning variables developed in this task will be used to maintain and update the LRTP.

Methodology: MPO Staff will develop spatial and non-spatial data and support the information technology needs of the MPO. MPO Staff will be responsible for databases, digital and non-digital documents, map and GIS products that are used for MPO planning activities. In addition, any hardware, software, communications tools, mobile data collection equipment or new technology required to collect and compile the necessary data will be identified, purchased and implemented. Much of the data acquired MPO staff will also provide data and support to the MPO Public Participation Program (PPP).

1.0 Regional Traffic Analysis Zone Database Development

MPO staff and/or contract employees will perform tasks related to the collection, compilation and formatting of transportation-related data from Jackson, Harrison and Hancock Counties as needed to update the agency's TAZ database and provide information needed to support planning efforts. The MPO staff will consult with local and regional agencies regarding changes in land use and collection of land use data. The MPO staff will collect, compile and format regional transportation planning-related spatial data that will include, but not be limited to: land use, employment, building permit, zoning, environmental information, accident data, critical facilities and other planning variables. The MPO staff will continue to work closely with the U.S. Bureau of Census and local jurisdictions in providing information, coordination and assistance in preparation for the 2010 census. The MPO staff will utilize existing environmental data in the transportation planning and review process. Consultants may be contracted with for performance of some of the work required under this task.

Responsible Agency: GRPC

Deliverable(s): Updated Regional Transportation Planning Variables Database for Jackson, Harrison and Hancock Counties; Summary Reports of Methodologies Employed and Data Developed; and new hardware/software/ mobile data collection equipment.

Funding Requirement: \$310,000.

Funding Source(s): FHWA/MDOT SPR - \$40,000; FHWA/MDOT PL - \$270,000.

Task B-2: Regional Traffic Counting Program

Objective: To provide regularly updated traffic volume data to support transportation planning and project development by the MPO, MDOT, FHWA, FTA and local agencies, and to provide information critical to the decision-making processes for public and private development. This is a continuation of the annual traffic data collection program undertaken by the MPO, which collects volume counts at all locations identified by MDOT for programmatic counting, numerous additional counts at sites identified by the MPO, and at other locations as requested by local governments.

Methodology: Programmed counts are taken in accordance with State and Federal standards at approximately 1,000 locations throughout the three coastal Mississippi counties on a three-year cycle. Many additional counts are taken to support transportation planning projects and to respond to local needs. Raw count data is processed using factors provided by MDOT to develop Annualized Average Daily Traffic (AADT) estimates for each site. Traffic count reports are developed and data derived is further analyzed to support the transportation planning process.

1.0 Traffic Count Program Management

MPO staff will develop and maintain an annual traffic count program schedule and continually monitor program progress. Periodic assessment of progress and methodology will be performed and necessary programmatic modifications will be made.

2.0 Traffic Data Collection and Processing

The traffic data technician will perform traffic volume counts according to a monthly schedule, download raw data and develop count reports for each site. Additional, non-scheduled counts will be taken and processed as needed to support transportation planning projects and/or requests from LPA's and MDOT. The program will be expanded to include vehicle classification and speed counts. Services to provide supplemental data collection and other assistance necessary for program performance may be contracted.

3.0 Traffic Data Analysis and Reporting

Volume data collected will be verified as needed and axle, seasonal and annual adjustment factors will be employed to develop annualized average daily traffic (AADT) estimates for each site. MPO staff will perform traffic trend analyses and prepare an annual traffic volume report. Web-enabled traffic count mapping and database query capabilities will be improved to provide more user-friendly public access to the data.

4.0 Equipment Inventory, Acquisition and Maintenance

MPO staff will maintain an inventory of traffic counting equipment and perform routine maintenance on equipment, including the traffic count program vehicle, as needed. Additional counters, hardware/software and supplies will be acquired as necessary.

Responsible Agency: GRPC

Deliverable(s): Annual Traffic Volume Report, Special Count Reports, Web-enabled Traffic Count Maps and Database, and Trend Analyses.

Funding Requirement: \$280,693

Funding Source(s): FHWA/MDOT SPR - \$280,693.

Task B-3: Development of Network, Model Applications and Forecast Scenarios

Objective: To maintain the regional transportation model network and related spatial databases for generating forecast scenarios and visualization tools in the support of MPO transportation and transit planning needs, expanding the applications to address environmental, safety and security issues pertaining to the regional transportation system.

Methodology: The MPO staff will be responsible for the maintenance of existing GIS datasets such as the street centerline database and also for the creation of alternative linear networks to be used by MPO transportation planners for analysis of congestion management, safety management and travel demand forecasting. The MPO staff will provide GIS data in support of regional transportation planning. These products include, but are not limited to: functional classification maps, traffic count maps, local and regional street maps, transit maps and bicycle/pedestrian facilities maps. Staff will research, acquire and implement hardware/software additions and upgrades to support the agency's GIS development, travel demand modeling and simulation, and forecast scenario development/visualization capabilities. Some elements of this task may be contracted to consultants.

1.0 GIS Development, Planning Support, and Technical Assistance

The MPO staff will continually develop GIS map and data products to support the transportation planning process, transportation improvement projects and public involvement activities. The MPO staff will continue coordination with LPA's to collect new street centerline and address information to support transportation planning efforts. The MPO staff will integrate the regional street centerline data book with

current traffic count location information and regional aerial photography to develop a comprehensive map book.

Staff will also collect and input other transportation planning variables including, but not limited to: traffic signals, sidewalks, right-of-way, transit and park and ride facilities, railroad crossings and accident data. Technical assistance will continue to be provided upon request from LPA's, MDOT, other public agencies, and the general public.

2.0 Travel Demand Model and Visualization Tool Development and Maintenance

MPO staff will verify the existing travel demand model network and make necessary modifications in preparation for the LRTP update. Staff will continue model applications as needed to evaluate proposed transportation improvement projects. Transportation planning staff will integrate Index, a transportation scenario-planning tool, to compare land use alternatives in terms of their likely impacts on the transportation network and to identify optimal transportation infrastructural and/or modal improvements. Staff will receive additional training in model and visualization tool development and applications.

MPO staff will assemble the comprehensive plan data being developed by the local jurisdictions, including the future land use and transportation plans, to assess how the future plans may impact environmentally sensitive areas and environmental justice area.

MPO staff and consultants will use modeling techniques to assess evacuation and recovery routes to provide for the safety and security of the citizens of the region.

3.0 Information Systems Management

MPO staff will identify, implement and maintain the information system network design and communications technologies critical to the MPO transportation planning activities. Needed hardware and software will be prioritized, purchased and implemented.

Responsible Agency: GRPC

Deliverable(s): Regional street centerline map and GIS database, Map Book, Scenario Builder, Travel Demand Model, and Visualization Tools.

Funding Requirement: \$479,302

Funding Source(s): FHWA/MDOT PL - \$479,302

C. Short Range Planning

Task C-1: Traffic Operations Planning

Objective: This task provides for evaluation of the existing transportation network and infrastructure in terms of operational efficiency and development of alternative strategies for reducing congestion, improving safety, and enhancing the mobility of people and goods. This includes the development of operational improvements that provide a transportation system that is consistent with community and regional goals in terms of safety, accessibility and mobility, and enhances economic viability and quality of life. This task is intended to focus on the operational improvements of urban roadways and bridge the gap between current needs and long-range planning, which will enable the MPO to identify and evaluate of alternatives for the development of the LRTP and TIP.

Methodology: The collection and analysis of transportation data for the purposes of identifying, evaluating, prioritizing and developing transportation projects for the planning area. Some elements of this task may be contracted to consultants.

1.0 Congestion Management System (CMS)

The MPO staff will develop quantitative methods to identify and evaluate roadways for congestion concerns. The data will be used to identify, evaluate and prioritize projects in areas where warranted. This includes the collection and processing of real travel time data leading to the development of a GIS based model that will employ techniques that enhance the visualization of travel delay and aid in the evaluation of improvement alternatives.

In addition, MPO staff will develop roadway design standards and typical sections for the region based on the context of the land uses, user groups, unique features, and community desires to maximize mobility and enhance safety. Access management analysis is a component of this process that will be incorporated into traffic operations planning and studies to develop policies and standards for localized application. Specific traffic operations and access management studies will be undertaken as determined to address immediate concerns as described in Section E.

As an additional component of congestion management MPO staff will continue to work closely with MDOT to ensure that transportation improvement projects are developed in conformity with the regional ITS architecture. GRPC will work closely with MDOT to identify and install video traffic surveillance devices at strategic locations to monitor traffic and provide enhanced data collection capabilities. GRPC will provide up to \$200,000 in ARRA funds in a coordinated project with MDOT for the installation of such equipment. GRPC's objective in this project will be to further enhance the MDOT-planned ITS project along the I-10 and I-110 corridors.

GRPC staff will also continue to monitor air quality conformity designation related issues and maintain awareness of potential requirements that may be imposed on a TMA upon designation as non-compliant.

2.0 Safety and Security Management Program (SSMP)

The MPO staff will develop a program to identify areas of concerns with regards to safety and develop projects and initiatives to correct deficiencies. This will entail the collection and analysis of accident data, traffic volumes, speed data, and safety audits. Staff will work closely with LPA representatives to identify problematic intersections and roadway segments throughout the region. Safety audits will be performed on a prioritized listing of sites and remedial measures will be recommended for implementation. Safety audits and implementation of safety improvements will be addressed in Task E of this document.

The MPO will work closely with representatives from local governmental agencies to develop a pro-active program for the provision of training and assistance in the development of local expertise in performing safety audits. The MPO will form an advisory and action committee including representatives from law enforcement, emergency response, hospitals, schools, bike and pedestrian groups, civic groups, local governments, MDOT and other safety stakeholder groups to identify safety concerns and issues, and to develop remedial strategies and actions for implementation .

MPO staff will collaborate with MDOT and consultants in evaluating the potential for closure of unsafe or redundant rail grade crossings along the CSX rail line in conjunction with continuing efforts to establish an east-west multimodal corridor.

The MPO staff will address the security of the public at times of disaster by continuing to work with the three coastal counties on emergency transportation planning initiatives begun in the aftermath of Hurricane Katrina.

Continued assistance will be provided to the counties in developing a regional database of critical information on facilities and coordinated emergency plans that maximize; 1) the safe evacuation of the citizens, and 2) plan for and protect facilities that are critical to the emergency response and recovery of the region. MPO staff also will facilitate and/or attend meetings with emergency planning and response stakeholders to develop strategies to enhance public safety and improve the security of the transportation system in the event of various disaster scenarios.

Staff will continue with further development of the emergency transportation recovery plan initiated in FY08-09, including efforts to seek additional funding for implementation. Consultant services will likely be contracted for the performance of some elements of this task.

3.0 Travel Demand Management (TDM) Program Development

MPO staff will develop a traveler profile to describe the major users of the transportation system and how their needs can be met through an effective TDM program. This will be the basis for developing new TDM strategies and supporting public and private transportation providers in an effort to reduce congestion, pollution and fuel consumption. MPO staff will develop and implement measures of effectiveness for the TDM strategies.

MPO staff will continue to monitor the status of regional compliance with national ambient air quality standards. MPO staff will also employ strategies to reduce emissions through encouraging initiatives such as park and ride and rideshare programs. MPO staff will identify major employment destinations, potential park and ride sites and promote participation in such programs.

Responsible Agency: GRPC

Deliverable(s): Real Time Travel Data, Traffic Operational Studies, Safety Audits, Park & Ride Facility Map.

Funding Requirement: \$454,594

Funding Source(s): FHWA/MDOT PL - \$203,675; FTA Sec. 5303 - \$50,919; MDOT/FHWA ARRA - \$200,000.

Task C-2: Multimodal Transportation Systems Planning

Objective: To develop and sustain a program to promote multimodal and intermodal passenger transportation and goods movement systems within the region. The tasks in this section will support MPO Goal #1 to enhance transportation mobility and accessibility.

Methodology: MPO staff and consultants will work closely with Coast Transit Authority (CTA) to strengthen the role of public transit, and will engage other local and regional transit providers to promote the coordination and integration of transit services in the region. Projected growth in air travel at the Gulfport-Biloxi International Airport and the resulting need for better access via public transit, taxi or shuttle services will be considered in an effort to develop better intermodal connectivity for travelers.

MPO staff will meet with representatives of the three maritime ports (Port Bienville, Port of Gulfport, & Port of Pascagoula), Gulfport-Biloxi International Airport, Stennis International Airport and representatives of the rail and trucking industries to review plans and identify needed infrastructure and system improvements.

The intermodal movement of people and goods will be discussed and considered in transportation planning-related activities to assess future passenger transit and goods movement for the Mississippi Gulf Coast in light of post-Katrina population shifts and new development patterns.

1.0 CTA Planning Support

MPO staff will provide general planning assistance to Coast Transit Authority (CTA) for daily operations. Planning assistance will include route and service area analysis and mapping, as well as data collection and operational analysis to support the existing public transit system and plan for future expansion. Some of the transit planning tasks to be undertaken on behalf of CTA will be contracted to consultants.

Planning assistance for CTA will include ridership and passenger waiting facility analysis by route, development of a tri-county park and ride plan, compliance with FTA Title VI Service Standards, support alternative analysis and continued integration of transit into overall multimodal planning process.

MPO staff will continue providing assistance to CTA with annual NTD reporting, CTA advisory committees (ADA, etc...), periodic CTA route improvement activities and support for expansion of services. Assistance to CTA will also be provided in seeking funding and developing programs and services to further expand the system and types of services needed to meet changing demands.

2.0 Regional Transit Planning

MPO staff will continue the inventory of existing transit services in the region, including public and private transportation providers. Staff will participate in the development and implementation of the southern regional coordinated transportation plan.

MPO staff will use traveler profiles to assess the needs of the various citizens, particularly the elderly and disabled, and the disengaged sectors of the community. Staff will develop a transportation needs statement to support new and expanded services that target the special needs of the citizens. Staff will also evaluate the potential for new or expanded transit service into rural areas, including the assessment of fixed route or demand response services.

MPO staff will continue to manage the selection process for the JARC/New Freedom program funds.

3.0 Bicycle Pedestrian and Transit Management Program

MPO staff will continue planning toward the development of regional bicycle, pedestrian and transit networks to improve modal options and connectivity and provide safe and easily accessible facilities for public travel. Staff will identify and map existing and proposed facilities, which will enable the identification of gaps in connectivity. Subsequently, staff will develop prioritization criteria for project development to address the deficiencies in the system. Staff will also develop a regional bicycle facility suitability map.

MPO staff will work with local jurisdictions in developing plans and applications for the Safe Routes to School Program grant. Additional analysis or studies will be conducted as needed to provide for the development of GIS maps identifying school sites,

neighborhoods, existing roadway and pedestrian facilities, and deficiencies which will be used in the prioritization and development of remedial projects.

4.0 Regional Goods Movement Planning

The MPO staff will further develop the strategies of the *Regional Goods Movement Study* and the local and regional plans for the intermodal movement of freight. Consultant services may be contracted for a second phase of the study or other related assistance. A steering committee of representatives from the air, rail, trucking and marine shipping sectors along with local and state governmental entities will be engaged to identify common issues and collaboratively seek solutions and improve intermodal connectivity. The MPO staff will participate in meetings and hold a regional goods movement forum to promote intermodal plan development.

Responsible Agency: GRPC

Deliverable(s): Mississippi Gulf Coast Transit and Equipment Inventory, FY2 2007 NTD Route Sampling Survey, Hancock County Transit Feasibility Study.

Funding Requirement: \$405,040.

Funding Source(s): FHWA/MDOT PL - \$227,925; FTA Sec. 5303 - \$177,115.

D. Long Range Planning

The MPO will utilize the long range plan, including the supplemental plan components, as the guidebook for development of short range plans and projects. The forecast data and travel demand will be monitored through the on-going MPO planning activities, Travel Demand Forecast and Monitoring, and program recommendations will be implemented through Short Range Planning, and Management Systems.

Task D-1: Gulf Coast Area Transportation Study (GCATS)

Objective: The MPO will maintain, and amend as necessary, the long range transportation plan adopted in FY 2007. Staff will begin the process for development of the 2035 interim long-range transportation plan in FY 2009, and complete the update in FY 2010. The planning process will include active participation of stakeholders, broad public participation, educational forums, web-based and other opinion surveys. The long range plan goals and objectives will be reviewed and monitored for consistency with the post-Katrina land use and planned growth scenarios, and with consideration given to public input received during the planning process.

Methodology: The MPO staff and consultants will conduct the planning process with extensive public involvement, and employ various visualization tools, surveys and planning analysis models, including the travel demand model. Extensive data collection, compilation, GIS integration and analysis will be performed by MPO staff and consultants to update the traffic

analysis zone (TAZ) data, identify transportation deficiencies, and develop remedial projects and programs for the implementation of staged improvements to the transportation system.

1.0 Development of a Scope of Work for the 2035 Interim Long-Range Transportation Plan

The MPO staff will develop a scope of work and an outline of activities to be performed in the development of the plan. The LRTP will be an interim update of the 2030 GCATS plan, with a full update of the LRTP scheduled to commence after 2010 Census data is made available (FY 2012). MPO staff will evaluate the tasks within the scope of work and determine which ones can be performed in-house and which ones will need to be contracted out to consultants. Work assignments will be developed and executed for consultant assistance on some of the LRTP update tasks. Clear delineation of the task responsibilities of MPO staff and the consultants will be stressed prior to work beginning.

2.0 Interim Long-Range Transportation Plan Task Management

The MPO staff will manage consultant activities and in-house planning task performance to ensure that LRTP tasks are accomplished in sync with each other. MPO staff and consultants will work closely with each other to identify data needs, data collection methodologies, task completion schedules, etc., to optimize efficiency and quality of work in performing the tasks.

3.0 Long Range Transportation Plan Implementation

The MPO will continue working toward development of and implementation of projects and programs to achieve the goals and objectives of the long-range transportation plan. With funding limitations perennially being the decisive force in determining the extent of transportation system improvements any area may expect to realize, it is essential that new funding mechanisms be explored to augment traditional sources of revenue which may be even more limited in the future. MPO staff will explore additional revenue sources for development of transportation improvements in the region, including P-3 Innovative Financing for future projects. Information and educational resources for LPAs regarding innovative financing for transportation projects will be developed and provided. Consultant services may be contracted for portions of this task.

MPO transportation planning staff will collaborate with MPOs and DOTs from regions and states through which I-10 traverses in developing strategies for the *I-10 Corridors of the Future* initiative.

Responsible Agency: GRPC

Deliverable(s): 2030 GCATS update

Funding Requirement: \$163,662

Funding Source(s): FHWA/MDOT PL - \$163,662.

E. MPO Grouped Projects

Objective: To undertake various studies and analyses toward improvement of the transportation infrastructure and implementation of projects and/or programs to improve traffic operations, safety or the provision of transportation accessibility throughout the region. These projects are to be funded with STP funds allocated to GRPC (GRPC Contingency Fund) and will require the provision of local matching funds. All endeavors undertaken in this task will be in furtherance of MPO goals and objectives.

Methodology: Studies, analyses and projects to be undertaken in this task will be identified by MPO staff in the performance of other tasks within this UPWP. Additional studies or projects may be developed in consultation with representatives of local jurisdictions. All studies or projects developed under this task will be closely coordinated with appropriate jurisdictional representatives, and transportation improvement projects or programs resulting from these efforts will be recommended to the MPO for inclusion in the long-range transportation plan as appropriate.

The projects/studies listed within this document are intended to address transportation deficiencies identified through the MPO transportation planning process and are supported by local jurisdictions. While all of the projects/studies are funded using federal Surface Transportation Program (STP) funds allocated to the Mississippi Gulf Coast Urbanized Area, the local matching funds will be provided by various sponsoring local public agencies (LPAs). The total STP funding allocation for these and other, as of yet unidentified, projects/studies, for the two-year period is \$895,320, with local matching funds totaling \$223,830*. (* Upon approval by the MPO Transportation Policy Committee on March 19, 2009, American Recovery and Reinvestment Act funding in the amount of \$200,000 was added to the funding total for these projects, specifically, to Task E-1.)

Task E-1: Regional Traffic Operations Study (Phase III)

GRPC planners and consultants will collaborate in a series of study efforts to evaluate traffic operations and safety, and develop recommendations for improvements (including cost estimates) on up to thirty intersections identified by GRPC on functionally classified roadways within the MPO planning area. Intersections will be identified based on congestion and/or safety concerns and on local support for the project. Maximization of safety will be emphasized, and all intersection design recommendations will be developed within the context of existing and projected land uses. A series of work assignments may be issued to multiple consultants, and may entail differing levels of evaluation and analysis.

Other studies, including corridor analyses, access management, traffic circulation, bicycle and pedestrian, safety audits and the development of corridor design standards will also be conducted under this task as needed to respond to traffic and safety concerns which may arise during the two-year work program period.

Responsible Agency: GRPC

Work Product: Regional Traffic Operations Study (Phase III)

Funding Requirement: \$400,000

Funding Source(s): FHWA/MDOT STP - \$160,000; Local Match - \$40,000 (from various LPAs)
FHWA/MDOT ARRA - \$200,000

Task E-2: Klondyke Road Corridor Study

GRPC planners and consultants will collaborate in the performance of a Klondyke Road Corridor Study in the City of Long Beach. This study effort will focus on the development of recommendations for improvements to both vehicular and non-vehicular access to and through the Klondyke Road Corridor, include potential connections to Jeff Davis Avenue to the south, and northward extension to provide more direct access to I-10. Issues to be addressed will include gateway accessibility to the City, congestion mitigation, possible truck traffic diversions, innovative parking configurations, maximized pedestrian amenities and aesthetic quality. Recommendations for improvements will be developed within the context of existing and projected land uses.

Responsible Agency: GRPC

Deliverable(s): Klondyke Road Corridor Study document

Funding Requirement: \$100,000.

Funding Source(s): FHWA/MDOT STP - \$80,000; Local Match - Harrison County \$10,000 & GRPC \$10,000.

Task E-3: West Harrison County North-South Connector Study

GRPC planners and consultants will collaborate in the performance of a study to identify and evaluate potential locations and alignments for a north-south connector between I-10 and US 90 in west Harrison County. The resulting proposed route will provide much needed improvements for north-south access, including an alternate truck route, and better hurricane evacuation for residents. A conceptual rendering of a preferred route, along with funding options will be developed. Recommendations for improvements will be developed with the context of existing and projected land uses.

Responsible Agency: GRPC

Deliverable(s): West Harrison County North-South Connector Study document

Funding Requirement: \$100,000

Funding Source(s): FHWA/MDOT STP - \$80,000; Local Match – Harrison County \$10,000 & GRPC \$10,000

Task E-4: Beachview Drive-Ocean Springs Middle School Study

GRPC will work with the Jackson County Board of Supervisors and the City of Ocean Springs to engage consultants to perform analysis of current conditions pertaining to traffic operations and pedestrian safety along Old Spanish Trail at its intersections with Hanshaw Road and Beachview Drive, and in the surrounding area. Particular attention will be given to improving both

vehicular and pedestrian access to the Ocean Springs Middle School. Recommendations for safety and traffic flow improvements will be developed, including cost estimates.

Responsible Agency: GRPC

Deliverable(s): Beachview Drive-Ocean Springs Middle School Traffic Study document

Funding Requirement: \$70,000

Funding Source(s): FHWA/MDOT STP - \$56,000; Local Match – Jackson County \$8,000 & Ocean Springs \$6,000

Task E-5: US Highway 49 Corridor Traffic Operations Study

GRPC will work with the City of Gulfport to contract for consultant services to perform traffic operations analyses at selected intersections and segments along the US 49 corridor in Gulfport. Consultants will develop recommendations for short-term operational improvements that can be implemented at low-cost and result in improved travel time and/or a more safe travel environment.

Responsible Agency: GRPC

Deliverable(s): US Highway Corridor Traffic Operations Study document

Funding Requirement: \$60,000

Funding Source(s): FHWA/MDOT STP - \$48,000; Local Match – City of Gulfport \$12,000

Task E- 6 thru 10: Other Traffic Operations, Safety & Modal Development Projects/Studies

GRPC planners will work closely with local jurisdictions in the transportation planning process to identify and develop projects and/or studies in response to urgent or pressing needs. The intent of this task is to provide a pool of funding to work with local jurisdictions to address congestion and safety concerns with relatively low-cost, short-to-intermediate term improvements. Multiple consultants will be used in undertaking this task. This UPWP will be amended to include such projects as approved by the Policy Committee.

Responsible Agency: GRPC

Deliverable(s): Various Yet-To-Be-Determined Projects and/or Studies

Funding Requirement: \$589,150

Funding Source(s): FHWA/MDOT STP - \$471,320; Local Match – \$117,830 (from various LPAs)

**UNIFIED PLANNING WORK PROGRAM
BUDGET FOR FISCAL YEARS 2009-2010**

Revised April 2009*

Task	Task Description	2009-10 Total Task Budget	2009-10 FHWA PL	2009-10 MDOT Match (PL)	2009-10 MDOT T-Ct SPR	2009-10 MDOT Data SPR	2009-10 GRPC Cont. STP	2009-10 Local Match (STP)	2009-10 FTA Sec. 5303	2009-10 MDOTMatch (Sec. 5303)	FHWA ARRA
A	Administration/Management										
A-1	MPO Admin. & Program Mgmt.	\$802,485	\$565,790	\$141,447					\$76,198	\$19,050	
A-2	Public Info. & Outreach Education	\$402,652	\$244,898	\$61,224					\$77,224	\$19,306	
B	Reg. Travel Demand Forecasting & Modeling										
B-1	Reg. Planning Database Development	\$310,000	\$216,000	\$54,000		\$40,000					
B-2	Reg. Traffic Counting Program	\$280,693			\$280,693						
B-3	Dev. Of Network, Model Applications & Forecast Scenarios	\$479,302	\$383,442	\$95,860							
C	Short-Range Planning										
C-1	Traffic Operations Planning	\$454,594	\$162,940	\$40,735					\$40,735	\$10,184	\$200,000
C-2	Multimodal Systems Planning	\$405,040	\$182,340	\$45,585					\$141,692	\$35,423	
D	Long-Range Planning										
D-1	Gulf Coast Area Transportation Study (GCATS)	\$163,662	\$130,930	\$32,732							
E	MPO Grouped Projects										
E-1	Reg. Traffic Operations Study (Phase III)	\$400,000					\$160,000	\$40,000			\$200,000
E-2	Klondyke Road Corridor Study	\$100,000					\$80,000	\$20,000			
E-3	W. Harrison Co. North-South Connector Study	\$100,000					\$80,000	\$20,000			
E-4	Beachview Dr./Ocean Springs Middle School Study	\$70,000					\$56,000	\$14,000			
E-5	US 49 Traffic Operations Study	\$60,000					\$48,000	\$12,000			
E-6 thru 10	Other Unidentified Projects/Studies	\$589,150					\$471,320	\$117,830			
	TOTAL	\$4,617,578	\$1,886,340	\$471,583	\$280,693	\$40,000	\$895,320	\$223,830	\$335,849	\$83,963	\$400,000

* Amended to adjust the task budget due to rescission of B-1, Data Collection SPR funds for FY09.

Total rescission of Data Collection SPR funds = \$309,203; B-1 task budget was changed to \$310,000, with \$270,000 PL funds reallocated from Tasks A-1, A-2 and B-3, and \$40,000 in SPR funds.

* Revised to provide for the inclusion of ARRA funding in the amounts of \$200,000 in Task C-1, and \$200,000 in Task E-1.

Total funds available are adequate to perform the work program as developed by the MPO.