



2023-2026

Transportation Improvement Plan (TIP)



**Prepared by HPFL-MPO Division Staff
Department of Urban Development of
The City of Hattiesburg
In Cooperation with the
Mississippi Department of Transportation**

HPFL-MPO TIP 2023-2026

MPO Self Certification

In accordance with 23 CFR 450.336, the STATE DEPARTMENT OF TRANSPORTATION and the Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization for the HPFL-MPO urbanized area(s) hereby certifies that the transportation planning process is addressing the major issues in the State and is being conducted in accordance with all applicable requirements of:


- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

STATE DEPARTMENT
OF TRANSPORTATION

State Planning Engineer

Date

METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD


Warren Byrd, Chairperson

8-12-2022
Date

HPFL-MPO TIP 2023-2026

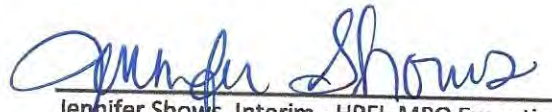
AUTHENTICATION

The Hattiesburg-Petal-Forrest-Lamar-Metropolitan
Planning Organization at its meeting of
July 27, 2022 and following advertised public
hearing, discussed and approved this
Transportation Improvement Plan for Fiscal Years
2023-2026 as required by U.S.C. 134(j), and 49
U.S.C 5303(j).


Warren Byrd, Chairman
Lamar County, Mississippi
HPFL-MPO

ATTEST:

It is hereby certified that the planning process of
the Hattiesburg-Petal-Forrest-Lamar-Metropolitan
Planning Organization is being carried out in
conformance with the provisions of 23 C.F.R.
450.334, 23 U.S.C. 134(k)(5).


Jennifer Shows, Interim - HPFL-MPO Executive
Director

Date: 8-12-2022

HPFL-MPO TIP 2023-2026

Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization

2023 - 2026 Transportation Improvement Plan

PREPARED IN COOPERATION WITH

City of Hattiesburg, Mississippi

City of Petal, Mississippi

Forrest County, Mississippi

Lamar County, Mississippi

Mississippi Department of Transportation

Federal Highway Administration

Federal Transit Administration

Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization
2023 - 2026 Transportation Improvement Plan

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Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization

2023 - 2026 Transportation Improvement Plan

ASSURANCE OF NON-DISCRIMINATION

The Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization, a recipient of federal funds through the Federal Highway Administration and the Federal Transit Administration, does not discriminate in its program, activities, or employment policies and procedures against qualified individuals because of race, sex, religion, age, national origin, or handicap.

Section 601 of the Title VI of the Civil Rights Act of 1964 states:

No person in the United States shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the Benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance.

Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization

2023 - 2026 Transportation Improvement Plan

INTRODUCTION

The Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization's Transportation Improvement Program (TIP) provides a summary of how transportation revenues in the program will be invested over a four-year period by the state and local agencies that have legal responsibility to build, operate, and maintain the state's highway, road, streets and public transit systems. Federally- funded expenditures are required by federal law to be consistent with the most recently adopted Long Range Transportation Plan and to be constrained to include only projects that we anticipated having enough revenue to complete. All of the projects proposed for Federal transportation funding have been evaluated according to the local policies and procedures identified in this document and the local TIP Handbook. In preparing plans, specifications and estimates for all federal transportation projects, all jurisdictions will utilize sound engineering procedures and will take into consideration not only safety and improvement of the roadway surface, but will also consider the following items when deemed appropriate:

- Drainage structures
- Signs and markings
- Traffic signals
- Base improvements
- Guardrails
- Provision of adequate lateral clearance
- Local input
- American with Disabilities Act Requirements

Project estimates provided by jurisdictions for this TIP include costs for the previously identified factors, where feasible, and include reasonable adjustments for cost overruns and inflation.

BACKGROUND

Mississippi Governor William Winter established the Hattiesburg-Petal-Forrest- Lamar Metropolitan Planning Organization in August 1982. The MPO was established when the Hattiesburg central area reached a population of 50,000 plus. The MPO has the responsibility for planning, programming and coordinating federal investments. The MPO area consists of the City of Hattiesburg, the City of Petal, a portion of Forrest County and a portion of Lamar County. HPFL-MPO process creates a partnership among state, local government, and transit operators in providing transportation improvements.

Representatives from the City of Hattiesburg, City of Petal, Forrest County and Lamar County, the Mississippi Department of Transportation, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) are involved in the transportation planning process for the MPO. A full-time staff is employed to implement policies and work programs as well as coordinate all transportation planning efforts.

Federal regulations require the City of Hattiesburg Department of Urban Development, as the designated Metropolitan Planning Organization for the Hattiesburg Urbanized Area, coordinating transportation programs for all jurisdictions within the urbanized area. It is the lead agency responsible for developing and administering plans and programs to maintain eligibility to receive federal funds for the transportation systems in the Hattiesburg urbanized area. The primary mission of the MPO is to develop and maintain a transportation planning process that is compliant with federal and state requirements, and supports the development and enhancement of sustainable multimodal facilities, programs and systems in the Hattiesburg area.

PURPOSE

The purpose of this document is to provide the public, FHWA, FTA and other interested parties with a priority list of projects and project segments to be carried out within a four- year period after the adoption of the TIP. A financial plan is part of this document. This financial plan demonstrates how the TIP can be implemented, and indicates resources from public and private sources that are reasonably expected to be made available to carry out the program. The TIP is updated every two years and is approved by the MPO and the Mississippi Transportation Commission.

The TIP identifies the region's highest priority transportation projects, develops a multi-year program of implementation, and identifies available federal and non-federal funding for the identified projects. The TIP covers a four-year period of investment and is updated every two years through a cooperative effort of local, state and federal agencies, including participation by the general public.

The 2023 - 2026 Transportation Improvement Program (2023-2026 TIP) for Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization identifies the priority highway and transit improvements programmed for advancement from October 1, 2023 through September 30, 2026 (Federal Fiscal Years 2023-2026). The 2023-2026 TIP specifies the priorities for the region and includes reasonable estimates of both available funds and anticipated project expenditures. Individual improvement projects must be included on the 2023-2026 TIP to become eligible for federal funding. Small-scale projects, in some cases, have not been identified individually, but have been grouped into representative line items based on the type of project.

Projects included on the TIP are identified by phase: studies, preliminary engineering, final design, right-of- way acquisition, and construction. For each project, the TIP identifies the cost and schedule (by year) for each project phase, as well as the total project cost and funding source. The federal, state, local, and private funds programmed for each project are identified as reported by the project sponsors. The 2023 - 2026 TIP complies with federal metropolitan planning regulations and air quality conformity regulations. Total program costs match anticipated revenues.

2023 - 2026 TIP Program Contents

The primary purpose of the TIP is to present a staged, fiscally constrained, multiyear program for effectively investing federal transportation funds in the region's highest priority transportation improvement projects. (See Attachment 1) Detailed technical information for the 2023-2026 TIP is contained in the attached documentation:

- **Financial Plan for the HPFL- MPO Program:** presents the Financial Plan for the Hattiesburg Urbanized Area.
- **Program Project Lists:** identifies program project listing for the region, arranged in alphabetical order by county (Forrest/Lamar) and the City of Hattiesburg/Petal. The listing also includes the Mississippi Department of Transportation National Highway System projects.
- **Federal Transit Administration Program:** presents the federal public transportation program. It identifies funding information for the Hattiesburg Urbanized Area that funds Public Transportation and Elderly and Persons with Disabilities Program.

Project Selection Process

The Hattiesburg Urbanized Area Metropolitan Transportation Plan (MTP), sometimes referred to as the Long-Range Transportation Plan (LRTP) is utilized as the primary planning tool for selecting major projects to be included in the TIP. Only projects that are consistent with the MTP may be selected for the TIP.

The TIP is submitted to the HPFL-MPO Policy Board for approval. Full funding is reasonably anticipated to be available for each project within the time period contemplated for completion of the project.

In accordance with Section 134 of Title 23 U.S.C. as amended, the HPFL-MPO Policy Committee hereby approved the following Project Selection Procedures:

1. The approved Transportation Improvement Program shall be utilized for programming projects within the urban area.
2. Any project listed in the first year of the approved Transportation Improvement Program shall be considered the highest priority and may be implemented as soon as plans are completed and funds are appropriated. Projects in the second, third and fourth years of the TIP are considered to have second, third and fourth priorities, respectively.
3. If a project in the first year cannot be accomplished. The Policy Committee may vote to select a project or projects from the second year and those projects may be initiated as plans are completed and funds are appropriated.

Public Involvement Process (PIP)

The HPFL-MPO Transportation Policy Committee has approved a Public Involvement Plan (PIP) for the MPO, as required by the Bipartisan Infrastructure Law (BIL) and the Fixing America's Surface Transportation (FAST) Act. These procedures include advertising in local communication media and maintaining a current mailing list of those stakeholders and other persons who are interested in the transportation process. All meetings are advertised and are open to the public. The BIL has also authorized all MPO agencies to use social media for the purpose of encouraging public engagement [§ 11201(a)(3); 23 U.S.C. 134(i)(6)(D)]

. Before approval of the TIP, the MPO will provide citizens, affected public agencies, and representatives of transportation agency employees, private providers of transportation, and other interested parties with reasonable notice of an opportunity to comment on the proposed program.

Financial Constraint for HPFL-MPO Surface Transportation Block Grant (STBG) Funds

The HPFL-MPO is apportioned Surface Transportation Block Grant (STBG) funds to be distributed to the jurisdictions within the Hattiesburg Urbanized Area. The Transportation Improvement Program (TIP) outlines 4 years of transportation improvements to which STBG funding has been allocated. The Mississippi Department of Transportation (MDOT) provides annual apportionment figures to the MPO to be used to financially constrain the TIP. This amount varies from year to year; therefore, estimates are made for the availability of funds for years FY 2023 - FY 2026 in the TIP. In an effort to present reasonable estimates of available funding for future year projects, the Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization has elected to use the amount proportioned to the MPO in FY 2023 as the base amount for future year projections. The FY 2023 - 2026 TIP includes the following funding that is used for project allocation:

Fiscal Year	STBG Apportionment	Description
Prior Year(s)	\$4,606,587.00	Unobligated balance
FY 2023	\$1,240,286.00	Base plus 0%
FY 2024	\$1,240,286.00	Base plus 0%
FY 2025	\$1,240,286.00	Base plus 0%
FY 2026	\$1,240,286.00	Base plus 0%
Total STBG Funds	\$9,567,731.00	

Financial Constraint for HPFL-MPO Federal Transit Administration Section 5307 Funds

The HPFL-MPO is apportioned Federal Transit Administration Funds (Section 5307 Urbanized Area Formula program) funds to be allocated to the City of Hattiesburg within the Hattiesburg Urbanized Area. The Transportation Improvement Program (TIP) outlines 4 years of transit operations, maintenance and capital to which FTA funding has been allocated. The Federal Transit Administration (FTA) designates an annual apportionment to the City of Hattiesburg's public transit system and must be financially constrained within the TIP. This amount varies from year to year; therefore, estimates are made for the availability of funds for years FY 2023-2026 in the TIP. In an effort to present reasonable estimates of available funding for future year projects, the Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization has elected to use the amount proportioned to the City of Hattiesburg in FY 2021 as the base amount for future year projections. The FY 2023-2026 TIP includes the following projected allocation:

Fiscal Year	FTA Apportionment	Description
Prior Year(s)	\$ 1,043,000.00	Unobligated balance
FY 2023	\$ 1,081,170.00	Base plus 0% annual
FY 2024	\$ 1,081,170.00	Base plus 0% annual
FY 2025	\$ 1,081,170.00	Base plus 0% annual
FY 2026	\$ 1,081,170.00	Base plus 0% annual
Total 5307 Funds	\$ 5,367,680.00	

HPFL-MPO TIP Financial Plan

The latest transportation bill, the Infrastructure Investment and Jobs Act (IIJA), continues the Fixing America's Surface Transportation (FAST) Act's basic requirements for financial planning, as first required in The Safe, Accountable, Flexible, and Efficient Transportation Equity Act — A Legacy for Users (SAFETEA-LU) and the Moving Ahead for Progress in the 21st Century Act (MAP-21). Under this legislation, the Transportation Improvement Program (TIP) must include a financial plan that demonstrates how the approved TIP can be implemented. This financial plan indicates revenue from Federal, State and local public sources expected to be available to carry out the TIP. The TIP must also contain a system-level estimate of the costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the multi-modal transportation system. The second requires the TIP to use cost estimates that apply an inflation rate to reflect "year of expenditure" dollars. This plan estimates the revenues anticipated to be available and compares them to the cost identified as needed to implement the 2023-2026 HPFL-MPO Transportation Improvement Plan (TIP). A variety of sources for financial data have been used in the preparation of this document. The primary sources include the following:

1. **MDOT Statewide Transportation Improvement Program.** This document forms the basis for assumptions about financial resources expected to be available to implement identified highway, and related projects during the period from 2023 to 2026. Projects that appear on the Four-Year Plan, which fall within this timeframe, are assumed to be financially constrained and are based on MDOT internal financial analysis. The analysis is also based on revenue and expenditure information supplied by local entities.
2. **Information from MDOT Regarding Surface Transportation Block Grant Program**
3. **Information from Local Entities** indicating future financial resources using Federal Transit Administration (FTA) funds from Section 5307, and 5339.
4. **Financial data from the 2045 Hattiesburg Metropolitan Transportation Plan.** SAFETEA-LU introduced the requirement that the TIP use an inflation rate to reflect "year of expenditure dollars" based on reasonable financial principles and information, developed cooperatively by the MPO, states and public transportation operators. Individual project sponsors develop the 2023-2026 TIP Project cost estimates. The inflation factor is based on percentages used by MDOT. It should be emphasized that this analysis is subject to a number of inherent limitations: Revenue from local sources was extrapolated from data provided by local governments, and may not fully account for the level of general fund support for transportation.
5. **Financial Projections for Transportation Projects.** The implementation of a financially constrained transportation plan involves several funding sources, among them are financial assistance obtained through funding programs of MDOT, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). Included in the planning projections for 2023-2026 is a year-by-year format of expected funding by category. These sources include various programs at the local, State and Federal levels and fall within the categories outlined below:
 - **National Highway System (NHS)**
This category covers all Interstate routes and a large percentage of urban principal arteries. The Federal/Local funding ratio for arterial routes is 80/20. The Interstate System, although a part of NHS, will retain its separate identity and will receive separate funding at a 90/10 ratio.
 - **Surface Transportation Block Grant Program (STBG)**
This is a funding program with subcategories for State and Urban Areas. These funds can be used for any road (including NHS) that is functionally classified as a major collector or above on the rural system and as a collector or above the urban system. The State portion of these funds can be used to construct projects on roads within the state of Mississippi that are classified as rural or urban. The funding ratio is 80/20.

- **Federal Transit Administration (FTA)**

FTA funding is provided for annual operation and maintenance cost of the transit system.

Generally, this funding has provided approximately 50% of the annual cost of operation. Capital funding for equipment and other capital improvements are provided on a funding ratio of 80/20.

- **Local Funding Sources**

Any cost not covered by Federal and State programs will be the responsibility of the local governmental jurisdictions. Local funding can come from a variety of sources including property taxes, sales taxes, user fees, special assessments and impact fees. Required matching funds will be provided by these local funds as well as for all transportation projects with federal participation. Typical match requirements are 50% for operating subsidies and 20% for capital purchases and maintenance. "Local" is broadly defined to include any non- federal funding sources available to member the jurisdictions in the MPO Urbanized Area.

Projections of Available Funds

As the Hattiesburg Metropolitan Transportation Plan 2045 cannot be implemented all at once because of financial constraints, it will be implemented in three stages. Stage I (2021-2025), Stage II (2026-2035), Stage III (2036-2045). The first stage is reflected in this Financial Plan.

The planned improvements in Stage II are projected to cost \$176.4 million and represent improvements consisting of intersection improvements, roadway widening, new roadway construction, new bridge construction, bridge replacements, roadway maintenance, enhancements, and corridor preservation projects. These projects are funded with local, State, and Federal funds.

The planned improvements in Stage III are planned for improvement in the years 2036 to 2045. The planned improvements in Stage III are projected to cost \$195 million and represent improvements consisting of intersection improvements, roadway widening, new roadway construction, new bridge construction, bridge replacements, roadway maintenance, enhancements, and corridor preservation projects. The assignment of the recommended improvements to particular stages was primarily based on the projected demand for roadway capacity associated with future traffic. The staging was, however, significantly influenced by available funding, prudent scheduling, individual project complexity, relationship to other planned improvements and other factors.

Financial Constraint, Long-Range Transportation Plans and Transportation Improvement Programs

23 CFR § 450.324 (11) of the final rule requires that long-range transportation plans include a "— financial plan that demonstrates how the adopted transportation plan can be implemented." Also, Section 450.326 (j) states: "The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented—." Thus, both the Hattiesburg Urbanized Area Transportation Plan and the Transportation Improvement Program must be "financially constrained." The HPFL-MPO is responsible for the development of a financially constrained Transportation Improvement Plan for the Hattiesburg Urbanized Area and the Mississippi Department of Transportation will be responsible for the development of fiscally constrained state projects placed in the HPFL-MPO TIP. The HPFL-MPO has established a contingency fund to cover cost overruns and administrative changes. Accordingly, if new projects are added to an adopted Hattiesburg Urbanized Area Transportation Plan or an adopted Transportation Improvement Program, which were not included in the adopted versions of those documents, one of two measures must be taken. Either additional funds will be identified to finance such new projects; or other previously approved projects with funds equal to the estimated cost of the new project will be removed from the plan or TIP. If the cost of a project requested by a Local Public Agency (LPA) exceeds the amount programmed in the TIP, the HPFL-MPO will take one of the following actions in order to demonstrate financial constraint:

1. The LPA will be advised by the HPFL-MPO that they must absorb the cost beyond funds committed to the project; or
2. The HPFL-MPO will grant additional funds requested by the LPA and will eliminate an equal amount of funds from another project previously included in the TIP; or
3. The HPFL-MPO will delete the project from the TIP if the LPA decides to terminate the project, leaving additional funds available to be distributed as the HPFL-MPO determines (see below).

However, if the cost of a project requested by an LPA is less than the amount programmed in the TIP, or if additional funds beyond the amount projected in the Financial Plan become available (or a project is terminated as stated in option 3 above), the HPFL-MPO will take one of the following actions:

1. The additional funds will be placed in "reserve" to be committed by the HPFL-MPO at a later date; or
2. The additional funds will be committed to another LPA project from the Hattiesburg Urbanized Area Transportation Plan not originally programmed in the TIP; or
3. The additional funds will be committed to another project (previously programmed) for which the cost exceeds the original amount programmed.

PERFORMANCE MANAGEMENT

Transportation Asset Management is a process to strategically manage transportation systems in a cost-effective, safe, efficient, and environmentally sensitive manner. This approach focuses on performance to manage systems for optimal results. Requirements to implement Asset and Performance Management were introduced by MAP-21 and, subsequently, the FAST Act. In addition, the Bipartisan Infrastructure Law (BIL) continues the National Highway Performance Program. (§ 11105; 23 U.S.C. 119)

While MDOT has been monitoring the asset condition of the state-maintained pavements and bridges and investing in maintenance and preservation for decades, efforts have been made to ensure current Asset and Performance Management activities meet the Federal objectives.

As a result of MAP-21, 7 national goals were established to address safety, current infrastructure, traffic congestion, efficiency, environment, transportation delays, and project delivery delays;

1. **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System (NHS).
4. **System Reliability** - To improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

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

1. Safety-Public Roads

1. Total number of traffic related fatalities on all public roads.
2. Rate of traffic related fatalities on all public roads per 100 million VMT.
3. Total number of traffic related serious injuries on all public roads.
4. Rate of traffic related serious injuries on all public roads per 100 million VMT.
5. Total number of non-motorized fatalities and serious injuries on all public roads.

2. Safety-Transit

FIXED-ROUTE MODE	TRANSIT SAFETY PERFORMANCE TARGETS	NON-FIXED ROUTE MODE
1	TOTAL NUMBER OF FATALITIES	0
.05	FATALITY RATE PER 50,000 VEHICLE REVENUE MILES (VRM)	0
1	TOTAL NUMBER OF INJURIES	0
.05	INJURY RATE PER 50,000 VRM	0
0	TOTAL NUMBER OF SAFETY EVENTS	0
0	SAFETY EVENT RATE PER 50,000 VRM	0
10,000 VRM	SYSTEM RELIABILITY: (The mean distance between mechanical failures)	25,000 VRM

3. Pavement Condition

1. Percentage of pavements on the Interstate System in Good condition.
2. Percentage of pavements on the Interstate System in Poor condition.
3. Percentage of the non-interstate National Highway System in Good condition.
4. Percentage of the non-interstate National Highway System in Poor condition.

4. Bridge Condition

1. Percentage of National Highway System bridges classified as in Good condition.
2. Percentage of National Highway System bridges classified as in Poor condition.

5. NHS Travel Time Reliability

1. Percent of the Person-Miles Traveled on the Interstate that are reliable.
2. Percent of the Person Miles Traveled on the Non-Interstate National Highway System that are reliable.

6. Freight Reliability

1. Percentage of Interstate System mileage providing reliable truck travel time.

7. Traffic Congestion

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

8. Total Emissions Reduction

Total emissions reductions by applicable pollutants under the CMAQ program.

Every five years MDOT, in conjunction with the MPOs, updates the long-range transportation plan known as the Mississippi Unified Long-Range Transportation Infrastructure Plan (MULTIPLAN). Through this effort, and predating MAP-21 requirements, MDOT has incorporated performance-based planning by establishing long-term planning goals supported by investment strategies to accomplish these goals. While several funding strategies were identified and analyzed, the final plan places emphasis on the top two – Expected Funding and Adequate Funding. The Expected Funding Scenario is based on historical revenues and places the top priority on maintenance and preservation of the existing system. The Adequate Funding Scenario also emphasizes maintenance and preservation but outlines capacity improvements that could be accomplished if additional funding was to be provided. Until additional revenue becomes available, MDOT’s program will be based on the Expected Funding Scenario.

This STIP was developed in consideration of the established performance targets by allocating the maximum available funding to maintenance and preservation of State Maintained pavements and bridges and to safety. MDOT uses extensive data collection efforts and pavement, bridge, and safety management systems to analyze data, identify and prioritize projects, and optimize available funds (see Project Prioritization above). The resulting projects are evaluated by MDOT staff and reprioritized as needed to achieve performance targets and link investment decisions to goals. In addition, MDOT will continue to coordinate with the MPOs and other stakeholders through the development of the STIP to support regional goals, objectives, and targets, to the maximum extent practicable.

Attachment 1
Transportation Improvement Plan Process

The Transportation Improvement Program (TIP) is one of the most important products of the MPO's planning process.

What is the TIP?

The Transportation Improvement Program (TIP) is a financially constrained four-year program for addressing short-term transportation priorities that are consistent with the area's long-range transportation plan (LRTP).

The TIP allocates the limited transportation resources among the various capital and operating needs of the area, based on locally developed priorities. The TIP:

- Outlines federally funded transportation investments for a four-year period
- Covers an agreed upon list of priority projects for the region
- Is updated every two years
- May be amended every 6 months or as needed
- Is realistic in terms of available funding
- Is approved by the MPO and Mississippi Transportation Commission
- Will be financially constrained
- Is incorporated into the Statewide Transportation Improvement Program

What role does the MPO play?

The TIP is developed and approved by the MPO and is included, without modification, in the Statewide Transportation Improvement Program (STIP) following approval by the Mississippi Transportation Commission. The TIP can be modified at any time subject to approval of the MPO technical and policy committees.

How is the TIP funded?

Federal funding made available through the Surface Transportation Block Grant (STBG) is transferred first to the Mississippi Department of Transportation (MDOT), and then allocated to the MPO in a population-based formula. The funds are allocated through the MPO to local public agencies for eligible transportation improvement projects.

What roads are eligible in the Hattiesburg Urbanized Area?

Any functionally classified road within the urbanized area is eligible for Federal funding.

What are the funding requirements?

Safety projects may be 100% federally funded but may not exceed 10% of the annual STBG allocation. Other projects are eligible for 80% federal funding.

Eligible Projects Include:

Projects that improve traffic flow, reduce congestion, enhance safety, reduce vehicle idling, reduce vehicle miles traveled, provide access to public transit, and improve the modal options and intermodal connectivity for people and goods.

- New signals, signal upgrades, signal systems
- Turn lanes, intersection geometry improvements
- Access management
- Reconstruction

Eligible Projects Include (con't):

- Bicycle and pedestrian facilities
- Facilities for park and ride programs
- Public transit programs and facilities

TIP Development Process

- TIP is updated every 2-years and may be amended every 6-months or as needed
- A call for project applications is issued to member jurisdictions.
- Applications are evaluated by MPO staff based on criteria of the TIP Handbook and are recommended to the MPO Technical and Policy Committees for consideration.
- The public is invited to comment on proposed TIP projects.
- The Policy Committee votes on the adoption of the TIP.

Project Evaluation Process

- MPO staff uses the criteria in the adopted TIP Handbook to evaluate each project application. Elements of the evaluation include how projects will improve or address safety, congestion, public concerns, multimodal options, pedestrian and bicycle mobility, as well as practical issues such as project cost, local match proposed, traffic volumes impacted, and environmental justice issues.

In addition to basic evaluation rankings, MPO staff will consider projects previously committed on the TIP, the year(s) in which proposed projects are anticipated to begin, and will seek to incorporate proposed projects in the most efficient manner possible based on anticipated funding available.

Policies

- All proposed projects must clearly demonstrate that they help achieve MPO objectives.
- Project sponsor will be held responsible for implementing project in a timely manner.
- Project sponsor will submit a project status update form to the HPFL-MPO at least every six months.
- This document and the TIP Handbook further describe the difference between amendments and administrative adjustments, including the types of changes and thresholds for each.

Funding

Federal funding for projects in the TIP is provided through the Surface Transportation Block Grant (STBG) and is administered through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). These funds are apportioned to each state's urbanized area through the Metropolitan Planning Organization (MPO). A formula is developed to apportion these funds to each state based on that state's urbanized area population as a ratio of the nation's total urbanized area population. With the exception of safety projects and some projects funded through congressional earmarks, which may receive 100% federal funding, TIP projects are generally funded using an 80% federal/20% local-match ratio. For a project to be considered for inclusion in the TIP, a commitment from the sponsoring agency to provide the required local matching funds is required.

TIP Development and Consultation Process

The HPFL-MPO's goal for its public participation activities and agency consultation is to ensure that the area's transportation plans and projects reflect the region's values and benefit all communities within the planning area equally. This document considers Federal regulations outlined in 23 CFR 450.316,

Full TIP Update

Every two years, HPFL-MPO notifies local public agencies (LPAs) that a new TIP is underdevelopment, and that STBG funding anticipated to be available to the MPO is being made available for allocation to transportation improvement projects within the region.

- Local public agencies and resource agencies for consultation are notified that a full update to the TIP has been initiated.
- Applicant agencies are required to complete a project application and submit it to the MPO by a specified deadline.
- Each completed project application must include a letter or resolution of transmittal signed by the mayor, president of the board of supervisors, or director of the applicant agency and a commitment to providing the local match. A proposed timeline should be provided on the application as well.
- MPO staff, using the adopted project evaluation process, scores eligible projects. The evaluation process is a way of measuring what each project will do to advance the goals and objectives of the MPO and is used to rank proposed projects for inclusion in the draft TIP.
- The MPO begins the 30-day review and comment period by seeking public input by placing a display ad in statewide, regional and minority newspapers within the urbanized area. The ad informs the public of relevant upcoming MPO public meetings, includes a brief explanation of what the TIP is, and directs the public to locations where they may view the proposed projects for the Transportation Improvement Program.
- MPO staff utilizes direct mailings and the MPO website to consult with identified agencies for consultation regarding the proposed projects for the Transportation Improvement Program. At this time, agencies for consultation may request special meetings to discuss the project proposals. If no comment is received from the agencies for consultation, it will be assumed that they concur with the proposal.
- Comments on proposed projects and suggestions for additional projects would be recorded and forwarded to the project sponsors. The project sponsors submit any additional projects or scope changes resulting from public input received during the review and comment period.
- The MPO hosts two public meetings (one in each county) during the 30-day review period concerning the proposed projects for the draft TIP. MPO staff review and respond to public comments in conjunction with the affected cities and counties.
- MPO staff and the project sponsor review any comments regarding specific projects. A file of comments is created regarding each project, and kept as an appendix to the TIP that includes an evaluation and explanation of how the comment was considered and the results of such consideration.

- The draft program is developed based on the amount of available funding, participation and consultation input, and the MPO project evaluation process.
- The draft TIP is presented to the Technical Committee for their consideration.
- Agencies for consultation are invited to this meeting in order to provide for specific consultation with these agencies to add any additional comment regarding the proposed TIP. The Technical Committee considers comments received before they recommend the draft TIP for submittal to the Policy Committee.
- If there is a significant difference from what was proposed on the draft TIP and the final TIP from comment received during the public comment and review period, notice is given on the MPO website specific to these changes.
- Eligible projects that do not get recommended for the financially constrained TIP, may be placed in a "Stand-by" category and considered during the "6-month TIP Amendment and Evaluation Process" if funds become available.
- The draft TIP is then sent to the Policy Committee for their approval. Upon the Policy Committee approval, the final TIP is submitted to MDOT and FHWA.

Amendment

Between full updates to the TIP, the need may arise to amend the program to include new projects or change existing projects. All proposed project additions to the TIP are considered during the 6-month amendment and evaluation process. Changes considered as major amendments require action by the Technical Committee and Policy Committee. Major amendments are advertised in the legal section of the regional newspapers.

Publication of the legal ad begins a public comment and review period. The ad directs interested parties to the MPO website and Public Facility Review locations to view the proposed changes and make comment. These amendments include: Addition of a project, deletion of a project, actions that may have adverse effects on another agency's project due to fiscal constraint, and major changes to the scope of a project.

- TIP amendments are considered on a 6-month cycle for Surface Transportation Block Grant (STBG) funds and quarterly for other funding sources.
- Jurisdictions and the resource agencies for consultation are notified that TIP amendments are being considered and that the projects will be posted on the MPO website.
- The project sponsors must send a letter and project application to HPFL-MPO requesting a TIP amendment.
- MPO staff members evaluate projects currently on the TIP to make sure they are moving forward in a timely manner. If a TIP project is not implemented in a timely manner, the project sponsor is requested to explain the nature of the delay to the MPO. If project requirements are not met, and delays unjustified, the recommendation may be made to the Technical Committee and the Policy Committee to remove the project from the TIP.
- If delays are justified then the project may be moved back one year on the TIP. A timely manner means a project follows the proposed timeline submitted on the project application.

HPFL-MPO TIP 2023-2026

- If the projects proposed for the TIP are not included in the current long-range plan, an analysis determines if the LRTP should be amended to include the project.
- A determination of fiscal constraint must be performed as well. If the recommendation is made to amend the long-range plan to allow inclusion of the proposed project, the project undergoes the TIP "project evaluation process".
- Project addition requests are considered for addition to the TIP based on the scoring received in the "project evaluation process".
- A draft program of projects is developed based on the availability of funds in the financially constrained TIP.
- MPO staff informs the public of the projects proposed to be evaluated for inclusion in the TIP by placing a display ad in the regional newspaper to initiate the 15-day review period. The public has opportunity to review the projects at public facility review locations and the MPO website. Agencies for consultation are informed of the proposed amendments by email or direct mail. A comment form is included in the mailing to provide the agency the opportunity to comment, request additional information or schedule a special meeting. If no comment is received, the MPO assumes concurrence with the proposed amendment.
- MPO staff and the project sponsor review any comments regarding specific projects. A file of comments is created regarding each amendment, and kept as an appendix to the TIP that includes an evaluation and explanation of how the comment was considered and the results of such consideration.
- The amendments to the TIP are presented to the Technical Committee for their consideration. This meeting is made available to the public and agencies for consultation to provide any additional comment regarding the proposed TIP.
- Comments received are considered by the Technical Committee before they recommend the draft TIP for submittal to the Policy Committee.
- If there is a significant difference from what was proposed on the draft TIP and the final TIP from comment received during the public comment and review period, notice is posted on the MPO website specific to these changes. Ideas and projects suggested by the public that were not addressed or included in the TIP are listed in an appendix, along with the reasons for their non-inclusion as described by the process for comment consideration in Section 5.4 of the MPO's Participation Plan.
- The amendments to the TIP are then brought before the Transportation Policy Committee (TPC) for their approval. Upon TPC approval, the amendments are submitted to MDOT and FHWA. Upon concurrence, the amendment will be submitted to the Mississippi Transportation Commission.

Administrative Adjustment

Changes considered to be minor TIP administrative adjustments may be executed by MPO staff. No public comment and review period is required for an "adjustment" to the TIP. The adjustments will be posted on the MPO website.

Reasons for minor adjustments include as follows:

- Change of project cost that requires less than 15% increase to STBG funding.
- Minor changes in project scope including the funding sources, limits, description, turning lanes, intersection modifications, shoulders, etc.
- Adjustments to project scheduling which do not affect other agencies projects or funds.
- Correction for omissions or errors in an approved project provided the action does not affect other agency's projects.

Attachment 2
Financial Plan Spreadsheet
Federal Highway Administration (FHWA)

Federal Highway Administration (FHWA)
Highway Section

HPFL MPO-LPA Sponsored Projects

Federal Funds	FY 2023	FY 2024	FY 2025	FY 2026
Carryover (Federal STBG) Available	\$4,606,587.00	\$1,597,935.00	\$ 792,221.00	\$ 1,795,507.00
Annual STBG Apportionment	\$1,240,286.00	\$1,240,286.00	\$1,240,286.00	\$1,240,286.00
Total STBG Available	\$5,846,873.00	\$2,838,221.00	\$ 2,032,507.00	\$ 3,035,793.00
Total STBG Expenditures	\$ (4,248,938.00)	\$ (2,046,000.00)	\$ (0)	\$ (3,272,793.00)

TA/TAP/Earmark Funds Available	\$0.00	\$0.00	\$0.00	\$0.00
TA/TAP/Earmark Expenditures	\$0.00	\$0.00	\$0.00	\$0.00

BUILD	\$0.00	\$0.00	\$0.00	\$0.00
BUILD Expenditures	\$0.00	\$0.00	\$0.00	\$0.00

Local Funds	FY 2023	FY 2024	FY2025	FY2026
LPA Local Expenditures	\$1,668,485.00	\$511,500.00	\$ 1,500,000.00	\$ 4,640,405.00
LPA Local Expenditures	\$ (1,668,485.00)	\$ (511,500.00)	\$ (1,500,000.00)	\$ (4,640,405.00)

MDOT Sponsored Projects	FY 2023	FY 2024	FY2025	FY2026
Federal Funds Available	\$0.00	\$0.00	\$0.00	\$0.00
Federal Expenditures	\$0.00	\$0.00	\$0.00	\$0.00

Attachment 3

**2023-2026 HPFL-MPO
(Transportation Improvement Plan) TIP**

Mississippi Department of Transportation
City of Hattiesburg
City of Petal
Lamar County
Forrest County
Hub City Transit (HCT)

HIGHWAY SECTION

Mississippi Department of Transportation



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2023 - 2026 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
HATTIESBURG URBANIZED AREA GROUPED PROJECTS**

Bridge Replacement

Fiscal Year	Agency	Fund Source	Federal Share	State Share	Total Funds
2023	MDOT/LPA	STBG/NHPP/EARMARK/SFP/LOCAL	\$1,000,000	\$250,000	\$1,250,000
2024	MDOT/LPA	STBG/NHPP/EARMARK/SFP/LOCAL	\$1,000,000	\$250,000	\$1,250,000
2025	MDOT/LPA	STBG/NHPP/EARMARK/SFP/LOCAL	\$1,000,000	\$250,000	\$1,250,000
2026	MDOT/LPA	STBG/NHPP/EARMARK/SFP/LOCAL	\$1,000,000	\$250,000	\$1,250,000
SUB-TOTAL FOR Bridge Replacement :			\$4,000,000	\$1,000,000	\$5,000,000

Operation/Maintenance/Minor Reconstruction

Fiscal Year	Agency	Fund Source	Federal Share	State Share	Total Funds
2023	MDOT/LPA	HSIP/NHPP/STBG/SFP/LOCAL	\$1,000,000	\$250,000	\$1,250,000
2024	MDOT/LPA	HSIP/NHPP/STBG/SFP/LOCAL	\$1,000,000	\$250,000	\$1,250,000
2025	MDOT/LPA	HSIP/NHPP/STBG/SFP/LOCAL	\$1,000,000	\$250,000	\$1,250,000
2026	MDOT/LPA	HSIP/NHPP/STBG/SFP/LOCAL	\$1,000,000	\$250,000	\$1,250,000
SUB-TOTAL FOR Operation/Maintenance/Minor Reconstruction :			\$4,000,000	\$1,000,000	\$5,000,000

Safety

Fiscal Year	Agency	Fund Source	Federal Share	State Share	Total Funds
2023	MDOT/LPA	HSIP/NHPP/STBG/SFP/LOCAL	\$1,000,000	\$111,111	\$1,111,111
2024	MDOT/LPA	HSIP/NHPP/STBG/SFP/LOCAL	\$1,000,000	\$111,111	\$1,111,111
2025	MDOT/LPA	HSIP/NHPP/STBG/SFP/LOCAL	\$1,000,000	\$111,111	\$1,111,111
2026	MDOT/LPA	HSIP/NHPP/STBG/SFP/LOCAL	\$1,000,000	\$111,111	\$1,111,111
SUB-TOTAL FOR Safety :			\$4,000,000	\$444,444	\$4,444,444

TAP/TE/Recreational Trails/SRTS

Fiscal Year	Agency	Fund Source	Federal Share	State Share	Total Funds
2023	MDOT/LPA	TAP/TE/STBG/SFP/EARMARK/LOCAL	\$1,000,000	\$250,000	\$1,250,000
2024	MDOT/LPA	TAP/TE/STBG/SFP/EARMARK/LOCAL	\$1,000,000	\$250,000	\$1,250,000
2025	MDOT/LPA	TAP/TE/STBG/SFP/EARMARK/LOCAL	\$1,000,000	\$250,000	\$1,250,000
2026	MDOT/LPA	TAP/TE/STBG/SFP/EARMARK/LOCAL	\$1,000,000	\$250,000	\$1,250,000
SUB-TOTAL FOR TAP/TE/Recreational Trails/SRTS :			\$4,000,000	\$1,000,000	\$5,000,000
Grand Total :			\$16,000,000	\$3,444,444	\$19,444,444

The projects contained in this 'Grouped' list are not individually listed in the STIP. These projects individually or cumulatively have no significant environmental impact and therefore are deemed Categorical Exclusions. Additional grouped projects may be found in other volumes of the STIP.

HIGHWAY SECTION

City of Hattiesburg

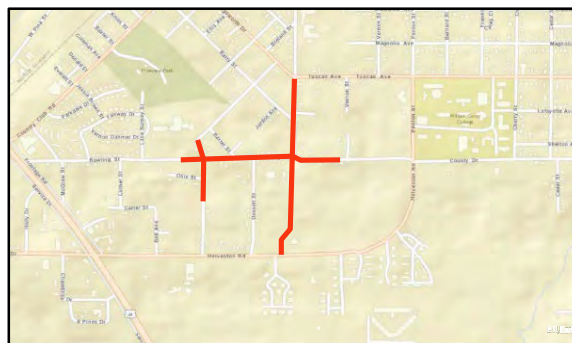


ID	115	Total Project Cost	\$2,557,500.00
Project Name/Route:	Martin Luther King Ext		
Termini:	Ida Ave to MLK Ave: Bowling St to Tuscan Ave: MLK Ave @ Bowling St. to William Carey Parkway		
Improvement Type:	Widen/Overlay/Curb and Gutter		
Funding Source:	STBG/Local		
Responsible Agency:	City of Hattiesburg		
County:	Forrest County		
Project Length:	0.81 Miles		
Project Description:	Widen/Overlay/Curb and Gutter/ New Construction		

Fiscal Year	Funding Source	Phase	Federal Funds	Local Funds	Total Funds
FY 2023	Local		\$0	\$0	\$0
FY 2024	STBG/Local	CON	\$2,046,000.00	\$511,500.00	\$2,557,500.00
FY 2025			\$0	\$0	\$0
FY 2026			\$0	\$0	\$0
		Total	\$2,046,00.00	\$511,500.00	\$2,557,500.00

DATE	Action History/Comments
12/4/15	Funds carry over
12/4/15	Church property-ongoing Environmental Study (Ecosystem)
1/23/19	Expand scope to include Ida Ave to MLK Ave: Bowling St. to Tuscan Ave: MLK Ave @ Bowling St. & add additional funds
1/27/2021	Environmental Phase has been completed.
March 2022	Project is in the R.O.W. acquisition phase
	Construction changed to FY2024

Project Map:





ID	122	Total Project Cost	\$9,116,948.00
Project Name/Route:	Lincoln Road		
Termini:	Between Hwy 11 and 28 th Avenue		
Improvement Type:	Street Improvement – Widening		
Funding Source:	STBG/Local		
Responsible Agency:	City of Hattiesburg		
County:	Forrest		
Project Length:	0.6 mile		
Project Description:	This project will widen Lincoln Rd. to 4 lanes between U.S. Hwy 11 and 28 th Ave. to increase traffic capacity. Bicyclists will be accommodated with a shared use path and pedestrians will be accommodated with a separate path.		

Fiscal Year	Funding Source	Phase	Federal Funds	Local Funds	Total Funds
FY 2023	Local	Design/Eng	\$0	\$0	\$0
FY 2024	Local	ROW	\$0	\$0	\$0
FY 2025	STBG/Local	ROW	\$0	\$1,500,000.00	\$1,500,000.00
FY 2026	STBG/Local	CON	\$3,035,793.00	\$4,581,155.00	\$7,616,948.00
		TOTAL	\$3,035,793.00	\$6,081,155.00	\$9,116,948.00

DATE	Action History/Comments
2017	Project was to be activated in 2017
1/27/2021	Partial Funds applied to project #119 Country Club Rd.
1/26/2022	Partial Funds applied to new project on Edwards St.
1/26/2022	Partial Funds applied to project #419, Oak Grove Rd./Weathersby Rd. – Lamar County
May 2022	Project was moved to the 2023-2026 TIP

Project Map:



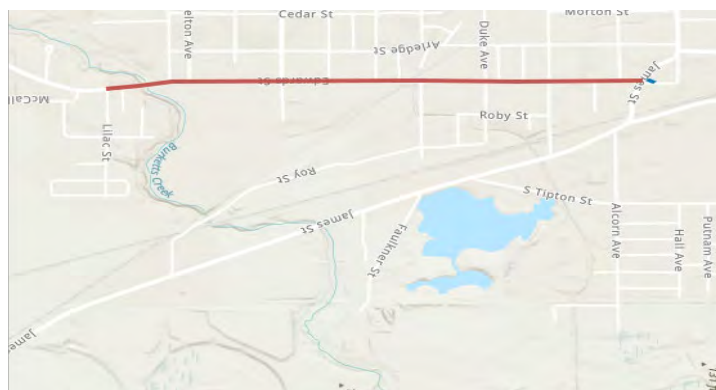


ID	TBD	Total Project Cost	\$2,400,000.00
Project Name/Route:	Edwards St.		
Termini:	James St. and Lilac St.		
Improvement Type:	Pedestrian and landscape improvements		
Funding Source:	STBG/Local		
Responsible Agency:	City of Hattiesburg		
County:	Forrest		
Project Length:	1.05 miles		
Project Description:	Construction of an 8' multiuse pathway along Edwards St. and median islands in the middle of the roadway. The project will also consist of a reconstruction of the areas along the edge of the roadway to reduce drive widths into the businesses.		

Fiscal Year	Funding Source	Phase	Federal Funds	Local Funds	Total Funds
FY 2023	Local	CON	\$2,000,000.00	\$400,000.00	\$2,400,000.00
FY 2024	Local		\$0	\$0	\$0
FY 2025	Local		\$0	\$0	\$0
FY 2026	STBG/Local		\$0	\$0	\$0
		TOTAL	\$2,000,000.00	\$400,000.00	\$2,400,000.00

DATE	Action History/Comments
1/26/2022	Proposed new project
	\$2,000,000.00 in STBG funds taken from Project #122 Lincoln Rd.-City of Hattiesburg

Project Map:



HIGHWAY SECTION

City of Petal

ID	203	Total Project Cost	\$560,000.00
Project Name/Route:	Old Richton Road, Petal, MS		
Termini:	Evelyn Gandy Parkway at Old Richton Intersection		
Improvement Type:	Widening and Road Improvements		
Funding Source:	STBG/Local		
Responsible Agency:	City of Petal		
County:	Perry		
Project Length:	0.12 miles		
Project Description:	Widening and road improvements to Old Richton road between the Evelyn Gandy Parkway and Fairchild Drive		

Fiscal Year	Funding Source	Phase	Federal Funds	Local Funds	Total Funds
FY 2023	STBG/Local	CON	\$448,000.00	\$112,000.00	\$560,000.00
FY 2024			\$0	\$0	\$0
FY 2025			\$0	\$0	\$0
FY 2026			\$0	\$0	\$0
		TOTAL	\$448,000.00	\$112,000.00	\$560,000.00

DATE	Action History/Comments	
6/15/2016	Project not activated, in process of acquiring funds	Project to be activated in 2017
1/27/2021	ROW Phase in Progress	

Project Map:



HIGHWAY SECTION

Lamar County

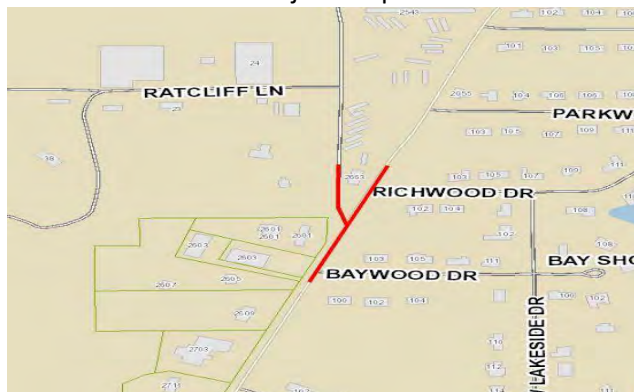


ID	419	Total Project Cost	\$2,472,000.00
Project Name/Route:	Oak Grove Rd/Weathersby Rd Intersection		
Termini:	Shears Rd to Oak Grove Rd		
Improvement Type:	Intersection Improvement		
Funding Source:	STBG/Local		
Responsible Agency:	Lamar County		
County:	Lamar County		
Project Length:	.75 Miles		
Project Description:	This project request is to substitute for previously cancelled MPO Project ID #412 along the same route. Intersection improvements along Weathersby Road from South of Lowes to Oak Grove Road.		

Fiscal Year	Funding Source	Phase	Federal Funds	Local Funds	Total Funds
FY 2023	STBG/Local	CON	\$1,750,000.00	\$722,000.00	\$2,472,000.00
FY 2024			\$0	\$0	\$0
FY 2025			\$0	\$0	\$0
FY 2026			\$0	\$0	\$0
		TOTAL	\$1,750,000.00	\$1,968,057.00	\$2,472,000.00

DATE	Action History/Comments	
1/27/2021	Project Phase: Environmental Work	Original STBG amount \$750,000.00
1/26/2022	Total Project Cost Amendment	Change in total project cost from \$937,500.00 to \$3,718,056.58
1/26/2022	STBG funds transferred to this Project	\$687,000.00 from Project #421 Oak Grove/Hegwood/Lincoln Rd – Lamar County \$313,000.00 from Project #122 Lincoln Rd – City of Hattiesburg
1/26/2022	Increased Local match for this project	\$673,000.00 from the City of Hattiesburg
1/26/2022	Increased Local match for this project	\$1,295,057.00 from Lamar County (Original match from the County was \$187,500.00)

Project Map:





ID	421	Total Project Cost	\$485,423.00
Project Name/Route:	Oak Grove Road/Hegwood Road/Lincoln Road		
Termini:	+/-600' either side of Hegwood Intersection & Lincoln Rd		
Improvement Type:	Intersection Improvement		
Funding Source:	STBG/Local		
Responsible Agency:	Lamar County		
County:	Lamar County		
Project Length:	0.45 Miles		
Project Description:	This project will consist of realignment of the South end of Hegwood Road with Oak Grove Road, the addition of turn lanes on Oak Grove Road at Hegwood, and the addition of right turn lanes for both eastbound traffic and westbound traffic on Oak Grove Road at Lincoln Road.		

Fiscal Year	Funding Source	Phase	Federal Funds	Local Funds	Total Funds
FY 2023	STBG/Local	CON	\$50,938.00	\$434,485.00	\$485,423.00
FY 2024			\$0	\$0	\$0
FY 2025			\$0	\$0	\$0
FY 2026			\$0	\$0	\$0
		TOTAL	\$50,938.00	\$434,485.00	\$485,423.00

DATE	Action History/Comments
1/22/2022	Increase in Local match of \$500,000.00
1/22/2022	Decrease in Total Project Cost from \$922,422.50 to \$735,422.50
1/22/2022	Decrease in Federal Share STBG from \$737,938.00 to \$50,938.00, the STBG fund (\$687,000) will be applied to Project #419 Oak Grove/Weathersby Intersection
1/26/2022	\$687,000.00 of Federal Funds moved to Project #419

Project Map:



HIGHWAY SECTION

Forrest County



ID	502	Total Project Cost	\$296,250.00
Project Name/Route:	Classic Drive		
Termini:	Pine Tree Drive to US Hwy 49		
Improvement Type:	Bike Trail		
Funding Source:	STBG/Local		
Responsible Agency:	Forrest County		
County:	Forrest County		
Project Length:	1.8 Miles		
Project Description:	Build Shared Use Path (Bike & Pedestrian Trail)		

Fiscal Year	Funding Source	Phase	Federal Funds	Local Funds	Total Funds
2023	Local		\$0	\$0	\$0
2024	Local		\$0	\$0	\$0
2025	Local		\$0	\$0	\$0
2026	STBG/Local	CON	\$237,000.00	\$59,250.00	\$296,250.00
		TOTAL	\$237,000.00	\$59,250.00	\$296,250.00

DATE	Action History/Comments
1/27/2021	ROW Acquisition Phase
May 2022	Project was moved to 2023-2026 TIP

Project Map:



TRANSIT SECTION

Hub City Transit



Transit Financial Summary

ID	Hub City Transit	Total Project Cost FY23-26	\$5,367,000.00
Project Name	Hub City Total TIP Budget		
Funding Source:	FTA Section 5307		
Responsible Agency:	City of Hattiesburg		
County:	Forrest/Lamar		
Project Length:	N/A		
Project Description:	*Note on the 2-Year Funding Cycle: Funds allocated in FY21 are not available for Hub City Transit expenditures until FY23, and so on.		

Funding Source	FY 2023	FY 2024	FY 2025	FY 2026	TIP 4-Year Total
Carry Over	\$1,043,000				
5307 Federal Funds Allocated	\$1,081,170	\$1,081,170	\$1,081,170	\$1,081,170	\$5,367,680

DATE	Action History/Comments
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HPFL-MPO TIP 2023-2026

ID	Hub City Transit	Total Cost	\$4,025,244
Project Name	HCT Operations		
Funding Source:	FTA Section 5307 FTA Section 5339		
Responsible Agency:	City of Hattiesburg		
County:	Forrest/Lamar		
Project Length:	N/A		
Project Description:	Hub City Transit: Total Budget for Operations, Preventative Maintenance, and Capital Projects		

Fiscal Year	Funding Source	Phase	Federal Funds	Local Funds	Total Funds
2023	Sec 5307	Daily Operations (50/50)	\$623,100	\$623,100	\$1,246,200
2023	Sec 5307	Paratransit Operations (80/20)	\$75,040	\$18,760	\$93,900
2023	Sec 5307	Preventative Maintenance (80/20)	\$192,000	\$48,000	\$240,000
				Total Operating	\$1,580,100
Capital Projects (80/20)					
2023	Sec 5307	Security/Surveillance	\$6,208	\$1,552	\$7,760
2023	Sec 5339	Bus Shelters/Enhanced ADA Access	\$225,846	\$56,461	\$282,308
2023	Sec 5307	ADA Rolling Stock	\$1,209,920	\$302,480	\$1,512,400
2023	Sec 5307	Acquire Support Vehicles	\$23,235	\$5,809	\$29,044
2023	Sec 5307	Fare Boxes	\$220,800	\$55,200	\$276,000
2023	Sec 5307	HCT Ops Building Rehab	\$211,785	\$52,946	\$264,731
2023	Sec 5307	Metro Planning	\$58,297	\$14,574	\$72,871
				Total Capital Projects	\$2,445,144

DATE	Action History/Comments
2023	*Note on Funding Cycle: Funds allocated in FY21 are not available for Hub City Transit expenditures until FY23, FY23 funds are available in FY25 and so on.

HPFL-MPO TIP 2023-2026

ID	Hub City Transit	Estimated Total Project Cost	\$ 4,000,000
Project Name	HCT Operations		
Funding Source:	FTA Section 5307 FTA Section 5339		
Responsible Agency:	City of Hattiesburg		
County:	Forrest/Lamar		
Project Length:	N/A		
Project Description:	Hub City Transit: Total Budget for Operations, Preventative Maintenance, and Capital Projects		

Fiscal Year	Funding Source	Phase	Federal Funds	Local Funds	Total Funds
2024	Sec 5307	Daily Operations (50/50)	\$623,100	\$623,100	\$1,246,200
2024	Sec 5307	Paratransit Operations (80/20)	\$75,040	\$18,760	\$93,900
2024	Sec 5307	Preventative Maintenance (80/20)	\$192,000	\$48,000	\$240,000
				Total Operating	\$1,580,100
Capital Projects (80/20) To be updated in FY24					
2024	Sec 5307	Security/Surveillance			
2024	Sec 5339	Bus Shelters/Enhanced ADA Access			
2024	Sec 5307	ADA Rolling Stock			
2024	Sec 5307	Acquire Support Vehicles			
2024	Sec 5307	Fare Boxes			
2024	Sec 5307	HCT Ops Building Rehab			
2024	Sec 5307	Metro Planning			
				Total Capital Projects Estimate allocation	\$191,030

DATE	Action History/Comments
2024	*Note on Funding Cycle: Funds allocated in FY22 are not available for Hub City Transit expenditures until FY24, FY24 funds are available in FY26 and so on.

HPFL-MPO TIP 2023-2026

ID	Hub City Transit	Estimated Total Cost	\$4,000,000
Project Name	HCT Operations		
Funding Source:	FTA Section 5307 FTA Section 5339		
Responsible Agency:	City of Hattiesburg		
County:	Forrest/Lamar		
Project Length:	N/A		
Project Description:	Hub City Transit: Total Budget for Operations, Preventative Maintenance, and Capital Projects		

Fiscal Year	Funding Source	Phase	Federal Funds	Local Funds	Total Funds
2025	Sec 5307	Daily Operations (50/50)	\$623,100	\$623,100	\$1,246,200
2025	Sec 5307	Paratransit Operations (80/20)	\$75,040	\$18,760	\$93,900
2025	Sec 5307	Preventative Maintenance (80/20)	\$192,000	\$48,000	\$240,000
				Total Operating	\$1,580,100
Capital Projects (80/20) To be updated in FY25					
2025	Sec 5307	Security/Surveillance			
2025	Sec 5339	Bus Shelters/Enhanced ADA Access			
2025	Sec 5307	ADA Rolling Stock			
2025	Sec 5307	Acquire Support Vehicles			
2025	Sec 5307	Fare Boxes			
2025	Sec 5307	HCT Ops Building Rehab			
2025	Sec 5307	Metro Planning			
				Total Capital Projects Estimate allocation	\$191,030

DATE	Action History/Comments
2025	*Note on Funding Cycle: Funds allocated in FY23 are not available for Hub City Transit expenditures until FY25, FY25 funds are available in FY27and so on.

HPFL-MPO TIP 2023-2026

ID	Hub City Transit	Total Project Cost	\$4,000,000
Project Name	HCT Operations		
Funding Source:	FTA Section 5307 FTA Section 5339		
Responsible Agency:	City of Hattiesburg		
County:	Forrest/Lamar		
Project Length:	N/A		
Project Description:	Hub City Transit: Total Budget for Operations, Preventative Maintenance, and Capital Projects		

Fiscal Year	Funding Source	Phase	Federal Funds	Local Funds	Total Funds
2026	Sec 5307	Daily Operations (50/50)	\$623,100	\$623,100	\$1,246,200
2026	Sec 5307	Paratransit Operations (80/20)	\$75,040	\$18,760	\$93,900
2026	Sec 5307	Preventative Maintenance (80/20)	\$192,000	\$48,000	\$240,000
				Total Operating	\$1,580,100
Capital Projects (80/20) To be updated in FY26					
2026	Sec 5307	Security/Surveillance			
2026	Sec 5339	Bus Shelters/Enhanced ADA Access			
2026	Sec 5307	ADA Rolling Stock			
2026	Sec 5307	Acquire Support Vehicles			
2026	Sec 5307	Fare Boxes			
2026	Sec 5307	HCT Ops Building Rehab			
2026	Sec 5307	Metro Planning			
				Total Capital Projects Estimate allocation	\$191,030

DATE	Action History/Comments
2026	*Note on Funding Cycle: Funds allocated in FY24 are not available for Hub City Transit expenditures until FY26, FY26 funds are available in FY28 and so on.

Attachment 3
Public Comments