2045 Metropolitan Transportation Plan

Technical Report #5
Plan Development

Gulf Regional Planning Commission
Metropolitan Planning Organization

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Gulf Regional Planning Commission

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1.0 Introduction

This report describes how the Metropolitan Transportation Plan (MTP) was developed and details the associated information and planning process that was used. It builds on the other technical reports and addresses the following topics:

- Public and Stakeholder Involvement
- Visioning and Strategies
- Project Development
- Environmental Analysis and Mitigation
- Project Prioritization
- Financial Plan
- Implementation Plan

Figure 1.1: Metropolitan Transportation Planning Process

2.0 Public and Stakeholder Involvement Phase 1

The first phase of the planning process – Visioning – was arranged to provide information on transportation priorities and ideas for improvement in the region. It was also an opportunity to meet with key stakeholders and learn about needs and upcoming plans. During this phase, the project team engaged with nearly 400 people across the region.

Input in this phase was used to develop the vision, goals, and objectives and to identify potential projects to be included in the plan.

2.1 How We Engaged

Stakeholder Meetings

A stakeholder meeting was held in each county to hear input from stakeholders from a variety of fields such as local government, major industries, or community organizations.

- Fifteen (15) stakeholders attended the meeting in Jackson County held on March 12, 2019 from 1 P.M. to 3 P.M. at the Jackson County Administration Building in Pascagoula.
- Fourteen (14) stakeholders attended the meeting in Hancock County held at the Bay St. Louis Community Hall on March 13, 2019 from 4 P.M.to 6 P.M.
- Twenty-five (25) stakeholders attended the meeting in Harrison County held on March 14, 2019 from 1 P.M. to 3 P.M. at the Innovation Center in Biloxi.

Attendees participated in two (2) mapping activities and one (1) poll; results are provided In Section 2.2. Attendees also participated in digital poll that asked six (6) questions about transportation priorities and concerns and two (2) mapping activities. Section 2.2 provides the results from these activities.

Members of the MPO's policy and technical committees were also consulted at their regular meetings.

Public Meeting and Online Survey

A public meeting was held in all three (3) counties to gather input from the community.

- Thirty-four (34) people attended the meeting In Jackson County held on March 12, 2019 from 4 P.M. to 6 P.M. at the Jackson County Administration Building in Pascagoula.
- Sixteen (16) people attended the meeting in Hancock County held at the Bay St. Louis Community Hall on March 13, 2019 from 4 P.M. to 6 P.M.
- Twenty (20) people attended the meeting in Harrison County held on March 14, 2019 from 4 P.M. to 6 P.M. at the MPO Office at 1635 Popp's Ferry Road in Biloxi.

Attendees ranked transportation priorities, designed a transportation budget, and mapped their big ideas for improving transportation.

A survey was available at the in-person meetings and also online from March 21 to May 2, 2019. During that period, 30 people answered the survey at the meetings and 131 people answered the survey online. Of the 161 total people who answered the survey, two-thirds identified as general public and one-third as a stakeholder.

The survey questions mirrored the activities at the public meetings. Results from the public meetings and survey have been combined and provided in Section 2.3.

Transportation Summit

The Coastal Region Transportation Summit was held on August 29, 2019 in Biloxi. Various stakeholders from the region gathered for panel discussions called "Transportation as a Community and Economic Driver," "Future Transportation Needs on the Coast," and "Joint Land Use Statewide Forum." An electronic poll was conducted after each discussion to gather input from the audience; the responses most pertinent to the MTP are provided in Section 2.4.

Table 2.1: Visioning Phase Outreach

Activity	County	People Engaged	Totals
Stakeholder Meetings	Hancock	14	54
	Harrison	25	
	Jackson	15	
Public Meetings	Hancock	16	70
	Harrison	20	
	Jackson	34	
Online Surveys			131
Coastal Region Transportation Summit			118

2.2 Stakeholder Input

Attendees at the stakeholder meetings participated in three (3) exercises.

In the first exercise, participants were polled about their transportation priorities, challenges, and concerns. Figures 2.1 through 2.4 and Tables 2.2 through 2.4 show the poll results. Key takeaways include:

- "Maintaining roads and infrastructure in good condition" was voted the top transportation priority.
- This was followed by "Improving safety" and "Making more places accessible."
- "Funding" was voted as the biggest challenge to implementing projects.
- This was followed by "Environmental and community impacts" and "Acquiring land or right-of-way".
- "Too much traffic for the road to handle" was voted the largest cause of congestion in the region.
- "Waiting at intersections" and "Crashes" were voted as the next leading causes of congestion.
- When asked about congested or unsafe roads, stakeholders provided a wide variety of answers, reflecting the large geographic area of the GRPC.
- However, US 90 was the most frequently named corridor for congestion and the corridor most in need of safety improvements.
- I-10 interchanges were named as the most unsafe intersections.

In a second exercise stakeholders were asked to mark areas where they expected future development and to indicate what kind of development this would be (residential, commercial, industrial, recreational, or educational/medical). Figure 2.5 shows these areas of anticipated growth.

The third exercise asked stakeholders to indicate areas in the MPO that they thought needed transportation improvements. They designated these projects as new roadways, expanded roadways, bicycle/pedestrian, or transit. Figure 2.6 maps these ideas.

Figure 2.1: Transportation Priorities Ranked in Order of Importance

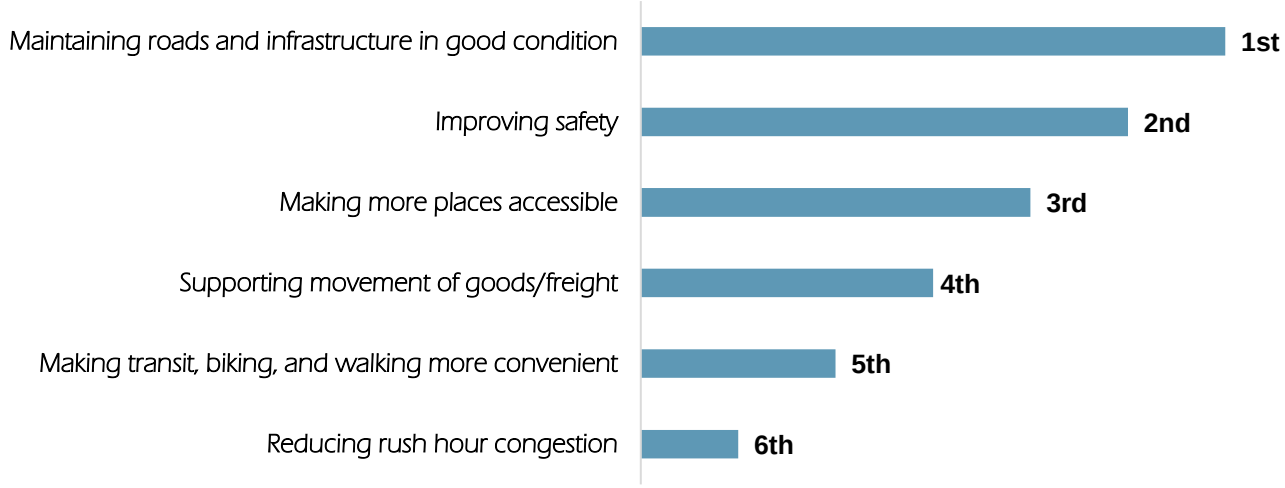


Figure 2.2: Biggest Challenges to Implementing Projects

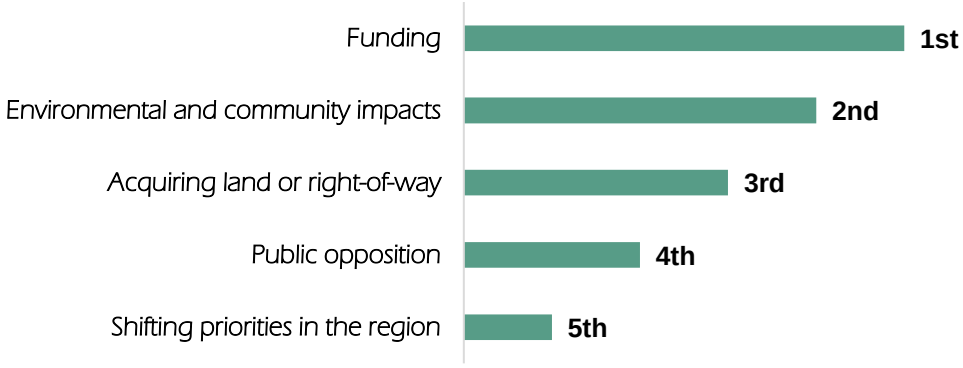


Figure 2.3: Biggest Causes of Congestion in the Region

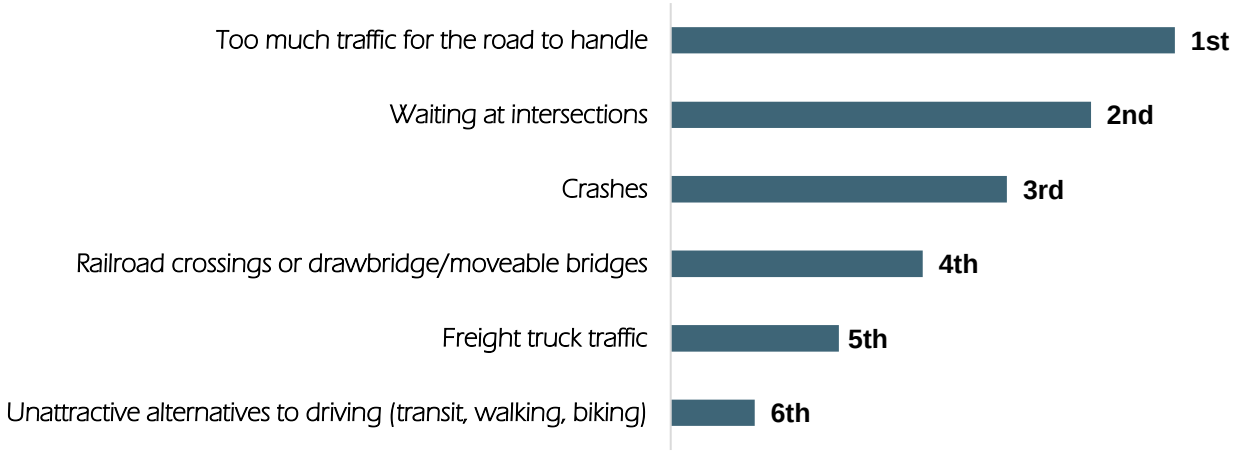


Figure 2.4: Potential New Funding Sources Ranked by Preference

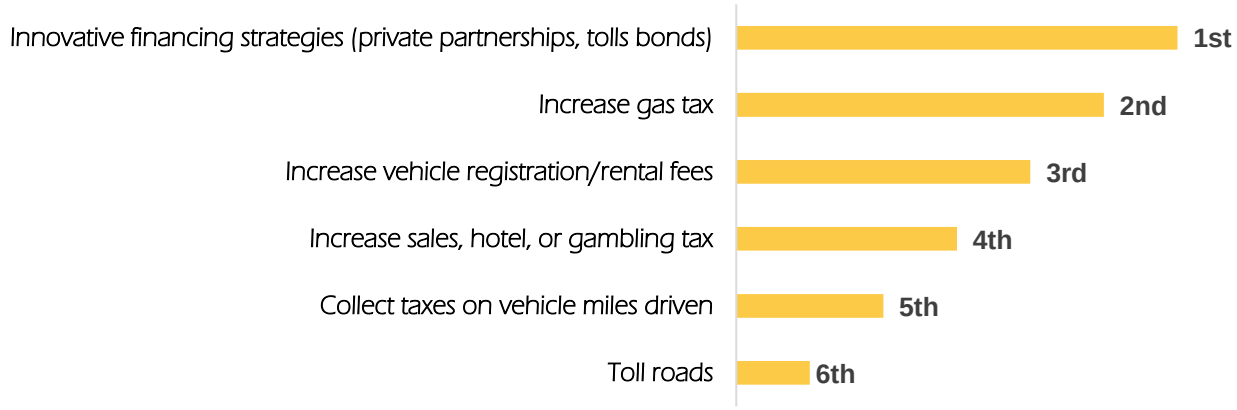


Table 2.2: Intersection or Corridor Most in Need of Safety Improvements

Road	Times Mentioned
US 90	10
I-10	3
Pass Road	2
I-10 Bridge between Gautier and Moss Point	2
US 49 Crossings	2

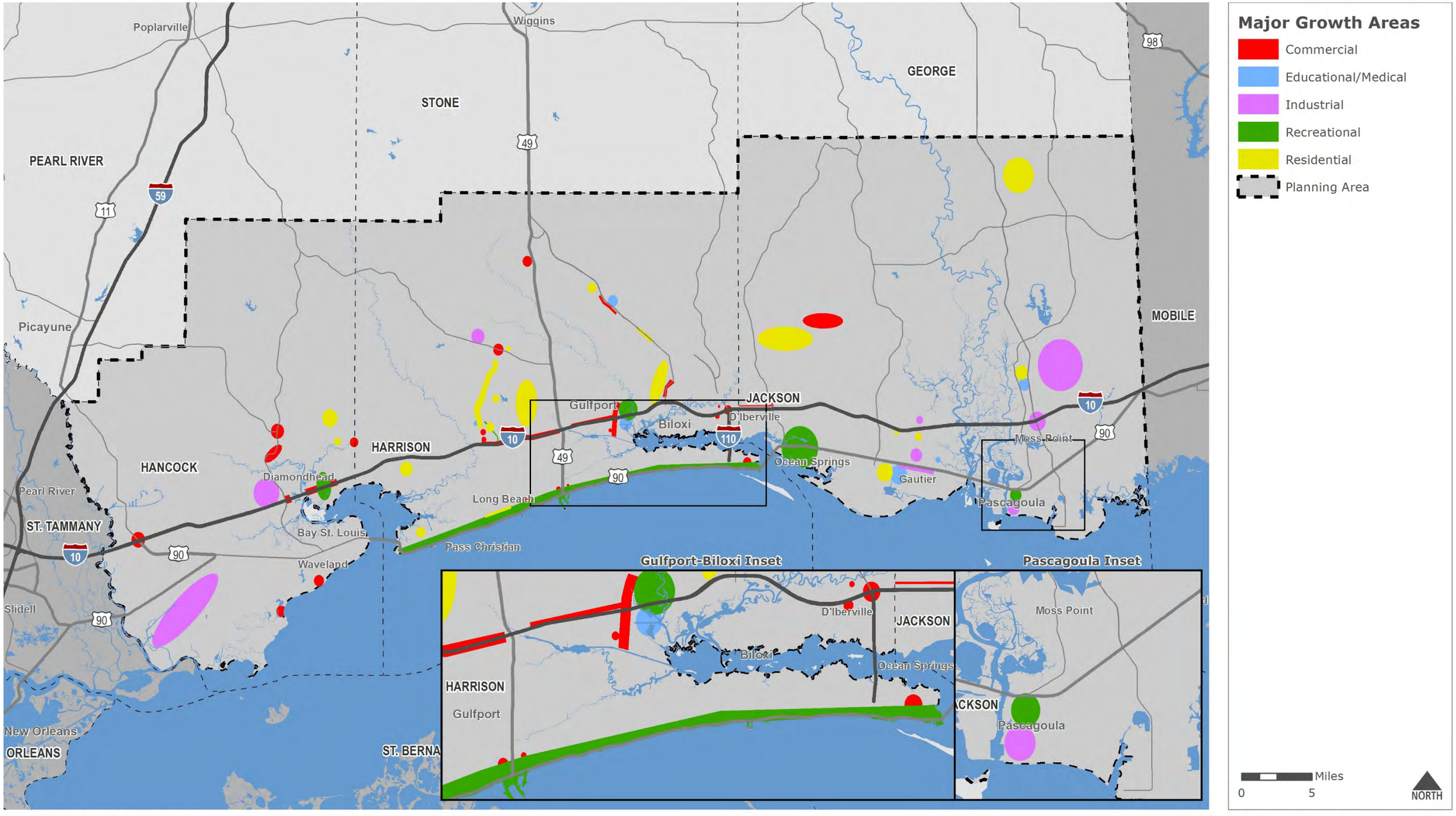
Table 2.3: Most Congested Corridors

Road	Specific Corridors Mentioned	Times Mentioned
US-90	• Ocean Springs • by Ingalls Shipbuilding • between I-110 and Veterans Avenue near Keesler Air Force Base	28
US-49	From Turkey Creek to Orange Grove	15

Table 2.4: Most Congested Intersections

Road	At	Times Mentioned
I-10	• General Interchanges • Diamondhead • Beatline Road • Cowan Lorraine Road • MS 605 • I-110	7
US-90	• MS 603 • Railroad Crossings • Major Intersections	4
US-49	• Intersections • Creosote Road	3
MS-605	• Stennis Airport Road • Kiln Delisle Road	2

Figure 2.5: Anticipated Growth Areas, According to Stakeholders



Data Sources: Neel-Schaffer, Inc.

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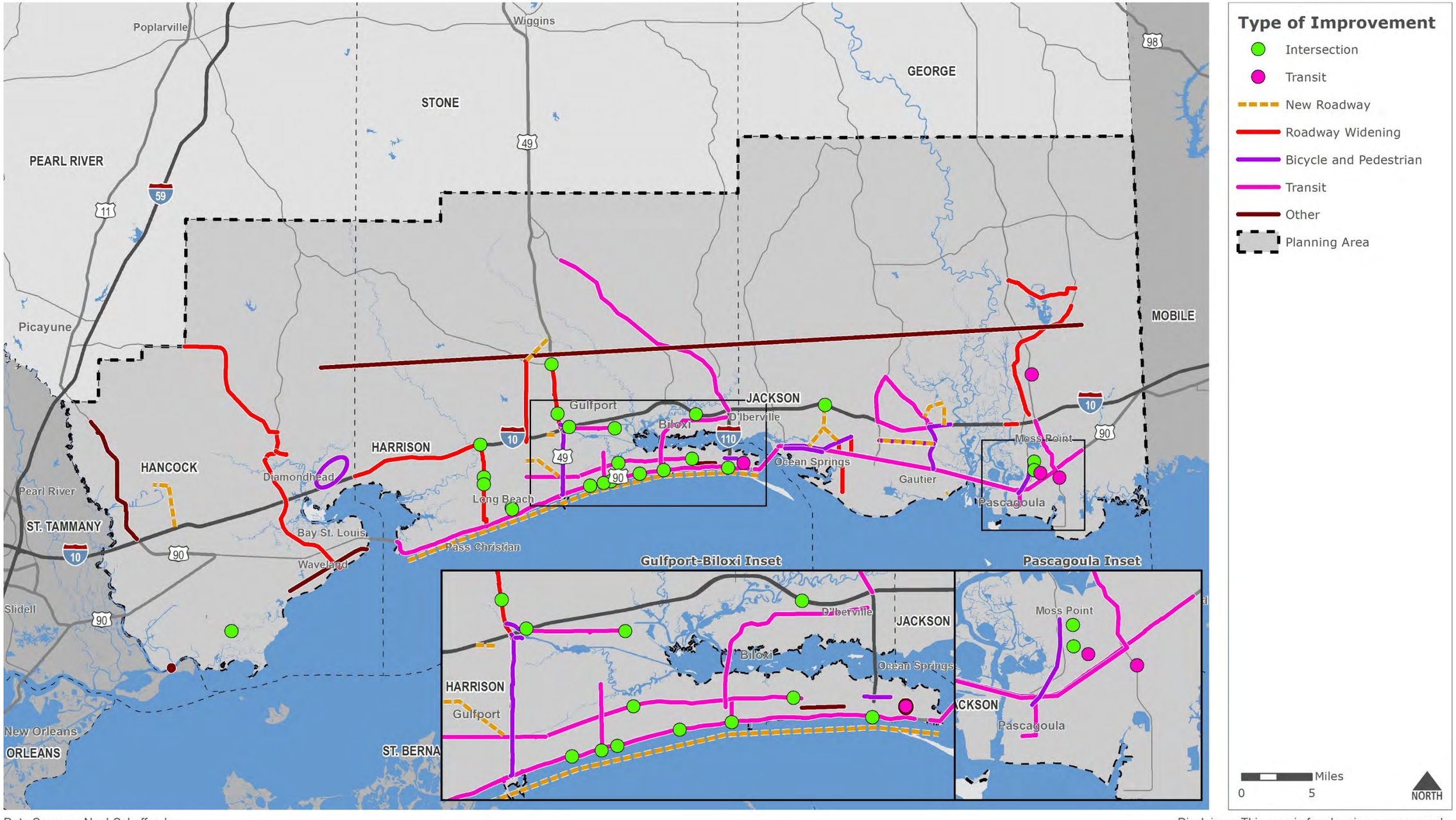
Figure 2.6: Big Ideas for Transportation Improvement from Stakeholders



Data Sources: Neel-Schaffer, Inc.

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2.3 Public Input

The public meetings and online surveys sought resident input to better understand regional priorities and needs by asking about the following topics:

- General transportation priorities,
- Budget allocation priorities,
- Perceived safety issues,
- Perceived high levels of congestion, and
- Ideas for improving transportation in the region.

The exercises at the public meeting asked identical questions as the online survey, and the results have been combined below. More than 160 surveys were completed from the public meeting and online survey. Survey participants were not required to answer all questions. Table 2.5 shows how the public self-identified and Table 2.6 shows the ZIP code representation of survey respondents.

Table 2.5: Public Survey Respondent Self-Identification by Group

Type of Respondent	Count
General Public	96
Government/Public Agency	33
Did not identify	12
Elected Official	8
Other	4
Advocacy Group	4
Major Employer or Industry	2
Total	**161**

Table 2.6: Public Survey Respondent Self-Identification by ZIP Code

ZIP Code	Town/Neighborhood	Count
39532	Biloxi	16
39564	Ocean Springs	16
39520	Bay St. Louis	14
39503	Gulfport	11
39567	Pascagoula	8
39525	Bay St. Louis	7
39560	Long Beach	7
39571	Pass Christian	7

Public Priorities Exercise

Participants were asked to independently rank six (6) transportation priorities from 1 to 5, with 1 being least important and 5 being most important.

Figure 2.7: Average Priority Ranking

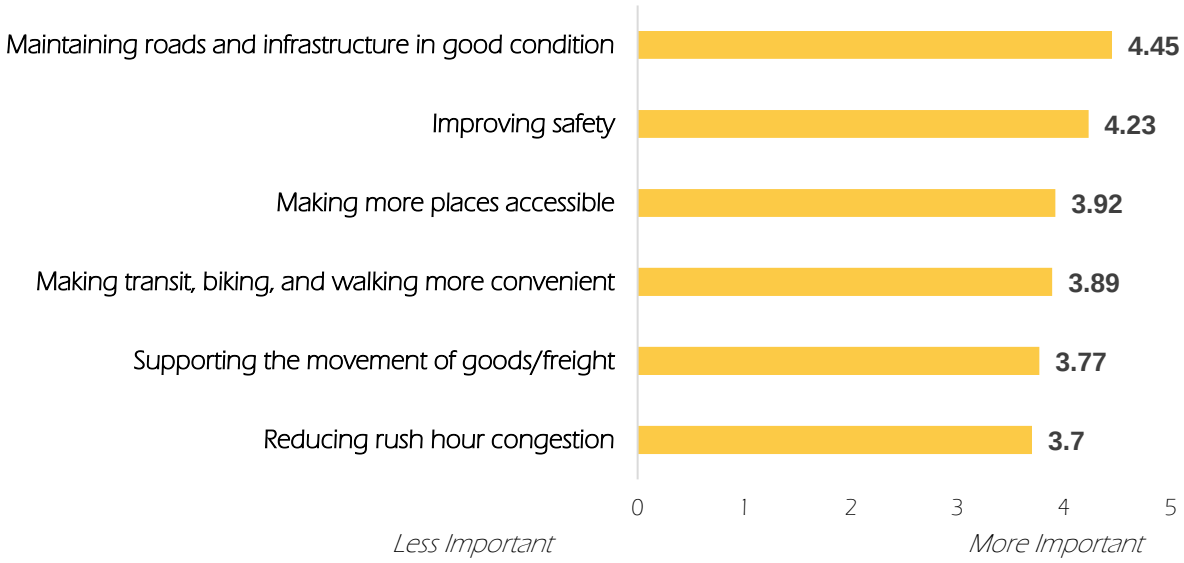


Table 2.7: Votes per Transportation Priority

Priority	1 – Least Important	2	3	4	5 – Most Important
Maintaining roads and infrastructure in good condition	1	1	3	12	97
Improving safety	1	4	6	18	81
Making more places accessible	1	10	12	22	67
Making transit, biking, and walking more convenient	1	11	10	26	65
Supporting the movement of goods/freight	1	8	12	37	52
Reducing rush hour congestion	2	16	11	30	60

Public Budget Allocation Exercise

Participants were asked to imagine they had $100 to spend on transportation projects and to allocate their money in increments of $10 among nine different categories. "Maintain existing roadways" received the most money, followed by "Promote economic development".

Figure 2.8: Budget Allocation Results

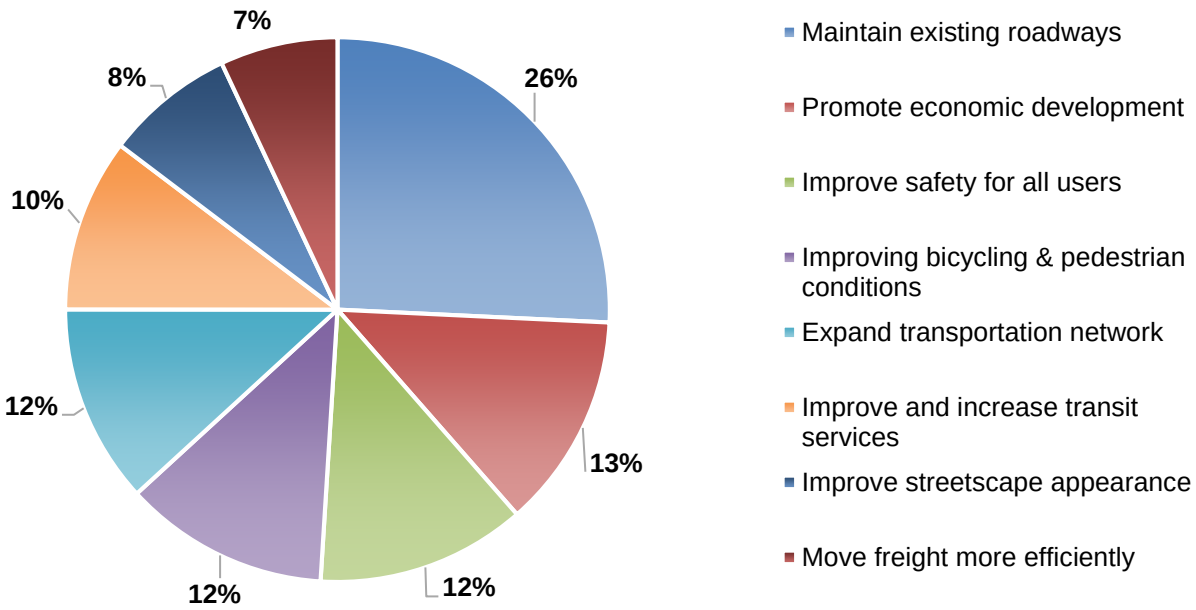


Table 2.8: Budget Allocation Responses

Priority	$ Allocated	% Allocated
Maintain existing roadways (pavement, bridges, signage, striping)	3,786	26%
Promote economic development (develop mixed-use hubs, promote revitalization & new investment)	1,880	13%
Improve safety for all users (redesign dangerous areas, biking/walking protections)	1,830	12%
Improve bicycling & pedestrian conditions (sidewalks, bike lanes, crosswalks, walking paths)	1,793	12%
Expand transportation network (add new roads and bridges or widen/extend existing ones)	1,738	12%
Improve and increase transit services (bus services, vans, new options)	1,513	10%
Improve streetscape appearance (plants and trees, lighting, artwork, road pavers, seating)	1,132	8%
Move freight more efficiently (heavy trucks, ports, railroads, air, waterways)	1,028	7%

Roadway Safety Concerns Exercise

Survey respondents were also asked to name intersections and corridors with the most congestion during rush hour and that were most in need of safety improvements; these results are shown in Tables 2.9 through 2.12 and Figure 2.9. Nearly 80 percent of survey respondents answered these questions. The wide range of responses reflect the large geographic area of the GRPC, but many residents agreed that the major highways and roads were problematic.

- One quarter of respondents named US 90 as the most congested roadway, especially by railroad crossings and through downtown Biloxi and Ocean Springs.
- Nearly 20 percent of respondents named I-10 and US 49 as the most congested roadways, especially by the Gulfport-Biloxi Airport and Crossroads Center.
- The intersection of US 49 and I-10 was most frequently named as the most congested intersection.
    - Most other intersections named are along US 90 or Pass Road.
- Almost 15 percent of respondents named US 49 as the most unsafe corridor, especially by I-10, US 90 and the Gulfport-Biloxi Airport.
    - Respondents also listed I-10 as needing safety improvements, especially at Exit 16 in Diamondhead, and US 90, especially through Ocean Springs.
- Intersections that respondents named as needing safety improvement were mostly located along US 90 through the Gulf Coast, especially at the intersections with US 49 and I-10.
    - Respondents also named several intersections in downtown Pascagoula as needing safety improvements.

Table 2.9: Corridor Most in Need of Safety Improvements

Corridor	Specific Areas Mentioned	Times Mentioned
US 49	• I-10 to US 90 • Airport Rd to I-10 In Gulfport	19
I-10	• Through Gautier • At Exit 16 in Diamondhead • US 49 to Lorraine Rd	11
US 90	Through Ocean Springs and Jackson County	9
Pass Rd	N/a	3
Railroad St	N/a	2
Popp's Ferry Rd	N/a	2

Mentioned once: Popp's Ferry Rd; Beatline Rd; Dedeaux Rd; Dr. Martin Luther King Jr. Blvd; Menge Ave; Old Spanish Trail; Blaize Ave; Main St In Bay St. Louis; Longfellow Rd; Canal Rd In Gulfport

Table 2.10: Intersection Most in Need of Safety Improvements

Intersection	Times Mentioned
US 90 and Chicot Road	6
I-10 and US 49	5
US 49 and Crossroads Pkwy and Landon Rd	4
US 90 and MS 603	4

Mentioned twice: US 90& Dunbar Ave; US 49 & Creosote Rd; Landon Rd & US 49; US 49 & MS 53; Washington Ave & MS 609; US 90 & Hospital Rd; Washington Ave & US 90; US 49 & US 90; County Farm Rd & I-10; I-10 & Cedar Lake Rd.

Mentioned once: MS 605 & US 90; Old Spanish Trail & MS 58; Pass Rd & Popp's Ferry Rd; US 10 & MS 609; US 49 & O'Neal Rd; Machpelah Rd & Jefferson Ave; Beauvoir Rd & US 90; US 90 & Jefferson Davis Ave; I-10 & Beatline Rd; Denny Ave & Market St; Railroad Ave & Market St; Shortcut Rd & Hospital Rd; I-10 & I-110

Table 2.11: Most Congested Corridor During Rush Hour

Corridor	Specific Areas Mentioned	Times Mentioned
US 90	• Gautier to Ocean Springs • Ocean Springs • Jackson County • By Oak St • Washing Ave to MS 43 • Downtown Biloxi • Through Pascagoula	34
US 49	• Through Gulfport • I-10 to Pass Rd • Gulfport to US 49 & 90 • Creosote Rd to Hwy 53 • US 49 to Airport Rd • Near Crossroads Mall	29
I-10	• Near Beau Rivage • Jackson County • Diamondhead • US 49 to Exit 19 Kiln-Delisle Rd • 2-Lane Section in Hancock and Jackson	23
Cowan Rd and Lorraine Rd		6

Mentioned twice: I-110; Beatline Rd; Three Rivers Rd.

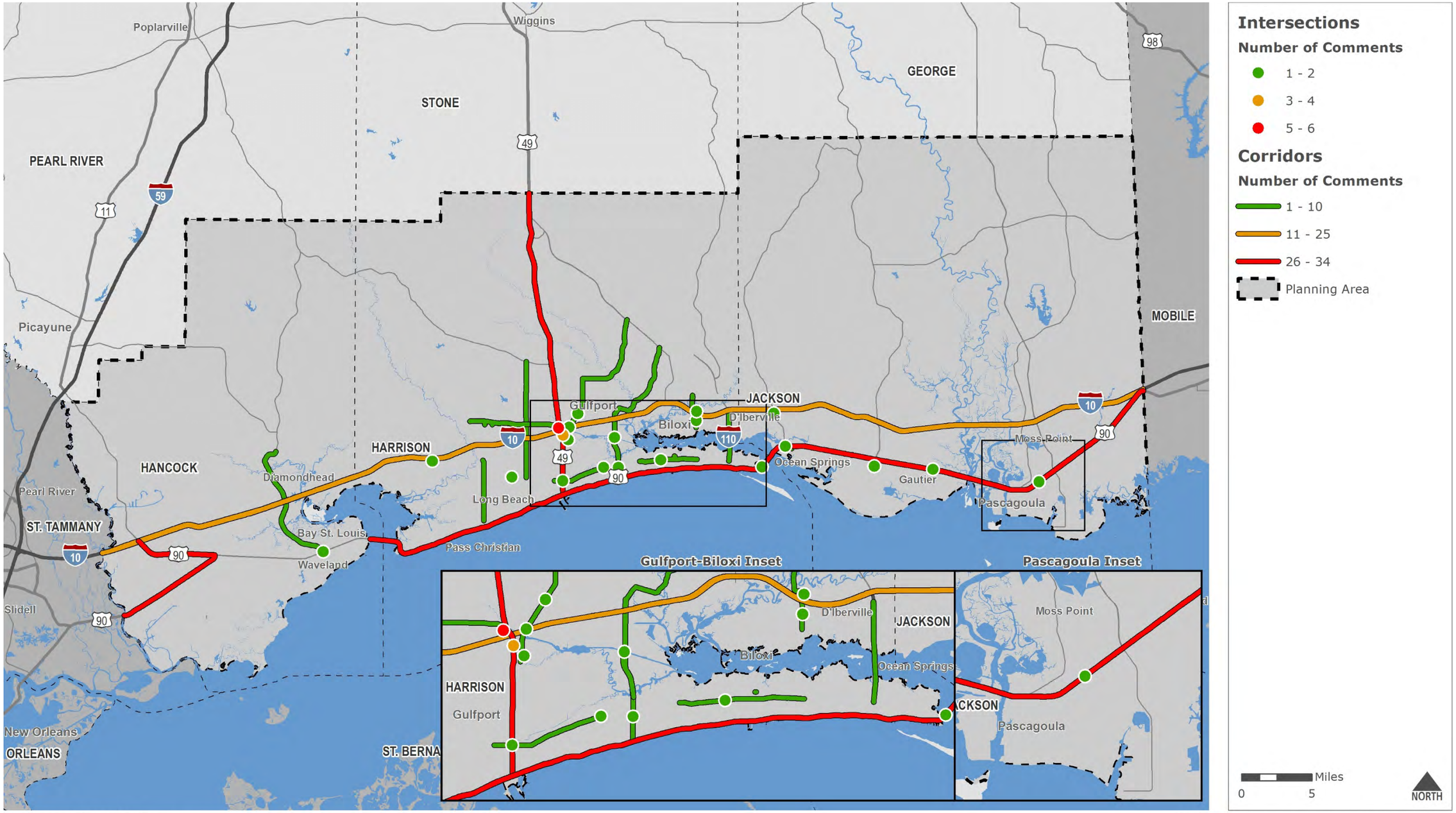
Mentioned once: Cedar Lake; MS 63; MS 605; Landon Rd; MS 603 from I-10 to MS 43; Canal Rd; Denny Ave; Pass Rd

Table 2.12: Most Congested Intersection During Rush Hour

Intersections	Times Mentioned
I-10 and US 49	6
US 49 and Creosote Rd	4
I-10 and MS 609	2
I-10 and Beatline Rd	2
US 90 and I-110	2

Mentioned Once: Three Rivers Rd & Cora Dr; Old Spanish Trail & MS-57; Cowan Rd & Pass Rd; Three Rivers Rd & Crossroads Pkwy & Seaway Dr; Cedar Lake Rd & Popp's Ferry Rd; MS-609 & Washington Ave; Dedeaux Rd & Three Rivers Rd; US-49 & Pass Rd; Courthouse Rd & Pass Rd; I-10 & Menge Ave; Pass Rd & Popp's Ferry Rd; 28th St & Klondyke Rd; US 90 & MS 603; US- 0 & Gautier-Vancleave Rd; I-10 & Cowan Lorraine Rd; I-10 & Cedar Lake Rd; Chicot St & US-90

Figure 2.9: Most Congested Roadways During Rush Hour, According to Public Survey



Data Sources: Neel-Schaffer, Inc.

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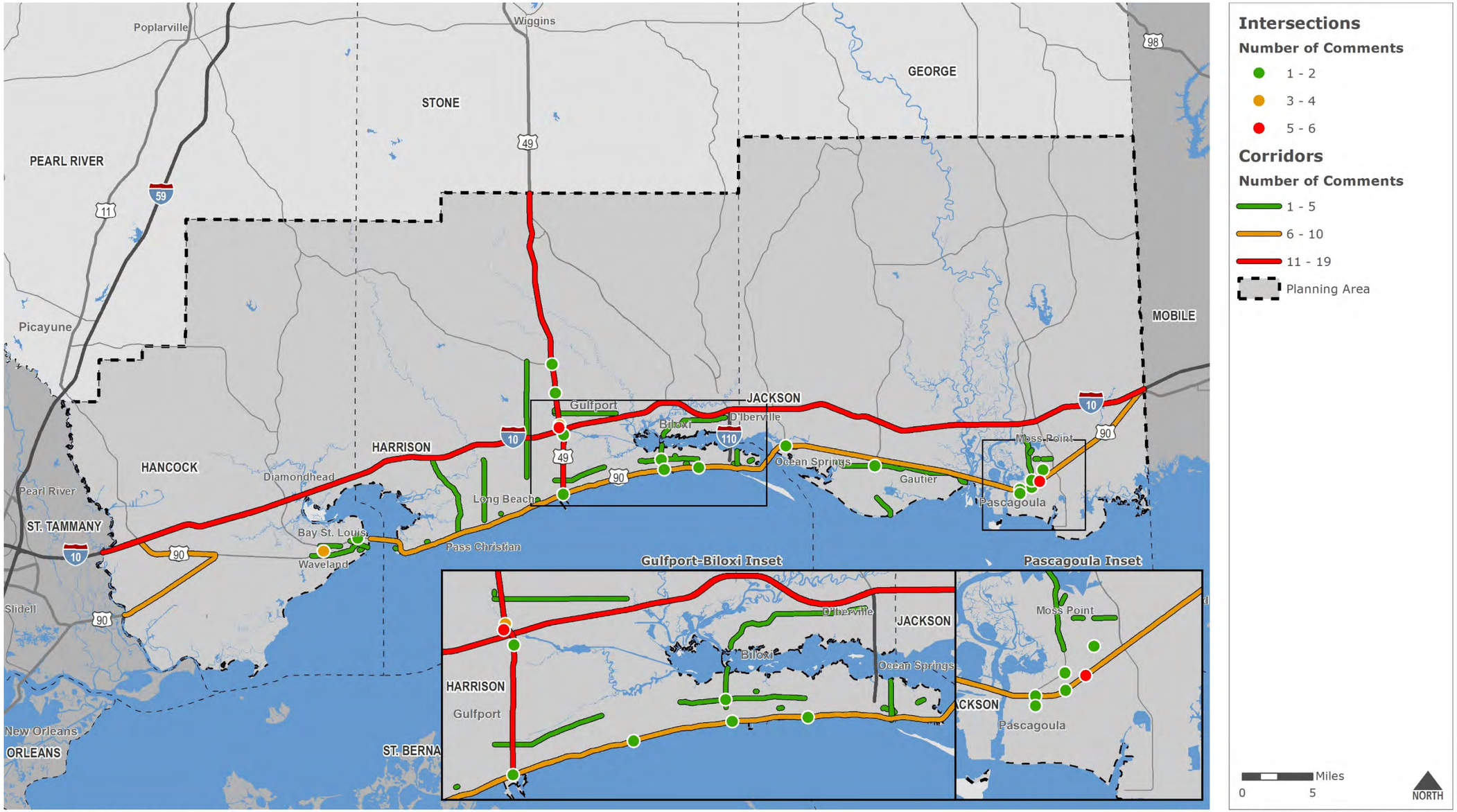
Figure 2.10: Roadways Most in Need of Safety Improvements, According to Public Survey



Data Sources: Neel-Schaffer, Inc.

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Big Ideas Exercise

Respondents were also asked an open-ended question, "What BIG IDEAS do you have for improving transportation in the region? Think about getting around by all modes- driving, riding transit, walking, biking, etc." Two-thirds of survey respondents answered this question. Answers ranged across modes and discussed some specific areas, but some clear trends did appear across answers. These trends are discussed below, beginning with the most frequently mentioned improvements. Tables 2.13 through 2.17 provide the ideas organized by mode. Figure 2.11 maps these responses.

Bike/Ped

Many respondents described ideas to increase the bicycle and pedestrian infrastructure. Some comments prioritized safe environments while others wanted increased access to destinations. Below are some general comments as well as specific locations for bicycle and pedestrian infrastructure.

Table 2.13: Ideas for Pedestrian Improvements

Idea	Times Mentioned
Improve sidewalks	4
Make communities more walkable	3
Improve pedestrian infrastructure along US-90 by filling in boardwalk gaps and adding crosswalks or overhead bridges	4
Construct more pedestrian paths	2
Add sidewalks along US 49 and safe pedestrian crossings	1
Add pedestrian infrastructure in Pascagoula	1
Add pedestrian infrastructure in Poplarville and Picayune	1
Add pedestrian infrastructure in Longfellow	1
Add pedestrian infrastructure in Diamondhead	1
Increase safety for pedestrians in downtown areas	1
Add sidewalks during construction projects	1
Improve sidewalk safety	1
Add sidewalk along Beatline Rd	1

Table 2.14: Ideas for Bicycle Improvements

Idea	Times Mentioned
Increase bicycle infrastructure	5
Add more bike infrastructure around US 90 and city centers	4
Provide bicycling information for visitors	2
Widen roads for bike infrastructure	2
Improve safety in downtown areas	1
Create bike path from D'Iberville and Keesler	1
Add more downtown bike lanes	1
Create bike infrastructure in Pascagoula	1
Increase bike infrastructure to downtown Poplarville and Picayune	1
Create bike paths where possible; dedicated bike lanes where they aren't	1
Create more bike lanes and trails in Harrison County	1
Improve bike paths	1
Create bike lanes in downtown Bay St. Louis	1
Create an East-West bike corridor	1
Create bike paths in Diamondhead	1
Create buffered bike lane along Beatline Rd	1
Build bikeway along rail corridor	1

Transit

Over 30 respondents described ideas for improving the quality and access to transit in the region. Key takeaways include:

- Respondents wish for increased service that covers more of the region and that runs more frequently.
    - Several residents expressed a wish to extend fixed route transit to the City of Pascagoula and to Jackson County.
- Several respondents desire intercity connections, primarily to New Orleans, LA; but also to Baton Rouge, LA; Jackson, MS; Mobile, AL; and Jacksonville, FL.
- Respondents would like increased accessibility to transit for disabled passengers.
    - They specifically mentioned that the new trolleys cannot accommodate wheelchairs or walkers.
- Some respondents want stops and routes close to where low-income residents live, work, and shop.

Table 2.15: Ideas for Transit Improvements

Idea	Times Mentioned
Increase service (more routes, more stops, greater frequency)	10
Create Pascagoula + Jackson County fixed routes and transit that crosses county lines	10
Improve accessibility for riders with disabilities (trolleys are difficult for walkers and wheelchairs)	4
Improve the routes	2
Connect transit to Uber and Lyft	2
Increase transit accessibility for low-income populations	1
Create an hourly bus along MS 11	1
Add Bus Rapid Transit	1
Expand transit service beyond Biloxi and Gulfport	1
Improve transit along US 49 and US 90	1
Create rapid transit to Hattiesburg and Jackson	1
Add transit along Seaway Road to connect to social services	1
Make transit more affordable	1
Improve on-time performance	1
Reduce congestion caused by pullout bays	1
Increase accessibility to jobs and shopping	1
Make transit more enjoyable	1

Improving Roadways

Several respondents indicated they would like to widen roads, especially I-10 and US 90. Others mentioned using smart traffic lights to improve the flow of traffic, especially along US 90. Other ideas include improving intersections and interchanges, as well as maintaining roads.

Table 2.16: Ideas for Road Improvements

Idea	Times Mentioned
Widen or Add Roads	
Widen US 90	4
Create new north-south road between I-10 and US 90	4
Widen I-10	3
Add East-West travel options	3
Widen roads	2
Create more frontage roads	2
Extend Popp's Ferry South to US 90 and I-10	2
Extend MS 614 west of MS 67	1
Extend MS 609 west of MS 26	1
Expand Three Rivers	1
Build Port Connector Rd using Canal Rd/30th Ave	1
Expand Hudson-Krohn Rd/ Cedar Lake Rd from MS 67 to US 90	1
Widen Pass Road	1
Expand Beatline Road	1
Expand Canal Blvd	1
Expand roadway + bridge network	1
Improve light timing	
Improve traffic light timing	7
Improve interstate interchanges	
Improve intersections/interchanges	2
Add an interchange at I-10 at Bayou Road in Jackson County	1
Improve US 49 and I-10 intersection	1
Make intersections safer	1
Improve I-10 interchange at County Farm Rd	1
Repair roads	
Repair existing roads, especially in rural areas	5

Idea	Times Mentioned
Use longer lasting asphalt	1
Other ideas	
Enforce speed limits	1
Create parking outside downtown	1
Create road diets for congested areas and create alternative routes	1
Enforce cell phone laws	1
Plan for autonomous vehicles	1
Increase connectivity	1
Create better route to Gulfport Airport	1
Increase speed along US 90	1

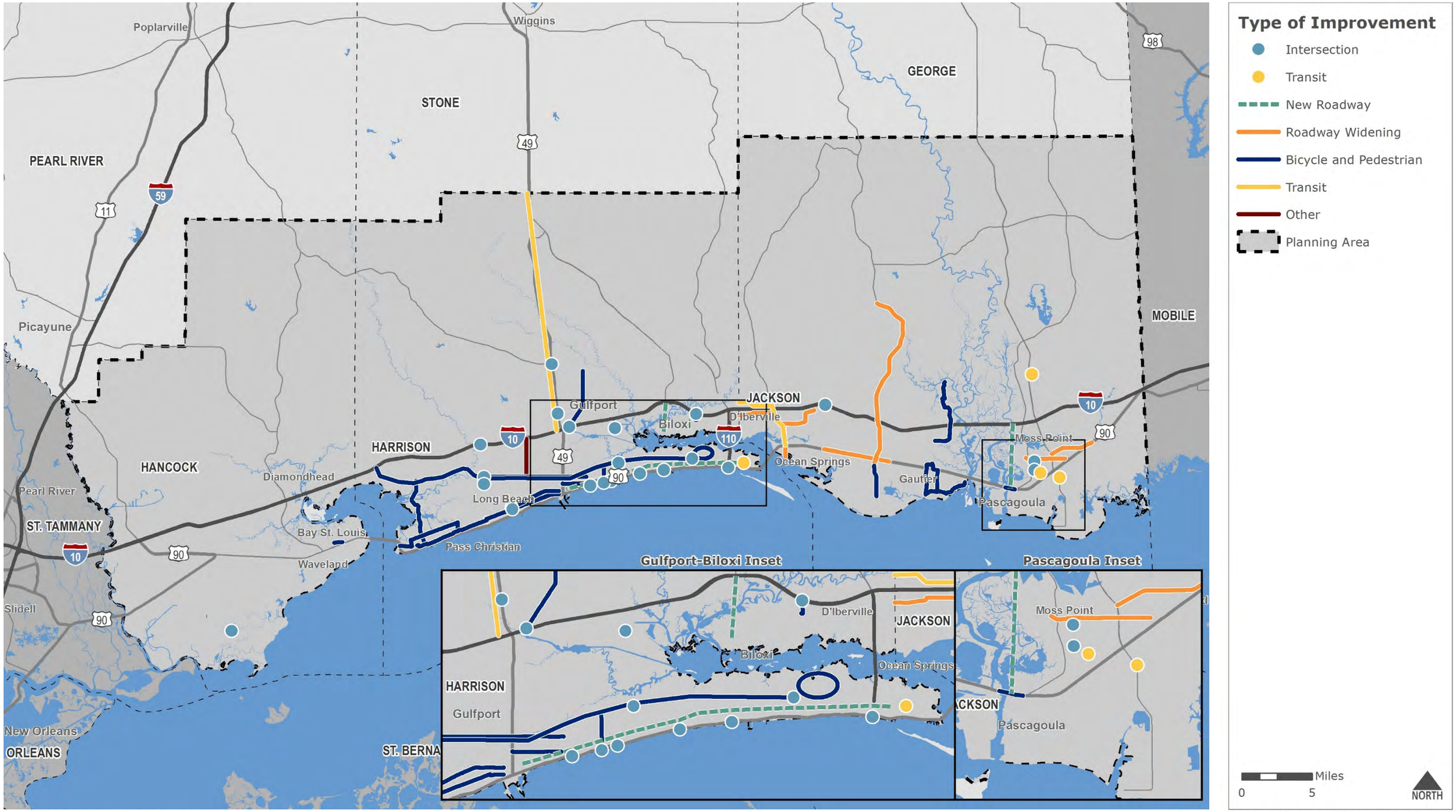
Other Ideas

Other ideas discussed passenger rail, freight, multimodal access, and lighting.

Table 2.17: Other Ideas Improvements

Idea	Times Mentioned
Passenger Rail	
Add intercity rail to New Orleans, Baton Rouge, Mobile, and Jacksonville	7
Add Amtrak through Bay St. Louis	4
Freight	
Eliminate unsafe railroad crossings	1
Build more railroad overpasses	1
Move railroad tracks to the middle of I-10	1
Multimodal	
Implement a complete streets policy	3
Improve the multimodal infrastructure and streetscape of US 90	2
Create more multi-modal lanes	1
Create multimodal access into the middle of Biloxi	1
Create a system of east-west greenways that link the cities of all three counties	1
Support electric cars	1
Create paths for golf carts	1
Create a multimodal corridor along railway	1
Other	
Support mixed land uses	1
Improve street lighting	1

Figure 2.11: Big Ideas from Public Meeting Map



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

2.4 Transportation Summit

The Coastal Region Transportation Summit was held on August 29, 2019. The summit hosted panel discussions about transportation needs in the region. Following each panel discussion, an electronic poll was conducted with questions related to the specific panel topic. Figures 2.12 through 2.16 provide some questions and responses most closely related to regional transportation planning.

The first panel was entitled "Transportation as a Community and Economic Driver." The following three (3) questions were asked to about one hundred and twenty (12) respondents.

Figure 2.12: Potential Transportation Focus Areas for the Coast Ranked by Preference

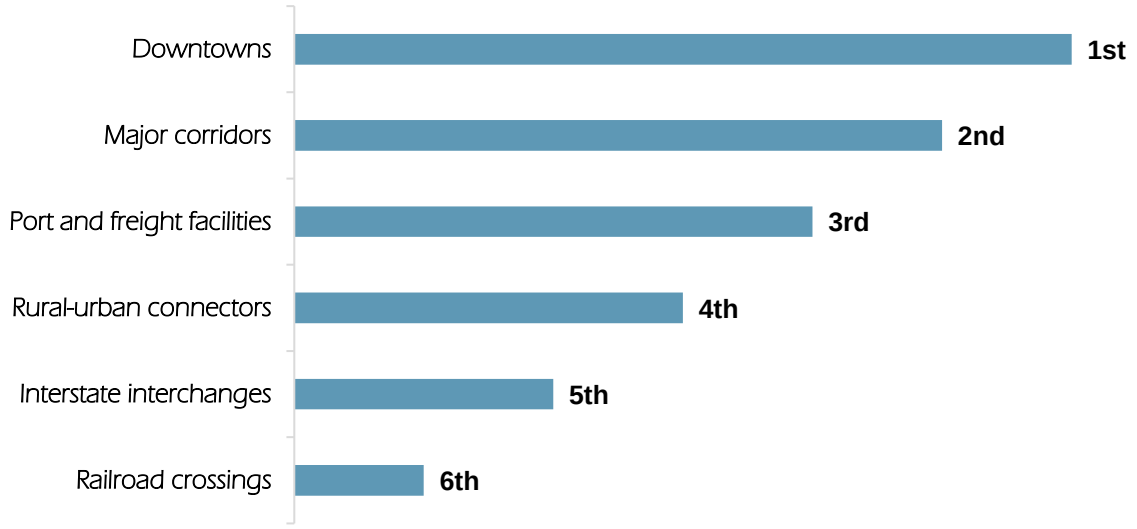


Figure 2.13: Potential New Funding Sources Ranked by Preference

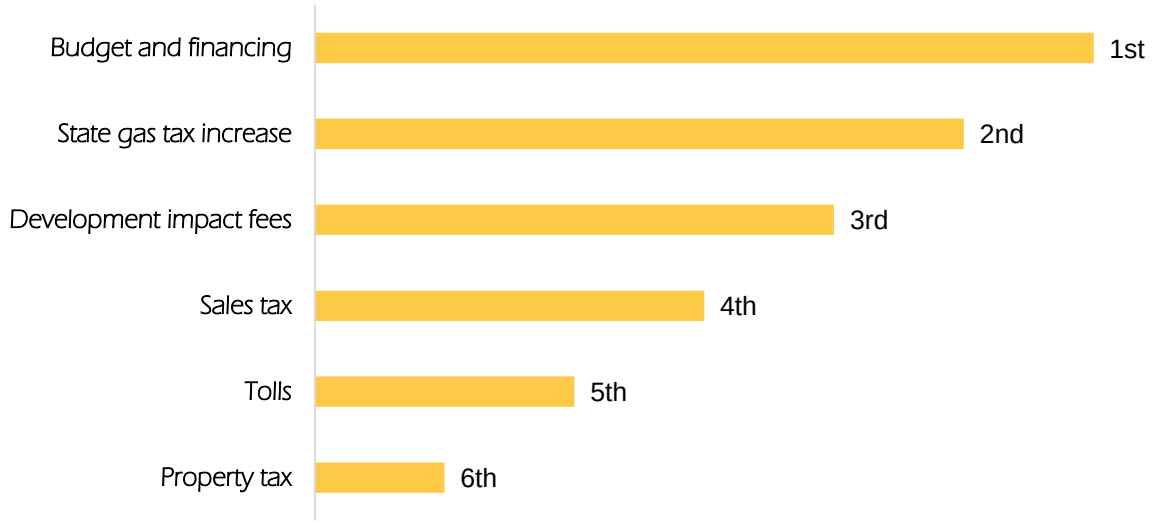
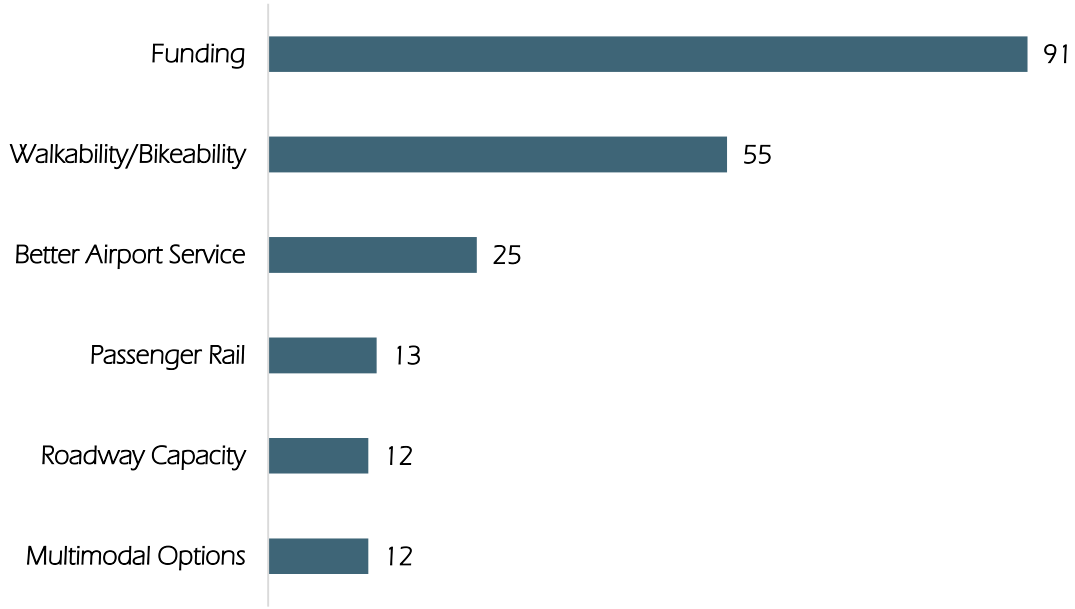


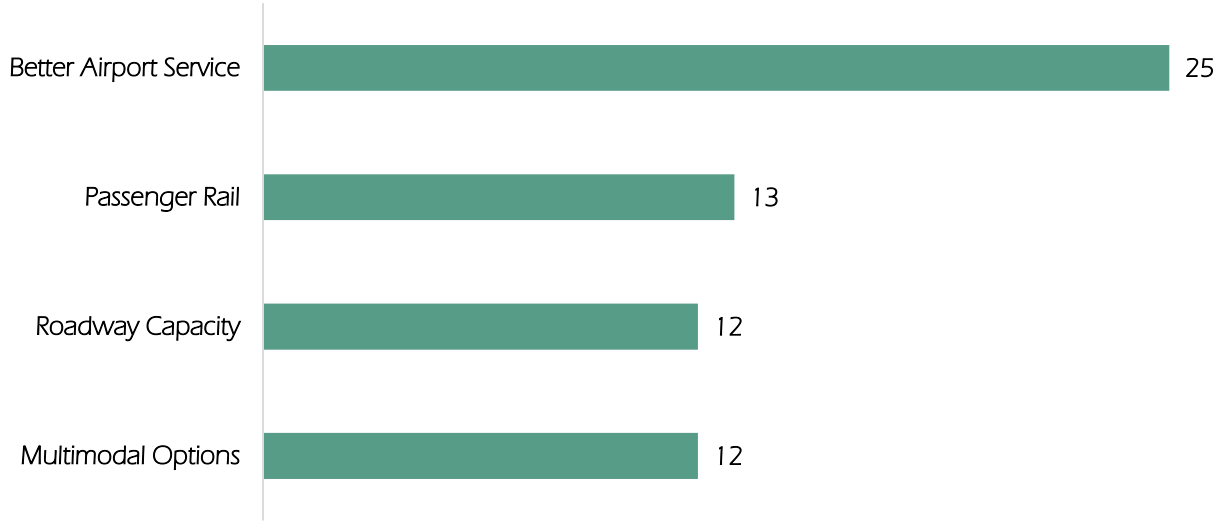
Figure 2.14: What Is the Biggest Transportation Need/Challenge?



Note: The above figure represents the number of votes cast for each category.

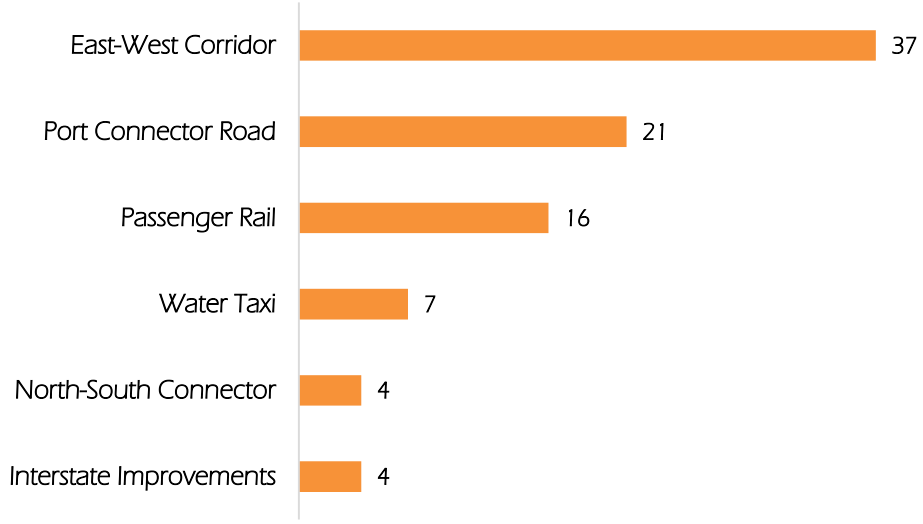
The second panel was entitled “Future Transportation Needs on the Coast." The following two (2) questions were asked to seventy-nine (79) respondents.

Figure 2.15: Which of These Is Most Urgent for Transportation on the Coast?



Note: The above figure represents the percentage of votes cast for each category.

Figure 2.16: What Transportation Concept or Project Could Be Most Transformative for the Coast?



Note: The above figure represents the number of votes cast for each category.

3.0 Public and Stakeholder Involvement Phase 2

During this phase, the public and stakeholders reviewed the draft plan and provided input to refine and finalize the plan.

3.1 How We Engaged

Public Meeting

Due to the ongoing effects of the COVID-19 pandemic a Virtual Public Meeting was held on November 12, 2020 at 6 P.M. This meeting had 22 participants.

In addition to using a virtual platform for the public meeting, there were increased engagement opportunity notifications to the public, the frequency and number of platforms for social media posts, and the number of Constant Contact newsbytes emailed to stakeholders statewide. The Round Two virtual public meeting was recorded and posted on the MULTIPLAN website (mstransportationplan2045.com) for review during the comment period.

Draft copies of the plans, meeting notifications, official comment forms, and other helpful information (such as the dates for the official comment periods and frequently asked questions) were placed on the MULTIPLAN website. Virtual meeting notifications were placed on social media and advertised as display ads in key local, minority, and statewide media publications. Phone numbers and email addresses for each of the participating agencies were widely advertised on social media, the internet, and within display ads.

To accommodate Spanish-speaking individuals living on the Mississippi Gulf Coast, notification of the virtual meetings was translated into Spanish and advertised in the Sun Herald. To reach underserved citizens the MPO placed fliers within environmental justice (EJ) neighborhoods identified by the MPO within the metropolitan area. The fliers explained how citizens could participate online or by phoning or emailing participating agency representatives.

3.2 Comments Received

During the public commenting process the MPO received two (2) comments from the general public and stakeholders. Briefly, these comments were:

- A request language access to be implemented in the transportation plans, particularly American Sign Language, Spanish, and Vietnamese.
- Request for clarification and more information on fiscally constrained projects and their project timing.

4.0 Visioning and Strategies

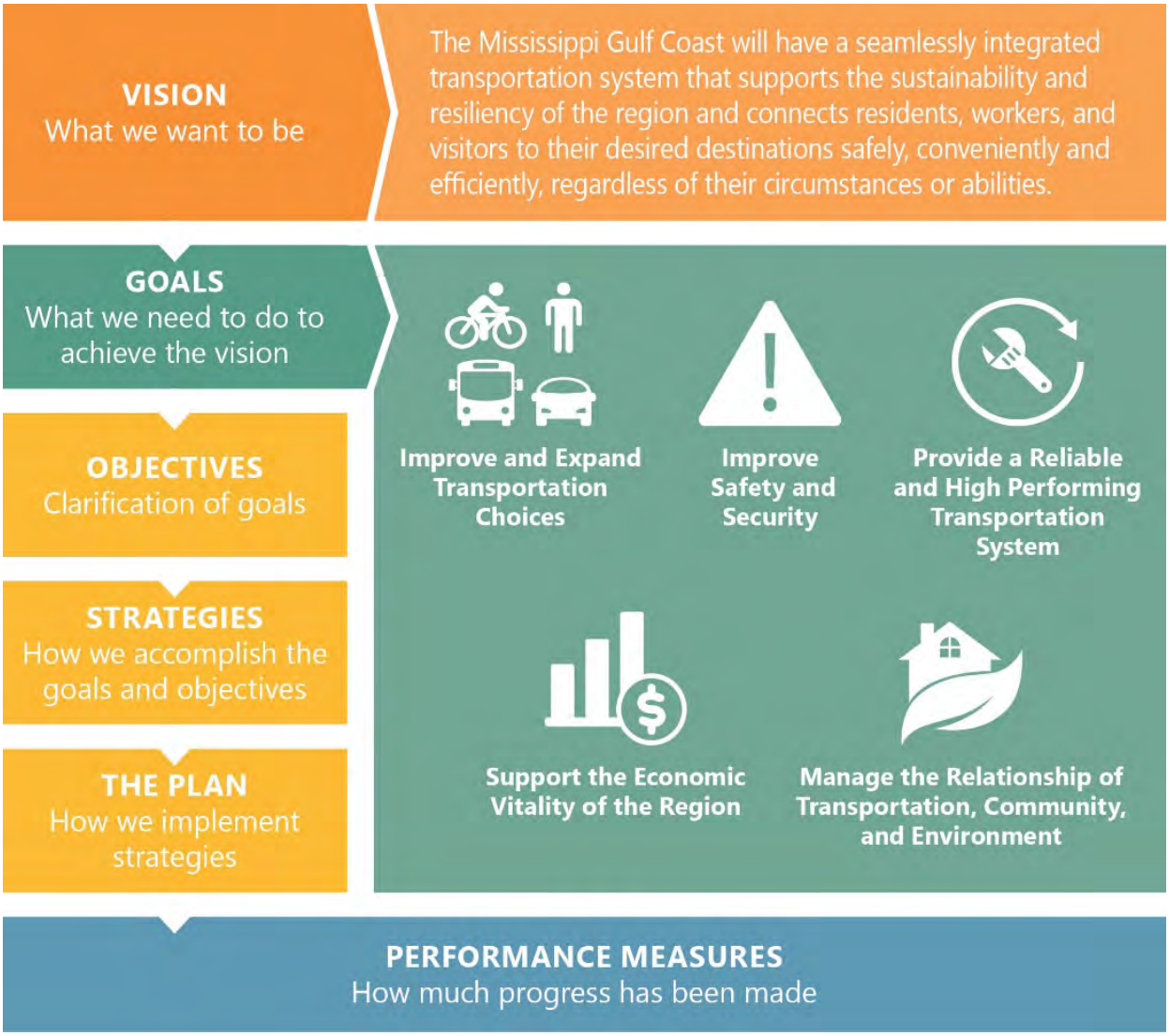
Using public and stakeholder input from the Listening and Learning phase of the project, a long-term vision was developed followed by supporting goals and objectives. These goals and objectives are consistent with national goals set forth in federal transportation legislation.

4.1 Vision and Strategic Framework

The graphic on the next page shows the long-term vision, goals, and objectives for the Metropolitan Planning Area. These reflect local priorities as well as national transportation goals.

The graphic also illustrates the overall strategic framework and how the goals and objectives support the vision. Strategies and the implementation plan address the goals and objectives and are discussed later.

Figure 4.1: Vision and Strategic Framework



4.2 Goals and Objectives

For each goal, objectives were identified that clarify and expand upon the goal statement. These activity-based objectives are used later to identify specific strategies that help the MPO achieve its stated goals.

Goal 1: Improve and expand transportation choices

Objective 1.1:	Improve mobility and access across the region for pedestrians and bicyclists.
Objective 1.2:	Make public transportation a viable choice as a mode of transportation.
Objective 1.3:	Support shared mobility options to put more people into fewer vehicles.
Objective 1.4:	Support convenient and affordable access to local and regional air, rail, and water transportation.

Goal 2: Improve safety and security

Objective 2.1:	Reduce motor vehicle crash fatalities and serious injuries.
Objective 2.2:	Reduce pedestrian and bicycle crash fatalities and serious injuries.
Objective 2.3:	Strategically enhance corridors for safety and context.
Objective 2.4:	Support coordination among local and state stakeholders to improve enforcement of traffic regulations, transportation safety education, and emergency response.
Objective 2.5:	Increase the redundancy and diversity of the transportation system to provide emergency alternatives for evacuation and access during disruptive man-made or natural incidents.

Goal 3: Provide a reliable and high performing transportation system

Objective 3.1: Enhance regional connectivity.

Objective 3.2: Maintain the transportation infrastructure and assets in a good state of repair.

Objective 3.3: Improve mobility by reducing traffic congestion and delay.

Objective 3.4: Prepare for technological advances that will efficiently and dynamically manage roadway demand, capacity, and overall systems operations.

Goal 4: Support the economic vitality of the region

Objective 4.1: Improve the transportation system to enhance economic competitiveness.

Objective 4.2: Use transportation improvements to provide equitable benefits across the region.

Objective 4.3: Use transportation improvements to support vibrant activity centers that are consistent with local plans for growth and economic development.

Objective 4.4: Improve the mobility of freight by truck, rail, and other modes.

Goal 5: Manage the relationship of transportation, community, and environment

Objective 5.1:	Make the transportation system resilient, especially to effectively manage and mitigate stormwater runoff.
Objective 5.2:	Minimize or avoid adverse impacts from transportation improvements to the natural environment and the human environment (historic sites, recreational areas, environmental justice populations).
Objective 5.3:	Improve mobility for underserved communities.
Objective 5.4:	Provide a setting for regional transportation decision-making.

4.3 Relationship with Planning Factors

Federal legislation requires the Metropolitan Transportation Plan to consider the following ten planning factors:

1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2) Increase the safety of the transportation system for motorized and non-motorized users
3) Increase the security of the transportation system for motorized and non-motorized users;
4) Increase accessibility and mobility of people and freight;
5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7) Promote efficient system management and operation;
8) Emphasize the preservation of the existing transportation system;
9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10) Enhance travel and tourism.

Table 4.1 shows how these planning factors are addressed by each goal area.

4.4 National Goals and Performance Measures

Following federal legislation and rulemaking, the Federal Highway Administration and Federal Transit Administration have moved to performance-based planning and have established national goals and performance measures. These national goals and performance measures are summarized below.

The MTP goals and objectives are consistent with these national goals and federal performance measures, as indicated in Table 4.1.

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
    - Number of fatalities
    - Rate of fatalities per 100 million VMT
    - Number of serious injuries
    - Rate of serious injuries per 100 million VMT
    - Number of non-motorized fatalities and serious injuries
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
    - Percentage of Interstate pavements in Good condition
    - Percentage of Interstate pavements in Poor condition
    - Percentage of non-Interstate NHS pavements in Good condition
    - Percentage of non-Interstate NHS pavements in Poor condition
    - Percentage of NHS bridges by deck area in Good condition
    - Percentage of NHS bridges by deck area in Poor condition
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
    - Annual hours of peak-hour excessive delay per capita*
    - Percent of non-single-occupant vehicle travel
- **System Reliability** - To improve the efficiency of the surface transportation system
    - Percent of the person-miles traveled on the Interstate that are reliable
    - Percent of the person-miles traveled on the non-Interstate NHS that are reliable

- **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.
    - Truck Travel Time Reliability (TTTR) Index
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
    - Total emissions reduction*
- **Transit Asset Management** - To maintain transit assets in a state of good repair.
    - Percentage of track segments that have performance restrictions
    - Percentage of revenue vehicles that exceed useful life benchmark
    - Percentage of non-revenue vehicles that exceed useful life benchmark
    - Percentage of facilities rated less than 3.0 on TERM Scale

**only required for areas designated as nonattainment or maintenance for certain pollutants*

Current Performance

The MPO adopted performance targets for the required federal performance measures and is monitoring performance for these measures over time. The graphic below summarizes how the MPO and region are performing today for these performance measures.

For more detailed information, see *Technical Report #3: Transportation Performance Management*.

Figure 4.2: Current Transportation Performance Overview

Table 4.1: Relationship between Goals, Objectives, Performance Measures, and Federal Planning Factors

	Objectives	Performance Measures	Federal Planning Factors
Goal 1: Improve and expand transportation choices	**1.1** Improve mobility and access across the region for pedestrians and bicyclists. **1.2** Make public transportation a viable choice mode of transportation. **1.3** Support shared mobility options to put more people into fewer vehicles. **1.4** Support convenient and affordable access to local and regional air, rail, and water transportation.	No associated federal performance measures.	**(4)** Increase accessibility and mobility of people and freight **(6)** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
Goal 2: Improve Safety and Security	**2.1** Reduce motor vehicle crash fatalities and serious injuries. **2.2** Reduce pedestrian and bicycle crash fatalities and serious injuries. **2.3** Strategically enhance corridors for safety and context. **2.4** Support coordination among local and state stakeholders to improve enforcement of traffic regulations, transportation safety education, and emergency response. **2.5** Increase the redundancy and diversity of the transportation system to provide emergency alternatives for evacuation and access during disruptive man-made or natural incidents.	**Safety** > Number of fatalities > Rate of fatalities per 100 million VMT > Number of serious injuries > Rate of serious injuries per 100 million VMT > Number of non-motorized fatalities and serious injuries **Transit Safety** > Transit-related fatalities, injuries, and safety events by mode > Rate of transit-related fatalities, injuries, and safety events by mode > Mean distance between major mechanical failures by mode	**(2)** Increase the safety of the transportation system for motorized and non-motorized users **(3)** Increase the security of the transportation system for motorized and non-motorized users

	Objectives	Performance Measures	Federal Planning Factors
Goal 3: **Provide a reliable and high performing transportation system**	**3.1** Enhance regional connectivity. **3.2** Maintain transportation infrastructure and assets in a good state of repair. **3.3** Improve mobility by reducing traffic congestion and delay. **3.4** Prepare for technological advances that will efficiently and dynamically manage roadway demand and capacity and overall systems operations.	**NHS Travel Time Reliability** > Percent of the person-miles traveled on the Interstate that are reliable > Percent of the person-miles traveled on the non-Interstate NHS that are reliable **Freight Reliability** > Truck Travel Time Reliability (TTTR) Index **Bridge Conditions** > Percentage of NHS bridges by deck area in Good condition > Percentage of NHS bridges by deck area in Poor condition **Pavement Conditions** > Percentage of Interstate pavements in Good condition > Percentage of Interstate pavements in Poor condition > Percentage of non-Interstate NHS pavements in Good condition > Percentage of non-Interstate NHS pavements in Poor condition **Transit Asset Management** > Percentage of revenue vehicles that exceed useful life benchmark > Percentage of non-revenue vehicles that exceed useful life benchmark > Percentage of facilities rated less than 3.0 on TERM Scale	**(1)** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency **(4)** Increase accessibility and mobility of people and freight **(6)** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight **(7)** Promote efficient system management and operation **(8)** Emphasize the preservation of the existing transportation system **(9)** Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
Goal 4: **Support the economic vitality of the region**	**4.1** Improve the transportation system to enhance economic competitiveness and to provide access to national and global markets. **4.2** Use transportation improvements to provide equitable benefits across the region. **4.3** Use transportation improvements to support vibrant activity centers and that are consistent with local plans for growth and economic development. **4.4** Improve the mobility of freight by truck, rail, and other modes.	No associated federal performance measures.	**(1)** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency **(4)** Increase accessibility and mobility of people and freight **(5)** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns **(6)** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight **(10)** Enhance travel and tourism

	Objectives	Performance Measures	Federal Planning Factors
Goal 5: **Manage the relationship of transportation, community and environment**	**5.1** Make the transportation system resilient, especially to effectively manage and mitigate stormwater runoff. **5.2** Minimize or avoid adverse impacts from transportation improvements to the natural environment and the human environment (historic sites, recreational areas, environmental justice populations). **5.3** Improve mobility for underserved communities. **5.4** Provide an inclusive setting for regional transportation decision-making.	No associated federal performance measures.	**(5)** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns **(9)** Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation

4.5 Strategies

These strategies, identified from a technical needs assessment and stakeholder and public input, will help the region achieve the transportation goals previously stated.

Responsibly Improve Roadway System

Funding for new roads and widening roads is limited. The MPO will prioritize roadway expansion projects that have a high benefit/cost ratio.

Redesign Key Corridors and Intersections

This plan has identified major mobility corridors that should be redesigned to be safer, more efficient, and more accessible to all users.

Rapidly Expand Biking and Walking Infrastructure

The MPO will encourage more bicycle and pedestrian projects and encourage bicycle and pedestrian improvements as part of planned roadway projects. In rural areas, this includes considering adding or widening roadway shoulders.

Improve and Support Public Transit

The MPO will work with stakeholders to improve and expand transit service in the region, including strategic projects such as the East-West Corridor and restoring Amtrak service. The MPO will also work with local governments to encourage Transit Oriented Development (TOD) in areas where it makes sense.

Address Freight Bottlenecks and Needs

The MPO should prioritize projects that reduce delay for freight vehicles to support local businesses and industry.

Prioritize Maintenance

The MPO should proactively address pavement conditions, bridge conditions, and transit asset management. Additional studies may be worthwhile to collect maintenance data on roadways outside of the National Highway System.

Establish a Safety Management System

The typical traffic safety program includes a crash record system, identification of hazardous locations, engineering studies, selection of countermeasures, prioritization of projects, planning and implementation, and evaluation.

Monitor Emerging Technology Options

Transportation technology is changing rapidly but much is still uncertain. The MPO should continue to monitor trends in emerging mobility options and consider partnerships with mobility companies and pilot programs as appropriate.

5.0 Project Development

This chapter summarizes how committed and potential transportation projects were identified and how cost estimates were developed for these projects.

5.1 Project Identification

Roadway Projects

A preliminary list of roadway projects were developed for both capacity and non-capacity roadway projects. Each list included the following:

- All projects included in the current Transportation Improvement Program (TIP)
- Projects from the 2040 MTP
- Projects addressing needs frequently cited in public input
- Projects identified in stakeholder consultation and in existing plans
- Projects that addressed any remaining needs identified in the Needs Assessment

The list of projects was refined with stakeholders and some projects were removed or modified in scale/scope based on feasibility assessments.

Bicycle and Pedestrian Projects

Bicycle and pedestrian projects included in the current TIP were incorporated into the MTP. Outside of these projects, no other stand-alone bicycle and pedestrian projects were identified.

Instead, the MPO will continue to work with its local agencies to identify and prioritize bicycle and pedestrian projects along high priority bicycle and pedestrian corridors. These corridors were identified based on the results of the Needs Assessment.

Transit Projects

At a minimum, the MTP assumes that existing transit services will continue to operate at current levels and that vehicles will be kept in a good state of repair.

5.2 Estimating Project Costs

Roadway Project Cost Estimates

Cost estimates for some projects were available from existing studies or preliminary engineering work from local governments or MDOT. For the remaining projects, order-of-magnitude cost estimates were developed using MDOT's Chart for Preliminary Cost Estimates. These typical construction cost estimates for various types of improvements are shown in Table 5.1.

Cost estimates for studies were based on similar projects. No cost estimates were made for maintenance projects such as bridge and pavement projects.

Table 5.1: Typical Roadway Costs by Improvement Type

Improvement Type	Average Cost (2019 dollars)	Unit
New 4 Lane Freeway	$17,500,000	Mile
New 2 Lane Roadway	$5,900,000	Mile
New 4 Lane Arterial	$12,000,000	Mile
Interstate Widening	$9,900,000	Mile
Interstate Rehab - 2 Lane	$2,000,000	Mile
Interstate Rehab - 4 Lane	$2,600,000	Mile
Arterial Widening	$3,500,000	Mile
Center Turn Lane	$3,250,000	Mile
Overlay	$700,000	Mile
ITS	$425,000	Mile
New Bridge - 2 Lane	$2,400,000	Each
New Bridge - 4 Lane	$4,100,000	Each
Traffic Signal	$1,250,000	Each
RR Crossing	$200,000	Each
Intersection Improvement	$900,000	Each
Interchange Improvement	$6,250,000	Each
New Interchange	$24,000,000	Each
Underpass	$12,000,000	Each
RR Overpass	$6,750,000	Each

Note: Total Costs include Construction, Engineering, Right-of-Way & Utilities

Bicycle and Pedestrian Project Cost Estimates

Bicycle and pedestrian project costs included in the TIP were incorporated into the MTP. Outside of these projects, no other stand-alone bicycle and pedestrian projects were identified. Instead, the MPO will continue to work with its local agencies to identify bicycle and pedestrian projects. High-priority bicycle and pedestrian corridors are identified later and the MPO should encourage local agencies to implement projects along these corridors. Furthermore, incidental bicycle and pedestrian improvements may be implemented alongside planned roadway projects.

Transit Project Cost Estimates

Annual operating and preventive maintenance costs for transit were taken from the TIP for years 2020-2024. The 2024 costs were forecasted into the future by inflating one (1) percent annually.

Annual capital costs for 2020-2024 were taken from the TIP. Future capital costs were estimated by analyzing the ratio of average costs to average Vehicle Revenue Miles (VRM) since 2013. This ratio was then applied to current VRM to estimate current costs and forecast into the future at an annual inflation rate of one (1) percent from 2019 dollars. Annual capital costs and VRM data came from the National Transit Database.

6.0 Environmental Analysis and Mitigation

6.1 The Environment and MTP

The MTP must consider the impacts of transportation on both the natural and human environment. By providing appropriate consideration of environmental impacts early in the planning process, the plan increases opportunities for inter-agency coordination, enables expedited project delivery, and promotes outcomes that are more environmentally sustainable.

Table 6.1 shows resources typically considered in environmental impact evaluations. This chapter focuses on these resources and their implications in the Gulf Regional Planning Commission (GRPC) Metropolitan Planning Area (MPA).

Table 6.1: Typical Environmental Resources Evaluated

Resource	Importance
HAZMAT Sites	Health hazards, costs, delays, liability for both state and federal projects on either existing or acquired right-of-way
Air Quality	Public health, welfare, productivity, and the environment are degraded by air pollution
Noise	Noise can irritate, interrupt, and disrupt, as well as generally diminish the quality of life
Wetlands	Flood control, wildlife habitat, water purification; applies to both state and federally funded projects
Threatened and Endangered Species	Loss of species can damage or destroy ecosystems, to include the human food chain
Floodplains	Encroaching on or changing the natural floodplain of a water course can result in catastrophic flooding of developed areas
Farmlands	Insure conversion compatibility with state and local farmland programs and policies
Recreation Areas	Quality of life; neighborhood cohesion
Historic Structures	Quality of life; preservation of the national heritage
Archaeological Sites	Quality of life; preservation of national and Native American heritage
Environmental Justice	To avoid, minimize, or mitigate disproportionately high impacts on minorities and low-income populations; basic American fairness

Source: MDOT, MARIS

6.2 Air Quality and Change in Climate

Air Quality and Transportation

Highway vehicles and non-road equipment are mobile sources of air pollutants, some of which are known or suspected by the Environmental Protection Agency (EPA) to cause cancer or other serious health and environmental effects. Mobile sources, via the combustion of fossil fuels, release nitrogen dioxide and Volatile Organic Compounds (VOC), which chemically react in the presence of heat and sunlight to form ground-level ozone. Ground-level ozone can trigger a variety of health problems such as asthma and can also have harmful effects on sensitive vegetation and ecosystems. Mobile sources also contribute to climate change when combustion of fossil fuels release nitrous oxide and carbon dioxide.

The EPA regulates vehicle emissions and fuel efficiency through its vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy (CAFE) standards. It also regulates and monitors pollutants considered harmful to public health and the environment through the National Ambient Air Quality Standards (NAAQS) authorized by the Clean Air Act (1970). The EPA has set NAAQS for six (6) principal "criteria" pollutants. These are listed in Table 6.2 along with the current standards.

All counties within the MPA are currently in attainment of the NAAQS.

In 2015, the EPA revised the primary and secondary ozone standards to 70 parts per billion (ppb), down from the current 75 ppb, and retained their indicators (O_3), forms [fourth-highest daily maximum, averaged across three (3) consecutive years] and averaging times (eight hours). The MPA is not anticipated to immediately be affected by the 70 ppb standard. Therefore, it was recommended that Hancock, Harrison, and Jackson Counties be designated as attainment/unclassifiable for the 2015 NAAQS.

Transportation conformity is a process required of MPOs pursuant to the Clean Air Act Amendments of 1990 (CAAA of 1990) to ensure that Federal funding and approval are given to those transportation activities that are consistent with air quality goals.

The CAAA requires that transportation plans, programs, and projects in nonattainment or maintenance areas that are funded or approved by the FHWA be in conformity with the State Implementation Plan (SIP), which represents the state's plan, to either achieve or maintain the NAAQS for a particular pollutant.

Should any of the counties within the MPA ever exceed NAAQS and are designated as a nonattainment or maintenance area, the MTP will be subject to a conformity analysis. If this were to occur in the future,

the transportation model, which forms the basis of transportation decision-making, provides numeric outputs that may be utilized in regional air quality modeling.

Table 6.2: National Ambient Air Quality Standards (NAAQS) as of 2020

Pollutant	Primary/Secondary	Averaging Time	Level	Form
Carbon Monoxide	primary	8-hours	9 ppm	Not to be exceeded more than once per year
		1-hour	35 ppm	
Lead	primary and secondary	Rolling 3 month average	0.15 µg/m3	Not to be exceeded
Nitrogen Dioxide	primary	1-hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	primary and secondary	Annual	53 ppb	
Ozone	primary and secondary	8-hours	0.070 ppm	Annual fourth-highest daily maximum 8-hr concentration, averaged over 3 years
Particle Pollution	primary	Annual	12.0 µg/m3	annual mean, averaged over 3 years
	secondary	Annual	15.0 µg/m3	annual mean, averaged over 3 years
	primary and secondary	24-hours	35 µg/m3	98th percentile, averaged over 3 years
	primary and secondary	24-hours	150 µg/m3	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide	primary	1-hour	75 ppb	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	secondary	3-hours	0.5 ppm	Not to be exceeded more than once per year

Source: EPA

Note: ppm - parts per million
ppb - parts per billion
µg/m3 - micograms per cubic meter

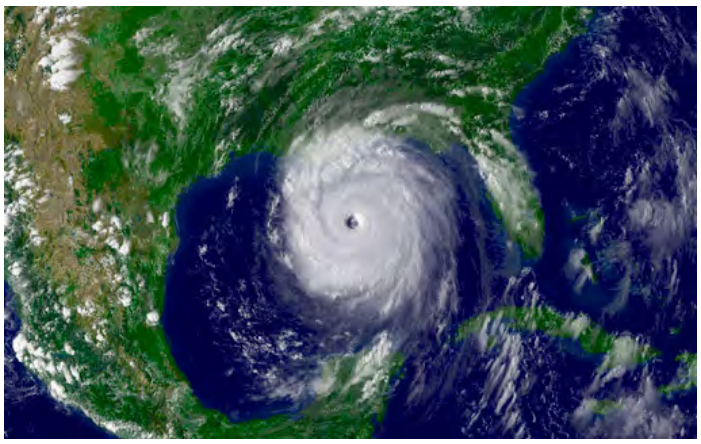
Change in Climate

The current scientific belief holds that the planet is going through a period of warming. This changing trend in climate is believed to be caused by the increase in Greenhouse Gases (GHGs), which has only been increased through human behavior through the use of fossil fuels. According to the EPA, the transportation sector generated the largest share of GHG emissions in the United States in 2018, responsible for over 28 percent. The MPO understands the need for air quality within the area and is taking several steps to address this new challenge.

Effects of Climate Change

The sea level is rising more rapidly in the Gulf Coast of Mississippi than most coastal areas because the land is sinking. If oceans and atmosphere continue to warm, sea level along the Mississippi coast is likely to rise between 20 and 48 inches in the next century, per the EPA. Hancock, Harrison, and Jackson Counties make up the Gulf Coast of Mississippi, where coastal flooding, storm surge, rising sea levels and hurricanes are considered a direct threat to the area. These events can impact the area over time and make current developed areas uninhabitable.

The most obvious and immediate effect of climate change has been the increased global temperature, which has a large impact on the transportation system. The increased heat warps the steel of railroad tracks, stresses bridge joints, and affects pavement conditions. Pavement that has been softened by heat to which it was never designed can buckle and rut under high truck volumes. This in turn creates a need for further maintenance and the use of more material, which itself is carbon-based.



The rising temperatures are not the only major impact that has been observed with the recent climate change. Tropical storms and hurricanes have been rising in intensity with the shift in the climate and "Superstorms" such as Katrina, Sandy, and Harvey are becoming a more regular occurrence. Mississippi gulf coast has seen direct impacts of weather extreme amplification in large part due to these major hurricanes.

Recent storms with a high intensity over a short period of time are becoming common and can result in flash floods. These flash floods trap motorists and deposit large amounts of water on the impervious surfaces of the roadways. This water eventually becomes surface runoff, which can pool and damage a

roadway's substructure. This impact is worse near major rivers and coastal areas, leading to potential disasters that can affect roadways and other infrastructure.

A strategy that the MPO can employ to deal with this need is the increased inspection of bridges and roadways. This will ensure that the infrastructure is structurally sound and that erosion from storms has not degraded it. Drainage for the infrastructure is also important and should be inspected to ensure that roadways will not contribute to runoff.

Climate Change Strategies

The transportation system is the largest contributor to GHGs, contributing over one-quarter of the total amount. These gases come from vehicle emissions and air conditioning. Vehicle emissions are increased when a vehicle is idling and less efficient. This contribution to GHGs makes the transportation sector a priority to address climate change. There are several strategies that may be employed in order to reduce the impact of transportation on climate change.

Introducing Low-Carbon Fuels

This strategy explores the use of fuels from alternative sources which produce less carbon and are more efficient. These fuels include ethanol, biodiesel, natural gas, and more. Additional low-carbon fuels include alternatives such as hybrids, electric vehicles, and hydrogen fuel. In an effort to reduce emissions, the local transit systems have been making the switch to hybrid buses.

Reduction of High-Carbon Activities

Single occupancy vehicles and motorcycles are comparatively inefficient modes of transportation that produce GHGs. Strategies can be implemented that encourage transportation users to choose alternative transportation modes which reduce the emissions on the transportation system. These include the use of carpooling, increased transit ridership, and the reduction of unnecessary trips.

The construction and maintenance of transportation systems can also contribute to GHGs, as many of the products used in these processes are carbon-based. The use of lower-carbon materials during construction and maintenance would aid with this strategy.

Improving System Efficiency

The transportation network is the system by which people, goods, and services are moved through the area. This strategy encourages the use of an efficient transportation system to reduce travel time, reduce idling vehicles, and increase quality of traffic operations. This can be achieved through the use of:

- ITS,
- Traffic signal retiming and coordination,
- TDM, and

- Other means to reduce congestion and idling vehicles.

Additional Strategies

The strategies listed on the previous page cover the key methods that can be used to reduce the effect of GHGs from transportation sources. The following strategies may also be deployed:

- Reducing the amount of travel necessary for transportation users
- Increasing vehicle occupancies for all modes
- Establishing transportation pricing
- Encouraging non-vehicular travel
- Promoting trip-chaining
- Improved freight logistics
- Using LED lights in traffic signals

6.3 Environmental Regulations

Planning Requirements

Federal regulations (23 C.F.R. §450) require the MTP to address environmental concerns by consulting with relevant stakeholder agencies and discussing potential environmental mitigation activities.

The plan should involve consultation with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. This should include a comparison of the plan with State conservation plans or maps and inventories of natural or historic resources, if this information is available.

The plan must discuss types of potential environmental mitigation activities related to the implementation of the plan. This includes potential areas for these activities to occur and activities which may have the greatest potential to mitigate the effects of the plan projects and strategies. Mitigation activities do not have to be project-specific and can instead focus on broader policies, programs, and strategies. The discussion must involve consultation with federal, state, and tribal land management, wildlife, and regulatory agencies.

Defining Mitigation

The National Environmental Policy Act (1970), or NEPA, established the basic framework for integrating environmental considerations into federal decision-making. Federal regulations relating to NEPA (40 C.F.R. 1508) define mitigation as:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments.

6.4 The Natural Environment

Wetlands, Waterways, and Flooding

Transportation projects were evaluated for proximity to wetlands, impaired waters, flood zones, and navigable waters. While transportation projects should be sensitive to all bodies of water, these water bodies merit special attention for the following reasons:

- Wetlands have many environmental benefits, most notably:
- Water purification,
- Flood protection,
- Shoreline stabilization,
- Groundwater recharge,
- Streamflow maintenance, and
- Fish and wildlife habitat.
- Impaired waters are already too polluted or otherwise degraded to meet the state water quality standards.
- Both wetlands and impaired waters are protected by the Clean Water Act.
- Encroaching on or changing the natural floodplain of a water course can result in catastrophic flooding of developed areas.
- Structures built across navigable waterways must be designed in consultation with the Coast Guard, as required by the Coast Guard Authorization Act of 1982.

Figure 6.1 displays the proposed MTP transportation projects along with the location of wetlands and impaired waters. Figure 6.2 displays the proposed MTP transportation projects and flood zones.

Navigable waterways are defined as waters that have been used in the past, are now used, or are susceptible to use as a means to transport interstate or foreign commerce up to the head of navigation. There are nine (9) navigable waterways within the MPA that are part of the U.S. Army Corps of Engineers Navigable Waterway Network:

- Bluff Creek
- Cadet Bayou
- East Pearl River
- Escatawpa River
- Jordan River
- Mississippi Sound
- Pascagoula Harbor
- Pascagoula River
- St. Louis Bay

Mitigation

This early in the planning stage, there are not enough resources available to assess project level impacts to specific wetlands. As individual projects proceed through the MDOT project delivery process and NEPA process, it is anticipated that project sponsors will:

- Ensure that transportation facilities constructed in floodways will not increase flood heights
- Take steps to avoid wetland and flood zone impacts where feasible
- Consider strategies which minimize potential impacts to wetlands and flood zones
- Provide compensation for any remaining unavoidable impacts through activities to restore or create wetlands
- Projects near impaired waters should consider measures to improve the quality of these waters.

Spotlight: Stormwater Mitigation

In urban areas, unmanaged stormwater often leads to excessive flooding. This flooding can damage property and create environmental and public health hazards by introducing contaminants into new areas. Without proper drainage and stormwater mitigation efforts, new transportation projects have the potential to exacerbate existing stormwater issues.

Transportation Related Strategies

- During project design, minimize impervious surfaces and alterations to natural landscapes.
- Promote the use of "green infrastructure" and other low-impact development practices. Examples include the use of rain barrels, rain gardens, buffer strips, bioswales, and replacement of impervious surfaces on property with pervious materials such as gravel or permeable pavers.
- Adopt ordinances that include stormwater mitigation practices, including landscaping standards, tree preservation, and "green streets".
- Develop a Standard Urban Stormwater Mitigation Plan at multiple levels; including state, region, and municipality. Efforts should be made to coordinate these plans, even though multiple agencies would have them in place.

Wildlife

The test projects were evaluated for proximity to identified critical habitat areas for threatened and endangered species and wildlife refuges. The Endangered Species Act of 1973, as amended, was enacted to provide a program for the preservation of endangered and threatened species. The Act provides protection for the ecosystems upon which these species depend for their survival. All federal agencies or projects utilizing federal funding are required to implement protection programs for designated species and to apply them in facilitating their survival.

Additionally, Section 4(f) of the Department of Transportation (DOT) Act of 1966 affords protection to wildlife or waterfowl refuges when USDOT funds are invested in a project.

An endangered species is a species in danger of extinction throughout all or a significant portion of its range. A threatened species is a species likely to become endangered within the foreseeable future throughout all or a significant portion of its range. Proposed species are those which have been formally submitted to Congress for official listing as threatened or endangered.

Species may be considered endangered or threatened when any of the five (5) following criteria occur:

- The current/imminent destruction, modification, or curtailment of their habitat or range
- Overuse of the species for commercial, recreational, scientific, or educational purposes
- Disease or predation
- The inadequacy of existing regulatory mechanisms
- Other natural or human-induced factors affect continued existence.

Table 6.2 lists species classified as endangered, threatened, or recovered within the MPA. Figure 6.3 displays the proposed MTP transportation projects along with the location of identified critical habitat areas. There are four (4) Wildlife Management Areas (WMAs) in the Metropolitan Planning Area:

- Little Biloxi WMA
- Pascagoula WMA
- Red Creek WMA
- Ward Bayou WMA

Mitigation

Preliminary planning undertaken within the context of development of the MTP does not include resources sufficient to assess project specific impacts to species habitats. As projects are carried forward through the MDOT project delivery process, the NEPA process, design, and construction, projects will be developed in consultation with U.S. Fish and Wildlife Service and Mississippi Department of Wildlife, Fisheries, and Parks. Where practicable, actions which impact critical habitats will be avoided.

Table 6.3 Species Identified under Endangered Species Act in Hattiesburg, MS

Group	Common Name	Scientific Name	Status
Amphibians	Dusky Gopher Frog	*Rana sevosa*	Endangered
Birds	Red-cockaded woodpecker	*Picoides borealis*	Endangered
	Piping Plover	*Charadrius melodus*	Threatened
	Red knot	*Calidris canutus rufa*	Threatened
	Eastern Black rail	*Laterallus jamaicensis*	Proposed Threatened
	Wood stork	*Mycteria americana*	Threatened
	Mississippi sandhill crane	*Grus canadensis pulla*	Endangered
Clams	Tan riffleshell	*Epioblasma florentina walkeri (=E. walkeri)*	Endangered
	Inflated heelsplitter	*Potamilus inflatus*	Threatened
Ferns and Allies	Louisiana quillwort	*Isoetes louisianensis*	Endangered
Fish	Atlantic sturgeon (Gulf subspecies)	*Acipenser oxyrinchus (=oxyrhynchus) desotoi*	Threatened
	Pearl darter	*Percina aurora*	Threatened
	Saltmarsh topminnow	*Fundulus jenkinsi*	Under Review
Insects	Gulf Coast solitary bee	*Hesperapis oraria*	Under Review
Mammals	Louisiana black bear	*Ursus americanus luteolus*	Recovery
	West Indian Manatee	*Trichechus manatus*	Threatened
Reptiles	Yellow-blotched map turtle	*Graptemys flavimaculata*	Threatened
	Hawksbill sea turtle	*Eretmochelys imbricata*	Endangered
	Leatherback sea turtle	*Dermochelys coriacea*	Endangered
	Kemp's ridley sea turtle	*Lepidochelys kempii*	Endangered
	Loggerhead sea turtle	*Caretta*	Threatened
	Alabama red-bellied turtle	*Pseudemys alabamensis*	Endangered
	Ringed map turtle	*Graptemys oculifera*	Threatened
	Black pine snake	*Pituophis melanoleucus lodingi*	Threatened
	Gopher tortoise	*Gopherus polyphemus*	Threatened

Source: U.S. Fish and Wildlife Service, Environmental Conservation Online System; National Marine Fisheries Service (NOAA Fisheries)

Table 6.4 displays the test projects that would impact wetlands and/or flood zones within the study area.

Table 6.4: Test Projects Impacting Wetlands, Floodplains, or Critical Habitats

Project ID	Route	Description	Location	Wetland	Floodplain	Critical Habitat
101	MS 57	Widen to 4 Lanes Divided and Realign	Mariposa Lane to I-10 Frontage Rd	Yes	Yes	Yes
102	US 90	Widen to 6 Lanes	Hwy 609 to Dolphin Dr	Yes	Yes	Yes
103	Pine Street	New 4 Lane Divided Roadway	Back Bay Boulevard to US 90	Yes	Yes	Yes
104	Beatline Rd Extension	New 4 Lane Divided Roadway	Railroad Street to US 90	Yes	Yes	Yes
105	Dedeaux Rd	Widen to 4 Lanes Divided	Stewart Rd to Jessica Cir	Yes	Yes	No
106	Ocean Springs Rd	Center Turn Lane	Reilly Rd to Culeoka Dr	Yes	Yes	No
107	Popp's Ferry Road	Reconstruct as 4 Lanes Divided	Back Bay of Biloxi Bridge to Pass Rd	Yes	Yes	No
108	Popp's Ferry Road	Reconstruct as 4 Lanes Divided	Riverview Drive to Back Bay Bridge	Yes	Yes	No
109	Three Rivers Road	Reconstruct as 4 Lanes Divided	Seaway Road to Dedeaux Road	Yes	Yes	No
110	Division Street	Widen to 4 Lanes Divided	Caillavet Street to Forrest Ave-KAFB Ga	Yes	Yes	No
111	Washington Ave	Center Turn Lane	Airport Road to Hewes Ave	Yes	Yes	No
112	Hwy 605	Widen to 6 Lanes Divided	Dedeaux Road to I-10	Yes	Yes	No
113	Gex Drive	Widen to 4 Lanes Divided	Aloha Drive to Diamondhead Dr South	Yes	Yes	No
114	US 49	Widen to 6 Lanes Divided	School Rd to O'Neal Rd	Yes	Yes	No
115	I-10	Widen to 6 Lanes	Hancock Co Line to Wolf River	Yes	Yes	No
116	Canal Road	Center Turn Lane	I-10 to 28th St	Yes	Yes	No
117	County Farm Road	Widen to 4 Lanes Divided	I-10 to Red Creek Rd	Yes	Yes	No
118	Ocean Springs Rd	Center Turn Lane	Reilly Rd to MS 57	Yes	Yes	Yes

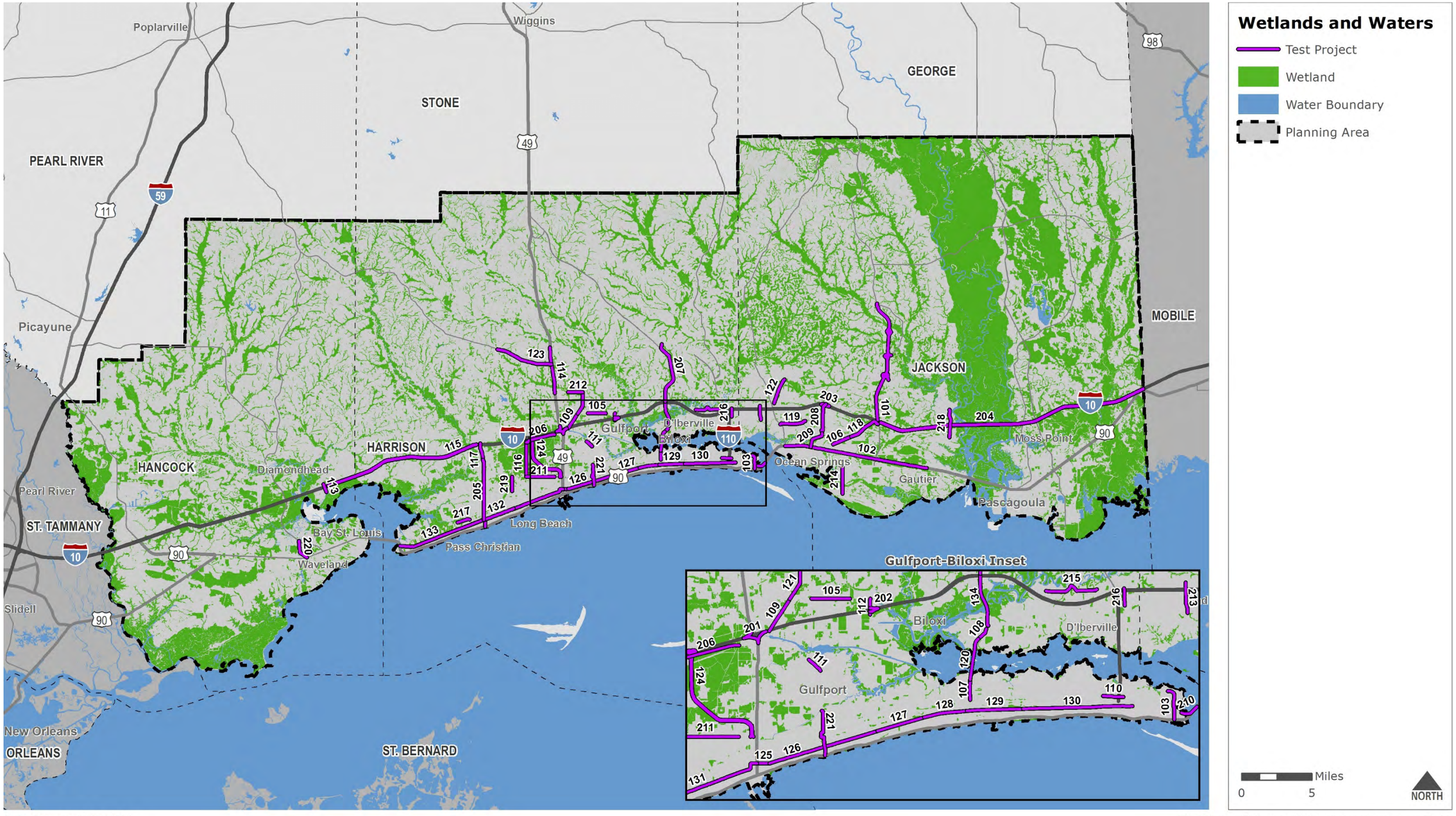
Project ID	Route	Description	Location	Wetland	Floodplain	Critical Habitat
119	Old Fort Bayou Rd	Center Turn Lane	Washington Ave to Yellow Jacket Rd	Yes	Yes	No
120	Popp's Ferry Road	New 4 Lane Bridge	North shore of Back Bay to South Shore	Yes	Yes	No
121	Three Rivers Road	Reconstruct as 4 Lane Divided	Dedeaux Road to Oneal Road	Yes	Yes	No
122	Seaman Road	Widen to 4 Lanes Undivided	I-10 Connector Rd to Jordan Rd	Yes	Yes	Yes
123	MS 53	Widen to 4 Lanes Divided	US 49 to County Farm Rd	Yes	Yes	No
124	Highway 601	New 4 Lane Controlled Access Roadway	I-10 to 28th St	Yes	Yes	No
125	East-West Corridor Phase I	New 4 Lane Limited Access Roadway	US 49 to 20th Avenue	Yes	Yes	Yes
126	East-West Corridor Phase II	New 4 Lane Limited Access Roadway	20th Avenue to Cowan Rd	Yes	Yes	Yes
127	East-West Corridor Phase III	New 4 Lane Limited Access Roadway	Cowan Rd to Debuys Rd	Yes	Yes	No
128	East-West Corridor Phase IV	New 4 Lane Limited Access Roadway	Debuys Rd to Popp's Ferry Rd	Yes	Yes	No
129	East-West Corridor Phase V	New 4 Lane Limited Access Roadway	Popp's Ferry Rd to Veterans Avenue	Yes	Yes	No
130	East-West Corridor Phase VI	New 4 Lane Limited Access Roadway	Veterans Avenue to Lameuse St	Yes	Yes	No
131	East-West Corridor Phase VII	New 4 Lane Limited Access Roadway	Jeff Davis Avenue to US 49	Yes	Yes	No
132	East-West Corridor Phase VIII	New 4 Lane Limited Access Roadway	Beatline Road to Jeff Davis Avenue	Yes	Yes	No
133	East-West Corridor Phase IX	New 4 Lane Limited Access Roadway	Henderson Point to Beatline Rd	Yes	Yes	No

Project ID	Route	Description	Location	Wetland	Floodplain	Critical Habitat
134	Popp's Ferry Connector	New 4 Lane Controlled Access Roadway	I-10 @ Woolmarket to Riverview Dr	Yes	Yes	No
201	I-10	Add Lanes	US 49 WB On-Ramp and EB Ramps	Yes	Yes	No
202	I-10	Add Lanes	Lorraine Rd EB On-Ramp and WB Off-Ramp	Yes	Yes	No
203	I-10	New Interchange	@ Old Fort Bayou Rd	Yes	Yes	Yes
204	I-10	Widen to 6 Lanes	MS 57 to Alabama State Line	Yes	Yes	Yes
205	Beatline Rd	Widen to 4 Lanes Divided	Red Creek Rd to Railroad St	Yes	Yes	No
206	Creosote Rd Extension	New 4 Lane Divided Roadway	Canal St to Creosote Rd	Yes	Yes	No
207	Shriners Blvd	Widen to 4 Lanes Divided	I-10 to MS 67	Yes	Yes	No
208	Eglin Road	Widen to 4 Lanes Divided	I-10 to Fort Bayou	Yes	Yes	Yes
209	Eglin Road Extension	New 4 Lane Divided Roadway and Bridge	US 90 to Fort Bayou	Yes	Yes	Yes
210	Biloxi Bridge Ramp	New 2 Lane Roadway	Biloxi Bridge to Howard Avenue	Yes	Yes	Yes
211	28th Street	Widen to 4 Lanes Divided	Canal Rd to 34th Avenue	Yes	Yes	No
212	Oneal Road	Center Turn Lane	Flat Branch to Three Rivers Road	Yes	Yes	No
213	McCann Road Extension	New 3 Lane Roadway	Lemoyne Rd to Cook Rd	Yes	Yes	No
214	Beachview Dr	Add Turn Lanes at Intersections	Lake Mars to Old Spanish Trail	Yes	Yes	Yes
215	Commercial Corridor Connector	New 4 Lane Roadway, Widen to 4 Lanes	D'Iberville Blvd to Cedar Lake Rd	Yes	Yes	No
216	Lamey Bridge Road	Widen to 4 Lanes Divided	Popp's Ferry to I-10	Yes	Yes	No

Project ID	Route	Description	Location	Wetland	Floodplain	Critical Habitat
217	E North Street Extension	New 3 Lane Roadway	Menge Avenue to Espy Rd	Yes	Yes	No
218	Martin Bluff Rd	Center Turn Lane	Roys Rd to Hickory Hills	Yes	Yes	Yes
219	Klondyke Rd	Center Turn Lane	Commission Blvd to 28th St	Yes	Yes	No
220	Kiln Waveland Cutoff	Center Turn Lane	US 90 to MS 603	Yes	Yes	No
221	Jody Nelson Dr Extension	New 4 Lane Divided Roadway, Widen to 4 Lanes	US 90 to Hewes Avenue	Yes	Yes	Yes

Source: MDOT, NSI

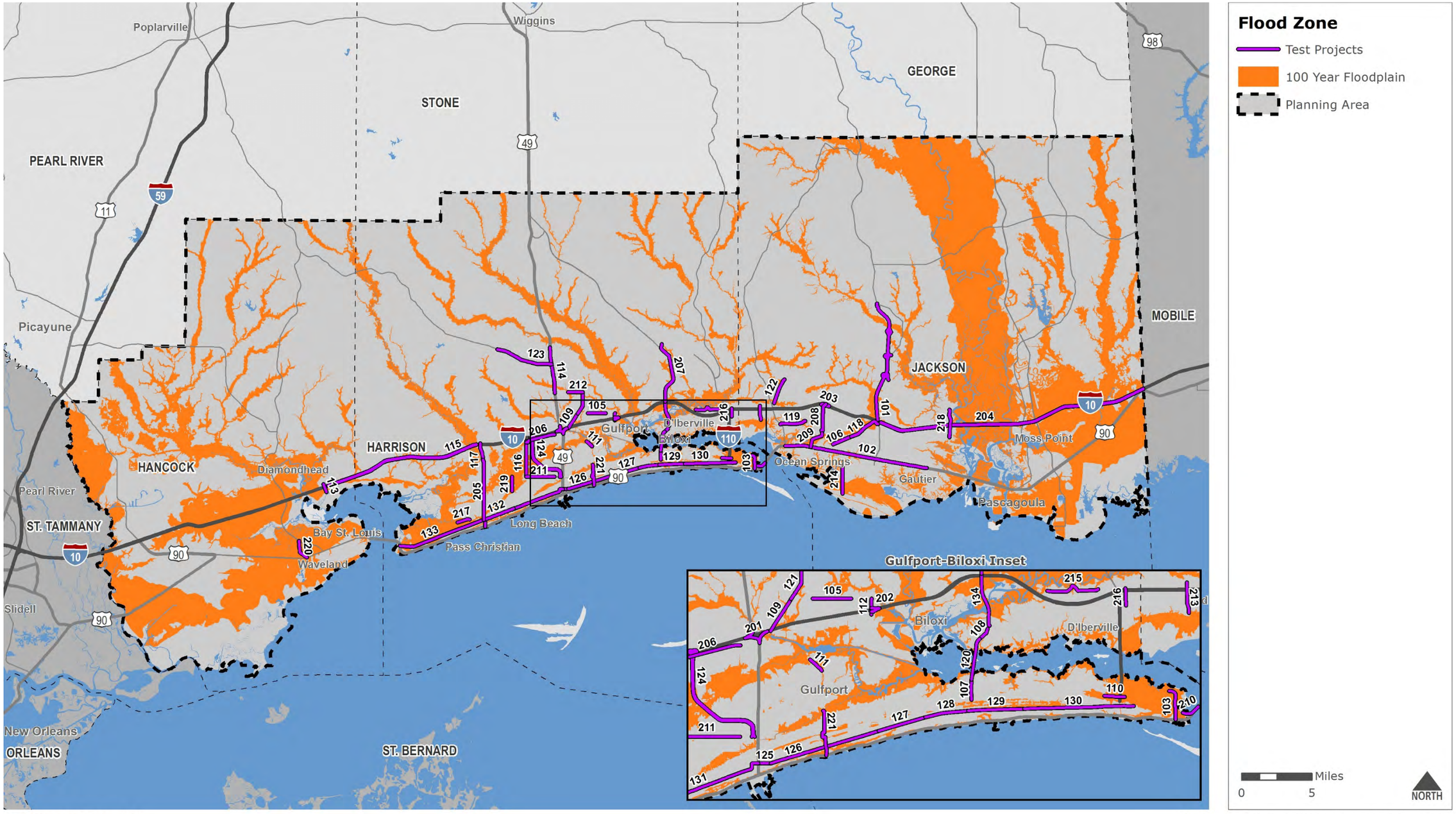
Figure 6.1: Wetlands and Waterways



Data Source: NWI ; NSI

Disclaimer: This map is for planning purposes only.

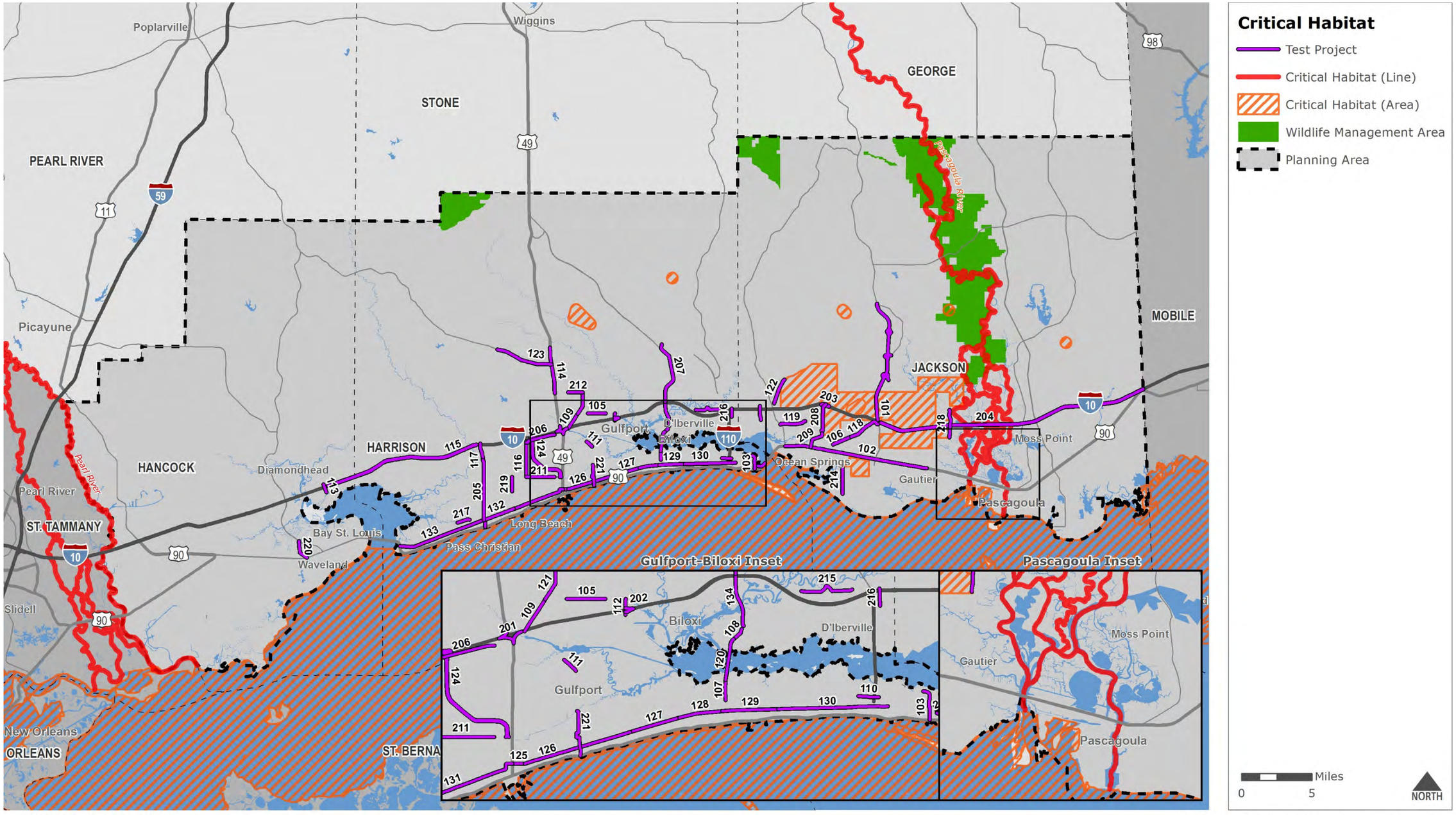
Figure 6.2: Flood Zones



Data Source: FEMA ; NSI

Disclaimer: This map is for planning purposes only.

Figure 6.3: Critical Habitats



Data Source: FWS; MARIS; NSI

Disclaimer: This map is for planning purposes only.

6.5 The Human Environment

Historic and Recreational Resources

The test projects were evaluated for proximity to historic sites and publicly-owned recreational facilities. Section 4(f) of the Department of Transportation (DOT) Act of 1966 affords protection to publicly-owned parks and recreation areas and all historic sites listed or eligible for listing on the National Register of Historic Places (NRHP) when USDOT funds are invested in a project.

In order to be eligible for the NRHP, a district, site, building, structure, or object must possess:

- Integrity of location
- Design
- Setting
- Materials
- Workmanship
- Feeling
- Association
- Generally must be at least 50 years old.

It will also be evaluated by the following criteria:

- Association with events that have made a significant contribution to the broad patterns of our history; or
- Association with the lives of significant persons in our past; or
- Embodiment of the distinctive characteristics of a type, period, or method of construction, or representative of the work of a master, or possession of high artistic values, or representative of a significant and distinguishable entity whose components may lack individual distinction; or
- Provision or likelihood to provide information important in history or prehistory.

Figure 6.4 displays all historic sites listed on the National Register and State Register. It is important to note the State Register properties are not necessarily protected by Section 4(f) regulations unless they meet NRHP eligibility. Furthermore, there may be additional properties not listed on either register which are eligible for the NRHP. Note that Figure 6.4 excludes all historic features deemed 'restricted' or 'sensitive', such as sensitive archaeological sites.

Figure 6.4 also displays all publicly-owned parks and recreation areas deemed significant by a review of public agency websites.

Mitigation

Projects will be developed in consultation with the State Historic Preservation Office (SHPO) and to the extent practicable, actions which adversely impact NRHP properties and publicly-owned recreation

areas will be avoided. When historic properties are adversely affected, mitigation will include data recovery as appropriate to document the essential qualities of the historic resources. When publicly-owned recreation areas are adversely affected, appropriate compensation will be provided.

Potentially Hazardous Materials

Accidents, spills, leaks, and past improper disposal and handling of hazardous materials and wastes have resulted in contamination of many sites across the country.

The Comprehensive Environmental Response, Compensations, and Liability Act (CERCLA), commonly known as Superfund, was enacted in 1980 and:

- Established prohibitions and requirements concerning closed and abandoned hazardous waste sites
- Provided for liability of persons responsible for releases of hazardous waste at these sites
- Established a trust fund to provide for cleanup when no responsible party could be identified

CERCLA also enabled the revision of the National Contingency Plan, which established the National Priorities List (NPL).The NPL is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. It is intended primarily to guide the EPA in determining which sites warrant further investigation.

It was determined that there are two (2) sites in the MPA listed on the National Priorities List, Chemfax, Inc. in Harrison County and Mississippi Phosphates Corp in Jackson County. In July 2017, Chemfax, Inc site achieved EPA's Site-Wide Ready for Anticipated Use (SWRAU) target. EPA treats two (2) to four (4) million gallons of contaminated water each day at the Mississippi Phosphates Corp site and continues to develop a cleanup plan for other needed actions at this site in advance of site closure. These sites and other sites evaluated for inclusion in the NPL in the MPA are illustrated in Figure 6.5. This site was identified using the EPA's Cleanups in My Community database. This database includes cleanup sites, facilities and properties for which EPA collects information by law, or voluntarily via grants.

Mitigation

At this stage in project development, not enough information is available to determine impacts and mitigation. However, transportation projects affected by or affecting potentially hazardous properties will be evaluated during the MDOT project delivery process, the NEPA process, design, and construction.

Environmental Justice Populations

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, was signed in 1994. It reaffirms the intent of Title VI of the Civil Rights Act of 1964, NEPA, and other federal laws, regulations, and policies by establishing the following

Environmental Justice (EJ) principles for all federal agencies and agencies receiving federal funds, such as MPOs:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Figure 6.6 shows areas in the MPA where low-income households make up a greater share of the overall population.

Similarly, Figure 6.7 shows areas in the MPA where minority populations make up a greater share of the overall population.

Mitigation

In an attempt to prevent disproportionately high and adverse effects on minority or low-income populations early in the planning process, the MPO should encourage high community and stakeholder engagement in the design phase of projects. This is especially important for projects that are located in areas with a disproportionately high minority and/or low-income population. Figures 6.6 and 6.7 illustrate transportation projects in relation to disproportionately high minority or low-income populations, but in-depth discussions need to be held to further explore the potential negative impacts in these communities.

Historical Urban Development

The historical urban development of the MPA breaks down the likely distribution of historic and other cultural resources. Figure 6.8 shows that the areas with the greatest concentrations of historical housing structures, or those at least 50 years old, are in the center of the City of Jackson and the City of Canton. There are likely smaller concentrations not revealed by historic centers of many of the smaller municipalities within the MPA. This information is merely intended to illustrate general patterns.

Land Cover

The land cover of the MPA is illustrated in Figure 6.9 and summarized in Figure 6.10. Forested, pasture, and herbaceous lands make up over 34 percent of the land area in the MPA, second only to wetlands at over 40 percent. Developed areas still only account for around 13 percent of the land area.

Other Community Impacts

In addition to the community impacts already discussed, a transportation project may produce various impacts to public spaces, residences, and businesses. These impacts may relate to property, air quality, noise, or other issues and many will not be well understood until a project is substantially advanced.

Mitigation

Impacts associated with specific projects will be assessed in conformance with local, state, and federal regulations, NEPA guidance, and the MDOT project delivery process.

Certain impacts, such as those associated with an increase in traffic related noise, can potentially be mitigated. Also, to the extent practicable, projects should be developed using Context Sensitive Solutions.

Table 6.5 displays the test projects that would impact low income and/or minority populations within the study area.

Table 6.5: Test Projects Impacting Low Income or Minority Populations

Project ID	Route	Description	Location	Low Income	Minority Populations
101	MS 57	Widen to 4 Lanes Divided and Realign	Mariposa Lane to I-10 Frontage Rd	No	No
102	US 90	Widen to 6 Lanes	Hwy 609 to Dolphin Dr	No	No
103	Pine Street	New 4 Lane Divided Roadway	Back Bay Boulevard to US 90	Yes	Yes
104	Beatline Rd Extension	New 4 Lane Divided Roadway	Railroad Street to US 90	No	No
105	Dedeaux Rd	Widen to 4 Lanes Divided	Stewart Rd to Jessica Cir	Yes	Yes
106	Ocean Springs Rd	Center Turn Lane	Reilly Rd to Culeoka Dr	No	No
107	Popp's Ferry Road	Reconstruct as 4 Lanes Divided	Back Bay of Biloxi Bridge to Pass Rd	No	Yes
108	Popp's Ferry Road	Reconstruct as 4 Lanes Divided	Riverview Drive to Back Bay Bridge	No	No
109	Three Rivers Road	Reconstruct as 4 Lanes Divided	Seaway Road to Dedeaux Road	Yes	Yes
110	Division Street	Widen to 4 Lanes Divided	Caillavet Street to Forrest Ave-KAFB Ga	Yes	Yes

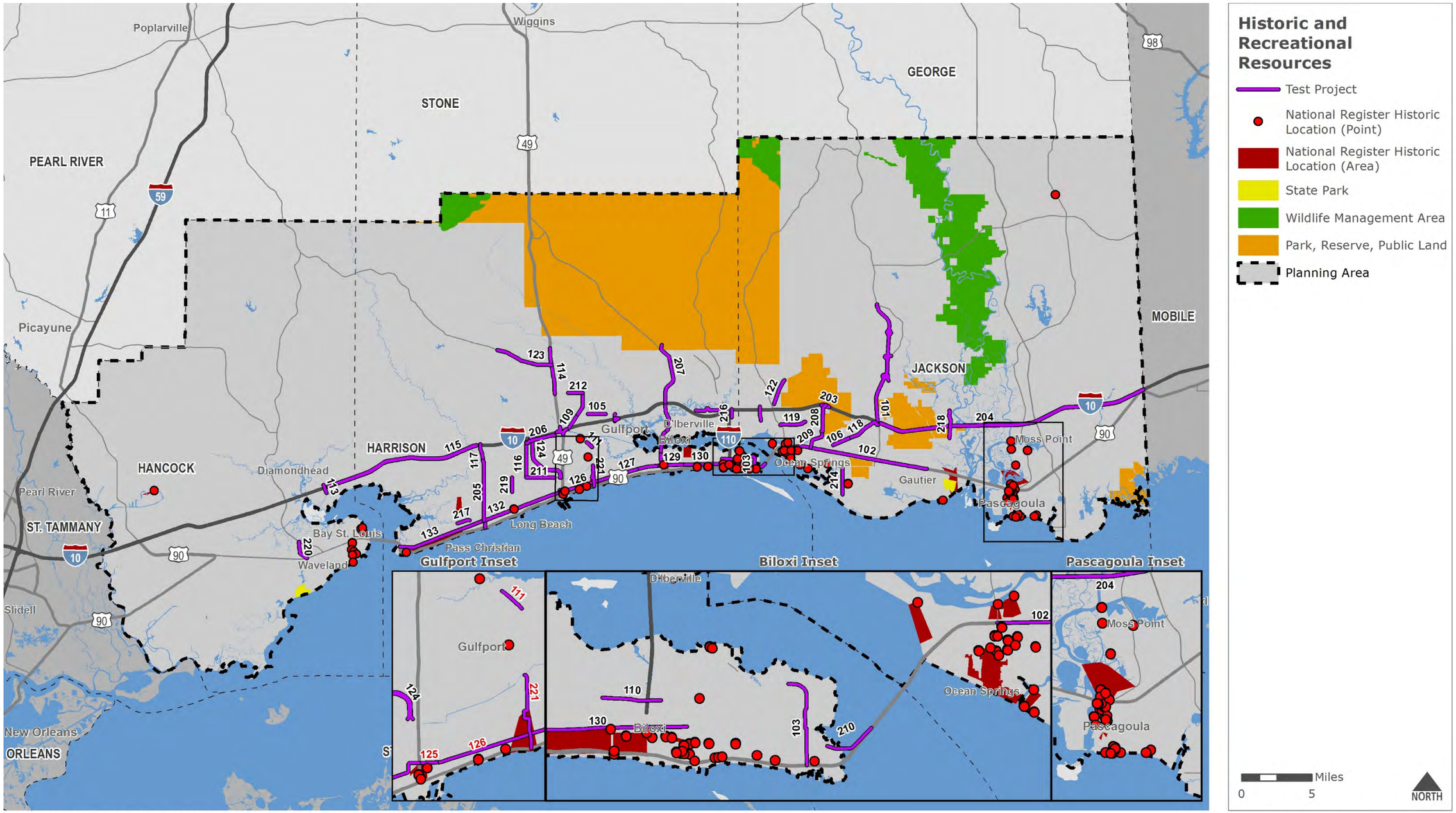
Project ID	Route	Description	Location	Low Income	Minority Populations
111	Washington Ave	Center Turn Lane	Airport Road to Hewes Ave	Yes	Yes
112	Hwy 605	Widen to 6 Lanes Divided	Dedeaux Road to I-10	Yes	Yes
113	Gex Drive	Widen to 4 Lanes Divided	Aloha Drive to Diamondhead Dr South	No	No
114	US 49	Widen to 6 Lanes Divided	School Rd to O'Neal Rd	No	Yes
115	I-10	Widen to 6 Lanes	Hancock Co Line to Wolf River	No	No
116	Canal Road	Center Turn Lane	I-10 to 28th St	Yes	Yes
117	County Farm Road	Widen to 4 Lanes Divided	I-10 to Red Creek Rd	No	No
118	Ocean Springs Rd	Center Turn Lane	Reilly Rd to MS 57	No	No
119	Old Fort Bayou Rd	Center Turn Lane	Washington Ave to Yellow Jacket Rd	No	No
120	Popp's Ferry Road	New 4 Lane Bridge	North shore of Back Bay to South Shore	No	No
121	Three Rivers Road	Reconstruct as 4 Lane Divided	Dedeaux Road to Oneal Road	Yes	Yes
122	Seaman Road	Widen to 4 Lanes Undivided	I-10 Connector Rd to Jordan Rd	No	No
123	MS 53	Widen to 4 Lanes Divided	US 49 to County Farm Rd	No	Yes
124	Highway 601	New 4 Lane Controlled Access Roadway	I-10 to 28th St	Yes	Yes
125	East-West Corridor Phase I	New 4 Lane Limited Access Roadway	US 49 to 20th Avenue	Yes	Yes
126	East-West Corridor Phase II	New 4 Lane Limited Access Roadway	20th Avenue to Cowan Rd	Yes	Yes
127	East-West Corridor Phase III	New 4 Lane Limited Access Roadway	Cowan Rd to Debuys Rd	No	Yes
128	East-West Corridor Phase IV	New 4 Lane Limited Access Roadway	Debuys Rd to Popp's Ferry Rd	No	Yes
129	East-West Corridor Phase V	New 4 Lane Limited Access Roadway	Popp's Ferry Rd to Veterans Avenue	Yes	Yes
130	East-West Corridor Phase VI	New 4 Lane Limited Access Roadway	Veterans Avenue to Lameuse St	Yes	Yes

Project ID	Route	Description	Location	Low Income	Minority Populations
131	East-West Corridor Phase VII	New 4 Lane Limited Access Roadway	Jeff Davis Avenue to US 49	Yes	Yes
132	East-West Corridor Phase VIII	New 4 Lane Limited Access Roadway	Beatline Road to Jeff Davis Avenue	No	No
133	East-West Corridor Phase IX	New 4 Lane Limited Access Roadway	Henderson Point to Beatline Rd	No	No
134	Popp's Ferry Connector	New 4 Lane Controlled Access Roadway	I-10 @ Woolmarket to Riverview Dr	No	No
201	I-10	Add Lanes	US 49 WB On-Ramp and EB Ramps	Yes	Yes
202	I-10	Add Lanes	Lorraine Rd EB On-Ramp and WB Off-Ramp	Yes	Yes
203	I-10	New Interchange	@ Old Fort Bayou Rd	No	No
204	I-10	Widen to 6 Lanes	MS 57 to Alabama State Line	No	Yes
205	Beatline Rd	Widen to 4 Lanes Divided	Red Creek Rd to Railroad St	No	No
206	Creosote Rd Extension	New 4 Lane Divided Roadway	Canal St to Creosote Rd	Yes	Yes
207	Shriners Blvd	Widen to 4 Lanes Divided	I-10 to MS 67	No	No
208	Eglin Road	Widen to 4 Lanes Divided	I-10 to Fort Bayou	No	No
209	Eglin Road Extension	New 4 Lane Divided Roadway and Bridge	US 90 to Fort Bayou	No	No
210	Biloxi Bridge Ramp	New 2 Lane Roadway	Biloxi Bridge to Howard Avenue	Yes	Yes
211	28th Street	Widen to 4 Lanes Divided	Canal Rd to 34th Avenue	Yes	Yes
212	Oneal Road	Center Turn Lane	Flat Branch to Three Rivers Road	Yes	Yes
213	McCann Road Extension	New 3 Lane Roadway	Lemoyne Rd to Cook Rd	No	No
214	Beachview Dr	Add Turn Lanes at Intersections	Lake Mars to Old Spanish Trail	No	No
215	Commercial Corridor Connector	New 4 Lane Roadway, Widen to 4 Lanes	D'Iberville Blvd to Cedar Lake Rd	No	No

Project ID	Route	Description	Location	Low Income	Minority Populations
216	Lamey Bridge Road	Widen to 4 Lanes Divided	Popp's Ferry to I-10	No	Yes
217	E North Street Extension	New 3 Lane Roadway	Menge Avenue to Espy Rd	No	No
218	Martin Bluff Rd	Center Turn Lane	Roys Rd to Hickory Hills	No	Yes
219	Klondyke Rd	Center Turn Lane	Commission Blvd to 28th St	No	No
220	Kiln Waveland Cutoff	Center Turn Lane	US 90 to MS 603	No	Yes
221	Jody Nelson Dr Extension	New 4 Lane Divided Roadway, Widen to 4 Lanes	US 90 to Hewes Avenue	Yes	Yes

Source: MDOT, NSI, Minority Population Determination ACS 5-year Estimates (2014-2018)

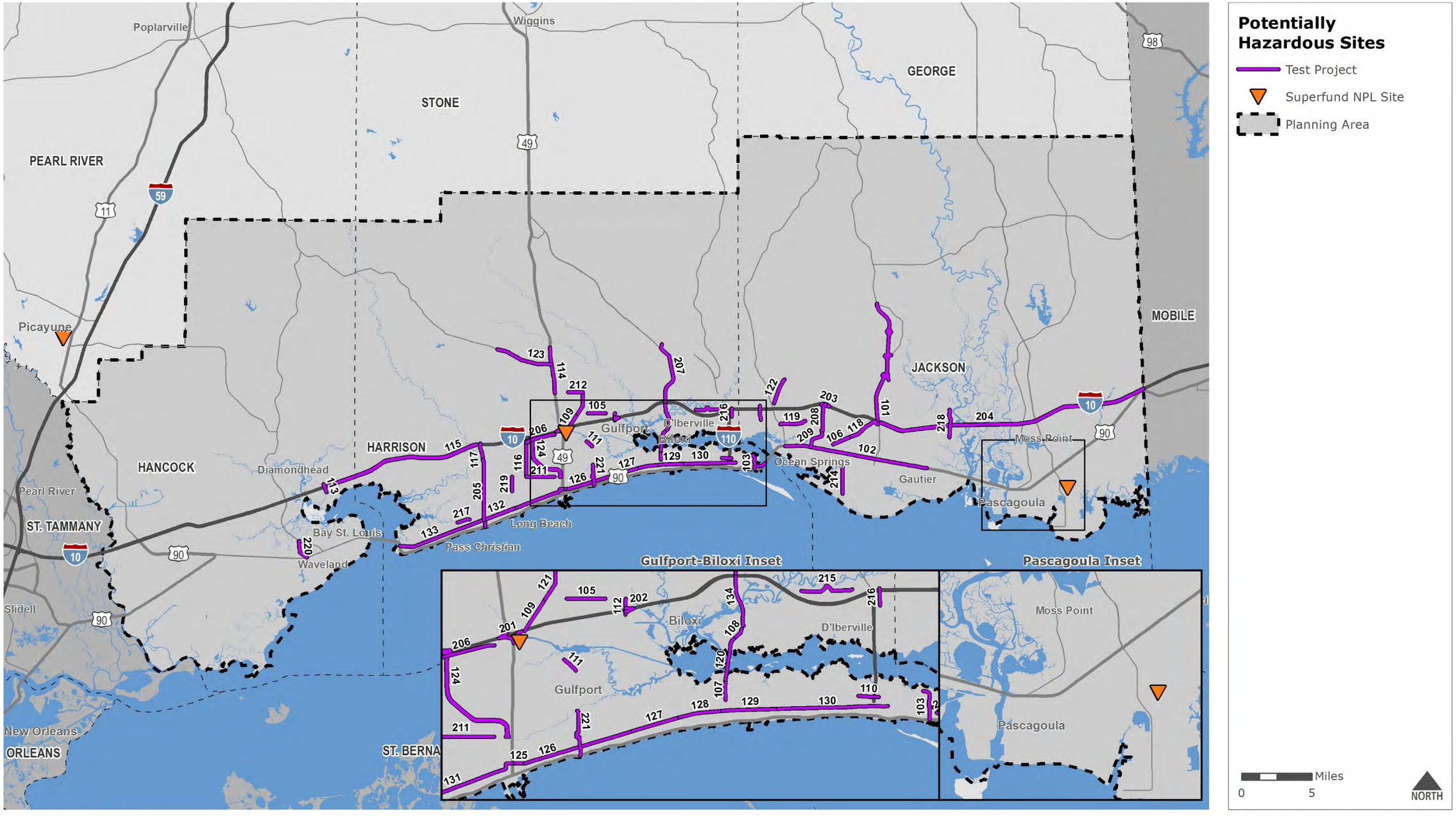
Figure 6.4: Historic and Recreational Resources



Data Sources: NPS (NRHP) ; MARIS ; MS Geospatial Clearinghouse ; NSI

Disclaimer: This map is for planning purposes only.

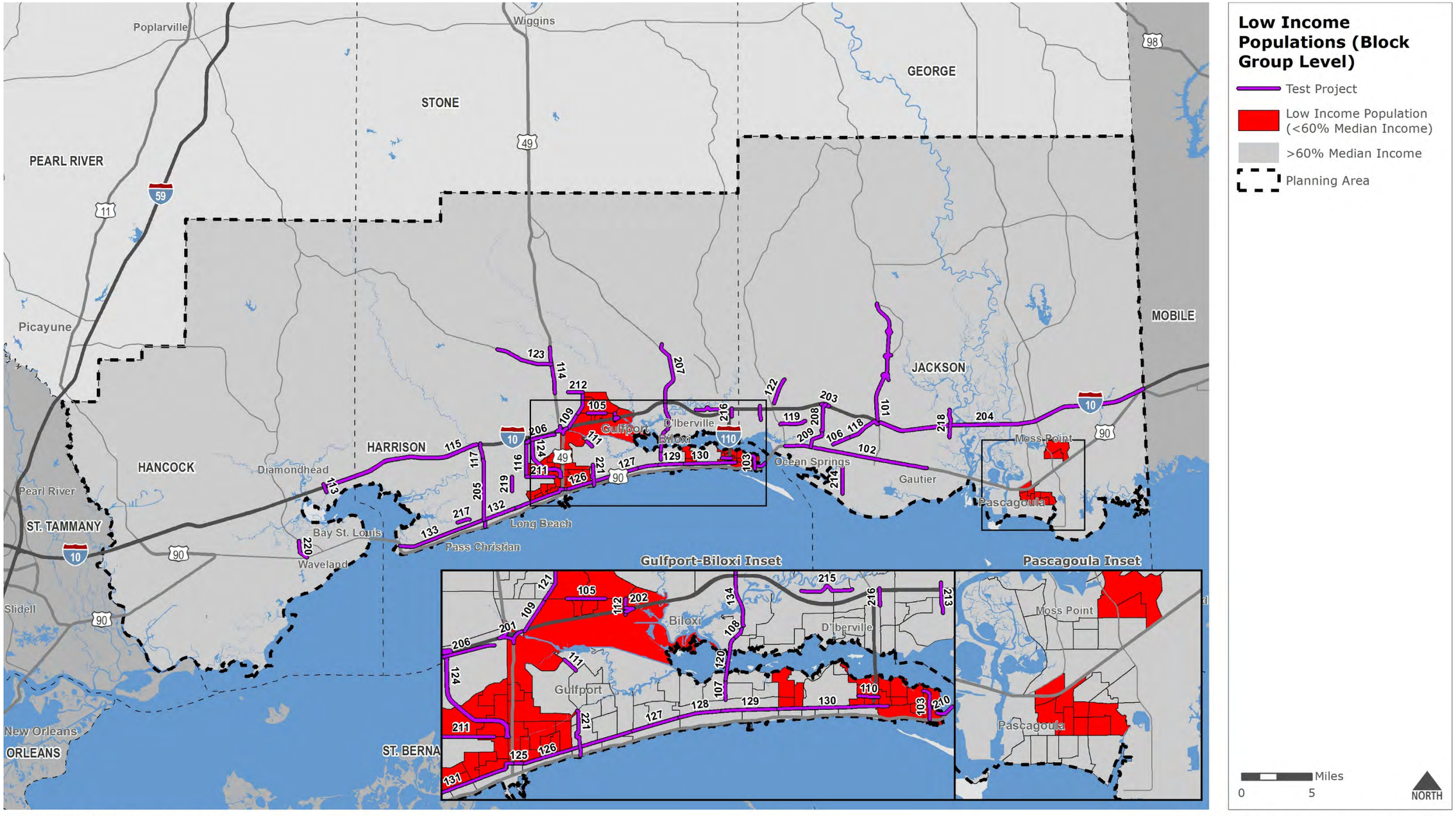
Figure 6.5: Potentially Hazardous Sites



Data Source: EPA ; NSI

Disclaimer: This map is for planning purposes only.

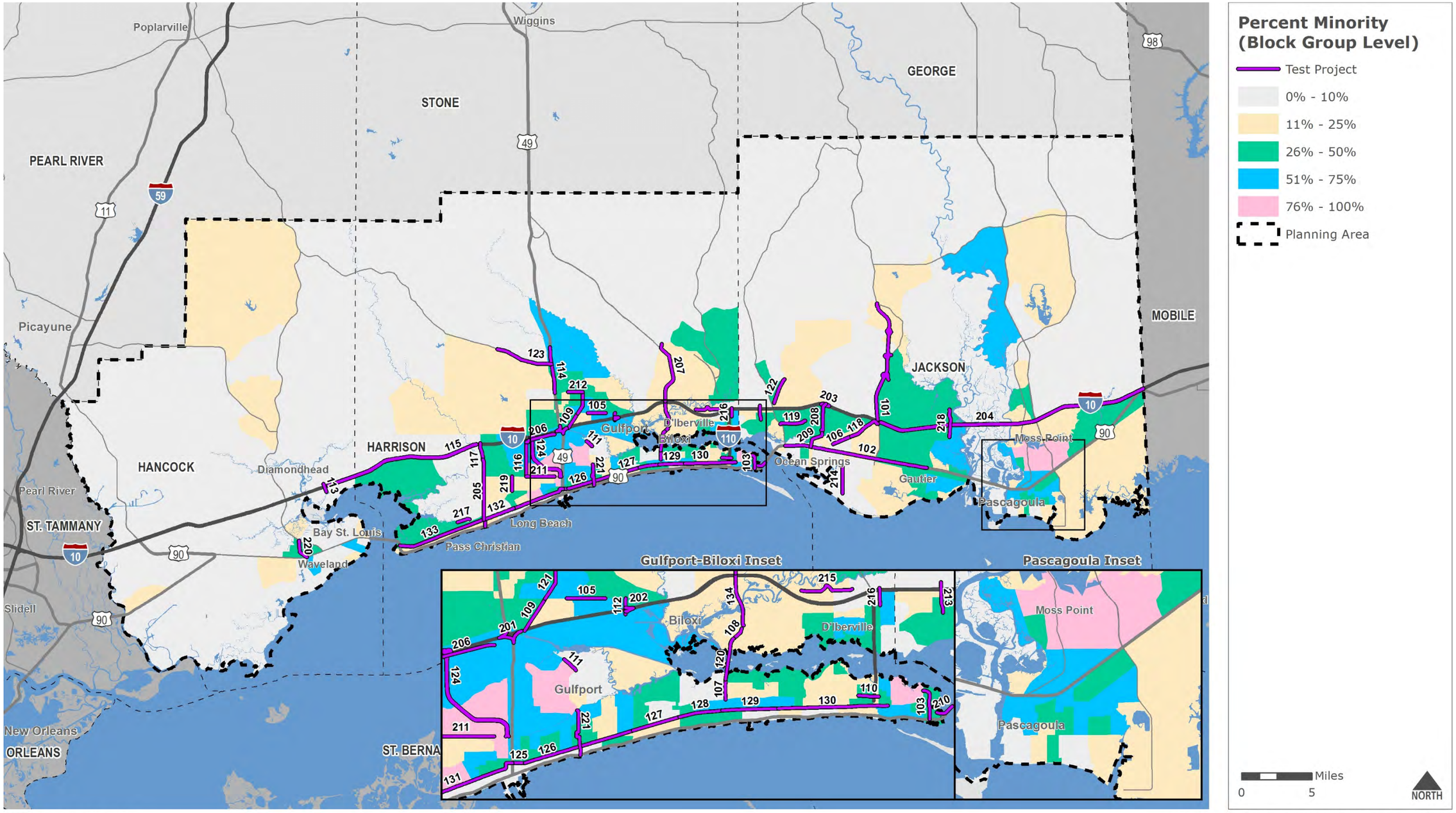
Figure 6.6: Block Group Demographics: People in Poverty



Data Sources: Census Bureau ; HUD ; NSI

Disclaimer: This map is for planning purposes only.

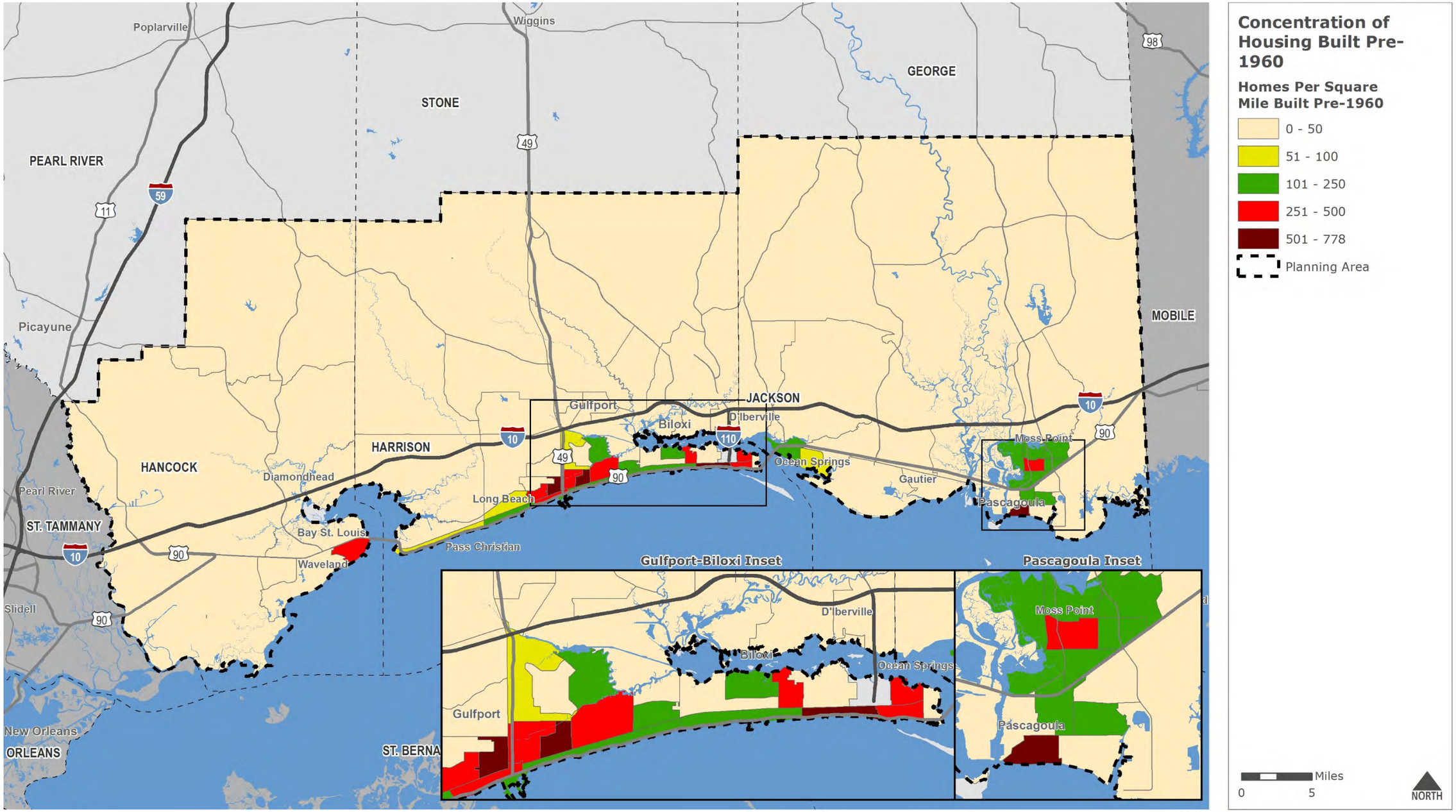
Figure 6.7: Block Group Demographics: Minority Populations



Data Source: ACS ; NSI

Disclaimer: This map is for planning purposes only.

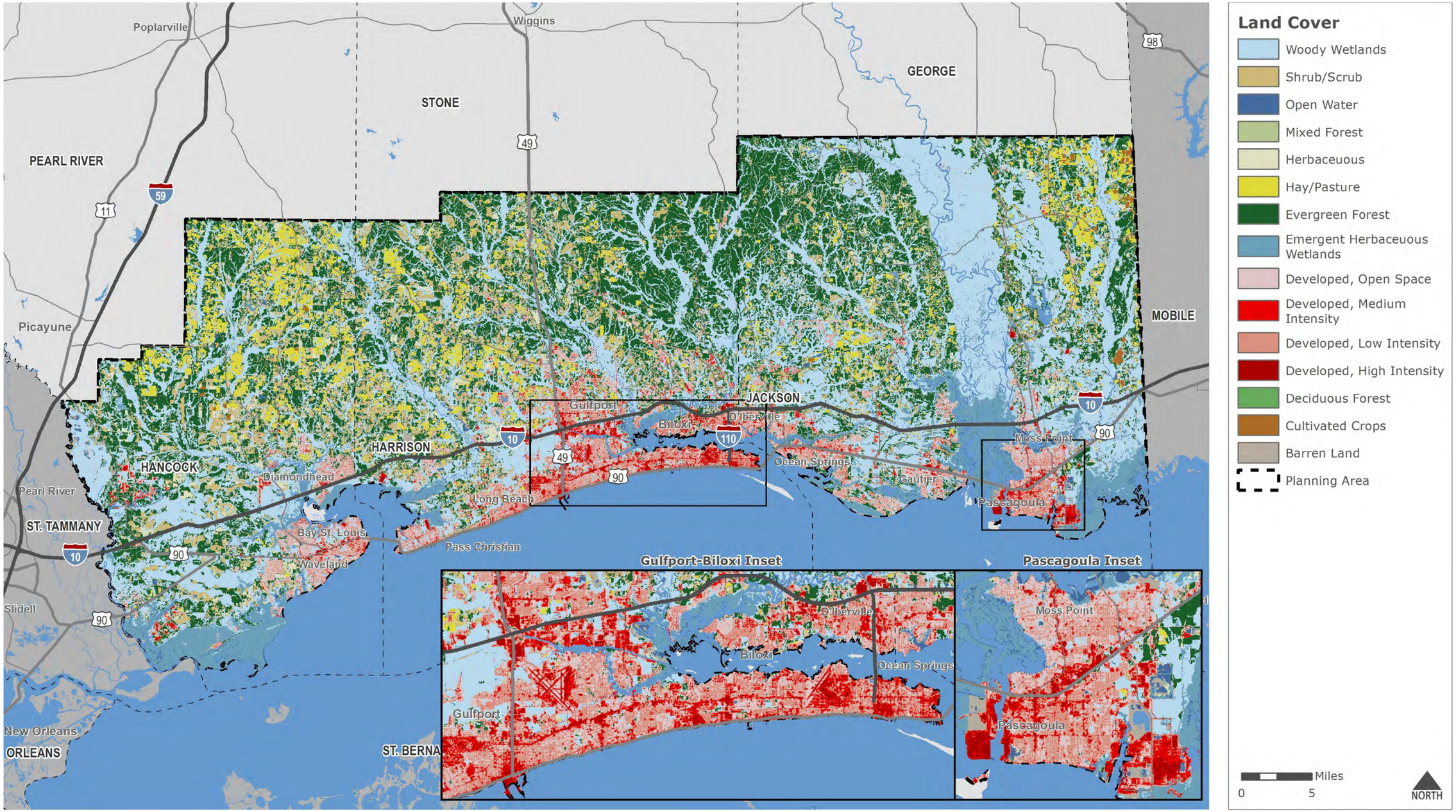
Figure 6.8: Concentration of Housing Built Pre-1960



Data Source: ACS

Disclaimer: This map is for planning purposes only.

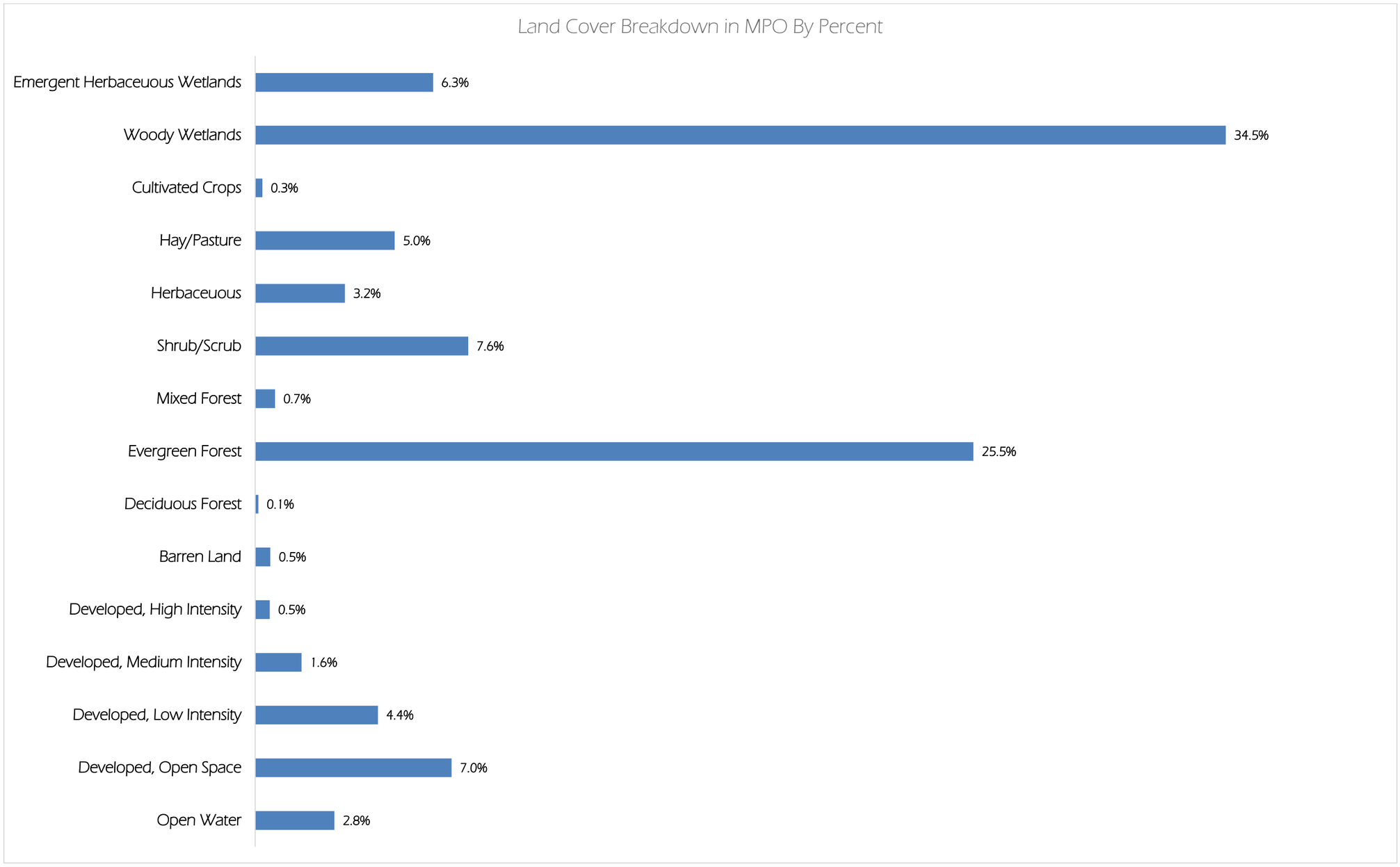
Figure 6.9: Land Cover Classification



Data Source: USGS

Disclaimer: This map is for planning purposes only.

Figure 6.10: Land Cover Classification Breakdown



7.0 Project Prioritization

Roadway capacity projects were prioritized based on the goals and objectives stated earlier in this MTP. Non-capacity roadway projects, such as safety and maintenance projects, were not prioritized. Instead, the MPO will continue to identify and prioritize these projects on a regular basis with local governments.

7.1 Roadway Capacity Project Prioritization

To maximize the amount of limited funding available within the MPA, roadway capacity projects were prioritized. Table 7.1 shows the criteria and weights that were utilized to prioritize the identified roadway capacity projects. This methodology is intended to support the previously stated goals and objectives. Additionally, projects could receive up to an additional 10 points in project scoring based on environmental mitigation and environmental justice analysis.

During the project scoring process, the MPO and the local jurisdictions were asked to provide local priority ratings for each project, ranging from A (highest priority) to D (lowest priority). These were used to further refine project selection for the Staged Improvement Program.

The results of this prioritization exercise are shown in Table 7.2 and illustrated in Figure 7.1.

Table 7.1: Project Prioritization Methodology for Roadway Capacity Projects

Criterion	Rationale	Measure	Scoring Scale (Points Possible)				
			0	5	10	15	20
Congestion Reduction	Prioritize projects that reduce congestion.	Reduction in Vehicle Hours of Delay from baseline conditions (Existing + Committed Network)	Points awarded in increments of 5 based upon to be determined breaks in the data (Projects will automatically receive the following based on the CMP results unless the VHD score is higher; 5 points for CMP rating between 8 and 10; 10 points for CMP rating between 10 and 12; 15 points for CMP rating between 12 and 16.)				
Benefit Cost Ratio	Prioritize projects with congestion reduction benefits exceeding construction costs and maximize limited federal funds.	Benefit/Cost Ratio: annual dollars saved from delay reduction divided by project cost.	Points awarded in increments of 5 based upon to be determined breaks in the data				
Safety Benefits	Prioritize projects that will improve safety conditions.	Qualitative assessment based on crash data, bridge conditions, and engineering analysis.	Minimal safety benefits	Some safety benefits	Moderate safety benefits	Significant safety benefits	Very significant safety benefits
Bicycle and Pedestrian Benefits	Prioritize projects that will allow for incidental bike/ped improvements.	Latent Multimodal Demand: Demand for biking, walking, and transit within 0.25 mile of project based on GIS analysis in *Technical Report #2: Existing Conditions Analysis.*	Minimal demand (or along Interstate or Expressway)	Some demand	Moderate demand	Significant demand	Very significant demand
Freight Benefits	Prioritize projects that benefit the movement of goods.	Reduction in Truck Hours of Delay from baseline conditions (Existing + Committed Network). Designation as part of the statewide freight network.	Points awarded in increments of 5 based upon to be determined breaks in the data (projects that are part of statewide freight network automatically receive maximum points)				
Supports Existing Plans	Prioritize projects that reduce congestion.	Reduction in Vehicle Hours of Delay from baseline conditions (Existing + Committed Network)	Not in previous plan or study	In previous MTP OR existing study/plan (not in comprehensive plan)	In previous MTP AND existing study/plan (not in comprehensive plan) OR in local comprehensive plan		
Protect the Environment & Environmental Justice	Prioritize projects that reduce environmental damage or don't disproportionately affect communities.	Qualitative assessment based on GIS analysis of environmental assets and Census data.	More points will be awarded if the project is not impacting or close to environmentally sensitive issues or communities of concern.				

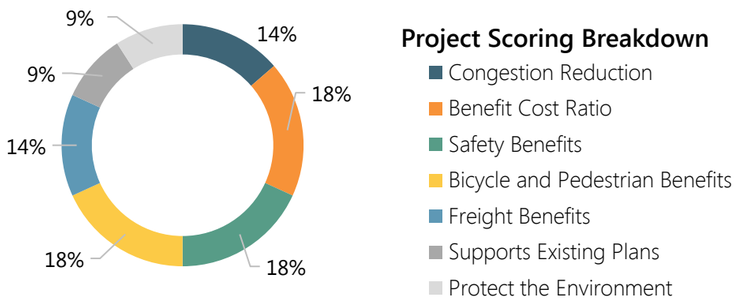
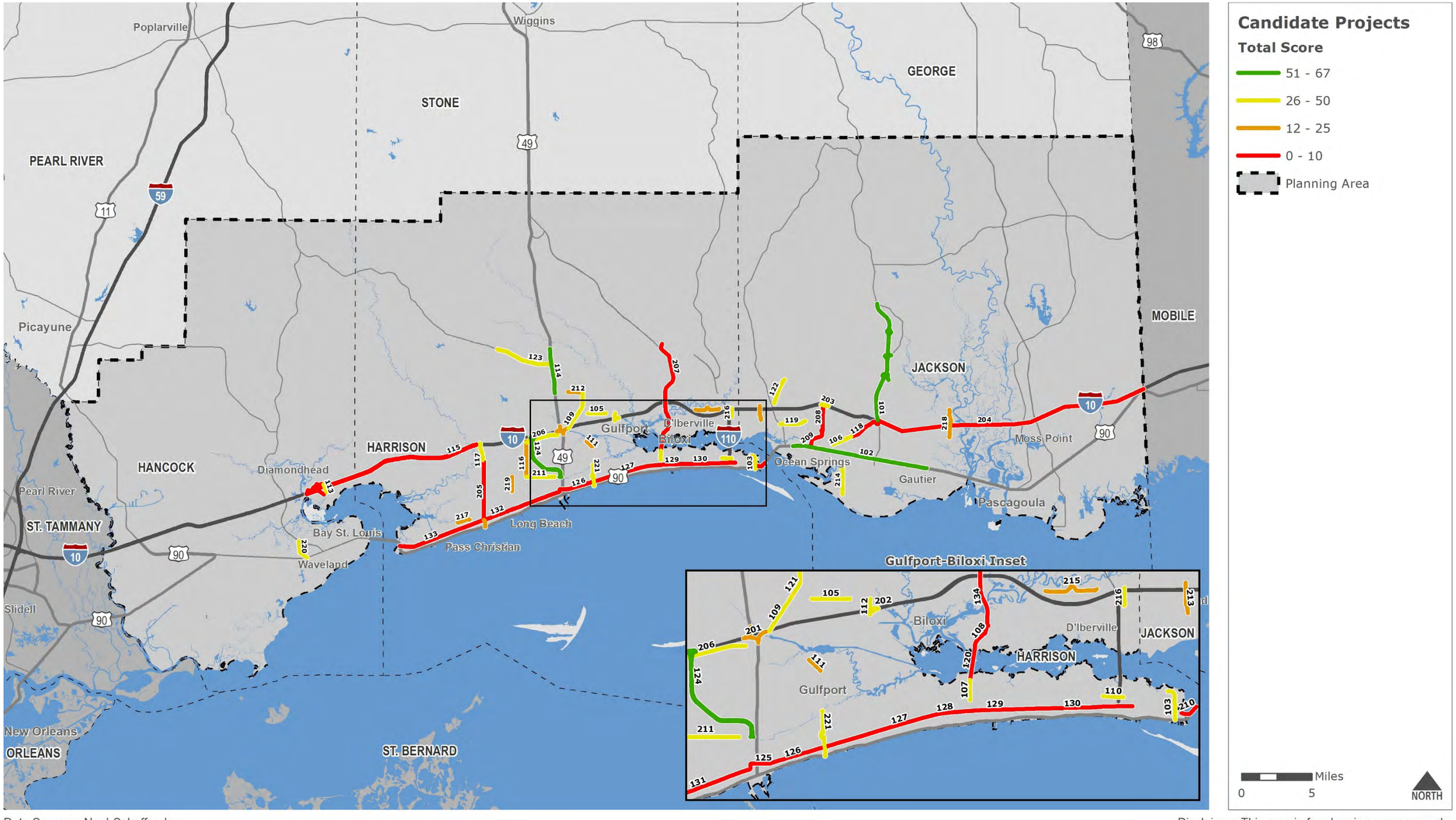


Table 7.2: Project Prioritization Results for Roadway Capacity Projects

Rank	Project ID	Location	Limits	Improvement	Congestion Reduction Score	Benefit/ Cost Score	Safety Benefit Score	Bike/Ped Benefit Score	Freight Benefit Score	Plan Consistency Score	Environmental	Total Score	Local Priority
1	124	Highway 601	I-10 to 28th St	New 4 Lane Controlled Access Roadway	15	10	20	0	15	5	2	67	A
2	101	MS 57	Mariposa Lane to I-10 Frontage Rd	Widen to 4 Lanes Divided and Realign	15	15	5	0	15	5	6	61	A
3	102	US 90	Hwy 609 to Dolphin Dr	Widen to 6 Lanes	15	15	0	10	15	5	0	60	A
4	114	US 49	School Rd to O'Neal Rd	Widen to 6 Lanes Divided	10	15	0	5	15	5	5	55	A
5	123	MS 53	US 49 to County Farm Rd	Widen to 4 Lanes Divided	5	15	5	5	10	5	5	50	A
6	109	Three Rivers Rd	Seaway Road to Dedeaux Road	Reconstruct as 4 Lanes Divided	5	10	10	15	0	5	2	47	C
7	203	I-10	@ Old Fort Bayou Rd	New Interchange	5	15	0	0	10	10	6	46	C
8	110	Division Street	Caillavet Street to Forrest Ave-KAFB Ga	Widen to 4 Lanes Divided	0	10	5	20	0	5	2	42	C
9	211	28th Street	Canal Rd to 34th Ave	Widen to 4 Lanes Divided	0	10	0	15	5	10	2	42	B
10	122	Seaman Road	I-10 Connector Rd to Jordan Rd	Widen to 4 Lanes Undivided	0	10	5	5	10	5	6	41	C
11	107	Popp's Ferry Road	Back Bay of Biloxi Bridge to Pass Rd	Reconstruct as 4 Lanes Divided	0	0	10	15	0	10	5	40	A
12	112	Hwy 605	Dedeaux Road to I-10	Widen to 6 Lanes Divided	0	20	0	5	5	5	4	39	C
13	106	Ocean Springs Rd	Reilly Rd to Culeoka Dr	Center Turn Lane	0	5	5	10	5	5	8	38	C
14	113	Gex Drive	Aloha Drive to Diamondhead Dr South	Widen to 4 Lanes Divided	0	5	10	10	0	5	7	37	A
15	202	I-10	Lorraine Rd EB On-Ramp and WB Off-Ramp	Add Lanes	0	10	5	0	15	0	4	34	C
16	121	Three Rivers Rd	Dedeaux Road to Oneal Road	Reconstruct as 4 Lane Divided	0	5	10	10	0	5	3	33	A
17	214	Beachview Dr	Lake Mars to Old Spanish Trail	Add Turn Lanes at Intersections	0	0	15	10	0	0	6	31	C
18	103	Pine Street	Back Bay Boulevard to US 90	New 4 Lane Divided Roadway	0	0	5	15	0	10	0	30	C
19	221	Jody Nelson Dr Extension	US 90 to Hewes Ave	New 4 Lane Divided Roadway, Widen to 4 Lanes	0	0	15	15	0	0	0	30	A
20	206	Creosote Rd Extension	Canal St to Creosote Rd	New 4 Lane Divided Roadway	0	5	5	5	0	10	4	29	C
21	216	Lamey Bridge Road	Popp’s Ferry to I-10	Widen to 4 Lanes Divided	0	0	5	10	0	10	4	29	B
22	105	Dedeaux Rd	Stewart Rd to Jessica Cir	Widen to 4 Lanes Divided	5	0	0	10	0	10	3	28	B
23	117	County Farm Road	I-10 to Red Creek Rd	Widen to 4 Lanes Divided	0	10	0	5	0	5	8	28	A
24	119	Old Fort Bayou Rd	Washington Ave to Yellow Jacket Rd	Center Turn Lane	0	0	5	10	0	5	8	28	B
25	220	Kiln Waveland Cutoff	US 90 to MS 603	Center Turn Lane	0	0	10	10	0	0	6	26	B
26	104	Beatline Rd Ext	Railroad Street to US 90	New 4 Lane Divided Roadway	0	0	5	10	0	5	5	25	B
27	111	Washington Ave	Airport Road to Hewes Ave	Center Turn Lane	0	0	5	10	0	5	3	23	B
28	116	Canal Road	I-10 to 28th St	Center Turn Lane	0	0	5	5	5	5	3	23	C
29	215	Commercial Corridor Connector	D'Iberville Blvd to Cedar Lake Rd	New 4 Lane Roadway, Widen to 4 Lanes	0	0	10	5	0	0	8	23	C
30	201	I-10	US 49 WB On-Ramp and EB Ramps	Add Lanes	0	10	5	0	5	0	2	22	B
31	213	McCann Road Extension	Lemoyne Rd to Cook Rd	New 3 Lane Roadway	0	0	10	5	0	0	5	20	C

Rank	Project ID	Location	Limits	Improvement	Congestion Reduction Score	Benefit/ Cost Score	Safety Benefit Score	Bike/Ped Benefit Score	Freight Benefit Score	Plan Consistency Score	Environmental	Total Score	Local Priority
32	212	Oneal Road	Flat Branch to Three Rivers Road	Center Turn Lane	0	0	5	10	0	0	4	19	C
33	217	E North Street Extension	Menge Ave to Espy Rd	New 3 Lane Roadway	0	0	5	5	0	0	6	16	B
34	219	Klondyke Rd	Commission Blvd to 28th St	Center Turn Lane	0	0	5	5	0	0	6	16	A
35	218	Martin Bluff Rd	Roys Rd to Hickory Hills	Center Turn Lane	0	0	5	5	0	0	3	13	C
36	118	Ocean Springs Rd	Reilly Rd to MS 57	Center Turn Lane	0	0	5	0	0	5	1	11	B
37	108	Popp's Ferry Road	Riverview Drive to Back Bay Bridge	Reconstruct as 4 Lanes Divided	**This project has been moved to the Vision List and was not tested.**							0	C
38	115	I-10	Hancock Co Line to Wolf River	Widen to 6 Lanes	**This project has been moved to the Vision List and was not tested.**							0	C
39	120	Popp's Ferry Road	North shore of Back Bay to South Shore	New 4 Lane Bridge	**This project has been moved to the Vision List and was not tested.**							0	C
40	125	East-West Corridor Phase I	US 49 to 20th Ave	New 4 Lane Limited Access Roadway	**This project has been moved to the Vision List and was not tested.**							0	D
41	126	East-West Corridor Phase II	20th Avenue to Cowan Rd	New 4 Lane Limited Access Roadway	**This project has been moved to the Vision List and was not tested.**							0	D
42	127	East-West Corridor Phase III	Cowan Rd to Debuys Rd	New 4 Lane Limited Access Roadway	**This project has been moved to the Vision List and was not tested.**							0	D
43	128	East-West Corridor Phase IV	Debuys Rd to Popp's Ferry Rd	New 4 Lane Limited Access Roadway	**This project has been moved to the Vision List and was not tested.**							0	C
44	129	East-West Corridor Phase V	Popp's Ferry Rd to Veterans Ave	New 4 Lane Limited Access Roadway	**This project has been moved to the Vision List and was not tested.**							0	C
45	130	East-West Corridor Phase VI	Veterans Ave to Lameuse St	New 4 Lane Limited Access Roadway	**This project has been moved to the Vision List and was not tested.**							0	D
46	131	East-West Corridor Phase VII	Jeff Davis Ave to US 49	New 4 Lane Limited Access Roadway	**This project has been moved to the Vision List and was not tested.**							0	D
47	132	East-West Corridor Phase VIII	Beatline Road to Jeff Davis Ave	New 4 Lane Limited Access Roadway	**This project has been moved to the Vision List and was not tested.**							0	D
48	133	East-West Corridor Phase IX	Henderson Point to Beatline Rd	New 4 Lane Limited Access Roadway	**This project has been moved to the Vision List and was not tested.**							0	D
49	134	Popp's Ferry Connector	I-10 @ Woolmarket to Riverview Dr	New 4 Lane Controlled Access Roadway	**This project has been moved to the Vision List and was not tested.**							0	C
50	204	I-10	MS 57 to Alabama State Line	Widen to 6 Lanes	**This project has been moved to the Vision List and was not tested.**							0	D
51	205	Beatline Rd	Red Creek Rd to Railroad St	Widen to 4 Lanes Divided	**This project has been moved to the Vision List and was not tested.**							0	C
52	207	Shriners Blvd	I-10 to MS 67	Widen to 4 Lanes Divided	**This project has been moved to the Vision List and was not tested.**							0	D
53	208	Eglin Road	I-10 to Fort Bayou	Widen to 4 Lanes Divided	**This project has been moved to the Vision List and was not tested.**							0	D
54	209	Eglin Road Extension	US 90 to Fort Bayou	New 4 Lane Divided Roadway and Bridge	**This project has been moved to the Vision List and was not tested.**							0	D
55	210	Biloxi Bridge Ramp	Biloxi Bridge to Howard Ave	New 2 Lane Roadway	**This project has been moved to the Vision List and was not tested.**							0	C
56	222	Park Ten Extension	extend to Noma Dr	New 2 Lane Roadway	**This project has been moved to the Vision List and was not tested.**							0	B
57	223	Noma Drive	Alapai Dr to dead end	2 Lane reconstruction	**This project has been moved to the Vision List and was not tested.**							0	D
58	224	Frontage Road	Gex Rd to Noma Dr	New 2 Lane Roadway	**This project has been moved to the Vision List and was not tested.**							0	B
59	225	Akoko Street Extension	Noma Dr to Coelho Way	New 2 Lane Roadway	**This project has been moved to the Vision List and was not tested.**							0	D

Figure 7.1: Project Prioritization Results for Roadway Capacity Projects



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

7.2 Bicycle and Pedestrian Corridor Prioritization

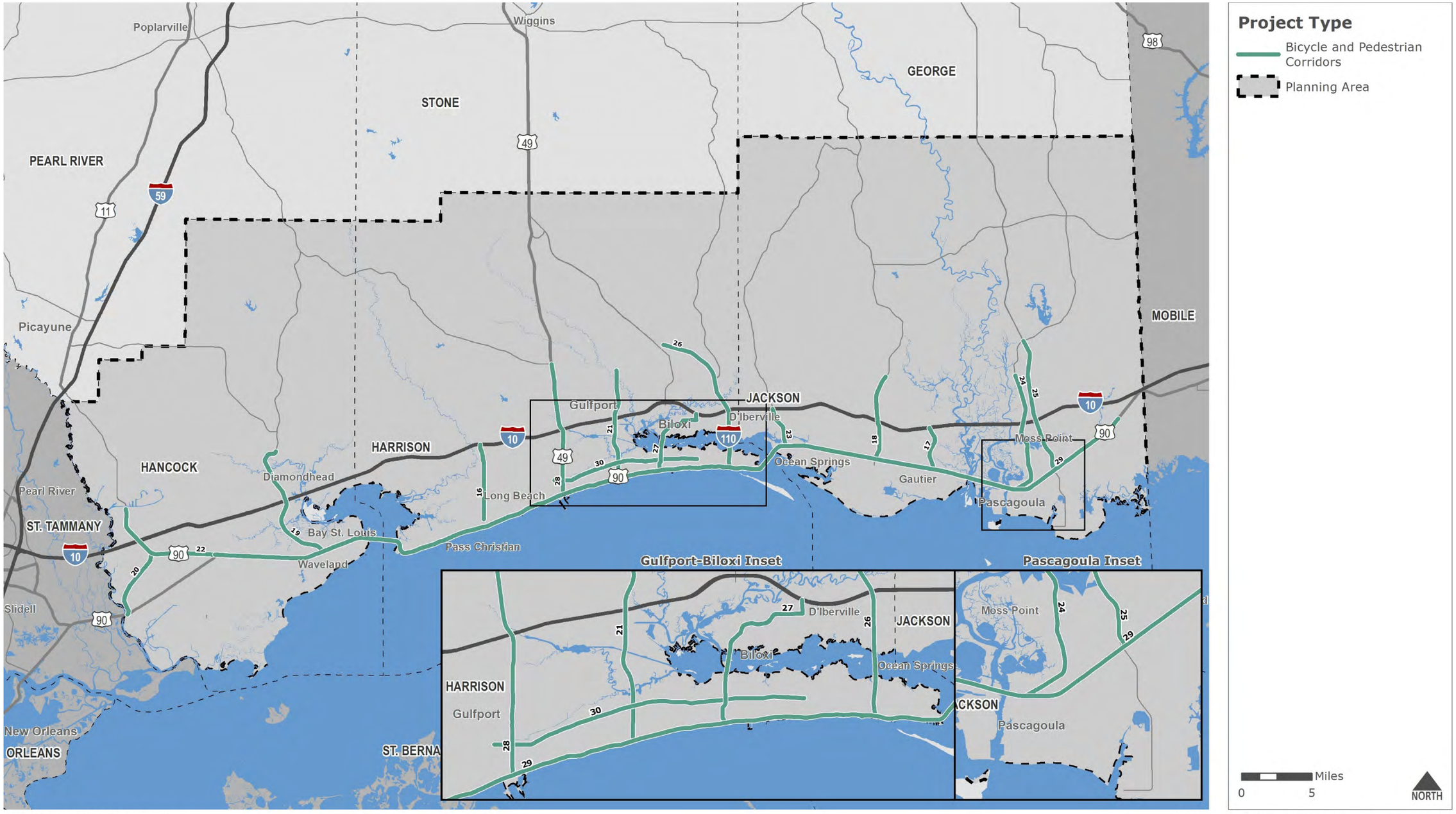
Bicycle and pedestrian high-priority corridors were developed based off results from the Needs Assessment, which analyzed public engagement, latent and future demand, and existing plans. Pass Road was added to these corridors since it was frequently mentioned public and stakeholder conversations as needing bicycle infrastructure. These high-priority bicycle and pedestrian corridors are shown in Table 7.3 and illustrated in Figure 7.2.

Additionally, bicycle and pedestrian improvements should be part of the overall design phase of all projects and included unless restrictions apply, consistent with FHWA guidance.

Table 7.3: High-Priority Bicycle and Pedestrian Project Corridors

MTP ID	Corridor	Limits	Length (Miles)
BP-16	Beatline Rd	W Railroad St to I-10	6.23
BP-17	Gautier-Vancleave Rd	US 90 to I-10	3.70
BP-18	Hwy 57	US 90 to Gautier-Vancleave Rd	7.12
BP-19	Hwy 603	US 90 to Kiln Delisle Rd	11.38
BP-20	Hwy 604	US 90 to Hwy 607	5.92
BP-21	Hwy 605	US 90 to Three Rivers Rd	9.12
BP-22	Hwy 607	US 90 to Stennis Space Center	9.73
BP-23	Hwy 609	US 90 to I-10	3.34
BP-24	Hwy 613	US 90 to Wilson Springs Rd	10.45
BP-25	Hwy 63	US 90 to Hwy 613	11.26
BP-26	Hwy 67/Hwy 15/I-110	US 90 to Shriners Blvd	13.0
BP-27	Popp's Ferry Rd	US 90 to I-10	6.90
BP-28	US 49	US 90 to N Swan Rd	10.92
BP-29	US 90	Hwy 607 to Pecan Rd	80.05
BP-30	Pass Rd	33rd Ave to Ploesti Dr	12.09

Figure 7.2: High-Priority Bicycle and Pedestrian Project Corridors



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

8.0 Financial Plan

Metropolitan Transportation Plans are required by federal legislation to be fiscally constrained. In order to demonstrate fiscal constraint, the costs of programmed projects must not exceed the amount of funding that is reasonably expected to be available.

This chapter reviews available funding sources and forecasts the amount of funding that can reasonably be anticipated to be available for transportation projects and programs in the MPA through 2045. Forecasts used in this chapter are for planning purposes only and do not commit any jurisdiction or agency to provide a specific level of funding.

8.1 Roadway Funding

Federal Funding Sources

Federal funding for transportation is authorized through the current transportation bill (FAST Act) and includes several major "formula" programs and discretionary programs. While "formula" programs may change somewhat in future transportation bills, they have been relatively stable over time.

National Highway Performance Program (NHPP)

Overview: The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan.

Eligible Activities: Projects or programs supporting progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the NHS.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

Surface Transportation Block Grant Program (STBG)

Overview: The STBG Program provides flexible funding that may be used for just about any type of transportation-related project. The FAST Act continues the regulation that 50 percent of a state's STBG apportionment is sub-allocated to areas based on their relative share of the total state population, with the other 50 percent available for use in any area of the state. These sub-allocations to the urban areas are called attributable funds.

Eligible Activities: Most transportation projects are eligible for STBG funding. See 23 U.S.C. 133(b)(15) for details.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

Highway Safety Improvement Program (HSIP)

Overview: The HSIP seeks to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Eligible Activities: Safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem.

Federal Share: 90 percent except as provided in 23 U.S.C. 120 and 130.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Overview: The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Note: The MPO currently does not qualify for CMAQ funds because it is in attainment of air quality standards. However, should that change in the future, the MPO would become eligible for CMAQ funding.

Eligible Activities: Projects or programs that are likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

National Highway Freight Program (NHFP)

Overview: The NHFP seeks to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support national freight related goals.

Eligible Activities: Generally, NHFP funds must contribute to the efficient movement of freight on the NHFN and be identified in a freight investment plan included in the State's freight plan.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

State and Local Funding Sources

State Funding

State transportation revenues come from motor fuel taxes and fees and vehicles taxes and fees. The gasoline excise tax in particular is the state's largest funding source for roadway projects.

Property, Sales, and Income Taxes

Taxation contributes the most revenue to local governments in the United States. Property taxes, sales taxes, and income taxes are the most common and biggest sources of local government tax revenue. Taxes may be levied by states, counties, municipalities, or other authorities.

User Fees

User fees are fees collected from those who utilize a service or facility. The fees are collected to pay for the cost of a facility, finance the cost of operations, and/or generate revenue for other uses. User fees are commonly charged for public parks, water and sewer services, transit systems, and solid waste facilities. The theory behind the user fee is that those who directly benefit from these public services pay for the costs.

Special Assessments

Special assessment is a method of generating funds for public improvements, whereby the cost of a public improvement is collected from those who directly benefit from the improvement. In some instances, new streets are financed by special assessment. The owners of property located adjacent to the new streets are assessed a portion of the cost of the new streets, based on the amount of frontage they own along the new streets.

Special assessments have also been used to generate funds for general improvements within special districts, such as central business districts. These assessments may be paid over a period of time rather than as a lump sum payment.

Impact Fees

New developments create increased traffic volumes on the streets around them. Development impact fees are a way of attempting to place a portion of the burden of funding improvements on developers who are creating or adding to the need for improvements.

Bond Issues

Property tax and sales tax funds can be used on a pay-as-you-go basis, or the revenues from them can be used to pay off general obligation or revenue bonds. These bonds are issued by local governments upon approval of the voting public.

Forecasting Available Funds

Using analysis of historical funding within the MPA, the forecasted amount of federal funding that the MPO can reasonably expect to be available for roadway projects over the next 25 years was developed. These forecasts account for inflation and were provided for seven categories:

- Capacity projects
- Reconstruction
- Overlay
- Bridges
- Enhancement
- Safety
- Maintenance

Using the assumptions above, the amount of federal funding reasonably expected to be available for roadway projects in the MPO through 2045 is as follows:

- Capacity Projects
- Stage 1 (2020-2025) - $378,964,128
- Stage 2 (2026-2035) - $684,120,325
- Stage 3 (2036-2045) - $755,694,447
- Non-capacity Funding
- Stage 1 (2020-2025) - $297,757,529
- Stage 2 (2026-2035) - $537,523,113
- Stage 3 (2036-2045) - $593,759,923

The values above reflect the total funding expected within the MPA. Of this, the following are funds that can be used at the MPO's discretion and are expected to be available for capacity improvements:

- MPO Discretionary Funds - Stage 1 (2020-2025) - $21,857,639
- MPO Discretionary Funds - Stage 2 (2026-2035) - $42,727,484
- MPO Discretionary Funds - Stage 3 (2036-2045) - $52,084,565

8.2 Bicycle and Pedestrian Funding

This section addresses funding for independent, or stand-alone bicycle and pedestrian projects. Funding for bicycle and pedestrian improvements that are part of other projects are addressed in other sections.

Federal Funding Sources

Transportation Alternatives (TA) Set-Aside

Overview: This set-aside program within the Surface Transportation Block Grant (STBG) program includes all projects and activities previously eligible under the Transportation Alternatives Program (TAP).

Eligible Activities: Pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

"Flex" Funding

Other federal roadway and public transit funding sources are also flexible enough to fund construction of bicycle and pedestrian facilities. Still, most funding from these sources do not go to bicycle and pedestrian projects.

State and Local Funding Sources

State and local funding sources for bicycle and pedestrian projects are the same as those listed for roadways.

Forecasting Available Funds

Funding forecasts for independent bicycle and pedestrian projects are based on the Transportation Alternatives (TA) set-aside. TA funding for the MPO was forecast based on the following assumptions:

- The MPO will continue to administer the TA program for the Gulfport Urbanized Area, receiving an annual allocation from FHWA. In 2020, that allocation amount is $342,957.
- The Pascagoula Urbanized Area will receive an amount of funding from the State that is proportionate to its urbanized area's share of the state population (1.6 percent). In 2020, that will amount to $197,780.
- The MPO will continue to set-aside annual flex funding for bicycle, pedestrian, and transit projects, which in 2020 Is $500,000. This flex funding is a set-aside from STBG that is either $500,000 or 10 percent of its STBG annual allocation.
- TA revenue will increase one (1.0) percent annually.

Using the assumptions above, the amount of federal TA funding and the MPO flex funding reasonably expected to be available for bicycle and pedestrian projects in the MPO through 2045 is as follows:

- Stage 1 (2020-2025) - $6,402,626
- Stage 2 (2026-2035) - $11,558,262
- Stage 3 (2036-2045) - $12,767,512

8.3 Public Transit Funding

Federal Funding Sources

There are many federal funding sources for public transit. Most of these sources are programs funded by the Federal Transit Administration (FTA) and administered by the State.

Urbanized Area Formula Grants (Section 5307)

Overview: This formula-based funding program provides funds for capital and operating assistance for transit service in urbanized areas with populations greater than 50,000 and for transportation-related planning.

As part of the *Coronavirus Aid, Relief, and Economic Security (CARES) Act*, FTA allocated $22.7 billion to recipients of urbanized area formula funds. Funding is provided at a 100-percent federal share, with no local match required, and will be available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19.

Eligible Activities: Funds can be used for planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; computer hardware/software; and operating assistance in urbanized areas under 200,000 in population or with 100 or fewer fixed-route buses operating in peak hours. Activities eligible under the former Job Access and Reverse Commute (JARC) program, which provided services to low-income individuals to access jobs, are now eligible under the Urbanized Area Formula program.

Federal Share: 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for ADA non-fixed route paratransit service.

Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)

Overview: Grants are made by the State to private non-profit organizations (and certain public bodies) to increase the mobility of seniors and persons with disabilities. The former New Freedom program (Section 5317) is folded into this program.

Eligible Activities: Projects must be included in a coordinated human service transportation plan. Funds can be used for buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems; mobility management programs; acquisition of transportation services under a contract, lease, or other arrangement; travel training; volunteer driver programs; building an accessible path to a bus stop; and incremental cost of providing same day service or door-to-door service.

Federal Share: 80 percent for capital projects, 50 percent for operating assistance.

Rural Area Formula Grants (Section 5311)

Overview: This formula-based funding program provides administration, capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents.

Eligible Activities: Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services. Activities eligible under the former JARC program, which provided services to low-income individuals to access jobs, are now eligible under the Rural Area Formula program.

Federal Share: 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for ADA non-fixed route paratransit service.

Bus and Bus Facilities Formula Grants (Section 5339a)

Overview: This program provides funds to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

Eligible Activities: Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Federal Share: 80 percent for capital projects.

Other FTA Grant Programs

The FTA has several other funding sources that each address specific issues. Most of these are more limited in funding and are competitive programs, meaning that applicants must compete for funding based on the merits of their project.

More details can be found at https://www.transit.dot.gov/grants.

Flexible, Non-FTA Funds

Surface Transportation Block Grant Program (STBG): Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.

National Highway Performance Program (NHPP): Funds may only be used for the construction of a public transportation project that supports progress toward the achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS and which is eligible for assistance under chapter 53 of title 49, if: the project is in the same corridor as, and in proximity to, a fully access-controlled NHS route; the construction is more cost-effective (as determined by a benefit-cost analysis) than a NHS improvement; and the project will reduce delays or produce travel time savings on the NHS, as well as improve regional traffic flow. Local match requirement varies.

Congestion Mitigation and Air Quality Program (CMAQ): Provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.

State and Local Funding Sources

State and local funding sources include the same potential sources as those outlined for roadways. Fare revenue and advertising revenue are also important local funding sources but are relatively small.

Forecasting Available Funds

Forecasts were developed for the four major federal transit programs that are utilized by transit providers in the region (Section 5307, Section 5339, Section 5339c, and Section 5310).

The following assumptions are utilized:

- The region will receive 100 percent of annual Sections 5307, 5339, and 5310 funding allocated to the Gulfport Urbanized Area and 100 percent of annual Section 5307 funding allocated to the Pascagoula Urbanized Area.
- The region will continue to apply for and receive competitive funding through Section 5339c. This has historically amounted to an annual average of $1,750,000 and is assumed to continue at similar amounts.
- The region will receive 100 percent of one-time funds from the 2020 CARES Act allocated to the Gulfport and Pascagoula Urbanized Areas.
- Federal funding for these programs is inflated one (1.0) percent annually. This is consistent with long-term annual increases in FTA program funding.

Based on these assumptions, the following levels of federal funding for public transit in the MPO can be expected through 2045:

- Stage 1 (2020-2025) - $44,420,030 for operating and capital projects (Includes CARES Act funding)
- Stage 2 (2026-2035) - $62,726,448 for operating and capital projects
- Stage 3 (2036-2045) - $69,289,023 for operating and capital projects

9.0 Implementation Plan

Based on the amount of funding anticipated in the financial plan, this section presents the recommended Implementation Plan. This plan advances the strategies previously outlined and incorporates the results of the project prioritization process.

9.1 Fiscally Constrained Plan

The fiscally constrained plan is the list of transportation projects that best address the needs of the region with the limited funding available. All other projects are "unfunded" and are listed later as visionary projects.

Roadways

Over the next 25 years, the MPO plans to implement a variety of roadway capacity projects (adding lanes or new roadways) and roadway non-capacity projects.

The MPO receives funding from many federal sources and provides local funding in addition to federal funding. Based on projections by MDOT, approximately $3.2 billion in federal funds will be available to the MPO for roadway projects from 2020 to 2045.

Table 9.2 lists all roadway capacity projects in the fiscally constrained plan and Table 9.3 lists all roadway non-capacity projects in the fiscally constrained plan. These projects are mapped in Figure 9.4 and Figure 9.5, respectively. Funds not used for capacity projects will instead be reserved for roadway maintenance.

As shown in Table 9.1, the fiscally constrained capacity projects will reduce vehicle hours of delay by nearly ten (10) percent when compared to only implementing projects that are currently funded.

Figure 9.1: Fiscally Constrained Roadway Projects (Federal Funding Only)

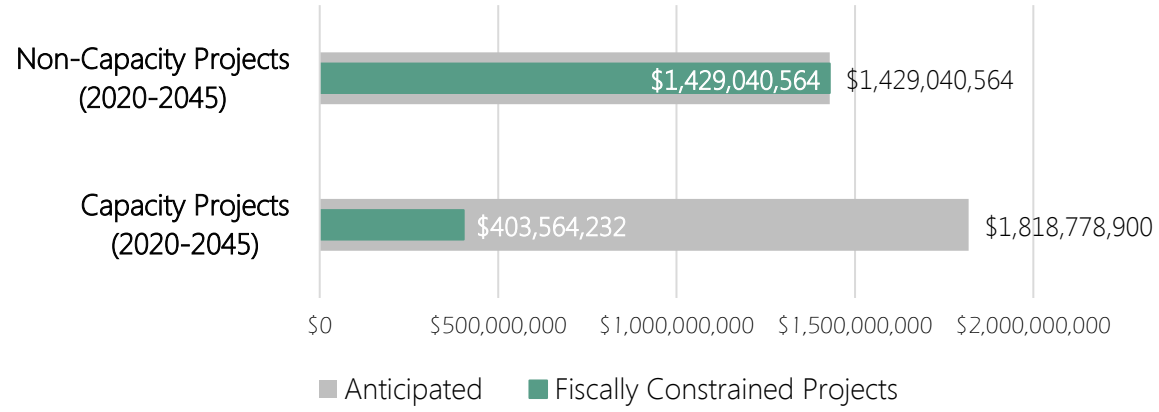


Table 9.1: Travel Impacts of Fiscally Constrained Roadway Capacity Projects

	2045 Existing and Committed	2045 Fiscally Constrained Roadway Capacity Projects	Difference	Percent Difference
Vehicle Miles Traveled	17,485,884	17,463,072	-22,812	-0.13%
Vehicle Hours Traveled	484,680	476,460	-8,220	-1.70%
Vehicle Hours of Delay	66,041	59,672	-6,370	-9.64%

Source: Jackson Regional Travel Demand Model; NSI

Bicycle and Pedestrian

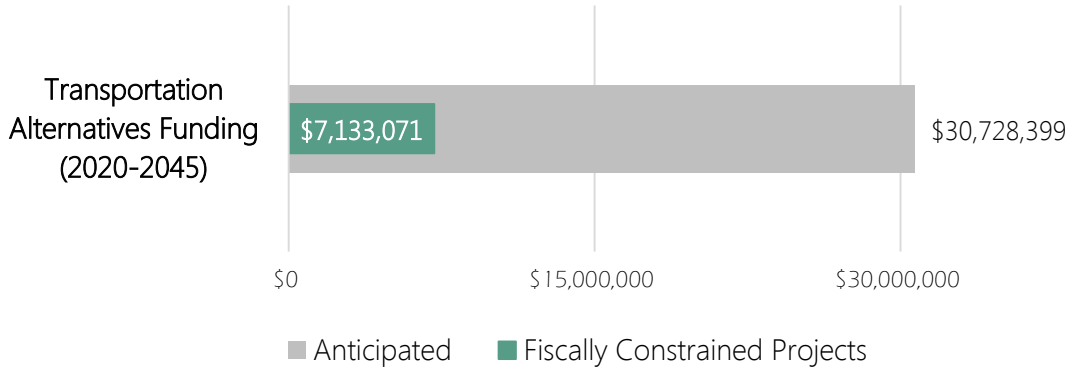
In addition to bicycle and pedestrian improvements included with planned roadway projects, the region will continue to fund stand-alone bicycle and pedestrian projects.

The major federal source for bicycle and pedestrian projects is the Transportation Alternatives (TA) Set-Aside program. Both the MPO and MDOT have funds to competitively distribute. Based on historical funding levels and the region's share of the state population, this plan assumes that approximately $30.7 million in federal TA funds will be available to the MPO from 2020 to 2045. Local governments should continue to apply for TA funds.

The MTP incorporates bicycle and pedestrian projects listed in the current TIP, shown in Table 9.4 and Figure 9.6. Other than these projects, the MPO will encourage local agencies to make improvements along the high-priority bicycle and pedestrian corridors shown in Table 9.8 and Figure 9.10.

Additionally, the MPO and local agencies should consider adding or maintaining shoulders along rural routes to accommodate bicyclists. Traffic volumes and speeds determine the appropriate shoulder width. Figure 9.7 provides guidance from the Federal Highway Administration for selecting the preferred shoulder width.

Figure 9.2: Fiscally Constrained Bicycle/Pedestrian Projects (Federal Funding Only)



Public Transit

Over the next 25 years, CTA will continue to provide its fixed and demand route services. At a minimum, the MTP assumes that existing transit services will continue to operate at current levels and that vehicles will be kept in a state of good repair.

Figure 9.3: Fiscally Constrained Transit Projects (Federal Funding Only)

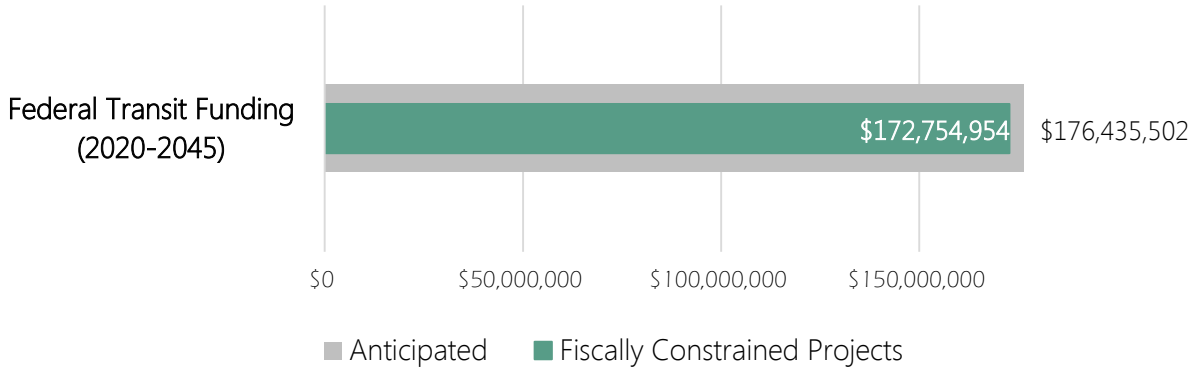


Table 9.2: Fiscally Constrained Roadway Capacity Projects

Project ID	Funding	Stage	Route	Location	Improvement	Length (mi)	Type	Cost (YOE)	Design Considerations
E+C 74	N/A	Stage I	Popp's Ferry Rd	Pass Rd to Beach Blvd	Construct new 4-lane divided road	0.81	●	$10,647,804	--
E+C 78	N/A	Stage I	Lamey Bridge Rd	Highland Ave to 600' south of Big Ridge	Reconstruct as 4 Lanes Divided	0.55	●	$1,925,000	--
E+C 79	N/A	Stage I	Popp's Ferry Rd	Belle St to D'Iberville Blvd @ Big Ridge	Widen to 4 Lanes Divided and Realign	0.53	●	$3,673,000	--
E+C 81	N/A	Stage I	Dedeaux Rd	Three Rivers Rd to Stewart Rd	Widen to 4 Lanes Divided with Bike Path	0.48	●	Completed	--
E+C 83	N/A	Stage I	MS 15	Lamey Bridge Rd	Construct roundabout	--	●	Completed	--
E+C 85	N/A	Stage I	I-10 Connector Rd	Daisy Vestry Rd to Seaman Rd	New 4 Lane Roadway/Realignment	2.38	●	Under Const	--
E+C 89	N/A	Stage I	Martin Bluff Rd	Gautier-Vancleave Rd to Roys Rd	Center Turn Lane	1.18	●	$4,160,000	--
E+C 90	N/A	Stage I	Landon Rd	US49 to 34th Ave	Widen to 4 Lanes Divided	0.54	●	$5,229,000	--
E+C 91	N/A	Stage I	Ocean Springs Rd	US 90 to Culeoka	Center Turn Lane	0.45	●	$2,851,230	--
E+C 92	N/A	Stage I	Dedeaux Rd	Hwy 605 to Jessica Ln	Widen to 4 Lanes Divided	0.67	●	$4,939,747	--
E+C 93	N/A	Stage I	New Roadway/BUILD Grant	Daniel Blvd to US 49	New 4 Lane Divided Roadway	2.79	●	$32,542,200	--
E+C 96	N/A	Stage I	Airport Rd	Washington Ave to existing 4 Lane	Widen to 4 Lanes Divided, Roundabout	0.47	●	$735,707	--
124	MDOT	Stage I	Highway 601	I-10 to 28th St	New 4 Lane Controlled Access Roadway	4.22	●	$77,617,092	EJ | EC
102	MDOT	Stage I	US 90	Hwy 609 to Dolphin Dr	Widen to 6 Lanes	10.21	●	$37,557,844	EJ | EC
114	MDOT	Stage I	US 49	School Rd to Oneal Rd	Widen to 6 Lanes Divided	3.28	●	$12,065,595	EJ
107	Local/MPO	Stage I	Popp's Ferry Road	Back Bay of Biloxi Bridge to Pass Rd	Reconstruct as 4 Lanes Divided	0.65	●	$2,391,048	EC
113	Local/MPO	Stage I	Gex Drive	Aloha Drive to Diamondhead Dr South	Widen to 4 Lanes Divided	0.59	●	$2,170,336	--
104	Local/MPO	Stage I	Beatline Rd Ext	Railroad Street to US 90	New 4 Lane Divided Roadway	0.51	●	$6,432,182	EC
217	Local/MPO	Stage I	E North Street Extension	Menge Ave to Espy Rd	New 3 Lane Roadway	0.89	●	$5,518,854	EC
106	Local/MPO	Stage I	Ocean Springs Rd	Reilly Rd to Culeoka Dr	Center Turn Lane	1.40	●	$4,782,096	--
123	MDOT	Stage II	MS 53	US 49 to County Farm Rd	Widen to 4 Lanes Divided	4.05	●	$15,736,309	EC
101	MDOT	Stage II	MS 57	Mariposa Lane to I-10 Frontage Rd	Widen to 4 Lanes Divided and Realign	9.03	●	$35,086,140	EC
121	Local/MPO	Stage II	Three Rivers Rd	Dedeaux Road to Oneal Road	Reconstruct as 4 Lane Divided	1.61	●	$6,255,668	EJ | EC
219	Local/MPO	Stage II	Klondyke Rd	Commission Blvd to 28th St	Center Turn Lane	1.01	●	$3,644,052	EC
201	MDOT	Stage II	I-10	US 49 WB On-Ramp and EB Ramps	Add Lanes	--	●	$5,062,262	EJ | EC
216	Local/MPO	Stage II	Lamey Bridge Road	Popp’s Ferry to I-10	Widen to 4 Lanes Divided	0.57	●	$2,214,740	EJ | EC
211	Local/MPO	Stage II	28th Street	Canal Rd to 34th Ave	Widen to 4 Lanes Divided	2.01	●	$7,809,872	EJ | EC

Project ID	Funding	Stage	Route	Location	Improvement	Length (mi)	Type	Cost (YOE)	Design Considerations
119	Local/MPO	Stage II	Old Fort Bayou Rd	Washington Ave to Yellow Jacket Rd	Center Turn Lane	1.84	●	$6,638,669	--
212	Local/MPO	Stage II	Oneal Road	Flat Branch to Three Rivers Road	Center Turn Lane	1.03	●	$3,716,211	EJ
214	Local/MPO	Stage II	Beachview Dr	Lake Mars to Old Spanish Trail	Add Turn Lanes at Intersections	--	●	$1,110,145	EC
116	Local/MPO	Stage II	Canal Road	I-10 to 28th St	Center Turn Lane	2.53	●	$9,128,169	EJ | EC
110	Local/MPO	Stage II	Division Street	Caillavet Street to Forrest Ave-KAFB Ga	Widen to 4 Lanes Divided	0.67	●	$2,603,291	EJ | EC
117	Local/MPO	Stage III	County Farm Road	I-10 to Red Creek Rd	Widen to 4 Lanes Divided	1.22	●	$5,236,263	--
105	Local/MPO	Stage III	Dedeaux Rd	Stewart Rd to Jessica Cir	Widen to 4 Lanes Divided	1.26	●	$5,407,943	EJ | EC
224	Local/MPO	Stage III	Frontage Road	Gex Rd to Noma Dr	New 2 Lane Roadway	0.90	●	$6,511,605	--
220	Local/MPO	Stage III	Kiln Waveland Cutoff	US 90 to MS 603	Center Turn Lane	1.44	●	$5,739,042	--
111	Local/MPO	Stage III	Washington Ave	Airport Road to Hewes Ave	Center Turn Lane	0.53	●	$2,112,286	EJ | EC
118	Local/MPO	Stage III	Ocean Springs Rd	Reilly Rd to MS 57	Center Turn Lane	2.34	●	$9,325,943	EJ | EC
222	Local/MPO	Stage III	Park Ten Extension	Extend to Noma Dr	New 2 Lane Roadway	0.20	●	$4,341,070	--
203	MDOT	Stage III	I-10	@ Old Fort Bayou Rd	New Interchange	--	●	$29,430,984	EC
112	MDOT	Stage III	Hwy 605	Dedeaux Road to I-10	Widen to 6 Lanes Divided	0.52	●	$2,231,850	EJ
202	MDOT	Stage III	I-10	Lorraine Rd EB On-Ramp and WB Off-Ramp	Add Lanes	--	●	$5,591,887	EJ
109	Local/MPO	Stage III	Three Rivers Road	Seaway Road to Dedeaux Road	Reconstruct as 4 Lanes Divided	1.25	●	$5,365,023	EJ | EC
122	Local/MPO	Stage III	Seaman Road	I-10 Connector Rd to Jordan Rd	Widen to 4 Lanes Undivided	1.87	●	$8,026,075	EC

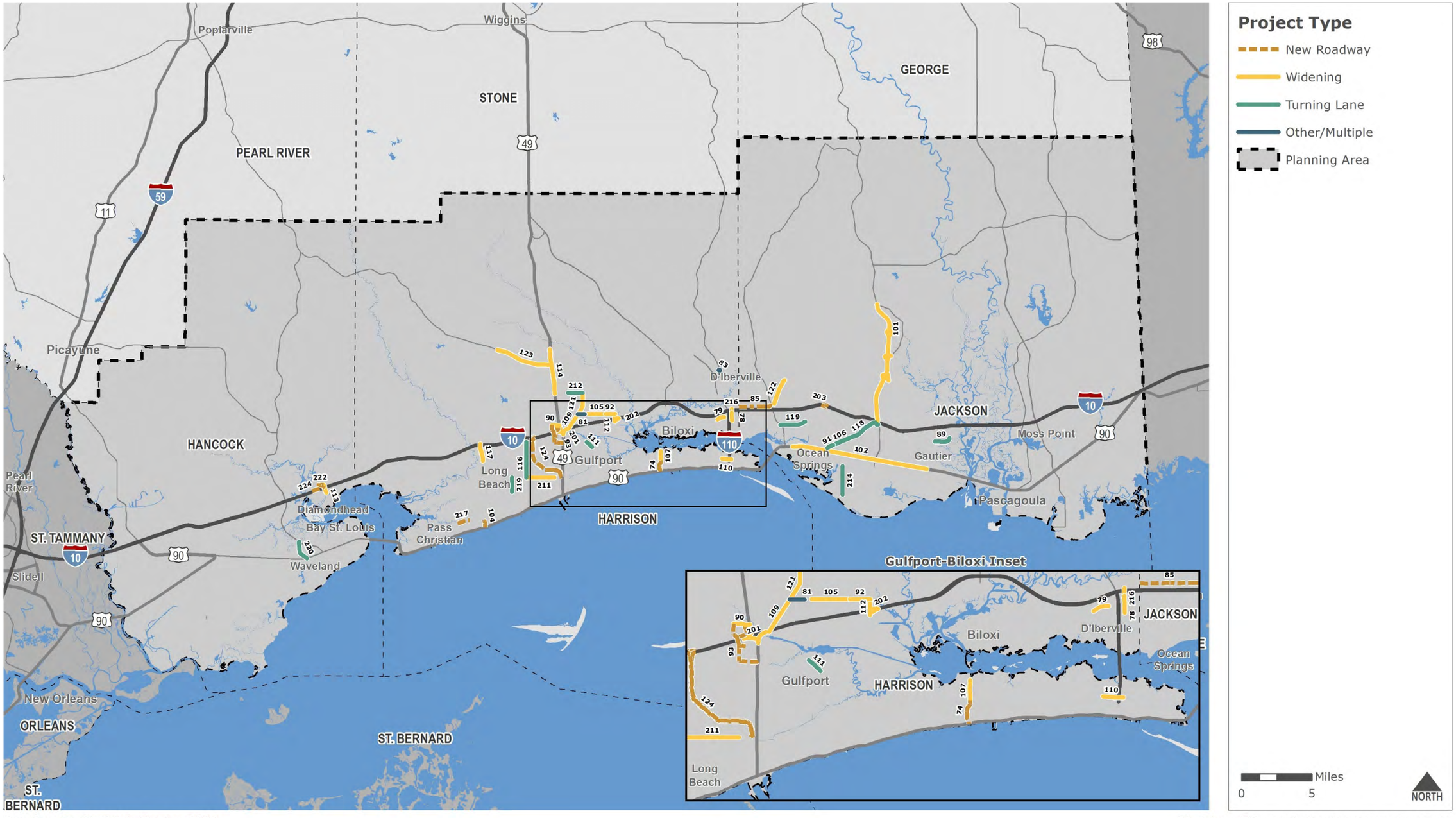
Note 1: YOE refers to the Year of Expenditure and reflects the expected cost at the time of implementation.

Note 2: Bicycle and pedestrian improvements should be part of the overall design phase of all projects and included unless restrictions apply consistent with FHWA guidance.

Improvement Type: ● New Roadway ● Widening ● Turning Lane ● Other/Multiple

Design Considerations: EJ – High Concern for Environmental Justice Impacts EC – High Concern for Environmental and Community Impacts

Figure 9.4: Fiscally Constrained Roadway Capacity Projects



Data Sources: Neel-Schaffer, Inc.; MPO

Disclaimer: This map is for planning purposes only.

Table 9.3: Fiscally Constrained Roadway Non-Capacity Projects

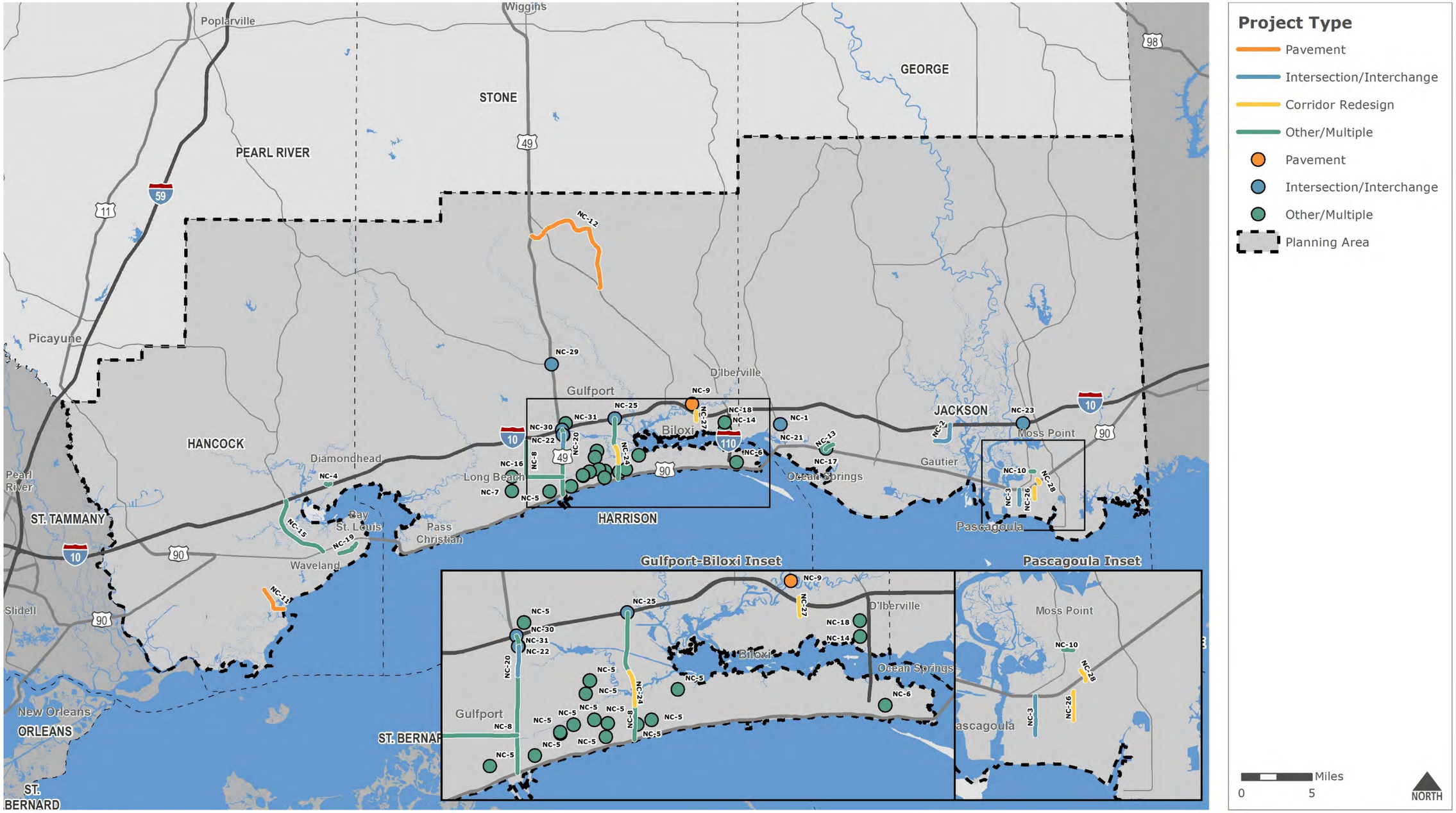
Project ID	Stage	Route	Location	Improvement Type	Type	Cost (YOE)
NC-1	Stage I	Hwy 609 @ Old Fort Bayou Rd	Old Fort Bayou Rd intersection	Intersection Reconstruction		$1,493,640
NC-2	Stage I	Martin Bluff Rd	Gautier-Van Rd to Frontage Rd	Intersection Reconstruction		$1,664,002
NC-3	Stage I	Market Street	US 90 to Ingalls Avenue	Intersection Improvement		$745,000
NC-4	Stage I	East Aloha Drive	Veterans Drive to Medical Park	Sidewalk enhancement		$27,280
NC-5	Stage I	School Zone Improvements	Citywide- 14 schools	Safety		$252,233
NC-6	Stage I	Main St RR Crossing	Main St @ CSX	Safety		$150,000
NC-7	Stage I	Klondyke Road	Commission Road	Operations		$760,000
NC-8	Stage I	Port of Gulfport	US 49, Canal Road, & Hwy 605	Operations		$200,000
NC-9	Stage I	Cedar Lake Road Bridge	Tchouticabouffa River Bridge	Preservation		$560,000
NC-10	Stage I	Jefferson Avenue	Macphelah Road to Main Street	Operations		$921,000
NC-11	Stage I	Lakeshore Road	Beach Road to Lower Bay Road	Preservation		$480,000
NC-12	Stage I	Bethel/Success Road	US 49 to Success Road and Bethel Road to Hwy 67	Preservation		$471,200
NC-13	Stage I	Ocean Springs Road	US 90 to Culeoka Drive	Operations		$2,258,400
NC-14	Stage I	Brodie Road	@ Automall Parkway	Operations		$432,000
NC-15	Stage I	Hwy 603	I-10 to US 90	Operations		$180,000
NC-16	Stage I	28th Street	@ Klondyke Road	Operations		$800,000
NC-17	Stage I	Ocean Springs Road	@ Groveland Road	Operations		$1,132,430
NC-18	Stage I	Suzanne Drive	@ Automall Parkway	Operations		$480,000
NC-19	Stage I	Old Spanish Trail	Seube Street to Main Street	Safety- Lighting		$600,000
NC-20	Stage I	US 49	Creosote Rd to Turkey Creek	Safety		$2,162,720
NC-21	Stage I	Hwy 609 @ Old Fort Bayou Road	Old Fort Bayou Road intersection	Operations		$1,493,640
NC-22	TBD	US 49	@ Creosote Rd	Intersection Improvement		TBD
NC-23	TBD	I-10	@ Hwy 613 Exit 68	Interchange Improvement		TBD
NC-24	TBD	MS 605	Brentwood Blvd to Pass Rd	Corridor Study		TBD
NC-25	TBD	MS 605	@ I-10	Interchange Study		TBD
NC-26	TBD	Eden St	Boston Ave to 24th St	Corridor Study		TBD
NC-27	TBD	Cedar Lake Road Bridge	Spring Ln to Popp's Ferry Rd	Corridor Study		TBD
NC-28	TBD	Chicot St	Nathan Hale Rd to 0.18 miles north of US 90	Corridor Study		TBD
NC-29	TBD	US 49	@ Hwy 53/North Swan Rd	Interchange Improvement		TBD
NC-30	TBD	I-10	@ US 49	Interchange Improvement		TBD
NC-31	TBD	US 49	Creosote Rd / Factory Shop Blvd	Intersection Study		TBD
LI-1	Stage I	Line Item Funding	Various	Reconstruction		$87,973,815

Project ID	Stage	Route	Location	Improvement Type	Type	Cost (YOE)
LI-2	Stage I	Line Item Funding	Various	Overlay	●	$81,206,599
LI-3	Stage I	Line Item Funding	Various	Bridge	●	$54,137,733
LI-4	Stage I	Line Item Funding	Various	Enhancement	●	$9,604,511
LI-5	Stage I	Line Item Funding	Various	Safety	●	$30,671,130
LI-6	Stage I	Line Item Funding	Various	Maintenance	●	$16,900,196
LI-7	Stage II	Line Item Funding	Various	Reconstruction	●	$158,813,647
LI-8	Stage II	Line Item Funding	Various	Overlay	●	$146,597,213
LI-9	Stage II	Line Item Funding	Various	Bridge	●	$97,731,475
LI-10	Stage II	Line Item Funding	Various	Enhancement	●	$24,432,869
LI-11	Stage II	Line Item Funding	Various	Safety	●	$61,082,172
LI-12	Stage II	Line Item Funding	Various	Maintenance	●	$48,865,738
LI-13	Stage III	Line Item Funding	Various	Reconstruction	●	$175,429,068
LI-14	Stage III	Line Item Funding	Various	Overlay	●	$161,934,524
LI-15	Stage III	Line Item Funding	Various	Bridge	●	$107,956,350
LI-16	Stage III	Line Item Funding	Various	Enhancement	●	$26,989,087
LI-17	Stage III	Line Item Funding	Various	Safety	●	$67,472,719
LI-18	Stage III	Line Item Funding	Various	Maintenance	●	$53,978,175

Note: YOE refers to the Year of Expenditure and reflects the expected cost at the time of implementation.

Improvement Type: ● Bridge ● Pavement ● Intersection/Interchange ● Corridor Redesign ● Other/Multiple

Figure 9.5: Fiscally Constrained Roadway Non-Capacity Projects



Data Source: ACS ; NSI

Disclaimer: This map is for planning purposes only.

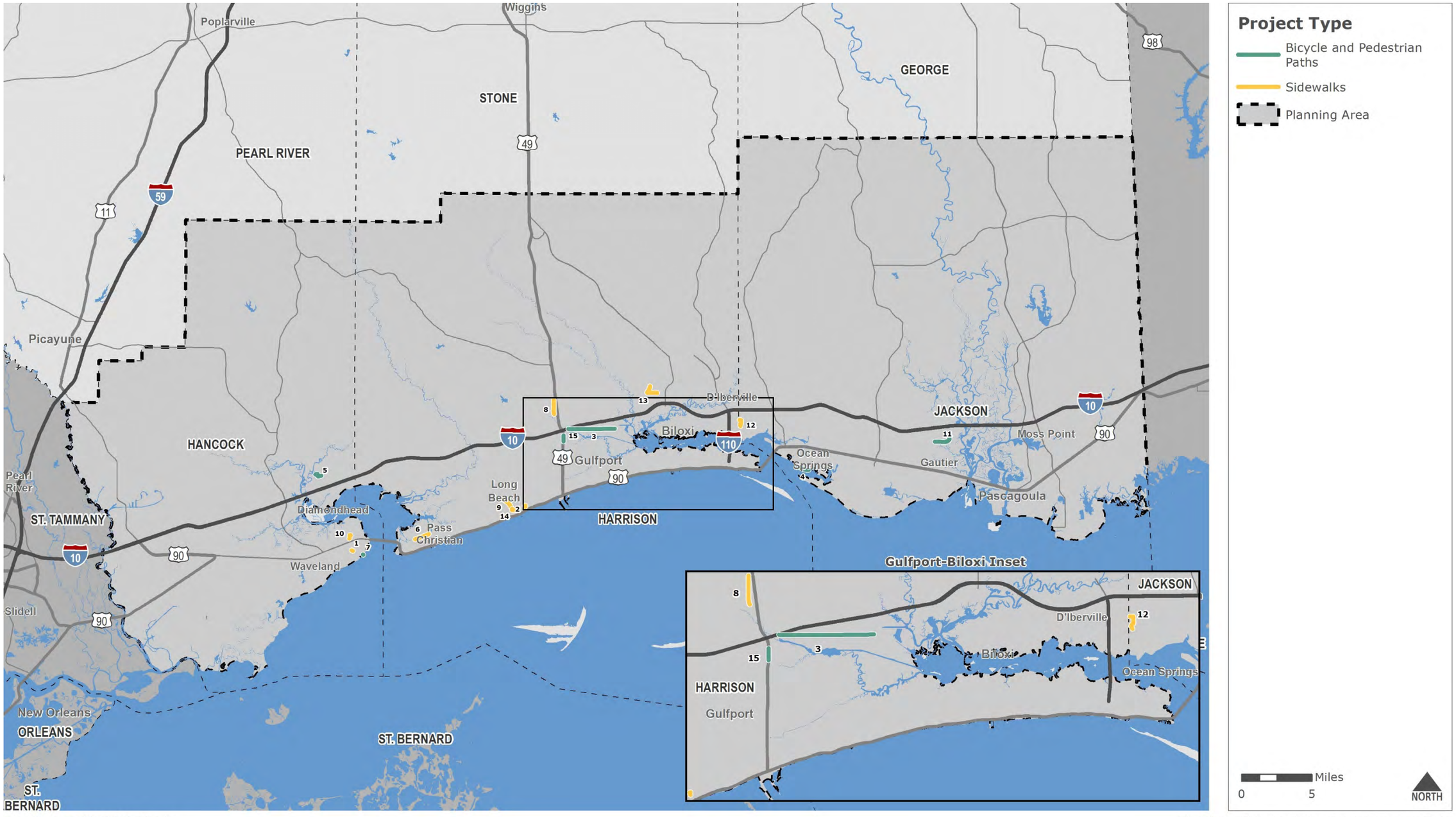
Table 9.4: Fiscally Constrained Bicycle and Pedestrian Projects

Project ID	Description	Limits	Length (Miles)	Type	Responsible LPA	Fiscal Year	Total Cost (YOE)	Federal Cost (YOE)
BP-1	Washington Street sidewalks	Old Spanish Trail to St. Francis Street	0.12	●	Bay St. Louis	2020	$150,000	$120,000
BP-2	Gulf Park Drive sidewalks	Bear Point to north of Hardy Hall	0.13	●	USM- Gulf Park	2020	$289,250	$231,400
BP-3	Seaway Rd multiuse pathway on the southside	Three Rivers Road to Hwy 605	3.20	●	Gulfport	2020	$200,000	$160,000
BP-4	East Beach Drive (safe access for bicyclists and pedestrians)	Holcomb Boulevard to Halstead Road	0.66	●	Ocean Springs	2020	$480,000	$384,000
BP-5	Montjoy Creek multi-use pathway	Diamondhead Drive to Rotten Bayou	0.59	●	Diamondhead	2021	$100,000	$80,000
BP-6	North Street sidewalks	Pass Christian HS to Pass Estates	1.04	●	Pass Christian	2021	$566,000	$452,800
BP-7	Washington Street ADA beach access	Washington Street Pier	0.03	●	Hancock County	2021	$300,000	$240,000
BP-8	Old Hwy 49 sidewalk	Robinson Road to Dedeaux Road	1.01	●	Gulfport	2021	$200,000	$160,000
BP-9	Pineville Road sidewalks PH II (pedestrian access and safety)	Harper McCaughan to Klondyke Road	1.06	●	Long Beach	2021	$500,000	$400,000
BP-10	Beyer Street sidewalks	Carroll Avenue to Ranch Street	0.33	●	Bay St. Louis	2021	N/A	$280,000
BP-11	Martin Bluff Road Pathway (12' multiuse path to the north side and 5' sidewalk on the south side reaching Martin Bluff Elementary)	Gautier-Vancleave Road to Martin Bluff Elementary	1.20	●	Gautier	2021	$900,000	$720,000
BP-12	Lemoyne Boulevard sidewalks	McCann Road to 3300 feet east	0.64	●	Jackson County	2022	$327,688	$262,151
BP-13	Woolmarket Road & Lorraine Road sidewalks	East to Airport Road; North to Nature's Trail	0.7; 0.5	●	Biloxi	2022	$1,100,000	$880,000
BP-14	Pineville Road PH III	Seal Avenue to Railroad Street (continuation of PH I to connect to sidewalks on Jeff Davis Avenue)	0.71	●	Long Beach	2023	$750,000	$600,000
BP-15	US 49	Creosote Road to Turkey Creek	0.42	●	Gulfport	2024	N/A	$2,162,720

[1]Funds for this project were committed through the Mississippi Department of Transportation (MDOT) and were not included in Figure 9.2.

Facility Type: ● Pedestrian ● Bicycle and Pedestrian

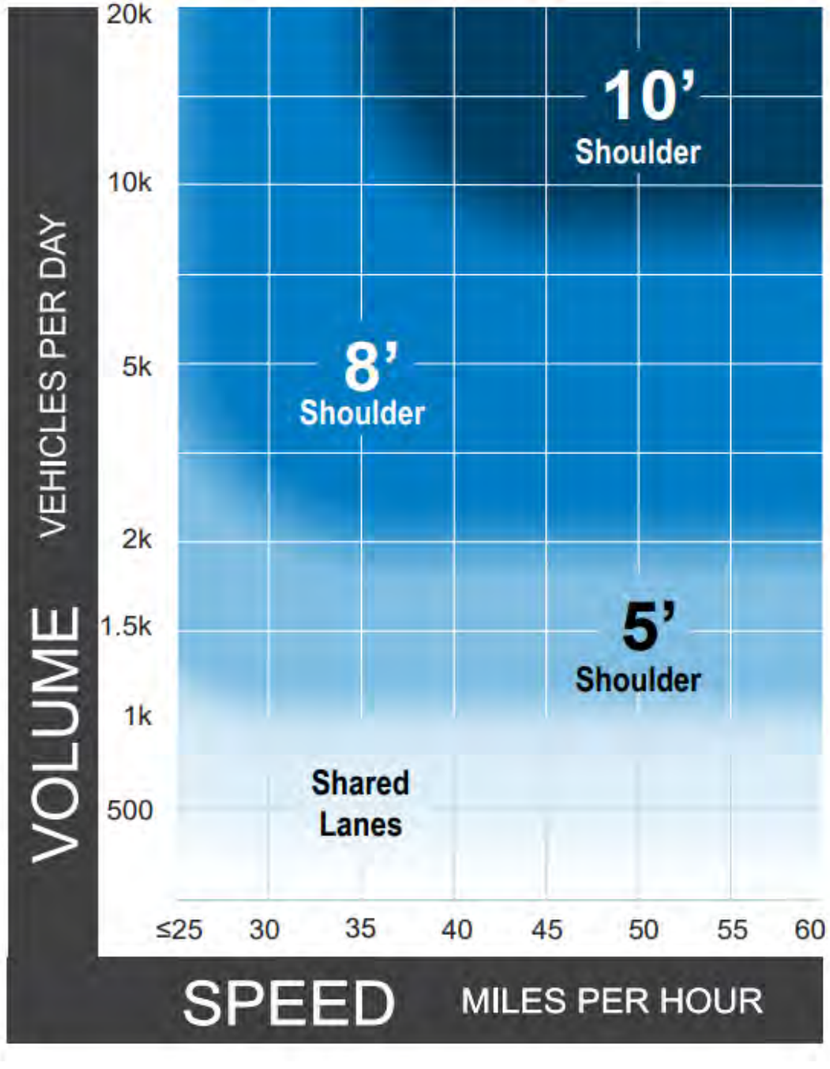
Figure 9.6 Fiscally Constrained Bicycle and Pedestrian Projects



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

Figure 9.7: Preferred Shoulder Widths for Rural Roadways



Source: U.S. DOT Federal Highway Administration, *Bikeway Selection Guide*, February 2019

Notes: [1]This chart assumes the project involves reconstruction or retrofit in constrained conditions. For new construction, follow recommended shoulder widths in the AASHTO Green Book.

[2]A separated shared use pathway is a suitable alternative to providing paved shoulders.

[3]Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.

[4]If the percentage of heavy vehicles is greater than 5%, consider providing a wider shoulder or a separated pathway.

Table 9.5: Fiscally Constrained List of Transit Projects

Project ID	Description	Type	Sponsor	Fiscal Year	Total Cost (YOE)	Federal Cost (YOE)
CT-1	Section 5307 10/01/19-9/30/20	●	CTA	2020	$4,800,000	$2,400,000
CT-2	Section 5307 or 5310 Preventative Maintenance	●	CTA	2020	$1,700,000	$1,360,000
CT-3	Section 5307 Marketing/Planning	●	CTA	2020	$300,000	$240,000
CT-4	Section 5307 Computer Equipment	●	CTA	2020	$25,000	$20,000
CT-5	Section 5307 Shop Equipment	●	CTA	2020	$20,000	$16,000
CT-6	Section 5307 ADA Operating Expense	●	CTA	2020	$370,000	$296,000
CT-7	Section 5307 Transit Enhancements	●	CTA	2020	$175,000	$140,000
CT-8	Section 5307 Facility Rehab & Renovations	●	CTA	2020	$250,000	$200,000
CT-9	Section 5307 Purchase Office Equipment	●	CTA	2020	$20,000	$16,000
CT-10	Section 5307 Purchase Farebox Equipment	●	CTA	2020	$50,000	$40,000
CT-11	Section 5307 Purchase Communication Equipment	●	CTA	2020	$100,000	$80,000
CT-12	Section 5339 Purchase Revenue Vehicles	●	CTA	2020	$1,000,000	$800,000
CT-13	Section 5307 Purchase Support Vehicles	●	CTA	2020	$45,000	$36,000
CT-14	Section 5307 JARC Purchased Transportation	●	CTA	2020	$365,000	$365,000
CT-15	Section 5307 Mobility Manager	●	CTA	2020	$60,000	$48,000
CT-16	Section 5307 Operating Assistance 10/01/20-9/30/21	●	CTA	2021	$5,100,000	$2,550,000
CT-17	Section 5307 or 5310 Preventative Maintenance	●	CTA	2021	$1,800,000	$1,440,000
CT-18	Section 5307 Marketing/Planning	●	CTA	2021	$300,000	$240,000
CT-19	Section 5307 Computer Equipment	●	CTA	2021	$25,000	$20,000
CT-20	Section 5307 Shop Equipment	●	CTA	2021	$20,000	$16,000
CT-21	Section 5307 ADA Operating Expense	●	CTA	2021	$390,000	$312,000
CT-22	Section 5307 Transit Enhancements	●	CTA	2021	$100,000	$80,000
CT-23	Section 5307 Facility Rehab & Renovations	●	CTA	2021	$250,000	$200,000
CT-24	Section 5307 Purchase Office Equipment	●	CTA	2021	$20,000	$16,000
CT-25	Section 5307 Purchase Farebox Equipment	●	CTA	2021	$50,000	$40,000
CT-26	Section 5307 Purchase Communication Equipment	●	CTA	2021	$100,000	$80,000
CT-27	Section 5307, 5339 a/b/c, CARES ACT Purchase Revenue Vehicles and Bus Equipment	●	CTA	2021	$1,965,000	$1,572,000
CT-28	Section 5307 Purchase Support Vehicles	●	CTA	2021	$45,000	$36,000
CT-29	Section 5307 JARC Purchased Transportation	●	CTA	2021	$375,000	$375,000
CT-30	Section 5307 Mobility Manager	●	CTA	2021	$60,000	$48,000
CT-31	Section 5307 10/01/21-9/30/22	●	CTA	2022	$5,400,000	$2,700,000
CT-32	Section 5307 or 5310 Preventative Maintenance	●	CTA	2022	$1,900,000	$1,520,000
CT-33	Section 5307 Marketing/Planning	●	CTA	2022	$300,000	$240,000
CT-34	Section 5307 Computer Equipment	●	CTA	2022	$25,000	$20,000

Project ID	Description	Type	Sponsor	Fiscal Year	Total Cost (YOE)	Federal Cost (YOE)
CT-35	Section 5307 Shop Equipment	●	CTA	2022	$20,000	$16,000
CT-36	Section 5307 ADA Operating Expense	●	CTA	2022	$390,000	$312,000
CT-37	Section 5307 Transit Enhancements	●	CTA	2022	$100,000	$80,000
CT-38	Section 5307 Facility Rehab & Renovations	●	CTA	2022	$250,000	$200,000
CT-39	Section 5307 Purchase Office Equipment	●	CTA	2022	$20,000	$16,000
CT-40	Section 5307 Purchase Farebox Equipment	●	CTA	2022	$50,000	$40,000
CT-41	Section 5307 Purchase Communication Equipment	●	CTA	2022	$100,000	$80,000
CT-42	Section 5307, 5339 a/b/c Purchase Revenue Vehicles	●	CTA	2022	$1,000,000	$800,000
CT-43	Section 5307 Purchase Support Vehicles	●	CTA	2022	$45,000	$36,000
CT-44	Section 5307 JARC Purchased Transportation	●	CTA	2022	$375,000	$375,000
CT-45	Section 5307 Mobility Manager	●	CTA	2022	$60,000	$48,000
CT-46	Section 5307 10/01/22-9/30/23	●	CTA	2023	$5,600,000	$2,800,000
CT-47	Section 5307 or 5310 Preventative Maintenance	●	CTA	2023	$2,000,000	$1,600,000
CT-48	Section 5307 Marketing/Planning	●	CTA	2023	$300,000	$240,000
CT-49	Section 5307 Computer Equipment	●	CTA	2023	$25,000	$20,000
CT-50	Section 5307 Shop Equipment	●	CTA	2023	$20,000	$16,000
CT-51	Section 5307 ADA Operating Expense	●	CTA	2023	$390,000	$312,000
CT-52	Section 5307 Transit Enhancements	●	CTA	2023	$100,000	$80,000
CT-53	Section 5307 Facility Rehab & Renovations	●	CTA	2023	$250,000	$200,000
CT-54	Section 5307 Purchase Office Equipment	●	CTA	2023	$20,000	$16,000
CT-55	Section 5307 Purchase Farebox Equipment	●	CTA	2023	$50,000	$40,000
CT-56	Section 5307 Purchase Communication Equipment	●	CTA	2023	$100,000	$80,000
CT-57	Section 5307, 5339 a/b/c Purchase Revenue Vehicles	●	CTA	2023	$1,000,000	$800,000
CT-58	Section 5307 Purchase Support Vehicles	●	CTA	2023	$45,000	$36,000
CT-59	Section 5307 JARC Purchased Transportation	●	CTA	2023	$375,000	$375,000
CT-60	Section 5307 Mobility Manager	●	CTA	2023	$60,000	$48,000
CT-61	Section 5307 10/01/23-9/30/24	●	CTA	2024	$5,700,000	$2,850,000
CT-62	Section 5307 or 5310 Preventative Maintenance	●	CTA	2024	$2,100,000	$1,680,000
CT-63	Section 5307 Marketing/Planning	●	CTA	2024	$300,000	$240,000
CT-64	Section 5307 Computer Equipment	●	CTA	2024	$25,000	$20,000
CT-65	Section 5307 Shop Equipment	●	CTA	2024	$20,000	$16,000
CT-66	Section 5307 ADA Operating Expense	●	CTA	2024	$390,000	$312,000
CT-67	Section 5307 Transit Enhancements	●	CTA	2024	$100,000	$80,000
CT-68	Section 5307 Facility Rehab & Renovations	●	CTA	2024	$250,000	$200,000

Project ID	Description	Type	Sponsor	Fiscal Year	Total Cost (YOE)	Federal Cost (YOE)
CT-69	Section 5307 Purchase Office Equipment	Capital	CTA	2024	$20,000	$16,000
CT-70	Section 5307 Purchase Farebox Equipment	Capital	CTA	2024	$50,000	$40,000
CT-71	Section 5307 Purchase Communication Equipment	Capital	CTA	2024	$100,000	$80,000
CT-72	Section 5307, 5339 a/b/c Purchase Revenue Vehicles	Capital	CTA	2024	$1,000,000	$800,000
CT-73	Section 5307 Purchase Support Vehicles	Capital	CTA	2024	$45,000	$36,000
CT-74	Section 5307 JARC Purchased Transportation	Capital	CTA	2024	$375,000	$375,000
CT-75	Section 5307 Mobility Manager	Capital	CTA	2024	$60,000	$48,000
CT-76	Section 5307 Capital	Capital	CTA	2025	$1,797,000	$1,438,000
CT-77	Section 5307 Operating	Operating	CTA	2025	$5,757,000	$2,879,000
CT-78	Section 5307 Preventative Maintenance	Preventative Maintenance	CTA	2025	$2,121,000	$1,697,000
CT-79	Section 5307 Capital	Capital	CTA	2026-2035	$18,988,000	$15,190,000
CT-80	Section 5307 Operating	Operating	CTA	2026-2035	$60,833,000	$30,417,000
CT-81	Section 5307 Preventative Maintenance	Preventative Maintenance	CTA	2026-2035	$22,412,000	$17,930,000
CT-82	Section 5307 Capital	Capital	CTA	2036-2045	$20,975,000	$16,780,000
CT-83	Section 5307 Operating	Operating	CTA	2036-2045	$67,198,000	$33,599,000
CT-84	Section 5307 Preventative Maintenance	Preventative Maintenance	CTA	2036-2045	$24,757,000	$19,806,000

Note: YOE (Year of Expenditure) costs assume a 1% annual inflation rate for transit projects.

Improvement Type: Operating Capital Preventative Maintenance

9.2 Visionary (Unfunded) Projects

Visionary projects are identified projects that are unfunded or unprogrammed in the fiscally constrained list of projects.

Visionary Roadway Capacity Projects

Unfunded projects that could become funded with additional funding or if the fiscally constrained plan is changed.

Unfunded roadway capacity projects are not necessarily less important or effective; they just cannot be accommodated within the fiscally constrained budget. This may be due to project costs or overall feasibility.

Table 9.6 shows the list of visionary roadway capacity projects and Figure 9.7 maps these projects.

Visionary Bicycle and Pedestrian Corridors

Projects that can be programmed within the line-item budget for Transportation Alternatives projects.

The fiscally constrained plan has a line-item for Transportation Alternatives (TA) projects. Local agencies should consider the visionary bicycle and pedestrian corridors when MDOT releases a call for TA project grant applications.

Table 9.7 shows the list of visionary bicycle and pedestrian corridors and Figure 9.9 maps these projects.

Visionary Transit Plan

The Needs Assessment revealed demand for expanded local and regional services and for existing service to operate at a higher frequency. The highest regional demand was for service running parallel to US 90. To help address this need, the East West Multimodal Corridor has been proposed. This 12.6-mile parkway would parallel an existing railroad corridor between Gulfport and Biloxi. It is envisioned as a multimodal corridor featuring rapid transit as well as a new shared use path. This project would support commercial revitalization and improve mobility and access to employment, education, and healthcare. Figures 9.10 and 9.11 provide some images of the proposed corridor.

Additionally, the CTA is currently updating its Transit Development Plan in tandem with this 2045 MTP. This Transit Development Plan is more detailed in nature than the MTP and provides the region with some recommendations and a long-term strategic service plan. This plan will look at strategies for service, transit-oriented development, technology, and marketing.

Table 9.6: Visionary Roadway Capacity Projects

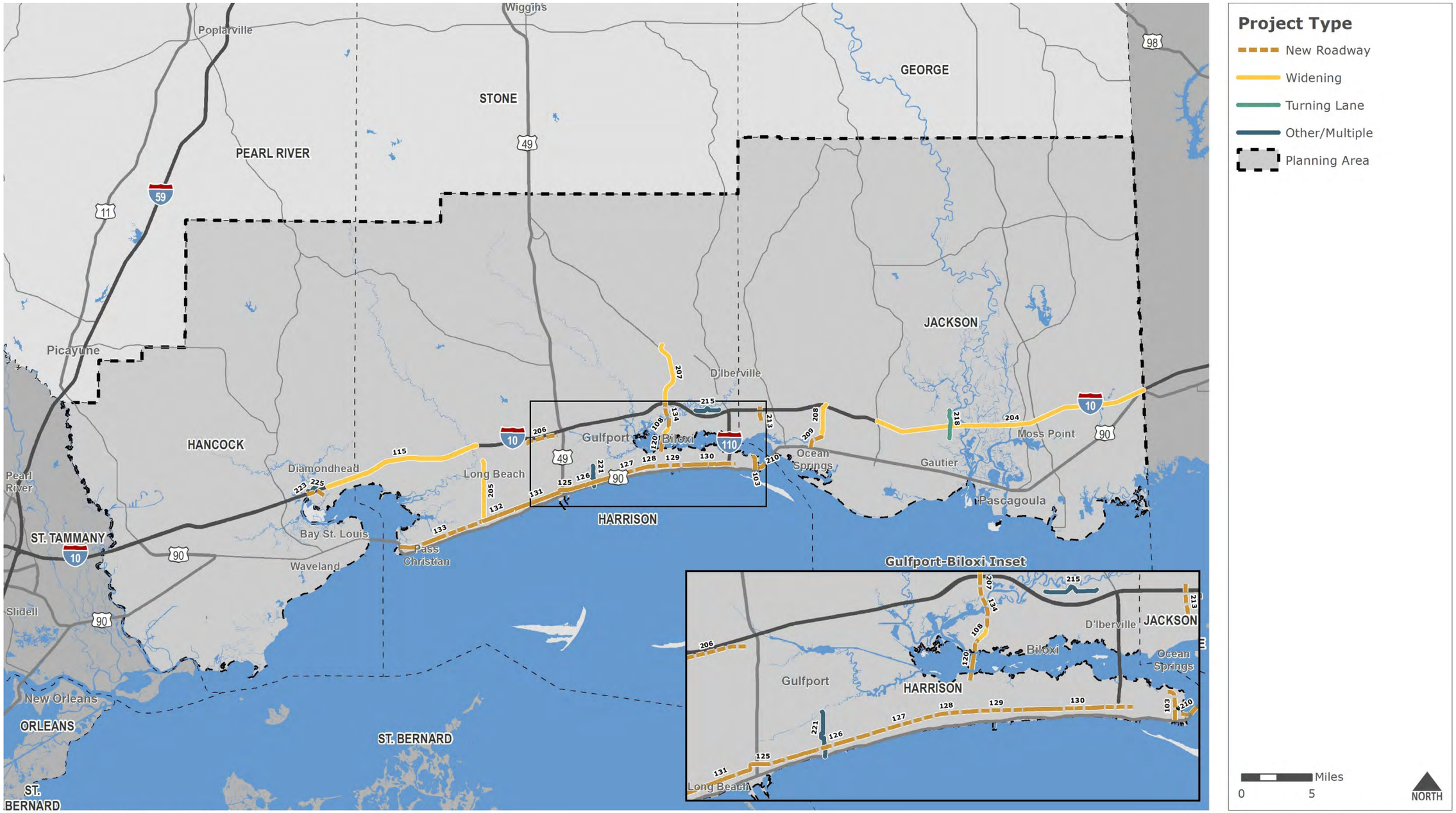
Project ID	Funding	Stage	Route	Location	Improvement	Length (mi)	Type	Cost (2020$)	Design Considerations
221	Local/MPO	Vision	Jody Nelson Dr Extension	US 90 to Hewes Ave	New 4 Lane Divided Roadway, Widen to 4 Lanes	1.63	●	$19,560,000	EJ | EC
103	Local/MPO	Vision	Pine Street	Back Bay Boulevard to US 90	New 4 Lane Divided Roadway	1.09	●	$13,080,000	EJ | EC
206	Local/MPO	Vision	Creosote Rd Extension	Canal St to Creosote Rd	New 4 Lane Divided Roadway	2.14	●	$25,680,000	EJ
215	Local/MPO	Vision	Commercial Corridor Connector	D'Iberville Blvd to Cedar Lake Rd	New 4 Lane Roadway, Widen to 4 Lanes	1.84	●	$22,080,000	--
213	Local/MPO	Vision	McCann Road Extension	Lemoyne Rd to Cook Rd	New 3 Lane Roadway	1.00	●	$5,900,000	EJ
218	Local/MPO	Vision	Martin Bluff Rd	Roys Rd to Hickory Hills	Center Turn Lane	1.99	●	$6,467,500	EJ | EC
108	Local/MPO	Vision	Popp's Ferry Rd	Riverview Drive to Back Bay Bridge	Reconstruct as 4 Lanes Divided	0.44	●	$1,540,000	--
115	MDOT	Vision	I-10	Hancock Co Line to Wolf River	Widen to 6 Lanes	11.15	●	$110,385,000	--
120	Local/MPO	Vision	Popp's Ferry Road	North shore of Back Bay to South Shore	New 4 Lane Bridge	1.38	●	$50,000,000	EC
128	Local/MPO	Vision	East-West Corridor Phase IV	Debuys Rd to Popp's Ferry Rd	New 4 Lane Limited Access Roadway	1.42	●	$17,040,000	EJ | EC
129	Local/MPO	Vision	East-West Corridor Phase V	Popp's Ferry Rd to Veterans Ave	New 4 Lane Limited Access Roadway	1.84	●	$22,080,000	EJ | EC
134	Local/MPO	Vision	Popp's Ferry Connector	I-10 @ Woolmarket to Riverview Dr	New 4 Lane Controlled Access Roadway	1.76	●	$30,800,000	--
205	Local/MPO	Vision	Beatline Rd	Red Creek Rd to Railroad St	Widen to 4 Lanes Divided	4.27	●	$14,945,000	EC
210	MDOT	Vision	Biloxi Bridge Ramp	Biloxi Bridge to Howard Ave	New 2 Lane Roadway	0.60	●	$3,540,000	EJ | EC
125	Local/MPO	Vision	East-West Corridor Phase I	US 49 to 20th Ave	New 4 Lane Limited Access Roadway	0.41	●	$4,920,000	EJ | EC
126	Local/MPO	Vision	East-West Corridor Phase II	20th Avenue to Cowan Rd	New 4 Lane Limited Access Roadway	3.69	●	$44,280,000	EJ | EC
127	Local/MPO	Vision	East-West Corridor Phase III	Cowan Rd to Debuys Rd	New 4 Lane Limited Access Roadway	1.59	●	$19,080,000	EJ | EC
130	Local/MPO	Vision	East-West Corridor Phase VI	Veterans Ave to Lameuse St	New 4 Lane Limited Access Roadway	3.58	●	$42,960,000	EJ | EC
131	Local/MPO	Vision	East-West Corridor Phase VII	Jeff Davis Ave to US 49	New 4 Lane Limited Access Roadway	3.88	●	$46,560,000	EJ | EC
132	Local/MPO	Vision	East-West Corridor Phase VIII	Beatline Road to Jeff Davis Ave	New 4 Lane Limited Access Roadway	2.26	●	$27,120,000	EC
133	Local/MPO	Vision	East-West Corridor Phase IX	Henderson Point to Beatline Rd	New 4 Lane Limited Access Roadway	6.35	●	$76,200,000	EJ | EC
204	MDOT	Vision	I-10	MS 57 to Alabama State Line	Widen to 6 Lanes	19.54	●	$193,446,000	EJ | EC
207	Local/MPO	Vision	Shriners Blvd	I-10 to MS 67	Widen to 4 Lanes Divided	4.57	●	$15,995,000	EC
208	Local/MPO	Vision	Eglin Road	I-10 to Fort Bayou	Widen to 4 Lanes Divided	2.31	●	$8,085,000	EC
209	Local/MPO	Vision	Eglin Road Extension	US 90 to Fort Bayou	New 4 Lane Divided Roadway and Bridge	1.44	●	$21,380,000	EC
223	Local/MPO	Vision	Noma Drive	Alapai Dr to dead end	2 Lane reconstruction	0.95	●	$1,995,000	--
225	Local/MPO	Vision	Akoko Street Extension	Noma Dr to Coelho Way	New 2 Lane Roadway	1.70	●	$10,030,000	--

Note: Bicycle and pedestrian improvements should be part of the overall design phase of all projects and included unless restrictions apply consistent with FHWA guidance.

Improvement Type: ● New Roadway ● Widening ● Turning Lane ● Other/Multiple

Design Considerations: EJ – High Concern for Environmental Justice Impacts EC – High Concern for Environmental and Community Impacts

Figure 9.8: Visionary Roadway Capacity Projects



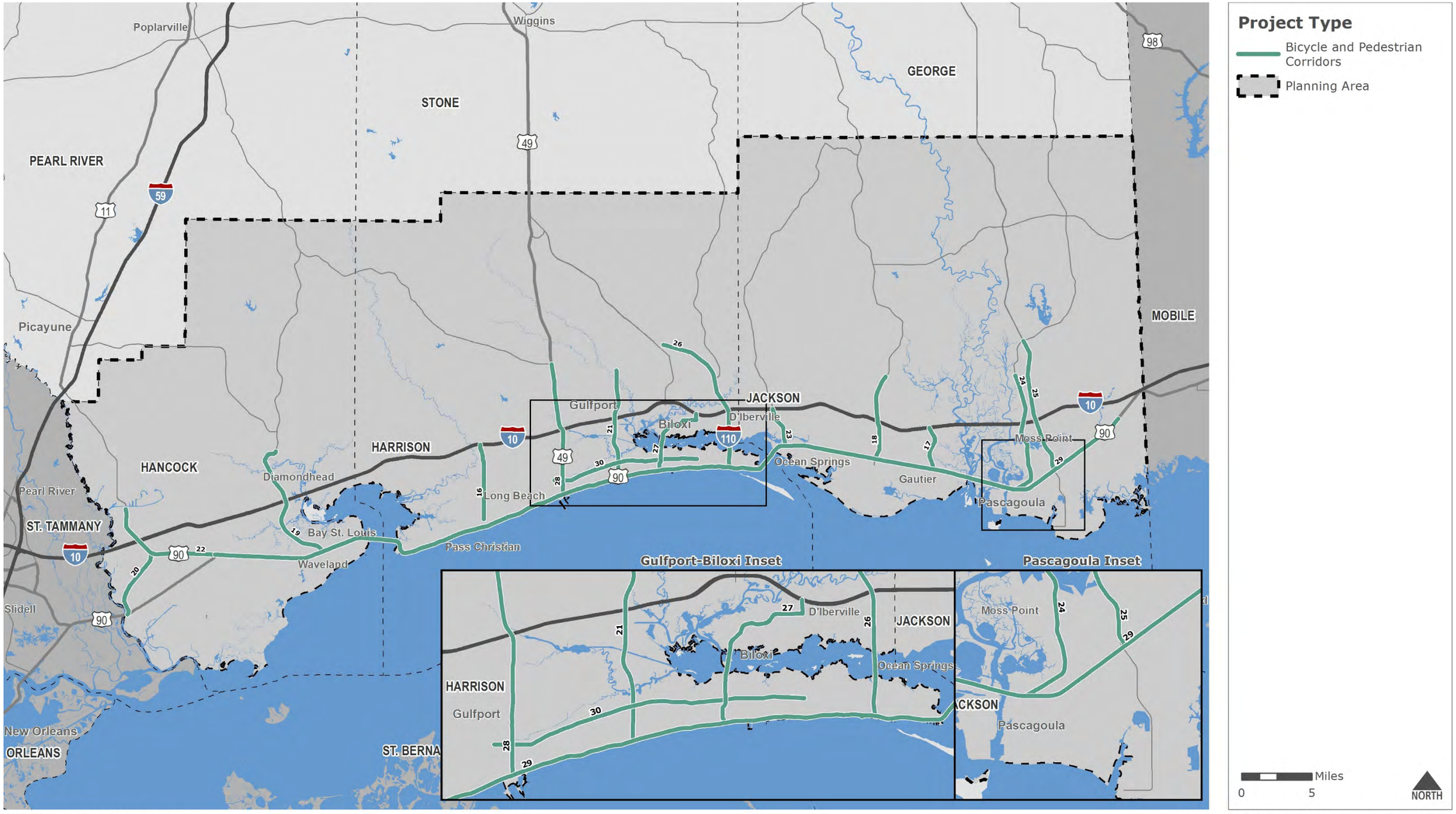
Data Sources: Neel-Schaffer, Inc.; MPO

Disclaimer: This map is for planning purposes only.

Table 9.7: Visionary Bicycle and Pedestrian Project Corridors

Project ID	Stage	Corridor	Limits	Length (Miles)	Cost (2020$)
BP-16	Vision	Beatline Rd	W Railroad St to I-10	6.23	TBD
BP-17	Vision	Gautier-Vancleave Rd	US 90 to I-10	3.70	TBD
BP-18	Vision	Hwy 57	US 90 to Gautier-Vancleave Rd	7.12	TBD
BP-19	Vision	Hwy 603	US 90 to Kiln Delisle Rd	11.38	TBD
BP-20	Vision	Hwy 604	US 90 to Hwy 607	5.92	TBD
BP-21	Vision	Hwy 605	US 90 to Three Rivers Rd	9.12	TBD
BP-22	Vision	Hwy 607	US 90 to Stennis Space Center	9.73	TBD
BP-23	Vision	Hwy 609	US 90 to I-10	3.34	TBD
BP-24	Vision	Hwy 613	US 90 to Wilson Springs Rd	10.45	TBD
BP-25	Vision	Hwy 63	US 90 to Hwy 613	11.26	TBD
BP-26	Vision	Hwy 67/Hwy 15/I-110	US 90 to Shriners Blvd	13.0	TBD
BP-27	Vision	Popp’s Ferry Rd	US 90 to I-10	6.90	TBD
BP-28	Vision	US 49	US 90 to N Swan Rd	10.92	TBD
BP-29	Vision	US 90	Hwy 607 to Pecan Rd	80.05	TBD
BP-30	Vision	Pass Rd	33rd Ave to Ploesti Dr	12.09	TBD

Figure 9.9: Visionary Bicycle and Pedestrian Project Corridors



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

Figure 9.10: Proposed East West Multimodal Corridor Overview

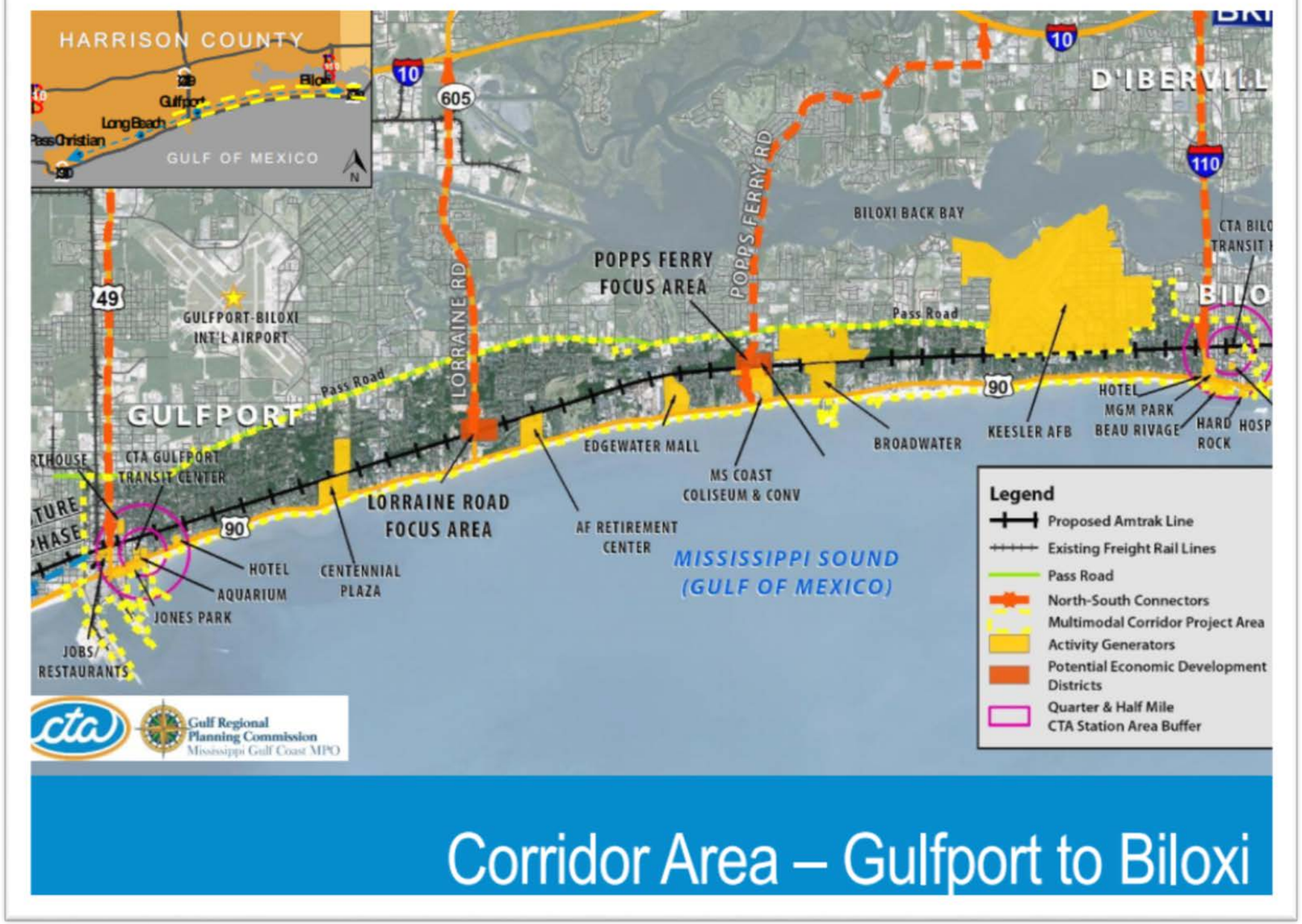


Figure 9.12: Proposed East West Multimodal Corridor

Source: GRPC & CTA

Appendix A:
Public/Stakeholder Outreach Documentation

Round 1 Documentation

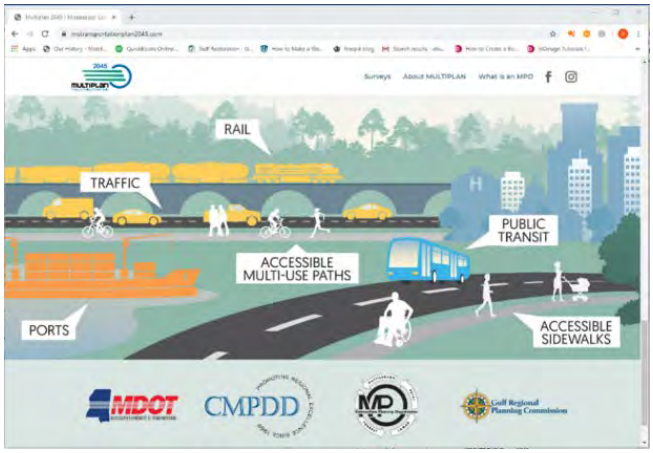
The MULTIPLAN Team, of which the GRPC MPO is part of, placed outreach emphasis on two (2) rounds of public meetings strategically timed to occur at the beginning and near the end of the planning process.

During Round One, a total of nine (9) public meetings were held in easy-to-access, ADA-compliant locations across the state. These locations met FHWA, MDOT, and MPO requirements for public meeting venues. MDOT and the MPOs worked to ensure that each meeting was conveniently located and that meeting times and dates best met the needs of the public.

Date	Time	Location
March 12, 2019	4-6 p.m.	Jackson County Administration Building, 2915 Canty Street, Pascagoula, MS
March 13, 2019	4-6 p.m.	Bay St. Louis Community Hall, 301 Blaize Avenue, Bay St. Louis, MS
March 14, 2019	4-6 p.m.	GRPC Office, 1635-G Popps Ferry Road, Biloxi, MS
March 19, 2019	4-6 p.m.	CMPDD Office, 1170 Lakeland Drive, Jackson, MS
March 26, 2019	4-6 p.m.	Lamar Park Community Center, Hattiesburg, MS (Lamar County)
March 28, 2019	4-6 p.m.	Hattiesburg Historic Train Station, 308 Newman Street, Hattiesburg, MS (Forrest County)
April 2, 2019	4-6 p.m.	Cleveland Chamber of Commerce, 101 South Bayou Avenue, Cleveland, MS
April 3, 2019	4-6 p.m.	MDOT Batesville District Office, 150 US Highway 51 North, Batesville, MS
April 4, 2019	4-6 p.m.	MDOT Tupelo District Office, 1909 N Gloster Street, Tupelo, MS

Multiplan Website

Crafting an engaging website that would be the most up-to-date resource for Mississippi's statewide community was a priority of the MULTIPLAN Team. Clear, concise, and easy-to-navigate, the site offered the public access to information 24/7. The website was designed to help people better understand the long-range transportation planning process and the various roles MDOT and the MPOs play in plan development.



The MULTIPLAN website offered the following information:

- Event information
- Official comment forms and instructions for making comments via the U.S. postal service, email, through the website, and by phone
- MULTIPLAN Team contact information
- Educational information about the long-range transportation plan update process and ways to become involved
- Links to MDOT's and the MPOs' websites
- Infographics and frequently asked questions
- The draft long-range transportation plans
- The final long-range transportation plans

Below is a snapshot of the MULTIPLAN 2045 website statistics:

- Sessions: 2,490
- Visitors: 1,872
- Pageviews: 4,335

Quarterly Newsbytes

To keep busy stakeholders informed, the MULTIPLAN Team provided planning updates in graphic-driven electronic formats. The goal was to provide contact information, meeting notices, and updates of general planning activity in a format for rapid and easy understanding. Newsbytes disseminated by the MULTIPLAN Team through Constant Contact emails achieved this goal. A total of nine (9) were sent during development of the GRPC MTP.

The MULTIPLAN Team released the newsbytes beginning in July 2019 after Round One public meetings were completed. The Constant Contact newsbytes and the databases used for emailing Information to them are documented in MULTIPLAN Annex 7, Appendix N.

Gulf Regional Planning Commission

Gulf Coast Transportation Planning Update

Volume 1, July 2019 — Gulf Edition

GULF COAST : WE HEAR YOU!

Thanks for participating in the Gulf Regional Planning Commission's transportation plan update activities.

As a transportation stakeholder, we greatly value the insights you provided. When asked recently about key trends impacting transportation, you responded loud and clear.

Your input will be used to help make important transportation decisions as we work to update the Gulf region's long-range Metropolitan Transportation Plan in 2020.

YOU ARE HERE!

The Big Picture
The Long-Range Transportation Planning Process

1. Define and current transportation needs
2. Explain long-range transportation planning, why it is important and how people can participate in planning for the future
3. Develop growth forecasts
4. With input from the public, begin to plan how and where limited transportation funding should be spent
5. Develop goals and performance standards for our area
6. Identify ways for improving transportation
7. Develop a financial plan
8. Put together a draft long-range transportation plan that includes short-range programs
9. Estimate the impact the draft plan might have on the environment
10. Share the public review and make changes as comments suggest the draft plan
11. Develop the final plan, which can be updated or amended if new information is discovered

According to our stakeholder survey, your top three transportation priorities for the Gulf are:

- Improving safety
- Maintaining roads and infrastructure
- Making more places accessible

You feel the two most congested roads during rush hour and the two roads that you believe are in the greatest need of safety improvements are :

US 90 — US 49

Stay involved!

Watch for quarterly newsbytes such as this one and ways you can participate in transportation planning. Questions? Contact us at contactus@grpc.com or www.grpc.com

2045 MULTIPLAN

MDOT Mississippi Department of Transportation

mstransportationplan2045.com

Gulf Regional Planning Commission

Gulf Coast Transportation Planning Update

Volume 2, October 2019 — Gulf Coast Edition

PLANNING ON COURSE

Progress continues in the development of your Metropolitan Transportation Plan, which represents long-range transportation goals and objectives for Mississippi's Gulf coast region.

Planners are currently developing goals and performance standards based on the priorities you identified earlier this year and the data gained from analyses of existing transportation modes, mobility studies and growth forecasts. Step Five, depicted in the timeline to the right, indicates our position in the planning process.

Long-range planning provides a framework for developing and putting into place our strategic transportation system investments and financial plans. It also addresses the gap between transportation needs and available funding by setting realistic goals.

Development of the final plan is anticipated to occur in mid-to-late 2020 following a second round of public meetings. During the public meetings, you will be asked to once again become engaged in transportation planning by reviewing and making comments about the draft plan.

Let's continue working for a safe and efficient transportation system that meets future needs and improves quality of life for all.

YOU ARE HERE!

The Big Picture

The Long-Range Transportation Planning Process

1. Define our current transportation needs.
2. Explain long-range transportation planning, why it is important and how people can participate in planning for the future.
3. Develop growth forecasts.
4. With input from the public, begin to plan how and where limited transportation funding should be spent.
5. **Develop goals and performance standards for our region's transportation system.**
6. Identify ways for improving transportation.
7. Develop a financial plan.
8. Put together a draft long-range transportation plan that includes short-range programs.
9. Estimate the impact the draft plan might have on the environment.
10. Invite the public to review and make official comments about the draft plan.
11. Develop the final plan, which can be updated or amended if new information is discovered.

Did you Know...

Transportation officials update our long-range mobility plans every **five years** with help from concerned individuals and stakeholders like you.

MULTIPLAN 2045 (Mississippi's Unified Long-Range Transportation Infrastructure Plan for 2045) is the Mississippi Department of Transportation's (MDOT) strategy for meeting future transportation needs over the next **25 years.** Three of the state's Metropolitan Planning Organizations (MPOs) work with MDOT to craft a comprehensive plan that is seamless in nature.

Planners are eager to **hear from you** as together we can develop the best possible transportation system for our region and state.

The Central Mississippi Planning and Development District MPO, the Hattiesburg-Petal-Forrest-Lamar MPO and the Gulf Regional Planning Commission MPO are responsible for transportation planning in urbanized areas with populations of **50,000 or more.** Their long-range plans are known as Metropolitan Transportation Plans and become a part of MULTIPLAN.

MULTIPLAN guides long-range transportation decisions on a **statewide level** and provides a way to collectively look at the big picture of transportation development. It helps us answer the questions *"What do we want from our transportation system over the next 25 years, and how can we achieve it?"*

Stay Engaged!

Watch for quarterly newsbytes such as this one and ways you can participate in transportation planning such as public meetings or surveys. Questions? Contact us at **contactus@grpc.com** or **www.grpc.com.**

2045 MULTIPLAN THE FUTURE IN MOTION

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

mstransportationplan2045.com

Gulf Regional Planning Commission

Gulf Coast Transportation Planning Update

Volume 3, February 2020 — Gulf Coast Edition

Long-Range Planning Continues

Gulf Regional Planning Commission (GRPC) planners are moving forward in updating your Metropolitan Transportation Plan, which represents long-range transportation goals and objectives for the Gulf region. This email is one way we have committed to keeping you informed throughout the planning update process!

In 2019, after careful analysis to identify and make growth forecasts for highway, rail, port, air, bike/pedestrian, public transit and multimodal freight needs, planners asked the public how and where limited transportation funding should be spent. Using the needs and growth forecasts along with public input, the GRPC is currently working to establish goals and performance standards for critical elements of the Mississippi transportation network. Step Five, depicted in the timeline to the right, indicates our current position in the planning process.

The GRPC utilizes performance standards to keep track of critical transportation network elements. One example is seen in safety and congestion management. Transportation officials use performance measures to determine if safety and congestion standards are being met thus enabling motorists to reliably and safely reach their destinations. Planners also use performance measures to ensure future funding decisions align with key goals informed by your input and set during this long-range planning process.

GRPC officials anticipate development of the Metropolitan Transportation Plan to occur in mid-to-late 2020 following a second round of public meetings. Specific times, dates and locations for review of the draft Metropolitan Transportation Plan will be announced at *www.mstransportationplan2045.com*, on the GRPC web site *www.grpc.com* and in advertisements, email and social media. During these meetings, you will be invited to provide comments before the long-range plan is finalized. Your input helps guide decisions about our strategic transportation system investments and financial plans.

YOU ARE HERE!

The Big Picture
The Long-Range Transportation Planning Process

1. Define our current transportation needs.
2. Explain long-range transportation planning, why it is important and how people can participate in planning for the future.
3. Develop growth forecasts.
4. With input from the public, begin to plan how and where limited transportation funding should be spent.
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8. Put together a draft long-range transportation plan that includes short-range programs.
9. Estimate the impact the draft plan might have on the environment.
10. Invite the public to review and make official comments about the draft plan.
11. Develop the final plan, which can be updated or amended if new information is discovered.

Keeping You Informed!
The GRPC is committed to keeping you informed and involved. Want to know more? Contact us at contactus@grpc.com or www.grpc.com.

2045 MULTIPLAN THE FUTURE IN MOTION

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

mstransportationplan2045.com

Gulf Regional Planning Commission

Gulf Coast Transportation Planning Update

Volume 4, April 2020 — Gulf Coast Edition

Transportation Planning is Moving Mississippi Forward

Although the COVID-19 pandemic is causing uncertainties in how we conduct our lives and work, the Gulf Regional Planning Commission [GRPC] is moving forward in updating your Metropolitan Transportation Plan [MTP]. The MTP represents long-range transportation goals and objectives for the Gulf region and is a component of the Mississippi Department of Transportation's MULTIPLAN, Mississippi's Unified Long-Range Transportation Infrastructure Plan for the year 2045, which is also currently being updated.

As part of the process, the GRPC and MULTIPLAN planners receive valuable insight from stakeholders and the public that helps guide transportation improvements. Even though COVID-19 social distancing requires all of us to change the way we interact, the planning team will continue providing safe and convenient opportunities to hear from you.

Planners will advertise opportunities for review and comment in early fall when the draft documents are expected to be available. Notifications of specific times, dates and methods for review and comment will be posted on *mstransportationplan2045.com* and on the GRPC web site *www.grpc.com*. Information will also be available through media outlets, email and social media.

Planning Activities on Schedule

As indicated in the graphic **above**, the work remains on schedule and has reached Step Six – *"Identifying ways for improving transportation."*

Improvement strategies are based on analysis, review of existing plans, and insight from stakeholders and the public. Planners have already evaluated existing and future conditions, and now they will consider anticipated future revenues to conduct trade-off analysis for differing improvement strategies to effectively meet performance requirements. Finally, planners will conduct safety and security analysis and assess the resiliency of the transportation network. These findings will be used to develop recommendations and conduct an economic impact analysis.

Keeping You Informed!

Need to know more? Contact us at **contactus@grpc.com** or **www.grpc.com.**

2045 MULTIPLAN THE FUTURE IN MOTION

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

mstransportationplan2045.com

Gulf Regional Planning Commission

Gulf Coast Transportation Planning Update

Volume 5, July 2020 — Gulf Coast Edition

Financial Planning Underway

The Gulf Regional Planning Commission (GRPC) is more than halfway through the process of updating your Metropolitan Transportation Plan (MTP).

As indicated in the graphic to the right, planners are evaluating financial strategies for meeting long-range transportation needs. By analyzing historical funding levels and input from various state and local agencies, they estimate anticipated future revenue availability. Planners then program the estimated revenues to address identified needs.

Earlier in the MTP update process, the public and stakeholders were invited to provide input on how and where transportation dollars should be spent. This feedback, along with other data, guides planners in preparing for system improvements. System improvements include but are not limited to maintenance, new capacity, operations and bike/ped paths.

Planners are also assessing the resiliency of the transportation network to provide future motorists with more reliable mobility and accessibility. They conduct safety and security analyses that indicate the transportation network's ability to withstand or recover from extreme weather and accidental and/or intentional damage, such as acts of terrorism.

The MTP represents long-range transportation goals and objectives for the state's central region and is a component of the Mississippi Department of Transportation's 2045 MULTIPLAN. MULTIPLAN is Mississippi's Unified Long-Range Transportation Infrastructure Plan for the year 2045 and is #movingmississippiforward!

Next Steps

During these uncertain times of social distancing resulting from the COVID-19 pandemic, the GRPC staff has already begun planning safe and convenient opportunities for you to voice your opinions about the draft MTP. Notification of specific times, dates and methods for review and comment will be made available early this fall on www.grpc.com and www.mstransportationplan2045.com, as well as in advertisements, via emails and on social media.

Keeping You Informed!

Need to know more? Contact us at **contactus@grpc.com** or **www.grpc.com.** You may also visit **www.mstransportationplan2045.com.**

2045 MULTIPLAN THE FUTURE IN MOTION

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

mstransportationplan2045.com

Gulf Regional Planning Commission

Gulf Coast Transportation Planning Update

Volume 6, September 2020 — Gulf Coast Edition

Proposed Transportation Plan Nearing Completion

A planning team with the Gulf Regional Planning Commission Metropolitan Planning Organization (MPO) is completing the final steps of the 2045 Metropolitan Transportation Plan update. The team is wrapping up steps 8 and 9 of the process that involve pulling the short-range plans into the draft plan and estimating environmental impacts (see graphic to the right).

Once the final steps are completed in early October, a draft of the plan will be made available for your review. The draft plan will not be finalized until you have had an opportunity to make official comments. All comments will be considered by the team before plans are finalized.

Save the Date for Virtual Public Meeting

Due to the COVID-19 pandemic and related safety concerns, public meetings for review of the proposed Metropolitan Transportation Plan are being replaced with a virtual public meeting that can be accessed online. Mark your calendars now and plan to join!

Members of the public who participate will learn about the Mississippi Department of Transportation's (MDOT's) proposed statewide Long-Range Transportation Plan and the MPO's Metropolitan Transportation Plan. Attendees will have an opportunity to voice and/or provide written comments about the draft plans. The schedule is as follows:

Thursday, Oct. 29 at 6 p.m.
Gulf Regional Planning Commission MPO and MDOT will host the meeting

Information on how to participate in the joint meeting as well as locations where the proposed plans can be reviewed in hard copy will be made available in mid-October.

MULTIPLAN 2045 is MDOT's statewide transportation plan. MDOT and the Gulf Regional Planning Commission MPO work together to craft a comprehensive plan that is seamless in nature. It identifies long-range transportation goals and sets the stage for strategic transportation investment over a 25-year horizon. It is updated to allow for adjustments as our world changes around us. We are #movingmississippiforward.

Keeping You Informed!
Need to know more? Contact us at kyarrow@grpc.com or www.grpc.com. You may also visit www.mstransportationplan2045.com.

2045 MULTIPLAN THE FUTURE IN MOTION

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

mstransportationplan2045.com

Gulf Regional Planning Commission

Gulf Coast Transportation Planning Update

Volume 7, October 2020 Gulf Coast Edition

Gulf Coast Draft Transportation Plan Available for Review and Comment

After months of planning, and with valuable input from you, the Gulf Regional Planning Commission (GRPC) is pleased to announce the availability of its draft Metropolitan Transportation Plan (MTP) for review and comment. Your input has been a critical part of the plan development process. Now, before the plan is finalized, we look forward to hearing from you once again! Comments on the draft MTP will be accepted until Nov. 30, 2020.

The MTP represents long-range transportation goals and objectives for the region and is a component of the Mississippi Department of Transportation's (MDOT) MULTIPLAN 2045. MULTIPLAN 2045 is Mississippi's Unified Long-Range Transportation Infrastructure Plan for the year 2045.

Multiple Ways to Comment

Due to the COVID-19 pandemic and related safety concerns, the GRPC is offering multiple ways for you to be involved.

VIRTUAL PUBLIC MEETING

To participate in a virtual public meeting, visit www.mstransportationplan2045.com. Participants will have an opportunity to hear presentations and make live comments. Afterward, recordings of the presentations will be available on the website until Nov. 30, 2020. The schedule is as follows:

Date/Time	Hosts	Proposed Plans Available for Review
Thursday, Oct. 29 6pm	MDOT and GRPC	Statewide Long-Range Plan and the GRPC Metropolitan Transportation Plan

COMMENT ONLINE

Individuals may review the draft plan and make electronic comments by visiting www.mstransportationplan2045.com anytime between Oct. 16, and Nov. 30, 2020.

MAIL/EMAIL COMMENTS

Written comments should be mailed to GRPC, 1635-G Popps Ferry Road, Biloxi, MS 39532 and emailed to kyarrow@grpc.com.

If you need assistance locating a copy of the plan or making a comment, contact GRPC staff members at 228.864.1167.

We are #movingmississippiforward

Keeping You Informed!
Need to know more? Contact us at kyarrow@grpc.com or visit www.mstransportationplan2045.com

2045 MULTIPLAN THE FUTURE IN MOTION

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

mstransportationplan2045.com

Gulf Regional Planning Commission

Gulf Coast Transportation Planning Update

October 29, 2020 — Gulf Coast Edition UPDATE

GULF COAST AND MDOT VIRTUAL MEETING TO BE RESCHEDULED

The Gulf Regional Planning Commission (GRPC) and the Mississippi Department of Transportation (MDOT) announce cancellation of the 2045 MULTIPLAN virtual public meeting scheduled for Thursday, Oct. 29, 2020, due to Hurricane Zeta.

The meeting, which provides information about the GRPC Metropolitan Transportation Plan and the MDOT statewide long-range transportation plan, will be rescheduled at a later date as conditions improve.

Please check www.MStransportationPlan2045.com periodically for updates. If you prefer, you may call MDOT's Planning Division at 601.359.7685 during normal working hours.

Virtual Meeting to be Rescheduled

Date/Time	Hosts	Proposed Plans Available for Review
Thursday, Oct. 29 6pm		Statewide Long-Range Plan and the GRPC Metropolitan Transportation Plan

COMMENT ONLINE

Individuals may review the draft plan and make electronic comments by visiting www.mstransportationplan2045.com anytime between Oct. 16, 2020 and Nov. 30, 2020.

MAIL/EMAIL COMMENTS

Written comments should be mailed to GRPC, 1635-G Popps Ferry Road, Biloxi, MS 39531 and emailed to kyarrow@grpc.com.

If you need assistance locating a copy of the plan or making a comment, contact GRPC staff members at 228.864.1167.

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Need to know more? Contact us at kyarrow@grpc.com or visit www.mstransportationplan2045.com

2045 MULTIPLAN THE FUTURE IN MOTION

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

mstransportationplan2045.com

Gulf Regional Planning Commission

Gulf Coast Transportation Planning Update

Nov. 4, 2020 — Gulf Coast Hurricane Zeta Edition UPDATE

Virtual Public Meeting Rescheduled

Gulf Coast citizens are encouraged to participate in a Gulf Regional Planning Commission (GRPC) and Mississippi Department of Transportation (MDOT) virtual public meeting Thursday, Nov. 12, 2020, beginning at 6 p.m. To participate, visit www.mstransportationplan2045.com.

During the meeting, transportation officials will present the draft GRPC Metropolitan Transportation Plan and the draft MDOT statewide long-range transportation plan. Participants are encouraged to ask questions concerning the information being presented. Comments to be considered a part of the official record should be submitted on official comment forms located on the website.

If you need assistance locating copies of the plans or making comments, please contact GRPC staff members at 228.864.1167 or the MDOT Planning Division at 601.359.7685 during normal working hours.

Multiple Ways to Comment

Comments will be accepted through Nov. 30, 2020. Due to the COVID-19 pandemic and related safety concerns, GRPC and MDOT are offering multiple ways for you to be involved.

COMMENT ONLINE

Individuals may review both of the draft plans and make electronic comments by visiting the MULTIPLAN 2045 website at www.mstransportationplan2045.com

MAIL/EMAIL COMMENTS

Comments about the GRPC Metropolitan Transportation Plan should be mailed to GRPC, 1635-G Popps Ferry Road, Biloxi, MS 39532 or emailed to kyarrow@grpc.com.

Comments about the MDOT statewide long-range transportation plan should be mailed to MDOT Planning Division, P. O. Box 1850, Jackson, MS 39215-1850 or emailed to planning@mdot.ms.gov.

We are #movingmississippiforward

Keeping You Informed!
Need to know more? Contact us at **kyarrow@grpc.com** or visit **www.mstransportationplan2045.com.**

2045 MULTIPLAN THE FUTURE IN MOTION

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

mstransportationplan2045.com

Gulf Regional Planning Commission

Gulf Coast Transportation Planning Update

Volume 8, November 2020 Gulf Coast Edition

There's Still Time to Comment on the Draft Gulf Coast Transportation Plan

The Gulf Regional Planning Commission (GRPC) reminds you that public comments about the draft Metropolitan Transportation Plan (MTP) will be accepted until November 30, 2020. That date marks the end of the official 45-day public comment period.

The draft plan is available on the MULTIPLAN website located at www.mstransportationplan2045.com/plans/.

The MTP represents long-range transportation goals and objectives for the region and is a component of the Mississippi Department of Transportation's (MDOT) MULTIPLAN 2045. MULTIPLAN is Mississippi's Unified Long-Range Transportation Infrastructure Plan for the year 2045. MULTIPLAN 2045 addresses our transportation needs over a 25-year horizon and is updated every five years.

Individuals who wish to make public comments for inclusion in the official record may do so by submitting an authorized comment form. Authorized comment forms are located on the MULTIPLAN website. We look forward to hearing from you! All comments received during the official comment period will be considered prior to plan adoption.

Multiple Ways to Comment

GRPC is offering multiple ways for you to be involved.

COMMENT ONLINE

Individuals may review the draft GRPC Metropolitan Transportation Plan and make electronic comments no later than November 30 by visiting www.mstransportationplan2045.com/plans/.

MAIL/EMAIL COMMENTS

Written comments should be placed on authorized comment forms and mailed to GRPC, 1635-G Popps Ferry Road, Biloxi, MS 39532 or emailed to kyarrow@grpc.com.

If you need assistance locating a copy of the draft plan or making comments, contact GRPC staff members at 228.864.1167.

Recordings of MULTIPLAN Virtual Public Meetings Now Available

Due to the COVID-19 pandemic and related safety concerns, GRPC and MDOT held a virtual public meeting Nov. 12, 2020 to present MDOT's Statewide Long-Range Transportation Plan and the GRPC Metropolitan Transportation Plan. Participants heard live presentations and were provided opportunities to ask questions concerning the draft long-range plans. If you missed the meeting, you may view a recording of it at www.mstransportationplan2045.com/meetings/.

We are #movingmississippiforward

Keeping You Informed!
Need to know more? Contact us at kyarrow@grpc.com or visit www.mstransportationplan2045.com.

2045 MULTIPLAN THE FUTURE IN MOTION

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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Social Media

From the beginning of Round One public involvement activities, which began in March 2019, social media was utilized by the MULTIPLAN Team to get information to the Mississippi public, including residents and workers within the MPA. By creating a standalone Facebook page for MULTIPLAN 2045, the Team gave citizens a portal for information exclusively about MULTIPLAN 2045 (versus other MDOT and MPO projects). As the largest stakeholder in the United States' social media market, Facebook was the primary platform utilized by the MULTIPLAN Team. Instagram, which was also used from the start of the project, helped connect the MULTIPLAN Team with a younger audience. As COVID-19 progressed, Twitter and LinkedIn were added to increase reach. Twitter's primary target audiences are the legislature and media, while LinkedIn is in the business industry niche.

The MULTIPLAN Team's approach for utilizing social media was to post or "push" a steady flow of information to the public that would generate and retain awareness. The approach also included a targeted series of "micro-boosted" Facebook posts and videos that served as ads directed to either statewide dissemination or to specific MPO areas (footprints) based on media-designated market areas or cities/townships. Because Facebook owns Instagram, ads were also served on that platform at no additional cost.

After the Round One public meetings, the team utilized Facebook in a statewide effort to increase participation in an online public survey.

In July 2019, the MULTIPLAN Team recognized a need to increase social media in order to keep engagement high over the eighteen months between the Round One and Round Two public meetings. The Team developed an amended social media strategy that included providing emailed newsbytes to stakeholders using Constant Contact and increasing public messaging via social media.

Short video clips or "snippets" and other graphic-driven messages were created to help engage audiences, create buzz with "did you know" facts, promote a calendar of events, and boost interest in review of the final draft plan. The snippets may be reviewed at:

https://www.facebook.com/MULTIPLAN2045/videos.

Print Media

During Round One the MPO provided printed publications to bring attention to the MTP process. A full list of printed media can be found in MULTIPLAN Annex 7, Appendix C. Below are the notices and advertisements for the MTP Round One public involvement.

2045 MULTIPLAN
THE FUTURE IN MOTION

Mississippi's Unified Long-Range Transportation Infrastructure Plan
Open-House Public Meetings

MDOT Mississippi Department of Transportation

Gulf Regional Planning Commission

The Mississippi Department of Transportation [MDOT] in coordination with the Gulf Regional Planning Commission Metropolitan Planning Organization invites you to attend open-house public meetings for the development of the Mississippi Unified Long-Range Transportation Infrastructure Plan, also known as the MULTIPLAN. Join the conversation about the planning process for our state's long-range transportation development. Planning efforts consider key transportation needs that are identified by citizens who attend these meetings. The development and implementation of a multimodal transportation system typically addresses connectivity between public transportation, motorized and nonmotorized transportation, rail, commercial motor vehicles, trails, waterways, aviation facilities and other initiatives. Individuals who require auxiliary aids or require alternative languages and want to participate should contact MDOT at 601-359-7685 at least five days prior to the meeting date.

PASCAGOULA‡
Tuesday, March 12, 4-6 p.m.
Jackson County Administration Building
2915 Canty Street

BAY ST. LOUIS‡
Wednesday, March 13, 4-6 p.m.
Bay St. Louis Community Hall
301 Blaize Avenue

BILOXI*
Thursday, March 14, 4-6 p.m.
Gulf Regional Planning Commission Office 1635 Popps Ferry Road, Suite G

MDOT and MPO staff members will be present at the meetings to discuss the planning process and receive input for the MULTIPLAN and individual MPO plans.

‡ Hosted by MPO
* Hosted by MDOT and area MPO

Visit **mstransportationplan2045.com** to learn more.

2045 Mississippi Unified Long-Range Transportation Infrastructure Plan | The Future in Motion

mstransportationplan2045.com

Gulf Regional Planning Commission

2045 MULTIPLAN THE FUTURE IN MOTION

NEWS RELEASE

for Immediate Release

Mississippians are Invited to Participate in Long-Range Transportation Planning

BILOXI, MISS., Tuesday, February 26, 2019 --- The Gulf Regional Planning Commission Metropolitan Planning Organization (GRPC) and the Mississippi Department of Transportation (MDOT) invite citizens to participate in the development of the state's long-range transportation plan, according to GRPC Executive Director Paul Gavin.

Open house public meetings are scheduled as follows:

Date	*Time*	*Location*	*Hosted By*
Tuesday, March 12	4 – 6 p.m.	Jackson County Administration Building 2915 Canty Street Pascagoula, MS 39567	GRPC
Wednesday, March 13	4 – 6 p.m.	Bay St. Louis Community Hall 301 Blaize Avenue Bay St. Louis, MS 39520	GRPC
Thursday, March 14	4 – 6 p.m.	GRPC Office 1635 Popps Ferry Road, Suite G Biloxi, MS 39532	MDOT and GRPC

"Gulf coast citizens are invited to share their transportation needs," Gavin said. "By working together, we are better able to develop goals that safely meet our mobility requirements and strengthen our economy."

Mississippi's Unified Long-Range Transportation Plan (MULTIPLAN) is comprehensive in nature. It guides statewide planning efforts by helping answer the questions "What do we want from our transportation system over the next 25 years, and how can we achieve it?" In addition to teaming with GRPC, MDOT is also working with the Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization and the Central Mississippi Planning and Development District Metropolitan Planning Organization.

The GRPC is responsible for transportation planning in the Mississippi Gulf Coast's urbanized areas. It coordinates the transportation planning processes and programs for Hancock, Harrison and Jackson counties that become a part of MULTIPLAN.

For additional information about MULTIPLAN 2045, visit mstransportationplan2045.com. Individuals requiring auxiliary aids or alternative languages and wishing to participate in the meetings should call 601.359.7685 no later than five days prior to a meeting.

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MDOT Mississippi Department of Transportation

CMPDD Promoting Regional Excellence Since 1968

Metropolitan Planning Organization


Gulf Regional Planning Commission
OPEN HOUSE PUBLIC MEETING TONIGHT
Wednesday, March 13th, 4-6 pm
Bay St. Louis Community Hall
301 Blaize Avenue, Bay St. Louis
Join the conversation about long-range transportation planning. We will consider key transportation needs and investment priorities that YOU identify.
mstransportationplan2045.com
2045
MULTIPLAN
THE FUTURE IN MOTION
OPEN HOUSE PUBLIC MEETING TONIGHT
Thursday, March 14th, 4-6 pm
Gulf Regional Planning Commission Office
1635 Popps Ferry Road, Suite G, Biloxi
Join the conversation about long-range transportation planning. We will consider key transportation needs and investment priorities that YOU identify.
Gulf Regional Planning Commission
MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
mstransportationplan2045.com
Gulf Regional Planning Commission
OPEN HOUSE PUBLIC MEETING TONIGHT
Tuesday, March 12th, 4-6 pm
Jackson County Administration Building
2915 Canty Street, Pascagoula
Join the conversation about long-range transportation planning. We will consider key transportation needs and investment priorities that YOU identify.
mstransportationplan2045.com

Outreach to Underserved Communities

MULTIPLAN Team members increased outreach within suspected underserved communities of the state's MPO areas to ensure everyone an equal opportunity to participate in transportation planning activities and to comply with Title VI of the Civil Rights Act of 1964.

Using a statewide database of government agencies and organizations that provide services to underserved segments of Mississippi's population, MULTIPLAN Team members electronically disseminated information about the plan update process. Examples of those contacted include government agencies such as the Mississippi Department of Mental Health, the Mississippi Developmental Disability Council, public transit providers, WIN Job Centers, food networks, child services centers, and Christian organizations.

MULTIPLAN Team members further expanded outreach efforts by posting notification of Round One and Round Two public meetings in known low-income and minority communities. Areas in which the fliers were posted included libraries, schools, senior centers, shopping areas, laundromats, and historically black colleges and churches.

Several locations targeted as likely places in which to post fliers were inaccessible due to the COVID-19 pandemic. For example, Walmart employees indicated that all fliers had to be approved by corporate personnel prior to posting. Additionally, places such as libraries, community centers, colleges, senior centers, and churches, were unpredictable due to employees working from home and safety precautions banning entrance. To compensate, MULTIPLAN Team members quickly adjusted the outreach strategy by:

- expanding the number of grocery stores and coin-operated laundromats targeted; and
- sending electronic notices to those entities with publicly advertised email addresses.

Documentation of outreach to underserved communities and to agencies and/or organizations providing services for underserved members of the population is located in MULTIPLAN Annex 7, Appendix O. The documentation includes the statewide MULTIPLAN Title VI database, email correspondence, fliers, flier placement documentation, sample photo documentation, and the demographic maps used to pinpoint low-income and minority areas within the MPO urbanized regions.

Online Survey

Two types of surveys were administered by the MULTIPLAN Team during Round One. The first was a six-question survey made available online (and promoted via social media) and during public meetings. The survey asked participants to perform the following tasks:

- Rate transportation priorities for their region
- Identify their region's most congested roadway or intersection
- Identify the roadway or intersection with the greatest need for safety improvements

- Provide ideas for improving transportation
- State how often commutes are made by walking, biking, or riding transit
- Provide their zip code

The survey was also provided to stakeholders via a Constant Contact newsbyte, which achieved an open rate of 34.3 percent (435 opens) and a click-through rate of 28.6 percent (124 clicks), both of which are well above industry averages.

In the second survey, known as a Harris Poll, a random selection of Mississippi citizens were contacted and interviewed via telephone. The 2019 Harris Poll survey asked respondents their thoughts concerning the following:

- Overall transportation performance
- Accessibility
- Safety
- Modes used
- Features in need of improvement
- Future transportation challenges
- Improvement funding

Many of the 2019 Harris Poll survey questions were the same as the 2015 Harris Poll survey conducted as part of MULTIPLAN 2040, and thus allowed for a comparison of results. The comparison helped to determine changes in sentiment regarding the state's transportation system. Several new questions were added that addressed the changing transportation landscape (e.g., shared rides and autonomous vehicles) and transportation funding.

Planners carefully analyzed the data from both types of surveys and used the analysis to guide critical decisions about MULTIPLAN 2045. Documentation of the Harris Poll survey and the six-question survey is located in MULTIPLAN Annex 7, Appendix S.

Public Survey – 2045 Metropolitan Transportation Plan

The Mississippi Gulf Coast region is developing a roadmap for improving transportation over the next 25 years. Help us plan for the future by participating in this short survey!

1. **How would you rate these TRANSPORTATION PRIORITIES for the region?**

	0 – Not Important	1	2	3	4 – Very Important
Making places more accessible	◯	◯	◯	◯	◯
Reducing rush hour congestion	◯	◯	◯	◯	◯
Improving safety	◯	◯	◯	◯	◯
Maintaining roads and infrastructure in good condition	◯	◯	◯	◯	◯
Making transit, biking, and walking more convenient	◯	◯	◯	◯	◯
Supporting the movement of goods/freight	◯	◯	◯	◯	◯

2. **In your experience, what is the region's MOST CONGESTED roadway or intersection during rush hour?**

3. **In your experience, what roadway or intersection has the greatest need for SAFETY IMPROVEMENTS?**

(Flip over for the rest of the questions)

Gulf Regional Planning Commission

Public Survey – 2045 Metropolitan Transportation Plan

4. **What BIG IDEAS do you have for improving transportation in the region?**
   Think about getting around by all modes – driving, riding transit, walking, biking, etc.

5. **Please provide your zip code:** _____

6. **How often do you commute by walking, biking, or riding transit?**

   - ◯ Frequently/Always (3 or more times a week)
   - ◯ Occasionally/Sometimes (1-2 times a week)
   - ◯ Rarely/Never (less than once a week)

Gulf Regional Planning Commission

Public/Stakeholder Outreach Record

Public Meetings

The public meetings format, inputs, and results have been discussed in Chapter 2. Sign-in sheets for these meetings are shown below.

Stakeholder Meetings

The stakeholder meetings format, inputs, and results have been discussed in Chapter 2. Sign-in sheets for these meetings are shown below.

Public Meeting Sign-in Sheet – Round 1

2045 MULTIPLAN Open-House Public Meeting Sign-In Sheet

2045 MULTIPLAN THE FUTURE IN MOTION

Gulf Regional Planning Commission Metropolitan Planning Organization | Wednesday, March 13, 4-6 p.m.
Bay St. Louis Community Hall | 301 Blaize Avenue | Bay St. Louis, MS 39520

	Zip	Name (Print)	Email (if you want to be contacted)	Check all that apply: Age 64 or over	Age 18 or under	Annual income less than $25k	Disabled	Woman	Person of color
*	75503	Bill Cork							
*	39520	Dana Fenerstein	dfenerstein@bayst-louis-ms.gov					✓	
*	39520	John Studstill	johns@comptonengineering.com						
*	39560	Jeff Loftus	jol@grpc.com						
*	39532	Paul Gavin	pgavin@srpc.ms						
*	39520	Kay Kell	Kay.Kell@yahoo.com					✓	
*	39110	Erica Robinson						✓	
	39211	Moshé Cole	moshe38645@gmail.com						✓
	39520	Bruce Northridge	bruce.northridge@yahoo.com	✓					
	39110	Donna Lum	donna@becomm1.com					✓	
	39520	Myrna Labat Sr.	mblabat1@gmail.com						
	39520	James Bures	jbures@comptonengineering.com						
	54904	Brenda Wilusz	wilusz4@gmail.com		.	.	.	✓	
	39110	Robert Walker	robert.walker@regl-sch.ffer.com						
	39601	Sammy Holcomb	sholcomb@mdot.ms.gov						

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MDOT CMPDD MPO Gulf Regional Planning Commission

* - Stakeholders

Public Meeting Sign-in Sheet – Round 1 continued

2045 MULTIPLAN Open-House Public Meeting Sign-In Sheet

Gulf Regional Planning Commission Metropolitan Planning Organization | Wednesday, March 13, 4-6 p.m.
Bay St. Louis Community Hall | 301 Blaize Avenue | Bay St. Louis, MS 39520

2045 MULTIPLAN THE FUTURE IN MOTION

	Zip	Name (Print)	Email (if you want to be contacted)	Check all that apply: Age 64 or over	Age 18 or under	Annual income less than $25k	Disabled	Woman	Person of color
*	39520	HAROLD, NETTO	harold.netto@mdhs.ms.gov					✓	
*	39571	[illegible]	jcarothers@hcmc.ms						
*	39520	JIMMIE LADNER, JR	JayLadner@co.hancock.ms.us						
*	39520	Sissy H Gonzales	sgonzales@bayst louis-ms.us					✓	
*	39532	Jason Zimmer	jzimmer@grpc.com		✓				
*	39530	Craig High	craig.high@neel-schaffer.com						
*	39531	Steph Plancich						X	
*	39520	TISH WILLIAMS	tish@hancockchamber.org					✓	
	54904	ED WILKS	EDWILKS2@GMAIL.COM	X					
	39520	Ricky Smith	ricky.smith1524@gmail						
	39520	Russell Veazey	RussellVeazey@Live.com						
	39507	Dax Alexander	dax@bnaengineers.com						
	39503	Kelli Gregory	wkelly2theatre@gmail.com			✓			
	39526	Cathy LAWSON						✓	
	39520	Charles Joseph	4066@Hotmail.com	✓					✓
	39206	Sabrina Welch						✓	

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MDOT CMPDD MPO Gulf Regional Planning Commission

* - Stakeholders

Public Meeting Sign-in Sheet – Round 1 continued

2045 MULTIPLAN Open-House Public Meeting Sign-In Sheet

Gulf Regional Planning Commission Metropolitan Planning Organization | Wednesday, March 13, 4-6 p.m.
Bay St. Louis Community Hall | 301 Blaize Avenue | Bay St. Louis, MS 39520

Zip	Name (Print)	Email (if you want to be contacted)	Check all that apply: Age 64 or over	Age 18 or under	Annual income less than $25k	Disabled	Woman	Person of color
70508	Vijay Kunada	Vijay.kunada@weel-schaffer.com						
70130	Taylor Marcantel							

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Public Meeting Sign-in Sheet – Round 1 continued

2045 MULTIPLAN Open-House Public Meeting Sign-In Sheet

Gulf Regional Planning Commission Metropolitan Planning Organization | Thursday, March 14, 4-6 p.m.
Gulf Regional Planning Commission MPO Office | 1635 Popps Ferry Road, Suite G | Biloxi, MS 39532

Zip	Name (Print)	Email (if you want to be contacted)	Check all that apply: Age 64 or over	Age 18 or under	Annual income less than $25k	Disabled	Woman	Person of color
39531	Steph Planick						X	
39540	Bill Chorba	wechorba@yahoo.com						
39540	C. Ryan Bristol	cryanbristol@outlook.com						
39530	Vincent Bui	vincentbui320@gmail.com			X			X
39540	Ricardo Rodriguez	RRodR@WolvertonProperty Management.com		X				X
39532	Forrest Gibson	fbmg06@gmail.com			X			
39532	John Gallardo	John@CRTD60.org						X
39564	Patty Usry	Patty@innovatemscom					X	
39532	Mary Gallardo	Mary@CRTD60.org					X	X
39532								
39501	Gregory Pittman	PittmGR@GMAIL.COM	X					
39501	Debra Haynes	deborahaynes440@gmail.com					X	
39531	Christy LeBatard						✓	
39564	John Miller							
39532	Mike Wills							

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MDOT CMPDD MP Gulf Regional Planning Commission

Public Meeting Sign-in Sheet – Round 1 continued

2045 MULTIPLAN Open-House Public Meeting Sign-In Sheet

2045 MULTIPLAN THE FUTURE IN MOTION

Gulf Regional Planning Commission Metropolitan Planning Organization | Thursday, March 14, 4-6 p.m.
Gulf Regional Planning Commission MPO Office | 1635 Popps Ferry Road, Suite G | Biloxi, MS 39532

			Check all that apply					
Zip	Name (Print)	Email (if you want to be contacted)	Age 64 or over	Age 18 or under	Annual income less than $25k	Disabled	Woman	Person of color
39201	Shundreka R. Giran						✓	✓
39206	Sabrina Welch						✓	
39211	Moshé Cole	moshe38645@gmail.com						✓
GRPC	Jason Zimmer	GRPC						
39507	Toni White-Barstow	antonia barstow@icloud.com					✓	
3532	BRENT FUTRELL	Bfutrell1@gmail.com	✓					
39110	Erica Robinson						✓	
39571	Elaine Wilkinson	Elainewilkinson@gmail.com	✓				✓	
39560	Jeff Loftus	jloftusfamily@gmail.com					✓	
39110	Donna Fun	donna@becomm1.com					✓	
39531	Steph Plancich						X	

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MDOT CMPDD MPO Gulf Regional Planning Commission

Public Meeting Sign-in Sheet – Round 1 continued

2045 MULTIPLAN Open-House Public Meeting Sign-In Sheet

2045 MULTIPLAN THE FUTURE IN MOTION

Gulf Regional Planning Commission Metropolitan Planning Organization | Tuesday, March 12, 4-6 p.m.
Jackson County Administration Building | 2915 Canty Street | Pascagoula, MS 39567

Zip	Name (Print)	Email (if you want to be contacted)	Check all that apply: Age 64 or over	Age 18 or under	Annual income less than $25k	Disabled	Woman	Person of color
39563	Phyllis Matthews						✓	✓
39567	Joanne Byrd		✓				✓	
39567	Samantha Tubbs						✓	
39578	Frank Shelby			✓				✓
39564	Mary Ann Wedzel						✓	
39562	Pam Riley							
39564	JASON KUEGSETH							
39581	LINDA COOPER			✓			✓	
39564	Sonya Carter						✓	
39452	Neilly Skipper						✓	
39561	Sharron Gilderslove						✓	
39564	Felicia Sykes						✓	✓
39567	Jessica Baker						✓	
39563	Maurice L. Johnson	Jmaurice29@yahoo.com		✓				✓
39553	Jill Coleman						✓	

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MDOT CMPDD MPO Gulf Regional Planning Commission

Public Meeting Sign-in Sheet – Round 1 continued

2045 MULTIPLAN Open-House Public Meeting Sign-In Sheet

Gulf Regional Planning Commission Metropolitan Planning Organization | Tuesday, March 12, 4-6 p.m.
Jackson County Administration Building | 2915 Canty Street | Pascagoula, MS 39567

2045 MULTIPLAN THE FUTURE IN MOTION

Zip	Name (Print)	Email (if you want to be contacted)	Check all that apply: Age 64 or over	Age 18 or under	Annual income less than $25k	Disabled	Woman	Person of color
39211	Moshé Cole	moshe38645@gmail.com		✓				
39564	Ryan Wetzel	RyanWetzel.cc@gmail.com		✓				
39567	Michele Coats						✓	
39110	Robert Walker							
39110	Donna Lum						✓	
39563	Monica Cooper	Monica-Cooper@co.jackson.ms.us					✓	✓
39563	Paul Tristani	Paul—Jjristani 11						
39206	Sabrina Welch	sabrinawelch217@gmail.com					✓	
39581	Monica TUCKER							
	Lydia & Ric Jordan			✓			✓	
39567	Stephanie Williams						✓	
39553	Turkessa Simpson	daysha simpson14@gmail.com		✓			✓	
39567	Noel Tillman						✓	
39563	Eric Bolton.							
39563	Lakesha Hardiman				✓		✓	

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MDOT CMPDD Gulf Regional Planning Commission

Stakeholder Meeting Sign-in Sheet – Round 1 continued

2045 MULTIPLAN Stakeholder Meeting Sign-In Sheet

Gulf Regional Planning Commission Metropolitan Planning Organization | Tuesday, March 12, 1-3 p.m.
Jackson County Administration Building | 2915 Canty Street | Pascagoula, MS 39567

2045 MULTIPLAN THE FUTURE IN MOTION

	NAME	ORGANIZATION	EMAIL
	Kimela Runnels	MDHS-DWD	Kimela.Runnels@mdhs.ms.gov
	George Sueyoka	JCEDF.org	gsueyoka@JCEDF.org
	PHIL TORJUSEN	GAUTIER	ptorjusen@gmail.com
	Robert Walker	NPEL-Gautier	
	Paul Gavin	GRPC	pgavin@grpc.com
	Chase Elkins	MHP	jelkins@dps.ms.com
	Jeff Loftus	GRPC	jol@grpc.com
	BRIAN FULTON	JACKSON COUNTY	brian_fulton@co.jackson.ms.us
	CHASE GLISSON	JACKSON COUNTY	chase_glisson@co.jackson.MS.US

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MDOT CMPDD Gulf Regional Planning Commission

Stakeholder Meeting Sign-in Sheet – Round 1 continued

2045 MULTIPLAN Stakeholder Meeting Sign-In Sheet

Gulf Regional Planning Commission Metropolitan Planning Organization | Thursday, March 14, 1-3 p.m.
Innovation Center | 1636 Popps Ferry Road | Biloxi, MS 39532

	NAME	ORGANIZATION	EMAIL
	Michael Wills	Biloxi Police Dept	mwills@biloxi.ms.us
	Amelia Tomsic	Disability Rights MS	atomsic@drms.ms
	PATRICK GREEN	MS Hwy Patrol Troop F	CPGREEN@dps.ms.gov
	Robert Walker	NH	
	Rhonda Price	MDMR	rhonda.Price@dmr.MS.gov
C	Kathy Williams	MDRS/VR VickhWMS@aol.com	KWilliams@mdrs.ms.gov
	John B. Miller	Biloxi Police Dept.	jmiller@biloxi.ms.us
	Helen Werby	Biloxi Housing Authority	hwerby@biloxihousing.org
	Tom Pharess	Pass Christian Planning	tphares@scenicgroup.com
	Erica Robinson	Robinson Studio	
C	Daphne Viverette	MDMR	daphne.viverette@dmr.ms.gov
	Bill Lovers	HCDC	blavers@mscoast.org
	Martha Milner	CFHC	mmilner@mercysc.org

C= Color / diversity

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MDOT CMPDD Gulf Regional Planning Commission

Stakeholder Meeting Sign-in Sheet – Round 1 continued

2045 MULTIPLAN Stakeholder Meeting Sign-In Sheet

Gulf Regional Planning Commission Metropolitan Planning Organization | Thursday, March 14, 1-3 p.m.
Innovation Center | 1636 Popps Ferry Road | Biloxi, MS 39532

2045 MULTIPLAN THE FUTURE IN MOTION

	NAME	ORGANIZATION	EMAIL
	Shundreka R. Givan	FHWA	shundreka.givan@dot.gov
	Donna Lum	Beyond Communication	donna@becomm1.com
	Harold Netto	MDHS DWD	harold.netto@mdhs.ms.gov
C	Yuan (Yvonne) Zhang	USM	yuanyuan.zhang@usm.edu
C	Shannon Haynes	HCDC	shaynes@mscoast.org
	Angel Greer	Coastal Family Health Center	angel-greer@coastalfamilyhealth.org
	George Ransom	MS Dept. Marine Resources	george.ransom@dmr.ms.gov
	Ken Austin	Pass Christian Planning Commission	Ken@mscoasthomes.com
C	Katie Huang	Moore Community House	KHUANG@MOORECOMMUNITYHOUSE.ORG
	Renee Sicalij	MS Dept of Rehab Servs	rsicalij@mdrs.ms.gov
	Steph Plangic	GRPC	
	[illegible]	TIC	STEPHEN@INNOVATEMS.COM
	Christy LeBatard	Biloxi Engineering	clebatard@biloxi.ms.us
	[illegible]	Sen. Hyde-Smith	[illegible]

C = Color /diversity

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MDOT CMPDD MPO Gulf Regional Planning Commission

Round 2 Documentation

Round Two saw many of the same efforts used as Round One, however, the intensity of COVID-19 necessitated a more digital approach to public outreach to ensure public safety.

Multiplan Website

The MULTIPLAN website continued to be used as part of the Round Two outreach and provided critical in providing information about the planning process during the pandemic.

Quarterly Newsbytes

Newsbyte releases continued through Round Two, which ended in December 2020. This helped bridge the eighteen-month time period between the Round One engagement activities and the Round Two public meetings. All newsbytes are displayed in the Round One Quarterly Newsbytes sections.

Social Media

After the arrival of COVID-19 in Mississippi, social media activity supporting public involvement and education for Round Two was expanded to compensate for social distancing requirements. The MULTIPLAN Team held an internal virtual meeting in April 2020 to assess ways to increase social media outreach. This meeting resulted in the amendment of the social media strategy described in the MULTIPLAN 2045 PIP (Public Involvement Plan) and touched on the following points:

- Continue use of Facebook and Instagram
- Establish separate LinkedIn and Twitter accounts
- Continue dissemination of MULTIPLAN newsbytes to stakeholders using Constant Contact and encourage stakeholders to become more engaged and pass information along to constituents/peers
- Continue and expand social media ad purchases

An outline of the amended social media messaging and initiatives are shown below, and a copy of the written strategy is located in MULTIPLAN Annex 7, Appendix H.

Beginning in September 2020, individuals and stakeholders were provided information about the forty-five-day public engagement periods, how and when to review and make official comments, opportunities for participating in interactive virtual meetings, and MULTIPLAN Team members' contact information. Viewers also saw short video "snippets" designed to pique interest and direct them to the MULTIPLAN website. In addition to static posts, forty-three geo-targeted paid media announcements were created and boosted as paid advertisements to not only build rural and statewide outreach, but also to effectively target each MPOs' audience in its geographic footprint. This provided an extra layer of outreach. The paid media announcements proved to be both cost-effective and successful.

Statewide totals:

Metric Source	Interactions
MULTIPLAN website	Sessions: 2,490 Visitors: 1,872 Pageviews: 4,335
Facebook	Posts: 140 Impressions/frequency: 233,084 Reach: 173,843 Engagement: 6,640 Viral spread: 94,000
Video snippets (Forty-three videos)	Views: 22,100
Twitter	Impressions: 4,814
Instagram	Impressions: 2,280
LinkedIn	Impressions: 417
Official comments received (on draft LRTP and MTPs combined)	CMPDD: 8 HPFL: 2 GRPC: 2 MDOT: 6
Public meeting attendees	Open houses: 230 Virtual meetings: 76
Pop-up meeting participants	15
Public and stakeholder survey participants	528
Leadership and key stakeholder survey participants	Leadership: 13 Key stakeholder: 16

Outreach to Underserved Communities

Round Two public outreach continued the same efforts undertaken in Round One to ensure the needs of underserved communities were considered during plan development. To pinpoint believed underserved neighborhoods, during Round Two the MULTIPLAN Team worked from demographic-based maps provided by the MPOs.

Print Media

Notices and advertisements for Round 2 public engagement are shown below.

Clarion Ledger

Hattiesburg American

PART OF THE USA TODAY NETWORK

ACCOUNT NAME	ACCOUNT #	PAGE #
MS Depart. of Transportation	242946	1 of 2

INVOICE #	BILLING PERIOD	PAYMENT DUE DATE
0003562951	Oct 1- Oct 31, 2020	November 20, 2020

PREPAY (Memo Info)	UNAPPLIED (included in amt due)	TOTAL AMOUNT DUE
$0.00	$0.00	**$1,088.94**

BILLING ACCOUNT NAME AND ADDRESS

MS DEPART. OF TRANSPORTATION
LINDSEY KILLEBREW
PO BOX 1850
JACKSON, MS 39215-1850

BILLING INQUIRIES/ADDRESS CHANGES

1-877-736-7608 or local@ccc.gannett.com

FEDERAL ID

71-0004640

Terms and Conditions: Past due accounts are subject to interest at the rate of 18% per annum or the maximum legal rate (whichever is less). Advertiser claims for a credit related to rates incorrectly invoiced or paid must be submitted in writing to Publisher within 30 days of the invoice date or the claim will be waived. Any credit towards future advertising must be used within 30 days of issuance or the credit will be forfeited.
All funds payable in US dollars.

0000242946000000000000035629510010889410981

Contact abgspecial@gannett.com to sign-up for the convenience of having your invoice e-mailed to you. Once signed up you can also enjoy the convenience of making online payments. Previous account number reference if needed: 0000000067.

Date	Description	Amount
10/1/20	Balance Forward	$789.94
10/2/20	PAYMENT- THANK YOU	-$523.14
10/16/20	PAYMENT- THANK YOU	-$261.57
10/20/20	Reverse Finance Charge	-$5.23

Digital Advertising:

Campaign Dates Billing Date	Product/Placement Targeting	Description	PO Number	Impressions	Gross Amount	Net Amount
10/13/20-10/13/20 Oct	JMS Local.com	Ms Depart. Of Transportation		25,000		$175.00
10/13/20-10/13/20 Oct	JMS Local.com	Ms Depart. Of Transportation		25,000		$175.00

Print Advertising:

Start-End Date	Product	Description	PO Number	Run Dates	Ad Size	Rate	Gross Amount	Net Amount
10/8/20-10/8/20	Clarion Ledger Print	Ms Depart. Of Transportation		10/8	1/4 Page	Fixed Price		$184.89
10/15/20-10/21/20	Clarion Ledger Print	Ms Depart. Of Transportation		10/15, 10/21	1/4 Page	Fixed Price		$369.38
10/28/20-10/28/20	Clarion Ledger Print	Ms Depart. Of Transportation		10/28	1/4 Page	Fixed Price		$184.67

Clarion Ledger / Hattiesburg American	ACCOUNT NAME	ACCOUNT NUMBER	BILLING PERIOD	PAGE #
	MS Depart. of Transportation	242946	Oct 1- Oct 31, 2020	2 of 2

PLEASE DETACH AND RETURN THIS PORTION WITH YOUR PAYMENT

Clarion Ledger
Hattiesburg American
PART OF THE USA TODAY NETWORK

ACCOUNT NAME	PAYMENT DUE DATE	AMOUNT PAID
MS Depart. of Transportation	November 20, 2020	
ACCOUNT NUMBER	**INVOICE NUMBER**	
242946	0003562951	

CURRENT DUE	30 DAYS PAST DUE	60 DAYS PAST DUE	90 DAYS PAST DUE	120+ DAYS PAST DUE	UNAPPLIED PAYMENTS	TOTAL AMOUNT DUE
$1,088.94	$0.00	$0.00	$0.00	$0.00	$0.00	**$1,088.94**

REMITTANCE ADDRESS (Include Account# & Invoice# on check)

Clarion Ledger/Hattiesburg American
P.O. Box 677577
Dallas, TX 75267-7577

TO PAY WITH CREDIT CARD PLEASE FILL OUT BELOW:

☐ VISA ☐ MASTERCARD ☐ DISCOVER ☐ AMEX

Card Number _____
Exp Date ___/___/___ CVV Code _____
Signature _____ Date _____

000024294600000000000003562951001088941098 1

SunHerald

AFFIDAVIT OF PUBLICATION

Account #	Ad Number	Identification	PO	Amount	Cols	Depth
662354	0004780701	The Mississippi Department of Transportation (MD	Legal Ad	$68.56	1	5.90 In

Attention: Kenneth Yarrow

GULF REGIONAL PLANNING COMMISSION
1635 POPPS FERRY ROAD, SUITE G
BILOXI, MS 39532

The Mississippi Department of Transportation (MDOT) and three of the state's Metropolitan Planning Organizations (MPOs) invite public review and comments on MULTIPLAN 2045 (Mississippi's Unified Long-Range Transportation Infrastructure Plan for the year 2045). Each proposed plan is located at www.mstransportationplan2045.com and will be available there for official review and comment during the timeframes indicated below: CMPDD draft plan: Sept. 19 - Nov. 2, 2020 and Statewide, HPFL, and GRPC draft plans: Oct. 16 – Nov. 30.
Additionally, MDOT is hosting joint virtual public meetings that will provide the public with the opportunity to hear presentations and make live comments on the proposed MULTIPLAN 2045. Information on the virtual meetings follows: Thursday, Oct. 29 6pm - Statewide Long-Range Plan and the Gulf Coast Metropolitan Transportation Plan. Individuals who would like to participate in the virtual public meetings should visit www.mstransportationplan2045.com using a smart phone or computer for more information.
El Departamento de Transportacion de Mississippi y otras tres agencias de Planificación del estado invitan al publico a la revisión y comentarios sobre el MULTIPLAN 2045, plan de mejoras en la infraestructura de transporte para el año 2045. Cada plan propuesto estra disponible en www.mstransportationplan2045.com para su revision y comentarios durante el tiempo indicado a continuación: CMPDD plan: Sept. 19 – Nov. 2, 2020, Statewide, HPFL and GRPC: Oct. 16 - Nov. 30, 2020. Además, el MDOT estára organizando reunions conjuntas, las cuales proveeran al público la oportunidad de escuchar las presentaciones y hacer sus comentarios en vivo sobre la Propuesta de MULTIPLAN 2045. La Información de dichas reuniones es la siguiente: Jueves 29 de Octubre 6 pm - Plan estatal a largo plazo y el Plan de Transporte Metropolitano de la Costa del Golfo. Las personas que interesadas en participar de estas reuniones deben visitar www.mstransportationplan2045.com, utilizando un teléfono inteligente o por computadora, para obtener más información.

RECEIVED
NOV 10 2020
By:

STATE OF MISSISSIPPI
COUNTY OF HARRISON

Before me, the undersigned Notary of Dallas County, Texas personally appeared VICTORIA RODELA, who, being by me first duly sworn, did depose and say that she is a clerk of The Sun Herald, a daily newspaper published in the city of Gulfport, in Harrison County, Mississippi and the publication of the notice, a copy of which is hereto attached, has been made in said paper in the issue(s) of:

2 Insertion(s)

Published On:
October 18, 2020, October 25, 2020

Affidavit further states on oath that said newspaper has been established and published continuously in said county for a period of more than twelve months next prior to the first publication of said notice.

V Rodela
Clerk

Sworn to and subscribed before me this 26th day of October in the year of 2020

Notary Public

* The Sun Herald has been deemed eligible for publishing legal notices in Jackson County to meet the requirements of Miss. Code 1972 Section 13-3-31 and 13-3-32.

AMANDA DAWN GRISHAM
My Notary ID # 132031326
Expires May 30, 2023

Extra charge for lost or duplicate affidavits. Legal document please do not destroy!

SunHerald

INVOICE AND STATEMENT OF ACCOUNT AGING OF PAST DUE ACCOUNTS * UNAPPLIED AMOUNTS ARE INCLUDED IN TOTAL AMOUNT DUE Fed ID# 65-2383255

2 2020-11	22 2020-10	2020-09	2020-08+	* UNAPPLIED AMOUNT	23 TOTAL AMOUNT DUE
$600.00	$0.00	$0.00	$0.00	$0.00	$600.00

SALES REP	24 ADVERTISER INFORMATION			
	1 BILLING PERIOD	6 BILLED ACCOUNT NUMBER	7 ADVERTISER/CLIENT NUMBER	2 ADVERTISER/CLIENT NAME
Derrick Ivy	11/02/2020 - 11/29/2020	662405	662405	MS DEPT OF TRANSPORTATION

4 PAGE # 1 of 1

MS DEPT OF TRANSPORTATION
attn Lindsey Killebrew
PO BOX 1850
JACKSON, MS 39215-1850

MAKE CHECKS PAYABLE TO
Sun Herald
Sun Herald-Advertising
PO Box 51219
Livonia, MI 48151
Billing: Contact Sales Rep. Credit: Email
ssccreditandcollections@mcclatchy.com

Payment is due upon receipt. sal™

10 START	11 STOP	NEWSPAPER REFERENCE	12 14 DESCRIPTION	13 PRODUCT	15 SAU SIZE	16 BILLED UNITS	17 TIMES RUN	18 RATE	19 AMOUNT
			Balance Forward						$3.00
11/19		C228462	Credit for 0004777149 on 10/13/2020						-$3.00
11/20		MD122825-11202020	Debit for 0004777149-02 on 10/31/20						$600.00

PREVIOUS AMOUNT OWED:	$3.00
NEW CHARGES THIS PERIOD:	$0.00
CASH THIS PERIOD:	$0.00
DEBIT ADJUSTMENTS THIS PERIOD:	$600.00
CREDIT ADJUSTMENTS THIS PERIOD:	($3.00)

Thank you for your business.
If you have questions or concerns regarding your statement, we can be reached by email at ssccreditandcollections@mcclatchy.com or by phone at (305) 740-8440.

PLEASE DETACH AND RETURN LOWER PORTION WITH YOUR REMITTANCE

SunHerald

Sun Herald-Advertising
PO Box 51219
Livonia, MI 48151

ADVERTISING INVOICE and STATEMENT
Invoice# 0001952434

1 BILLING PERIOD	2 ADVERTISER/CLIENT NAME
11/02/2020 - 11/29/2020	MS DEPT OF TRANSPORTATION

23 TOTAL AMOUNT DUE	* UNAPPLIED AMOUNT	3 TERMS OF PAYMENT
$600.00	$0.00	Payment is due upon receipt

21 2020-11	22 2020-10	2020-09	2020-08+
$600.00	$0.00	$0.00	$0.00

5 BILLING DATE	6 BILLED ACCOUNT NUMBER	7 ADVERTISER/CLIENT NUMBER
11/29/2020	662405	662405

6878005524 PRESORT PBPS013 <B>

MS DEPT OF TRANSPORTATIO
ATTN LINDSEY KILLEBREW
PO BOX 1850
JACKSON MS 39215-1850

SUN HERALD
SUN HERALD-ADVERTISING
PO BOX 51219
LIVONIA, MI 48151

670AB 662405 662405 0001952434 000060000 6

Online Survey

Round Two public outreach did not use a public survey.

Public Meetings

Early in the public involvement plan development process, the MULTIPLAN Team envisioned holding 11 Round Two public meetings statewide during fall 2020 to invite review and public comments on the MULTIPLAN 2045 draft. In January 2020, however, the World Health Organization (WHO) declared the coronavirus a "public health emergency of international concern."

As a way to satisfy the public meeting provisions, the FHWA and the FTA issued statements supporting utilization of virtual public involvement technologies and techniques for public participation activities related to metropolitan and statewide transportation planning under the applicable statutes (23 U.S. Code § 134-135). The MULTIPLAN Team worked in concurrence with the FHWA to amend the MULTIPLAN 2045 PIP and revised Round Two outreach activities. Additionally, the MULTIPLAN Team incorporated the FHWA's directives of providing multiple and varied opportunities for engagement by offering the public the opportunity to phone, email, or mail comments and questions about MULTIPLAN 2045.

The originally planned public meetings were replaced with three (3) statewide virtual public meetings. The interactive statewide meetings were held via Webex at 6 p.m. on Thursday, Oct. 22, 2020; Tuesday, Oct. 27, 2020; and Thursday, Nov. 12, 2020, during a forty-five-day public comment period. Detailed information concerning the amended social media strategy is located in MULTIPLAN Annex 7.

The Round Two virtual public meetings logistics and participant numbers are shown in table 2.2.

Date	Time	Proposed Plans Available for Review	Hosts	Number of Participants
October 22, 2020	6 p.m.	Statewide Long-Range Plan and the Jackson area Metropolitan Transportation Plan	MDOT and CMPDD MPO	34
October 27, 2020	6 p.m.	Statewide Long-Range Plan and the HPFL MPO Metropolitan Transportation Plan	MDOT and HPFL MPO	20
November 12, 2020	6 p.m.	Statewide Long-Range Plan and the GRPC MPO Metropolitan Transportation Plan	MDOT and GRPC MPO	22

MULTIPLAN Team members placed draft copies of the plans, meeting notifications, official comment forms, and other helpful information (such as the dates for the official comment periods and frequently asked questions) on the MULTIPLAN website. Virtual meeting notifications were placed on social media and advertised as display ads in key local, minority, and statewide media publications. Phone numbers and email addresses for each of the participating agencies were widely advertised on social media, on the internet, and within display ads.

During the Round Two virtual meetings, transportation officials provided overview presentations for the following:

- Draft CMPDD, HPFL, and GRPC Metropolitan Transportation Plans
- Draft MDOT Statewide Long-Range Transportation Plan
- MDOT Rails planning initiatives

Stakeholder Meetings

On October 15, 2020 a virtual stakeholder meeting was held for all three MPOs and MDOT.

Webex Meeting Notes

MULTIPLAN
Mississippi Long Range Transportation Plan and the Gulf Regional Planning Commission MPO MTP
Public Meeting
November 12, 2020
6:00 pm

MEETING SUMMARY

By Webex:
Andy Griffith
Ashley Chasez (GRPC)
Caller 02
Caller 03
Caller 04
Carol Burnett
Chris Nail (MDOT)
Donna Lum (Beyond Communication)
Erica Robinson (Robinson Studio)
Hannah Santiago (Cambridge Systematics)
Kenneth Yarrow (GRPC)
Josh Stubbs (MDOT)
Leslie Robertson (City of D'Iberville)
Lindsey Killebrew (MDOT)
Lisa Destro (Cambridge Systematics)
Paul Gavin (GRPC)
Paula Dowell (Cambridge Systematics)
Randal Jansen (FHWA)
Robert Walker (Neel-Schaffer)
Sammy Holcomb (MDOT)
Taylor Marcantel (Neel-Schaffer)
Trinh Trung (MDOT)

Attendees

1. **Welcome -** Sammy Holcomb, MDOT MULTIPLAN 2045 Project Manager, provided a welcome and overview of the purpose of the meeting. He explained that MUTLIPLAN 2045, Mississippi's Unified Long-Range Transportation Infrastructure Plan for the year 2045, provides a blueprint of transportation needs over 25 years and is updated every five years. MULTIPLAN 2045 is a coordinated effort to develop MDOT's statewide long-range transportation plan and the plans for the Central Mississippi Planning and Development District MPO, the Hattiesburg-Petal-Forrest-Lamar MPO, and the Gulf Regional Planning Commission (GRPC) MPO. It includes four separate plans that are developed simultaneously for consistency.

   Sammy introduced the MULTIPLAN team members from MDOT, GRPC, and Federal Highway Administration (FHWA) and the key presenters. Sammy introduced the moderator, Donna Lum.

   Donna explained how participants could ask questions, including submitting questions by typing in the chatbox or verbally. Donna explained the public meeting ground rules and shared that disruptive or inappropriate comments, questions, or statements will be deleted and further involvement by the disruptive individual would be blocked. Donna provided a demonstration of how to access the draft plans at the MULTIPLAN 2045 website (www.MSTransportationPlan2045.com) and how to fill out a comment form. The physical

1

addresses and the emails of the MDOT Planning Division and the GRPC MPO were provided for those who prefer to mail or email comments. For individuals who needed assistance in participating in the public meeting, phone numbers were provided.

2. **MDOT Draft Statewide Long-Range Transportation Plan** – Paula Dowell provided an overview of the 2045 MULTIPLAN Long Range Transportation Plan process. She provided an overview of the draft plan, including an overview of the typical funding sources and expenditures and the three investment scenarios, including an Expected Budget Scenario (expected revenue projections), Enhanced Budget Scenario (expected revenue projections with Lottery Funds extended until 2045), and the Adequate Budget Scenario (Budget needed to meet all Federal and MDOT targets).

   Attendees were offered an opportunity to ask questions and were provided contact information and the website address for those seeking additional information. Below is a summary of the questions and responses:

   - ***Can you describe public transportation in this plan?*** *Based on the projected constrained budget, this plan assumes the same level of funding for public transportation. The MPO plans go into greater detail on transit plans, both constrained financial and unconstrained.*

   - ***Are most seeing a pavement funding shortfall?*** *Paula shared that many states are realizing that state revenues are not keeping pace with increasing transportation demand and the increasing costs of maintaining pavement. She noted that several southeastern states have passed large funding packages to fund infrastructure at the state level, recognizing the limitation of Federal funding.*

3. **MDOT Rail Plan Update** – Lisa Destro provided a presentation and overview of the development of the State Rail Plan. She explained why rail is important to Mississippi and an overview of the Rail Planning process. Key information about the existing conditions, needs, and issues of rail in Mississippi was provided. Lisa shared the next steps in the planning process and contact information for attendees looking for additional information. Attendees were encouraged to ask questions which are summarized below:

   - ***Do you know a timeline for the Sunset Limited? We on the Coast have been expecting this line to be restored for a long time!*** *Lisa and Josh mentioned several studies looking at the feasibility of the Amtrak Service, but said the timeline for restoration of the service has not been determined.*

4. **Draft Metropolitan Transportation Plan Overview –** Taylor Marcantel provided an overview of the Metropolitan Transportation Plan (MTP) process. He shared the key components of the Draft Plan including the technical reports, the draft plan recommendations, and key strategies. Taylor provided contact information for attendees seeking additional information. Attendees were encouraged to ask any questions which are summarized below:

- ***My nonprofit advocated public transportation to locations such as WIN job centers and public assistance offices. Are these public service access points a priority in public transportation improvements?*** *Kenneth Yarrow shared that Coast Transit Authority (CTA) is currently planning to run a route to serve the WIN Job Center and other generators near Seaway Road. The route will be on a trial basis.*

5. **Closing** – Sammy encourages all attendees to review each plan in greater detail at the project website (www.MSTransportationPlan2045.com). He also provided contact information for those who needed assistance in participating in the process. Sammy answered additional questions from the attendees, documented below:

    - ***Are there plans to build an interstate from Gulfport-Hattiesburg-Jackson?*** *Sammy noted that the Vision 21 Law identified the need for a connection between Gulfport, Hattiesburg, and Jackson. Currently there is no funding to allocate to that connection. Sammy noted MDOT is aware of sections of MS 49 that need improvement, but other than those instances he does not have an update on the proposed facility connecting Gulfport to Jackson.*

Sammy announced the conclusion of the MULTIPLAN virtual public meeting. Sammy reminded attendees that the 45-day comment period ends on November 30, 2020, for both the draft Statewide Long-Range Transportation Plan and the draft GRPC MPO MTP.

Comments Received During Public Review Period and Responses

The MPO received the following comments during the public review period. Responses are in bold red font.

November 10, 2020

Good morning,
My name is [redacted]. I work for [redacted]. We work with the minority population on varies programs. One of the issues that comes up with different programs that the state and local offer is not providing language access. MHHD is requesting language access to be implemented in the transportation plans. The languages we are requesting for is American Sign Language, Spanish, and Vietnamese.

The MPO is providing the entire MTP online, which can be used in conjunction with online translation. Spanish language news releases were provided for the public commenting period.

November 30, 2020

Hi Kenneth,

I've compiled some questions that came to mind in reviewing the draft 2045 Metropolitan Transportation Plan. Some questions for my edification and others that might best be addressed by the small group conversation we had discussed to establish the way forward for Canal Road in light of JLUS transportation study.

Main Report

1. Pg 27 The 2045 no new project graphic shows "long delay" on Canal Rd. The 2045 Plan graphic shows the delays going away. What projects in the plan are driving this improvement?

   Project 116 adds a center turn lane to Canal Road. Also, Project 124 creates a new 4-lane roadway parallel to Canal Road which reduces traffic and alleviates congestion.

2. Pg 30-33 "Fiscally Constrained Roadway Capacity Projects" I'm interested in more detail on the following 3 projects: (a) #124 MDOT's Highway 601, (b) #211 28th Street from Canal Road to 34th Avenue, (c) #116 Canal Road (I-10-28th Street). Does the plan provide more information on the specifics of the project elsewhere in the report?

   Since this is a planning-level report it does not include project specifics beyond project location, limits, improvement type, and planning level cost estimate. Potential high level environmental impacts are discussed in Technical Report #5: Plan Development.

3. Pg 36-27 "Fiscally Constrained Roadway Non-Capacity Projects" Same as #2 above for project #NC-8 Port of Gulfport

   This planning-level report does not include specifics for projects other than high-level information.

4. Pg 42 "Visionary Roadway Capacity Projects" #206 Creosote Rd Extension – I believe this may be part of the city of Gulfport's Airport Road Connector project. How does this project play into the proposed port connector and/or the recommendations for improvements to Canal Road in the JLUS transportation study.

   The Creosote Road Extension was received through public and stakeholder input as a standalone project. However, implementing the project can be discussed at the time the proposed port connector or Canal Road improvements in the JLUS transportation study are being undertaken.

Forecasting Report

1. Figure 9-2: Does this figure indicate a projected increase in jobs (500-1000) at NCBC Gulfport or am I misunderstanding the message its trying to convey?

   Yes, that is the projected increase in jobs through 2045 for the zone that covers the NCBC Gulfport.

Technical Report

1. Table 7.2 on pg 81 I'm not quite on the methodology of the prioritization. Were the scores done by the MPO or the contractor? Some of the points awarded to project #116 (Canal Rd) and #211 (28th Street) seem off.

   Initial scores were developed by the contractor by analyzing travel demand model outputs, safety data, and more. The scores were then reviewed by the MPO for reasonableness and additional analysis was done where the MPO identified a need for details.

Appendix B:
Bicycle and Pedestrian Corridor Concepts

Bicycle and Pedestrian Corridor Concepts

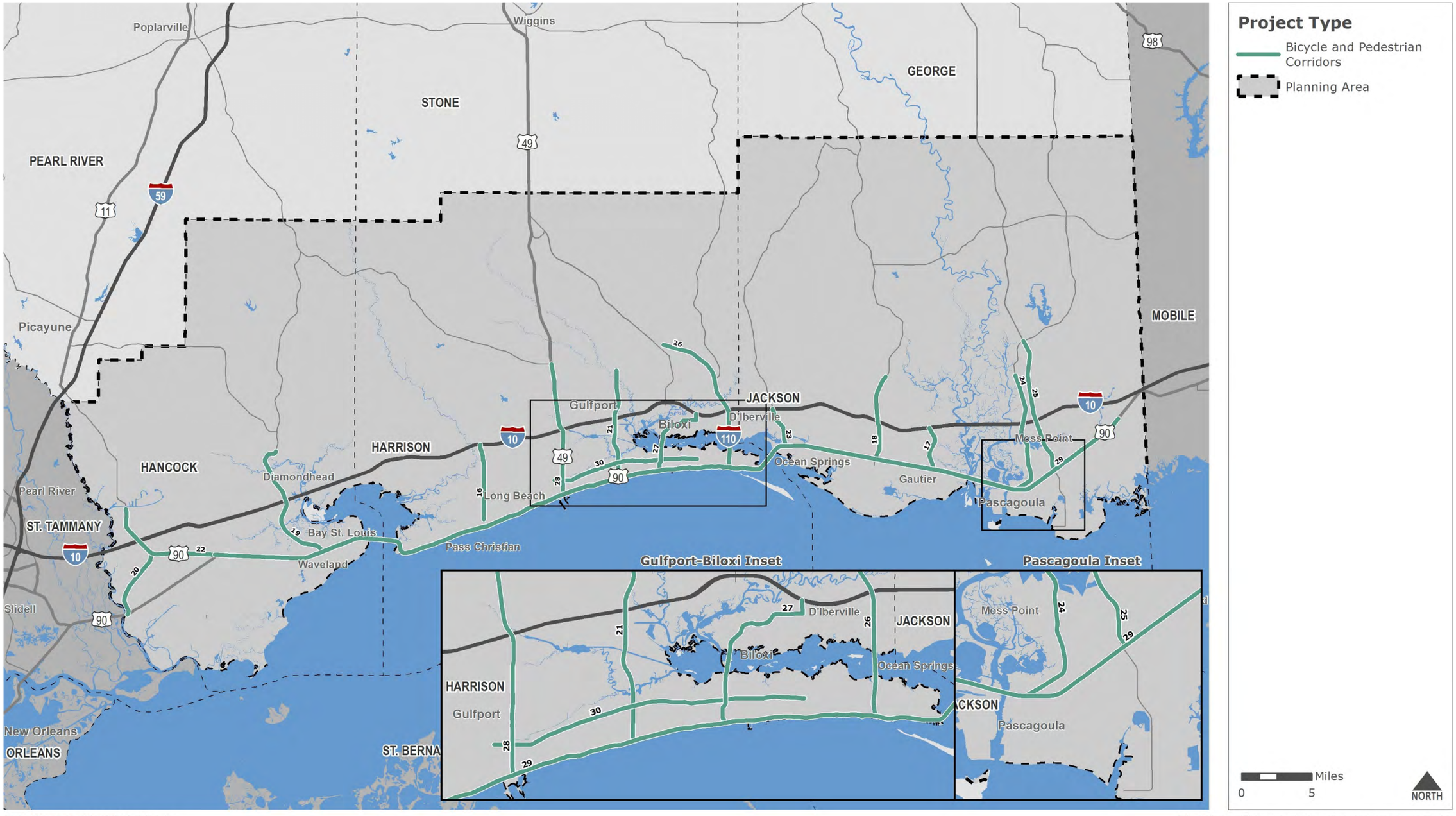
For the identified high-priority bicycle and pedestrian corridors in the region, the 2045 MTP recommends conceptual bicycle and pedestrian treatments to consider for future improvement. These recommendations are based largely on level of comfort for bicyclists and rely on information such as roadway speed and traffic volume. The recommendations were based on criteria set forth in FHWA's *Bikeway Selection Guide*. Additional pedestrian elements may be added as needed and the concepts may evolve over time as projects become funded and move through preliminary engineering and design.

Recommended concepts are broken into corridor segments because some high-priority bicycle and pedestrian corridors have multiple distinct "contexts." For instance, a corridor may transition from urban to rural and each of these areas warrant different considerations.

High-level construction cost estimates are provided as well as order-of-magnitude Right-Of-Way (ROW) needs. Construction costs are based on recent bike/ped projects constructed by MDOT. In some cases, the cost per mile may be adjusted to account for the need for new shoulders. The following per mile cost assumptions were used:

- Shared use path on one side of the road - $1,000,000 per mile
- Sidewalk and new shoulder bike lanes on both sides of the road - $500,000 per mile
- Buffered bike lanes on both sides of the road within existing pavement - $150,000 per mile

Figure B.1: High-Priority Bicycle and Pedestrian Corridors



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

Table B-1: Bicycle and Pedestrian Corridor Concepts by Segment

Corridor Segment ID	Corridor ID (MAP)	Corridor	Limits	Length (miles)	Context	Posted Speed	Travel Lanes	Average Daily Traffic	% Truck Traffic	Recommended Bike/Ped Facility	Construction Cost (2020$)	ROW Needs
1	29	US 90	Hwy 607 to Lower Bay Rd	5.8	Rural	65	4	14,000-18,000	14-19%	Buffered bike lane	$900,000	Low
2		US 90	Lower Bay Rd to 36th Ave	19.8	Suburban	45	4	12,000-29,000	3-15%	Shared use path	$17,500,000	Low
3		US 90	36th Ave to 20th Ave	1.2	Urban	45	4-6	19,000-28,000	2-3%	Shared use path	$1,200,000	Low
4		US 90	20th Ave to Porter Ave	11.3	Suburban	45	4	19,000-36,000	2-3%	Shared use path	$11,300,000	Low
5		US 90	Porter Ave to Biloxi Bay Bridge	2.5	Urban	35-45	4-6	21,000-36,000	2-3%	Shared use path	$2,000,000	Low
6		US 90	Biloxi Bay Bridge to Chevron Dr	23.7	Suburban	45-55	4-6	19,000-44,000	2-28%	Shared use path	$20,500,000	Medium
7		US 90	Chevron Dr to Pecan Rd	4.7	Rural	55-65	4	17,000-18,000	30-31%	Buffered bike lane	$800,000	Low
8	20	Hwy 604	Hwy 607 to 1st Ave	3.9	Rural	45-45	2	3,000-4,000	3-4%	Shared use path	$3,900,000	Low
9		Hwy 604	1st Ave to US 90	1.2	Rural Town	35-45	2	2,000-3,000	3-4%	Buffered bike lane	$1,300,000	Low
10	22	Hwy 607	I-10 to US 90	5.8	Rural	65	4	11,000-14,000	15-25%	Buffered bike lane	$5,800,000	Low
11		Hwy 607	S Canal Rd to I-10	2.6	Rural	65	4	8,000	5.0%	Buffered bike lane	$2,700,000	Low
12	19	Hwy 603	Kiln Delisle Rd to Texas Flat Rd	2.3	Suburban	45-55	2	16,000-17,000	4-5%	Buffered bike lane	$2,400,000	Low
13		Hwy 603	Texas Flat Rd to Sugar Field Rd	4.3	Rural	55	4	20,000-22,000	2-4%	Buffered bike lane	$700,000	Low
14		Hwy 603	Sugar Field Rd to US 90	3.1	Suburban	55	4	15,000-23,000	1-2%	Shared use path	$3,200,000	Low
15	16	Beatline Rd	I-10 to Red Creek Rd	1.1	Rural	40	2	11,000-12,000	4-5%	Buffered bike lane	$1,200,000	High
16		Beatline Rd	Red Creek Rd to W Railroad St	4.2	Suburban	40	2	2,000-7,000	2-5%	Shared use path	$4,300,000	High
17	28	US 49	US 90 to 28th St	1.3	Urban	25-40	4	14,000-34,000	3-4%	Shared use path	$1,300,000	Low
18		US 49	28th St to O'Neal Rd	6.1	Suburban	40-50	6	44,000-72,000	3-6%	Shared use path	$6,100,000	Low
19		US 49	O'Neal Rd to Hwy 53	2.1	Suburban	60	4	39,000-41,000	2-3%	Shared use path	$2,100,000	Low
20	21	Hwy 605	Three Rivers Rd to Lorraine Rd	2.6	Rural	55-65	4	8,000-10,000	3-4%	Buffered bike lane	$400,000	Low
21		Hwy 605	Lorraine Rd to US 90	5.2	Suburban	35-45	4	8,000-37,000	3-8%	Buffered bike lane	$800,000	Low
22	27	Popps Ferry Rd	I-10 to US 90	5.9	Suburban	30-35	2-4	16,000-21,000	4-7%	Shared use path / sidewalk and bike lanes	$5,000,000	Medium
23	26	Hwy 67/Hwy 15/I-110	Shriners Blvd to Promenade Pkwy	6.7	Rural	55-65	4	10,000-20,000	3-4%	Buffered bike lane	$1,100,000	Low
24		Hwy 67/Hwy 15/I-110	Promenade Pkwy to US 90	4.4	Suburban	55	4	7,000-32,000	1-5%	Parallel Route TBD	TBD	TBD
25	30	Pass Rd	Seabee Gate to Keesler Gate	10.4	Suburban	35	4	10,000-30,000	1-4%	Shared use path	$10,500,000	High
26	23	Hwy 609	I-10 to US 90	2.9	Suburban	35-40	4	24,000-33,000	3-6%	Shared use path	$5,800,000	Medium
27	18	Hwy 57	Gautier Vancleave Rd to I-10	3.3	Rural	45	2	6,000-8,000	1-2%	Buffered bike lane	$3,400,000	Low
28		Hwy 57	I-10 to US 90	2.8	Rural	45	4	14,000-26,000	7-10%	Buffered bike lane	$500,000	Low
29	17	Gautier-Vancleave Rd	I-10 to US 90	3.2	Suburban	25-40	4	9,000-13,000	2-4%	Shared use path	$3,200,000	Medium
30	24	Hwy 613	Wilson Springs Rd to I-10	3.5	Suburban	35-55	2	5,000-13,000	2-4%	Buffered bike lane	$3,600,000	Medium
31		Hwy 613	I-10 to US 90	5.5	Suburban	25-45	2-4	13,000-18,000	2-4%	Shared use path	$5,500,000	Medium
32	25	Hwy 63	Hwy 613 to Saracennia Rd	5.4	Rural	65	4	29,000-30,000	4-5%	Buffered bike lane	$2,700,000	Low
33		Hwy 63	Saracennia Rd to US 90	4.3	Suburban	45-55	4	18,000-37,000	3-5%	Shared use path	$4,300,000	Low

#1 US 90 Corridor

Hwy 607 to Lower Bay Rd

Recommended Concept

Bike/Ped Facility: Buffered bike lane

Description: Divided 4-lane with good sight distance. Buffered bike lane on paved shoulder needed due to high speed.

Construction Cost: $900,000

ROW Needs: Low

Existing

Recommended

#2 US 90 Corridor

Lower Bay Rd to 36th Ave

Recommended Concept

Bike/Ped Facility: Shared use path

Description: Shared use path along one side of road needed due to high automobile traffic and speeds on multilane road

Construction Cost: $17,500,000

ROW Needs: Low

Existing

Recommended

#3 US 90 Corridor

36th Ave to 20th Ave

Recommended Concept

Bike/Ped Facility: Shared use path

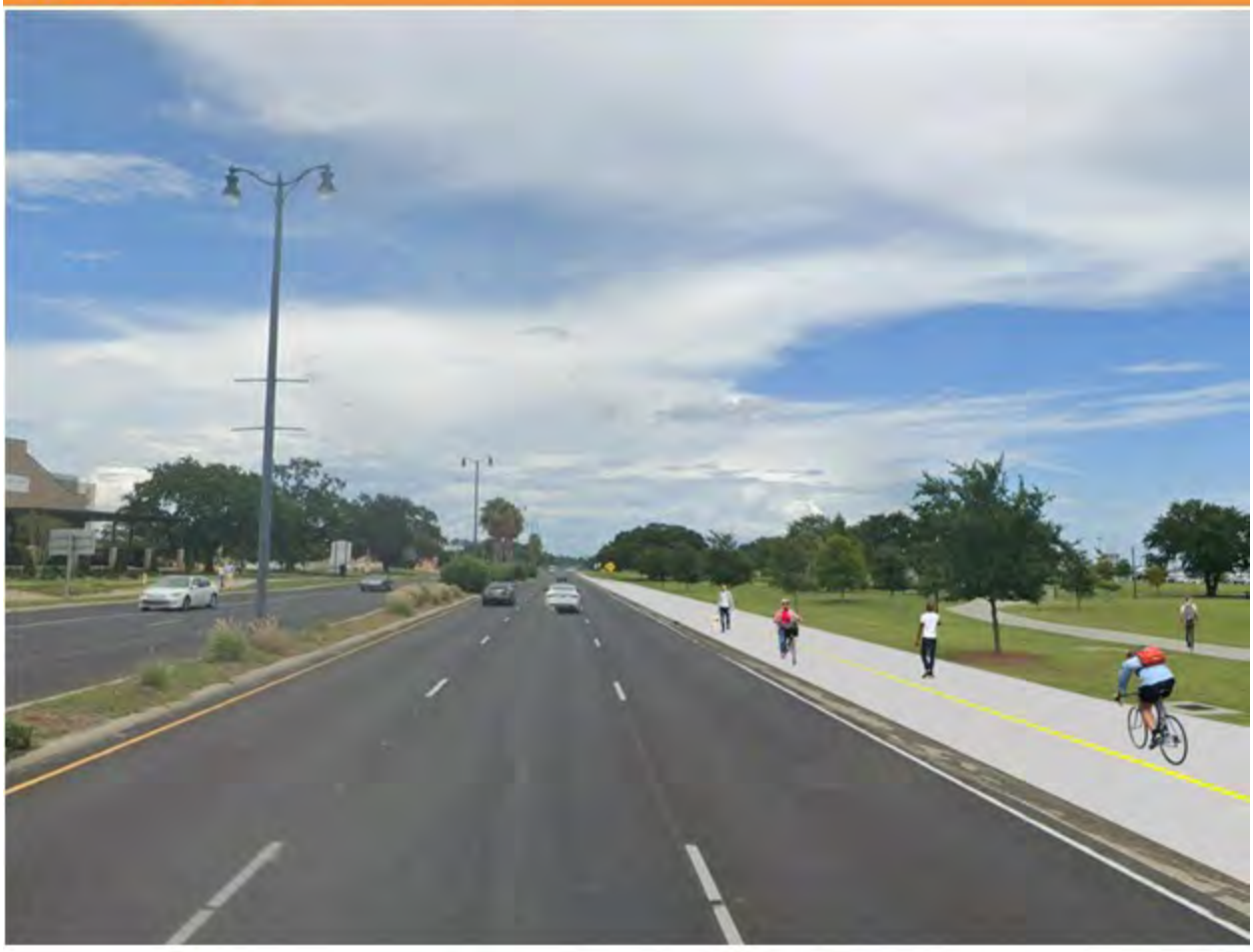
Description: Shared use path along one side of road needed due to high automobile traffic and speeds on multilane road

Construction Cost: $1,200,000

ROW Needs: Low

Existing

Recommended



#4 US 90 Corridor

20th Ave to Porter Ave

Recommended Concept

Bike/Ped Facility: Shared use path

Description: Shared use path along one side of road needed due to high automobile traffic and speeds on multilane road

Construction Cost: $11,300,000

ROW Needs: Low

Existing

Recommended

#5 US 90 Corridor

Porter Ave to Biloxi Bay Bridge

Recommended Concept

Bike/Ped Facility: Shared use path

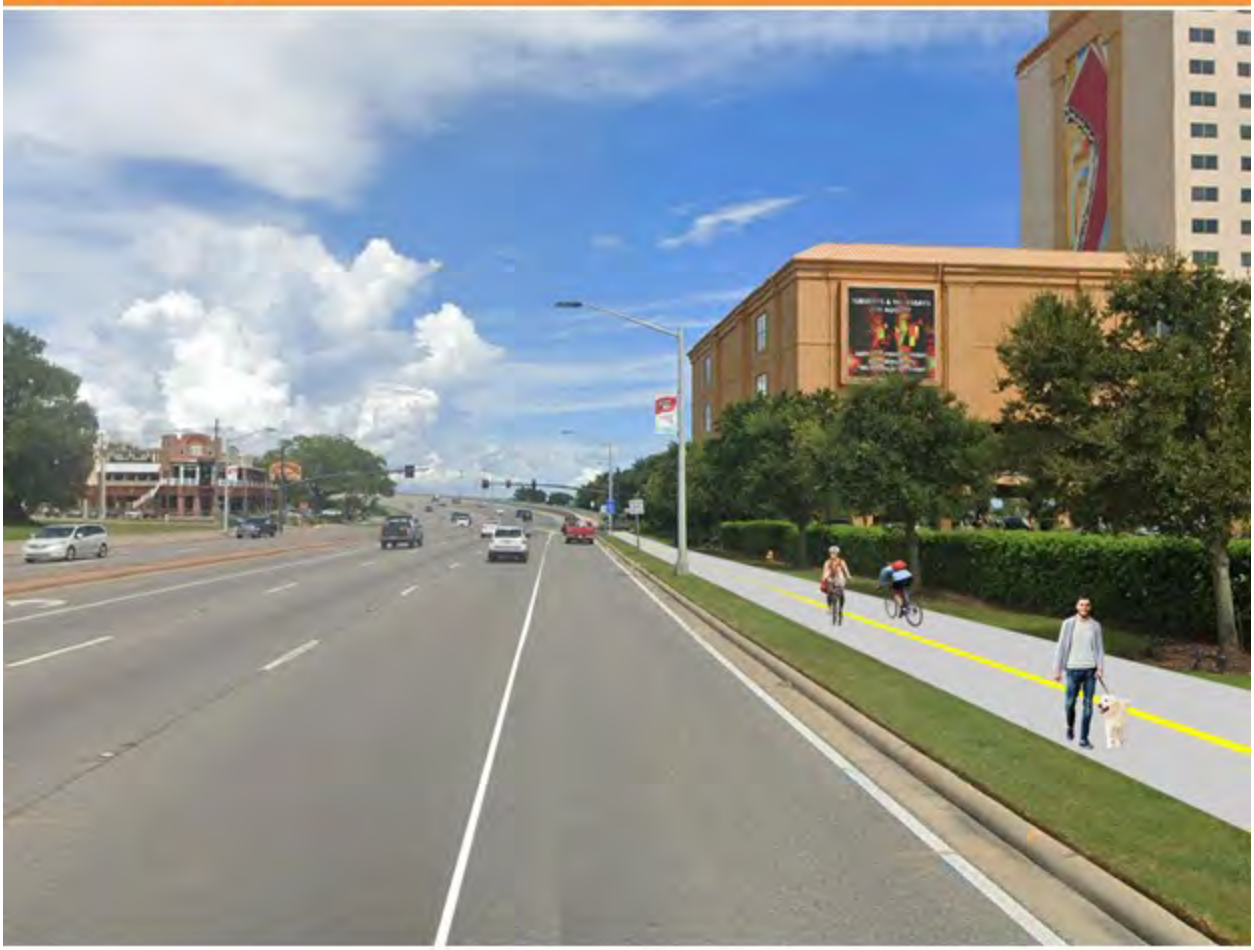
Description: Shared use path along one side of road needed due to high automobile traffic and speeds on multilane road

Construction Cost: $2,000,000

ROW Needs: Low

Existing

Recommended



#6 US 90 Corridor

Biloxi Bay Bridge to Chevron Dr

Recommended Concept

Bike/Ped Facility: Shared use path

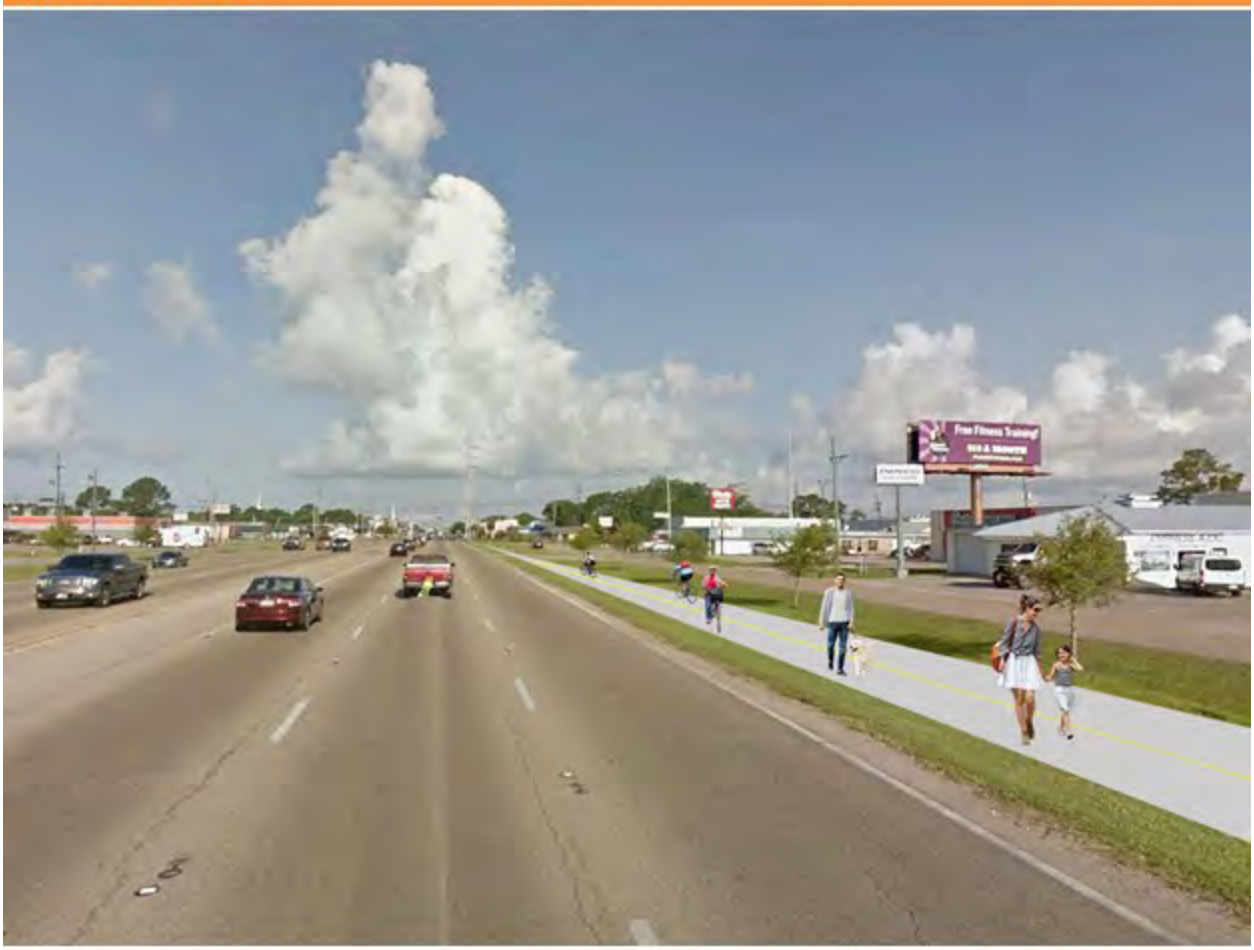
Description: Shared use path along one side of road needed due to high automobile traffic and speeds on multilane road

Construction Cost: $20,500,000

ROW Needs: Medium

Existing

Recommended



#7 US 90 Corridor

Chevron Dr to Pecan Rd

Recommended Concept

Bike/Ped Facility: Buffered bike lane

Description: Divided 4-lane with good sight distance. Buffered bike lane on paved shoulder needed due to high traffic volumes

Construction Cost: $800,000

ROW Needs: Low

Existing

Recommended

#8 Hwy 604 Corridor

Hwy 607 to 1st Ave

Recommended Concept

Bike/Ped Facility: Shared use path

Description: Shared use path along one side of road needed due to high volume and speeds and limited shoulders

Construction Cost: $3,900,000

ROW Needs: Low

Existing

Recommended

#9 Hwy 604 Corridor

1st Ave to US 90

Recommended Concept

Bike/Ped Facility: Buffered bike lane

Description: Buffered bike lane on new shoulders needed due to traffic volume and speed

Construction Cost: $1,300,000

ROW Needs: Low

Existing

Recommended

#10 Hwy 607 Corridor

I-10 to US 90

Recommended Concept

Bike/Ped Facility: Buffered bike lane

Description: Divided 4-lane with good sight distance. Buffered bike lane on paved shoulder needed due to high speed.

Construction Cost: $5,800,000

ROW Needs: Low

Existing

Recommended

#11 Hwy 607 Corridor

S Canal Rd to I-10

Recommended Concept

Bike/Ped Facility: Buffered bike lane

Description: Divided 4-lane with good sight distance. Buffered bike lane on paved shoulder needed due to high speed.

Construction Cost: $2,700,000

ROW Needs: Low

Existing

Recommended

#12 Hwy 603 Corridor

Kiln Delisle Rd to Texas Flat Rd

Recommended Concept

Bike/Ped Facility: Buffered bike lane

Description: Buffered bike lane on new shoulders needed due to traffic volume and speed

Construction Cost: $2,400,000

ROW Needs: Low

Existing

Recommended

#13 Hwy 603 Corridor

Texas Flat Rd to Sugar Field Rd

Recommended Concept

Bike/Ped Facility: Buffered bike lane

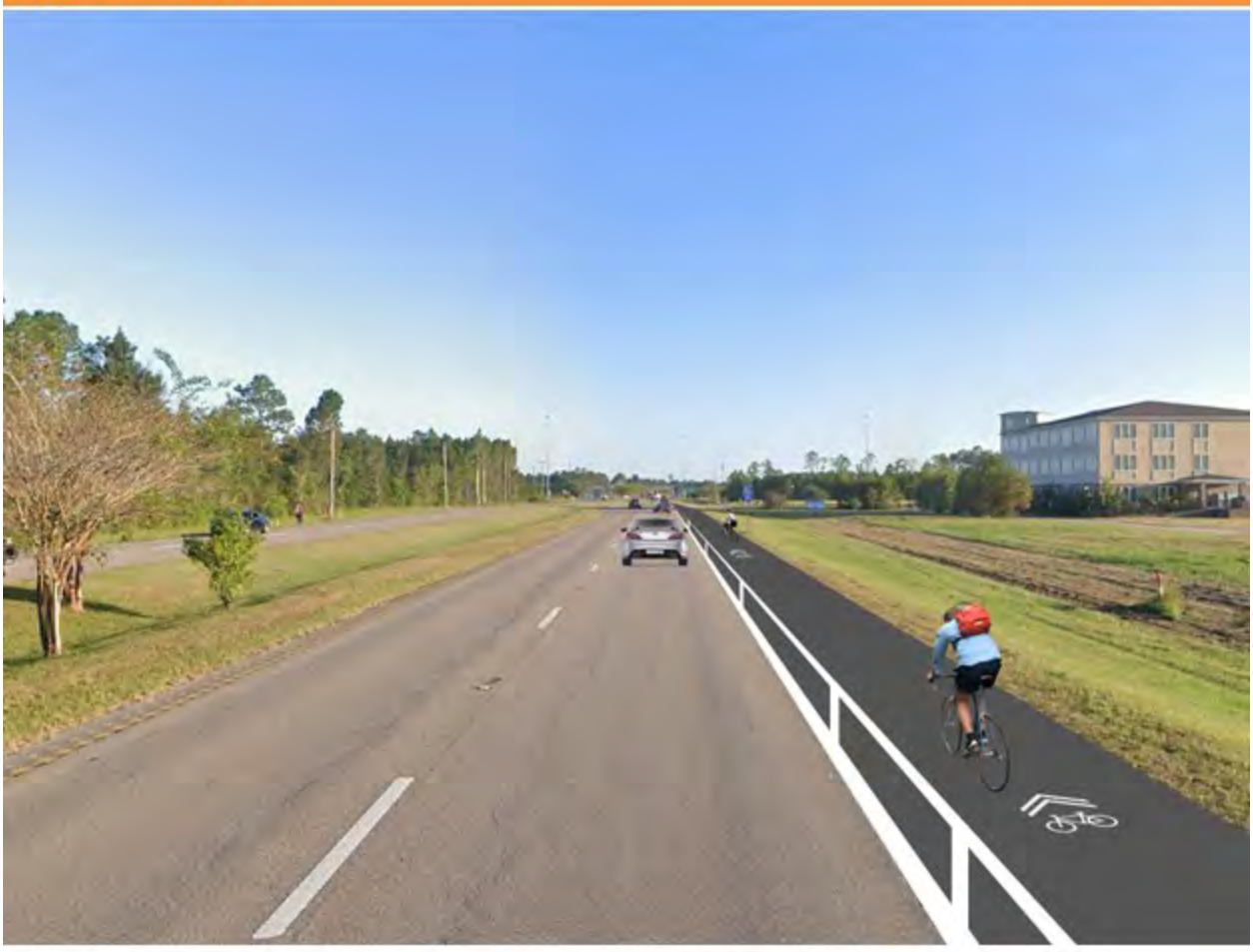
Description: Divided 4-lane with good sight distance. Buffered bike lane on paved shoulder needed due to high speed.

Construction Cost: $700,000

ROW Needs: Low

Existing

Recommended



#14 Hwy 603 Corridor

Sugar Field Rd to US 90

Recommended Concept

Bike/Ped Facility: Shared use path

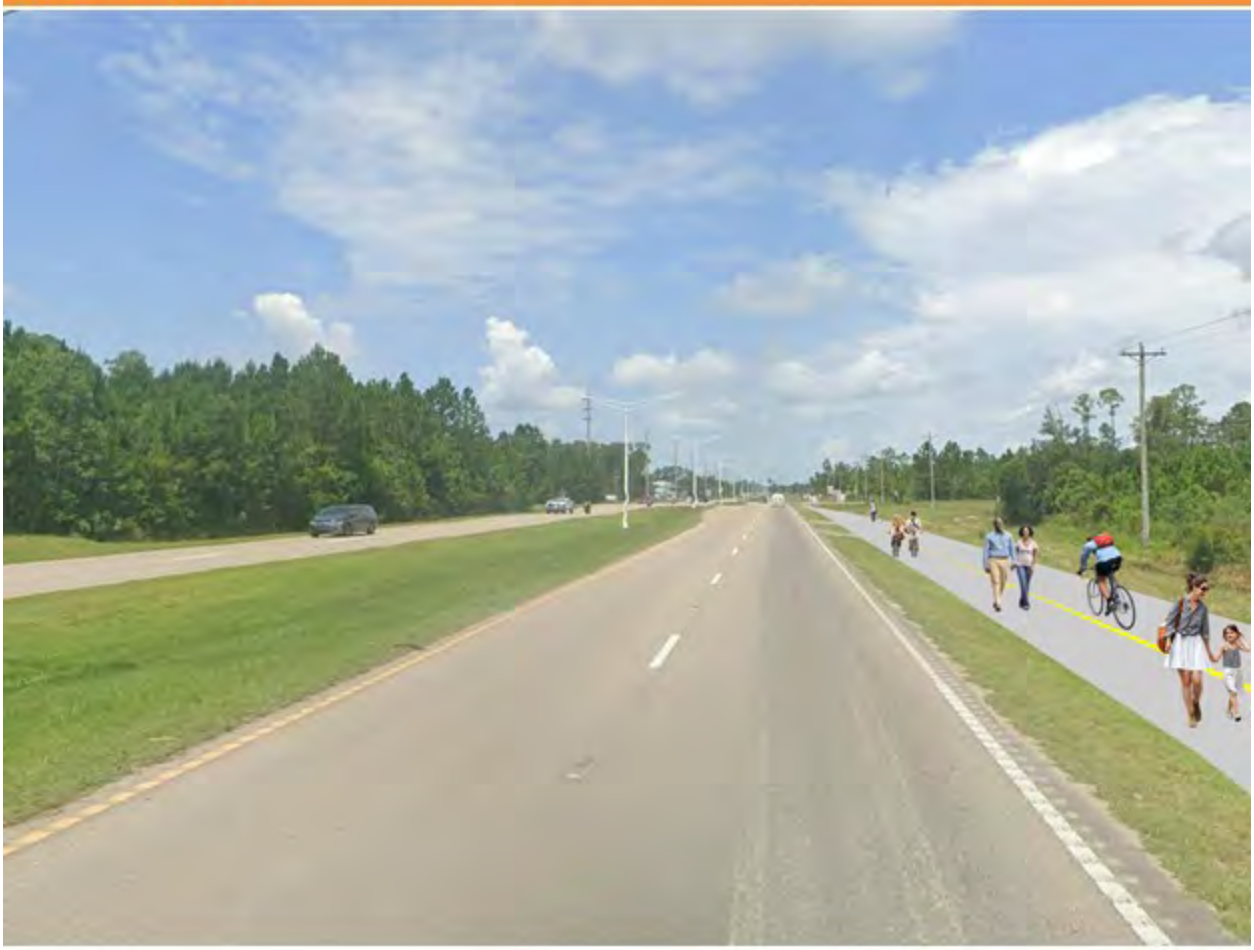
Description: Shared use path on 4-lane with limited shoulders and high volume and speeds

Construction Cost: $3,200,000

ROW Needs: Low

Existing

Recommended



#15 Beatline Road Corridor

I-10 to Red Creek Rd

Recommended Concept

Bike/Ped Facility: Buffered bike lane

Description: Buffered bike lane on new shoulders needed due to traffic volume and speed

Construction Cost: $1,200,000

ROW Needs: High

Existing

Recommended

#16 Beatline Road Corridor

Red Creek Rd to W Railroad St

Recommended Concept

Bike/Ped Facility: Shared use path

Description: Shared use path on 2-lane without shoulders and higher volume and speeds and limited shoulders

Construction Cost: $4,300,000

ROW Needs: High

Existing

Recommended

#17 US 49 Corridor

US 90 to 28th St

Recommended Concept

Bike/Ped Facility: Shared use path

Description: Shared use path within existing ROW (remove or narrow lanes) needed due to traffic volume and speed

Construction Cost: $1,300,000

ROW Needs: Low

Existing

Recommended

#18 US 49 Corridor

28th St to O'Neal Rd

Recommended Concept

Bike/Ped Facility: Shared use path

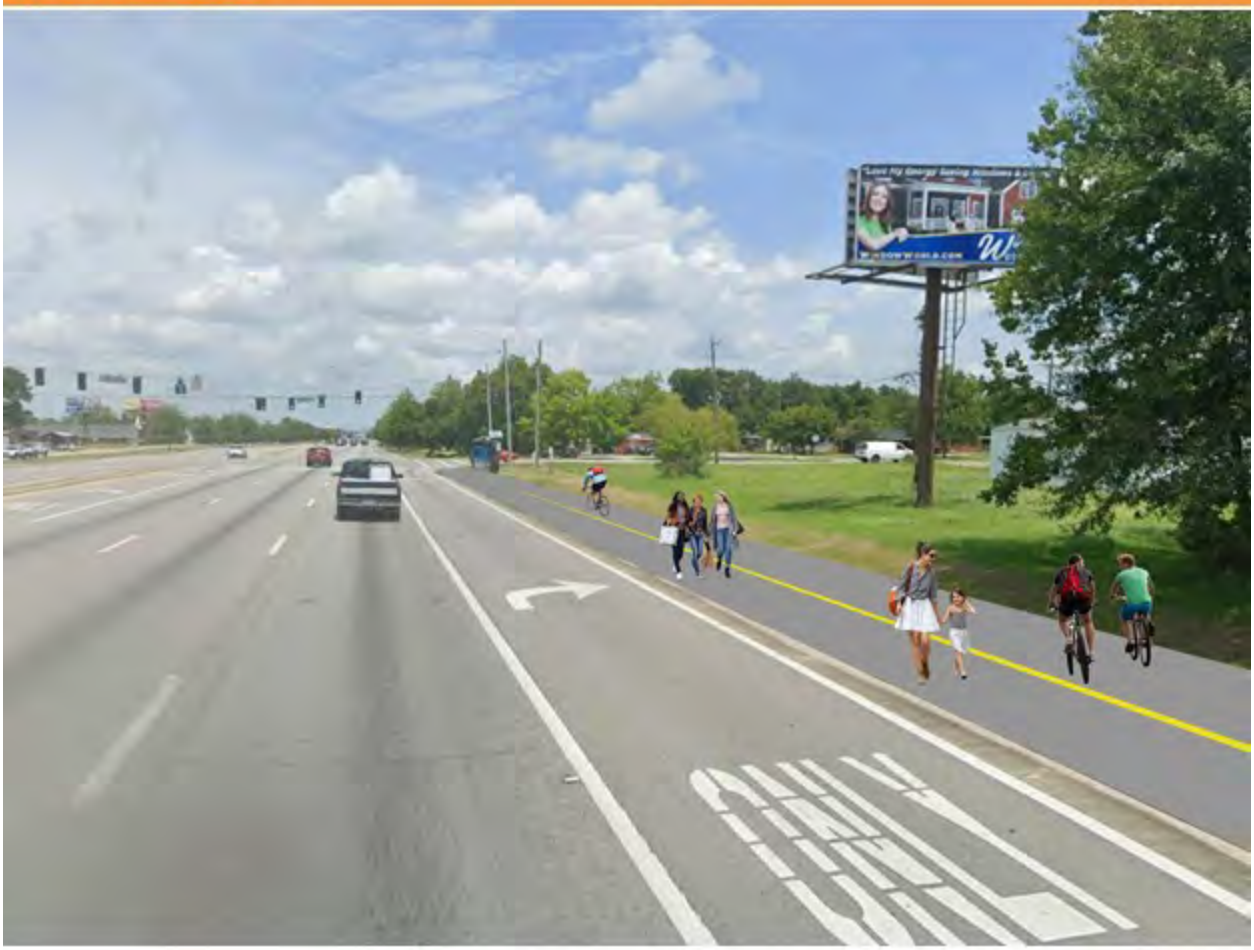
Description: Shared use path along one side of road needed due to high automobile traffic and speeds on multilane road

Construction Cost: $6,100,000

ROW Needs: Low

Existing

Recommended



#19 US 49 Corridor

O'Neal Rd to Hwy 53

Recommended Concept

Bike/Ped Facility: Shared use path

Description: Shared use path along one side of road needed due to high automobile traffic and speeds on multilane road

Construction Cost: $2,100,000

ROW Needs: Low

Existing

Recommended

#20 Hwy 605 Corridor

Three Rivers Rd to Lorraine Rd

Recommended Concept

Bike/Ped Facility: Buffered bike lane

Description: Divided 4-lane with good sight distance. Buffered bike lane on paved shoulder needed due to high speed

Construction Cost: $400,000

ROW Needs: Low

Existing

Recommended

#21 Hwy 605 Corridor

Lorraine Rd to US 90

Recommended Concept

Bike/Ped Facility: Buffered bike lane

Description: Divided 4-lane with good sight distance. Buffered bike lane on paved shoulder needed due to high speed

Construction Cost: $800,000

ROW Needs: Low

Existing

Recommended

#22 Popp's Ferry Rd Corridor

I-10 to US 90

Recommended Concept

Bike/Ped Facility: Shared use path / bike lanes and sidewalk on bridge

Description: Shared use path on 4-lane with limited shoulders and high volume and speeds. Add bike lanes on bridge to complement existing 2-way sidewalk.

Construction Cost: $5,000,000

ROW Needs: Medium

Existing

Recommended

#23 Hwy 67 / Hwy 15 / I-110 Corridor

Shriners Blvd to Promenade Pkwy

Recommended Concept

Bike/Ped Facility: Buffered bike lane

Description: Divided 4-lane with good sight distance. Buffered bike lane on paved shoulder needed due to high speed.

Construction Cost: $1,100,000

ROW Needs: Low

Existing

Recommended

#24 Hwy 67 / Hwy 15 / I-110 Corridor

Promenade Pkwy to US 90

Recommended Concept

Bike/Ped Facility: Parallel Route TBD

Description: Need to identify parallel route to avoid the interstate and a way for cyclists to cross the Back Bay

Construction Cost: TBD

ROW Needs: TBD

Existing

Recommended

#25 Pass Rd Corridor

Seabee Gate to Keesler Gate

Recommended Concept

Bike/Ped Facility: Shared use path

Description: Shared use path along one side of 5-lane road with existing sidewalk and high volume and speeds

Construction Cost: $10,500,000

ROW Needs: High

Existing

Recommended

#26 Hwy 609 Corridor

I-10 to US 90

Recommended Concept

Bike/Ped Facility: Shared use path

Description: Shared use path along one side of multi-lane corridor with high volume and speeds

Construction Cost: $5,800,000

ROW Needs: Medium

Existing

Recommended

#27 Hwy 57 Corridor

Gautier Vancleave Rd to I-10

Recommended Concept

Bike/Ped Facility: Buffered bike lane

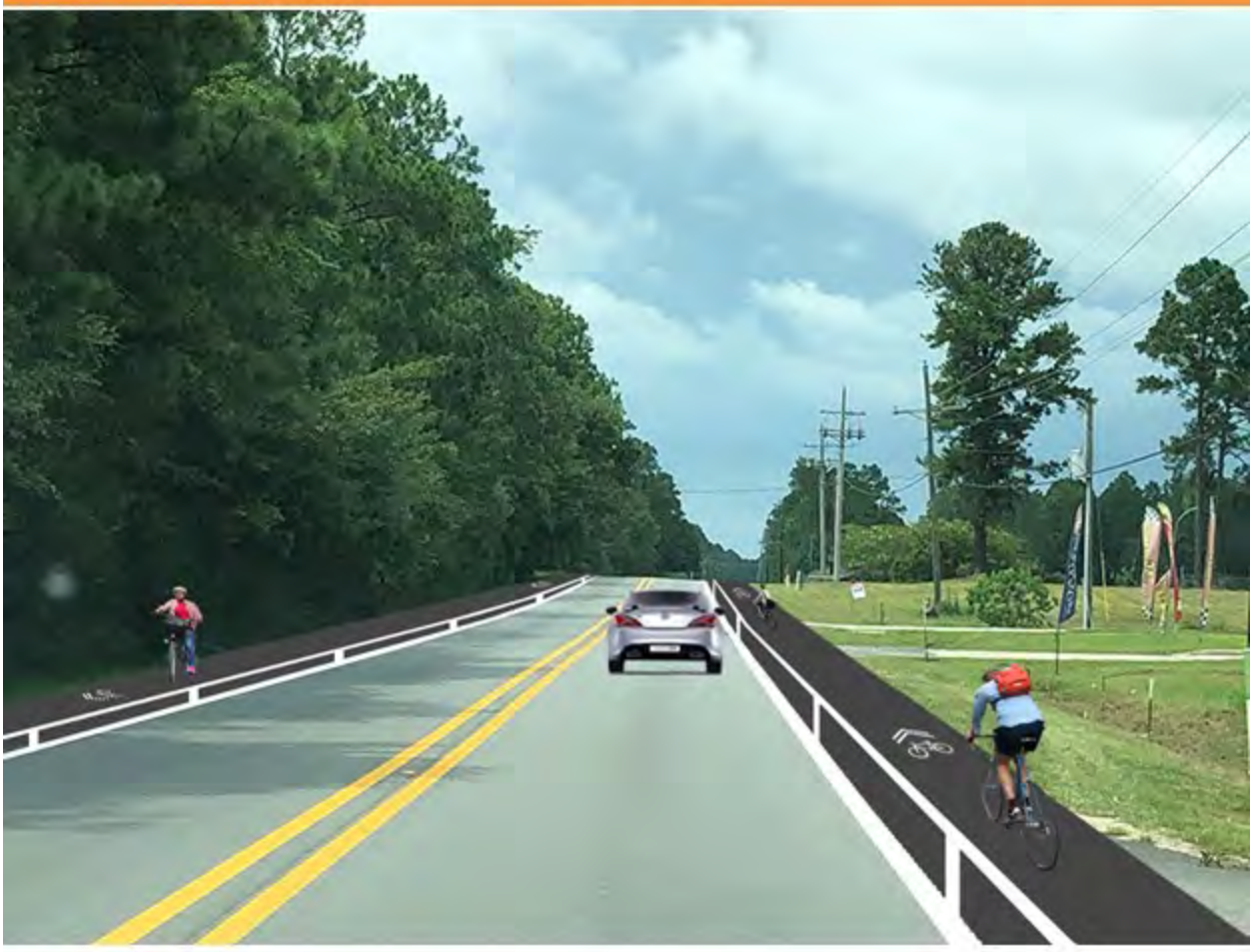
Description: Buffered bike lane on new shoulders needed due to traffic volume and speed

Construction Cost: $3,400,000

ROW Needs: Low

Existing

Recommended



#28 Hwy 57 Corridor

I-10 to US 90

Recommended Concept

Bike/Ped Facility: Buffered bike lane

Description: Divided 4-lane with good sight distance. Buffered bike lane on paved shoulder needed due to high speed.

Construction Cost: $500,000

ROW Needs: Low

Existing

Recommended

#29 Gautier-Vancleave Rd Corridor

I-10 to US 90

Recommended Concept

Bike/Ped Facility: Shared use path

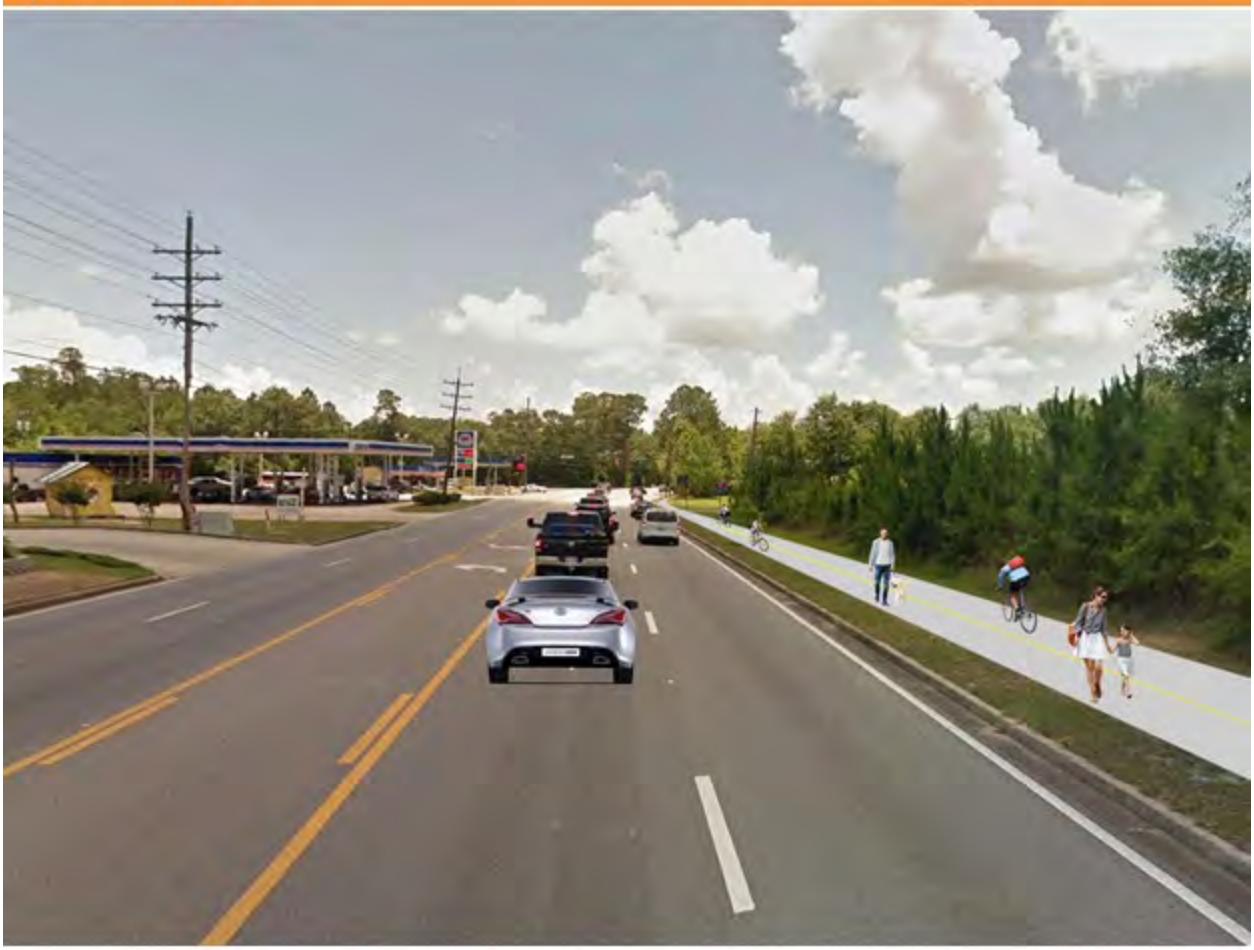
Description: Shared use path along one side of a multi-lane corridor

Construction Cost: $3,200,000

ROW Needs: Medium

Existing

Recommended



#30 Hwy 613 Corridor

Wilson Springs Rd to I-10

Recommended Concept

Bike/Ped Facility: Buffered bike lane

Description: Buffered bike lane on new shoulders needed due to traffic volume and speed

Construction Cost: $3,600,000

ROW Needs: Medium

Existing

Recommended

#31 Hwy 613 Corridor

I-10 to US 90

Recommended Concept

Bike/Ped Facility: Shared use path

Description: Shared use path along one side of road needed due to high automobile traffic and speeds on multilane road

Construction Cost: $5,500,000

ROW Needs: Medium

Existing

Recommended

#32 Hwy 63 Corridor

Hwy 613 to Saracennia Rd

Recommended Concept

Bike/Ped Facility: Buffered bike lane

Description: Divided 4-lane with good sight distance. Buffered bike lane on paved shoulder needed due to high traffic volumes.

Construction Cost: $2,700,000

ROW Needs: Low

Existing

Recommended

#33 Hwy 63 Corridor

Saracennia Rd to US 90

Recommended Concept

Bike/Ped Facility: Shared use path

Description: Shared use path along one side of road needed due to high automobile traffic and speeds on multilane road

Construction Cost: $4,300,000

ROW Needs: Low

Existing

Recommended