2045 Metropolitan Transportation Plan

for the Mississippi Gulf Coast
Metropolitan Planning Organization

December 2020

Mississippi Gulf Coast
Metropolitan Planning Organization
Gulf Regional Planning Commission

NEEL-SCHAFFER
Solutions you can build upon

2045 Metropolitan Transportation Plan

Mississippi Gulf Coast Metropolitan Planning Organization

This document is posted at:

http://www.grpc.com/mpo-plans/mtp/

For additional information, please contact:
Kenneth Yarrow, Transportation Planning Manager
Gulf Regional Planning Commission
1635-G Popps Ferry Road
Biloxi, MS 39531
Phone: (228) 864-1167
Email: kyarrow@grpc.com

Date adopted: December 18, 2020
Date amended:

This Plan was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Mississippi Department of Transportation (MDOT), and local governments in partial fulfillment of requirements in Title 23 USC 134 and 135, amended by the FAST Act, Sections 1201 and 1202, December 4, 2015. The contents of this document do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

Transportation Policy Committee

Public Agency	Member
Bay St. Louis	Mayor Mike Favre
Biloxi	Mayor FoFo Gilich
Coast Transit Authority (CTA)	Lloyd Hebert
Diamondhead	Michael Reso
D'Iberville	Clay Jones
Gautier	Paula Yancey
Gulf Regional Planning Commission (GRPC)	John Ledbetter
Gulfport	Mayor Billy Hewes
Gulfport Airport	Clay Williams
Hancock County	Scotty Adam
Hancock County Port	Vacant
Harrison County	Marlin Ladner
Jackson County	Troy Ross
Long Beach	Mayor George Bass
MDOT	Melinda McGrath
Moss Point	Mayor Mario King
Ocean Springs	Mayor Shea Dobson
Pascagoula	Michael Silverman
Pass Christian	Mayor Chipper McDermott
Port at Gulfport	Vacant
Port of Pascagoula	Mark McAndrews
Waveland	Mayor Mike Smith

Technical Coordinating Committee

Public Agency	Member
Bay St. Louis	Jason Chiniche
Biloxi	Christy LeBatard
Coast Transit Authority (CTA)	Kevin Coggin
Diamondhead	Michael Reso
D'Iberville	Leslie Robertson
Gautier	April Stennett
Gulf Regional Planning Commission (GRPC)	Kenneth Yarrow
Gulfport	Wayne Miller
Gulfport Airport	Don Sheply
Hancock County	Vic Johnson
Hancock County Port	Jennifer Baxter
Harrison County	Jaci Turner
Jackson County	Joe O'Neal
Long Beach	Kini Gonsoulin
MDOT	Perry Brown
Moss Point	Sue Wright
Ocean Springs	Carolyn Martin
Pascagoula	Michael Silverman
Pass Christian	Jason Overstreet
Port at Gulfport	Carlos Bell
Port of Pascagoula	Michael Smith
Waveland	Mickey Lagasse

This page is intentionally left blank.

Table of Contents

List of Tables

List of Figures

Technical Reports

1) Transportation Modeling and Forecasting
2) Existing Conditions
3) Transportation Performance Management Report
4) Needs Assessment
5) Plan Development
6) Federal Compliance Checklist
7) Congestion Management Process

Acronym Guide

Acronym	Description
CTA	Coast Transit Authority
EJ	Environmental Justice
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GRPC	Gulf Regional Planning Commission
MDOT	Mississippi Department of Transportation
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
TCC	Technical Coordinating Committee
TDP	Transit Development Plan
TPC	Transportation Policy Committee
TA	Transportation Alternatives
TIP	Transportation Improvement Program

This page is intentionally left blank.

1.0 Introduction

Learn about the background of the Metropolitan Transportation Plan and the regional organization that develops it, the Metropolitan Planning Organization.

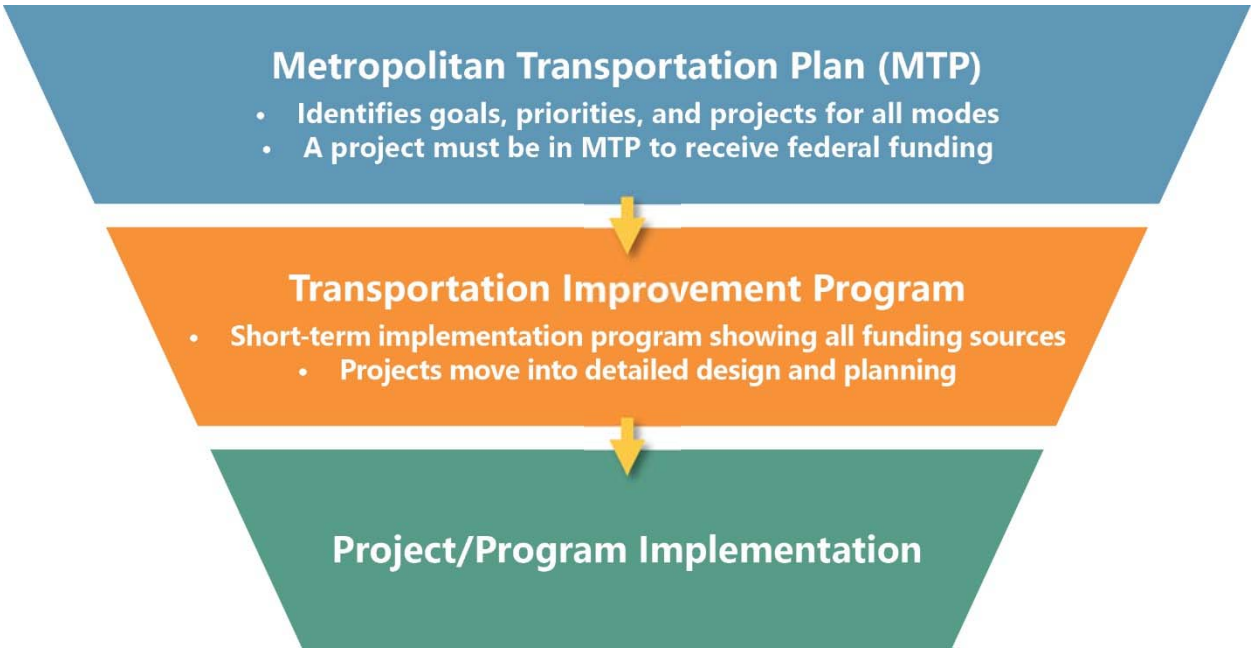
1.0 Introduction

What is the Metropolitan Transportation Plan?

A roadmap for addressing the region's transportation needs over the next 25 years

- Federal Requirement
- All Modes of Transportation
- Financially Constrained
- Updated Every 5 Years

The Role of the Metropolitan Transportation Plan



What is the Metropolitan Planning Organization?

All urban areas with a population of 50,000 or greater are required to have a Metropolitan Planning Organization (MPO) to conduct regional transportation planning.

The MPO Structure (How It All Works)

The Metropolitan Planning Area

- Metropolitan Planning Area

The Planning Process

Public and Stakeholder Involvement

The planning process incorporated public and stakeholder input at key phases of the project, resulting in a plan that reflects local priorities and needs.

170+ People from Stakeholder Meetings

\+

70 People from Public Meetings

\+

130+ People from Online Surveys

=

370+ People Engaged

2.0 Transportation Today

Review highlights of existing transportation conditions in the region for all modes.

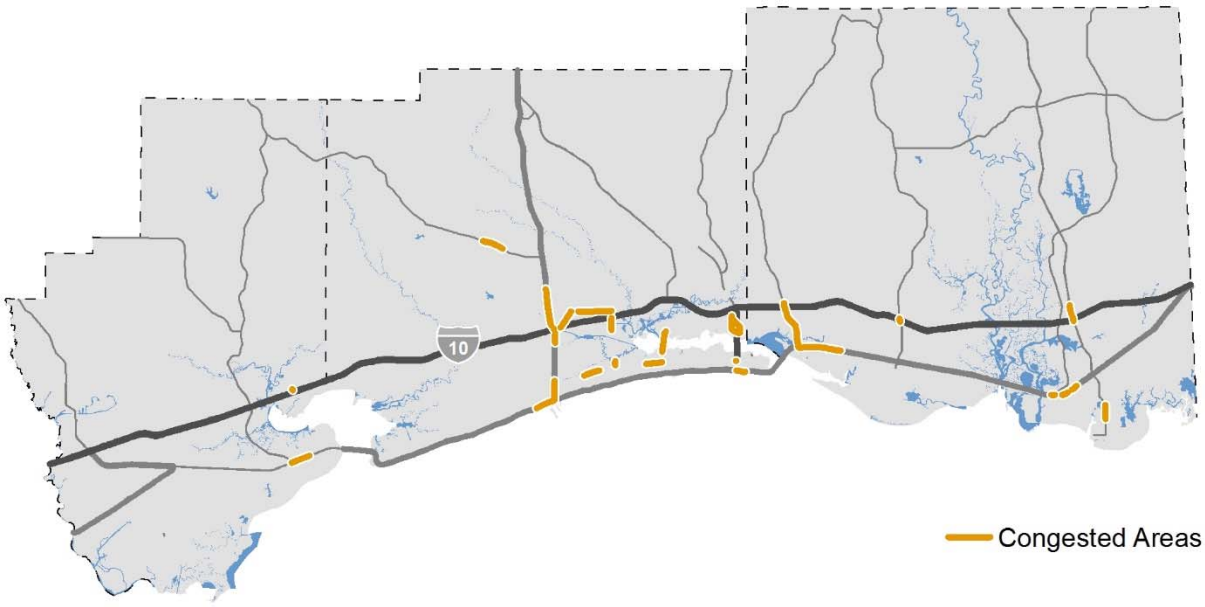
Roadway and Bridge Conditions

Congestion – The worst congestion in the region can found near major intersections, especially along US 90, I-10, and I-110.

Pavement Conditions – The biggest areas of concern for pavement condition are on US 49 and MS 63.

Bridge Conditions – Most bridges within the region, including many on the National Highway System, are in good or fair condition.

Safety – From 2014 to 2018 there were 354 deaths and 310 severe injuries resulting from vehicular crashes.



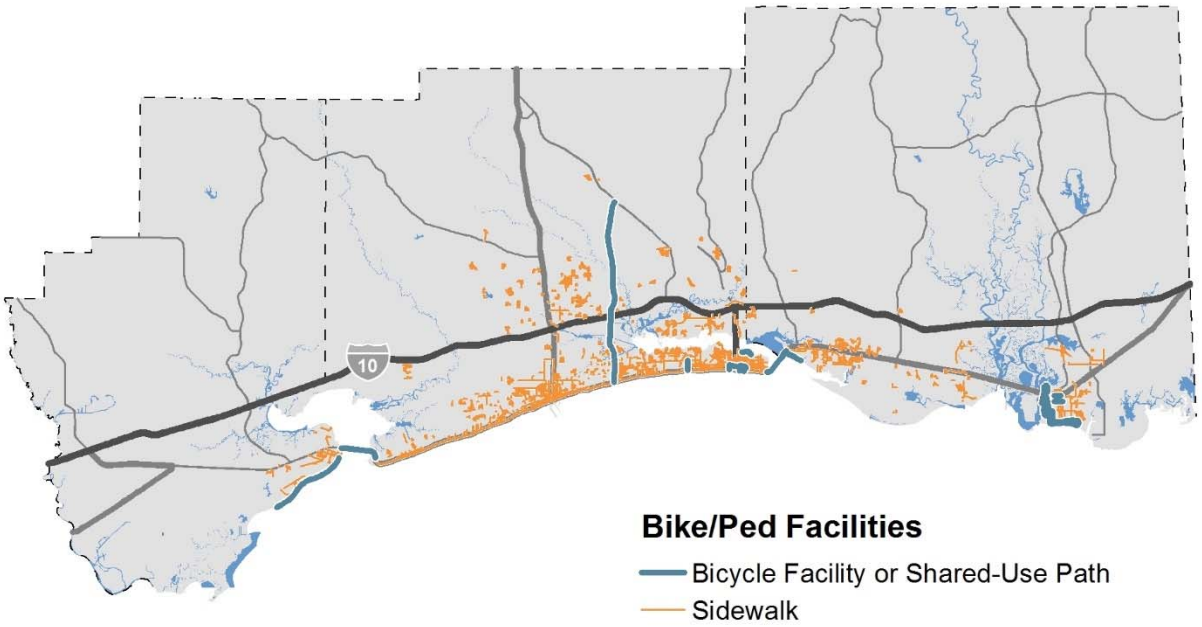
Bicycle and Pedestrian Conditions

High Demand Areas – There are many areas with high demand for walking and biking, including areas in small towns, bigger cities, and suburban areas.

Bicycle Facility Coverage – Bicycle facilities are not commonplace within the region. Existing multi-use paths are mostly along beaches and major bridges.

Pedestrian Facility Coverage – Sidewalk coverage is better in older neighborhoods and subdivisions that were recently developed.

Safety – From 2014 through 2018 there were 18 fatalities among bicyclists and pedestrians.



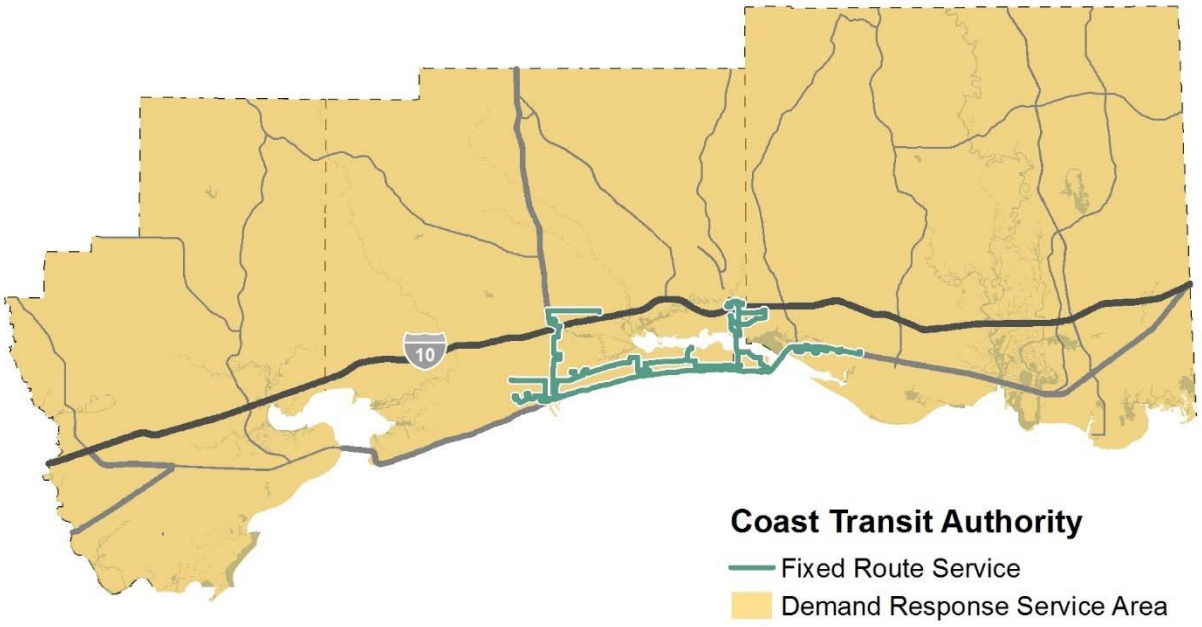
Public Transit Conditions

High Demand Areas – The highest transit demand in the region exists in Biloxi, D'Iberville, Gautier, Gulfport, Long Beach, Pascagoula, and Ocean Springs.

Slow Travel Speed – When compared to peers, a potential area for improvement is CTA's slower than average travel speed.

Maintenance – Most vehicles in the CTA fleet do not exceed their useful life benchmark.

Safety –CTA's safety record over the last five years is slightly above average compared to other urbanized area systems in the state and country.



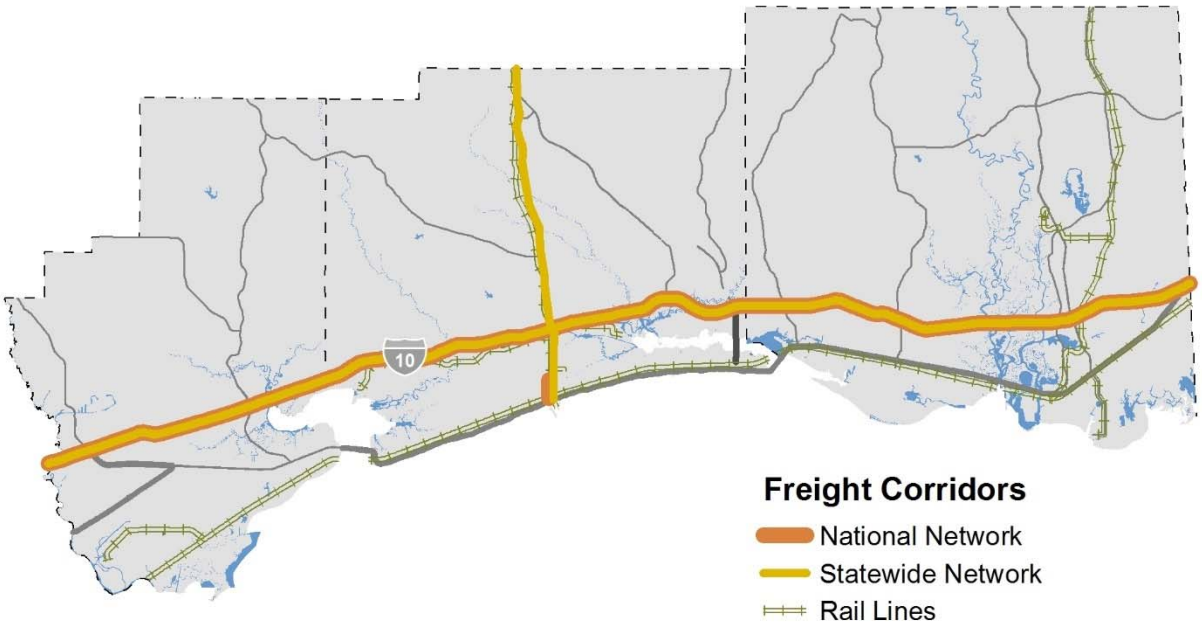
Freight Conditions

Highest Truck Traffic – The highest truck volumes are on I-10 and US 90.

Freight Truck Congestion – Freight truck congestion occurs on I-10, largely at interchanges.

At-Grade Rail Crossings – There are 350 at-grade rail crossings.

Safety – There were five (5) fatal crashes in the region from 2014 to 2018 involving a heavy vehicle (e.g. freight truck).



This page is intentionally left blank.

3.0 Planning for Tomorrow

Learn how growth and redevelopment, new mobility options, and evolving lifestyle preferences will transform the way people get around the region.

Growth Impacts

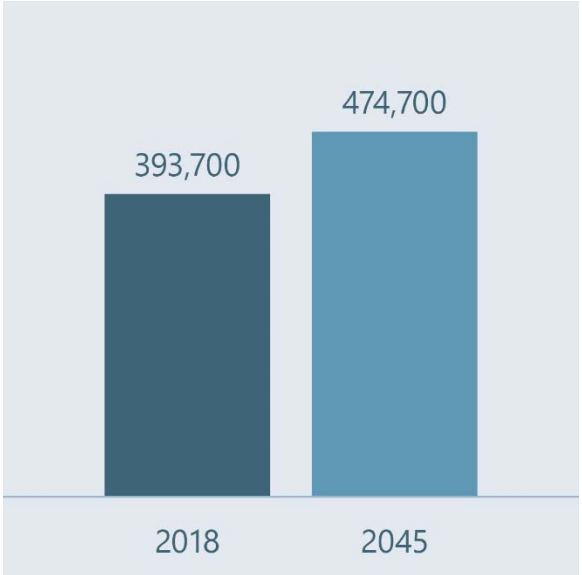
Over the next 25 years, the region is projected to continue growing. This growth will concentrate in certain areas, creating new transportation challenges and opportunities for the region.

Suburban Neighborhoods – Most residential growth is projected to occur at the edge of developed areas, with some re-development also occurring.

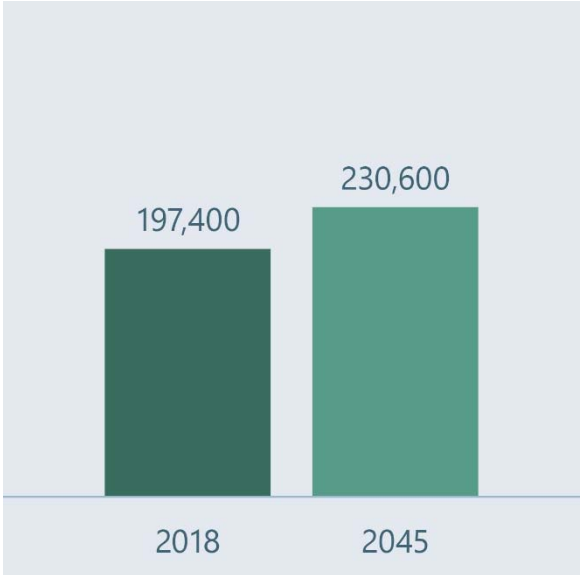
Industrial Areas – Most industrial growth is anticipated to occur near industrial parks, ports, other existing industrial clusters.

Commercial Areas – Commercial corridors are projected to expand in rapidly growing areas and redevelop along key regional corridors.

Population Growth



Employment Growth



Note: This is for the Metropolitan Planning Area, which includes all of Hancock, Harrison, and Jackson counties.

Changing Demographics and Travel Behavior

In recent years, travel patterns have changed dramatically due to demographic changes and technological advances. Many of these changes are part of longer-term trends and others are newer, emerging trends.

The Population is Aging

Nationally, the population aged 65 or older will grow rapidly over the next 25 years, nearly doubling from 2012 to 2050. This growth will increase the demand for alternatives to driving, especially for public transportation for people with limited mobility or disabilities.

Most People Are Traveling Less

Before the COVID-19 pandemic, except for people over age 65, all age groups are making fewer trips per day. There are many factors driving this trend, including working from home, online shopping, and less face-to-face socializing. If this trend continues, travel demand may be noticeably impacted. Some major roadway projects may no longer be required and smaller improvements, such as intersection or turn lane improvements, may be sufficient for these needs.

Relationships with Cars Are Evolving

People are increasingly interested in car-free or car-lite lifestyles. In the short-term, people are paying premiums for walkable and bikeable neighborhoods and more frequently using ride-hailing (Uber/Lyft) and shared mobility (car share/bike share) services. In the long-term, car ownership rates could decrease, increasing the need for investments in bicycle, pedestrian, transit, and other mobility options.

Connected and Autonomous Vehicles (CAV)

Today, most newer vehicles have some elements of both connected and autonomous vehicle technologies. These technologies are advancing rapidly and becoming more common.

Connected Vehicles

Connected vehicles are vehicles that use various communication technologies to exchange information with other vehicles, roadside infrastructure, and the Cloud.

vs.

Autonomous Vehicles

Autonomous, or "self-driving" vehicles, are vehicles in which operation of the vehicle occurs with limited, if any, direct driver input.

Communication Types

- **V2I** – Vehicle to Infrastructure
- **V2V** – Vehicle to Vehicle
- **V2C** – Vehicle to Cloud
- **V2X** – Others

Levels of Automation

- **1** – Driver Assistance
- **2** – Partial Automation
- **3** – Conditional Automation
- **4** – High Automation
- **5** – Full Automation

Potential Timeline

Next 5 years
- Automated features continue to improve and become less expensive

5-10 years
- Fully autonomous vehicles are on the market but AVs make up a small percentage of vehicles on the road

10-20 years
- AVs grow in popularity and by 2040, they make up between 20 and 50 percent of all vehicles on the road

Potential Transportation Impacts

Overall Safety – In the long-term, CAV technology is anticipated to reduce human error and improve overall traffic safety.

Bicycle and Pedestrian Safety – CAV interactions with bicyclists and pedestrians is a major area of concern that still needs improvement.

Traffic – CAVs have the potential to improve overall traffic flow and reduce congestion, even as they may increase vehicle miles traveled.

Big Data for Planning – Connected vehicle technology may provide valuable historical and real-time travel data for transportation planning.

Parking Reform – Autonomous vehicles could dramatically reduce demand for parking, opening this space up for other uses.

Transit – CAV technology has the potential to drastically reduce the cost of operating transit in environments that are safe for autonomous transit.

Freight – Both delivery and long-haul freight look to be early adopters of CAV technology, reducing costs and improving safety and congestion.

Development Patterns – The benefits of CAV technology may make longer commutes more attractive and increase urban sprawl.

Electric and Alternative Fuel Vehicles

There has been growing interest and investment in alternative fuel vehicle technologies in recent years, especially for electric vehicles. This renewed interest has also included the transit and freight industries. By 2030, some projections show electric vehicles making up nearly one-third of all cars in the United States.



Potential Transportation Impacts

Air Quality Improvement – Electric and other alternative fuel vehicles have the potential to drastically reduce automobile related emissions.

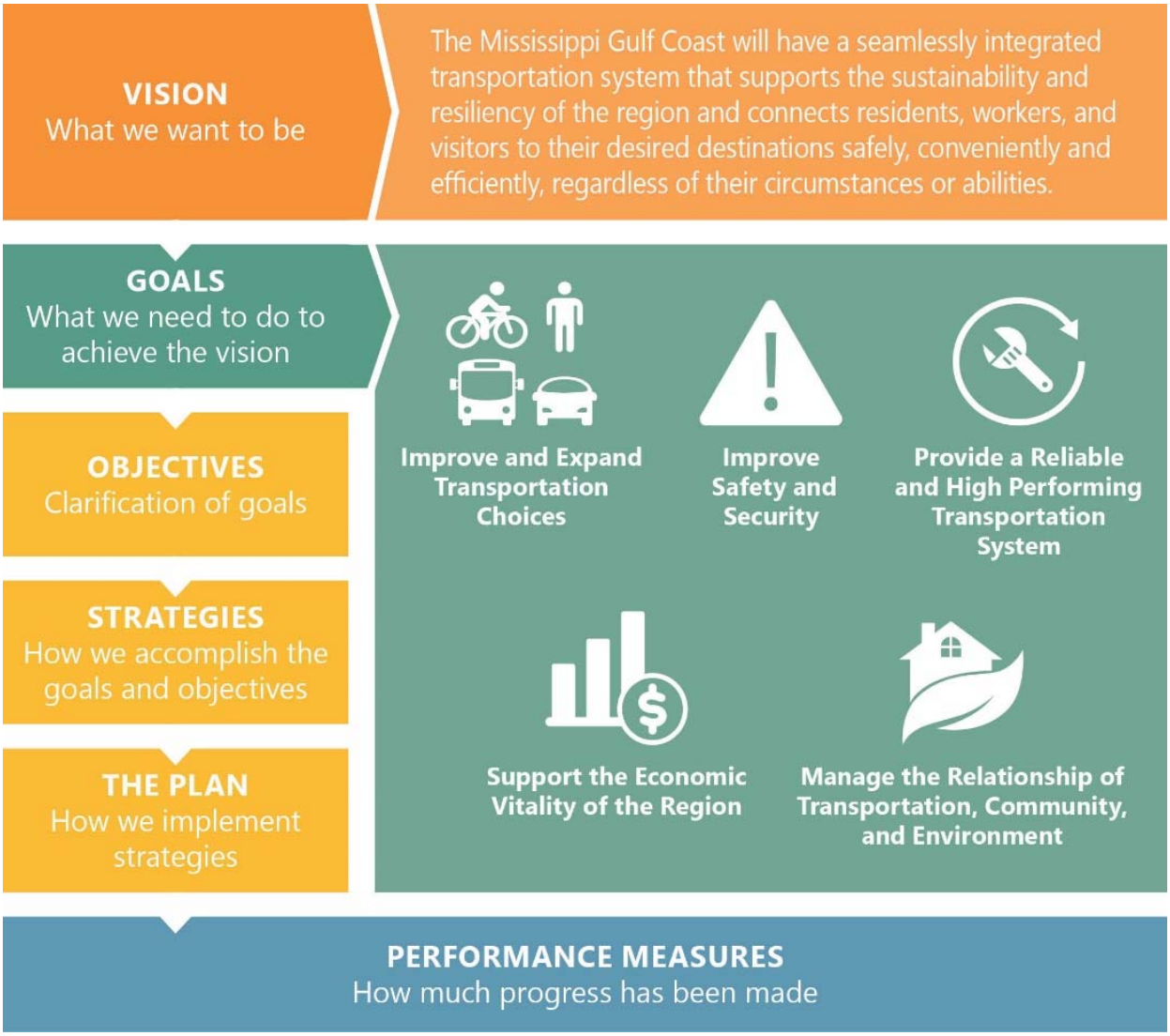
Infrastructure Needs – There may be a long-term need for public investment in vehicle charging stations.

Gas Tax Revenues – If adoption rates increase substantially, gas tax revenues will be impacted and new user fees may need to be considered.

4.0 The Vision

The vision and goals in this plan lay the foundation for identifying strategies and projects that will help the region meet its established performance targets.

Strategic Framework and Vision



Goals and Objectives

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 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 and 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 and to provide access to national and global markets.
Objective 4.2:	Use transportation improvements to provide equitable benefits across the region.
Objective 4.3:	Use transportation improvements to support vibrant activity centers and 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 an inclusive setting for regional transportation decision-making.

Performance Measures

Using a performance-based approach to transportation planning helps the region understand its current needs and allows planners and decision-makers to track progress over time. As required by federal legislation, the Metropolitan Planning Organization (MPO) adopted performance targets for several federally required transportation performance measures and is monitoring performance for these measures over time.

Current Performance

The graphic below summarizes how the MPO and region are performing today regarding these required performance measures. For more detailed information, see the Transportation Performance Management Report.

Improving Performance

The Metropolitan Transportation Plan uses data and stakeholder input to identify the root causes of poor performance in federally required performance measures. It prioritizes investments that will improve current and future performance.

This page is intentionally left blank.

5.0 Implementation

This section presents the strategies and associated improvement plan that will help the region achieve its goals and meet its performance targets. It also provides guidance on the next steps for the MPO.

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

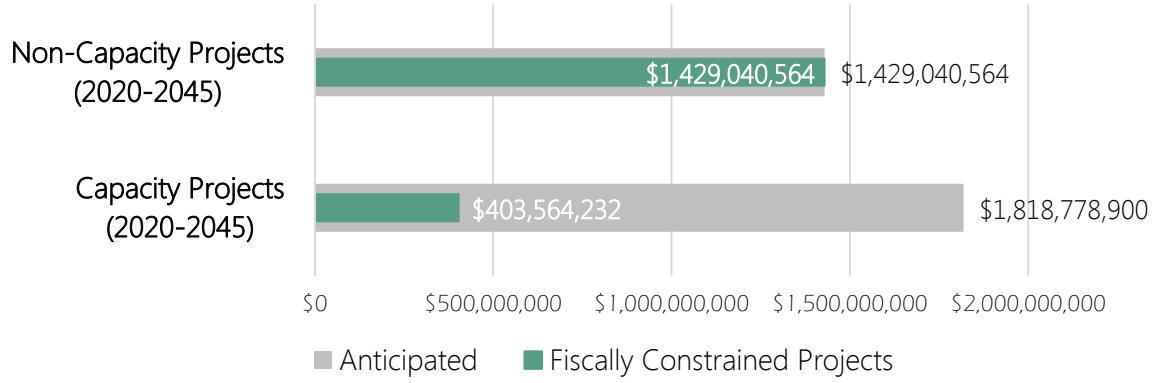
Transportation technology is changing rapidly but much is still uncertain. The MPO should continue to monitor trends in emerging mobility options and consider partnerships with mobility companies and pilot programs as appropriate.

Roadway Projects

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

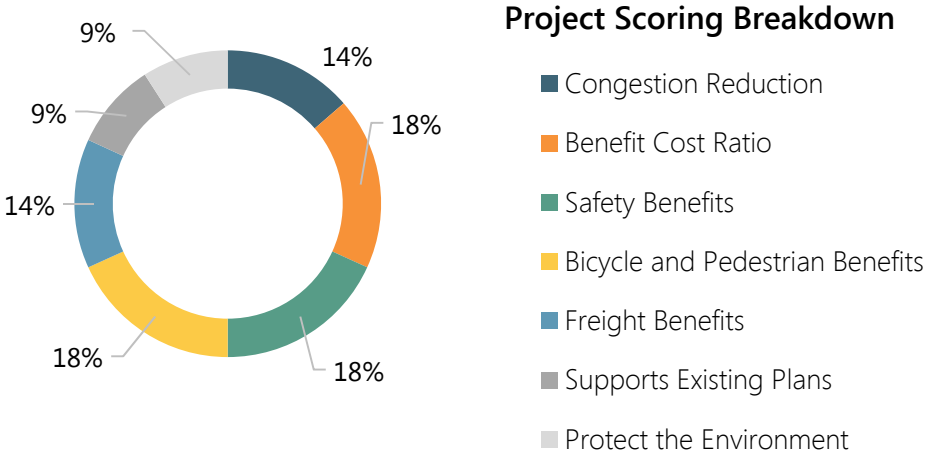
Financial Plan

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.



Prioritizing Roadway Capacity Projects

All roadway capacity projects identified in existing plans and the MTP needs analysis were prioritized based on the criteria below. High scoring projects were included in the fiscally constrained plan and the remaining projects are in a list of visionary projects.



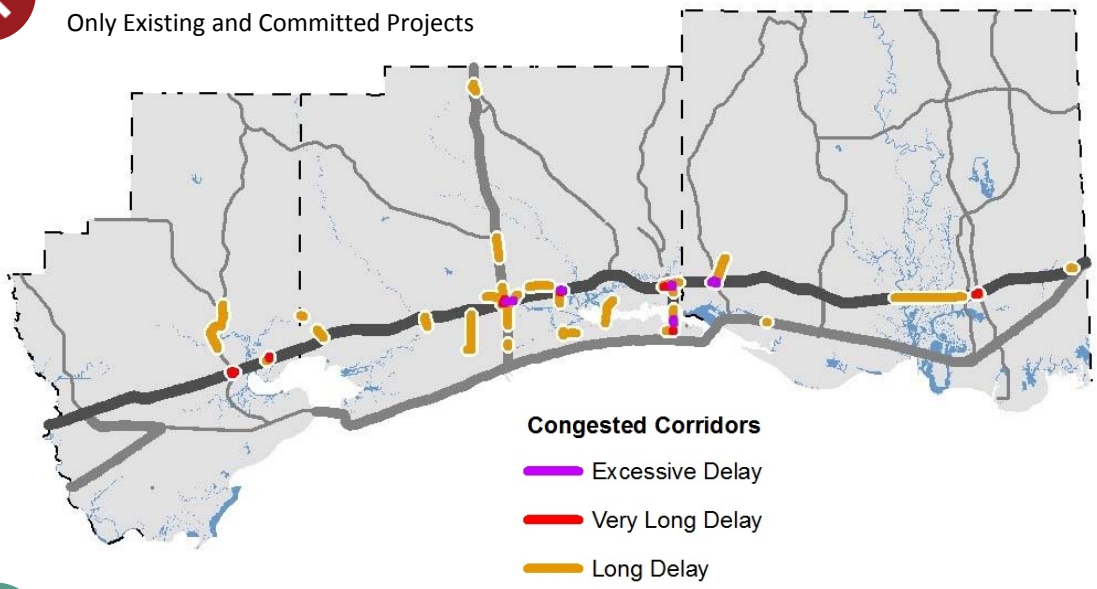
Impact of Roadway Capacity Projects

Implementing the planned roadway capacity projects is projected to reduce overall delay in the region by nearly ten (10) percent in 2045. However, there will still be a need for spot improvements and the MPO will also need to implement intersection, safety, and other operational type projects.

10% Reduction in Vehicle Hours of Delay

2045 - No New Projects

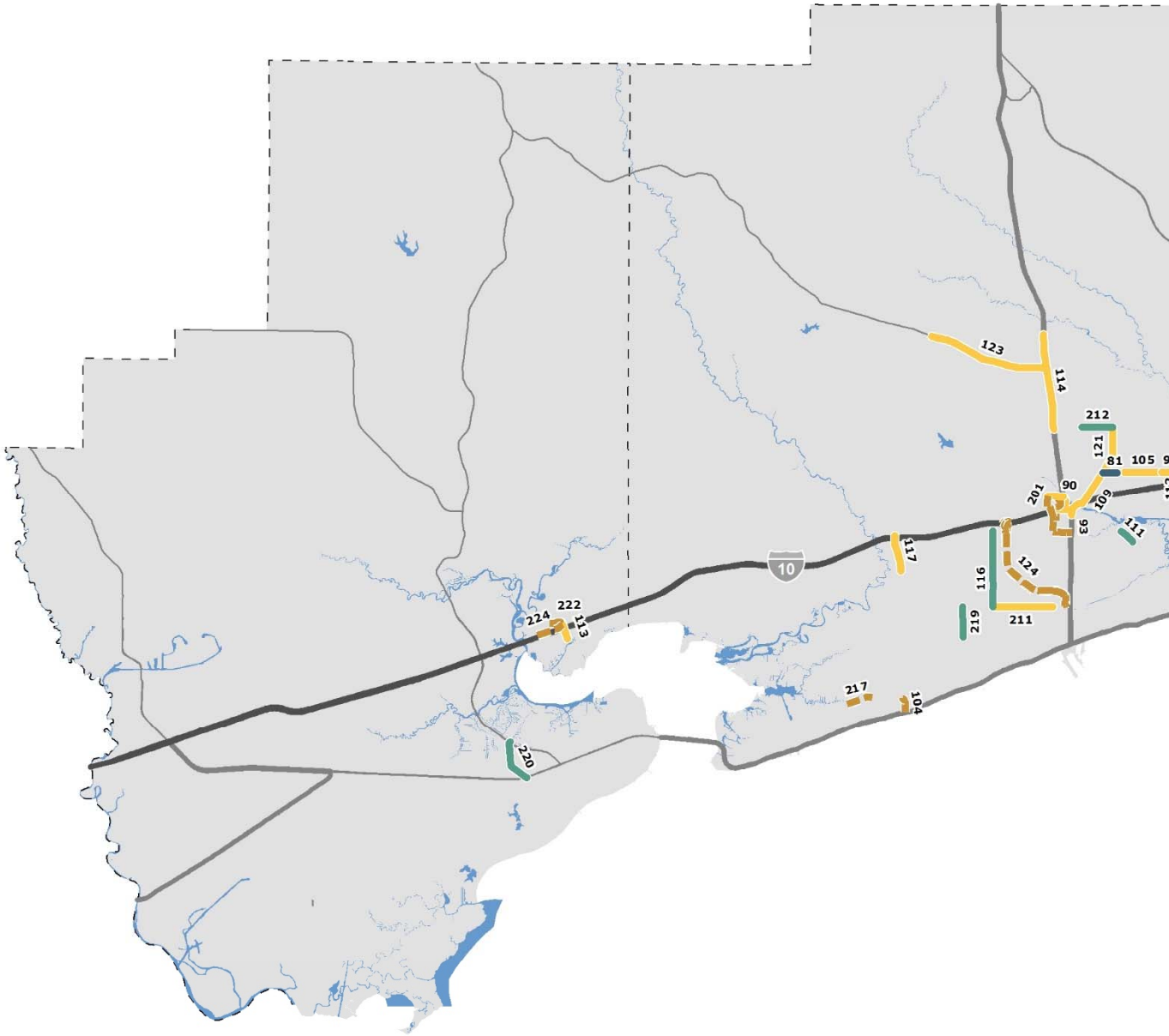
Only Existing and Committed Projects

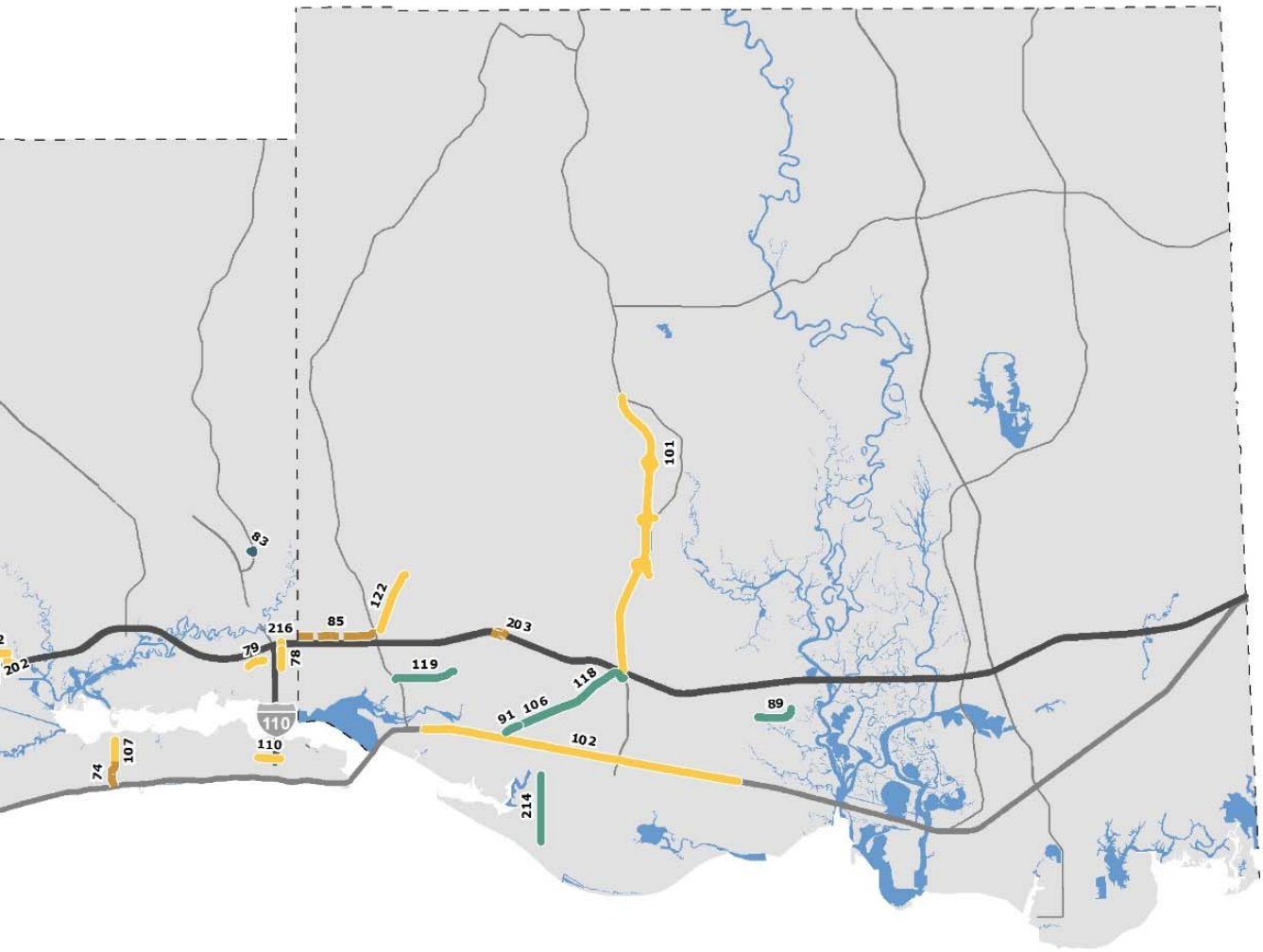


2045 - The Plan

All Existing, Committed, & Planned Projects

Fiscally Constrained Roadway Capacity Projects




83
216
85
122
203
79
78
119
118
101
202
91
106
89
110
102
74
107
214
New Roadway
Widening
Turning Lane
Other/Multiple

Fiscally Constrained Roadway Capacity Projects

Project ID	Funding	Stage	Route	Location
E+C 74	N/A	2020-2025	Popp's Ferry Rd	Pass Rd to Beach Blvd
E+C 78	N/A	2020-2025	Lamey Bridge Rd	Highland Ave to 600' south of Big Ridge
E+C 79	N/A	2020-2025	Popp's Ferry Rd	Belle St to D'Iberville Blvd @ Big Ridge
E+C 81	N/A	2020-2025	Dedeaux Rd	Three Rivers Rd to Stewart Rd
E+C 83	N/A	2020-2025	MS 15	Lamey Bridge Rd
E+C 85	N/A	2020-2025	I-10 Connector Rd	Daisy Vestry Rd to Seaman Rd
E+C 89	N/A	2020-2025	Martin Bluff Rd	Gautier-Vancleave Rd to Roys Rd
E+C 90	N/A	2020-2025	Landon Rd	US49 to 34th Ave
E+C 91	N/A	2020-2025	Ocean Springs Rd	US 90 to Culeoka
E+C 92	N/A	2020-2025	Dedeaux Rd	Hwy 605 to Jessica Ln
E+C 93	N/A	2020-2025	New Roadway/BUILD Grant	Daniel Blvd to US 49
E+C 96	N/A	2020-2025	Airport Rd	Washington Ave to existing 4 Lane
124	MDOT	2020-2025	Highway 601	I-10 to 28th St
102	MDOT	2020-2025	US 90	Hwy 609 to Dolphin Dr
114	MDOT	2020-2025	US 49	School Rd to Oneal Rd
107	Local/MPO	2020-2025	Popp's Ferry Road	Back Bay of Biloxi Bridge to Pass Rd
113	Local/MPO	2020-2025	Gex Drive	Aloha Drive to Diamondhead Dr South
104	Local/MPO	2020-2025	Beatline Rd Ext	Railroad Street to US 90
217	Local/MPO	2020-2025	E North Street Extension	Menge Ave to Espy Rd
106	Local/MPO	2020-2025	Ocean Springs Rd	Reilly Rd to Culeoka Dr
123	MDOT	2026-2035	MS 53	US 49 to County Farm Rd
101	MDOT	2026-2035	MS 57	Mariposa Lane to I-10 Frontage Rd
121	Local/MPO	2026-2035	Three Rivers Rd	Dedeaux Road to Oneal Road
219	Local/MPO	2026-2035	Klondyke Rd	Commission Blvd to 28th St
201	MDOT	2026-2035	I-10	US 49 WB On-Ramp and EB Ramps
216	Local/MPO	2026-2035	Lamey Bridge Road	Popps Ferry to I-10
211	Local/MPO	2026-2035	28th Street	Canal Rd to 34th Ave

	Improvement	Length (mi)	Type	Cost (YOE)	Design Considerations
	Construct new 4-lane divided road	0.81		$10,647,804	--
	Reconstruct as 4 Lanes Divided	0.55		$1,925,000	--
	Widen to 4 Lanes Divided and Realign	0.53		$3,673,000	--
	Widen to 4 Lanes Divided with Bike Path	0.48		Completed	--
	Construct roundabout	--		Completed	--
	New 4 Lane Roadway/Realignment	2.38		Under Const	--
	Center Turn Lane	1.18		$4,160,000	--
	Widen to 4 Lanes Divided	0.54		$5,229,000	--
	Center Turn Lane	0.45		$2,851,230	--
	Widen to 4 Lanes Divided	0.67		$4,939,747	--
	New 4 Lane Divided Roadway	2.79		$32,542,200	--
	Widen to 4 Lanes Divided, Roundabout	0.47		$735,707	--
	New 4 Lane Controlled Access Roadway	4.22		$77,617,092	EJ | EC
	Widen to 6 Lanes	10.21		$37,557,844	EJ | EC
	Widen to 6 Lanes Divided	3.28		$12,065,595	EJ
	Reconstruct as 4 Lanes Divided	0.65		$2,391,048	EC
	Widen to 4 Lanes Divided	0.59		$2,170,336	--
	New 4 Lane Divided Roadway	0.51		$6,432,182	EC
	New 3 Lane Roadway	0.89		$5,518,854	EC
	Center Turn Lane	1.40		$4,782,096	--
	Widen to 4 Lanes Divided	4.05		$15,736,309	EC
	Widen to 4 Lanes Divided and Realign	9.03		$35,086,140	EC
	Reconstruct as 4 Lane Divided	1.61		$6,255,668	EJ | EC
	Center Turn Lane	1.01		$3,644,052	EC
	Add Lanes	--		$5,062,262	EJ | EC
	Widen to 4 Lanes Divided	0.57		$2,214,740	EJ | EC
	Widen to 4 Lanes Divided	2.01		$7,809,872	EJ | EC

Fiscally Constrained Roadway Capacity Projects (Continued)

SIP 2045	Funding	Stage	Route	Location
119	Local/MPO	2026-2035	Old Fort Bayou Rd	Washington Ave to Yellow Jacket Rd
212	Local/MPO	2026-2035	Oneal Road	Flat Branch to Three Rivers Road
214	Local/MPO	2026-2035	Beachview Dr	Lake Mars to Old Spanish Trail
116	Local/MPO	2026-2035	Canal Road	I-10 to 28th St
110	Local/MPO	2026-2035	Division Street	Caillavet Street to Forrest Ave-KAFB Ga
117	Local/MPO	2036-2045	County Farm Road	I-10 to Red Creek Rd
105	Local/MPO	2036-2045	Dedeaux Rd	Stewart Rd to Jessica Cir
224	Local/MPO	2036-2045	Frontage Road	Gex Rd to Noma Dr
220	Local/MPO	2036-2045	Kiln Waveland Cutoff	US 90 to MS 603
111	Local/MPO	2036-2045	Washington Ave	Airport Road to Hewes Ave
118	Local/MPO	2036-2045	Ocean Springs Rd	Reilly Rd to MS 57
222	Local/MPO	2036-2045	Park Ten Extension	Extend to Noma Dr
203	MDOT	2036-2045	I-10	@ Old Fort Bayou Rd
112	MDOT	2036-2045	Hwy 605	Dedeaux Road to I-10
202	MDOT	2036-2045	I-10	Lorraine Rd EB On-Ramp and WB Off-Ramp
109	Local/MPO	2036-2045	Three Rivers Road	Seaway Road to Dedeaux Road
122	Local/MPO	2036-2045	Seaman Road	I-10 Connector Rd to Jordan Rd

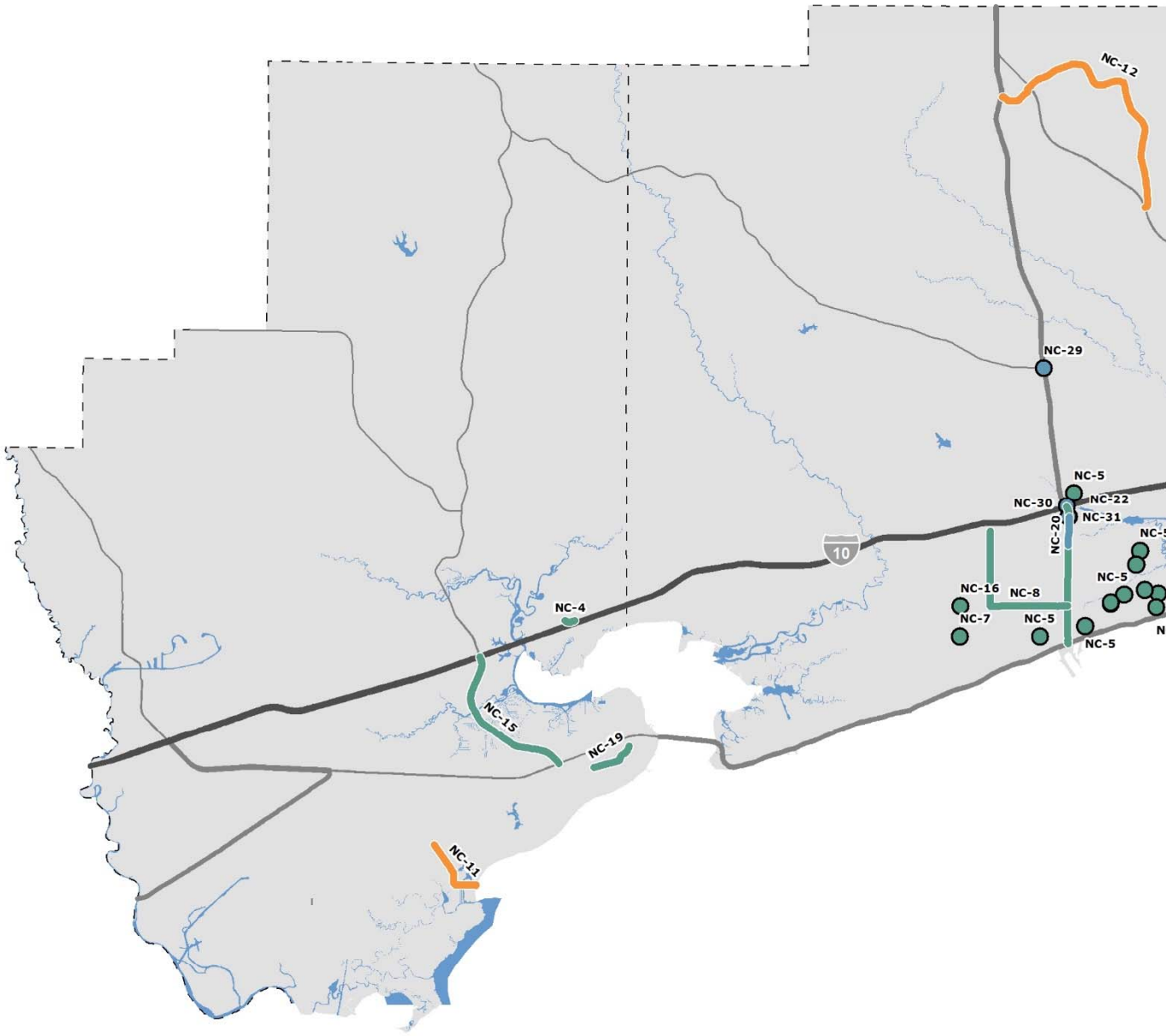
Note 1: YOE refers to the Year of Expenditure and reflects the expected cost at the time of implementation.
Note 2: Bicycle and pedestrian improvements should be part of the overall design phase of all projects and included unless restrictions apply consistent with FHWA guidance.

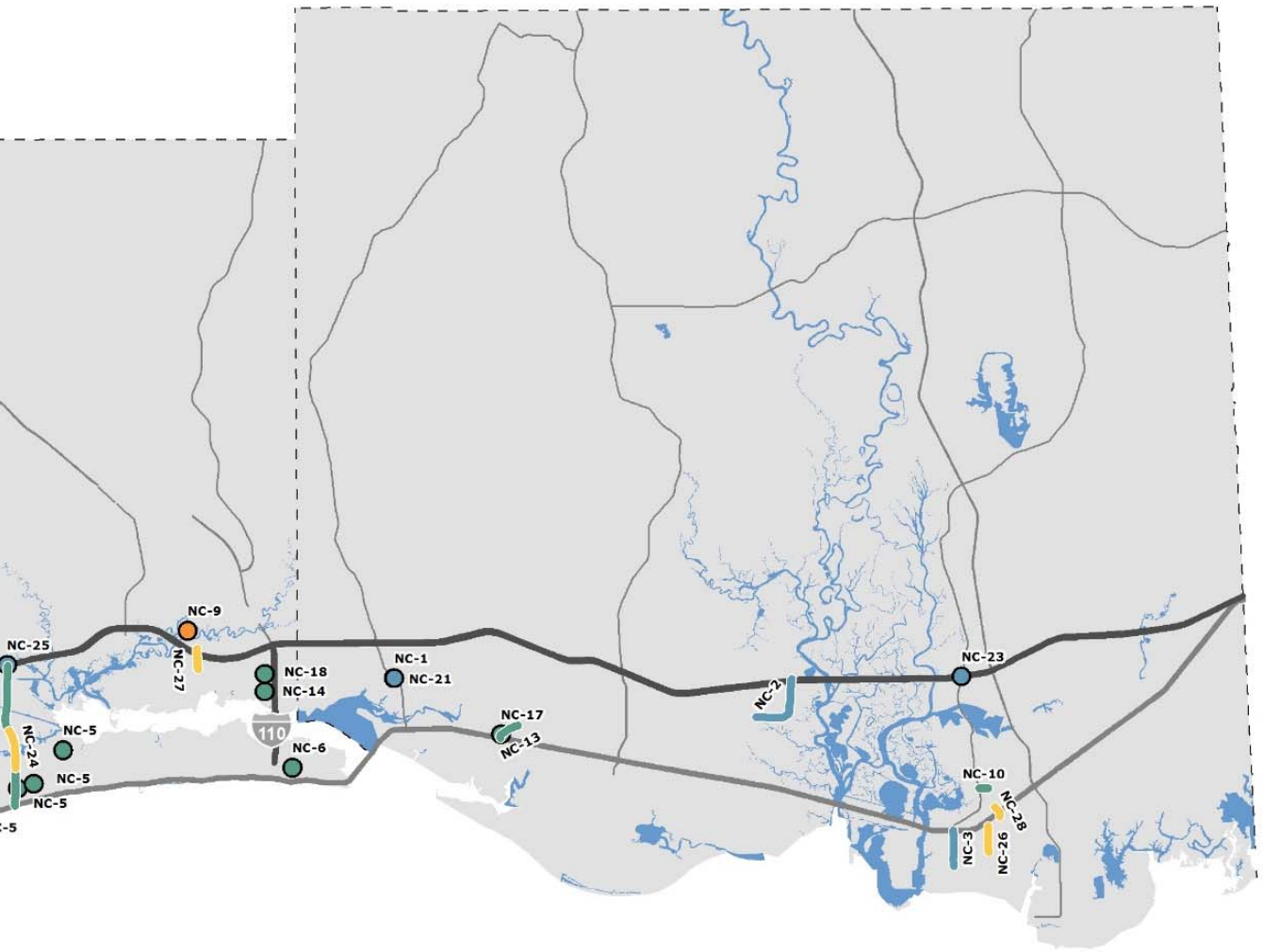
Improvement Type: ● New Roadway ● Widening ● Turning Lane ● Other/Multiple

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

	Improvement	Length (mi)	Type	Cost (YOE)	Design Considerations
	Center Turn Lane	1.84	●	$6,638,669	--
	Center Turn Lane	1.03	●	$3,716,211	EJ
	Add Turn Lanes at Intersections	--	●	$1,110,145	EC
	Center Turn Lane	2.53	●	$9,128,169	EJ | EC
	Widen to 4 Lanes Divided	0.67	●	$2,603,291	EJ | EC
	Widen to 4 Lanes Divided	1.22	●	$5,236,263	--
	Widen to 4 Lanes Divided	1.26	●	$5,407,943	EJ | EC
	New 2 Lane Roadway	0.90	●	$6,511,605	--
	Center Turn Lane	1.44	●	$5,739,042	--
	Center Turn Lane	0.53	●	$2,112,286	EJ | EC
	Center Turn Lane	2.34	●	$9,325,943	EJ | EC
	New 2 Lane Roadway	0.20	●	$4,341,070	--
	New Interchange	--	●	$29,430,984	EC
	Widen to 6 Lanes Divided	0.52	●	$2,231,850	EJ
	Add Lanes	--	●	$5,591,887	EJ
	Reconstruct as 4 Lanes Divided	1.25	●	$5,365,023	EJ | EC
	Widen to 4 Lanes Undivided	1.87	●	$8,026,075	EC

Fiscally Constrained Roadway Non-Capacity Projects





Pavement
Intersection/Interchange
Corridor Redesign
Other/Multiple

Pavement
Intersection/Interchange
Other/Multiple

Fiscally Constrained Roadway Non-Capacity Projects

Project ID	Stage	Route	Location
NC-1	2020-2025	Hwy 609 @ Old Fort Bayou Rd	Old Fort Bayou Rd intersection
NC-2	2020-2025	Martin Bluff Rd	Gautier-Van Rd to Frontage Rd
NC-3	2020-2025	Market Street	US 90 to Ingalls Avenue
NC-4	2020-2025	East Aloha Drive	Veterans Drive to Medical Park
NC-5	2020-2025	School Zone Improvements	Citywide- 14 schools
NC-6	2020-2025	Main St RR Crossing	Main St @ CSX
NC-7	2020-2025	Klondyke Road	Commission Road
NC-8	2020-2025	Port of Gulfport	US 49, Canal Road, & Hwy 605
NC-9	2020-2025	Cedar Lake Road Bridge	Tchouticabouffa River Bridge
NC-10	2020-2025	Jefferson Avenue	Macphelah Road to Main Street
NC-11	2020-2025	Lakeshore Road	Beach Road to Lower Bay Road
NC-12	2020-2025	Bethel/Success Road	US 49 to Success Road and Bethel Road to Hwy 67
NC-13	2020-2025	Ocean Springs Road	US 90 to Culeoka Drive
NC-14	2020-2025	Brodie Road	@ Automall Parkway
NC-15	2020-2025	Hwy 603	I-10 to US 90
NC-16	2020-2025	28th Street	@ Klondyke Road
NC-17	2020-2025	Ocean Springs Road	@ Groveland Road
NC-18	2020-2025	Suzanne Drive	@ Automall Parkway
NC-19	2020-2025	Old Spanish Trail	Seube Street to Main Street
NC-20	2020-2025	US 49	Creosote Rd to Turkey Creek
NC-21	2020-2025	Hwy 609 @ Old Fort Bayou Road	Old Fort Bayou Road intersection
NC-22	TBD	US 49	@ Creosote Rd
NC-23	TBD	I-10	@ Hwy 613 Exit 68
NC-24	TBD	MS 605	Brentwood Blvd to Pass Rd
NC-25	TBD	MS 605	@ I-10
NC-26	TBD	Eden St	Boston Ave to 24th St
NC-27	TBD	Cedar Lake Road Bridge	Spring Ln to Popp's Ferry Rd
NC-28	TBD	Chicot St	Nathan Hale Rd to 0.18 miles north of US 90
NC-29	TBD	US 49	@ Hwy 53/North Swan Rd
NC-30	TBD	I-10	@ US 49
NC-31	TBD	US 49	Creosote Rd / Factory Shop Blvd

Improvement Type	Type	Cost (YOE)
Intersection Reconstruction		$1,493,640
Intersection Reconstruction		$1,664,002
Intersection Improvement		$745,000
Sidewalk enhancement		$27,280
Safety		$252,233
Safety		$150,000
Operations		$760,000
Operations		$200,000
Preservation		$560,000
Operations		$921,000
Preservation		$480,000
Preservation		$471,200
Operations		$2,258,400
Operations		$432,000
Operations		$180,000
Operations		$800,000
Operations		$1,132,430
Operations		$480,000
Safety- Lighting		$600,000
Safety		$2,162,720
Operations		$1,493,640
Intersection Improvement		TBD
Interchange Improvement		TBD
Corridor Study		TBD
Interchange Study		TBD
Corridor Study		TBD
Corridor Study		TBD
Corridor Study		TBD
Interchange Improvement		TBD
Interchange Improvement		TBD
Intersection Study		TBD

Fiscally Constrained Roadway Non-Capacity Projects (Continued)

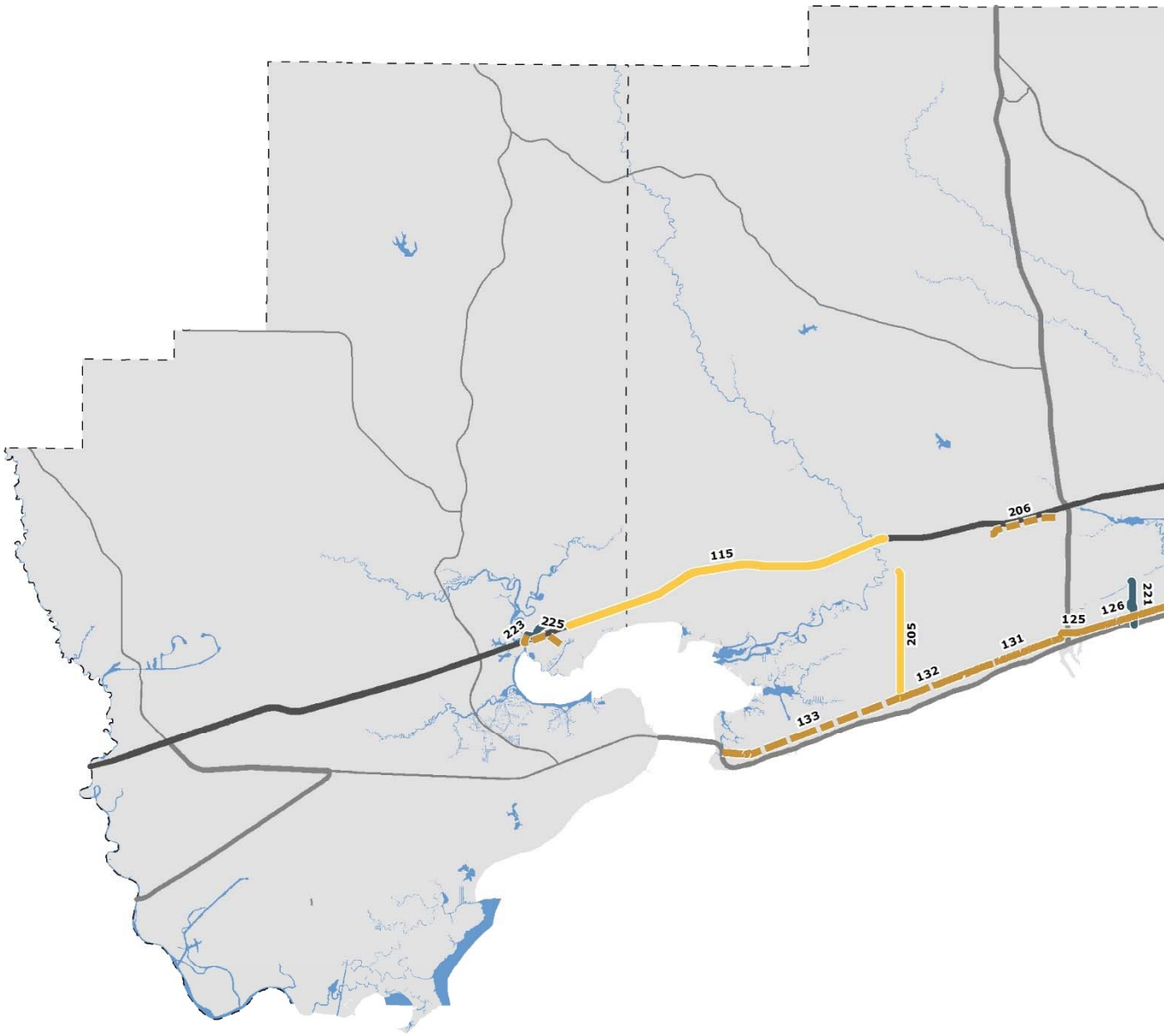
Project ID	Stage	Route	Location
LI-1	2020-2025	Line Item Funding	Various
LI-2	2020-2025	Line Item Funding	Various
LI-3	2020-2025	Line Item Funding	Various
LI-4	2020-2025	Line Item Funding	Various
LI-5	2020-2025	Line Item Funding	Various
LI-6	2020-2025	Line Item Funding	Various
LI-7	2026-2035	Line Item Funding	Various
LI-8	2026-2035	Line Item Funding	Various
LI-9	2026-2035	Line Item Funding	Various
LI-10	2026-2035	Line Item Funding	Various
LI-11	2026-2035	Line Item Funding	Various
LI-12	2026-2035	Line Item Funding	Various
LI-13	2036-2045	Line Item Funding	Various
LI-14	2036-2045	Line Item Funding	Various
LI-15	2036-2045	Line Item Funding	Various
LI-16	2036-2045	Line Item Funding	Various
LI-17	2036-2045	Line Item Funding	Various
LI-18	2036-2045	Line Item Funding	Various

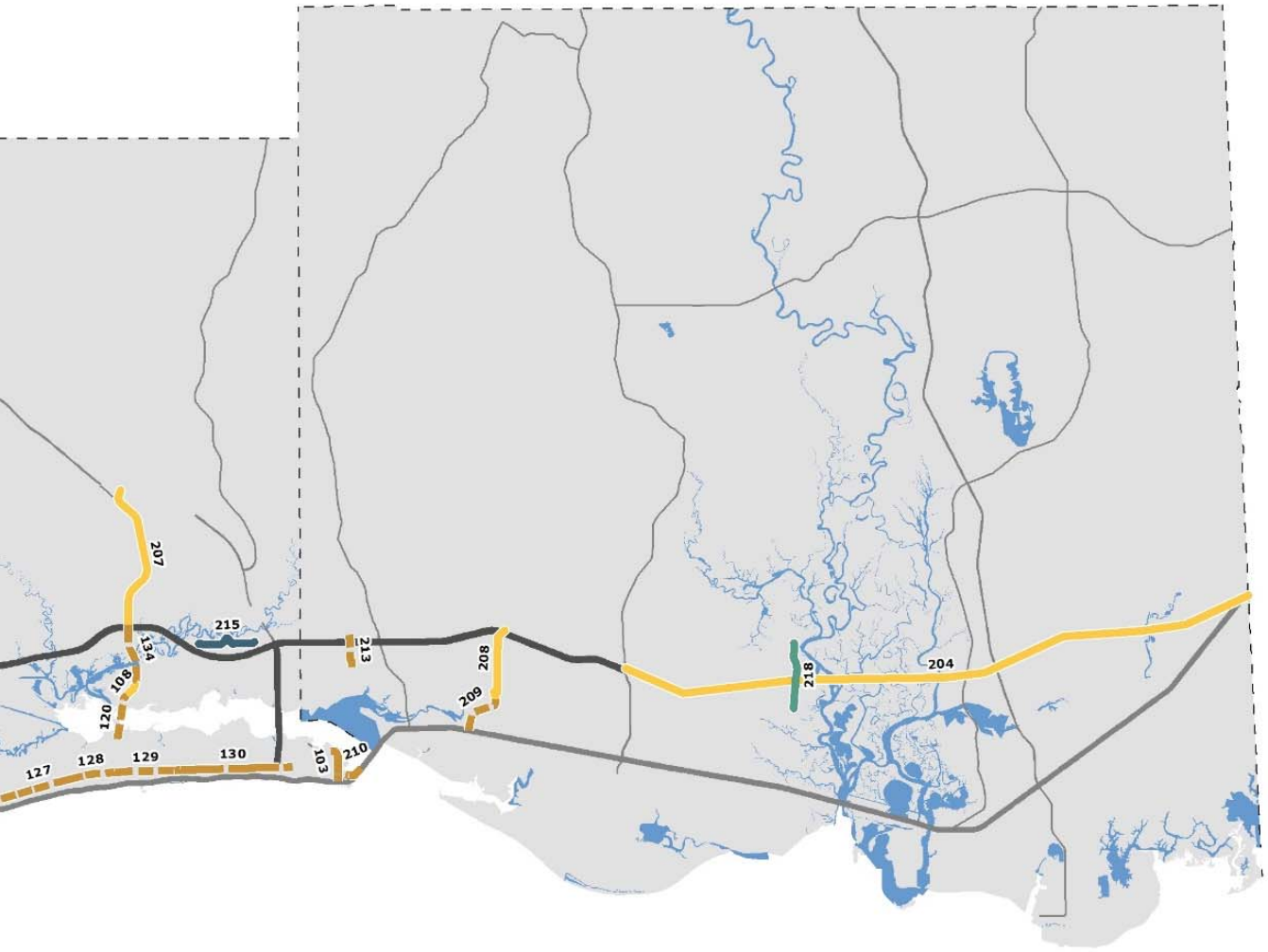
Note: YOE refers to the Year of Expenditure and reflects the expected cost at the time of implementation.

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

Improvement Type	Type	Cost (YOE)
Reconstruction		$87,973,815
Overlay		$81,206,599
Bridge		$54,137,733
Enhancement		$9,604,511
Safety		$30,671,130
Maintenance		$16,900,196
Reconstruction		$158,813,647
Overlay		$146,597,213
Bridge		$97,731,475
Enhancement		$24,432,869
Safety		$61,082,172
Maintenance		$48,865,738
Reconstruction		$175,429,068
Overlay		$161,934,524
Bridge		$107,956,350
Enhancement		$26,989,087
Safety		$67,472,719
Maintenance		$53,978,175

Visionary Roadway Capacity Projects




207
215
134
213
208
108
120
209
204
218
127
128
129
130
103
210
New Roadway
Widening
Turning Lane
Other/Multiple

Visionary Roadway Capacity Projects

Project ID	Funding	Stage	Route	Location
221	Local/MPO	Vision	Jody Nelson Dr Extension	US 90 to Hewes Ave
103	Local/MPO	Vision	Pine Street	Back Bay Boulevard to US 90
206	Local/MPO	Vision	Creosote Rd Extension	Canal St to Creosote Rd
215	Local/MPO	Vision	Commercial Corridor Connector	D'Iberville Blvd to Cedar Lake Rd
213	Local/MPO	Vision	McCann Road Extension	Lemoyne Rd to Cook Rd
218	Local/MPO	Vision	Martin Bluff Rd	Roys Rd to Hickory Hills
108	Local/MPO	Vision	Popp's Ferry Rd	Riverview Drive to Back Bay Bridge
115	MDOT	Vision	I-10	Hancock Co Line to Wolf River
120	Local/MPO	Vision	Popp's Ferry Road	North shore of Back Bay to South Shore
128	Local/MPO	Vision	East-West Corridor Phase IV	Debuys Rd to Popp's Ferry Rd
129	Local/MPO	Vision	East-West Corridor Phase V	Popps Ferry Rd to Veterans Ave
134	Local/MPO	Vision	Popps Ferry Connector	I-10 @ Woolmarket to Riverview Dr
205	Local/MPO	Vision	Beatline Rd	Red Creek Rd to Railroad St
210	MDOT	Vision	Biloxi Bridge Ramp	Biloxi Bridge to Howard Ave
125	Local/MPO	Vision	East-West Corridor Phase I	US 49 to 20th Ave
126	Local/MPO	Vision	East-West Corridor Phase II	20th Avenue to Cowan Rd
127	Local/MPO	Vision	East-West Corridor Phase III	Cowan Rd to Debuys Rd
130	Local/MPO	Vision	East-West Corridor Phase VI	Veterans Ave to Lameuse St
131	Local/MPO	Vision	East-West Corridor Phase VII	Jeff Davis Ave to US 49
132	Local/MPO	Vision	East-West Corridor Phase VIII	Beatline Road to Jeff Davis Ave
133	Local/MPO	Vision	East-West Corridor Phase IX	Henderson Point to Beatline Rd
204	MDOT	Vision	I-10	MS 57 to Alabama State Line
207	Local/MPO	Vision	Shriners Blvd	I-10 to MS 67
208	Local/MPO	Vision	Eglin Road	I-10 to Fort Bayou
209	Local/MPO	Vision	Eglin Road Extension	US 90 to Fort Bayou
223	Local/MPO	Vision	Noma Drive	Alapai Dr to dead end
225	Local/MPO	Vision	Akoko Street Extension	Noma Dr to Coelho Way

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

Improvement	Length (mi)	Type	Cost (2020$)	Design Considerations
New 4 Lane Divided Roadway, Widen to 4 Lanes	1.63	●	$19,560,000	EJ | EC
New 4 Lane Divided Roadway	1.09	●	$13,080,000	EJ | EC
New 4 Lane Divided Roadway	2.14	●	$25,680,000	EJ
New 4 Lane Roadway, Widen to 4 Lanes	1.84	●	$22,080,000	--
New 3 Lane Roadway	1.00	●	$5,900,000	EJ
Center Turn Lane	1.99	●	$6,467,500	EJ | EC
Reconstruct as 4 Lanes Divided	0.44	●	$1,540,000	--
Widen to 6 Lanes	11.15	●	$110,385,000	--
New 4 Lane Bridge	1.38	●	$50,000,000	EC
New 4 Lane Limited Access Roadway	1.42	●	$17,040,000	EJ | EC
New 4 Lane Limited Access Roadway	1.84	●	$22,080,000	EJ | EC
New 4 Lane Controlled Access Roadway	1.76	●	$30,800,000	--
Widen to 4 Lanes Divided	4.27	●	$14,945,000	EC
New 2 Lane Roadway	0.60	●	$3,540,000	EJ | EC
New 4 Lane Limited Access Roadway	0.41	●	$4,920,000	EJ | EC
New 4 Lane Limited Access Roadway	3.69	●	$44,280,000	EJ | EC
New 4 Lane Limited Access Roadway	1.59	●	$19,080,000	EJ | EC
New 4 Lane Limited Access Roadway	3.58	●	$42,960,000	EJ | EC
New 4 Lane Limited Access Roadway	3.88	●	$46,560,000	EJ | EC
New 4 Lane Limited Access Roadway	2.26	●	$27,120,000	EC
New 4 Lane Limited Access Roadway	6.35	●	$76,200,000	EJ | EC
Widen to 6 Lanes	19.54	●	$193,446,000	EJ | EC
Widen to 4 Lanes Divided	4.57	●	$15,995,000	EC
Widen to 4 Lanes Divided	2.31	●	$8,085,000	EC
New 4 Lane Divided Roadway and Bridge	1.44	●	$21,380,000	EC
2 Lane reconstruction	0.95	●	$1,995,000	--
New 2 Lane Roadway	1.70	●	$10,030,000	--

This page is intentionally left blank.

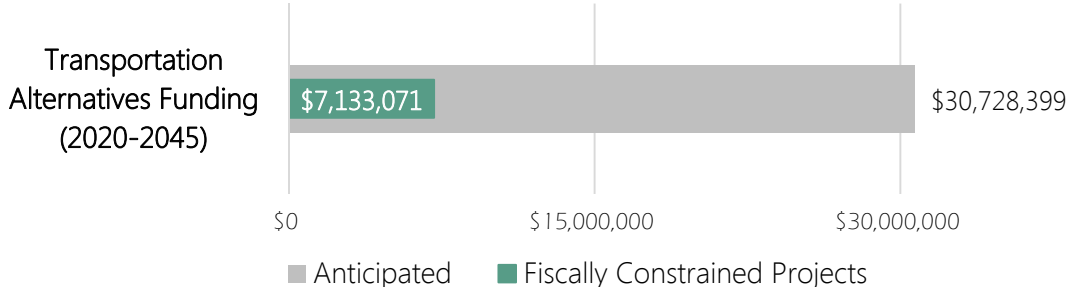
Bicycle and Pedestrian Projects

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

Financial Plan

The major federal source for bicycle and pedestrian projects is the Transportation Alternatives (TA) Set-Aside program, which the MPO administers for the region. 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.

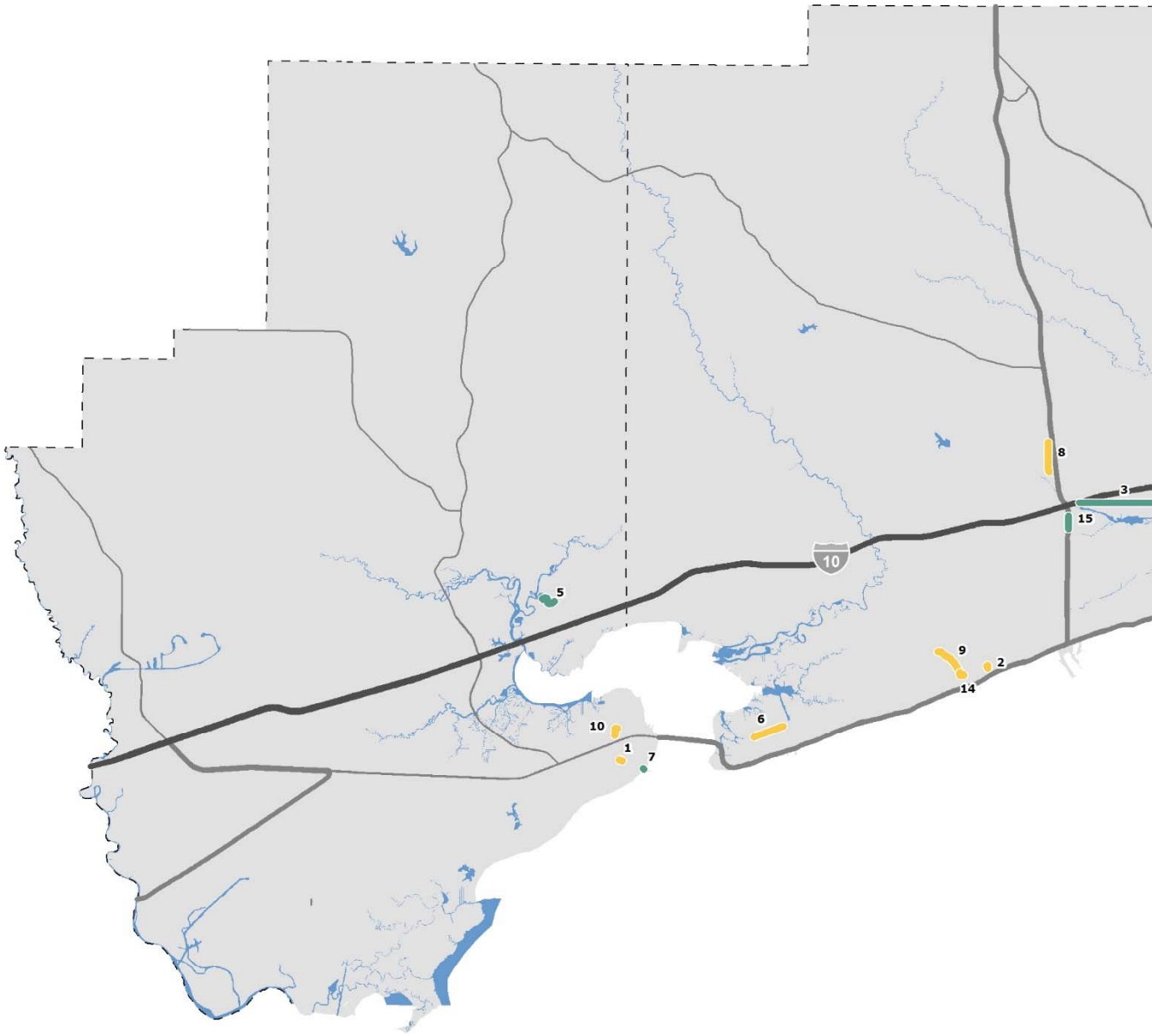
While the MTP does not identify specific bicycle and pedestrian projects, the MPO will encourage local agencies to make improvements along the high-priority bicycle and pedestrian corridors.

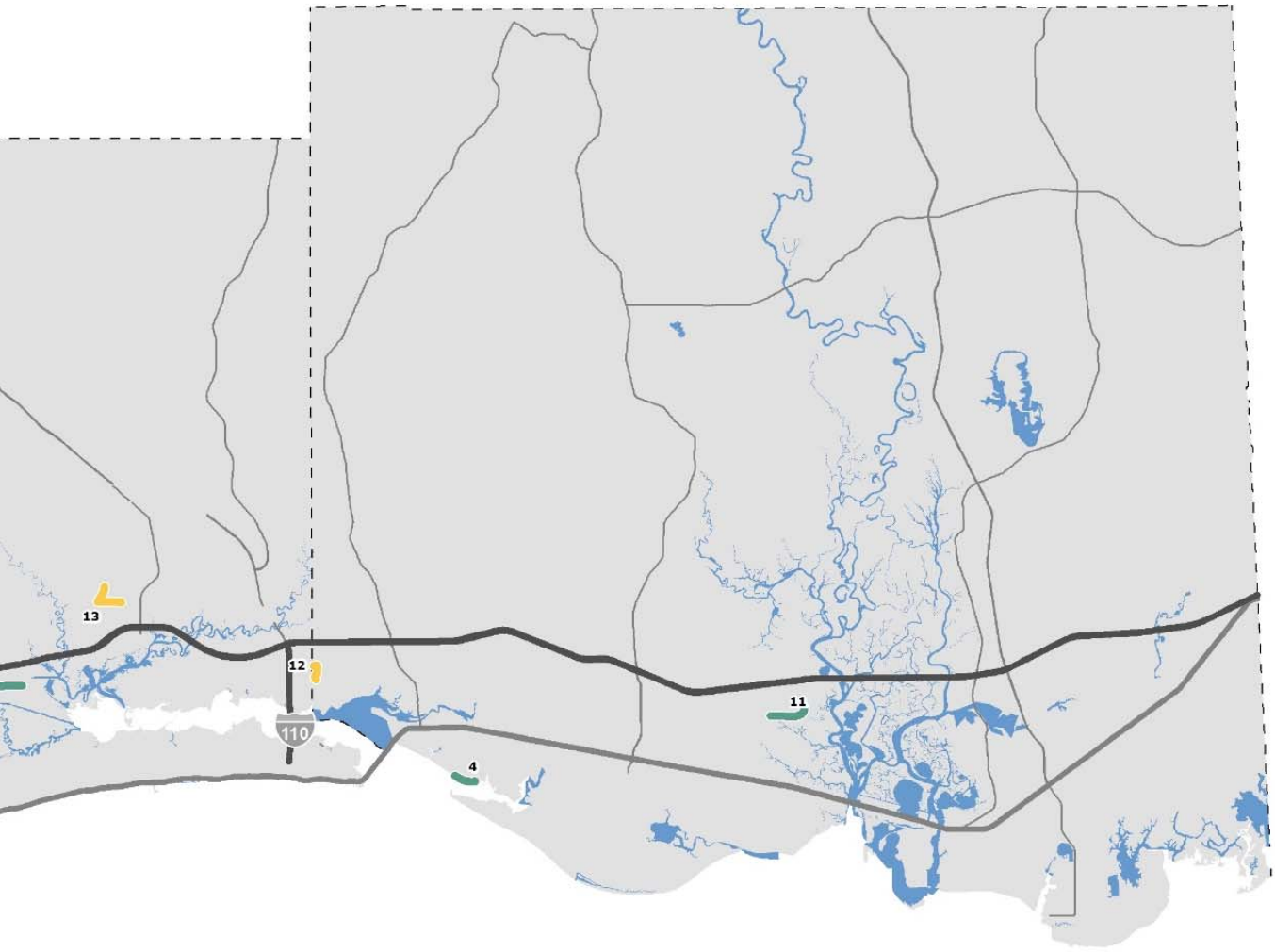


High-Priority, Visionary Project Corridors

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. 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.

Fiscally Constrained Bicycle and Pedestrian Projects




13
12
110
11
4
Bicycle and Pedestrian Paths
Sidewalks

Fiscally Constrained Bicycle and Pedestrian Projects

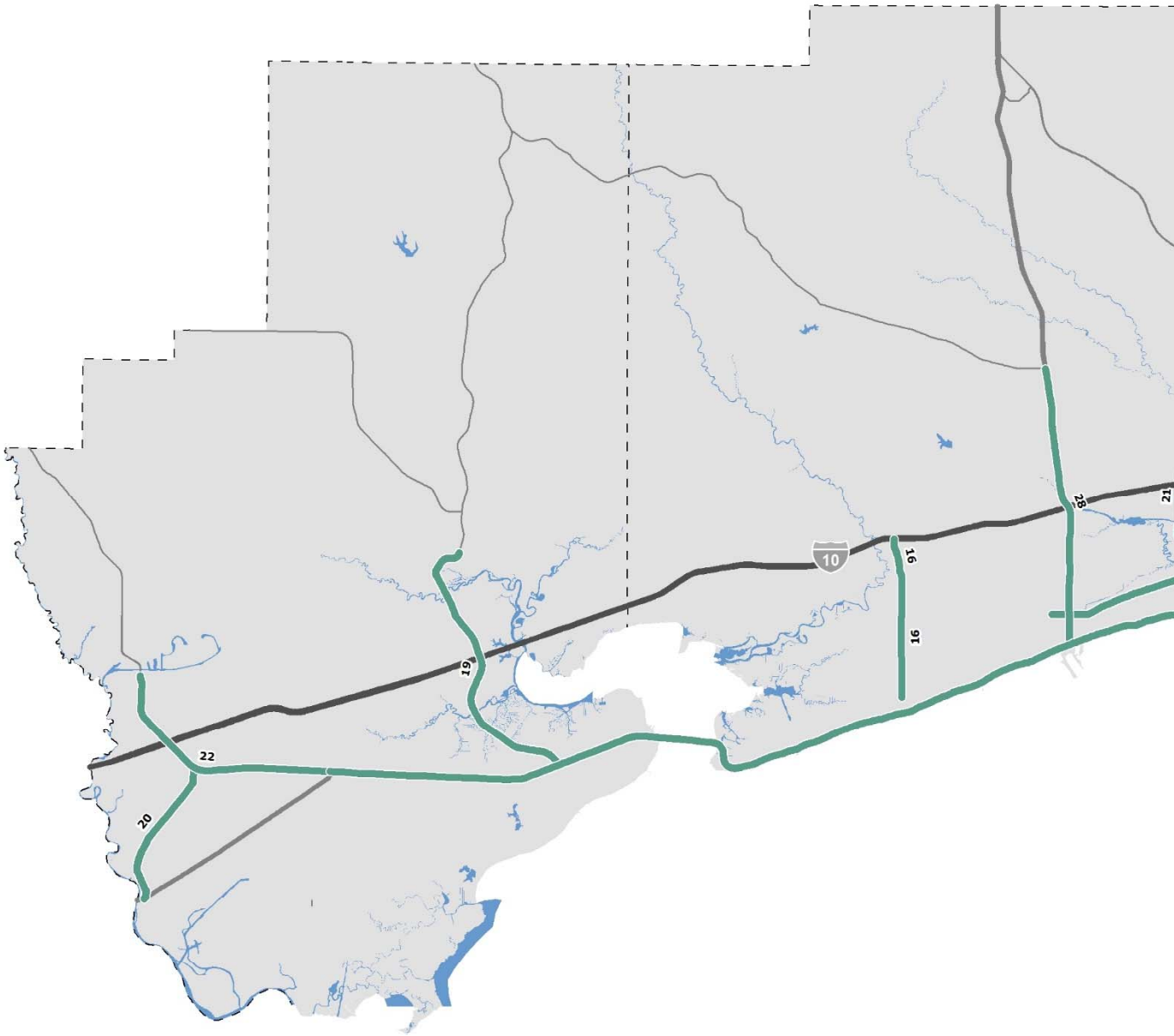
Project ID	Description
BP-1	Washington Street sidewalks
BP-2	Gulf Park Drive sidewalks
BP-3	Seaway Rd multiuse pathway on the southside
BP-4	East Beach Drive (safe access for bicyclists and pedestrians)
BP-5	Montjoy Creek multi-use pathway
BP-6	North Street sidewalks
BP-7	Washington Street ADA beach access
BP-8	Old Hwy 49 sidewalk
BP-9	Pineville Road sidewalks PH II (pedestrian access and safety)
BP-10	Beyer Street sidewalks
BP-11	Martin Bluff Road Pathway (12' multiuse path to the north side and 5' sidewalk on the south side reaching Martin Bluff Elementary)
BP-12	Lemoyne Boulevard sidewalks
BP-13	Woolmarket Road & Lorraine Road sidewalks
BP-14	Pineville Road PH III
BP-15	US 49

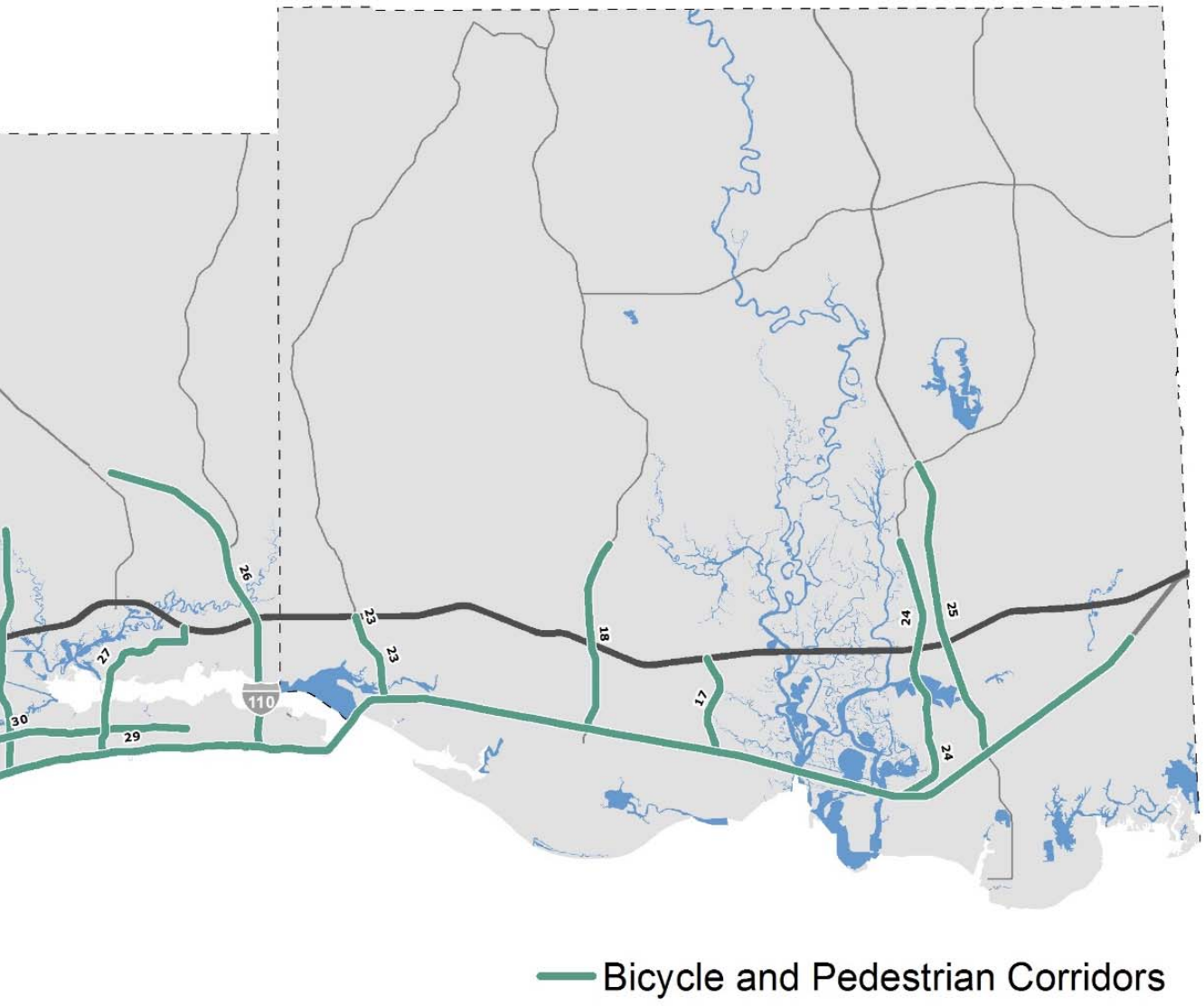
Note: YOE refers to the Year of Expenditure and reflects the expected cost at the time of implementation.

Facility Type: ● Pedestrian ● Bicycle and Pedestrian

	Limits	Length (Miles)	Type	Responsible LPA	Fiscal Year	Total Cost (YOE)	Federal Cost (YOE)
	Old Spanish Trail to St. Francis Street	0.12		Bay St. Louis	2020	$150,000	$120,000
	Bear Point to north of Hardy Hall	0.13		USM- Gulf Park	2020	$289,250	$231,400
	Three Rivers Road to Hwy 605	3.20		Gulfport	2020	$200,000	$160,000
	Holcomb Boulevard to Halstead Road	0.66		Ocean Springs	2020	$480,000	$384,000
	Diamondhead Drive to Rotten Bayou	0.59		Diamondhead	2021	$100,000	$80,000
	Pass Christian HS to Pass Estates	1.04		Pass Christian	2021	$566,000	$452,800
	Washington Street Pier	0.03		Hancock County	2021	$300,000	$240,000
	Robinson Road to Dedeaux Road	1.01		Gulfport	2021	$200,000	$160,000
	Harper McCaughan to Klondyke Road	1.06		Long Beach	2021	$500,000	$400,000
	Carroll Avenue to Ranch Street	0.33		Bay St. Louis	2021	N/A	$280,000
	Gautier-Vancleave Road to Martin Bluff Elementary	1.20		Gautier	2021	$900,000	$720,000
	McCann Road to 3300 feet east	0.64		Jackson County	2022	$327,688	$262,151
	East to Airport Road; North to Nature's Trail	0.70; 0.50		Biloxi	2022	$1,100,000	$880,000
	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
	Creosote Road to Turkey Creek	0.42		Gulfport	2024	N/A	$2,162,720

Visionary Bicycle and Pedestrian Project Corridors




26
23
23
18
24
25
27
110
17
30
29
24
Bicycle and Pedestrian Corridors

Visionary Bicycle and Pedestrian Project Corridors

Project ID	Corridor ID	Corridor	Limits
1	BP-29	US 90	Hwy 607 to Lower Bay Rd
2		US 90	Lower Bay Rd to 36th Ave
3		US 90	36th Ave to 20th Ave
4		US 90	20th Ave to Porter Ave
5		US 90	Porter Ave to Biloxi Bay Bridge
6		US 90	Biloxi Bay Bridge to Chevron Dr
7		US 90	Chevron Dr to Pecan Rd
8	BP-20	Hwy 604	Hwy 607 to 1st Ave
9		Hwy 604	1st Ave to US 90
10	BP-22	Hwy 607	I-10 to US 90
11		Hwy 607	S Canal Rd to I-10
12	BP-19	Hwy 603	Kiln Delisle Rd to Texas Flat Rd
13		Hwy 603	Texas Flat Rd to Sugar Field Rd
14		Hwy 603	Sugar Field Rd to US 90
15	BP-16	Beatline Rd	I-10 to Red Creek Rd
16		Beatline Rd	Red Creek Rd to W Railroad St
17	BP-28	US 49	US 90 to 28th St
18		US 49	28th St to O'Neal Rd
19		US 49	O'Neal Rd to Hwy 53
20	BP-21	Hwy 605	Three Rivers Rd to Lorraine Rd
21		Hwy 605	Lorraine Rd to US 90
22	BP-27	Popps Ferry Rd	I-10 to US 90
23	BP-26	Hwy 67/Hwy 15/I-110	Shriners Blvd to Promenade Pkwy
24		Hwy 67/Hwy 15/I-110	Promenade Pkwy to US 90
25	BP-30	Pass Rd	Seabee Gate to Keesler Gate
26	BP-23	Hwy 609	I-10 to US 90
27	BP-18	Hwy 57	Gautier Vancleave Rd to I-10
28		Hwy 57	I-10 to US 90
29	BP-17	Gautier-Vancleave Rd	I-10 to US 90
30	BP-24	Hwy 613	Wilson Springs Rd to I-10
31		Hwy 613	I-10 to US 90
32	BP-25	Hwy 63	Hwy 613 to Saracennia Rd
33		Hwy 63	Saracennia Rd to US 90

	Length (mi)	Recommended Bike/Ped Facility	Construction Cost (2020$)
	5.8	Buffered bike lane	$900,000
	19.8	Shared use path	$17,500,000
	1.2	Shared use path	$1,200,000
	11.3	Shared use path	$11,300,000
	2.5	Shared use path	$2,000,000
	23.7	Shared use path	$20,500,000
	4.7	Buffered bike lane	$800,000
	3.9	Shared use path	$3,900,000
	1.2	Buffered bike lane	$1,300,000
	5.8	Buffered bike lane	$5,800,000
	2.6	Buffered bike lane	$2,700,000
	2.3	Buffered bike lane	$2,400,000
	4.3	Buffered bike lane	$700,000
	3.1	Shared use path	$3,200,000
	1.1	Buffered bike lane	$1,200,000
	4.2	Shared use path	$4,300,000
	1.3	Shared use path	$1,300,000
	6.1	Shared use path	$6,100,000
	2.1	Shared use path	$2,100,000
	2.6	Buffered bike lane	$400,000
	5.2	Buffered bike lane	$800,000
	5.9	Shared use path / sidewalk and bike lanes	$5,000,000
	6.7	Buffered bike lane	$1,100,000
	4.4	Parallel Route TBD	TBD
	10.4	Shared use path	$10,500,000
	2.9	Shared use path	$5,800,000
	3.3	Buffered bike lane	$3,400,000
	2.8	Buffered bike lane	$500,000
	3.2	Shared use path	$3,200,000
	3.5	Buffered bike lane	$3,600,000
	5.5	Shared use path	$5,500,000
	5.4	Buffered bike lane	$2,700,000
	4.3	Shared use path	$4,300,000

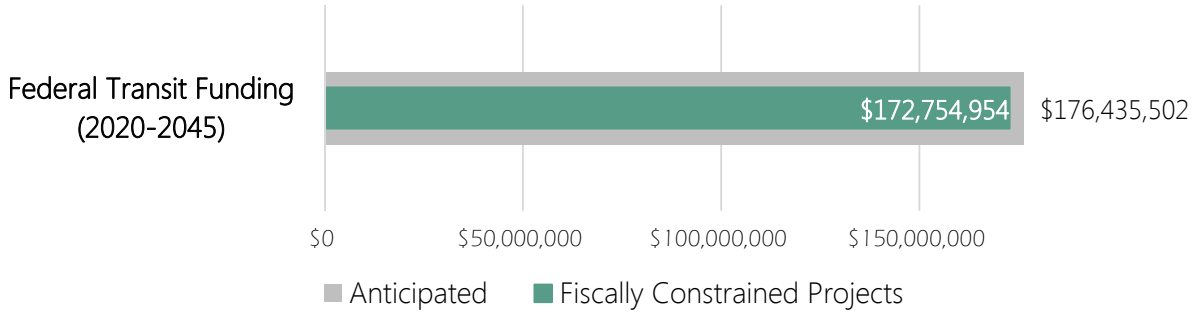
This page is intentionally left blank.

Public Transit Projects

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.

Financial Plan

If recent funding levels continue, the region will have enough federal funding to continue operating its service at current levels. The main limitation to expanding service will be local funding to match and exceed federal funding.



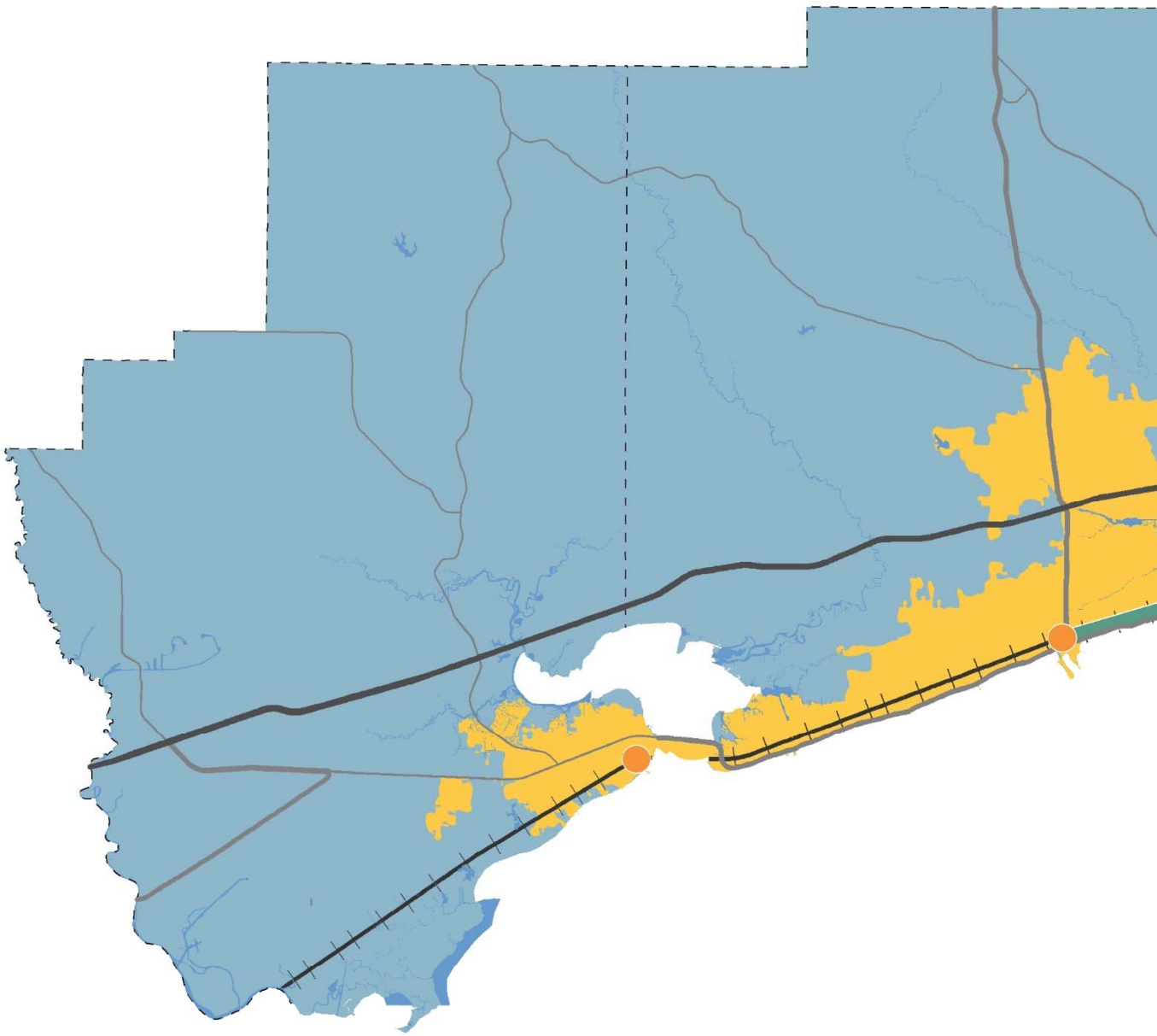
Visionary Transit Plan

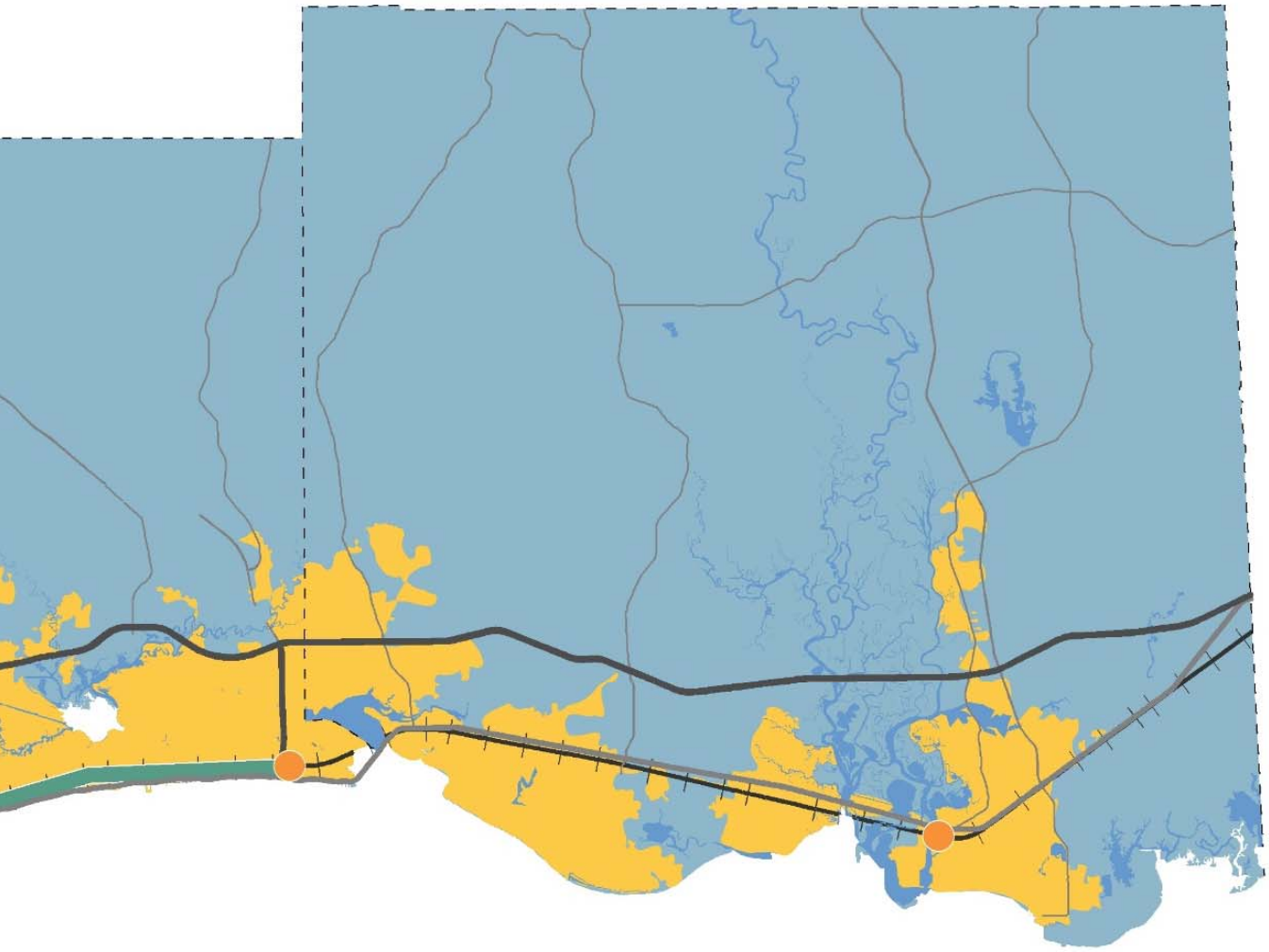
The Gulf Regional Planning Commission and Coast Transit Authority are currently updating their Transit Development Plan. This plan is more detailed in nature than the MTP and provides the region with more specific recommendations, including strategies for enhancing service, encouraging transit-oriented development, improving technology, and marketing.

At the same time, there are several strategic transit planning projects underway, including:

- Introducing Bus Rapid Transit (BRT) along the proposed East-West Corridor
- Restoring inter-city passenger rail service along the former Sunset Limited Amtrak Route

Visionary Transit Plan





- Amtrak Stops (Restore Service)
- Amtrak (Restore Service)
- Bus Rapid Transit (Proposed)
- Fixed Route Service (Enhance and Expand)
- Demand Response (Enhance)

Fiscally Constrained List of Transit Projects

Project ID	Description
CT-1	Section 5307 10/01/19-9/30/20
CT-2	Section 5307 or 5310 Preventative Maintenance
CT-3	Section 5307 Marketing/Planning
CT-4	Section 5307 Computer Equipment
CT-5	Section 5307 Shop Equipment
CT-6	Section 5307 ADA Operating Expense
CT-7	Section 5307 Transit Enhancements
CT-8	Section 5307 Facility Rehab & Renovations
CT-9	Section 5307 Purchase Office Equipment
CT-10	Section 5307 Purchase Farebox Equipment
CT-11	Section 5307 Purchase Communication Equipment
CT-12	Section 5339 Purchase Revenue Vehicles
CT-13	Section 5307 Purchase Support Vehicles
CT-14	Section 5307 JARC Purchased Transportation
CT-15	Section 5307 Mobility Manager
CT-16	Section 5307 Operating Assistance 10/01/20-9/30/21
CT-17	Section 5307 or 5310 Preventative Maintenance
CT-18	Section 5307 Marketing/Planning
CT-19	Section 5307 Computer Equipment
CT-20	Section 5307 Shop Equipment
CT-21	Section 5307 ADA Operating Expense
CT-22	Section 5307 Transit Enhancements
CT-23	Section 5307 Facility Rehab & Renovations
CT-24	Section 5307 Purchase Office Equipment
CT-25	Section 5307 Purchase Farebox Equipment
CT-26	Section 5307 Purchase Communication Equipment
CT-27	Section 5307, 5339 a/b/c, CARES ACT Purchase Revenue Vehicles and Bus Equipment
CT-28	Section 5307 Purchase Support Vehicles
CT-29	Section 5307 JARC Purchased Transportation
CT-30	Section 5307 Mobility Manager
CT-31	Section 5307 10/01/21-9/30/22
CT-32	Section 5307 or 5310 Preventative Maintenance
CT-33	Section 5307 Marketing/Planning

	Type	Sponsor	Fiscal Year	Total Cost (YOE)	Federal Cost (YOE)
	●	CTA	2020	$4,800,000	$2,400,000
	●	CTA	2020	$1,700,000	$1,360,000
	●	CTA	2020	$300,000	$240,000
	●	CTA	2020	$25,000	$20,000
	●	CTA	2020	$20,000	$16,000
	●	CTA	2020	$370,000	$296,000
	●	CTA	2020	$175,000	$140,000
	●	CTA	2020	$250,000	$200,000
	●	CTA	2020	$20,000	$16,000
	●	CTA	2020	$50,000	$40,000
	●	CTA	2020	$100,000	$80,000
	●	CTA	2020	$1,000,000	$800,000
	●	CTA	2020	$45,000	$36,000
	●	CTA	2020	$365,000	$365,000
	●	CTA	2020	$60,000	$48,000
	●	CTA	2021	$5,100,000	$2,550,000
	●	CTA	2021	$1,800,000	$1,440,000
	●	CTA	2021	$300,000	$240,000
	●	CTA	2021	$25,000	$20,000
	●	CTA	2021	$20,000	$16,000
	●	CTA	2021	$390,000	$312,000
	●	CTA	2021	$100,000	$80,000
	●	CTA	2021	$250,000	$200,000
	●	CTA	2021	$20,000	$16,000
	●	CTA	2021	$50,000	$40,000
	●	CTA	2021	$100,000	$80,000
	●	CTA	2021	$1,965,000	$1,572,000
	●	CTA	2021	$45,000	$36,000
	●	CTA	2021	$375,000	$375,000
	●	CTA	2021	$60,000	$48,000
	●	CTA	2022	$5,400,000	$2,700,000
	●	CTA	2022	$1,900,000	$1,520,000
	●	CTA	2022	$300,000	$240,000

Fiscally Constrained List of Transit Projects (Continued)

Project ID	Description
CT-34	Section 5307 Computer Equipment
CT-35	Section 5307 Shop Equipment
CT-36	Section 5307 ADA Operating Expense
CT-37	Section 5307 Transit Enhancements
CT-38	Section 5307 Facility Rehab & Renovations
CT-39	Section 5307 Purchase Office Equipment
CT-40	Section 5307 Purchase Farebox Equipment
CT-41	Section 5307 Purchase Communication Equipment
CT-42	Section 5307, 5339 a/b/c Purchase Revenue Vehicles
CT-43	Section 5307 Purchase Support Vehicles
CT-44	Section 5307 JARC Purchased Transportation
CT-45	Section 5307 Mobility Manager
CT-46	Section 5307 10/01/22-9/30/23
CT-47	Section 5307 or 5310 Preventative Maintenance
CT-48	Section 5307 Marketing/Planning
CT-49	Section 5307 Computer Equipment
CT-50	Section 5307 Shop Equipment
CT-51	Section 5307 ADA Operating Expense
CT-52	Section 5307 Transit Enhancements
CT-53	Section 5307 Facility Rehab & Renovations
CT-54	Section 5307 Purchase Office Equipment
CT-55	Section 5307 Purchase Farebox Equipment
CT-56	Section 5307 Purchase Communication Equipment
CT-57	Section 5307, 5339 a/b/c Purchase Revenue Vehicles
CT-58	Section 5307 Purchase Support Vehicles
CT-59	Section 5307 JARC Purchased Transportation
CT-60	Section 5307 Mobility Manager
CT-61	Section 5307 10/01/23-9/30/24
CT-62	Section 5307 or 5310 Preventative Maintenance
CT-63	Section 5307 Marketing/Planning
CT-64	Section 5307 Computer Equipment
CT-65	Section 5307 Shop Equipment
CT-66	Section 5307 ADA Operating Expense

	Type	Sponsor	Fiscal Year	Total Cost (YOE)	Federal Cost (YOE)
	●	CTA	2022	$25,000	$20,000
	●	CTA	2022	$20,000	$16,000
	●	CTA	2022	$390,000	$312,000
	●	CTA	2022	$100,000	$80,000
	●	CTA	2022	$250,000	$200,000
	●	CTA	2022	$20,000	$16,000
	●	CTA	2022	$50,000	$40,000
	●	CTA	2022	$100,000	$80,000
	●	CTA	2022	$1,000,000	$800,000
	●	CTA	2022	$45,000	$36,000
	●	CTA	2022	$375,000	$375,000
	●	CTA	2022	$60,000	$48,000
	●	CTA	2023	$5,600,000	$2,800,000
	●	CTA	2023	$2,000,000	$1,600,000
	●	CTA	2023	$300,000	$240,000
	●	CTA	2023	$25,000	$20,000
	●	CTA	2023	$20,000	$16,000
	●	CTA	2023	$390,000	$312,000
	●	CTA	2023	$100,000	$80,000
	●	CTA	2023	$250,000	$200,000
	●	CTA	2023	$20,000	$16,000
	●	CTA	2023	$50,000	$40,000
	●	CTA	2023	$100,000	$80,000
	●	CTA	2023	$1,000,000	$800,000
	●	CTA	2023	$45,000	$36,000
	●	CTA	2023	$375,000	$375,000
	●	CTA	2023	$60,000	$48,000
	●	CTA	2024	$5,700,000	$2,850,000
	●	CTA	2024	$2,100,000	$1,680,000
	●	CTA	2024	$300,000	$240,000
	●	CTA	2024	$25,000	$20,000
	●	CTA	2024	$20,000	$16,000
	●	CTA	2024	$390,000	$312,000

Fiscally Constrained List of Transit Projects (Continued)

Project ID	Description
CT-67	Section 5307 Transit Enhancements
CT-68	Section 5307 Facility Rehab & Renovations
CT-69	Section 5307 Purchase Office Equipment
CT-70	Section 5307 Purchase Farebox Equipment
CT-71	Section 5307 Purchase Communication Equipment
CT-72	Section 5307, 5339 a/b/c Purchase Revenue Vehicles
CT-73	Section 5307 Purchase Support Vehicles
CT-74	Section 5307 JARC Purchased Transportation
CT-75	Section 5307 Mobility Manager
CT-76	Section 5307 Capital
CT-77	Section 5307 Operating
CT-78	Section 5307 Preventative Maintenance
CT-79	Section 5307 Capital
CT-80	Section 5307 Operating
CT-81	Section 5307 Preventative Maintenance
CT-82	Section 5307 Capital
CT-83	Section 5307 Operating
CT-84	Section 5307 Preventative Maintenance

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

Improvement: ● Operating ● Capital ● Preventative Maintenance

	Type	Sponsor	Fiscal Year	Total Cost (YOE)	Federal Cost (YOE)
	●	CTA	2024	$100,000	$80,000
	●	CTA	2024	$250,000	$200,000
	●	CTA	2024	$20,000	$16,000
	●	CTA	2024	$50,000	$40,000
	●	CTA	2024	$100,000	$80,000
	●	CTA	2024	$1,000,000	$800,000
	●	CTA	2024	$45,000	$36,000
	●	CTA	2024	$375,000	$375,000
	●	CTA	2024	$60,000	$48,000
	●	CTA	2025	$1,797,000	$1,438,000
	●	CTA	2025	$5,757,000	$2,879,000
	●	CTA	2025	$2,121,000	$1,697,000
	●	CTA	2026-2035	$18,988,000	$15,190,000
	●	CTA	2026-2035	$60,833,000	$30,417,000
	●	CTA	2026-2035	$22,412,000	$17,930,000
	●	CTA	2036-2045	$20,975,000	$16,780,000
	●	CTA	2036-2045	$67,198,000	$33,599,000
	●	CTA	2036-2045	$24,757,000	$19,806,000

This page is intentionally left blank.

Next Steps

Implementation Timeline

Ongoing

Right now...

COORDINATE

- Continue coordinating with MDOT to advance projects in the TIP and MTP.
- Dedicate upcoming planning funding for corridor and intersection studies.

Short-Term

In the next 2 years...

ADVANCE PROJECTS

- Conduct corridor and intersection studies.
- Advance the Visionary Transit Plan
- Begin funding high-priority bike/ped projects.
- Update performance targets and report.

Long-Term

In the next 5 years...

UPDATE THE PLAN

- Adjust Metropolitan Planning Area following 2020 Census.
- Update MTP, incorporating new projects from studies and other planning efforts.