Gulf Regional Planning Commission

# 2050 Metropolitan Transportation Plan | GRPC MPO


## Technical Report #5

# Plan Development

**September 2025**

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Gulf Regional Planning Commission

# 2050 Metropolitan Transportation Plan

**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 IIJA, Sections 11201 and 11525, October 1, 2021. The contents of this document do not necessarily reflect the official views or policies of the USDOT.**

# Table of Contents

# List of Tables

# List of Figures

# 1.0 Introduction

The purpose of this report is to provide additional data and technical information that describes the Gulf Regional Planning Commission (GRPC) 2050 Metropolitan Transportation Plan (MTP) development process.

The plan development process, as illustrated in **Figure 1.1**, begins with visioning and identifying plan goals and big-picture ideas. This step provides a foundation for the remaining project phases, creating a strategic path forward towards the end result of finalizing the MTP.

**Figure 1.1: Metropolitan Transportation Plan Process**


Each step within the process informs and provides a foundation for the next, allowing for the cumulation of data collection, research, and analysis to identify the projects and funding strategies needed to address the region's transportation needs.

This report details the steps and actions taken throughout the plan development process to address:

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

# 2.0 Public and Stakeholder Involvement

Public and stakeholder involvement is crucial to ensuring all potential needs are identified, appropriate recommendations are selected, and the resulting prioritized enhancements best support the region's transportation goals. This chapter describes the three rounds of public and stakeholder involvement, the different purposes and approach to each involvement round, and a summary of input received throughout the process.

## 2.1. Round 1

Round 1 of community engagement began in October 2024 and ended in March 2025. This round focused on introducing the planning process and then listening and learning to seek input on the community's goals, needs, and priorities for the MTP.

Input collected during Round 1 was used to help revise the existing Vision, Goals, and Objectives for the MTP.

**Primary Community Involvement Goals**

- Inform the public that reside with the MPO region that the MTP planning process is underway.
- Educate the public on the MTP and its impact on community and economic development.
- Provide opportunities for the public to participate in the planning process and inform them of these opportunities.
- Encourage and collect meaningful feedback from stakeholders and the public to better understand community transportation system needs, identify improvement recommendations, and prioritize identified improvements.

### Approach to Outreach

To reach a broad representation of the residents within the MPO planning area, input was sought from the following groups through Round 1 outreach:

- local officials,
- planners, engineers, and other professionals,
- transportation service providers,
- community leaders,
- nonprofit advocacy organizations,
- the business community, and
- the general public.

Consistent with the Public Participation Plan, the MTP development process provided the public with virtual engagement and in-person options including:

- Online input survey
- Public outreach events
- Digital communication resources
- Three in-person public meetings

Additionally, one of the in-person public meetings was done jointly with MDOT to help inform the public of the Statewide 2050 Mississippi's Unified Long-Range Transportation Infrastructure Plan (MULTIPLAN) update. Locations and dates of the in-person public meetings are listed in **Table 2.1.**

**Public input received for the GRPC 2050 MTP update will also help to inform Statewide transportation priorities.**

## Virtual Engagement

### *Virtual Survey*

A virtual public input survey, shown in **Appendix A**, had a soft launch on September 17th and remained open for input through November 25th, 2024. The survey prompted participants to:

- rank transportation goals,
- budget transportation priorities,
- identify where improvements were needed, and
- provide ideas on improving the transportation system within the planning area.

Additionally, the online survey asked participants to identify how they most frequently travel within the planning area.

The survey had a soft launch on September 17th and remained open for input through November 25th, 2024. To inform the public of the survey, the MPO promoted it through their social media accounts, mailing lists, emails, and outreach events. It was also distributed by MDOT via mailing list and through direct email to their stakeholder database. To increase public awareness and survey participation, SMS text messages were sent out to residents within the GRPC MPO region, which resulted in an additional 2,908 clicks on the survey link provided.

### *Virtual Meetings*

A virtual town hall was conducted online, via Zoom, on October 17, 2024 at 6 pm by MDOT to provide a virtual option for public and stakeholder participation. Stakeholders and the interested public were invited to this meeting via emails sent by MDOT. This meeting provided details on the statewide planning effort, the planning process, and how those interested can get involved via their local MPO.

## In-Person Events

In-person events included community engagement opportunities and open house meetings. The public was informed and invited to these events through emails from both GRPC and MDOT, news releases, digital ads, and posts on official social media pages. Locations for these in-person events were placed in areas that were easy for the public to access and central to different communities around the MPO. The event times and locations are listed in **Table 2.1**.

### Table 2.1: Round 1 In-Person Outreach and Engagement Events

| Date | Time | Location |
|---|---|---|
| **Oct. 15, 2024** | 9:00 am – 1:00 pm | **Gulfport Public Library**<br>1708 25th Ave., Gulfport |
| **Oct. 16, 2024*** | 4:00 pm – 6:00 pm | **Gulfport Transit Center**<br>1401 20th Avenue, Gulfport |
| **Oct. 17, 2024** | 2:00 pm – 4:00 pm | **Biloxi Public Library**<br>508 Howard Ave., Biloxi |

*Joint public engagement event with MDOT to discuss the 2050 Statewide MULTIPLAN and 2050 GRPC MTP updates.

During each event, staff spoke about the MTP, the different ways to get involved, and how the received public input would be used. The public was also invited to participate in four different exercises to provide input on the transportation needs and priorities within the region. For those who would prefer to submit their responses virtually, the link to the online survey and instructions were also provided.

*In-Person Public Engagement Exercises*

At each of the in-person public engagement events, participants were asked to participate in exercises to determine:

- where improvements are most needed,
- how they would allocate limited transportation funding,
- what transportation goals are most important to them, and
- their most desired transportation improvement project.

Images of these boards and additional photos from the in-person events can be found in **Appendix A**. Results from these engagement exercises were combined with those received from the online survey and are described at the end of this section.

**Throughout Round 1, a total of 137 virtual and 31 in-person survey responses were submitted.**

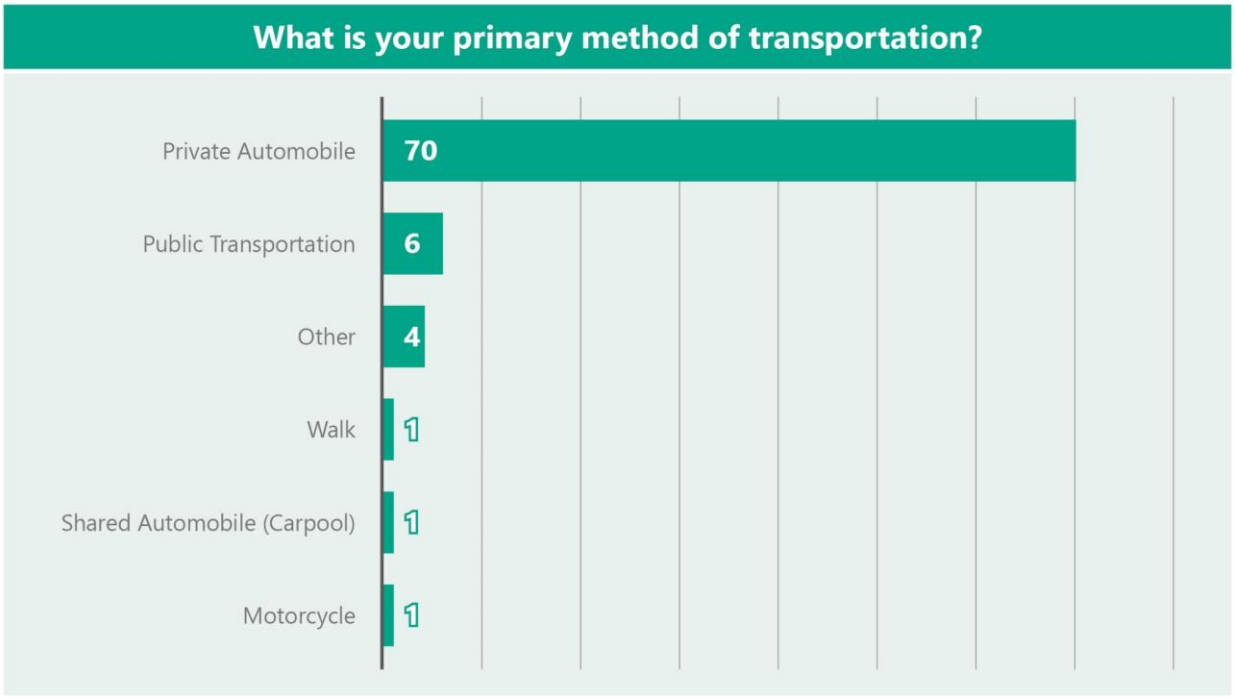
## Round 1 Engagement Results

The following graphs and described results illustrate the combined input from all participants between each of the three in-person events and the online survey.

*Primary Method of Transportation Results*

Within the online survey, participants were asked to identify their primary mode of transportation. Of those that answered the survey question, most (84.3%) use a private automobile, followed by public transportation (7.2%), and other (4.8%). The results by total number of responses are illustrated in **Figure 2.1**.

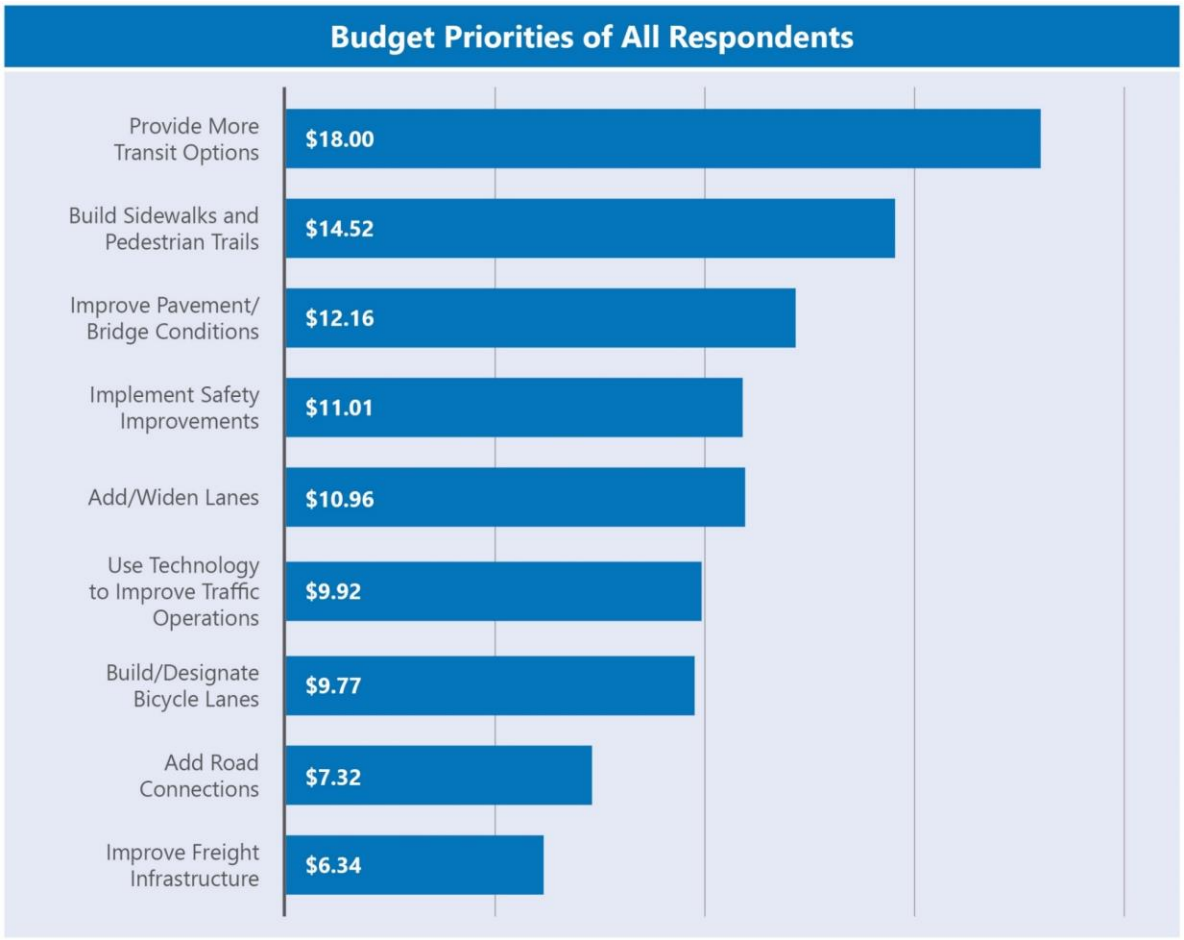
### Figure 2.1: Primary Method of Transportation Results (Online Survey Only)




*Budget Allocation Exercise Results*

As seen in **Figure 2.1**, respondents elected, on average, to fund public transit options more than any other category. Sidewalk and pedestrian trail construction was the next highest, followed by improving pavement and bridge conditions. Participants allocated fewer funds to freight infrastructure and additional roadway connectivity.

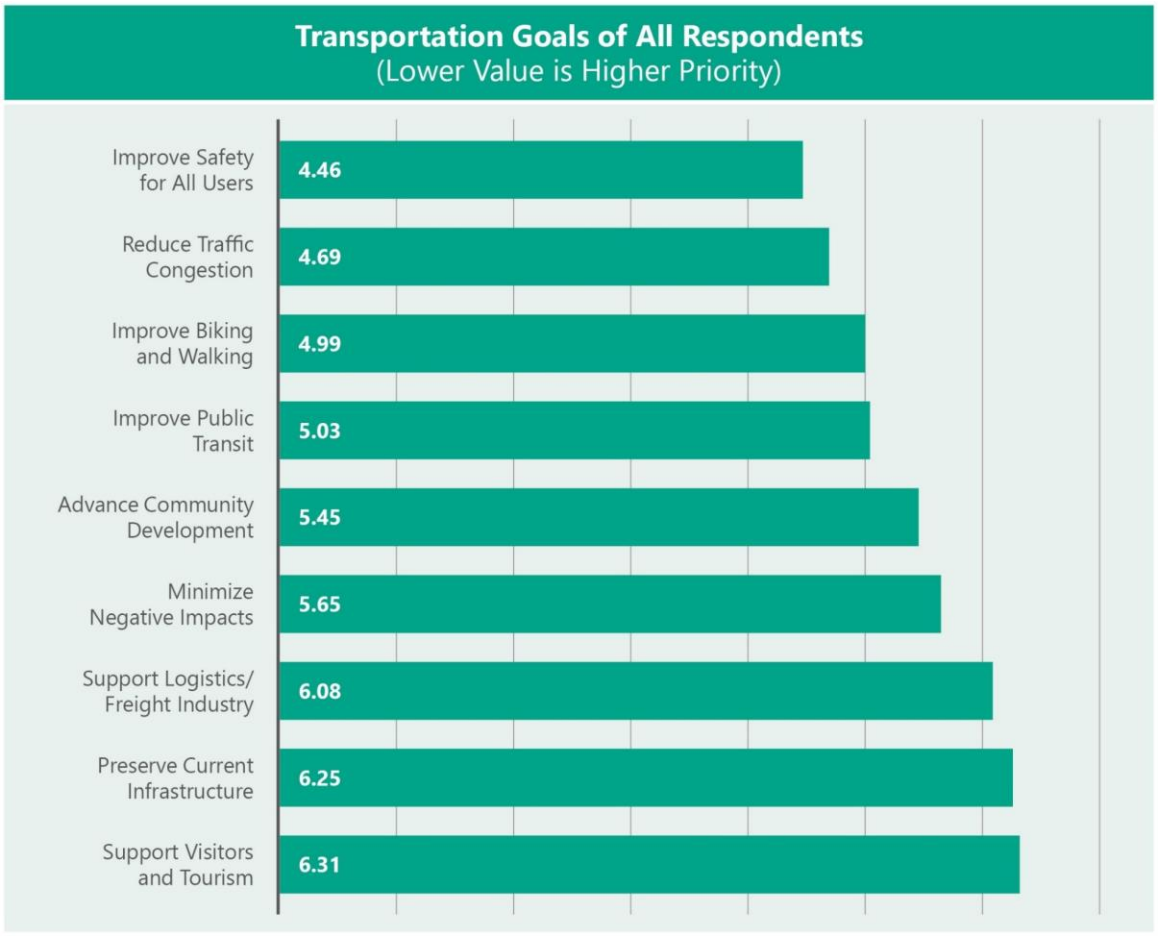
### Figure 2.2: Transportation Budget Allocation Exercise Results




*Transportation Goal Ranking Results*

During the goal ranking exercise, participants were asked to rank what transportation goals should be a priority for the GRPC region. Out of the nine goals listed, participants were asked to rank their top five most important goals, with the weighted results displayed in **Figure 2.3**. Please note that for the goal ranking exercise, the lower the score value, the higher the relative priority.

### Figure 2.3: Transportation Goals Exercise Results




*Additional Results*

With both the virtual and in-person engagement options, short answer survey responses were analyzed to provide a word cloud, highlighting the most mentioned key words and phrases. This was divided into challenges and potential solutions, as seen in **Figure 2.4**, and helps to support the results and findings from the other survey exercises.

### Figure 2.4: Short Answer Response Word Cloud


## 2.2 Round 2

Round 2 of community engagement ran from April to August 2025. This round focused on building off the first round of engagement results and continuing public engagement to ensure progress on the MTP update was promoted and available. This round also encouraged additional input, requesting that the public review potential projects and submit their relative priority.

### Round 2 Engagement Summary

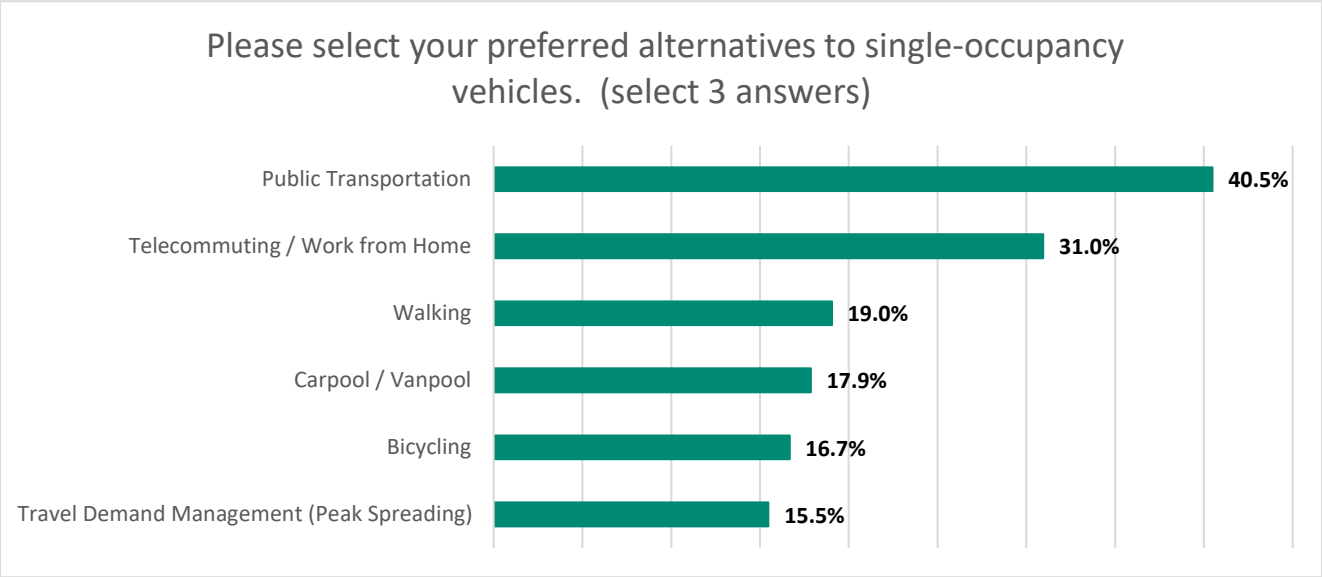
Requests for input were promoted through stakeholder email lists, social media posts, and a press release to local media included in **Appendix B.** Information from this round was used to determine the public sentiment on different improvements, which were then incorporated into the project prioritization process.

**75 responses were received during Round 2 of public outreach.**

*Round 2 Results*

The most supported non-single occupancy vehicle strategies that were supported included public transportation, followed by expanded telecommuting, as shown in **Figure 2.5**. This was used to inform the development of some of the plan's strategies, discussed later in this report.

### Figure 2.5: Single-Vehicle Occupancy Alternative Preferences




## 2.3 Round 3

Round 3 of the public and stakeholder involvement began in September and continued through November 2025. This outreach largely focused on informing the public about the draft plan and receiving final input. This outreach included both in-person and virtual opportunities to review the draft and submit comments.

The in-person outreach included several display boards, shown in **Appendix C**. The locations of the meetings, and places where copies of the draft plan were available, are shown in **Table 2.2**.

## Table 2.2 Round 3 In-Person Outreach and Engagement Events

| Date | Event/Location | Time |
|---|---|---|
| **Saturday, Sept. 20** | Festival Hispano de Pascagoula<br>Beach Park<br>Pascagoula, MS | Noon – 7:00 pm |
| **Wednesday, Oct 15**<br>**Harrison County** | Public Meeting<br>Gulfport Transit Center<br>1401 20th Ave<br>Gulfport, MS 39501 | 4 – 6 pm |
| **Thursday, Oct 16**<br>**Jackson County** | St. Martin's Public Library<br>Story Time<br>15004 Lemoine Blvd<br>Biloxi, MS 39532 | 10 am |
| **Friday, Oct 17**<br>**Hancock County** | Diamondhead Farmer's Market<br>5000 Diamondhead Circle<br>Diamondhead, MS 39525 | 9 am – 1 pm |

# 3.0 Goals, Objectives, and Strategies

Public and stakeholder input were used to review and revise the goals and objectives from the 2045 MTP. These updated goals and objectives, which are consistent with national goals set forth in the IIJA, are discussed in this chapter.

## 3.1 Strategic Framework

In addition to the MTP's revised Vision Statement, **Figure 3.1** illustrates the plan's five over-arching goals, the overall strategic framework, and how the goals and objectives support the greater vision. Strategies to address these goals and objectives are discussed in **Section 3.5**.

### Figure 3.1: MTP 2050 Strategic Framework

## 3.2 Goals and Objectives

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

### Goal #1: Improve and Expand Transportation Choices

- ***TC.1*** Improve mobility and access across the region for pedestrians and bicyclists.
- ***TC.2*** Enhance public transportation to increase its viability as a mode of transportation.
- ***TC.3*** Support shared mobility options to reduce the number of vehicles on the roadways.
- ***TC.4*** Support convenient and affordable access to local and regional air, rail, and water transportation.

### Goal #2: Improve Safety, Security, and Resiliency

- ***SS.1*** Coordinate with local and state Strategic Highway Safety Plan partners to reduce the number and rate of highway-related crashes, fatalities, and serious injuries.
- ***SS.2*** Reduce pedestrian and bicycle crash fatalities and serious injuries.
- ***SS.3*** Redesign corridors and areas with existing safety and security needs, strategically enhancing them for safety, security, and context.
- ***SS.4*** Support coordination among local and state stakeholders to improve enforcement of traffic regulations, transportation safety education, and emergency response.
- ***SS.5*** Encourage the use of Intelligent Transportation Systems and other technology during disruptive incidents, including evacuation events.
- ***SS.6*** 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: Maintain a Reliable and High Performing System

- ***RH.1*** Enhance regional connectivity.
- ***RH.2*** Maintain transportation infrastructure and assets in a good state of repair.
- ***RH.3*** Improve mobility by reducing traffic congestion and delay.
- ***RH.4*** Reduce demand for roadway expansion by using technology to efficiently and dynamically manage roadway capacity.

## Goal #4: Support the Economic Vitality of the Region

- ***SE.1*** Pursue transportation improvements that are consistent with local plans for growth and economic development and support vibrant activity centers that are consistent with local plans for growth and economic development.
- ***SE.2*** Support local businesses and industry by ensuring efficient movement of freight by truck, rail, and other modes.
- ***SE.3*** Address the unique needs of visitors to the region and the impacts of tourism.
- ***SE.4*** Promote context-sensitive transportation solutions that integrate land use and transportation planning and reflect community values.
- ***SE.5*** Select infrastructure improvements based on a mix of local priorities, a good benefit-to-cost ratio, and community benefits.

## Goal #5: Manage the Relationship of Transportation, Community, And Environment

- ***CE.1*** Minimize or avoid adverse impacts from transportation improvements to the natural environment and the human environments (historic sites, recreational areas, communities, etc.)
- ***CE.2*** Make the transportation system resilient and encourage proven Green Infrastructure and other design approaches that effectively manage and mitigate stormwater runoff.
- ***CE.3*** Improve mobility for underserved communities.
- ***CE.4*** Increase the percentage of workers commuting by carpooling, transit, walking, and biking.

## 3.3 Relationship with Planning Factors

Federal legislation requires the MTP to consider 10 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 3.1** shows how these planning factors are addressed by each goal.

Table 3.1: Relationship between Goals, Objectives, Performance Measures, and Federal Planning Factors

| Federal Planning Factors Addressed | Goal | Objectives | Federal Performance Measures |
|---|---|---|---|
| **(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency**<br>**(4) Increase accessibility and mobility of people and freight**<br>**(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight**<br>**(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation** | Goal #1: Improve and Expand Transportation Choices | **TC.1** Improve mobility and access across the region for pedestrians and bicyclists.<br>**TC.2** Enhance public transportation to increase its viability as a mode of transportation.<br>**TC.3** Support shared mobility options to reduce the number of vehicles on the roadways.<br>**TC.4** Support convenient and affordable access to local and regional air, rail, and water transportation. | **NHS Travel Time Reliability**<br>> Percent of the person-miles traveled on the Interstate that are reliable<br>> Percent of the person-miles traveled on the non-Interstate NHS that are reliable<br>**Freight Reliability**<br>> Truck Travel Time Reliability (TTTR) Index |
| **(2) Increase the safety of the transportation system for motorized and non-motorized users**<br>**(3) Increase the security of the transportation system for motorized and non-motorized users**<br>**(7) Promote efficient system management and operation**<br>**(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation** | Goal #2: Goal #2: Improve Safety, Security, and Resiliency | **SS.1** Coordinate with local and state Strategic Highway Safety Plan partners to reduce the number and rate of highway-related crashes, fatalities, and serious injuries.<br>**SS.2** Reduce pedestrian and bicycle crash fatalities<br>**SS.3** Redesign corridors and areas with existing safety and security needs, strategically enhancing them for safety, security, and context.<br>**SS.4** Support coordination among local and state stakeholders to improve enforcement of traffic regulations, transportation safety education, and emergency response.<br>**SS.5** Encourage the use of Intelligent Transportation Systems and other technology during disruptive incidents, including evacuation events.<br>**SS.6** 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**<br>> Number of fatalities<br>> Rate of fatalities<br>> Number of serious injuries<br>> Rate of serious injuries<br>> Number of non-motorized fatalities and serious injuries |

| Federal Planning Factors Addressed | Goal | Objectives | Federal Performance Measures |
|---|---|---|---|
| **(4) Increase accessibility and mobility of people and freight**<br>**(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight**<br>**(7) Promote efficient system management and operation**<br>**(8) Emphasize the preservation of the existing transportation system** | Goal #3: Maintain a Reliable and High Performing a System | **RH.1** Enhance regional connectivity.<br>**RH.2** Maintain transportation infrastructure and assets in a good state of repair.<br>**RH.3** Improve mobility by reducing traffic congestion and delay.<br>**RH.4** Reduce demand for roadway expansion by using technology to efficiently and dynamically manage roadway capacity. | **Bridge Conditions**<br>> Percentage of NHS bridges by deck area in Good condition<br>> Percentage of NHS bridges by deck area in Poor condition<br>**Pavement Conditions**<br>> Percentage of Interstate pavements in Good condition<br>> Percentage of Interstate pavements in Poor condition<br>> Percentage of non-Interstate NHS pavements in Good condition<br>> Percentage of non-Interstate NHS pavements in Poor condition<br>**Transit Asset Management**<br>> Percentage of revenue vehicles that exceed useful life benchmark<br>> Percentage of non-revenue vehicles that exceed useful life<br>benchmark<br>> Percentage of facilities rated less than 3.0 on TERM Scale |

| Federal Planning Factors Addressed | Goal | Objectives | Federal Performance Measures |
|---|---|---|---|
| **(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency**<br>**(4) Increase accessibility and mobility of people and freight**<br>**(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**<br>**(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight**<br>**(10) Enhance travel and tourism** | Goal #4: Support the Economic Vitality of the Region | **SE.1** Pursue transportation improvements that are consistent with local plans for growth and economic development and support vibrant activity centers that are consistent with local plans for growth and economic development.<br>**SE.2** Support local businesses and industry by ensuring efficient movement of freight by truck, rail, and other modes.<br>**SE.3** Address the unique needs of visitors to the region and the impacts of tourism.<br>**SE.4** Promote context-sensitive transportation solutions that integrate land use and transportation planning and reflect community values.<br>**SE.5** Select infrastructure improvements based on a mix of local priorities, a good benefit-to-cost ratio, and community benefits. | These are process-related objectives and do not have any 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**<br>**(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation** | Goal #5: Manage the Relationship of Transportation, Community, And Environment | **CE.1** Minimize or avoid adverse impacts from transportation improvements to the natural environment and the human environments (historic sites, recreational areas, communities, etc.)<br>**CE.2** Make the transportation system resilient and encourage proven Green Infrastructure and other design approaches that effectively manage and mitigate stormwater runoff.<br>**CE.3** Improve mobility for underserved communities.<br>**CE.4** Increase the percentage of workers commuting by carpooling, transit, walking, and biking. | These are process-related objectives and do not have any associated federal performance measures. |

## 3.4 National Goals and Performance Measures

The MTP goals and objectives are consistent with the national goals and federal performance measures. Individual goals and their respective performance measures are detailed in **Table 5.1.**

### Current Performance

As part of the planning effort, the Gulf Regional Planning Commission (GRPC) is supporting the established State of Mississippi performance measure targets and monitoring performance for these measures over time. Additional information is included in *Technical Report #3: Transportation Performance Management*.

## 3.5 Strategies

The following strategies were identified from a technical needs assessment, stakeholder and public input, and existing documents and policies. These strategies will enable the region to achieve the previously stated transportation goals and objectives.

### Prioritize Maintenance (Short-Range)

Improving and maintaining the current system continues to be a priority for the Gulf Coast Region. This was also mentioned throughout plan development as a priority by local jurisdictions, stakeholders, and the public. In addition to capital improvements, funding maintenance projects will continue to be a priority for the region.

### Responsibly Improve Roadway System (Long-Range)

Funding for new roadways or existing roadway widening is limited. Projects receive higher priority if they produce congestion reduction benefits for lesser cost, support non-motorized travel, increase safety, support economic development, and/or support freight movement. The region should focus on promoting projects that meet these criteria.

### Redesign Key Corridors and Intersections (Short-Range)

This plan identified segments and intersections that can be redesigned or studied for improvements that increase safety, efficiency, and accessibility for all roadway users. The region also has a Safety Action Plan that can be used to determine locations most in need of general crash or bicycle and pedestrian safety improvements.

## Address Freight Bottlenecks and Needs (Long-Range)

Several large employers within the region rely upon freight vehicles to move their products within the planning area. In addition to these employers, the region is home to several large ports and military installations. Strategies for maintaining or improving freight movement include implementing projects that reduce delay for freight vehicles, both intra-regional freight trips and trips that connect to other regions.

## Expand Biking and Walking Infrastructure (Short-Range)

The use of bicycle and pedestrian facilities is encouraged to promote healthy activity, reduce traffic and congestion, and expand multi-modal transportation options. A desire for bicycle and pedestrian facility improvements was expressed often during public outreach and can be combined with roadway projects as they are constructed. Roadway improvement projects are also encouraged to incorporate Context Sensitive Solutions and Complete Streets approaches.

## Support and Expand Public Transit (Short-Range)

The MPO supports the Coast Transit Authority (CTA) initiatives and its projects. Additionally, the MPO can assist with obtaining funds or applying for grants.

## Monitor Emerging Technology Options (Short-Range)

Transportation technology is changing rapidly, affecting the infrastructure and the vehicles that use it. Trends such as increased Intelligent Transportation System (ITS) usage and connected and autonomous vehicles are consistently being monitored by the MPO.

## Establish a Safety Management System (Short-Range)

Typical traffic safety programs include maintenance of a crash record system, identification of hazardous locations, engineering studies, selection of countermeasures, prioritization of projects, planning and implementation, and evaluation. While many of these activities are currently undertaken by GRPC and its partner agencies, the MPO can serve as a liaison between partner agencies. Additionally, the MPO can incorporate the findings and projects from its Safety Action Plan into future transportation projects and documents.

## Transportation Demand Management (TDM) (Short-Range)

Continued use of existing TDM practices, such as expanded telecommuting, ridesharing, and transit usage, is encouraged. Additionally, the MPO can work with its partners to implement flex-time work schedules, staggered work hours among major employers, and the use of park-and-ride facilities.

# 4.0 Project Development

This chapter summarizes both committed and potential transportation projects, how they were identified, and the corresponding cost estimates that were developed as part of this MTP.

## 4.1 Project Identification

### Roadway Projects

Roadway projects were identified and added to a preliminary list for further review and consideration. This list includes both capacity and non-capacity projects identified within the:

- Current TIP
- MTP 2045
- Public input
- Needs Assessment
- Other plans as applicable

### Bicycle and Pedestrian Projects

The MTP 2050 proposes a number of non-motorized transportation improvements, discussed in *Technical Report #4: Needs Assessment*. These improvements were developed from input received by GRPC and commonly requested non-motorized projects in the public input phase.

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

### Transit Projects

The MTP 2050 does not propose any new transit projects regarding operational changes or alignments to routes. 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. The MPO will continue to work with its local partner agencies and CTA to identify and prioritize future transit projects.

## 4.2 Estimating Project Costs

For the proposed MTP projects, cost estimates were developed using order-of-magnitude costs from the 2045 plan and applying Consumer Price Index adjustment factors to obtain cost estimates in 2025 dollars. The typical cost estimates, which

include design, engineering, right-of-way, and construction, for various types of improvements are shown in **Table 4.1**.

No cost estimates were developed for maintenance projects such as bridge and pavement projects.

## Bicycle and Pedestrian Project Cost Estimates

Cost estimates for potential bicycle and pedestrian projects vary depending on the type of facilities needed, local and state ordinances, and more.

## Transit Project Cost Estimates

The MTP 2050 does not propose any new transit projects regarding operational changes or alignments to routes.  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. The MPO will continue to work with its local partner agencies and CTA to identify and prioritize future transit projects, including project that CTA has identified.

## Table 4.1: Roadway Project Cost Estimates

| Improvement Type | Average Cost (2025 dollars) | Unit |
|---|---|---|
| **New 4 Lane Freeway** | $25,600,000 | Mile |
| **New 2 Lane Roadway** | $8,350,000 | Mile |
| **New 4 Lane Arterial** | $13,750,000 | Mile |
| **Interstate Widening** | $18,950,000 | Mile |
| **Interstate Rehab - 2 Lane** | $2,550,000 | Mile |
| **Interstate Rehab - 4 Lane** | $3,350,000 | Mile |
| **Arterial Widening** | $13,850,000 | Mile |
| **Center Turn Lane** | $9,350,000 | Mile |
| **Overlay** | $845,000 | Mile |
| **ITS** | $845,000 | Mile |
| **New Bridge - 2 Lane** | $3,100,000 | Each |
| **New Bridge - 4 Lane** | $5,150,000 | Each |
| **Traffic Signal** | $1,450,000 | Each |
| **RR Crossing** | $141,000 | Each |
| **Intersection Improvement** | $1,600,000 | Each |
| **Interchange Improvement** | $25,750,000 | Each |
| **New Interchange** | $33,300,000 | Each |
| **Underpass** | $15,400,000 | Each |
| **RR Overpass** | $9,950,000 | Each |
| **Study** | $350,000 | Each |
| **Single Lane Roundabout** | $3,023,000 | Each |

# 5.0 Environmental Analysis and Mitigation

Environmental analysis and mitigation efforts are fundamental to project planning, design, and implementation. This chapter discusses the different environmental concerns and their relationship to the MTP.

## 5.1 The Environment and MTP

The environmental concerns which are typically considered in impact evaluations can be divided into two broad categories: resources to be protected and obstacles to be avoided. These, listed in **Table 5.1**, can each alter project costs, location, and feasibility depending on the severity of the concern.

### Table 5.1: Potential Environmental Resources and Hazards

| Resources | Importance |
|---|---|
| **Air Quality** | Public health, welfare, productivity, and the environment are degraded by air pollution |
| **Wetlands and Waterways** | Flood control, wildlife habitat, water purification; pollutants entering waterbodies from existing or in-construction roads can impact water quality and adversely affect the propagation and growth of aquatic life, recreation, and other designated uses |
| **Threatened and Endangered Species** | Loss of species can damage or destroy ecosystems, including the human food chain |
| **Farmlands** | Farmland conversion should be compatible 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 |
| **Hazards** | **Importance** |
| **HAZMAT Sites** | Health hazards, costs, delays, liability for both state and federal projects on either existing or acquired right-of-way |
| **Noise/Light** | Noise and light pollution can irritate, interrupt, and disrupt, as well as generally diminish the quality of life |
| **Floodplains** | Encroaching on or changing the natural floodplain of a water course can result in catastrophic flooding of developed areas |

To receive the most benefit from identifying environmental concerns, efforts to address concerns should begin early in the planning process. Potential benefits include opportunities for greater inter-agency coordination, expedited project delivery, and more environmentally sustainable outcomes. Additionally, some considerations are federally required, and identifying concerns early can help ensure the project aligns with applicable federal law, reducing the need for additional mitigation efforts and avoiding associated obstacles or delays.

## 5.2 Air Quality and Transportation

Common air pollutants related to transportation projects include nitrogen dioxide and Volatile Organic Compounds (VOCs). These pollutants are released into the atmosphere when fossil fuels are burned and are known or suspected to cause serious health effects, including cancer, and environmental concerns. These pollutants can also form ground-level ozone, which can exacerbate existing health conditions, such as asthma, and can negatively impact sensitive ecosystems. The Environmental Protection Agency (EPA) identifies highway vehicles and non-road equipment as mobile sources of air pollution.

To reduce the release of these pollutants, the EPA regulates vehicle emissions and fuel efficiency through its vehicle 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 of 1970.

Through NAAQS, the EPA set standards for six principal "criteria" pollutants, listed in **Table 5.2**. If an MPO is in attainment, this signifies that pollution levels are equal to or less than the set standards, while nonattainment signifies that at least some portion within the MPO planning area exceeds at least one of these standards. MPOs with areas not in attainment are required to ensure that transportation plans, programs, and projects that are funded or approved by the FHWA in these areas conform with the SIP. This process, also known as transportation conformity, is required through the Clean Air Act Amendments of 1990.

**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 awarded to transportation activities that are consistent with air quality goals.**

## Table 5.2: National Ambient Air Quality Standards (2025)

| 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 $\mu$ g/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 | | 1 year | 53 ppb | Annual mean |
| **Ozone** | Primary and Secondary | | 8 hours | 0.070 ppm | Annual fourth-highest daily maximum 8-hr concentration, averaged over 3 years |
| **Particle Pollution** | PM2.5 | Primary | 1 year | 9 $\mu$ g/m3 | Annual mean, averaged over 3 years |
| | | Secondary | 1 year | 15 $\mu$ g/m3 | Annual mean, averaged over 3 years |
| | | Primary and Secondary | 24 hours | 35 $\mu$ g/m3 | 98th percentile, averaged over 3 years |
| | PM10 | Primary and Secondary | 24 hours | 150 $\mu$ g/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 | | 1 Year | 10 ppb | Annual mean, averaged over 3 years |

Source: EPA1, July 2025
Note: ppm - parts per million
ppb - parts per billion
µg/m3 - micograms per cubic meter

[1] https://www.epa.gov/criteria-air-pollutants/naaqs-table

## 5.3 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 planning process should include consultation with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. If the information is available, the MTP should include a comparison of the plan with State conservation plans or maps and inventories of natural or historic resources.

The plan must discuss potential environmental mitigation activities related to its implementation including 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. While mitigation activities do not have to be project-specific and can instead have a broader focus, they must involve consultation with federal, state, and tribal land management, as well as 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. According to Section 1508.1(s) of the NEPA implementing regulations, mitigation means measures that avoid, minimize, or compensate for effects caused by a proposed action or alternatives as described in an environmental document or record of decision and that have a nexus to those effects.

Mitigation efforts include:

- 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, and/or
- Compensating for the impact by replacing or providing substitute resources or environments.

## 5.4 The Natural Environment

### Wetlands, Waterways, and Flooding

To protect both the natural environment and reduce the risk of flooding hazards, transportation projects in this plan have been evaluated in accordance with the Clean Water Act. While project planning should be sensitive to all bodies of water, special consideration is given to projects in proximity to:

- wetlands,
- navigable waterways, and
- impaired waters.

*Wetlands*

According to the EPA, wetlands are areas where water covers the soil for at least some portion of the year, have soil and plant characteristics unique to wetland areas, and which may support both terrestrial and aquatic species[2]. While not specifically recognized as a body of water, wetlands are also protected by the Clean Water Act due to their transitional relationship with the natural environment and the many benefits they provide, including:

- Water purification,
- Flood protection,
- Shoreline stabilization,
- Groundwater recharge,
- Streamflow maintenance, and/or
- Fish and wildlife habitat.

To ensure any impact to these areas are addressed, wetlands identified within the National Wetlands Inventory are illustrated along with MTP test projects in **Figure 5.1**. Individual project factsheets, located in **Appendix D**, list if a project might impact an identified wetland area.

*Navigable Waterways*

Navigable waterways are defined in the Code of Federal Regulations as:

> *"Navigable waters of the United States are those waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce. A determination of navigability, once made, applies laterally over the entire surface of the waterbody, and is not extinguished by later actions or events which impede or destroy navigable capacity."*

[2] https://www.epa.gov/wetlands/what-wetland

Additionally, structures built across navigable waterways must be designed in consultation with the Coast Guard, as required by the Coast Guard Authorization Act of 1982.

Navigable waterways within the MPO region include the: Pearl River, East Pearl River, and Old West Pearl River. Projects which cross or are in close proximity to these rivers may have additional requirements to ensure the waterways are not impacted.

### *Impaired Waters*

Impaired waters are bodies of water which are already too polluted or otherwise degraded to meet state water quality standards. In efforts to restore impaired waters, the Clean Water Act requires waterbodies with this designation to be under a Total Maximum Daily Load (TMDL), which specifies the maximum amount of a pollutant that can enter the water body from direct and indirect pollutant sources. This would impact what can be developed in the area surrounding impaired waters to reduce additional pollutants that come from project construction and future development.

According to the Mississippi Department of Environmental Quality, the following waterbodies have been identified as having some portion designated as impaired and are located within Hancock, Harrison, or Jackson County[3]:

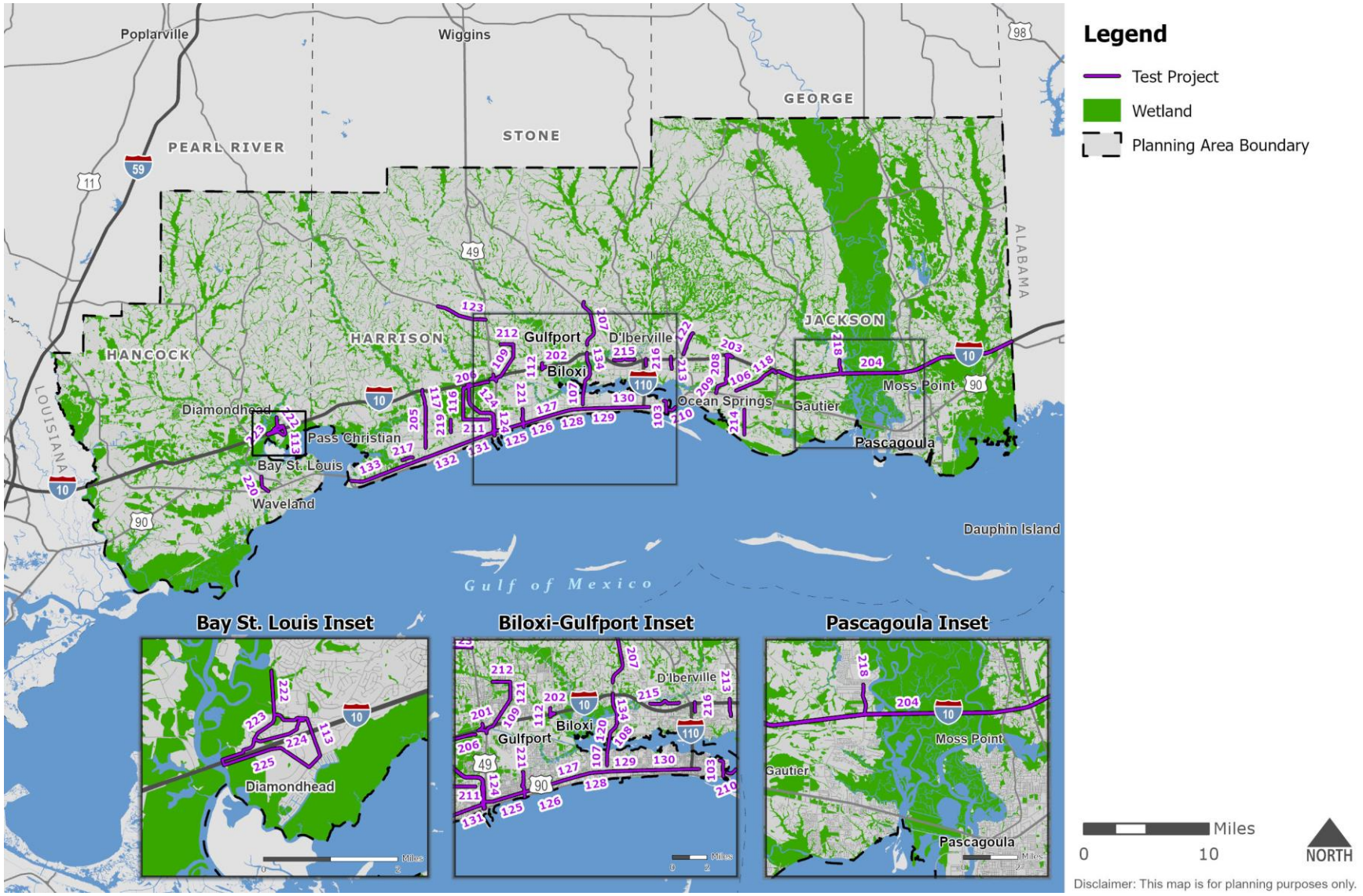
- Bayou Casotte
- Bayou La Terre
- Bernard Bayou
- Costapia Bayou
- Dead Tiger Creek
- Flat Branch
- Hickory Creek
- Palmer Creek
- Railroad Creek
- Tiger Creek
- Turtle Skin Creek
- Unnamed Tributaries*

*Unnamed Tributaries include one that connects to Bayou Lasalle and one that connects to Rotten Bayou.

Although these impaired waters are located within MPO counties, not all may be located within the MPO planning area. Additionally, even if the waterbody is present within MPO planning boundaries, the portion designated as impaired may be outside of the planning area. As the impaired water list is updated regularly to both add new and remove successfully treated impaired waters, care should be taken to both review project proximity to the waterbodies listed and verify if new impaired waters have been identified before project implementation.

[3] https://www.mdeq.ms.gov/wp-content/uploads/2024/05/Adopted-2024-303d-List-of-Impaired-Water-Bodies.pdf

## Figure 5.1: National Wetlands and MTP Test Projects Locations




Source: National Wetlands Inventory

*Mitigation*

While project level impacts are not assessed in the early stages of planning, mitigation efforts can be identified for potential environmental concerns. To mitigate these potential impacts, as individual projects proceed through the project delivery and NEPA processes, 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, and
- Consider measures to improve the quality of impaired waters when located near projects.
    - Such measures should be coordinated with the state environmental agency.

In addition to mitigation efforts to reduce environmental impact and preserve wetlands and water bodies, it is also important to address stormwater and its impact on the surrounding area. This is especially true with roadway projects that increase impermeable surfaces, which can exacerbate stormwater concerns, including excessive flooding, leaching of contaminants, and other hazards.

To mitigate stormwater concerns during project planning, transportation related strategies can be incorporated into applicable project phases.

**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.
- Adopt ordinances that include stormwater mitigation practices.
- Develop a Standard Urban Stormwater Mitigation Plan at multiple levels, including state, region, and municipal. Efforts should be made to coordinate these plans into project development.

### Wildlife

The Endangered Species Act of 1973 was created to preserve endangered and threatened species by providing protection for the ecosystems required for their survival. All federal agencies or projects utilizing federal funding are required to implement protection programs for designated species. Additionally, Section 4(f) of the Department of Transportation (DOT) Act of 1966, codified within 49 U.S.C. §303 and 23 U.S.C. §138, affords protection to wildlife or waterfowl refuges when USDOT funds are invested in a project. Species may be considered endangered or threatened when any of these five 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; and/or
- Other natural or human-induced factors affect continued existence.

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

Information is not readily available regarding which species within the MPO region are classified as endangered, threatened, or recovered. However, information about the identified at-risk species which may be located within the State of Mississippi can be found at: https://www.fws.gov/program/endangered-species.

## 5.5 The Human Environment

### Historic and Recreational Resources

Proposed projects within the MTP were evaluated for proximity to historic sites and publicly owned recreational facilities. Federal regulations (49 U.S.C. §303 and 23 U.S.C. §138) afford 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.

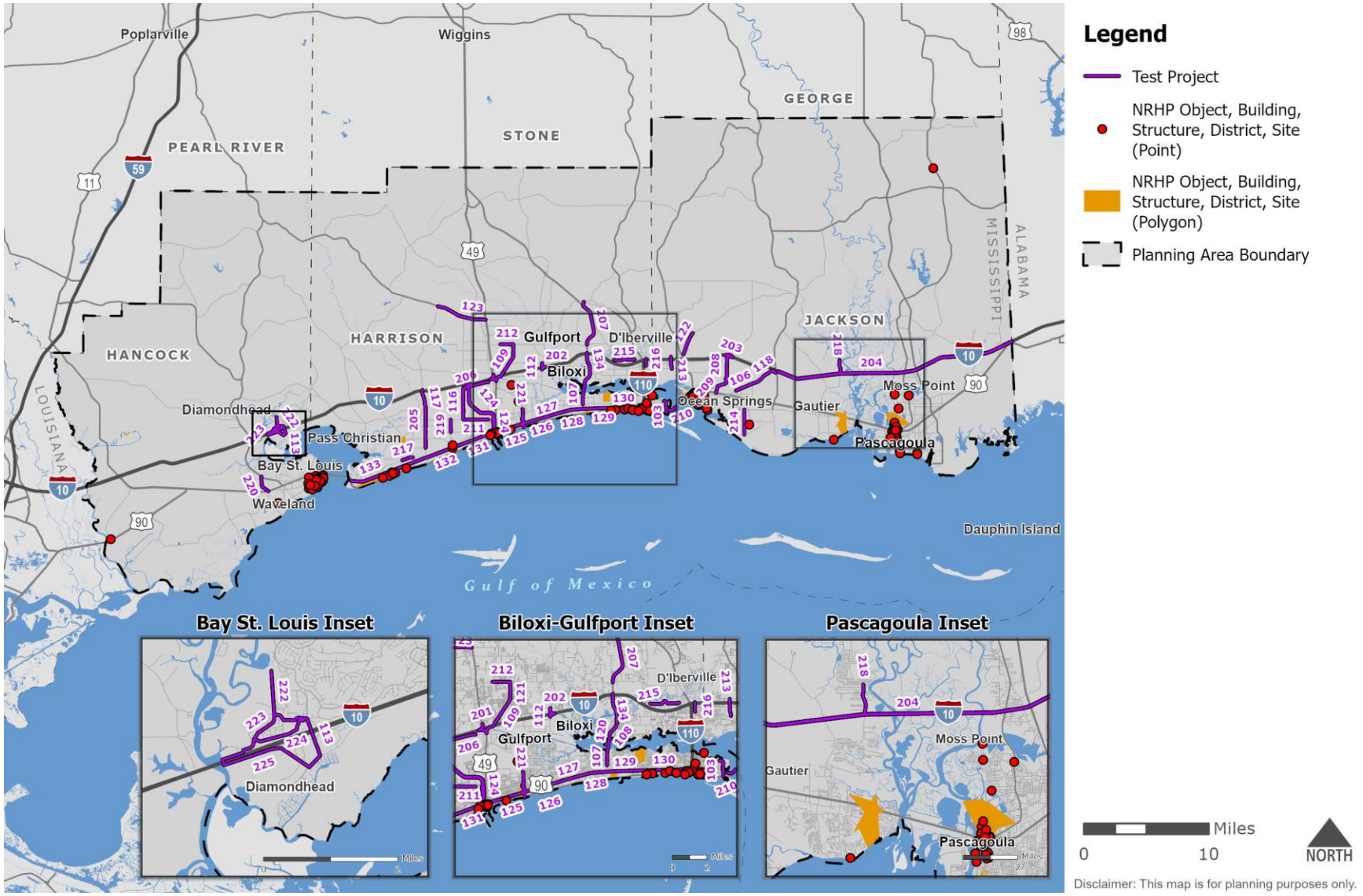
Districts, sites, buildings, structures, and/or objects that are listed in the NRHP, a include those that[4]:

- Are associated with events that have made a significant contribution to the broad patterns of our history; or
- Are associated with the lives of significant persons in our past; or
- Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Have yielded or may be likely to yield, information important in history or prehistory.

**Figure 5.2** displays the MTP test projects and NRHP properties within the MPO planning area. The individual project factsheets, located in **Appendix D**, include projects that could impact an NHRP property. To protect historic features deemed 'restricted' or 'sensitive', such as sensitive archaeological sites, these are not listed.

[4] How to List a Property - National Register of Historic Places (U.S. National Park Service) (nps.gov)

## Figure 5.2: National Register of Historic Places and MTP Test Projects Locations




Source: National Register of Historic Places

*Mitigation*

Projects are 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 property. When publicly owned recreation areas are adversely affected, appropriate compensation will be provided to the owner.

## Potentially Hazardous Materials

Site contamination has resulted from accidents, spills, leaks, and past improper disposal and handling of hazardous materials and wastes. To address the impact of site contamination, the Comprehensive Environmental Response, Compensations, and Liability Act (CERCLA), also known as Superfund, was enacted in 1980. The main purpose of CERCLA is to:

- Establish prohibitions and requirements concerning closed and abandoned hazardous waste sites,
- Provide liability for persons responsible for any release of hazardous waste at these sites, and
- Establish a trust fund 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. With the MPO region, there are two sites on the NPL[5]. These are:

- the Mississippi Phosphates Corporation property in Pascagoula
- the Chemfax, Inc. property in Gulfport

## Other Community Impacts

In addition to the previously mentioned concerns, other community impacts were also considered. These include impacts to public spaces, residences, and businesses through changes in air quality, noise, or other transportation-related issues. Although

[5] Superfund National Priorities List (NPL) Where You Live Map

some of these issues may be difficult to predict, some mitigation efforts can be incorporated to reduce their impact on the community.

*Mitigation*

Impacts associated with specific projects will be assessed in conformance with local, state, and federal regulations, including NEPA guidance and project delivery processes. Certain impacts, such as increased traffic-related noise, can potentially be mitigated after project implementation. Additionally, projects should be developed, as practical, using Context Sensitive Solutions[6].

The individual project factsheets located in **Appendix D** display projects which have been identified as being likely have an adverse impact on communities within the MPO planning area or other parts of the human environment.

[6] Context Sensitivity | FHWA (dot.gov)

# 6.0 Project Prioritization

Project prioritization allows for the most needed, feasible projects to be selected for implementation while considering funding and resource limitations. This methodology was used to support the established community goals and objectives and was developed using input received during the Listening and Learning phase of the public outreach.

To establish project priority, weights were assigned to several criteria, detailed in **Table 6.1**. The projects were individually scored based on their ability to address each criterion. The criterion scores were added together to produce a total score per project, allowing for projects to be compared to each other and prioritized.

## Table 6.1: Project Prioritization Methodology for Capital Projects

| Criterion | Rationale | Measure | Scoring Scale (Points Possible) | | | |
|---|---|---|---|---|---|---|
| | | | 0 | 5 | 10 | 15 |
| **Congestion Reduction** | Prioritize projects that reduce delay on congested corridors | Reduction in Vehicle Hours of Delay when compared to 2050 Existing + Committed network baseline conditions. | No change in VHD OR increases VHD | Points awarded based upon VHD reduction. Larger reductions in VHD award more points. Projects that address existing or forecasted congested segments automatically receive maximum points. Projects that are located on a congested corridor identified in the Congestion Management Process automatically receive maximum points. | | |
| **Pavement and System Preservation** | Prioritize projects that maintain the existing system and operational efficiency, including new roadways that alleviate stress on the existing system | Roadway pavement condition, bridge conditions, presence of ITS (consistent with MPO's ITS Architecture), and Travel Time Index. | Pavement/Bridge in "Good" condition OR has partial existing ITS OR 1.0 > TTI < 1.25 | Pavement/Bridge in "Fair" condition OR has full existing ITS OR 1.25 > TTI < 1.50 | Pavement/Bridge in "Poor" condition OR has planned ITS OR TTI > 1.50 | |
| **Benefit Cost Ratio** | Prioritize projects where congestion reduction benefits are greater than construction costs. | Benefit/Cost Ratio: annual dollars saved from delay reduction divided by project cost. | B/C <= 0.00 | 0.01 <= B/C <= 0.25 | B/C > 0.33 | |
| **Safety Benefits** | Prioritize projects that will address safety issues | Annual crash frequency, per mile, by severity or non-motorized presence. New roadway projects scored by parallel routes it will affect. | No fatalities, serious injuries, or non-motorized crashes. | .01 <= fatalities <=0.49 OR 0.01 <= serious injuries <= 0.49 OR 0.01 <= non-motorized crashes <= 0.14 | .50 <= fatalities <=1.49 OR 0.50 <= serious injuries <= 0.99 OR 0.15 <= non-motorized crashes <= 0.24 | fatalities >=1.50 OR serious injuries >=1.00 OR non-motorized crashes >=0.25 |
| **Security Benefits** | Prioritize projects that improve security | Project located along a corridor identified as part of the federal Strategic Highway Network (STRAHNET) or along an Interstate highway | Not on STRAHNET | On STRAHNET or Interstate | | |
| **Bicycle and Pedestrian Benefits** | Prioritize projects that implement bike/ped improvements. | Project includes, or is located on, a bike/ped plan roadway. | Project contains no pedestrian or bikeway facilities. | Project contains pedestrian or bikeway facilities or is listed in the local Safety Action Plan for bike/ped crashes. | Project contains a roadway or intersection listed as one of the Top 10 bike/ped crash locations. | Project contains a roadway or intersection with fatal or serious injury non-motorized crashes. |
| **Supports Transit** | Prioritize projects the support existing transit or future transit growth. | Qualitative assessment of current transit system or future plans. | Not on current or future transit route. | On current transit route. | On future transit route. | |
| **Freight and Economic Vitality Benefits** | Prioritize projects that benefit the movement of goods and support the economic vitality of the metropolitan area. | Reduction in Truck Hours of Delay from 2050 baseline conditions, part of state freight network, or support areas with large employment development. | Points awarded based upon truck VHD reduction. Larger reductions in VHD award more points. Projects that are part of a state freight network, support large employment developments (>1,000 jobs), or are on a congested corridor identified in the Congestion Management Process automatically receive maximum points. | | | |
| **Supports Existing Plans** | Prioritize projects that have been vetted in locally-adopted plans or existing studies and plans. | In locally-adopted plan, previous RTP, or existing study/plan. | Not in previous plan or study | In previous MTP OR existing study/plan | | |
| **Protect the Natural and Human Environment** | 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 for having no, or fewer, impacts on or close to environmentally sensitive issues. Projects near communities that reduce travel costs, reduce travel time, or increase access to key destinations receive more points. | | | |

# 7.0 Financial Plan

The MTP is required by federal legislation to be financially constrained. This means that the total costs of programmed projects must not exceed the expected amount of available funding. This chapter both reviews the available funding sources and forecasts the anticipated amount of funding that will be available for use on transportation projects and programs within the MPO region through the year 2050.

**It is important to note that forecasted funding amounts in this chapter are for planning purposes only. While they are helpful in establishing the cost of improvements, they do not commit any jurisdiction or agency to provide a specific level of funding.**

## 7.1 Roadway Funding

### Federal Funding Sources

Federal funding for transportation projects is authorized through the Infrastructure Investment and Jobs Act. This authorized funding includes several major "formula" and discretionary programs, including many that have been authorized by previous legislation. Of the available programs, formula programs have been relatively stable over time and rarely experience large funding increases, although they are susceptible to change in future transportation bills. The following list includes the most common federal funding sources for transportation projects.

| Funding Source: | National Highway Performance Program (NHPP) |
|---|---|
| Purpose: | Provides support for the condition, performance, and resilience of the National Highway System (NHS). |
| 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. |

| Funding Source: | Surface Transportation Block Grant Program (STBG) |
|---|---|
| Purpose: | Provides flexible funding to support a wide range of state and local transportation needs. |
| Eligible Activities: | Most transportation projects are eligible for STBG funding. See 23 U.S.C. 133(b)(22) for details. |
| Federal Share: | 90 percent for most projects on the Interstate System and 80 percent elsewhere. |

| Funding Source: | Highway Safety Improvement Program (HSIP) |
|---|---|
| Purpose: | 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. |
| 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. |

| Funding Source: | Congestion Mitigation and Air Quality Improvement Program (CMAQ) |
|---|---|
| Purpose: | Provides flexible funding to reduce congestion and improve air quality for areas that do not meet the requirements of the Clean Air Act. |
| 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. |

| Funding Source: | Congestion Relief Program |
|---|---|
| Purpose: | Provides discretionary grants to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States. |
| Eligible Activities: | Projects that reduce congestion in urban areas such as the implementation of an integrated congestion management system, mobility services, and incentive programs. |
| Federal Share: | 80 percent. |

| Funding Source: | Federal Lands Access Program (FLAP) |
|---|---|
| Purpose: | Provides funds for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to Federal lands. |
| Eligible Activities: | Transportation projects eligible for assistance under 23 U.S.C. that are within or adjacent to, or that provide access to, Federal land. |
| Federal Share: | Up to 100 percent. |

| Funding Source: | Federal Lands Transportation Program (FLTP) |
|---|---|
| Purpose: | Provides funds for projects on Federal lands transportation facilities, which are facilities within or adjacent to, or that provide access to lands which appear in the national Federal Lands transportation inventory. |
| Eligible Activities: | Projects on facilities within or adjacent to, or that provide access to Federal lands such as national forests, national parks, national wildlife refuges, national recreation areas, and other Federal public lands |
| Federal Share: | 100 percent. |

| Funding Source: | National Highway Freight Program (NHFP) |
|---|---|
| Purpose: | Seeks to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support national freight related goals. |
| Eligible Activities: | Funds must contribute to the efficient freight movement 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. |

| Funding Source: | Bridge Investment Program (BIP) |
|---|---|
| Purpose: | Provides grants to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges. |
| Eligible Activities: | Projects to replace, rehabilitate, or preserve bridges and culverts on the National Bridge Inventory. |
| Federal Share: | Up to 50 percent for "Large Bridge Projects"; up to 80 percent for other BIP projects; and up to 90 percent for off-system bridges. |

| Funding Source: | Bridge Formula Program (BFP) |
|---|---|
| Purpose: | Provides funds to replace, rehabilitate, preserve, protect, and construct highway bridges. |
| Eligible Activities: | Projects involving highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads. |
| Federal Share: | 90 percent for most projects on the Interstate System and 100 percent for Tribal transportation bridges or off-system bridges owned by a local agency or federally-recognized Tribe. |

| Funding Source: | Accelerated Implementation and Deployment of Advanced Digital Construction Management Systems (ADCMS) |
|---|---|
| Purpose: | Provides discretionary grants to accelerate the adoption of advanced technology that may be applied throughout the construction lifecycle that maximizes interoperability with other systems, products, tools, or applications; boosts productivity; manages complexity; reduces project delays and cost overruns; and enhances safety and quality. |
| Eligible Activities: | Projects that promote, implement, deploy, demonstrate, showcase, support, and document the application of advanced digital construction management systems, practices, performance, and benefits. |
| Federal Share: | 80 percent. |

| Funding Source: | Transportation Alternatives (TA) |
|---|---|
| Purpose: | Provides set-aside funds for a variety of smaller-scale transportation projects under the Surface Transportation Block Grant Program. |
| Eligible Activities: | Projects related to pedestrian and bicycle facilities, recreational trails, safe routes to school, community improvements, and environmental mitigation. |
| Federal Share: | 90 percent except as provided in 23 U.S.C. 206 (f). |

| Funding Source: | Railway-Highway Crossings Program (RHCP) |
|---|---|
| Purpose: | Provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. |
| Eligible Activities: | Projects that aim to eliminate the hazards of railway-highway crossings. |
| Federal Share: | 100 percent. |

| Funding Source: | Rural Surface Transportation Grant Program |
|---|---|
| Purpose: | Provides funds for projects to improve and expand the surface transportation infrastructure in rural areas, defined as areas that are outside of urbanized areas with a population of over 200,000. |
| Eligible Activities: | Most transportation projects that increase connectivity and improve the reliability of the movement of people and freight are eligible. |
| Federal Share: | 80 percent except if the eligible project fulfils the requirements provided in 40 U.S.C. 14501 or 23 U.S.C. 173(j). |

## State and Local Funding Sources

State and local funding sources may also be used for funding transportation improvements. **Figure 7.1** lists and provides a short overview of the most common sources of funding for transportation projects on the State and local levels.

## Figure 7.1: State and Local Funding Sources

**State Funding**

- Collected from motor fuel taxes and fees and vehicles taxes and fees.
- The gasoline excise tax is the state's largest funding source for roadway projects.


**Property, Sales, and Income Taxes**

- The most common and largest sources of local government tax revenue.
- Taxes may be levied by states, counties, municipalities, or other authorities.

**User Fees**

- Collected from individuals who utilize a service or facility.
- They pay for the cost of a facility, finance the cost of operations, and/or generate revenue for other uses.
- Those who directly benefit from these services pay the cost to build and/or operate them.

**Special Assessments**

- Generating funds for public improvements by billing those who directly benefit from the improvements.
- Property owners located adjacent to a new street may be assessed a portion of the street cost based on the amount of frontage they own.
- May be paid over an established period of time rather than as a lump sum payment.

**Impact Fees**

- Development impact fees place a portion of the burden of funding improvements on developers who are creating or increasing the need for improvements.

**Bond Issues**

- Effectively a loan provided to the local government by its citizens for the purposes of conducting improvements.
- Issued by local governments upon approval of the voting public.

### Forecasting Available Funds

The forecasted funds expected to be available for regional transportation improvements were developed by analyzing the last three MPO Transportation Improvement Programs (TIPs), which included local, transit, state, and MPO funds. This task was done by:

1. Determining the total amount of funds received, by type (capital, transit, and operating & maintenance, etc.) and funding source over the last three TIPs.
2. Applying Consumer Price Index factors to account for inflation and obtain values in 2025 dollars.
3. Applying a 0.70 adjustment factor (30 percent decrease) to funds of programs that received expanded funding from IIJA during those particular years.
    a. The MPO is assuming the expanded funding will not be kept long-term.
4. Developing the annual average amount for each type and source.
5. Applying a one percent inflation factor to account for growth of funding.

The projected revenue available for transportation improvement projects, by funding source is displayed in **Table 7.1**.

## 7.2 Bicycle and Pedestrian Funding

This section addresses funding for independent or stand-alone bicycle and pedestrian projects. Bicycle and pedestrian elements that are included within other projects are often applicable for funding from other sources. For example, a roadway project that includes a bike lane and sidewalks as a single project would be eligible for many roadway funding sources. As such, funding for bicycle and pedestrian elements within larger projects are addressed along with the projects they are combined with.

### Federal Funding Sources

*Transportation Alternatives Set-Aside*

This set-aside program within the Surface Transportation Block Grant program includes all projects and activities previously eligible under the Transportation Alternatives Program. Funding for this category is reflected in Non-Motorized/TA in **Table 7.1**.

*"Flex" Funding*

Some federal roadway and public transit funding sources have a degree of flexibility which allows them to be used for the construction of bicycle and pedestrian facilities. Though rare, these sources may fund some 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.

## 7.3 Public Transit Funding

### Federal Funding Sources

Many federal funding sources are available for public transit capital and operations. While most programs are funded by the Federal Transit Administration (FTA), FHWA also offers funds that can be flexed to FTA for transit projects. Within the region, providers receive funding under the FTA Sections 5307[7], 5310[8], and 5311[9]. Additional information about FTA grant programs that may apply to transit within the region can be found at Bipartisan Infrastructure Law | FTA (dot.gov).

*Flexible, Non-FTA Funds*

Similar to how non-motorized projects can be funded with "flex" spending, transit projects can also be provided with those same funds through the following programs.

- Congestion Mitigation and Air Quality Program
- National Highway Performance Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program (formerly TIGER and BUILD)
- Surface Transportation Block Grant Program (STBG)

Additional information related to FHWA grant programs that may have some applicability to transit is available on FHWA's IIJA website[10].

### State and Local Funding Sources

State funding for transit projects is provided by MDOT. The primary source of local funding for CTA and other public transit providers in the region is fare revenue.

### Forecasting Available Funds

The forecasted funds expected to be available for funding transit were developed the same way as roadway forecasts and are included in **Table 7.1.**

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[7] Urbanized Area Formula Grants - 5307 | FTA

[8] Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310 | FTA

[9] Formula Grants for Rural Areas - 5311 | FTA

[10] https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/

## Table 7.1: Transportation Improvement Revenue by Source

| | Stage 1 (2025 – 2030 TIP) | Stage 2 (2031-2040) | Stage 3 (2041-2050) | Total Staged Program |
|---|---|---|---|---|
| **New Construction** | $7,189,900 | $39,295,480 | $47,900,971 | $94,386,351 |
| **Capacity*** | $197,329,369 | $53,604,916 | $65,344,093 | $316,278,378 |
| **Reconstruction** | $104,617 | $590,005 | $719,212 | $1,413,834 |
| **Intersection** | $31,341,061 | $60,112,683 | $73,277,025 | $164,730,768 |
| **Transportation Alternatives** | $15,783,706 | $39,781,899 | $48,493,913 | $104,059,517 |
| **Other (Safety, ITS, signage, etc.)** | $34,932,389 | $85,261,281 | $103,933,026 | $224,126,695 |
| **Local** | $9,191,718 | $37,185,079 | $45,328,404 | $91,705,201 |
| **Total Capital Improvements** | ***$295,872,760*** | ***$315,831,342*** | ***$384,996,644*** | ***$996,700,746*** |
| **Transit** | $81,663,390 | $121,130,568 | $147,657,487 | $350,451,445 |
| ***Sec 5307*** | $71,690,507 | $106,394,827 | $129,694,700 | $307,780,034 |
| ***Sec 5310*** | $0 | $0 | $0 | $0 |
| ***Sec 5339*** | $9,972,883 | $14,735,741 | $17,962,786 | $42,671,411 |
| **Total MTP** | **$377,536,150** | **$436,961,910** | **$532,654,131** | **$1,347,152,191** |

# 8.0 Staged Improvement Program

Based on the funding amounts anticipated in the financial plan, this section presents the recommended Staged Improvement Program. This plan advances the strategies previously outlined and incorporates the results of the project prioritization process.

## 8.1 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 as visionary projects.

### Roadways

The MPO and its partner agencies plan to implement a variety of roadway projects over the next 25 years. These projects, including the existing plus committed projects and non-capacity projects, are listed in **Table 8.1** and illustrated, along with identified recommendations, in **Figure 8.1**.

**Table 8.2** displays the revenue balance table, showing fiscal constraint. Funds that are not used in the Staged Improvement Program can instead be used as capital or line-item funding using the remaining balance. The annual Staged Improvement Program performance is displayed in **Figure 8.2.**

### Bicycle and Pedestrian

The region will continue to fund stand-alone bicycle and pedestrian projects identified in previous plans. To support this effort, the MTP recommends some for short-term implementation as funding becomes available. For additional projects, local agencies are encouraged to make improvements and seek funding or grants based on local priorities and along regionally significant corridors.

The primary federal source for bicycle and pedestrian projects is the Transportation Alternatives (TA) Set-Aside program.

### Public Transit

Over the next 25 years, CTA plans to continue providing transit services. At a minimum, the MTP assumes that existing transit services will continue to operate at current or improved levels based on the new routes and that vehicles will be kept in a good state of repair.

## Table 8.1: Fiscally Constrained Projects

| MTP_50_ID | Roadway | Limits | Project Description | Total Cost 2025 $ | Length (Mi) | Jurisdiction | Stage/Tier | Program Stage (YOE) Cost | Funding Category |
|---|---|---|---|---|---|---|---|---|---|
| **201** | Landon Rd | 34th St to Coleman Rd | Widen from 2 lanes to 5 lanes | $1,700,000 | 0.25 | Harrison County | 1 | $1,700,000 | Capacity (add lanes) |
| **202** | Landon Rd | Coleman Rd to Hwy 49 | Widen from 2 lanes to 5 lanes | $5,575,000 | 0.25 | Gulfport | 1 | CONSTRUCTION | Capacity (add lanes) |
| **203** | Dedeaux Rd | 0.25 miles west of Hwy 605 to Hwy 605 | Widen from 2 lanes to 4 lanes | $4,700,000 | 0.25 | Gulfport | 1 | $4,700,000 | Capacity (add lanes) |
| **204** | Washington Ave | Old Fort Bayou Rd to US 90 | 5 Lane to 4 Lane Divided | $491,041 | 4.00 | Gulf Hills, Ocean Springs | 1 | $491,041 | Capacity (add lanes) |
| **205** | Airport Rd | Business Center Dr to Washington Ave | Widen from 2 lanes to 4 lanes | $5,000,000 | 0.25 | Gulfport | 1 | $5,000,000 | Capacity (add lanes) |
| **206** | Popps Ferry Rd | Popps Ferry Rd to Lamey Brg Rd | New roadway | $4,674,825 | 0.50 | D'Iberville | 1 | CONSTRUCTION | New Construction |
| **207** | Popps Ferry Rd | US 90 to Pass Rd | Construct new 4-lane divided road | $18,062,411 | 0.90 | Biloxi | 1 | $7,189,900 | New Construction |
| **208** | Interconnecting Gulfport | Airport Rd to Daniel Blvd | New roadway | $40,000,000 | 1.90 | Gulfport | 1 | GRANT FUNDS | New Construction |
| **209** | Beatline Pkwy | US 90 to Johnson Rd | Widening and New 4 lane roadway | $21,010,550 | 0.13 | Long Beach | 1 | GRANT FUNDS | Capacity (add lanes) |
| **210** | Mallet Rd - Lamey Bridge Rd | Lamey Bridge Rd to Daisy Vestry Rd and I-110 to Cypress Creek Dr | Widen to 4 lanes | $9,378,200 | 0.92 | D'Iberville | 1 | GRANT FUNDS | Capacity (add lanes) |
| **211** | Shriners Blvd | I-10 to Woolmarket Rd | Widen from 2 lanes to 4 lanes plus center turn lane | $3,550,000 | 0.64 | Biloxi | 1 | $3,550,000 | Capacity (add lanes) |
| **212** | Martin Bluff Rd | Gautier-Vancleave Rd to Frontage Rd | Addition of center turn lane | $7,512,598 | 2.10 | Gautier | 1 | CONSTRUCTION | Capacity (add lanes) |
| **213** | US 90 | SR 609 to Dolphin Dr | Widen to 6 lanes | $175,000,000 | 10.19 | Ocean Springs, Gautier | 1 | $175,000,000 | Capacity (add lanes) |
| **215** | Ocean Springs Rd | 0.13 miles west of Monticello Blvd to Culeoka Dr | Add Center Turn Lane | $2,471,043 | 0.45 | Ocean Springs | 1 | COMPLETE | Capacity (add lanes) |
| **216** | Washington Ave | Airport Rd to S Vista Dr | Widen from 2 lanes to 4 lanes | $3,900,000 | 0.46 | Gulfport | 1 | $3,900,000 | Capacity (add lanes) |
| **217** | I-10 Frontage Roads | MS 613 to MS 63 | Build Frontage Roads | $5,625,000 | 1.77 | Gulfport | 1 | MDOT | New Construction |
| **218** | Cleveland Ave | Klondyke Rd to Railroad St | 2 lane to 2 lane with CTL | $2,988,328 | 0.86 | Moss Point | 1 | $2,988,328 | Capacity (add lanes) |
| **219** | Old Fort Bayou Rd | Washington Ave to Yellow Jacket Rd | Widen to 3 Lanes | $5,980,000 | 1.84 | Long Beach | 1 | COMPLETE | Capacity (add lanes) |
| **220** | Division Street | Caillavet Street to Forrest Ave-KAFB Ga | Widen to 4 Lanes Divided | $2,345,000 | 0.67 | Biloxi | 1 | COMPLETE | Capacity (add lanes) |
| **221** | MS 57 | Mariposa Lane to I-10 Frontage Rd | Widen to 4 Lanes Divided and Realign | $31,605,000 | 9.03 | Vancleave, Gautier, Jackson County | 1 | CONSTRUCTION | Capacity (add lanes) |
| **222** | US 49 | School Rd to O'Neal Rd | Widen to 6 Lanes Divided | $11,480,000 | 3.28 | Gulfport, Lyman | 1 | CONSTRUCTION | Capacity (add lanes) |
| **223** | I-10 | Hancock Co Line to Wolf River | Widen to 6 Lanes | $110,385,000 | 11.15 | Hancock County, Harrison County | 1 | CONSTRUCTION | Capacity (add lanes) |
| **2023** | East-West Corridor Phase III | Cowan Rd to Debuys Rd | New 4 Lane Limited Access Roadway | $23,776,131 | 1.59 | Gulfport | 2 | $33,405,401 | New Construction |
| **2006** | Three Rivers Road | Seaway Road to Deadeux Road | Widen from 2 Lanes to 4 Lanes Divided | $5,451,812 | 1.25 | Gulfport | 2 | $7,659,781 | Capacity (add lanes) |
| **2012** | Canal Road | I-10 to 28th St | Widen to 3 Lanes | $10,246,291 | 2.53 | Harrison County | 2 | $14,396,012 | Capacity (add lanes) |
| **2031** | I-10 | US 49 WB On-Ramp and EB Ramps | Add Lanes | $5,682,346 | -- | Gulfport | 2 | $7,983,681 | Capacity (add lanes) |
| **2061** | I-110 | @ Rodriguez St | Interchange improvements | $25,750,000 | -- | D'Iberville | 2 | $36,178,683 | Intersection |
| **2035** | Beatline Rd | Red Creek Rd to W Oreck Rd | Widen to 4 Lanes Divided | $18,623,390 | 3.48 | Harrison County | 2 | $26,165,814 | Capacity (add lanes) |
| **2046** | Lamey Bridge Road | Popps Ferry to I-10 | Widen to 4 Lanes Divided | $2,486,026 | 0.58 | D'Iberville | 2 | $3,492,860 | Capacity (add lanes) |
| **2005** | Popp's Ferry Road | Riverview Drive to Back Bay Bridge | Widen to 4 Lane Divided | $1,919,038 | 0.56 | Biloxi | 2 | $2,696,243 | Capacity (add lanes) |
| **2047** | E North Street Extension | Menge Ave to Espy Rd | New 3 Lane Roadway | $6,543,420 | 0.89 | Pass Christian | 2 | $9,193,489 | New Construction |

| MTP_50_ID | Roadway | Limits | Project Description | Total Cost 2025 $ | Length (Mi) | Jurisdiction | Stage/Tier | Program Stage (YOE) Cost | Funding Category |
|---|---|---|---|---|---|---|---|---|---|
| **2203** | MS 605 | I-10 to Seaway Rd | Widen to 6 lanes divided | $7,276,333 | 0.53 | Gulfport | 3 | $13,739,165 | Capacity (add lanes) |
| **2025** | East-West Corridor Phase V | Popps Ferry Rd to Veterans Ave | New 4 Lane Limited Access Roadway | $27,514,516 | 1.84 | Biloxi | 3 | $51,952,881 | New Construction |
| **2112** | I-10 | @ US 49 | Interchange improvements | $25,750,000 | -- | Gulfport | 3 | $48,621,124 | Intersection |
| **2050** | Kiln Waveland Cutoff | US 90 to MS 603 | Widen to 3 Lanes | $5,831,881 | 1.44 | Waveland | 3 | $11,011,752 | Capacity (add lanes) |
| **2009** | Gex Drive | Aloha Drive to Diamondhead Dr South | Widen to 4 Lanes Divided | $2,573,255 | 0.83 | Diamondhead | 3 | $4,858,818 | Capacity (add lanes) |
| **2049** | Klondyke Rd | Commission Blvd to 28th St | Widen to 3 Lanes | $4,090,417 | 1.01 | Long Beach | 3 | $7,723,521 | Capacity (add lanes) |
| **2041** | 28th Street | Canal Rd to 34th Ave | Widen to 4 Lanes Divided | $8,766,514 | 2.01 | Gulfport | 3 | $16,552,922 | Capacity (add lanes) |
| **2056** | Dedeaux Rd | Wingate Dr to 0.25 miles west of Hwy 605 | Widen to 4 Lanes Divided | $11,347,200 | 1.91 | Gulfport | 3 | $21,425,772 | Capacity (add lanes) |
| **2044** | Beachview Dr | Lake Mars to Old Spanish Trail | Add Turn Lanes at Intersections | $1,246,128 | -- | Gulf Park Estates | 3 | $2,352,938 | Intersection |

## Table 8.2: Financial Summary

| | Stage 1 (2025 – 2030 TIP) | | | Stage 2 (2031-2040) | | | Stage 3 (2041-2050) | | | Total Staged Program | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Program Cost** | **Revenue** | **Balance** | **Program Cost** | **Revenue** | **Balance** | **Program Cost** | **Revenue** | **Balance** | **Program Cost** | **Revenue** | **Balance** |
| **New Construction** | $7,189,900 | $7,189,900 | $0 | $34,079,112 | $39,295,480 | $5,216,368 | $41,562,305 | $47,900,971 | $6,338,666 | $82,831,317 | $94,386,351 | $11,555,035 |
| **Capacity (add lanes)*** | $196,948,689 | $197,329,369 | $380,680 | $49,915,513 | $53,604,916 | $3,689,403 | $60,249,559 | $65,344,093 | $5,094,534 | $307,113,761 | $316,278,378 | $9,164,617 |
| **Reconstruction** | $0 | $104,617 | $104,617 | $0 | $590,005 | $590,005 | $0 | $719,212 | $719,212 | $0 | $1,413,834 | $1,413,834 |
| **Intersection** | $0 | $31,341,061 | $31,341,061 | $28,942,946 | $60,112,683 | $31,169,737 | $40,779,250 | $73,277,025 | $32,497,775 | $69,722,196 | $164,730,768 | $95,008,572 |
| **Transportation Alternatives (bike-ped)** | $0 | $15,783,706 | $15,783,706 | $0 | $39,781,899 | $39,781,899 | $0 | $48,493,913 | $48,493,913 | $0 | $104,059,517 | $104,059,517 |
| **Other (Safety, ITS, signage, etc.)** | $0 | $34,932,389 | $34,932,389 | $0 | $85,261,281 | $85,261,281 | $0 | $103,933,026 | $103,933,026 | $0 | $224,126,695 | $224,126,695 |
| **Local** | $380,680 | $9,191,718 | $8,811,038 | $28,234,393 | $37,185,079 | $8,950,686 | $35,647,778 | $45,328,404 | $9,680,626 | $64,262,851 | $91,705,201 | $27,442,350 |
| ***Total Capital Improvements*** | ***$204,519,269*** | ***$295,872,760*** | ***$91,353,491*** | ***$141,171,964*** | ***$315,831,342*** | ***$174,659,378*** | ***$178,238,892*** | ***$384,996,644*** | ***$206,757,751*** | ***$523,930,125*** | ***$996,700,746*** | ***$472,770,621*** |
| **Transit** | $0 | $81,663,390 | $81,663,390 | $0 | $121,130,568 | $121,130,568 | $0 | $147,657,487 | $147,657,487 | $0 | $350,451,445 | $350,451,445 |
| **Total MTP** | **$204,519,269** | **$377,536,150** | **$173,016,881** | **$141,171,964** | **$436,961,910** | **$295,789,947** | **$178,238,892** | **$532,654,131** | **$354,415,238** | **$523,930,125** | **$1,347,152,191** | **$823,222,066** |

* Includes Stage 1 TIP and STIP funding for Fiscal Constraint

## Figure 8.1: Fiscally Constrained Roadway Capacity Projects

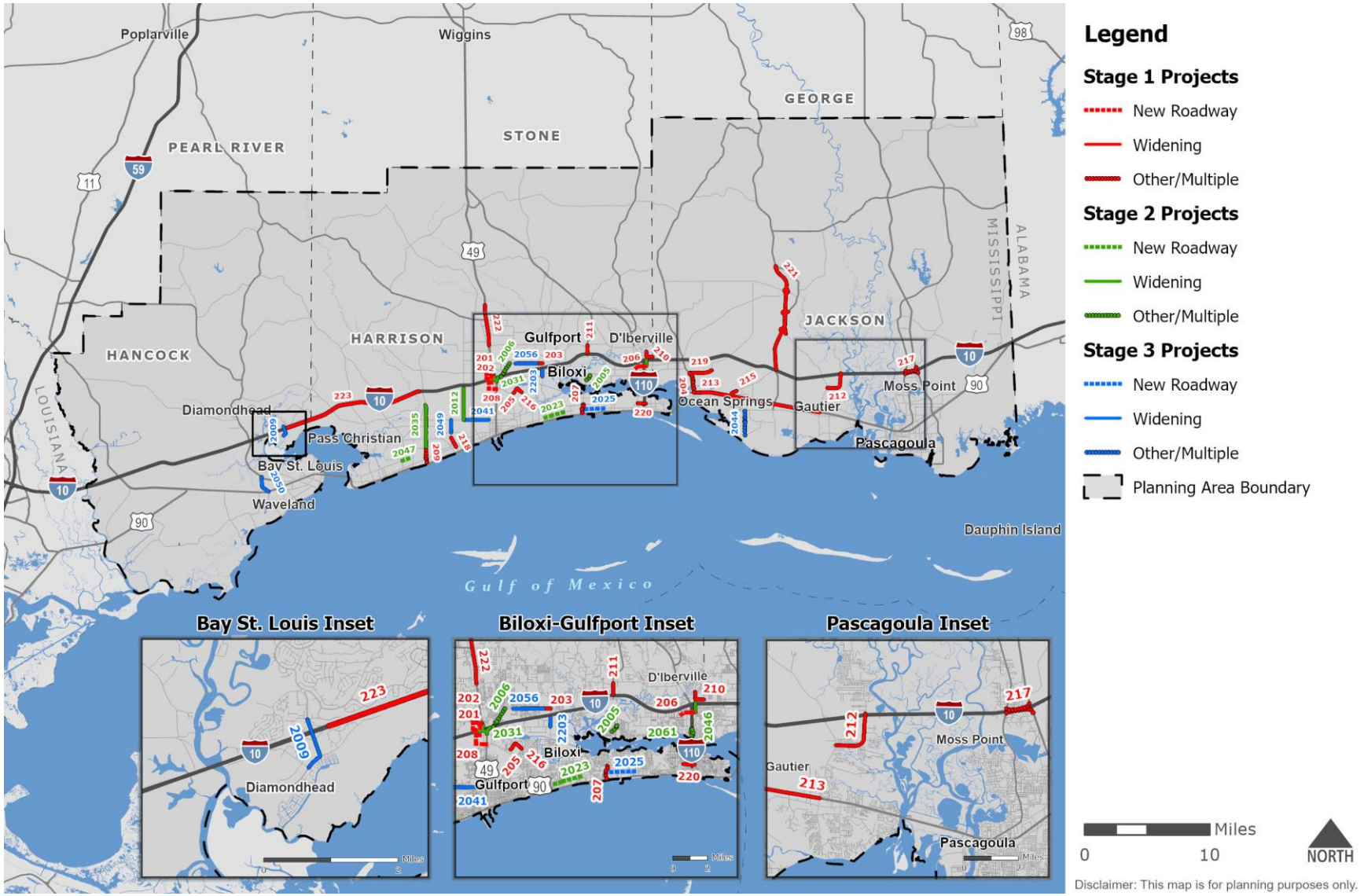


Figure 8.2: Staged Improvement Program Performance


## 8.2 Visionary (Unfunded) Projects

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

### Visionary Roadway Capacity Projects

While unfunded roadway capacity projects are not necessarily less important or effective, they cannot be accommodated within the fiscally constrained budget due to project costs, priority, or overall feasibility. **Table 8.3** shows the list of visionary roadway capacity projects.

## Table 8.3: Visionary Roadway Projects

| MTP_50_ID | Roadway | Limits | Project Description | Total Cost 2025 $ | Length | Jurisdiction | Funding Category |
|---|---|---|---|---|---|---|---|
| **2103** | Hwy 90 | Rich Ave to Cedar St | Multimodal improvements; corridor study | $5,617,500 | 16.05 | Biloxi | Other (Safety, ITS, signage, etc.) |
| **2106** | Hwy 49 | Community Rd to Airport Rd | Corridor Study | $553,000 | 1.58 | Gulfport | Other (Safety, ITS, signage, etc.) |
| **2201** | I-10 | LA State Line to Yacht Club Dr/Gex Dr Interchange | Widen to 6 lanes | $164,179,677 | 16.34 | Hancock County | Capacity (add lanes) |
| **2113** | US 49 | @ Creosote Rd | Intersection study | $350,000 | -- | Gulfport | Intersection |
| **2104** | Pass Rd | 33rd Ave to Rodeo Dr | Roadway maintenance; multimodal improvements | $8,737,300 | 10.34 | Biloxi | Other (Safety, ITS, signage, etc.) |
| **2026** | East-West Corridor Phase VI | Veterans Ave to Lameuse St | New 4 Lane Limited Access Roadway | $53,533,678 | 3.58 | Biloxi | New Construction |
| **2034** | I-10 | MS 57 to Alabama State Line | Widen to 6 Lanes | $202,600,000 | 19.33 | Gautier | Capacity (add lanes) |
| **2019** | MS 53 | US 49 to County Farm Rd | Widen to 4 Lanes Divided | $17,663,871 | 4.06 | Lyman | Capacity (add lanes) |
| **2027** | East-West Corridor Phase VI | Jeff Davis Ave to US 49 | New 4 Lane Limited Access Roadway | $58,019,740 | 3.89 | Gulfport | New Construction |
| **2028** | East-West Corridor Phase VI | Beatline Road to Jeff Davis Ave | New 4 Lane Limited Access Roadway | $33,795,003 | 2.26 | Long Beach | New Construction |
| **2029** | East-West Corridor Phase IX | Henderson Point to Beatline Rd | New 4 Lane Limited Access Roadway | $94,954,987 | 6.35 | Pass Christian | New Construction |
| **2008** | Hwy 605 | Dedeaux Road to I-10 | Widen to 6 Lanes Divided | $2,267,954 | 0.52 | Gulfport | Capacity (add lanes) |
| **2110** | US 49 | @ Airport Rd | Intersection study | $350,000 | -- | Gulfport | Intersection |
| **2107** | I-10 | @ Tucker Rd | Interchange improvements | $25,750,000 | -- | Jackson County | Intersection |
| **2024** | East-West Corridor Phase IV | Debuys Rd to Popps Ferry Rd | New 4 Lane Limited Access Roadway | $21,234,029 | 1.42 | Biloxi | New Construction |
| **2021** | East-West Corridor Phase I | US 49 to 20th Ave | New 4 Lane Limited Access Roadway | $6,130,952 | 0.41 | Gulfport | New Construction |
| **2022** | East-West Corridor Phase II | 20th Avenue to Cowan Rd | New 4 Lane Limited Access Roadway | $55,178,567 | 3.69 | Gulfport | New Construction |
| **2040** | Biloxi Bridge Ramp | Biloxi Bridge to Howard Ave | New 2 Lane Roadway | $4,411,295 | 0.60 | Biloxi | New Construction |
| **2108** | US 90 | @ Ocean Springs Rd | Intersection study | $350,000 | -- | Ocean Springs | Intersection |
| **2111** | I-10 | @ Washington Ave | Interchange improvements | $25,750,000 | -- | Gulf Hills | Intersection |
| **2020** | Highway 601 | US 90 to I-10 | New 4 Lane Controlled Access Roadway | $488,800,000 | 11.50 | Harrison County, Gulfport | New Construction |
| **2058** | Orange Grove Rd | Canal Rd to US 49 | Widen to 3 lanes | $20,580,126 | 2.20 | Harrison County | Capacity (add lanes) |
| **2045** | Commercial Corridor Connect | D'Iberville Blvd to Cedar Lake Rd | New 4 Lane Roadway, Widen to 4 Lanes | $27,514,516 | 1.85 | D'Iberville | New Construction |
| **2255** | Hwy 609 | I-10 to Fort Bayou Bridge | 5 Lane to 4 Lane Divided | $116,622 | 0.95 | | Reconstruction |
| **2018** | Seaman Road | I-10 Connector Rd to Jordan Rd | Widen to 4 Lanes Undivided | $8,155,911 | 1.86 | Latimer | Capacity (add lanes) |
| **2016** | Popp's Ferry Road | North shore of Back Bay to South Shore | New 4 Lane Bridge | $62,306,422 | 1.38 | Biloxi | New Construction |
| **2060** | Belle Fontaine Rd | Fountainbleu Rd to Biddix Evans Rd | Widen to 4 lanes divided | $17,430,350 | 1.26 | Jackson County | Capacity (add lanes) |
| **2004** | Popp's Ferry Road | Back Bay of Biloxi Bridge to Pass Rd | Reconstruct as 4 Lanes Divided | $2,834,942 | 0.65 | Biloxi | Reconstruction |
| **2048** | Martin Bluff Rd | W Frontage Rd to Hickory Hills | Widen to 3 Lanes | $8,059,336 | 1.07 | Gautier | Capacity (add lanes) |
| **2017** | Three Rivers Road | Deadeux Road to Oneal Road | Widen to 3 Lanes Divided | $7,021,934 | 1.61 | Gulfport | Capacity (add lanes) |
| **2003** | Ocean Springs Rd | Reilly Rd to Culeoka Dr | Widen to 3 Lanes | $5,669,884 | 1.40 | Ocean Springs | Capacity (add lanes) |
| **2102** | Washington Ave | Lemoyne Blvd to Old Port Bayou Rd | Bike/ped improvements; Safety study | $763,000 | 2.18 | Gulf Hills | Other (Safety, ITS, signage, etc.) |

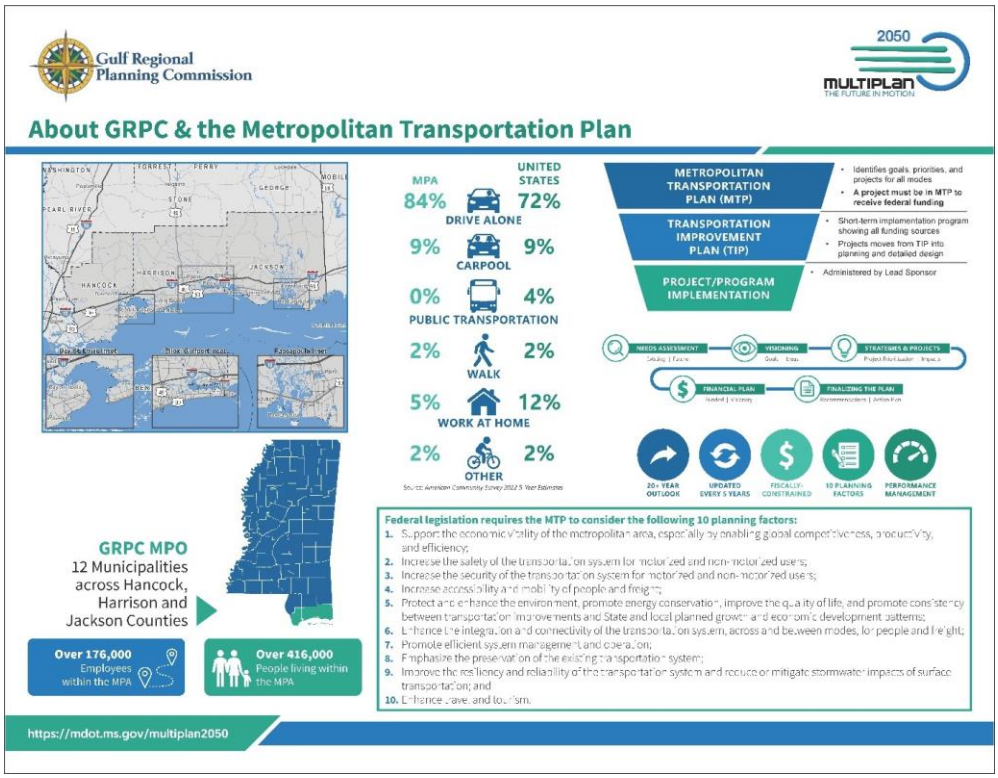
| MTP_50_ID | Roadway | Limits | Project Description | Total Cost 2025 $ | Length | Jurisdiction | Funding Category |
|---|---|---|---|---|---|---|---|
| **2014** | Ocean Springs Rd | Reilly Rd to MS 57 | Widen to 3 Lanes | $9,476,807 | 2.34 | Jackson County | Capacity (add lanes) |
| **2105** | Canal Rd | Landon Rd to 16th St | Widen from 2 lanes to 3 lanes | $11,500,500 | 1.23 | Harrison County | Capacity (add lanes) |
| **2202** | MS 43/603 | Texas Flat Rd to 0.48 miles south of Texas Flat Rd | Widen to 4 lanes divided | $118,997,110 | 0.48 | Hancock County | Capacity (add lanes) |
| **2042** | O'neal Road | Flat Branch to Three Rivers Road | Widen to 3 Lanes | $4,171,415 | 1.07 | Gulfport | Capacity (add lanes) |
| **2002** | Pine Street | Back Bay Boulevard to US 90 | New 4 Lane Divided Roadway | $16,299,360 | 1.09 | Biloxi | New Construction |
| **2101** | Highway 613 | Dutch Bayou Rd to Wildwood Rd | Safety study; bike/ped improvements | $1,806,000 | 5.16 | Escatawpa | Other (Safety, ITS, signage, etc.) |
| **2057** | Chicot Rd | US 90 to Shortcut Rd | Widen to 4 lanes divided | $4,675,705 | 0.34 | Pascagoula | Capacity (add lanes) |
| **2030** | Popps Ferry Connector | I-10 @ Woolmarket to Riverview Dr | New 4 Lane Controlled Access Roadway | $38,380,756 | 1.76 | Biloxi | New Construction |
| **2039** | Eglin Road Extension | US 90 to Fort Bayou | New 4 Lane Divided Roadway and Bridge | $26,642,226 | 1.44 | Gulf Hills, Jackson County | New Construction |
| **2051** | Jody Nelson Dr Extension | US 90 to Hewes Ave | New 4 Lane Divided Roadway, Widen to 4 Lanes | $24,374,272 | 1.63 | Gulfport | New Construction |
| **2013** | County Farm Road | I-10 to Red Creek Rd | Widen to 4 Lanes Divided | $5,320,968 | 1.22 | Harrison County | Capacity (add lanes) |
| **2037** | Shriners Blvd | Woolmarket Rd to MS 67 | Widen to 4 Lane Divided | $19,931,824 | 3.93 | Biloxi | Capacity (add lanes) |
| **2109** | MS 613 | @ Dutch Bayou Rd | Intersection study | $350,000 | -- | Moss Point | Intersection |
| **2032** | I-10 | Lorraine Rd EB On-Ramp and WB Off-Ramp | Add Lanes | $5,682,346 | -- | Gulfport | Capacity (add lanes) |
| **2043** | McCann Road Extension | Lemoyne Rd to Cook Rd | New 3 Lane Roadway | $7,352,158 | 1.00 | St. Martin | New Construction |
| **2059** | Greyhound Way | Old Spanish Trail to Fountainbleu Rd | Widen to 4 lanes divided | $14,245,431 | 1.03 | Jackson County | Capacity (add lanes) |
| **2036** | Creosote Rd Extension | Canal St to Creosote Rd | New 4 Lane Divided Roadway | $32,000,578 | 2.14 | Harrison County | New Construction |
| **2038** | Eglin Road | I-10 to Fort Bayou | Widen to 4 Lanes Divided | $10,074,948 | 2.31 | Gulf Hills | Capacity (add lanes) |
| **2033** | I-10 | @ Old Fort Bayou Rd | New Interchange | $29,907,083 | -- | Jackson County | New Construction |
| **2114** | I-10 | @ Franklin Creek Rd | Intersection study | $350,000 | -- | Jackson County | Intersection |
| **2055** | Akoko Street Extension | Noma Dr to Coelho Way | New 2 Lane Roadway | $12,498,668 | 1.84 | Diamondhead | New Construction |
| **2053** | Noma Drive | Alapai Dr to dead end | 2 Lane reconstruction | $2,486,026 | 0.66 | Diamondhead | Reconstruction |
| **2052** | Park Ten Extension | extend to Noma Dr | New 2 Lane Roadway | $4,411,295 | 0.54 | Diamondhead | New Construction |

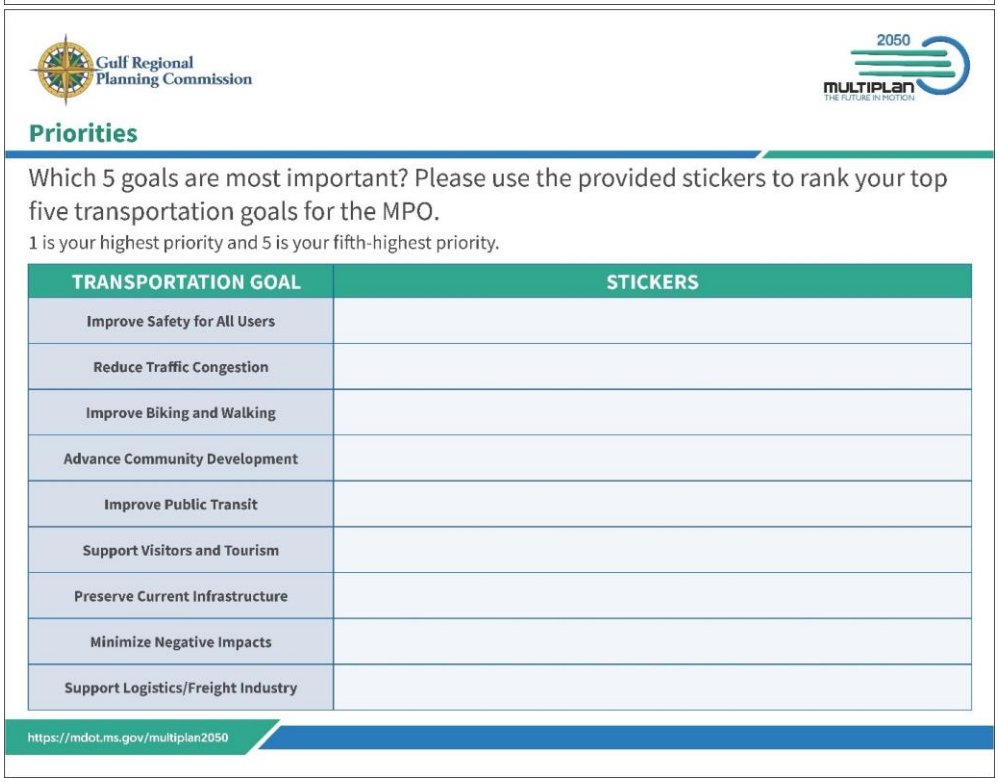
The following MDOT projects may go to construction in the indicated timeframes if future funding becomes available:

- I-10 from MS 57 to the Alabama State Line (Includes Bridge Work); 2031 - 2040
- I-10 from Louisiana State Line to Yacht Club Dr/Gex Dr.Interchange (Diamondhead); 2031 – 2040
- SR 43 from Texas Flat Rd to the SR 43/603 split in Pearl River County; 2041 - 2050
- State Route 601 from US 90 to Interstate 10; 2041 - 2050

# Appendix A: Phase 1 Public and Stakeholder Outreach Documentation

## Display Posters



Gulf Regional Planning Commission

2050 MULTIPLAN THE FUTURE IN MOTION

## Budget Priorities

Assuming you have a budget of $100, how would you invest these limited funds in the transportation system?

Please distribute the stickers among the improvement options to show how you would allocate transportation funds.

| TRANSPORTATION GOAL | STICKERS |
|---|---|
| Add Roadway Connections | |
| Add/Widen Lanes | |
| Build Sidewalks and Pedestrian Trails | |
| Build/Designate Bicycle Lanes | |
| Implement Safety Improvements | |
| Provide More Transit Options | |
| Improve Pavement/Bridge Conditions | |
| Improve Freight Infrastructure | |
| Use Technology to Improve Traffic Operations | |

https://mdot.ms.gov/multiplan2050

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## What Areas Need Improvement?

This plan will recommend a variety of transportation projects. Help identify different types of transportation needs by placing a sticky note on the board with the current transportation challenges you experience.

https://mdot.ms.gov/multiplan2050

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## Ideal Transportation Improvement

If you would like to see **ONE Transportation Project or Strategy** to be implemented in the region, what would that be?

https://mdot.ms.gov/multiplan2050

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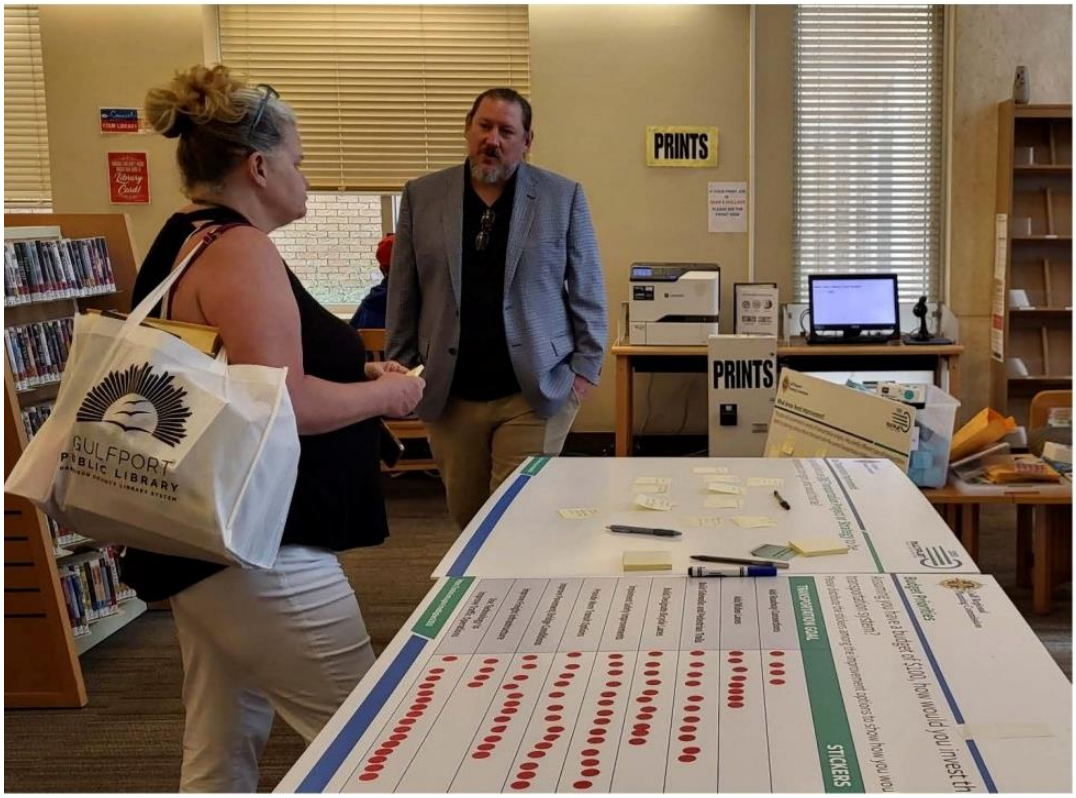
## CONNECT WITH US!

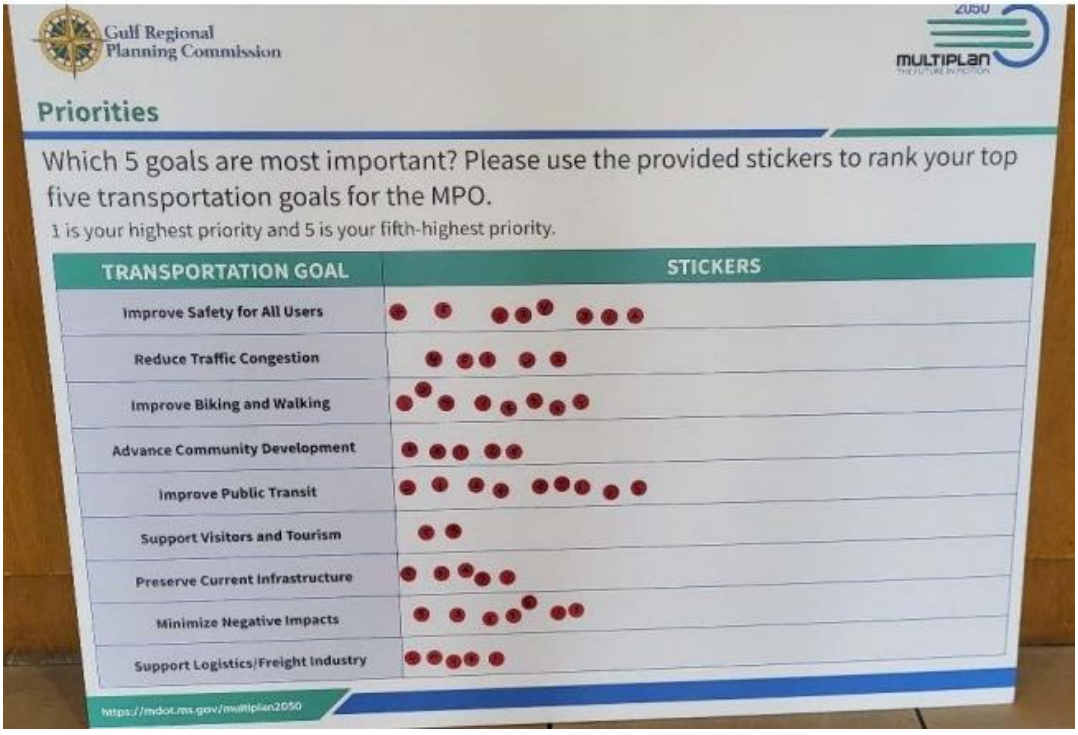
| | | | | | |
|---|---|---|---|---|---|
| How did you hear about today's meeting? (1 sticker) | TV/News | Newsletter | Email | Website/Calendar | |
| | Poster/Flyer | Social Media | Newspaper | Word of Mouth | |
| In general, how do you tend to hear about news/events in your community? (2 stickers) | Local Municipality | Newspaper | Neighborhood Associations | TV | Place of Worship |
| | Website | Social Media | Community Organizations | Radio | |
| How would you most likely provide your input to GRPC? (1 sticker) | Online Surveys | Social Media | Public Meetings/ Comment Cards | Email/Letter | Website | Focus Group/ Steering Committee |
| How would you prefer to have detailed or complicated material presented to you? (1 sticker) | Online for review/download in advance | Live presentation at meeting or workshop | Brochure, flier, or printed material | Maps, charts, or other visual aids | |
| How are you currently connected to GRPC? (1 sticker) | Emails/Newsletter | Attend MPO Meetings | Provided Public Comments | Social Media | Not Connected |

https://mdot.ms.gov/multiplan2050

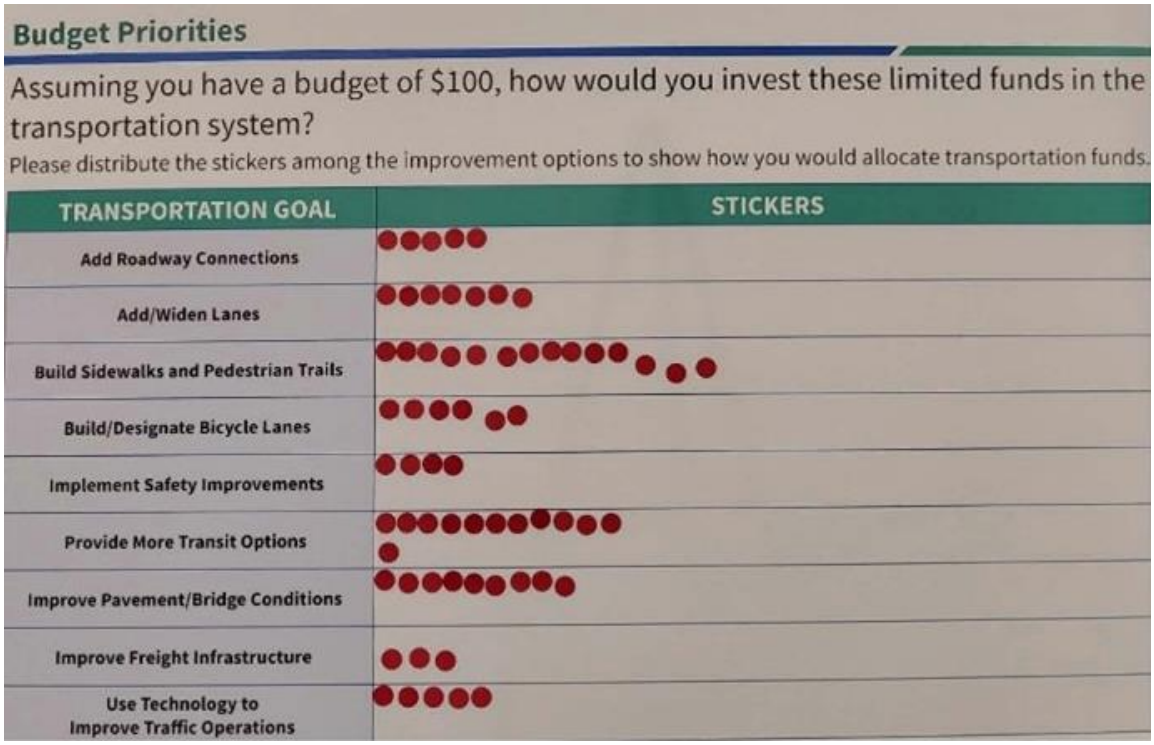
## Outreach Event Photos

*10/15/2024 Gulfport Public Library*



*10/16/2024 Gulfport Transit Center*




*10/17/2024 Biloxi Public Library*

## Outreach Collaterals

*Email Invitation*

**Wednesday, Oct. 16, 4 – 6 pm**

Gulfport Transit Center

1401 20th Avenue

Gulfport, MS

**Free parking is available in the Gulfport Transit Center Parking Garage located at 1417 20th Avenue.**

All Mississippians are encouraged to participate, so please, spread the word!

During the come-and-go community meeting, you will have opportunities to participate in hands-on exercises and make suggestions for transportation strategies and improvements in the urbanized areas of the Mississippi Gulf Coast and statewide.

Individuals requiring auxiliary aids or alternative languages who wish to participate should call 601.359.7685 no later than five days prior to the meeting. For more information, contact us by email at planning@mdot.ms.gov, kyarrow@grpc.com, or visit https://mdot.ms.gov/multiplan2050.

GRPC MPO | 1635-G Popps Ferry Road | Biloxi, MS 39532 US

*Online Survey Email*

Gulf Regional Planning Commission

**JOIN THE CONVERSATION!**

Take the MS Gulf Coast transportation survey.

We know you care about the Mississippi Gulf Coast transportation system as much as we do. That's why we want your input to help guide future investments and improvements.

The easiest way to share your thoughts and help shape the Coast's transportation system is to take our short survey. But you should hurry! **The survey ends Nov. 25, 2024.**

Click here to
**TAKE OUR SURVEY**

Your input will be used to guide the development of the 2050 Metropolitan Transportation Plan (MTP). The MTP is a key component of the Gulf Regional Planning

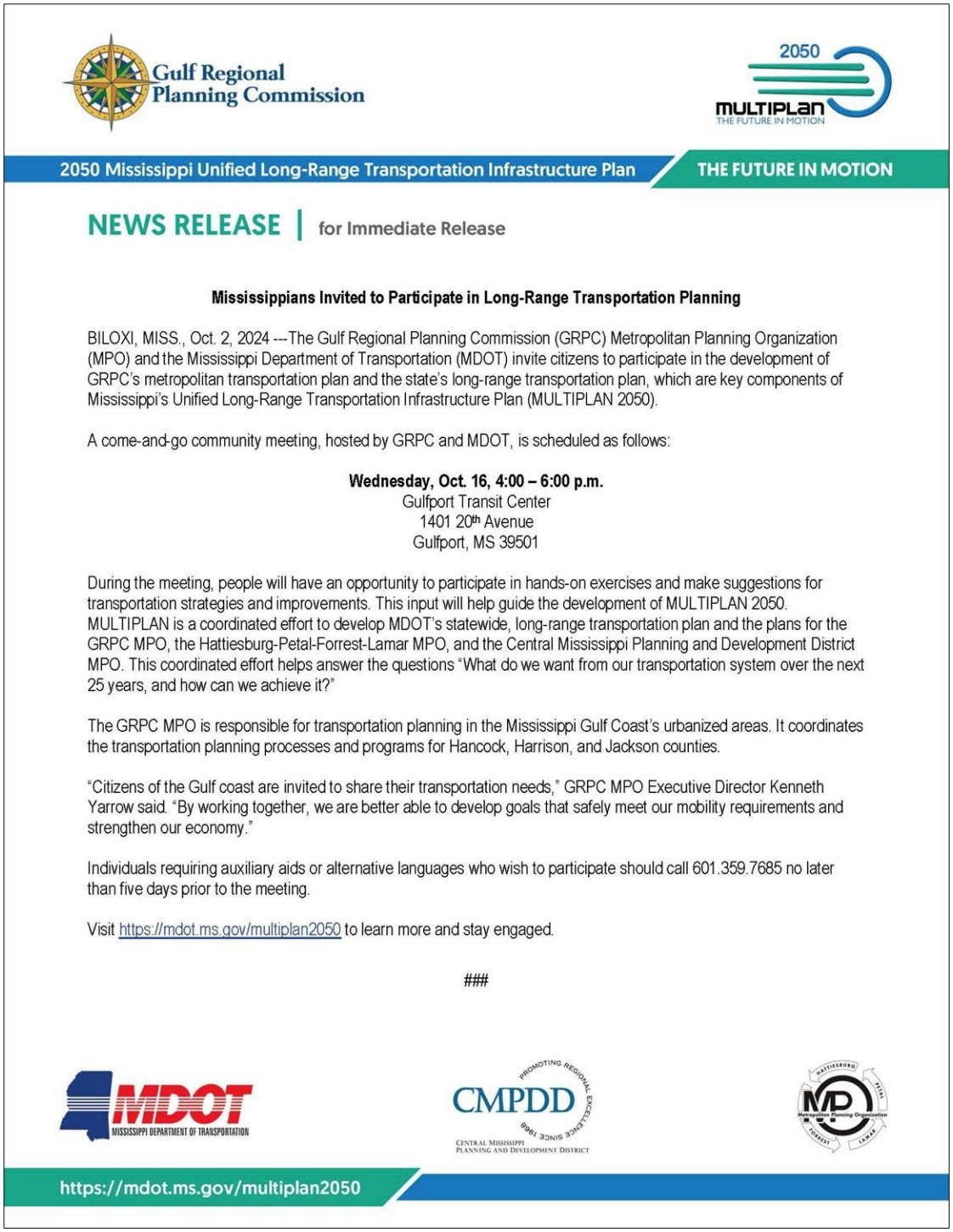
Commission Metropolitan Planning Organization's planning process. It is used to provide a vision and direction for future transportation resources and investments.

For more information, visit Long Range Transportation Plan | Gulf Regional Planning Commission or contact GRPC at 228.864.1167 or kyarrow@grpc.com.



GRPC MPO | 1635-G Popps Ferry Road | Biloxi, MS 39532 US

*News Release*



Gulf Regional Planning Commission

2050 MULTIPLAN THE FUTURE IN MOTION

2050 Mississippi Unified Long-Range Transportation Infrastructure Plan | THE FUTURE IN MOTION

**NEWS RELEASE** | for Immediate Release

**Mississippians Invited to Participate in Long-Range Transportation Planning**

BILOXI, MISS., Oct. 2, 2024 ---The Gulf Regional Planning Commission (GRPC) Metropolitan Planning Organization (MPO) and the Mississippi Department of Transportation (MDOT) invite citizens to participate in the development of GRPC's metropolitan transportation plan and the state's long-range transportation plan, which are key components of Mississippi's Unified Long-Range Transportation Infrastructure Plan (MULTIPLAN 2050).

A come-and-go community meeting, hosted by GRPC and MDOT, is scheduled as follows:

**Wednesday, Oct. 16, 4:00 – 6:00 p.m.**
Gulfport Transit Center
1401 20th Avenue
Gulfport, MS 39501

During the meeting, people will have an opportunity to participate in hands-on exercises and make suggestions for transportation strategies and improvements. This input will help guide the development of MULTIPLAN 2050. MULTIPLAN is a coordinated effort to develop MDOT's statewide, long-range transportation plan and the plans for the GRPC MPO, the Hattiesburg-Petal-Forrest-Lamar MPO, and the Central Mississippi Planning and Development District MPO. This coordinated effort helps answer the questions "What do we want from our transportation system over the next 25 years, and how can we achieve it?"

The GRPC MPO 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.

"Citizens of the Gulf coast are invited to share their transportation needs," GRPC MPO Executive Director Kenneth Yarrow said. "By working together, we are better able to develop goals that safely meet our mobility requirements and strengthen our economy."

Individuals requiring auxiliary aids or alternative languages who wish to participate should call 601.359.7685 no later than five days prior to the meeting.

Visit https://mdot.ms.gov/multiplan2050 to learn more and stay engaged.

###

MDOT Mississippi Department of Transportation

CMPDD Promoting Regional Excellence Since 1968 — Central Mississippi Planning and Development District

Hattiesburg Petal Forrest Lamar Metropolitan Planning Organization

https://mdot.ms.gov/multiplan2050

*Display Ad*


2050
MULTIPLAN
THE FUTURE IN MOTION
Mississippi's Unified Long-Range Transportation Infrastructure Plan Public Meetings
MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
Gulf Regional Planning Commission
The Gulf Regional Planning Commission (GRPC) Metropolitan Planning Organization (MPO) and the Mississippi Department of Transportation (MDOT) invite you to participate in the development of GRPC's metropolitan transportation plan and the state's long-range transportation plan, which are key components of Mississippi's Unified Long-Range Transportation Infrastructure Plan (MULTIPLAN 2050).
Join the conversation and let planners know your transportation needs:
Wednesday, Oct. 16, 4 - 6 pm
Gulfport Transit Center
1401 20th Avenue
Gulfport, MS
During the come-and-go community meeting, people will have opportunities to participate in hands-on exercises and make suggestions for transportation strategies and improvements. Interested individuals may also leave comments or ask questions by emailing planning@mdot.ms.gov.
Public input helps guide the development of MULTIPLAN 2050, which is a coordinated effort to develop MDOT's statewide long-range transportation plan and the plans for the GRPC MPO, the Central Mississippi Planning and Development District MPO, and the Hattiesburg-Petal-Forrest-Lamar MPO.
This coordinated effort helps answer the questions "What do we want from our transportation system over the next 25 years, and how can we achieve it?"
Individuals requiring auxiliary aids or alternative languages who wish to participate should call 601.359.7685 no later than five days prior to the meeting.
Visit https://mdot.ms.gov/multiplan2050 to learn more and stay engaged.

*Text Message*

# PUBLIC RESULTS

## MULTIPLAN/Beyond Communication
## Take Action - Transportation Surveys
## Insights Brief - 11/10/24

### OVERVIEW

- On behalf of MULTIPLAN/Beyond Communication, our texting program reached out to **79,435** Mississippi residents so their voices can be heard about transportation needs in their communities!
    - The Hattiesburg campaign reached **49,086** folks and generated a higher than average **6.86%** click through rate with **3,367** folks checking out the link to the survey. On similar campaigns, click rates tend to vary between 1% and 3%.
    - The Gulf Coast campaign reached **30,349** folks and generated a higher than average **9.58%** click through rate with **2,908** folks checking out the link to the survey.
- Full response data can be found **here**. You now own this data and can use it for your outreach going forward.

### SCRIPTS

**HATTIESBURG**

Did you miss the transportation planning community meeting? There's still time to let us know your needs. Take our short survey and help guide long-range transportation planning for Hattiesburg's urbanized areas. {individualLink}
Reply stop to end

**GULF COAST**

You still have time! Take this short survey and help guide long-range transportation planning for the MS Gulf Coast urbanized areas. {individualLink}
Reply stop to end

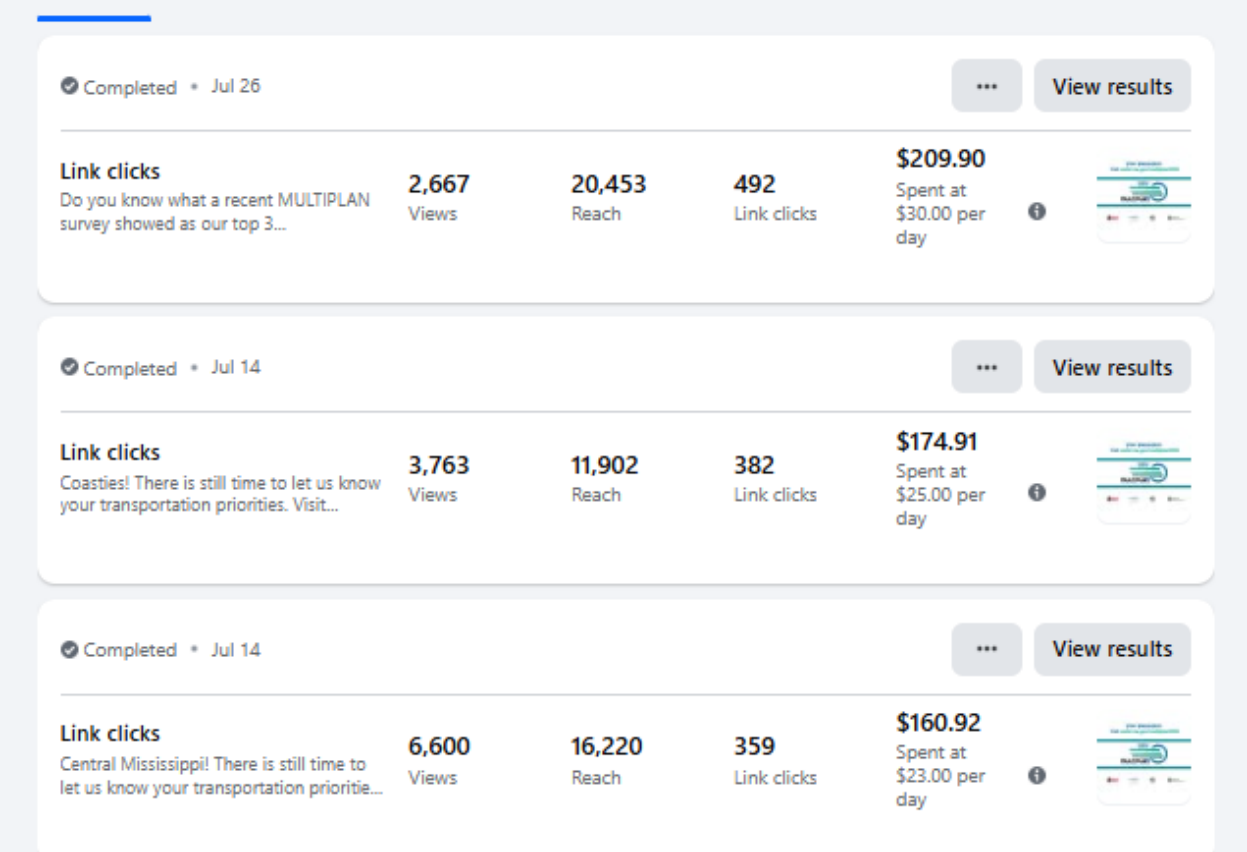
### CAMPAIGN OVERVIEW

| SUMMARY | | | | | |
|---|---|---|---|---|---|
| Campaign | Unique Contacts | Unique Clicks | Click Rate | Opt Out Rate | Opt Outs |
| Hattiesburg | 49,086 | 3,367 | **6.86%** | 2,520 | **5.13%** |
| Gulf Coast | 30,349 | 2,908 | **9.58%** | 698 | **2.30%** |
| TOTAL | 79,435 | 6,275 | **7.90%** | 3,218 | **4.05%** |

# Appendix B: Phase 2 Public and Stakeholder Outreach Documentation

## Social Media Statistics

| | | | | | |
|---|---|---|---|---|---|
| Completed • Jul 14 | | | | | View results |
| **Link clicks**<br>Hattiesburg-Petal-Forest-Lamar: You still have time! There is still time to let us... | **3,459**<br>Views | **8,080**<br>Reach | **232**<br>Link clicks | **$111.91**<br>Spent at $16.00 per day |  |
| Completed • Jul 7 | | | | | View results |
| **Link clicks**<br>Hattiesburg, Forrest, Petal and Lamar! Prioritize your transportation needs! To... | **3,661**<br>Views | **7,664**<br>Reach | **231**<br>Link clicks | **$97.76**<br>Spent at $14.00 per day |  |
| Completed • Jul 7 | | | | | View results |
| **Link clicks**<br>Central Mississippi! Prioritize your transportation needs! To continue... | **1,853**<br>Views | **10,795**<br>Reach | **206**<br>Link clicks | **$83.86**<br>Spent at $12.00 per day |  |
| Completed • Jul 7 | | | | | View results |
| **Link clicks**<br>Hey, Coasties! Prioritize your transportation needs! To continue... | **2,686**<br>Views | **13,673**<br>Reach | **239**<br>Link clicks | **$104.85**<br>Spent at $15.00 per day |  |
| Completed • Jun 7 | | | | | View results |
| **Link clicks**<br>There's a whole lotta driving' going on! Be involved! Visit... | **3,674**<br>Views | **11,968**<br>Reach | **192**<br>Link clicks | **$95.95**<br>Spent at $12.00 per day |  |
| Completed • May 28 | | | | | View results |
| **Link clicks**<br>Planning for the Future! | **1,743**<br>Views | **15,471**<br>Reach | **324**<br>Link clicks | **$107.94**<br>Spent at $12.00 per day |  |


Completed • Jul 26
View results
Link clicks
Do you know what a recent MULTIPLAN survey showed as our top 3...
2,667
Views
20,453
Reach
492
Link clicks
$209.90
Spent at $30.00 per day
Completed • Jul 14
View results
Link clicks
Coasties! There is still time to let us know your transportation priorities. Visit...
3,763
Views
11,902
Reach
382
Link clicks
$174.91
Spent at $25.00 per day
Completed • Jul 14
View results
Link clicks
Central Mississippi! There is still time to let us know your transportation prioritie...
6,600
Views
16,220
Reach
359
Link clicks
$160.92
Spent at $23.00 per day

## Insights

PUBLIC RESULTS

# Multiplan
# Resources - Multiplan Transportation Survey - Gulf Coast - Wave 1
# Insights Brief - 7/18/25

### OVERVIEW

- On behalf of Multiplan, our texting program reached **26,045** Gulf Coast residents to inquire about their transportation needs!
- We generated a much higher-than-average **8.11%** click through rate with **2,112** folks checking out the survey link! On similar campaigns, click rates tend to vary between 1% and 3%.
- Full data can be found **here**. You now own this data and can use it for your outreach going forward.

### SCRIPTS

Hey Coasties! There's still time to let us know your transportation priorities, but we need to act fast - our survey closes Monday. Help develop our future transportation system at:
{individualLink}
-Multiplan/CN,
Stop to end

### CAMPAIGN OVERVIEW

| SUMMARY | | | | |
|---|---|---|---|---|
| Unique Contacts | Unique Clicks | Click Rate | Opt Outs | Opt Out Rate |
| 26,045 | 2,112 | **8.11%** | 385 | **1.48%** |

**Questions? christophermagallona@publicresults.us**

# Appendix C: Phase 3 Public and Stakeholder Outreach Documentation

## Event Photos

## Meeting Displays

## Public /Stakeholder Comments

# Appendix D: Project Factsheets