Gulf Regional Planning Commission

2050
Metropolitan Transportation Plan
GRPC MPO

Main Report

November 2025

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Reserved for adoption resolution.

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This document was prepared and published by the Gulf Regional Planning Commission (GRPC) Metropolitan Planning Organization (MPO), in coordination with and funded through Mississippi's Unified Long-Range Transportation Infrastructure Plan (MULTIPLAN) 2050 update, and was developed in cooperation with:

- U.S. Department of Transportation (USDOT)
- Federal Transit Administration (FTA)
- Federal Highway Administration (FHWA)
- Mississippi Department of Transportation (MDOT)
- Local City and County Government Agencies

It is the policy of the GRPC MPO not to exclude, deny, or discriminate on the basis of race, color, national origin, ethnicity, immigration status, sex, gender, gender identity and expression, sexual orientation, age, religion, veteran status, familial or marital status, disability, medical or genetic condition, or any other characteristic protected under applicable federal or state law in its hiring or employment practices, or in its admission to, access to, or operations of its programs, services, or activities.

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.

Note: The photographs used in this document are for illustrative purposes only.

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1.0 The MPO and the Metropolitan Transportation Plan

The ***2050 Metropolitan Transportation Plan*** (MTP) serves as the long-range transportation plan for the Gulf Regional Planning Commission (GRPC) Metropolitan Planning Organization (MPO) planning area. As such, it establishes long-term goals, objectives, and transportation priorities over the next 25 years. The MTP is updated every five years to reflect new trends and priorities, incorporate new funding assumptions, and maintain compliance with Federal Regulations.

Considerations within the MTP include travel on roads, rail, transit systems, pedestrian/bicycle trails, airports, and waterways, helping to ensure that expanding and diverse transportation networks are supported with a multi-modal planning approach.

The GRPC serves as the MPO for the urbanized areas, and areas anticipated to be urbanized by the Year 2050, of Gulfport-Biloxi and Pascagoula-Moss Point. This includes the entirety of Hancock, Harrison, and Jackson Counties, shown in **Figure 1**.

WHAT IS AN MPO?

An **MPO** is a federally mandated transportation policy-making body made up of representatives from local governments and transportation agencies who have authority and responsibility within their respective MPA.

With the passage of the Federal-Aid Highway Act of 1962, Congress made metropolitan transportation planning a condition for the receipt of federal funds for transportation projects in urban areas with a population of 50,000 or greater.

Organizational Structure and Committees

Two bodies shape the decision-making process of the MPO, the Policy Committee and the Technical Committee.

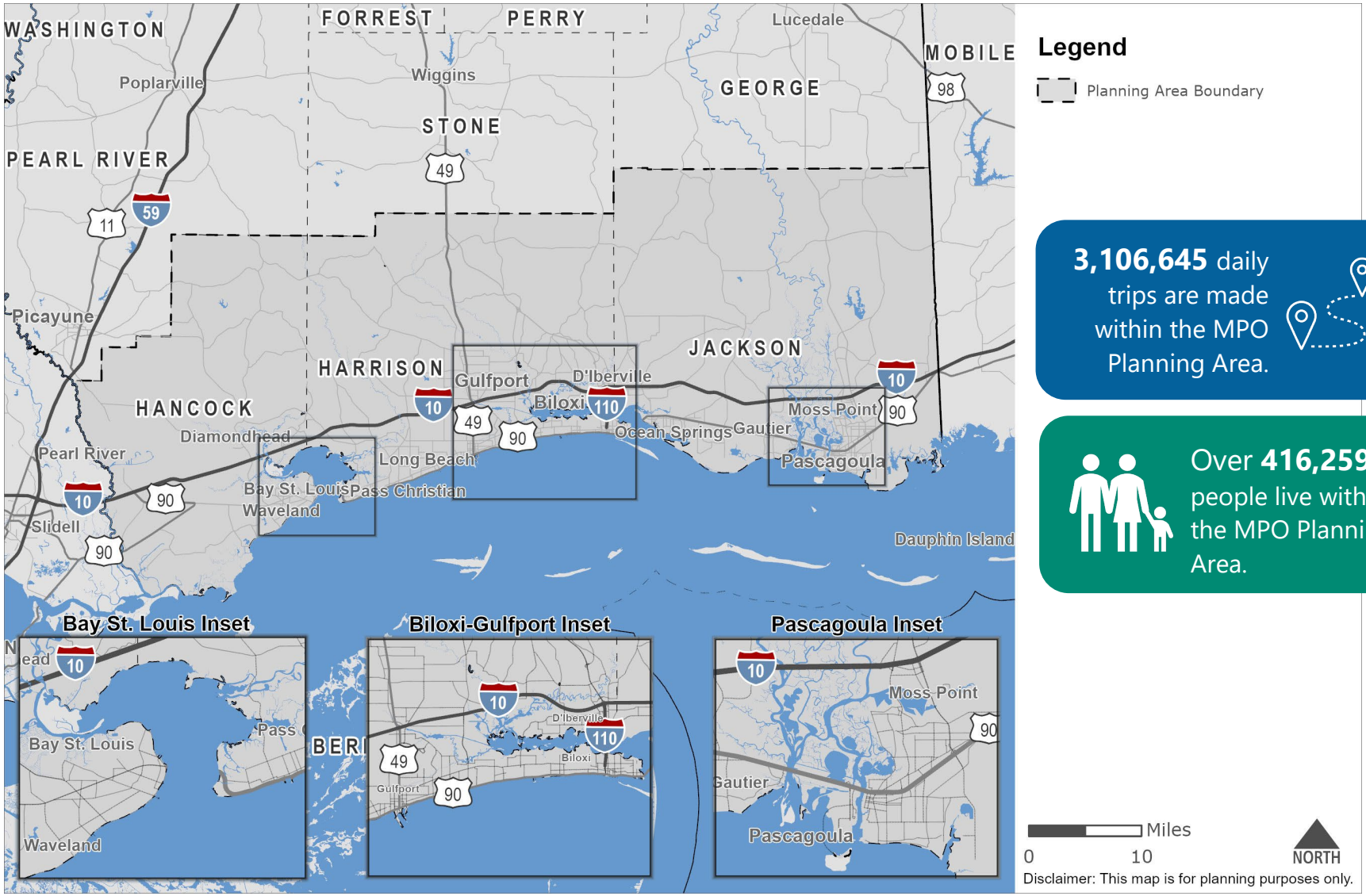
THE POLICY COMMITTEE

The Policy Committee is responsible for developing policies and reviewing transportation planning activities in the Gulfport-Biloxi Urbanized Area. These items include, but are not limited to the MTP, TIP, Unified Planning Work Program (UPWP), and the Public Participation Plan (PPP).

THE TECHNICAL COMMITTEE

The Technical Committee makes recommendations to the MPO regarding plans, programs, and transportation documentation. The committee is comprised of municipalities, counties, MDOT, FHWA, FTA, and other selected transportation interests.

Figure 1: Metropolitan Transportation Plan 2050 MPO Planning Area



1.1 A Long-Range Plan for the Region's Multimodal Transportation System

The Metropolitan Transportation Plan builds from previous planning efforts and grows from the foundation set in the previous MTP. To ensure the plan aligns and considers the goals and progress of partner agencies, GRPC coordinated with MDOT, local jurisdictions, and multiple federal, state, and local agencies throughout the planning process. Plans identified and reviewed during the plan development include the:

The Metropolitan Transportation Plan consists of seven technical reports that provide additional detail on the different aspects of the plan and its development. These are summarized below.

Analysis of the region's transportation infrastructure and details about the Metropolitan Transportation Plan development are discussed in the following Technical Reports:

1. **Transportation Modeling and Forecasting** – Updates to the model's inputs and forecast data
2. **State of Current System** – Inventory and assessment of the existing infrastructure
3. **Transportation Performance Management** – Existing performance targets and regional performance
4. **Needs Assessment** – Discussion of anticipated growth and analysis of existing and future needs
5. **Plan Development** – Review of public outreach, forecast funding, project prioritization, and selection of MTP projects
6. **Congestion Management Process** – Updates the region's Congestion Management Process based on plan results
7. **Federal Compliance Checklist** – Review of federal requirements and MTP compliance

1.2 What Guides the Metropolitan Transportation Plan?

Federal law requires each MPO to prepare and update a fiscally constrained long-range Metropolitan Transportation Plan. This is done in accordance with ten planning factors required by federal legislation, which are listed to the right.

1.3 Metropolitan Transportation Plan Revisions

Periodically, as needs and conditions change, it becomes necessary to revise the MTP. Information on how the MPO defines the situations and procedures for when an amendment or administrative modification would be appropriate can be obtained from the MPO.

Federal legislation requires the MTP to consider
10 PLANNING FACTORS:


Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency


Increase the safety of the transportation system for motorized and non-motorized users


Increase the security of the transportation system for motorized and non-motorized users


Increase accessibility and mobility of people and freight


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


Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

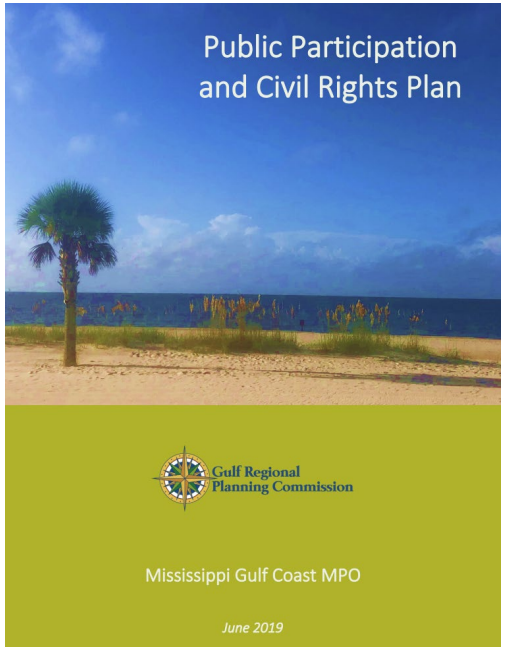

Promote efficient system management and operation


Emphasize the preservation of the existing transportation system


Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation


Enhance travel and tourism

1.4 Community Inclusion



The MPO's Public Participation Plan (PPP) specifies the way the MPO prevents discrimination and accommodates these populations and is available from the MPO.

Additionally, federal legislation and executive orders provide a layer of protection against discrimination. Details on how the plan addressed community inclusion, such as with the public input phase, can be found in *Technical Report #5: Plan Development*.

Federal legislation and Executive Orders prohibit discrimination and/or exclusion from participation in any program or activity receiving federal financial assistance based on:

- Race
- Color
- National Origin
- Disability
- Income
- Limited-English Proficiency


GULFPORT
BUS ONLY

2.0 Planning Process and Outreach

2.1 Metropolitan Transportation Plan Planning Process

The primary purpose of metropolitan transportation planning is to ensure transportation planning in urbanized areas is executed to meet federal requirements and incorporate a Continuous, Cooperative, and Comprehensive (3-C) planning process with key participants and stakeholders. As a result, long-range transportation plans:

1. Are based on the most current information
2. Reflect regional needs and priorities that are consistent with those of the state
3. Considers all modes of transportation
4. Are consistent with other planning efforts

2.2 Outreach and Engagement

Development of the Metropolitan Transportation Plan was guided by input from the general public, stakeholders, and MPO partners. These groups provided important insight into local and regional transportation concerns and priorities.

An overview of engagement results is included in **Section 2.3** and a detailed summary of the outreach process is discussed in *Technical Report #5: Plan Development*.

2.3 Establishing Transportation Priorities

During the outreach phase, multiple in-person and virtual opportunities were held to gather public input. This was done across three rounds of engagement, each with their own goals for engagement.

The first round, in addition to requesting input, focused on public education and information efforts. The second built from the first and requested input to better clarify transportation concerns and potential solutions. The third and final round provided the draft plan for review and input.

Federal regulations combined with input from the public, stakeholders, and MPO partners helped to establish the transportation priorities. A summary of engagement and results from each round is included in the following pages.

Round 1 of outreach occurred at the beginning of plan development, and key findings from this round helped guide the planning process. In-person and virtual events were used to inform and encourage the public to take a survey and provide feedback. Survey elements included short answer identification of challenges and solutions, a goal ranking exercise, and a budget allocation exercise.

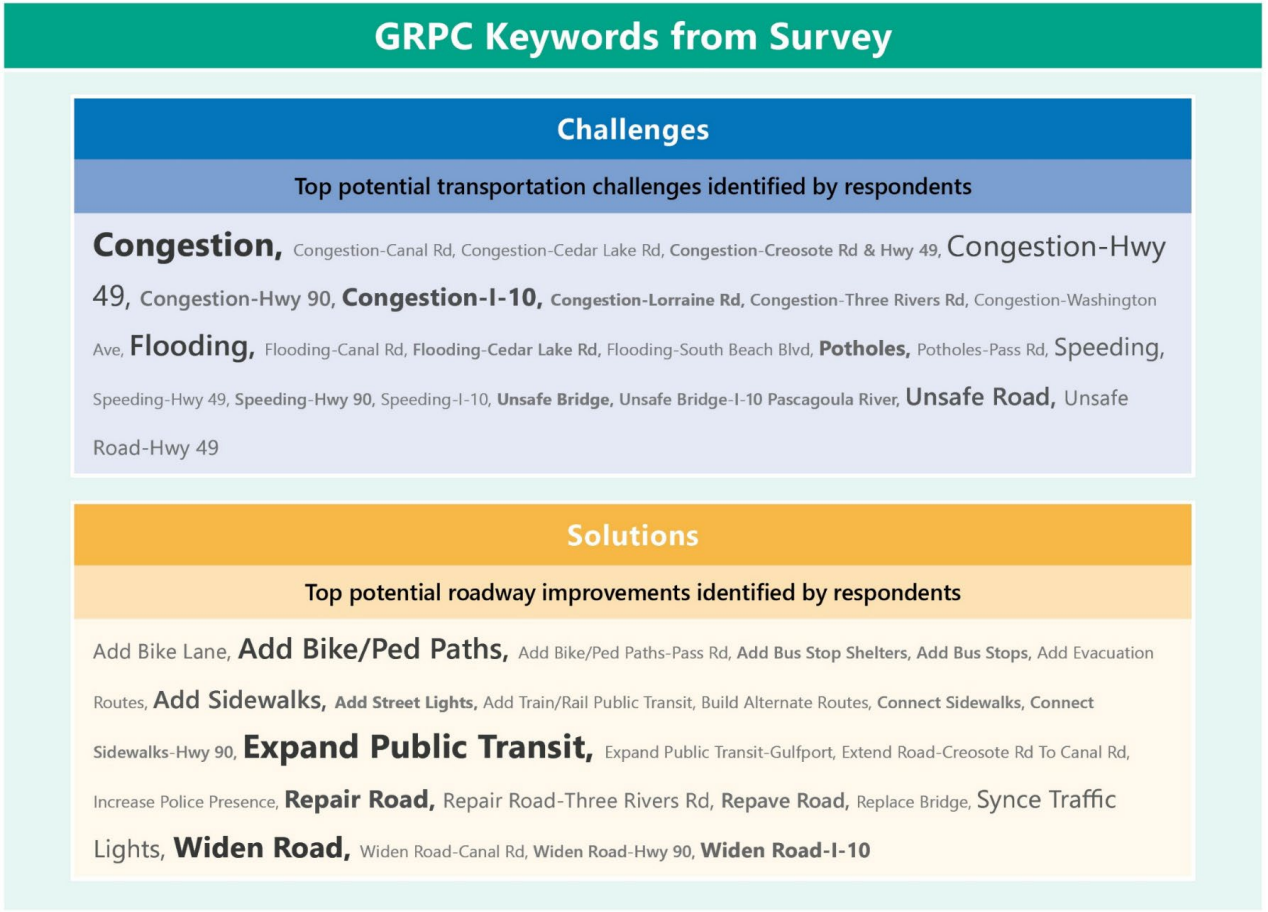
The short-answer question allowed for the identification of commonly used words, or keywords, from both the challenges and solutions responses. The identification of these keywords allows for a general overview of public sentiment on what are the most common transportation challenges that need to be addressed, and what potential solutions the public may support.

Challenges Keywords

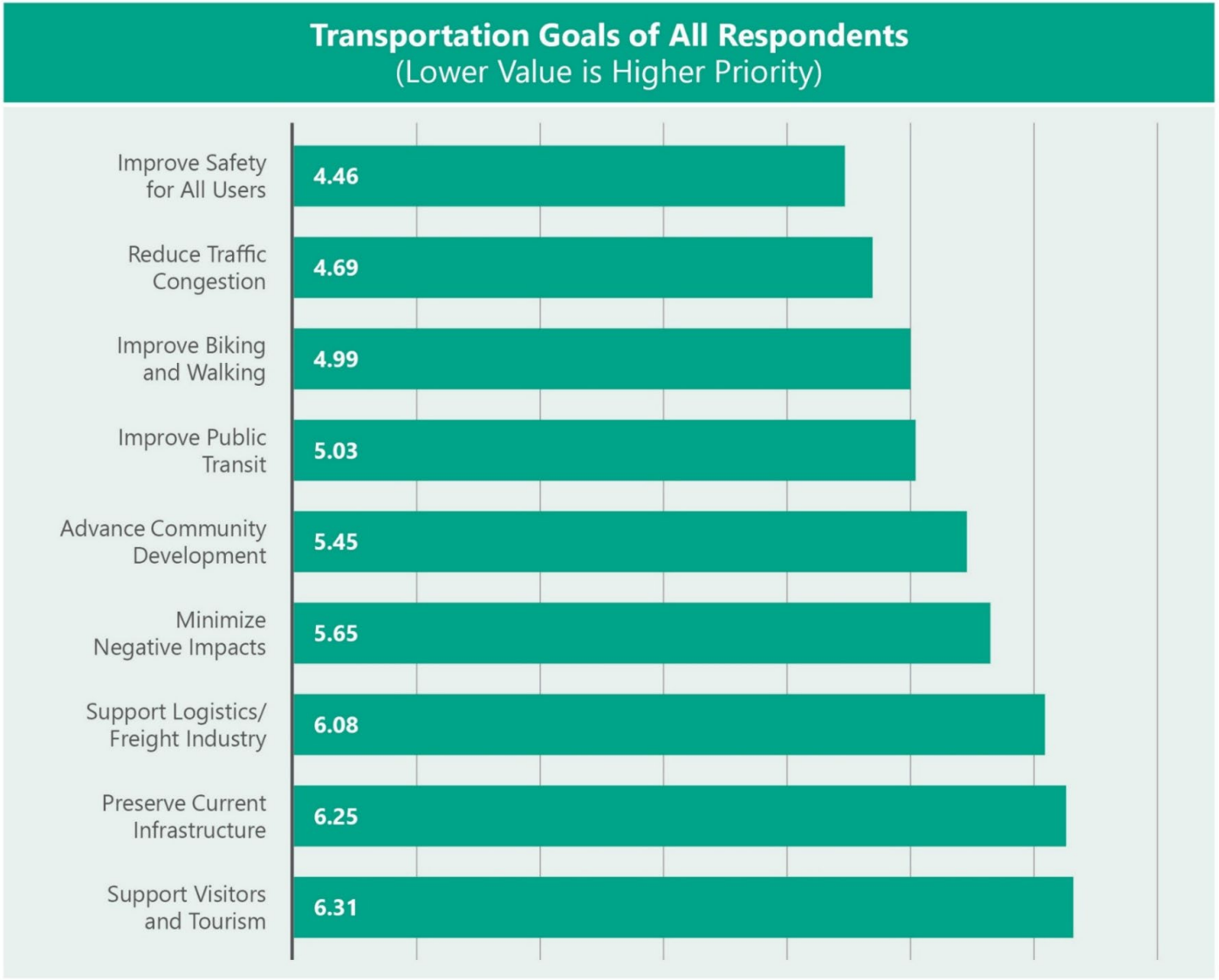
- congestion (general)
- congestion-hwy
- flooding
- unsafe roads

Solutions Keywords

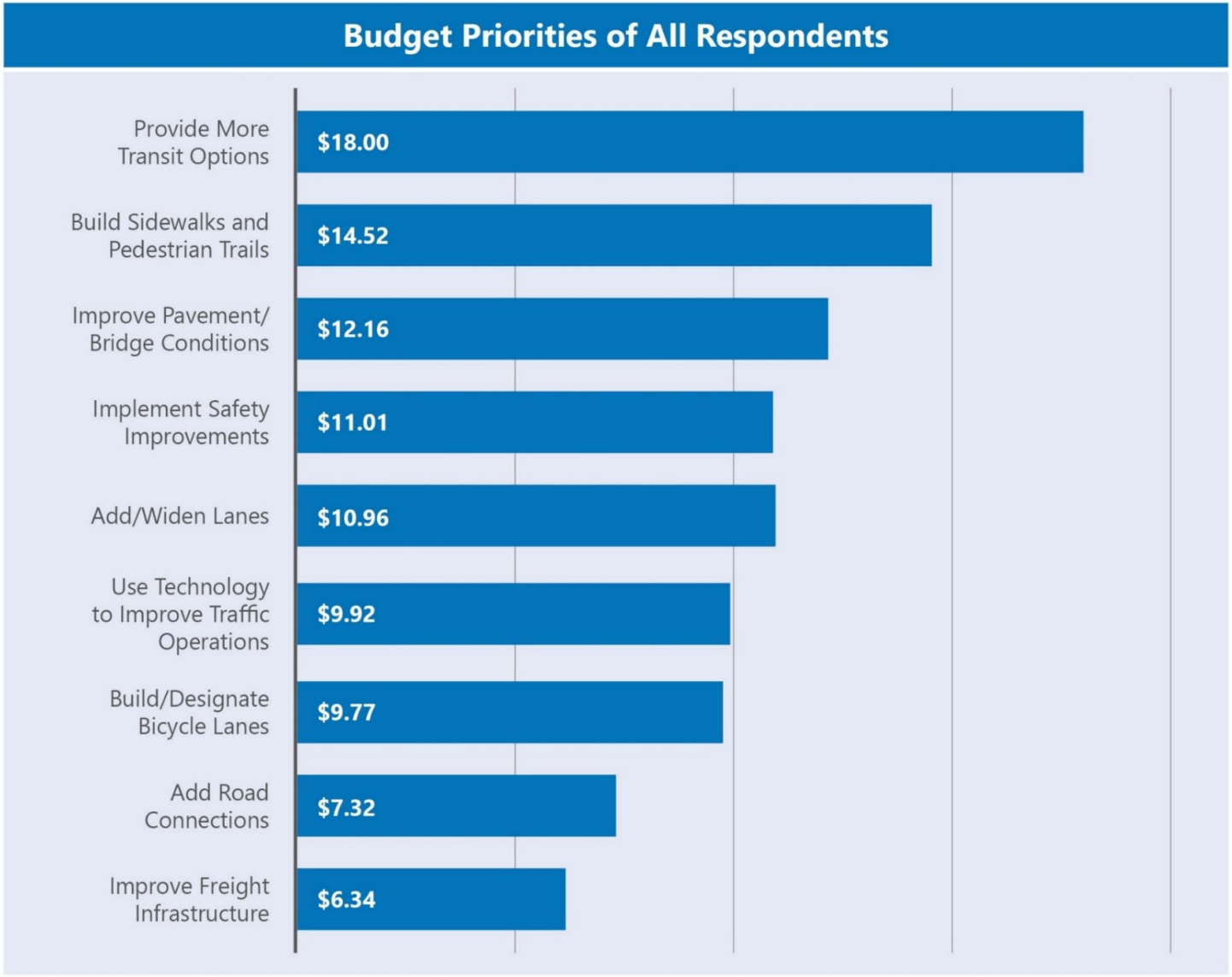
- expand public transit
- widen road (general)
- add bike/ped paths
- repair roads



When asked to rank transportation goal priorities, survey participants identified improvements in safety for all users, reducing roadway congestion, and improving walking and biking as the highest priorities within the region.

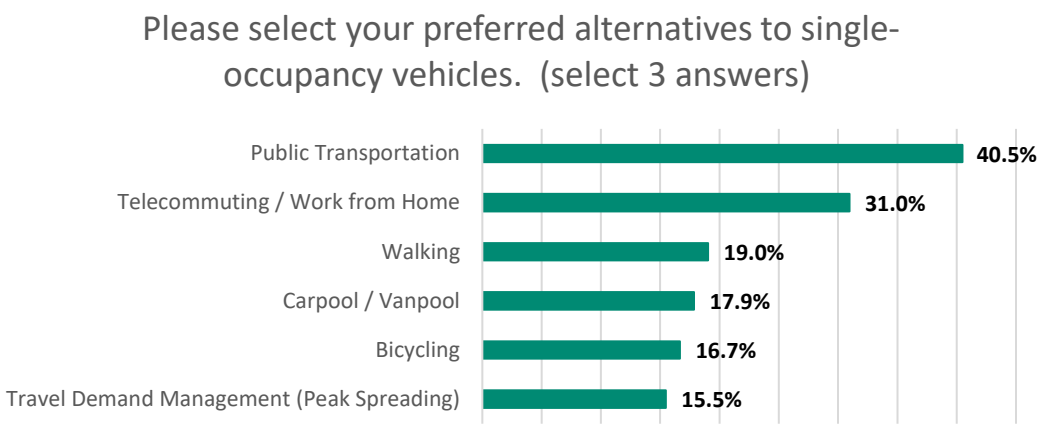


When asked to budget priorities, participants allocated the most budget to providing more public transit options, followed by building more sidewalks and pedestrian trails and improving pavement and bridge conditions.



Round 2 of community engagement focused on building off the first round of engagement results and encouraged the public to review and provide input on transportation strategies to reduce congestion.

Survey respondents identified their top non-single occupancy vehicle strategies as public transportation, followed by expanded telecommuting.



Round 3 of the community engagement phase focused on informing the public about the draft plan and receiving final input. In-person outreach events were held at the following locations:

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

Public input was collected in-person via comment card or virtually through email. Overall, the comments collected provided support for or requested improvements to public transit, ADA infrastructure, walkway lighting, and pedestrian and bikeway facilities. Additional results and details from the public outreach activities are described in *Technical Report #5: Plan Development*.

3.0 Plan Vision, Goals, and Objectives Statements

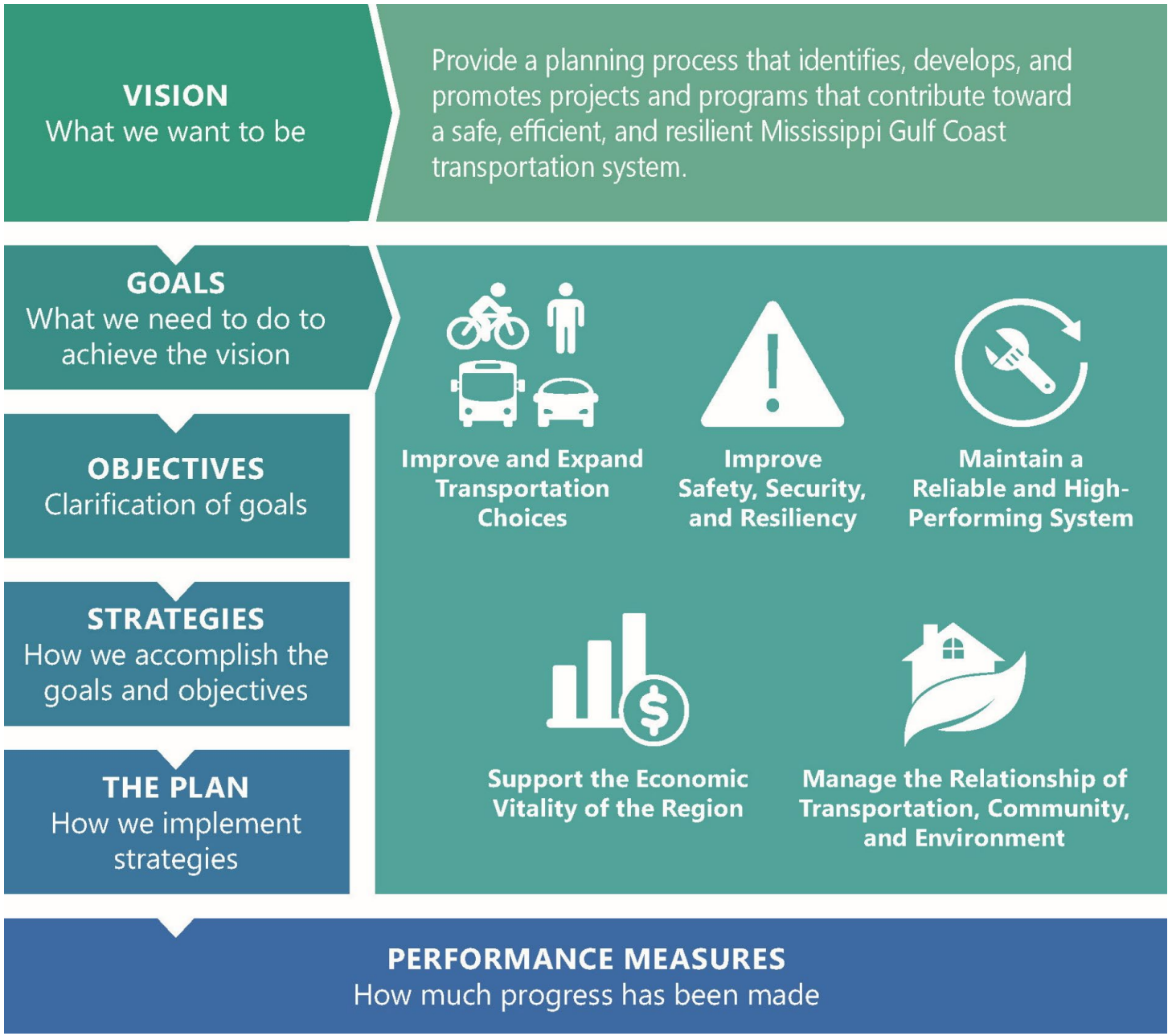
The following statements were crafted to provide guidance throughout plan development and support the region's future transportation system. These goals are consistent with previous plan updates and directly align with federal planning factors. The plan's strategic framework, goals and objectives, and their relationship to the national planning goals are discussed in *Technical Report #5: Plan Development*.

3.1 Goals and Objectives

During this process, five goals and their respective objectives were identified to help support the overarching transportation vision of the MPO planning region. The goals include:

1. Improve and Expand Transportation Choices
2. Improve Safety, Security, and Resiliency
3. Maintain a Reliable and High-Performing Transportation System
4. Support the Economic Vitality of the Region
5. Manage the Relationship of Transportation, Community, and Environment

Objectives for each, which were used to help determine if a project was consistent with planning area vision and goals, are detailed in the following pages.


VISION
What we want to be
Provide a planning process that identifies, develops, and promotes projects and programs that contribute toward a safe, efficient, and resilient Mississippi Gulf Coast transportation system.
GOALS
What we need to do to achieve the vision
OBJECTIVES
Clarification of goals
STRATEGIES
How we accomplish the goals and objectives
THE PLAN
How we implement strategies
Improve and Expand Transportation Choices
Improve Safety, Security, and Resiliency
Maintain a Reliable and High-Performing System
Support the Economic Vitality of the Region
Manage the Relationship of Transportation, Community, and Environment
PERFORMANCE MEASURES
How much progress has been made

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.

4.0 Transportation Investment Needs

High-quality and well-connected multi-modal transportation systems are vital to support the region's growing economy and vibrant communities. Sustained investments to these systems help promote the safe and efficient travel for all users, whether they are local residents, commuting workers, or visiting tourists.

Although preserving, modernizing, and expanding transportation infrastructure requires significant investment, it is necessary to consistently meet the changing needs presented by population and economic growth. Further discussed in *Technical Report #2: State of Current Systems*, the system's inventory and demand is briefly shown in the multimodal system snapshot, which can be seen on the following pages.

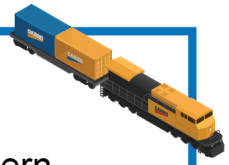
Key Benefits of Transportation Investment

- Safer travel
- Shorter and more reliable travel times
- Increased accessibility
- Expanded access to jobs
- Improved quality of life
- Enhanced economic competitiveness

4.1 A Multimodal System Snapshot

The following graphics and illustrations provide an overview of the multimodal system within the MPO planning area. This includes information on the different types of transportation infrastructure, how much each are used, and, generally, their performance or condition.

Railroads



2 TIER I RAILROADS, Kansas City Southern & Canadian Northern

Aviation

3 PUBLIC USE AIRPORTS

Ports

4 PORT FACILITIES providing valuable connections to national and international markets: Port Bienville, Port of Gulfport, Biloxi Port Division, Port of Pascagoula

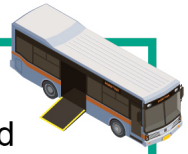
Highways

Over **1372 CENTERLINE MILES** of roadway functionally classified as Collector or higher in the MPO planning area

Bike & Pedestrian

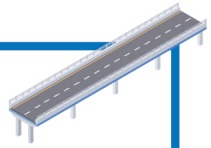
Network consists of approximately **394 MILES** of pedestrian and bicycle facilities

Transit



An average ridership of around **525,126 passenger trips** annually

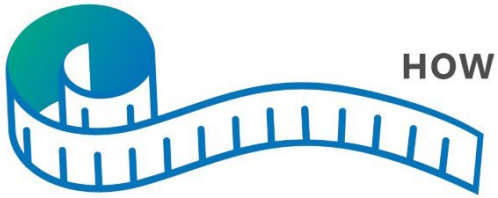
Bridges



Over **660 BRIDGES** within, or bordering, the MPO planning area

	MPA	UNITED STATES
DRIVE ALONE	84%	72%
CARPOOL	9%	9%
PUBLIC TRANSPORTATION	0%	4%
WALK	2%	2%
WORK AT HOME	5%	12%
OTHER	2%	2%

Source: *American Community Survey 2022 5-Year Estimates*



HOW DOES THE REGION'S TRANSPORTATION MEASURE UP?

Roadway Safety

71.6 FATALITIES per year | **467.6** SERIOUS INJURIES per year

Bicyclist/Pedestrian Safety

59.8 FATALITIES or SERIOUS INJURIES among non-motorized users per year

Transit Safety

0.0 FATALITIES | **7.8** INJURIES among transit users per year

Transit Condition

0% of buses exceed their USEFUL LIFE BENCHMARK (ULB)

Interstate Pavements

75.7% of interstate pavements are in GOOD condition

0.0% of interstate pavements are in POOR condition

Non-Interstate NHS Pavements

13.5% of non-interstate pavements are in GOOD condition

18.6% of non-interstate pavements are in POOR condition

Bridge Quality

49.3% of bridges are in GOOD condition

0.0% of bridges are in POOR condition

Interstate Reliability

100% reliable Interstate routes

Roadway Reliability

97.4% reliable non-interstate NHS routes

Freight

Truck Travel Time Reliability Index on the Interstate is **1.30**

NHS - National Highway System

4.2 Growth Fueling Transportation Demand

Changing economic and population characteristics, energy regulations, environmental concerns, new technologies, and political transitions each impact trends in transportation, travel behavior, and revenue over time. The presence of people and their access to jobs, goods, and/or services, however, has most direct influence on transportation demand. Consequently, total population is usually a prime indicator of overall system use for a region.

Population

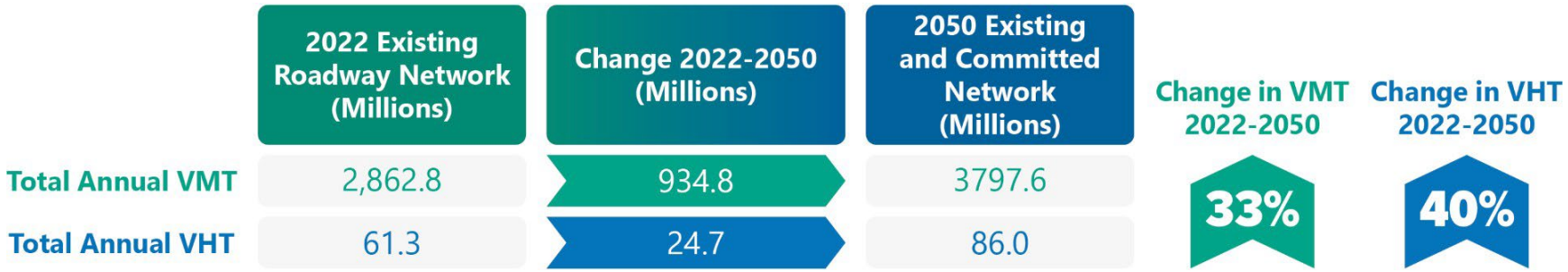
Population projections show that the MPO region and surrounding area will continue to grow from just over 398,479 residents in 2022 to just over 537,530 in 2050, a growth of approximately 139,051 additional people.

Economy

Between 2022 and 2050, the total number of employees is expected to increase from just under 170,636 in 2022 to just over 220,224 in 2050, a growth of approximately 49,588 employees.

Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT)

VMT measures the total number of miles traveled by all vehicles on the region's roadways. An increase in VMT represents an increase in either the number of vehicles travelling or length of chosen route, such as to avoid congestion. Increases in VMT over time are the result of population and employment growth, limited infrastructure improvements, and transportation policy changes. With only the anticipated additional projects that comprise the Existing + Committed (E+C) Transportation Network, VMT is expected to increase by 33 percent, while VHT is expected to increase by 40 percent. A deeper analysis of the changes to the roadway network is discussed in *Technical Report #4: Needs Assessment*.



Environmental Factors

Environmental factors can greatly impact transportation infrastructure and operations. Within the MPO planning area, natural events (flooding, high wind, wildfires, and drought) and infrastructure hazards (train derailment and hazardous materials incidents) were noted as posing a moderate or higher risk to the region. Mitigating these events requires maintaining existing infrastructure, so it can withstand deterioration, and providing alternative routes when roadway or bridge failure does occur. Additional information about these hazards can be found in *Technical Report #4: Needs Assessment*.

Urbanization of the Population

The evolving needs and wants of people, and where they wish to live or work, can increase the demand on transportation networks. Convenient access to destinations, such as housing, jobs, school, and social spaces can adds to this demand. A focus on higher density, especially mixed-use, development can help to address this. Higher population density promotes non-single occupancy vehicle trips, non-motorized, and cost-effective transit trips. Mixed use development allows for the development of non-residential community destinations, such as shops, restaurants, medical centers, grocery stores, and other similar facilities near where people live.

Global Policy and Transportation Investments

Global trade, which relies heavily on freight mobility, continues to grow through international trade agreements. In addition, technological advancements and unforeseen events like COVID-19 can significantly raise the demand for freight movement across the state.

5.0 Funding Availability

Transportation investments are necessary to maintain existing infrastructure, modernize and/or upgrade existing assets, and provide additional roadway capacity. Investment sources, their anticipated contribution to funding transportation projects, and the timeline of funding availability were identified.

To best match transportation funding to future multimodal transportation projects, the MPO used the anticipated funding data to prepare a staged anticipated funding list, shown in **Table 1**. This list informed the staged improvement program, detailed in **Chapter 6**.

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.

Table 1: Anticipated Revenues by Source and Transportation Improvement Program Stage

	Stage 1 (2025 – 2030)	Stage 2 (2031 – 2040)	Stage 1 (2041 – 2050)	Total Staged Program
New Construction	$7,189,900	$39,295,480	$47,900,971	$94,386,351
Capacity (add lanes)	$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 (bike-ped)	$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**

* Includes Stage 1 TIP and STIP funding for Fiscal Constraint

6.0 Staged Improvement Program

The staged improvement program includes the identified capital and maintenance transportation projects that best address the needs of the region which can be implemented within the anticipated available funding. This allows for the region's priorities to be addressed in line with budgetary and financial constraints. *Technical Report #5: Plan Development* describes project development, cost estimates, prioritization, and implementation.

6.1 Roadway Capital and Maintenance Projects

The first projects planned for implementation are identified in the Existing and Committed Transportation Network. Projects not in this network were identified by member agencies and the general public for prioritized construction using the remaining funds forecasted to be available. All fiscally-constrained, prioritized projects are listed in **Table 2,** and the fiscally constrained capacity projects are shown in **Figure 2**.

Visionary projects, shown in **Table 3**, are unfunded or unprogrammed in the fiscally constrained list of projects. Although no funding was identified for visionary projects, these are included as identified projects in the case that additional funding does become available. The Metropolitan Transportation Plan's financial summary is displayed in **Table 4**.

Figure 2: Fiscally Constrained Capacity Projects

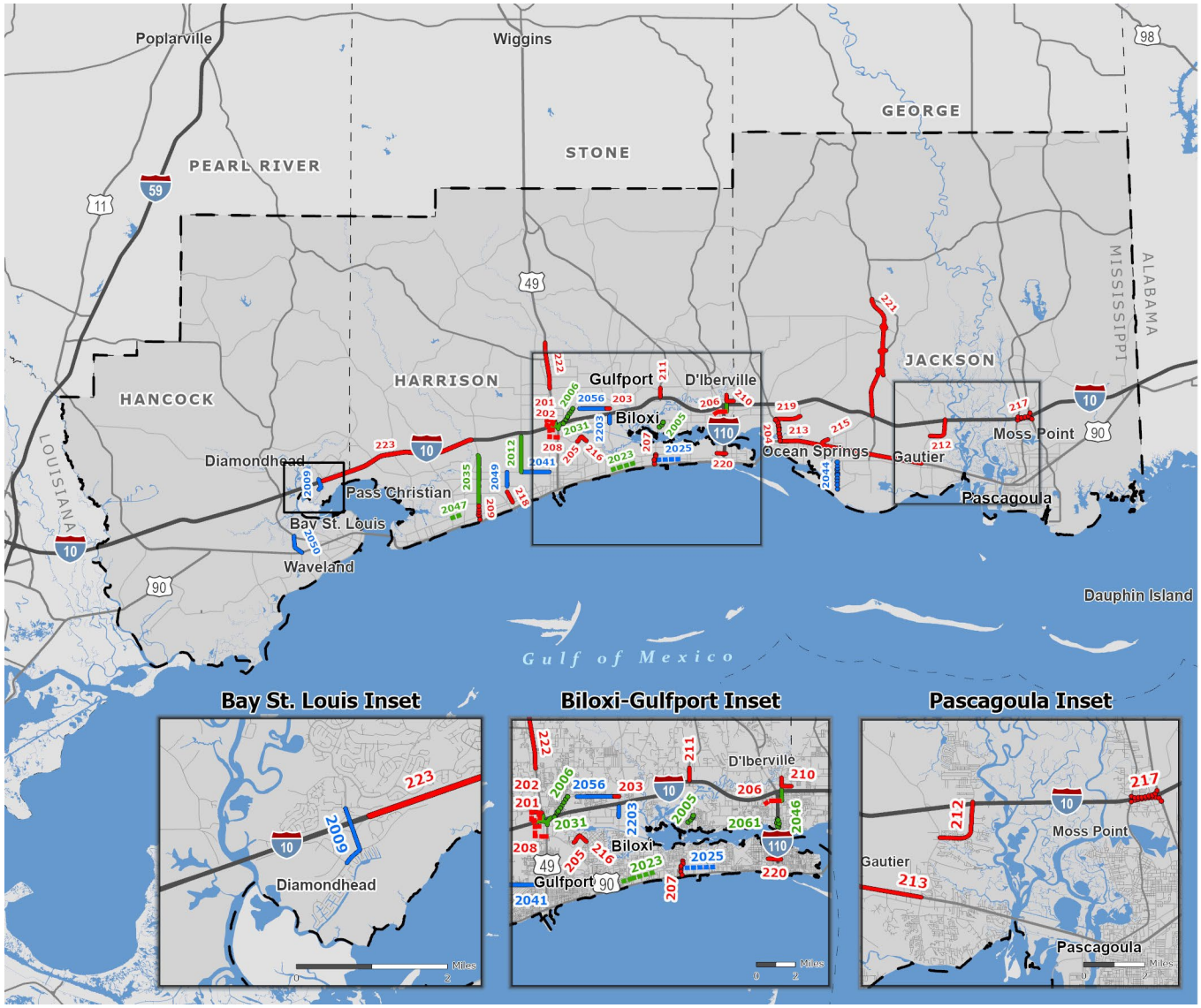


Table 2: Prioritized and Fiscally Constrained Project Listing

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

MTP_50 ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Stage / Tier	Program Stage (YOE) Cost	Funding Category
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
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)

MTP_50 ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Stage / Tier	Program Stage (YOE) Cost	Funding Category
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 3: Visionary Project Listing

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)

MTP_50 ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length	Jurisdiction	Funding Category
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

MTP_50 ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length	Jurisdiction	Funding Category
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.)
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)

MTP_50 ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length	Jurisdiction	Funding Category
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

MTP_50 ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length	Jurisdiction	Funding Category
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
2256	Klondyke Rd Ext	28th St to Canal Rd	New 2 Lane Roadway	$23,611,103	2.83	Long Beach	New Construction

Table 4: Metropolitan Transportation Plan Financial Summary

	Stage 1 (2025 – 2030 TIP)			Stage 2 (2031-2040)		
	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
Capacity (add lanes)*	$196,948,689	$197,329,369	$380,680	$49,915,513	$53,604,916	$3,689,403
Reconstruction	$0	$104,617	$104,617	$0	$590,005	$590,005
Intersection	$0	$31,341,061	$31,341,061	$28,942,946	$60,112,683	$31,169,737
Transportation Alternatives (bike-ped)	$0	$15,783,706	$15,783,706	$0	$39,781,899	$39,781,899
Other (Safety, ITS, signage, etc.)	$0	$34,932,389	$34,932,389	$0	$85,261,281	$85,261,281
Local	$380,680	$9,191,718	$8,811,038	$28,234,393	$37,185,079	$8,950,686
Total Capital Improvements	***$204,519,269***	***$295,872,760***	***$91,353,491***	***$141,171,964***	***$315,831,342***	***$174,659,378***
Transit	$0	$81,663,390	$81,663,390	$0	$121,130,568	$121,130,568
Total MTP	**$204,519,269**	**$377,536,150**	**$173,016,881**	**$141,171,964**	**$436,961,910**	**$295,789,947**

Table 4: Metropolitan Transportation Plan Financial Summary – Cont.

	Stage 3 (2041-2050)			Total Staged Program		
	Program Cost	**Revenue**	**Balance**	**Program Cost**	**Revenue**	**Balance**
New Construction	$41,562,305	$47,900,971	$41,562,305	$47,900,971	$41,562,305	$47,900,971
Capacity (add lanes)*	$60,249,559	$65,344,093	$60,249,559	$65,344,093	$60,249,559	$65,344,093
Reconstruction	$0	$719,212	$0	$719,212	$0	$719,212
Intersection	$40,779,250	$73,277,025	$40,779,250	$73,277,025	$40,779,250	$73,277,025
Transportation Alternatives (bike-ped)	$0	$48,493,913	$0	$48,493,913	$0	$48,493,913
Other (Safety, ITS, signage, etc.)	$0	$103,933,026	$0	$103,933,026	$0	$103,933,026
Local	$35,647,778	$45,328,404	$35,647,778	$45,328,404	$35,647,778	$45,328,404
Total Capital Improvements	***$178,238,892***	***$384,996,644***	***$178,238,892***	***$384,996,644***	***$178,238,892***	***$384,996,644***
Transit	$0	$147,657,487	$0	$147,657,487	$0	$147,657,487
Total MTP	**$178,238,892**	**$532,654,131**	**$178,238,892**	**$532,654,131**	**$178,238,892**	**$532,654,131**

6.2 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.

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.

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.

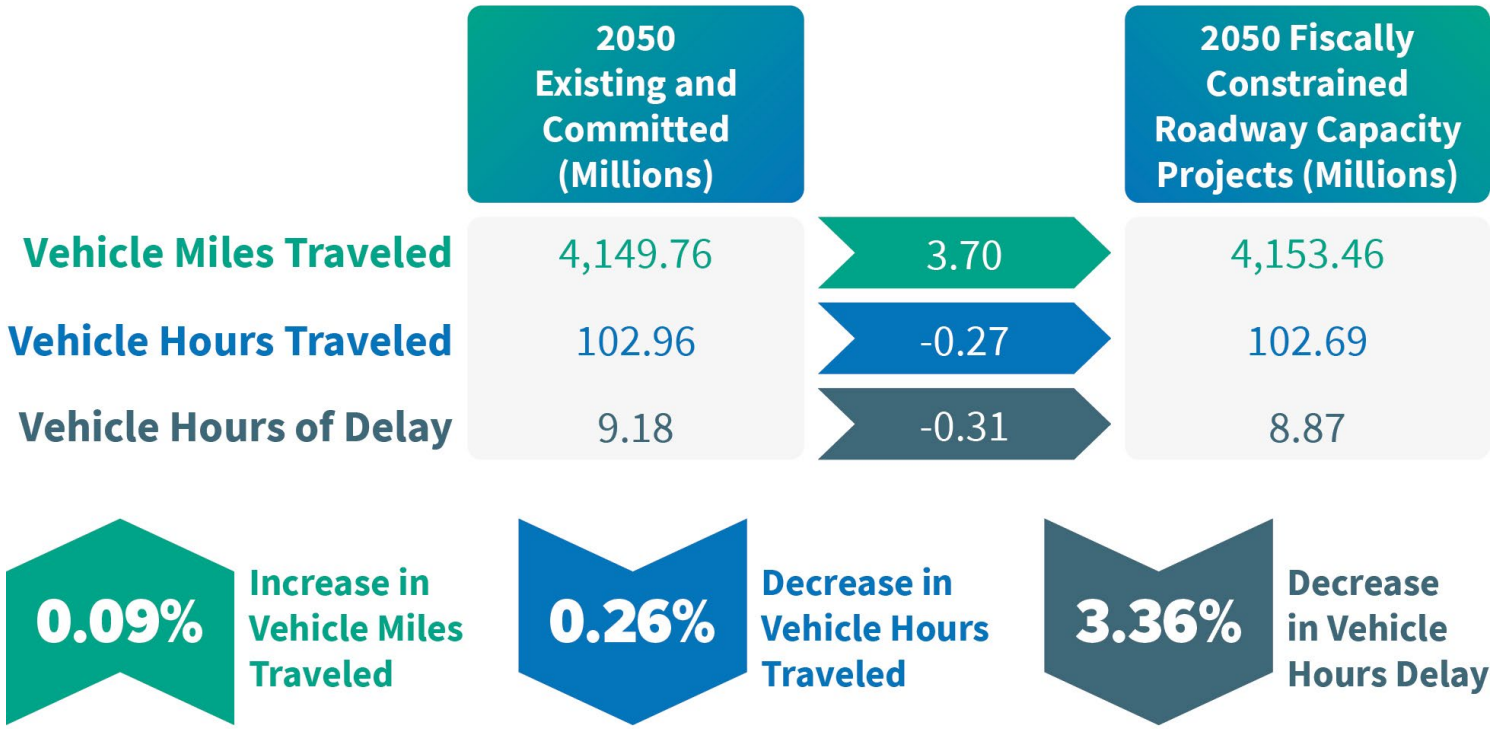

BEAU RIVAGE

7.0 Plan Performance and Summary

7.1 Staged Improvement Program Impacts

To understand the impact of the staged improvement program on the transportation network, annual measures of effectiveness were projected utilizing the anticipated growth and the implementation of the committed roadway projects. The results of this analysis indicate that vehicle miles traveled will increase by nearly 4 million miles between 2025 and 2050. This is anticipated to increase hours travelled by over 111,600, and hours delayed by over 20,500 hours by 2050.

By implementing the Staged Improvement Program, the MPO planning area could experience a reduction in the expected travel time and delay increases, as illustrated below, when compared to a network with no further improvements.



7.2 Environmental Screening

Environmental screening was conducted to determine what impacts, if any, identified transportation projects may have on the natural environment within the MPO region. These impacts are project-specific and depend on the type, scope, and location of the project. By considering environmental impacts in early stages of project planning and development, potential obstacles can be identified and avoided. Additionally, early coordination on project development can bolster inter-agency coordination, support expedited project delivery, and lead to more sustainable outcomes.

During Metropolitan Transportation Plan development, each project was screened for potential impacts to community resources. Projects which are likely to have a negative impact on the natural environment or community resources received fewer points during project prioritization. The number of projects that could potentially impact these resources is displayed in **Table 5**.

Table 5: Number Of Projects with Potential Direct Impacts by Resource Type

Resource Type	Projects with Potential Impacts
Wetlands	61
Airports	3
Park, Reserve, Public Land	4
State Park	2
Wildlife Management Area	0
National Register of Historic Places Property or District	8
Churches/Cemeteries	8
Critical Habitat	6
Superfund Sites	2
Communities	39

The MPO works with resource agencies when appropriate during the long-range planning and project development processes. As each project will vary in how it may impact environmentally sensitive areas, different mitigation measures will be selected as appropriate to address the project-specific impact type and severity of impact. Additional details regarding mitigation measures are included in *Technical Report #5: Plan Development*.


GULFPORT

MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

2050
MULTIPLAN
THE FUTURE IN MOTION

Part of the Mississippi Unified Long-Range Transportation Infrastructure Plan (MULTIPLAN), sponsored by the **Mississippi Department of Transportation**

Developed by

Neel-Schaffer
Beyond Communication, LLC
HNTB