



2050 Metropolitan Transportation Plan | GRPC MPO



Technical Report #5 **Plan Development**

November 2025

Prepared by:





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.

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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.

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

- Online input survey
- Digital communication resources
- Public outreach events
- 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 1708 25 th Ave., Gulfport
Oct. 16, 2024*	4:00 pm – 6:00 pm	Gulfport Transit Center 1401 20 th Avenue, Gulfport
Oct. 17, 2024	2:00 pm – 4:00 pm	Biloxi Public Library 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.

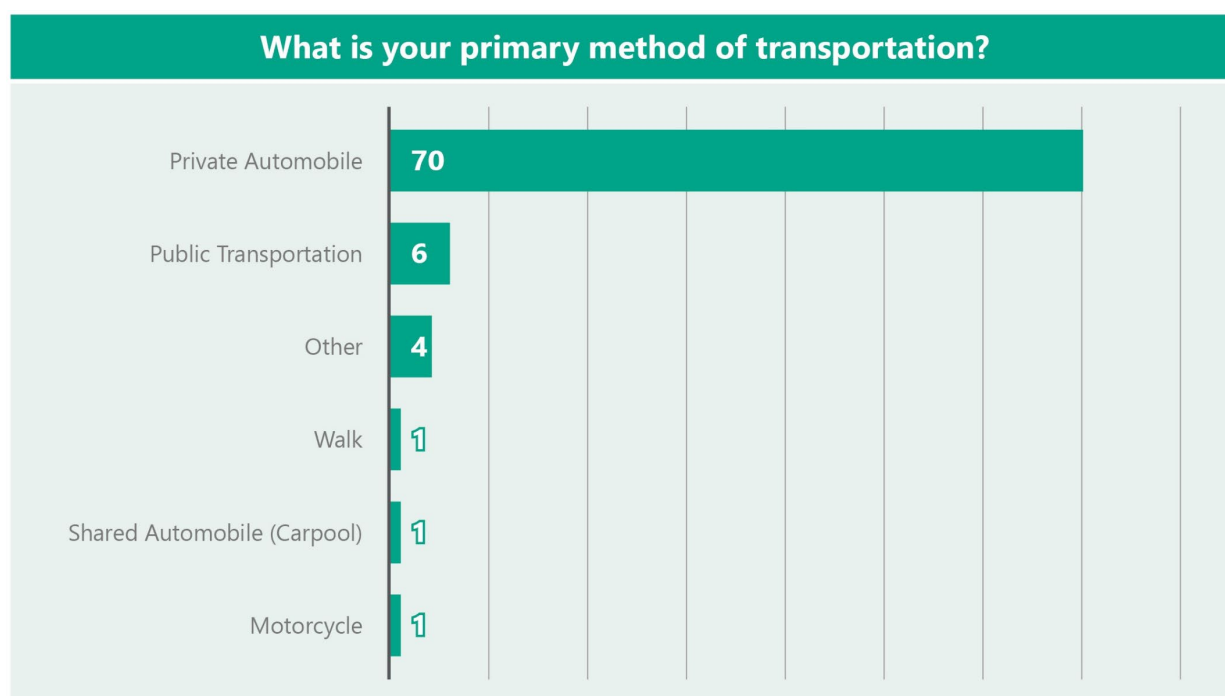
Round 1 Engagement Results

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**.

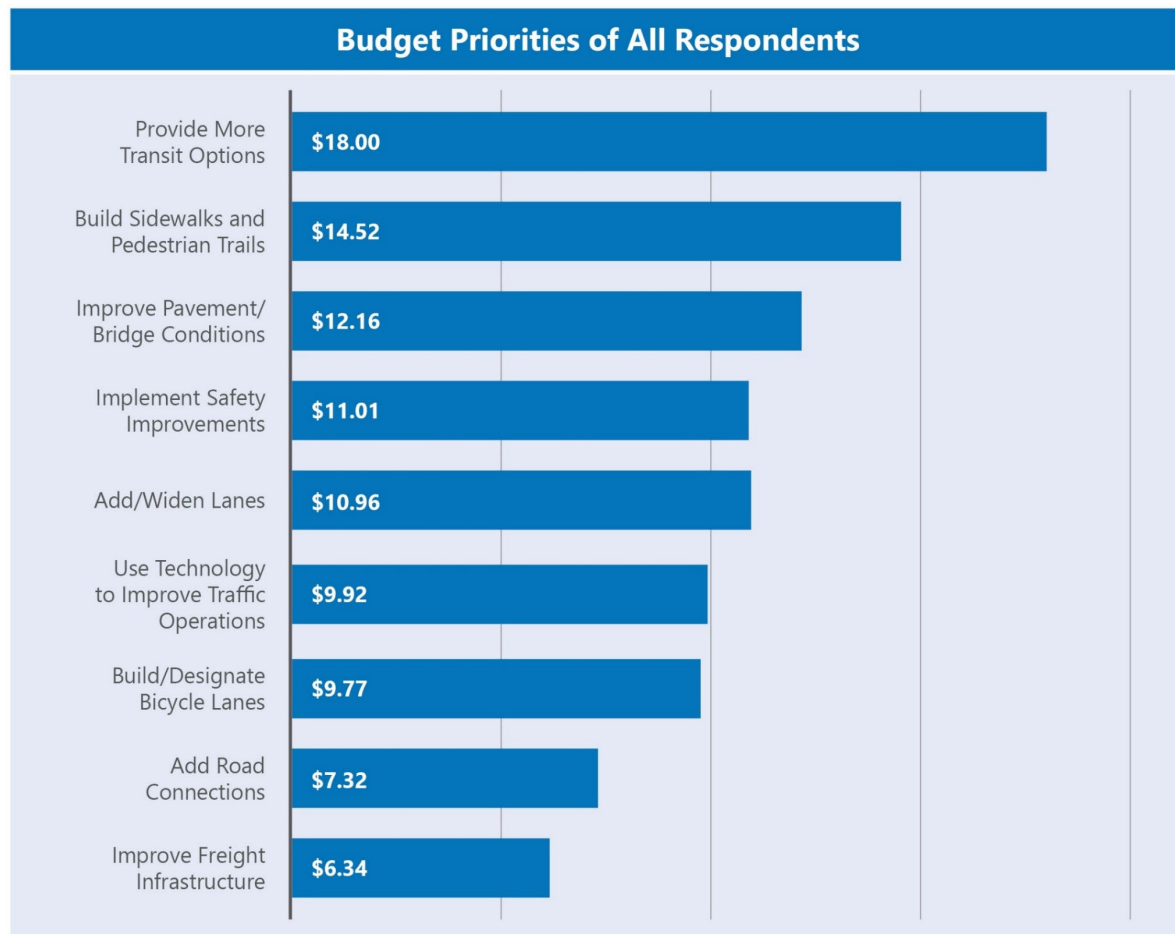
Figure 2.1: Primary Method of Transportation Results (Online Survey Only)



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.

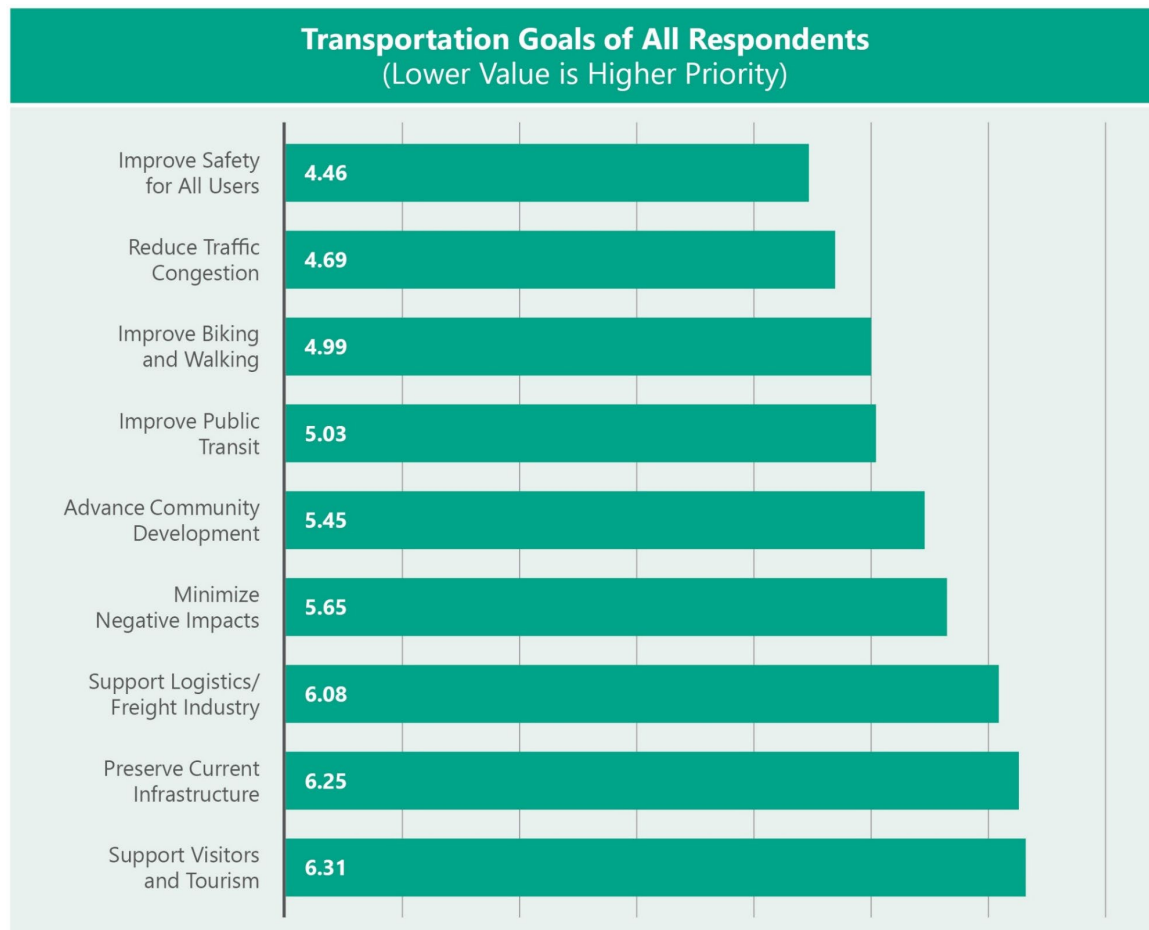
Figure 2.2: Transportation Budget Allocation Exercise Results



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.

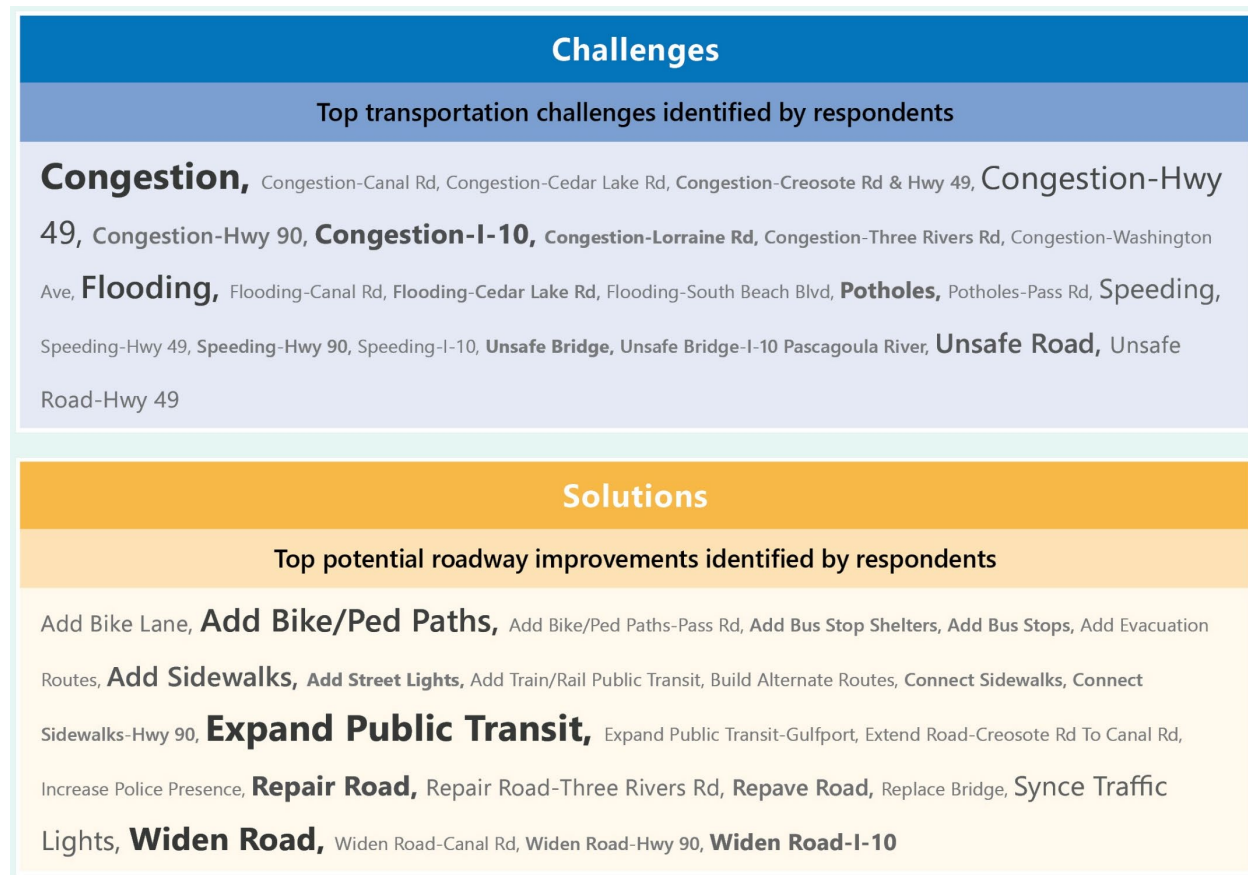
Figure 2.3: Transportation Goals Exercise Results



[*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

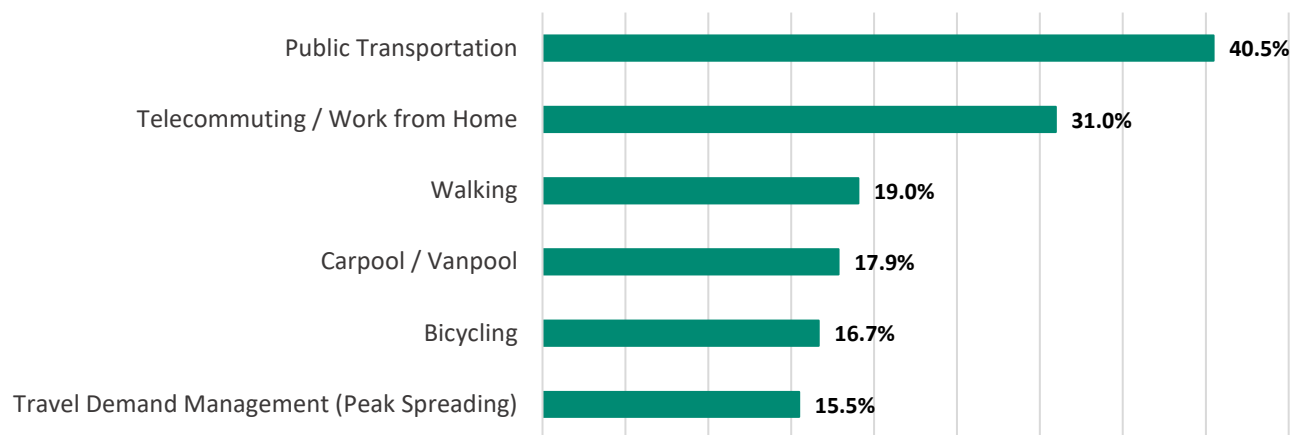
Requests for input were promoted through stakeholder email lists, social media posts, and a press release to local media included in **Appendix B**. Information from this round was used to determine the public sentiment on different improvements, which were then incorporated into the project prioritization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

During each in-person event, copies of the Main Report were available, and staff were present on-site to answer questions and receive public input. Display boards that summarized the plan development process and illustrated project locations were provided during the Public Meeting at the Gulfport Transit Station.



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The locations of the meetings and places where copies of the draft plan were made available are shown in **Table 2.2**. Photos of the events and related engagement documentation is located in **Appendix C**.

Table 2.2 Round 3 In-Person Outreach and Engagement Events

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

Round 3 Engagement Summary

Comments were received virtually through email or in-person via comment card. Overall, the majority of collected input reflected public support for intermodal enhancements, including:

- public transit availability
- walkway lighting
- ADA infrastructure
- additional pedestrian facilities

Other comments also suggested roadway improvements that included widening or turn lanes at specific locations, as well as an overall request to focus on roadway safety. In the case that a comment went beyond what could be addressed by the MTP, these were provided to the applicable agency or department, as appropriate.

Documentation of the comments received and summaries of the public event and meeting are available in **Appendix C**.

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 (4) Increase accessibility and mobility of people and freight (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight (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. 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.	NHS Travel Time Reliability > Percent of the person-miles traveled on the Interstate that are reliable > Percent of the person-miles traveled on the non-Interstate NHS that are reliable Freight Reliability > Truck Travel Time Reliability (TTTR) Index
(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 (7) Promote efficient system management and operation (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. 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.	Safety > Number of fatalities > Rate of fatalities > Number of serious injuries > Rate of serious injuries > 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 (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	Goal #3: Maintain a Reliable and High Performing a 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.	Bridge Conditions > Percentage of NHS bridges by deck area in Good condition > Percentage of NHS bridges by deck area in Poor condition Pavement Conditions > Percentage of Interstate pavements in Good condition > Percentage of Interstate pavements in Poor condition > Percentage of non-Interstate NHS pavements in Good condition > Percentage of non-Interstate NHS pavements in Poor condition Transit Asset Management > Percentage of revenue vehicles that exceed useful life benchmark > Percentage of non-revenue vehicles that exceed useful life benchmark > Percentage of facilities rated less than 3.0 on TERM Scale

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 (4) Increase accessibility and mobility of people and freight (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight (10) Enhance travel and tourism	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.	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 (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.) 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.	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.

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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 μ g/m ³	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	Primary	1 year	9 μ g/m ³	Annual mean, averaged over 3 years
	PM2.5 Secondary	1 year	15 μ g/m ³	Annual mean, averaged over 3 years
	Primary and Secondary	24 hours	35 μ g/m ³	98th percentile, averaged over 3 years
	PM10 Primary and Secondary	24 hours	150 μ g/m ³	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

μ g/m³ - micrograms 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 species². 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 County³:

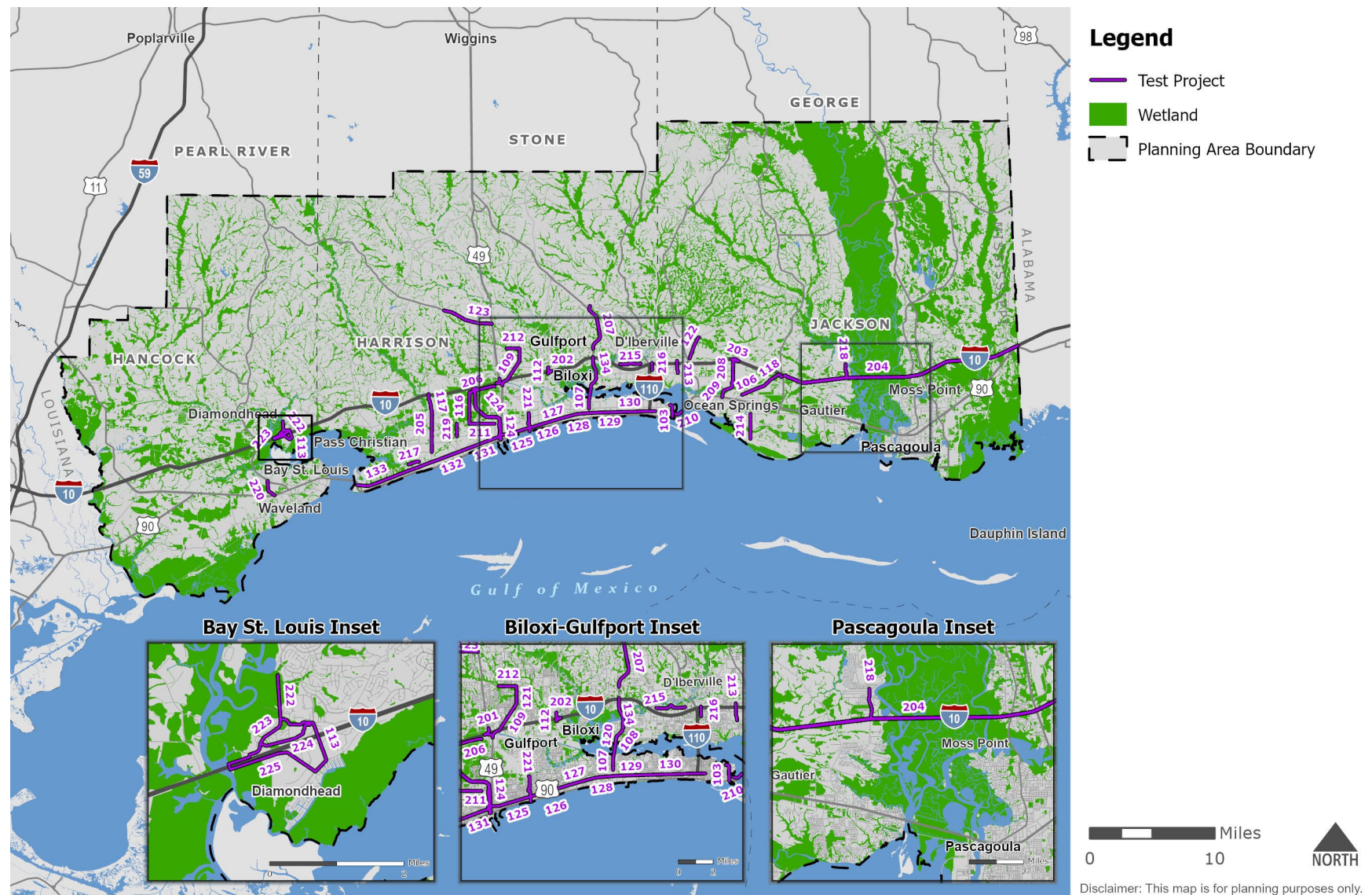
- Bayou Casotte
- Bayou La Terre
- Bernard Bayou
- Costapia Bayou
- Dead Tiger Creek
- Flat Branch
- Hickory Creek
- Palmer Creek
- Railroad Creek
- Tiger Creek
- Turtle Skin Creek
- Unnamed Tributaries*

*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.mdeg.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.

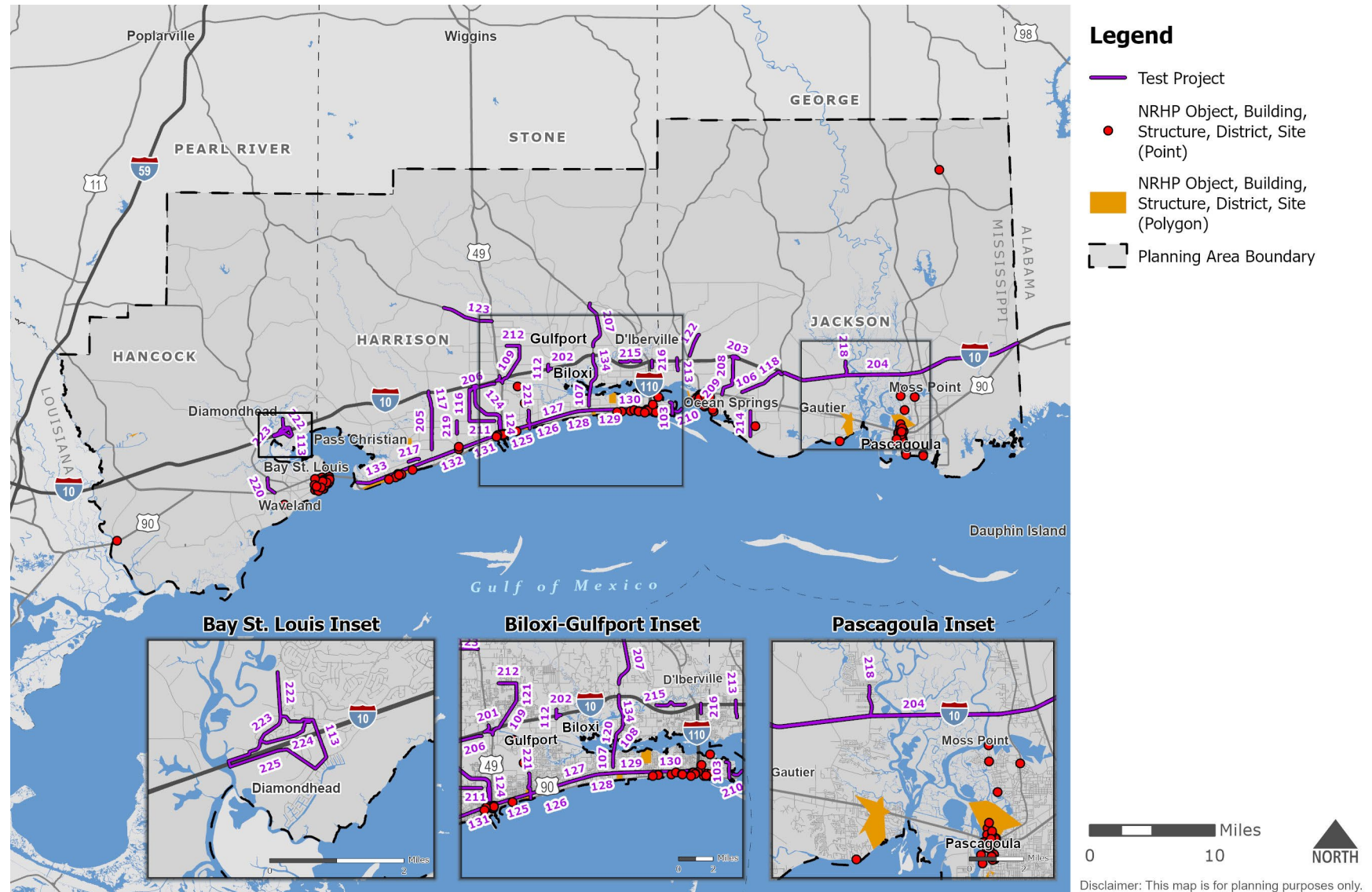
Districts, sites, buildings, structures, and/or objects that are listed in the NRHP, a include those that⁴:

- 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 \(U.S. National Park Service\) \(nps.gov\)](https://www.nps.gov/learn/management/how-to-list-a-property)

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 NPL⁵. 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 Solutions⁶.

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 \(dot.gov\)](https://www.fhwa.dot.gov/context/)

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.

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2050 Metropolitan Transportation Plan

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.

GRPC

2050 Metropolitan Transportation Plan

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

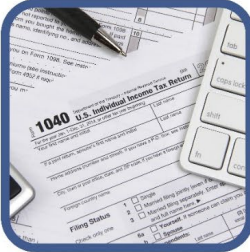
State and local funding sources may also be used for funding transportation improvements. **Figure 7.1** lists and provides a short overview of the most common sources of funding for transportation projects on the State and local levels.

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 5307⁷, 5310⁸, and 5311⁹. 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 website¹⁰.

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**.

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/>

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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

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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

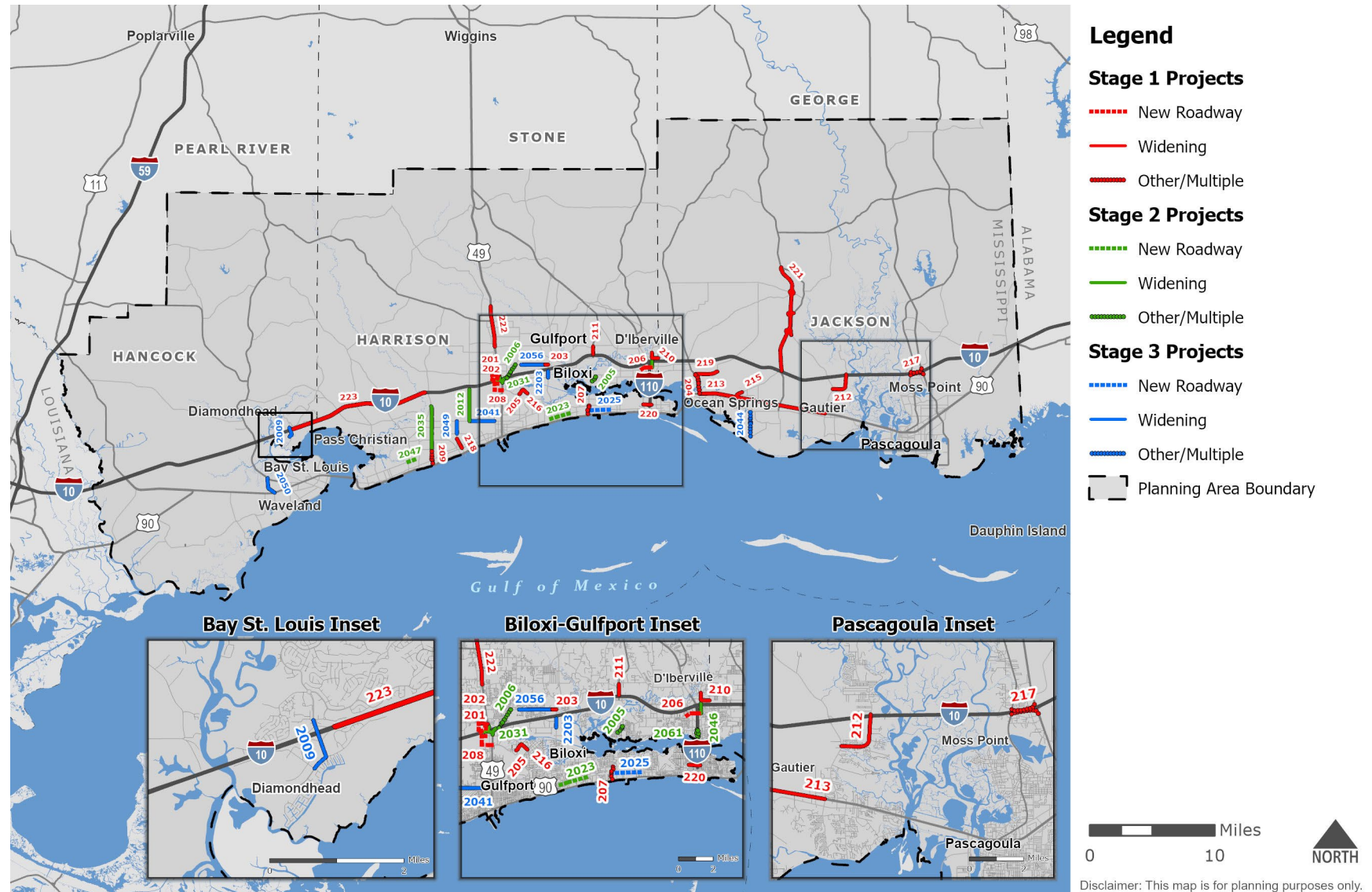
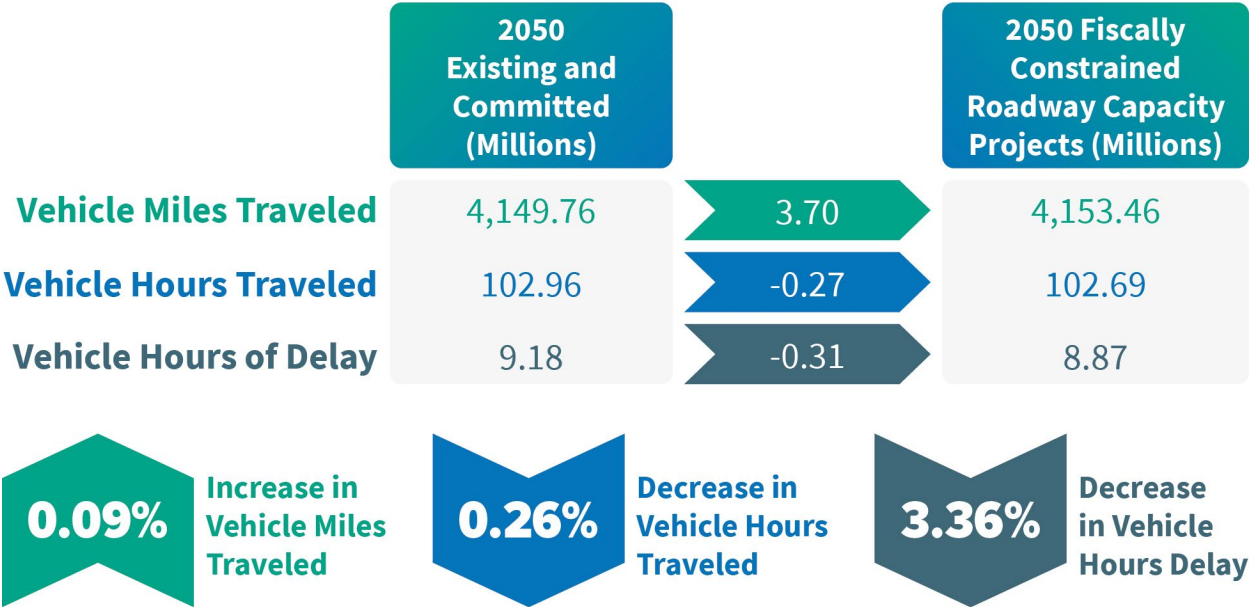


Figure 8.2: Staged Improvement Program Performance



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 Popp's 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.)

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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
2256	Klondyke Rd Ext	28th St to Canal Rd	New 2 Lane Roadway	\$23,611,103	2.83	Long Beach	New Construction

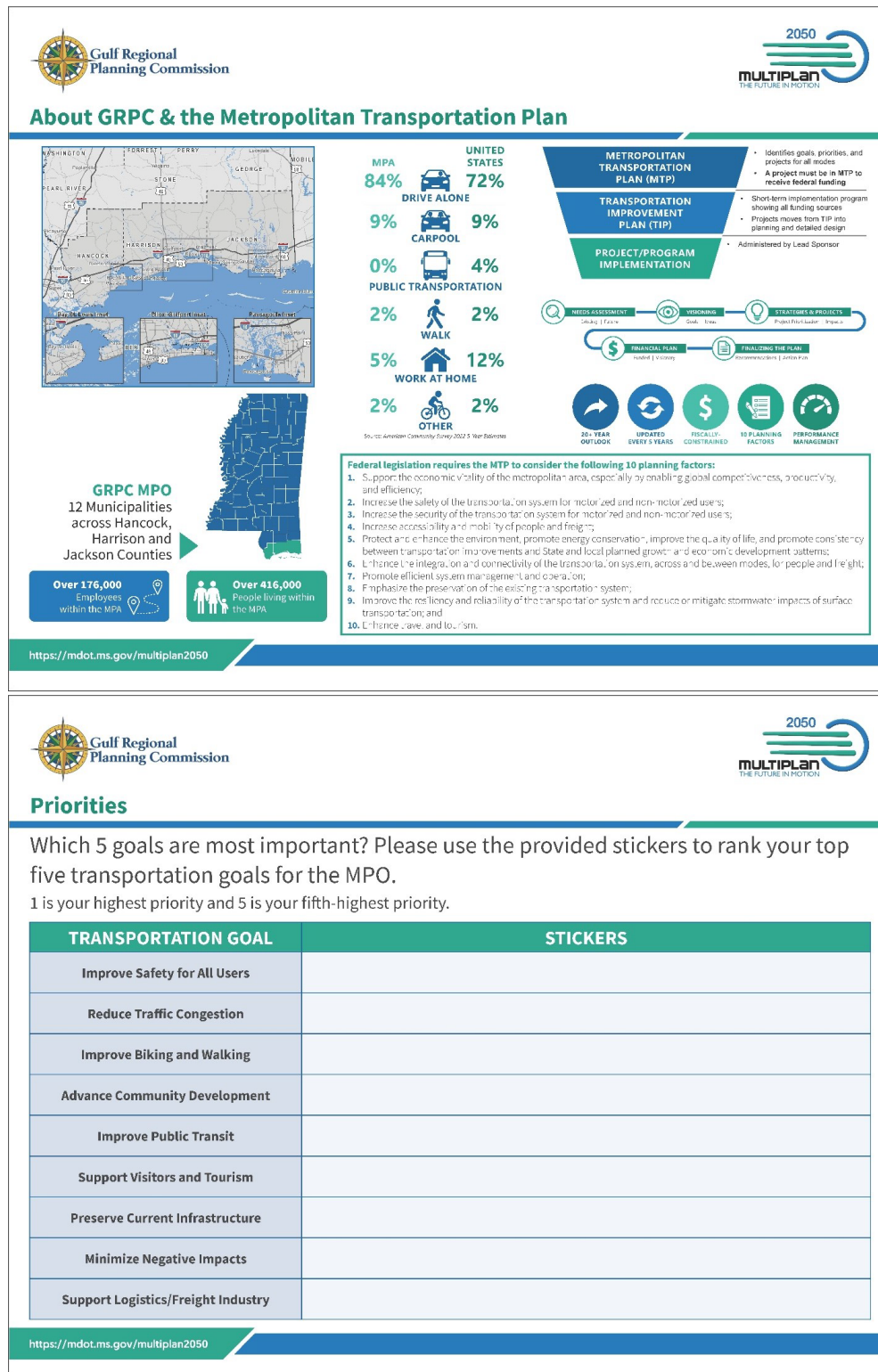
The following MDOT projects may go to construction in the indicated timeframes if future funding becomes available:

- 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

GRPC 2050 Metropolitan Transportation Plan

Display Posters




Gulf Regional
Planning Commission

2050



THE FUTURE IN MOTION

GRPC

2050 Metropolitan Transportation Plan



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>



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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2050 Metropolitan Transportation Plan



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>



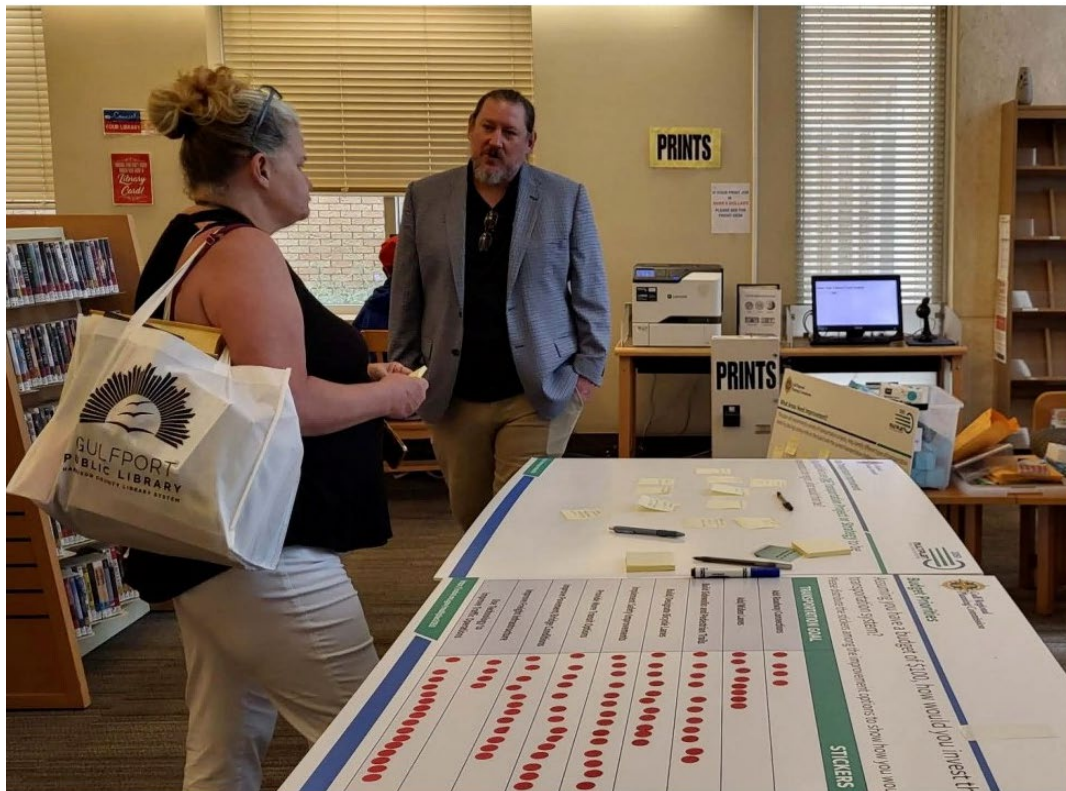
CONNECT WITH US!

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, flyer, 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



Gulf Regional Planning Commission

2050 MULTIPLAN THE FUTURE IN PICTURES

Priorities

Which 5 goals are most important? Please use the provided stickers to rank your top five transportation goals for the MPO.
1 is your highest priority and 5 is your fifth-highest priority.

TRANSPORTATION GOAL	STICKERS
Improve Safety for All Users	● ● ● ● ● ● ● ●
Reduce Traffic Congestion	● ● ● ● ● ●
Improve Biking and Walking	● ● ● ● ● ● ● ●
Advance Community Development	● ● ● ● ● ●
Improve Public Transit	● ● ● ● ● ● ● ●
Support Visitors and Tourism	● ● ●
Preserve Current Infrastructure	● ● ● ● ● ●
Minimize Negative Impacts	● ● ● ● ● ● ● ●
Support Logistics/Freight Industry	● ● ● ● ● ●

<https://mydot.ms.gov/multiplan2050>

GRPC

2050 Metropolitan Transportation Plan

10/16/2024 Gulfport Transit Center

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	5
Add/Widen Lanes	7
Build Sidewalks and Pedestrian Trails	15
Build/Designate Bicycle Lanes	6
Implement Safety Improvements	4
Provide More Transit Options	10
Improve Pavement/Bridge Conditions	8
Improve Freight Infrastructure	3
Use Technology to Improve Traffic Operations	5



GRPC 2050 Metropolitan Transportation Plan

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



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



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.

###



<https://mdot.ms.gov/multiplan2050>

Display Ad



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

 **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

GRPC

2050 Metropolitan Transportation Plan

Social Media Statistics

Completed • Jul 14

...

View results

Link clicks

Hattiesburg-Petal-Forest-Lamar: You still have time! There is still time to let us...

3,459
Views

8,080
Reach

232
Link clicks

\$111.91
Spent at \$16.00 per day



Completed • Jul 7

...

View results

Link clicks

Hattiesburg, Forrest, Petal and Lamar! Prioritize your transportation needs! To...

3,661
Views

7,664
Reach

231
Link clicks

\$97.76
Spent at \$14.00 per day



Completed • Jul 7

...

View results

Link clicks

Central Mississippi! Prioritize your transportation needs! To continue...

1,853
Views

10,795
Reach

206
Link clicks

\$83.86
Spent at \$12.00 per day



Completed • Jul 7

...

View results

Link clicks

Hey, Coasties! Prioritize your transportation needs! To continue...

2,686
Views

13,673
Reach

239
Link clicks

\$104.85
Spent at \$15.00 per day



Completed • Jun 7

...

View results

Link clicks

There's a whole lotta driving' going on! Be involved! Visit...

3,674
Views

11,968
Reach

192
Link clicks

\$95.95
Spent at \$12.00 per day



Completed • May 28

...

View results

Link clicks

Planning for the Future!

1,743
Views

15,471
Reach

324
Link clicks

\$107.94
Spent at \$12.00 per day



GRPC

2050 Metropolitan Transportation Plan

✔ 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	i	
✔ 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	i	
✔ 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	i	

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%

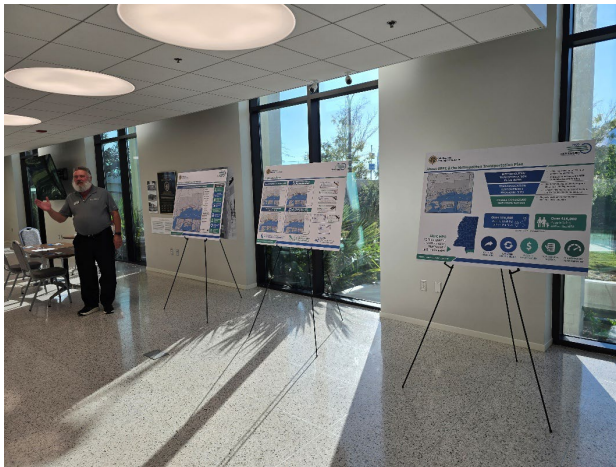
Questions? christophermagallona@publicresults.us

Appendix C: Phase 3 Public and Stakeholder Outreach Documentation

Sign-in sheets, comment forms, and emails were redacted as needed to protect the personal information of public meeting attendees.

GRPC 2050 Metropolitan Transportation Plan

Event Photos



Meeting Overviews

MULTIPLAN 2050 GRPC/MDOT Round 3 Joint Public Meeting Summary



Public Meeting

Gulfport Transit Center
1401 20th Avenue, Gulfport, MS 39501
4 – 6 p.m.
Wednesday, Oct. 15, 2025

The Gulf Regional Planning Commission (GRPC) Metropolitan Planning Organization and the Mississippi Department of Transportation (MDOT) held a joint public meeting. The purpose was to provide people with an opportunity to review and discuss draft transportation plans with subject matter experts. Draft plans available for review and comment included the following:

- GRPC Metropolitan Transportation Plan
- MDOT Long Range Transportation Plan
- MDOT Public Participation Process and Plan
- MDOT Local Consultation Process and Plan
- MDOT Statewide Transit Plan and Intercity Bus Study

During the come-and-go meeting, organizers provided an overview of the long-range transportation plan update processes and indicated their desire to receive public comments prior to the finalization of the plans. Citizens were encouraged to review informational materials, including a summary of the draft plans and graphic-driven informational boards. Transportation representatives discussed the drafts in detail and made themselves available should anyone wish to learn more.



GRPC

2050 Metropolitan Transportation Plan

MULTIPLAN 2050 GRPC/MDOT Round 3 Joint Public Meeting Summary



The draft plans were also made available online. Representatives provided attendees with fliers and business cards carrying a Quick Response (QR) code. The QR code provided instant access to the draft plans, which were available for review and comment by the general public until Nov. 5, 2025. Those interested in making comments understood that all input would be reviewed and considered prior to adoption of the final plan.

The meeting attracted several interested individuals, including WLOX-TV, as indicated on the sign-in sheets provided below. (Emails and phone numbers have been redacted.) One MDOT data sheet and three comments were received, all of which are included below. Informational materials provided are also documented below.



GRPC

2050 Metropolitan Transportation Plan

MULTIPLAN 2050 GRPC/MDOT Round 3 Joint Public Meeting Summary



Gulf Regional
Planning Commission



2050 MULTIPLAN Community Meeting Sign-In Sheet

Gulf Regional Planning Commission Metropolitan Planning Organization | Wednesday, October 15, 2025, 4-6 p.m.
Gulfport Transit Center | 1401 20th Avenue | Gulfport, MS



Name	Affiliation	Email	Telephone
Sammy Blount	MDOT		
Jason Zimmer	GRPC		
R. Chad Wallace	HDR (MDOT PUBLIC TRANSIT DIVISION)		
Jeff Loftus	GRPC		
Donna L. Sistrunk	Self		
Brent French	BROWN, MITCHELL & ALEXANDER		
Tracy Ingle	MDOT		
Chuck Starita	MDOT		
Emma Clark	HNTB		
Ola Kennedy			
Jeffrey Thomas			
Tyler Bell	WLOX		
Ronnie Mutha Harris	GO Gulfport		
Gordon Jackson	STOPS Coalition		
Natalie Flores	Neel-Schaffer		

<http://mdot.ms.gov/multiplan2050>



Gulf Regional
Planning Commission

GRPC

2050 Metropolitan Transportation Plan

MULTIPLAN 2050 GRPC/MDOT Round 3 Joint Public Meeting Summary



2050 MULTIPLAN Community Meeting Sign-In Sheet

Gulf Regional Planning Commission Metropolitan Planning Organization | Wednesday, October 15, 2025, 4-6 p.m.
Gulfport Transit Center | 1401 20th Avenue | Gulfport, MS

Name	Affiliation	Email	Telephone
Tawanna McFarlin	The MAC Bus		
Henry McFarlin	The MAC Bus		
Kimberly Parker	planner Kimly Horn		
Kenneth Yarn			

2050 MULTIPLAN Community Meeting Sign-In Sheet

North Mississippi | Tuesday, October 7, 2025, 4-6 p.m.
Bel Air Center | 2107 Country Club Road | Tupelo, MS

Name	Affiliation	Email	Telephone
John Bush	resident		
David S. Long	RESIDENT		
Lee Hattis	Resident		
	MDOT		
Brian Washburn	consultant		
Lindsay Diamond	MDOT		
EMMA CLARK	HNTB		

<http://mdot.ms.gov/multiplan2050>

MDOT CMPDD MP Gulf Regional Planning Commission

GRPC

2050 Metropolitan Transportation Plan

MULTIPLAN 2050 GRPC/MDOT Round 3 Joint Public Meeting Summary



2050
MULTIPLAN
THE FUTURE IN MOTION

DATA COLLECTION FORM (OPTIONAL)

The Mississippi Department of Transportation and Mississippi's Metropolitan Planning Organizations as recipients of federal funding are required to administer programs and activities without regard to race, color, national origin, sex, age, or socioeconomic status. This OPTIONAL information will only be used to monitor attendance at public meetings or other engagement events for affirmative action and compliance reporting as specified by law. CFR 49.21.9(b)

Location (City/County): Miss Point, MS/Jackson Public Meeting/Event Date: 10/15/25

Sex/Gender: Female Age: ☐ 21-40 ☒ 41-60 ☐ Over 60 Are you disabled? ☐ Yes ☐ No

Race/National Origin:
☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☒ Black ☐ White ☐ Hispanic ☐ Other

Household Income Level:
☐ Under \$20,000 ☐ \$20,000 - \$40,000 ☐ \$40,000 - \$60,000 ☒ Over \$60,000

<https://mdot.ms.gov/multiplan2050> 2050 Mississippi Unified Long-Range Transportation Infrastructure Plan

GRPC

2050 Metropolitan Transportation Plan

MULTIPLAN 2050 GRPC/MDOT Round 3 Joint Public Meeting Summary



Gulf Regional
Planning Commission



*pass to GRPC

Public Participation Process and Plan Local Consultation Process and Plan Comment Sheet



We want to hear from you! Use the space below to make comments about the Mississippi Department of Transportation's draft Public Participation Process and Plan and draft Local Consultation Process and Plan. Please use a different form for each plan.

My comments are about (check one):

☒ MDOT's Public Participation Process and Plan

☐ MDOT's Local Consultation Process and Plan

I am [redacted] the owner/CEO + Executive
Director of the MAC Bus, Inc./The Transporter.
① How do we become a member or the interested
parties?
We are providing public transportation in
the Jackson County area to all the underserved
community.

Your Name (optional): _____

Contact Information (optional): _____



<http://mdot.ms.gov/multiplan2050>



GRPC

2050 Metropolitan Transportation Plan

MULTIPLAN 2050 GRPC/MDOT Round 3 Joint Public Meeting Summary



Gulf Regional
Planning Commission



2050 MULTIPLAN Community Meeting Comment Sheet

Gulf Regional Planning Commission MPO
Gulfport Transit Center
1401 20th Avenue
Gulfport, MS
Wednesday, October 15, 2025, 4-6pm



We want to hear from you! Use the space below to make comments about our draft long-range transportation plans. Please use a different form for each plan.

My comments are about (check one):

☒ Mississippi Unified Long-Range Transportation Infrastructure Plan - MULTIPLAN 2050

☐ GRPC MPO 2050 Metropolitan Transportation Plan

The need for public transportation was mentioned. Is there a plan to bring or support transportation providers?
I am w/ the MAC Bus Tawanna McFarlin, we are able to solve the transportation problem but we need the support. I did not see in the plan the solution for public transportation but see CTA is the provider.

Your Name (optional): _____
Contact Information (optional): _____



Gulf Regional
Planning Commission

<http://mdot.ms.gov/multiplan2050>



GRPC

2050 Metropolitan Transportation Plan

MULTIPLAN 2050 GRPC/MDOT Round 3 Joint Public Meeting Summary



Gulf Regional
Planning Commission



2050 MULTIPLAN Community Meeting Comment Sheet

Gulf Regional Planning Commission MPO
Gulfport Transit Center
1401 20th Avenue
Gulfport, MS
Wednesday, October 15, 2025, 4-6pm



We want to hear from you! Use the space below to make comments about our draft long-range transportation plans. Please use a different form for each plan.

My comments are about (check one):

- ☐ Mississippi Unified Long-Range Transportation Infrastructure Plan - MULTIPLAN 2050
☒ GRPC MPO 2050 Metropolitan Transportation Plan

*On Hwy 49 in front of Wal-Mart, I turned
over trying to get on the bus.
The bus was unlevel; the ramp was
at an angle, and I flipped over.
I don't want to complain, I just think there
could be improvements.
Thank you.*

Your Name (optional):

Contact Information (optional):



Gulf Regional
Planning Commission

<http://mdot.ms.gov/multiplan2050>

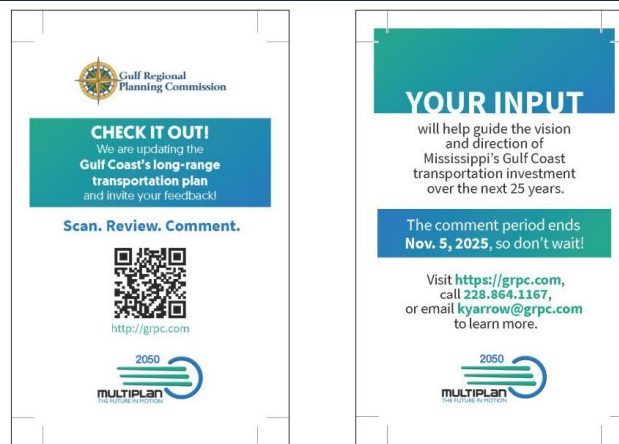
GRPC

2050 Metropolitan Transportation Plan

MULTIPLAN 2050 GRPC/MDOT Round 3 Joint Public Meeting Summary



Information materials provided during the meeting are provided on the next several pages.



9



GRPC

2050 Metropolitan Transportation Plan

MULTIPLAN 2050 GRPC/MDOT Round 3 Joint Public Meeting Summary



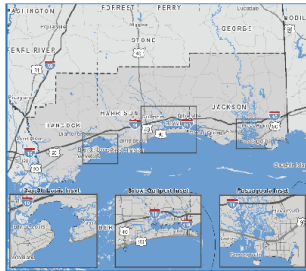
Gulf Regional
Planning Commission







About GRPC & the Metropolitan Transportation Plan



GRPC MPO
12 Municipalities
across Hancock,
Harrison and
Jackson Counties

METROPOLITAN TRANSPORTATION PLAN (MTP)	TRANSPORTATION IMPROVEMENT PROGRAM (TIP)	PROJECT/PROGRAM IMPLEMENTATION
- Identifies goals, priorities, and projects for all modes - A project must be in the MTP to receive federal funding	- Short-term implementation program showing all funding sources - Projects planned in the MTP move into the TIP for design and construction	Project maintenance begins once construction is complete

Over 176,000
People Working
within the MPA

Over 416,000
People living
within the MPA

Source: GRPC Travel Demand Model



20+ YEAR
OUTLOOK



UPDATED
EVERY 5 YEARS



FISCALLY-
CONSTRAINED



10 PLANNING
FACTORS

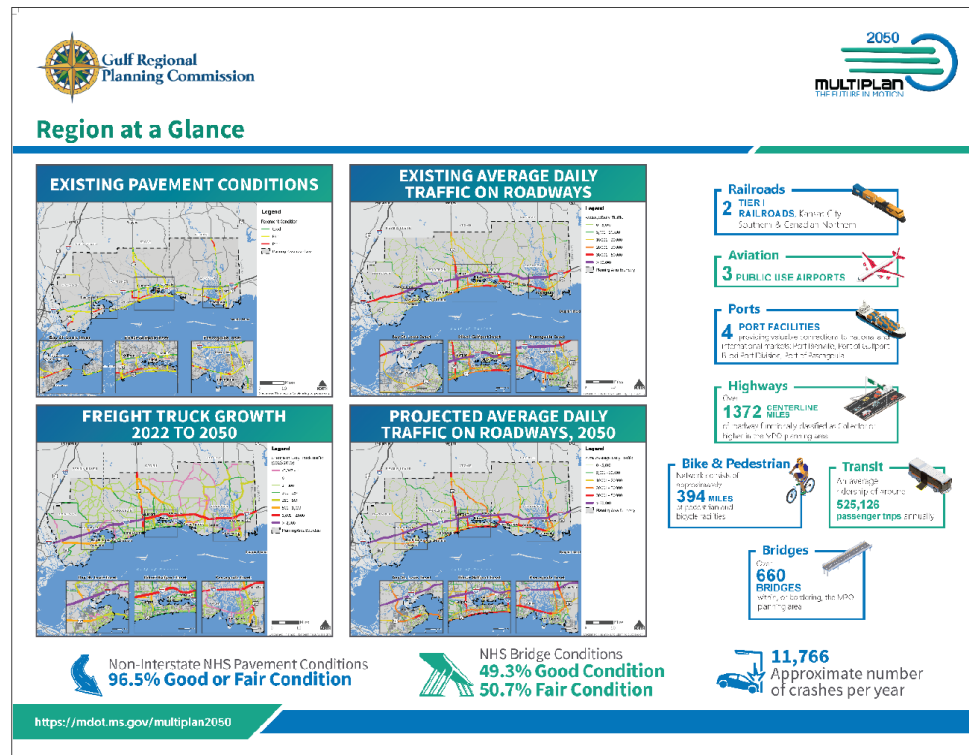


PERFORMANCE
MANAGEMENT

<https://mdot.ms.gov/multiplan2050>

GRPC 2050 Metropolitan Transportation Plan

MULTIPLAN 2050 GRPC/MDOT Round 3 Joint Public Meeting Summary

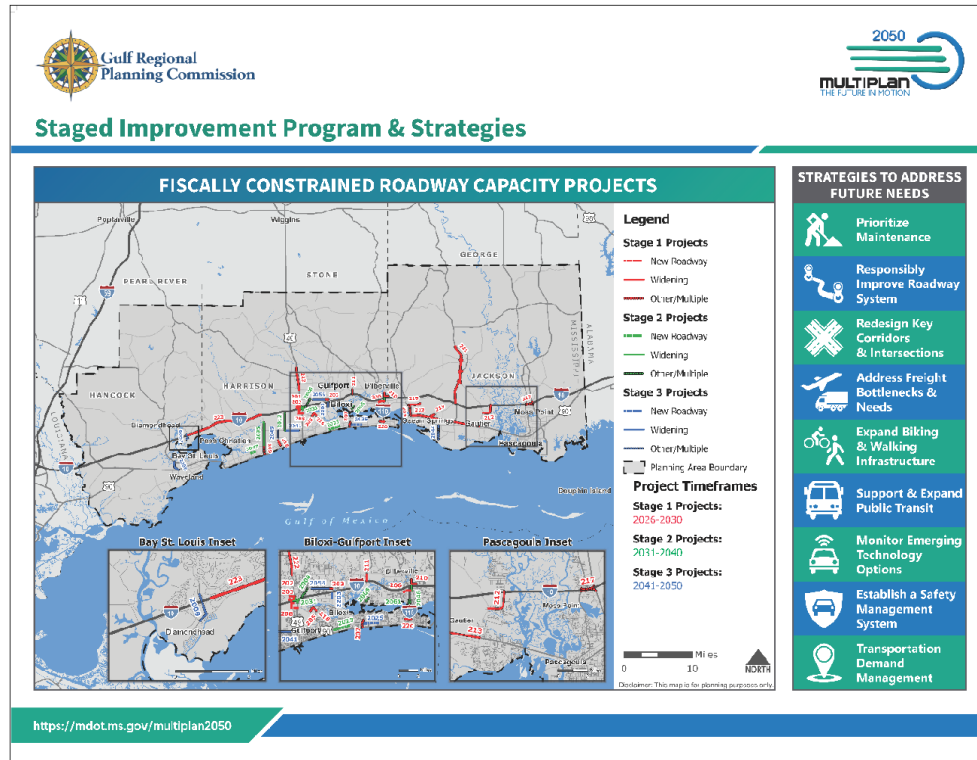


GRPC 2050 Metropolitan Transportation Plan

MULTIPLAN 2050 GRPC/MDOT Round 3 Joint Public Meeting Summary



Gulf Regional
Planning Commission



GRPC

2050 Metropolitan Transportation Plan

MULTIPLAN 2050 GRPC/MDOT Round 3 Joint Public Meeting Summary



GRPC

2050 Metropolitan Transportation Plan

MULTIPLAN 2050 GRPC/MDOT Round 3 Joint Public Meeting Summary



Gulf Regional
Planning Commission



MULTIPLAN Mississippi's Unified Long-Range 2050 Transportation Infrastructure Plan



MDOT

The Mississippi Department of Transportation's objective is to maximize taxpayers' dollars by providing a safe, efficient multimodal network that enhances economic stability and growth.

MULTIPLAN

MDOT's long-range plan for the future of multimodal transportation sets transportation performance targets to measure how well MDOT is advancing statewide priorities based on available funding.



When MDOT published MULTIPLAN 2035 in 2012, only 21% of MDOT-maintained pavement was in good condition. By 2024, 41% was in good condition.

Performance Based Planning

1. WHERE IS MISSISSIPPI TODAY?

- Understand current transportation network performance
- Gather residents' and businesses' input and priorities

2. WHERE IS MISSISSIPPI HEADED?

- Forecast future transportation system growth and needs
- Estimate available transportation revenues

3. WHERE DO MISSISSIPPIANS WANT TO GO?

- Establish vision and goals for the state multimodal transportation system
- Confirm state transportation system performance targets

4. HOW DOES MDOT GET THERE?

- Craft investment strategies to achieve targets
- Continuously implement

PLAN ALIGNMENT

MDOT plans for the future in close cooperation with regional plans created by Mississippi's metropolitan planning organizations (MPOs) in the Gulf Coast, Hattiesburg, Jackson, and Memphis areas.

MDOT maintains a family of plans, which includes:

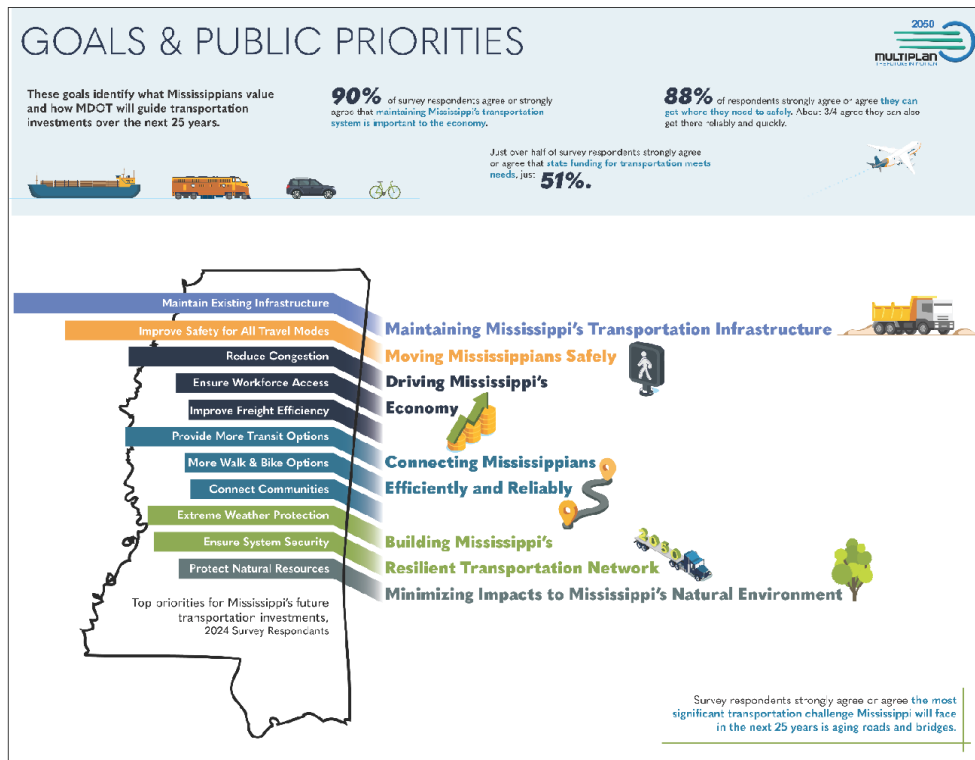
- MULTIPLAN 2050 and its predecessors
- Public Participation Process and Plan
- Local Consultation Plan
- Transportation Asset Management Plan
- Resilience Improvement Plan
- Statewide Freight Plan
- Truck Parking Study
- State Rail Plan
- Transit Asset Management Plan
- State Transit Management Plan
- Statewide Ports Needs and Marketing Study
- Electric Vehicle Infrastructure Deployment Plan



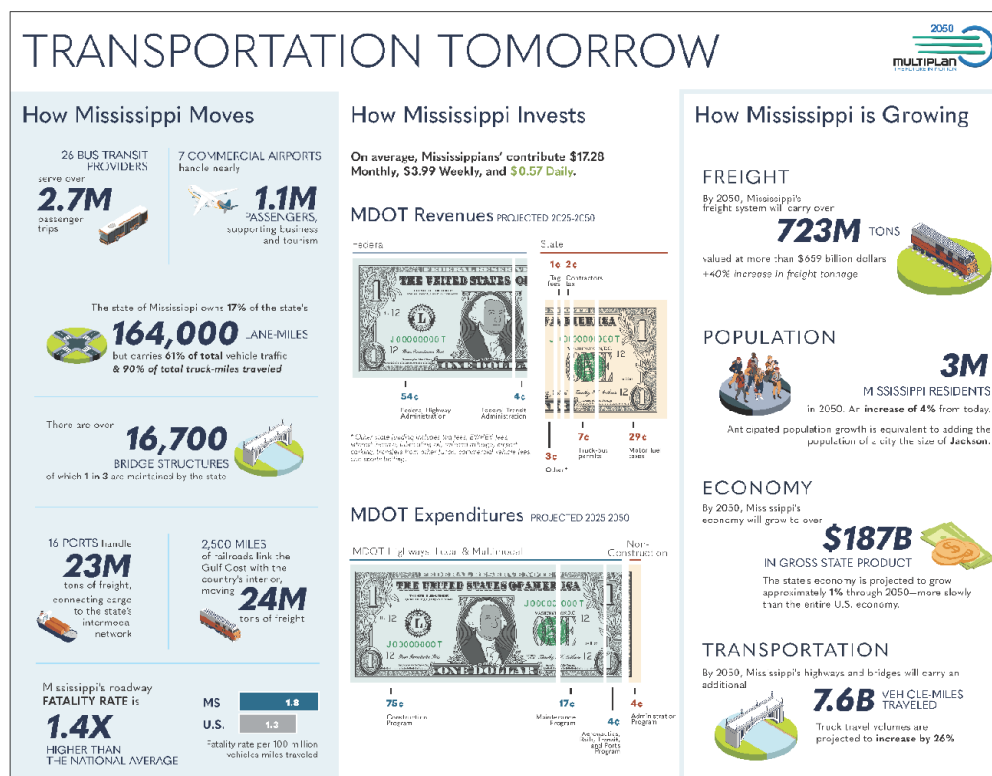
GRPC

2050 Metropolitan Transportation Plan

MULTIPLAN 2050 GRPC/MDOT Round 3 Joint Public Meeting Summary



MULTIPLAN 2050
GRPC/MDOT Round 3 Joint Public Meeting
Summary



GRPC

2050 Metropolitan Transportation Plan

MULTIPLAN 2050 GRPC/MDOT Round 3 Joint Public Meeting Summary



MULTIPLAN 2050 GRPC Round 3 Engagement Event Summary



Festival Hispano de Pascagoula Beach Park, Pascagoula, MS 12 – 7 p.m. Saturday, Sept. 20, 2025

Representatives of the MULTIPLAN 2050 outreach team attended the Festival Hispano de Pascagoula event Saturday, Sept. 20 at Beach Park in Pascagoula, Mississippi, to invite festival attendees, event organizers and vendors to comment on the Gulf Regional Planning Commission Metropolitan Planning Organization's proposed 2050 Metropolitan Transportation Plan.

The event, which was free to the general public, attracted hundreds who enjoyed food, live music, traditional Spanish dancing exhibitions, and shopping experiences. The MULTIPLAN outreach team connected with interested vendors and citizens by providing business cards that invited recipients to scan a Quick Response (QR) code with their smart phones and review and make comments about the draft online.

Event translators, who were engaged, volunteered to assist limited English proficiency residents in understanding.



MULTIPLAN 2050 GRPC Round 3 Engagement Event Summary



The outreach team indicated GRPC's desire to receive public comments prior to finalization of the long-range plan and explained how comments would be reviewed and considered prior to plan adoption.

Approximately 100 business cards containing the QR code were disseminated during the festival.

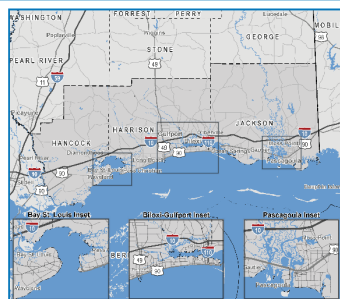


GRPC 2050 Metropolitan Transportation Plan

Display Boards



About GRPC & the Metropolitan Transportation Plan



METROPOLITAN TRANSPORTATION PLAN (MTP)

- Identifies goals, priorities, and projects for all modes
- A project must be in the MTP to receive federal funding

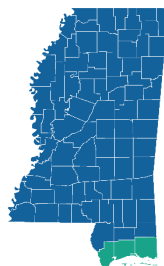
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- Short-term implementation program showing all funding sources
- Projects planned in the MTP move into the TIP for design and construction

PROJECT/PROGRAM IMPLEMENTATION

- Project maintenance begins once construction is complete

GRPC MPO
12 Municipalities across Hancock, Harrison and Jackson Counties



Over 176,000
People Working within the MPA

Over 416,000
People living within the MPA

Source: GRPC Travel Demand Model



20+ YEAR
OUTLOOK



UPDATED
EVERY 5 YEARS



FISCALLY-
CONSTRAINED



10 PLANNING
FACTORS

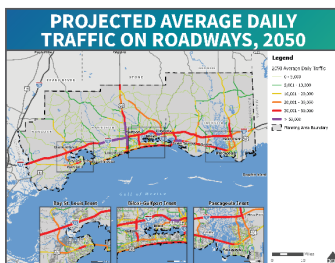
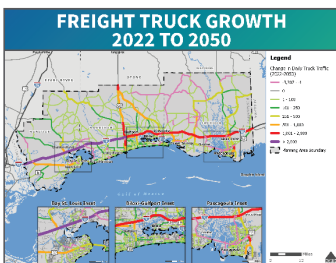
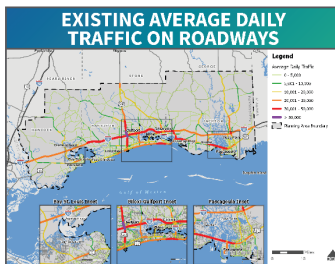
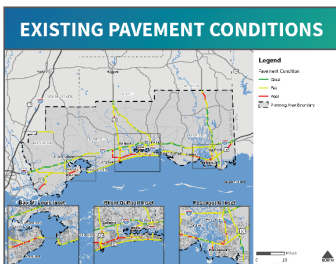


PERFORMANCE
MANAGEMENT

<https://mdot.ms.gov/multiplan2050>



Region at a Glance



Railroads
2 TIER 1 RAILROADS: Kansas City Southern & Canadian Northern

Aviation
3 PUBLIC USE AIRPORTS

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

Highways
Over 1,372 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 of around 525,126 passenger trips annually

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

Non-Interstate NHS Pavement Conditions
96.5% Good or Fair Condition

NHS Bridge Conditions
49.3% Good Condition
50.7% Fair Condition

11,766
Approximate number of crashes per year

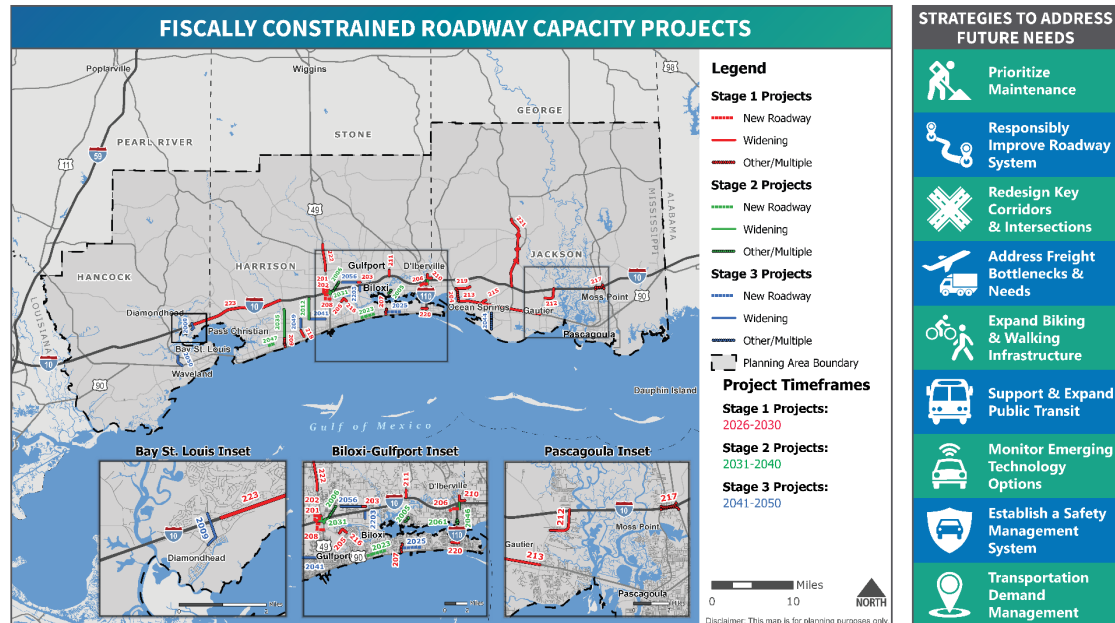
<https://mdot.ms.gov/multiplan2050>

GRPC

2050 Metropolitan Transportation Plan



Staged Improvement Program & Strategies



<https://mdot.ms.gov/multiplan2050>

Additional Engagement Documentation

From: Mike Reso <mreso@baystlouis-ms.gov>
Sent: Wednesday, September 17, 2025 12:44:55 PM
To: Kenneth Yarrow <kyarrow@grpc.com>
Subject: Transportation Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Kenneth,

Is it possible to get the intersections in Bay St Louis on Hwy 90 added to the transportation plan as well as adding a multimodal lane/sidewalk along Hwy 90 from the Bridge to Waveland.

This is for pedestrian safety at each intersection to make it safer and easier for people walking, biking and golf carting to cross Hwy 90.

Also, can we add a multimodal lane along Hwy 603 (east side of the road) from Bayou Lacroix to Hwy 90.

We also need to improve the Exit 13 for safety. We have met with MDOT on this intersection.

The city is also working a current project to add turning lanes on Hwy 603 into the residential neighborhoods for safety. This is almost finished design work for this project.

Thank you for your input on the MTP 2050. GRPC can coordinate with MDOT to allocate match monies if these projects proceed; however, the requested projects are on MDOT-maintained routes. These comments have been forwarded on to MDOT for consideration.

GRPC

2050 Metropolitan Transportation Plan

From: Jeff Loftus <jol@grpc.com>
Sent: Friday, October 3, 2025 9:12 AM
To: Kenneth Yarrow <kyarrow@grpc.com>
Subject: 2050 MTP Plan Comment

Kenneth,

GRPC received a call yesterday, 10-2-25, from a 70-year-old woman from Bay St. Louis. She received a text regarding the 2050 MTP Plan.

She indicated that she does not drive, and she has had some bad experiences using private transportation to see her blind husband, who lives at the Biloxi VA.

Her comment is for Bay St. Louis to think outside the box. For example, there are transportation needs for folks who do not drive.

Jeff Loftus
Community Planning Manager
Gulf Regional Planning Commission
1635 Popps Ferry Road, Suite G
Biloxi, MS 39532
228-207-7386

Thank you for your input on the MTP 2050. This MTP is a multi-modal plan that seeks to address transportation needs within the Gulf Coast Region, including Bay St. Louis. It promotes additional transportation options, including walking, bicycling, and regional transit projects to increase transportation opportunities. This includes coordination with local transit providers to expand opportunities for travel between local municipalities.

From: Bill Lavers <blavers@mscoast.org>
Sent: Wednesday, September 17, 2025 10:36 AM
To: Kenneth Yarrow <kyarrow@grpc.com>
Subject:

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Page 19 of the plan does not list csx as a class 1 rail provider?

Bill Lavers, Executive Director

Harrison County Development Commission
12281 Intraplex Parkway, Gulfport, MS 39503
phone 228-896-5020 / cell 228-343-5149

blavers@mscoast.org | www.mscoast.org

Thank you for bringing this to our attention. This was meant to reflect the Tier I freight network as defined in the Mississippi Statewide Freight Plan and has been corrected for the final draft.

GRPC

2050 Metropolitan Transportation Plan

From: Sullivan, Kelsie D. <ksullivan@mdot.ms.gov>
Sent: Monday, November 3, 2025 10:10 AM
To: Kenneth Yarrow <kyarrow@grpc.com>
Cc: Holcomb, Sammy <sholcomb@mdot.ms.gov>
Subject: Fw: Planning for Ocean Springs, Ms

Kenneth,

We received this comment to our Planning Studies email address. Since this is not an MDOT route, would you like to respond directly or provide us with a response to send back? The MDOT widening project on US 90 from SR 609 to Dolphin Drive in the 3-year plan may help alleviate some congestion since it parallels Old Spanish Trail, so that could be helpful information to share with the commenter.

Thank you,

Kelsie Sullivan (she/her)
MDOT Planning Division
ksullivan@mdot.ms.gov
601-359-7658
PO Box 1850
Jackson, MS 39215
[Schedule a Meeting](#)

Thank you, [REDACTED] for providing your feedback on the plan. While the section of Old Spanish Trail you identified did not receive any proposed projects during MTP development, the widening can be included for consideration in the next plan update. It is also anticipated that the widening of US 90 from MS 609 to Dolphin Dr is expected to occur in the next few years and should ease traffic volumes and congestion on Old Spanish Trail since it is a parallel route.

Additionally, GRPC and its partner agencies can work together to determine if alternative solutions such as signal re-timings, safety improvements, or other types of improvements can alleviate congestion on this roadway.

From: [REDACTED]
Sent: Thursday, October 30, 2025 8:11 AM
To: Planning Studies <planning@mdot.ms.gov>
Subject: Planning for Ocean Springs, Ms

Widen old Spanish Trail from Hanshaw Road in OS to Dauphin street in Gautier. Traffic has increased tremendously with the schools on the outskirts and more new subdivisions.
Sent from my iPhone

Appendix D: Project Factsheets

Landon Rd: 34th St to Coleman Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
201	0.25	\$1,700,000	1	--	N/A
Name			Limits		
Landon Rd			34th St to Coleman Rd		
Description					
Widen from 2 lanes to 5 lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		

Landon Rd: Coleman Rd to Hwy 49

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
202	0.25	\$5,575,000	1	--	N/A
Name			Limits		
Landon Rd			Coleman Rd to Hwy 49		
Description					
Widen from 2 lanes to 5 lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		

Dedeaux Rd: 0.25 miles west of Hwy 605 to Hwy 605

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
203	0.25	\$4,700,000	1	--	N/A
Name			Limits		
Dedeaux Rd			0.25 miles west of Hwy 605 to Hwy 605		
Description					
Widen from 2 lanes to 4 lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		

Washington Ave: Old Fort Bayou Rd to US 90

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
204	4.00	\$491,041	1	--	N/A
Name			Limits		
Washington Ave			Old Fort Bayou Rd to US 90		
Description					
5 Lane to 4 Lane Divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		

Airport Rd: Business Center Dr to Washington Ave

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
205	0.25	\$5,000,000	1	--	N/A
Name			Limits		
Airport Rd			Business Center Dr to Washington Ave		
Description					
Widen from 2 lanes to 4 lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		

Popps Ferry Rd: Popps Ferry Rd to Lamey Brg Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
206	0.50	\$4,674,825	1	--	N/A
Name			Limits		
Popps Ferry Rd			Popps Ferry Rd to Lamey Brg Rd		
Description					
New roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		

Popps Ferry Rd: US 90 to Pass Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
207	0.90	\$18,062,411	1	--	N/A
Name			Limits		
Popps Ferry Rd			US 90 to Pass Rd		
Description					
Construct new 4-lane divided road					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		

Interconnecting Gulfport: Airport Rd to Daniel Blvd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
208	1.90	\$40,000,000	1	--	N/A
Name			Limits		
Interconnecting Gulfport			Airport Rd to Daniel Blvd		
Description					
New roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		

Beatline Pkwy: US 90 to Johnson Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
209	0.13	\$21,010,550	1	--	N/A
Name			Limits		
Beatline Pkwy			US 90 to Johnson Rd		
Description					
Widening and New 4 lane roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		

Mallet Rd - Lamey Bridge Rd: Lamey Bridge Rd to Daisy Vestry Rd and I-110 to Cypress Creek Dr

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
210	0.92	\$9,378,200	1	--	N/A
Name			Limits		
Mallet Rd - Lamey Bridge Rd			Lamey Bridge Rd to Daisy Vestry Rd and I-110 to Cypress Creek Dr		
Description					
Widen to 4 lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
			[Blank] – No Consideration Concerns Found		

Shriners Blvd: I-10 to Woolmarket Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
211	0.64	\$3,550,000	1	--	N/A
Name			Limits		
Shriners Blvd			I-10 to Woolmarket Rd		
Description					
Widen from 2 lanes to 4 lanes plus center tur					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		

Martin Bluff Rd: Gautier-Vancleave Rd to Frontage Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
212	2.10	\$7,512,598	1	--	N/A
Name			Limits		
Martin Bluff Rd			Gautier-Vancleave Rd to Frontage Rd		
Description					
Addition of center turn lane					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		

US 90: SR 609 to Dolphin Dr

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
213	10.19	\$175,000,000	1	--	N/A
Name			Limits		
US 90			SR 609 to Dolphin Dr		
Description					
Widen to 6 lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		

Ocean Springs Rd: 0.13 miles west of Monticello Blvd to Culeoka Dr

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
215	0.45	\$2,471,043	1	--	N/A
Name			Limits		
Ocean Springs Rd			0.13 miles west of Monticello Blvd to Culeoka Dr		
Description					
Add Center Turn Lane					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		

Washington Ave: Airport Rd to S Vista Dr

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
216	0.46	\$3,900,000	1	--	N/A
Name			Limits		
Washington Ave			Airport Rd to S Vista Dr		
Description					
Widen from 2 lanes to 4 lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		

I-10 Frontage Roads: MS 613 to MS 63

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
217	1.77	\$5,625,000	1	--	N/A
Name			Limits		
I-10 Frontage Roads			MS 613 to MS 63		
Description					
Build Frontage Roads					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
			[Blank] – No Consideration Concerns Found		

Cleveland Ave: Klondyke Rd to Railroad St

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
218	0.86	\$2,988,328	1	--	N/A
Name			Limits		
Cleveland Ave			Klondyke Rd to Railroad St		
Description					
2 lane to 2 lane with CTL					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		

Old Fort Bayou Rd: Washington Ave to Yellow Jacket Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
219	1.84	\$5,980,000	1	--	N/A
Name			Limits		
Old Fort Bayou Rd			Washington Ave to Yellow Jacket Rd		
Description					
Widen to 3 Lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
			[Blank] – No Consideration Concerns Found		

Division Street: Caillavet Street to Forrest Ave-KAFB Ga

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
220	0.67	\$2,345,000	1	--	N/A
Name			Limits		
Division Street			Caillavet Street to Forrest Ave-KAFB Ga		
Description					
Widen to 4 Lanes Divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		

MS 57: Mariposa Lane to I-10 Frontage Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
221	9.03	\$31,605,000	1	--	N/A
Name			Limits		
MS 57			Mariposa Lane to I-10 Frontage Rd		
Description					
Widen to 4 Lanes Divided and Realign					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		

US 49: School Rd to O'Neal Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
222	3.28	\$11,480,000	1	--	N/A
Name			Limits		
US 49			School Rd to O'Neal Rd		
Description					
Widen to 6 Lanes Divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		

I-10: Hancock Co Line to Wolf River

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
223	11.15	\$110,385,000	1	--	N/A
Name			Limits		
I-10			Hancock Co Line to Wolf River		
Description					
Widen to 6 Lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
--		--	--	--	--
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
--		--	--	--	--
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		

East-West Corridor Phase III: Cowan Rd to Debuys Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2023	1.59	\$23,776,131	2	53	Medium-High
Name			Limits		
East-West Corridor Phase III			Cowan Rd to Debuys Rd		
Description					
New 4 Lane Limited Access Roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	5	5	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	5	5	8
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Three Rivers Road: Seaway Road to Deadeux Road

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2006	1.25	\$5,451,812	2	68	Medium
Name			Limits		
Three Rivers Road			Seaway Road to Deadeux Road		
Description					
Widen from 2 Lanes to 4 Lanes Divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	10	10	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		5	5	5	8
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Canal Road: I-10 to 28th St

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2012	2.53	\$10,246,291	2	48	Medium
Name			Limits		
Canal Road			I-10 to 28th St		
Description					
Widen to 3 Lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		10	5	5	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	0	5	8
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

I-10: US 49 WB On-Ramp and EB Ramps

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2031	--	\$5,682,346	2	48	Medium
Name			Limits		
I-10			US 49 WB On-Ramp and EB Ramps		
Description					
Add Lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	10	5	5
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	5	5	8
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

I-110: @ Rodriguez St

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2061	--	\$25,750,000	2	15	Medium
Name			Limits		
I-110			@ Rodriguez St		
Description					
Interchange improvements					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		0	0	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	0	0	10
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

Beatline Rd: Red Creek Rd to W Oreck Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2035	3.48	\$18,623,390	2	58	Medium-Low
Name			Limits		
Beatline Rd			Red Creek Rd to W Oreck Rd		
Description					
Widen to 4 Lanes Divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	5	15	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	0	5	8
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Lamey Bridge Road: Popps Ferry to I-10

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2046	0.58	\$2,486,026	2	58	Low
Name			Limits		
Lamey Bridge Road			Popps Ferry to I-10		
Description					
Widen to 4 Lanes Divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	5	5	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		5	5	5	8
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Popp's Ferry Road: Riverview Drive to Back Bay Bridge

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2005	0.56	\$1,919,038	2	45	Low
Name			Limits		
Popp's Ferry Road			Riverview Drive to Back Bay Bridge		
Description					
Widen to 4 Lane Divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	10	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5		0	5	5	10
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

E North Street Extension: Menge Ave to Espy Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2047	0.89	\$6,543,420	2	34	Low
Name			Limits		
E North Street Extension			Menge Ave to Espy Rd		
Description					
New 3 Lane Roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	5	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	5	5	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

MS 605: I-10 to Seaway Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2203	0.53	\$7,276,333	3	39	Medium
Name			Limits		
MS 605			I-10 to Seaway Rd		
Description					
Widen to 6 lanes divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		5	5	5	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	0	0	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

East-West Corridor Phase V: Popps Ferry Rd to Veterans Ave

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2025	1.84	\$27,514,516	3	28	Medium
Name			Limits		
East-West Corridor Phase V			Popps Ferry Rd to Veterans Ave		
Description					
New 4 Lane Limited Access Roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	5	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	0	5	8
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

I-10: @ US 49

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2112	--	\$25,750,000	3	25	Medium
Name			Limits		
I-10			@ US 49		
Description					
Interchange improvements					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	0	0	5
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	0	0	10
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

Kiln Waveland Cutoff: US 90 to MS 603

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2050	1.44	\$5,831,881	3	54	Medium-Low
Name			Limits		
Kiln Waveland Cutoff			US 90 to MS 603		
Description					
Widen to 3 Lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		10	5	10	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	0	5	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Gex Drive: Aloha Drive to Diamondhead Dr South

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2009	0.83	\$2,573,255	3	29	Medium-Low
Name			Limits		
Gex Drive			Aloha Drive to Diamondhead Dr South		
Description					
Widen to 4 Lanes Divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	5	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	0	5	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Klondyke Rd: Commission Blvd to 28th St

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2049	1.01	\$4,090,417	3	24	Medium-Low
Name			Limits		
Klondyke Rd			Commission Blvd to 28th St		
Description					
Widen to 3 Lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		10	0	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	0	5	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

28th Street: Canal Rd to 34th Ave

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2041	2.01	\$8,766,514	3	68	Low
Name			Limits		
28th Street			Canal Rd to 34th Ave		
Description					
Widen to 4 Lanes Divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		10	5	5	5
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		5	5	5	8
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Dedeaux Rd: Wingate Dr to 0.25 miles west of Hwy 605

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2056	1.91	\$11,347,200	3	52	Low
Name			Limits		
Dedeaux Rd			Wingate Dr to 0.25 miles west of Hwy 605		
Description					
Widen to 4 Lanes Divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		0	5	15	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	0	5	7
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Beachview Dr: Lake Mars to Old Spanish Trail

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2044	--	\$1,246,128	3	49	Low
Name			Limits		
Beachview Dr			Lake Mars to Old Spanish Trail		
Description					
Add Turn Lanes at Intersections					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		10	0	10	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	0	5	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Hwy 90: Rich Ave to Cedar St

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2103	16.05	\$5,617,500	4	50	High
Name			Limits		
Hwy 90			Rich Ave to Cedar St		
Description					
Multimodal improvements; corridor study					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		5	0	15	5
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		5	0	0	5
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	YES	EM	[Blank] – No Consideration Concerns Found		

Hwy 49: Community Rd to Airport Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2106	1.58	\$553,000	4	50	High
Name			Limits		
Hwy 49			Community Rd to Airport Rd		
Description					
Corridor Study					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		5	0	15	5
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		5	0	0	5
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO	EM	[Blank] – No Consideration Concerns Found		

I-10: LA State Line to Yacht Club Dr/Gex Dr Interchange

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2201	16.34	\$164,179,677	4	48	High
Name			Limits		
I-10			LA State Line to Yacht Club Dr/Gex Dr Interchange		
Description					
Widen to 6 lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
14		5	5	5	5
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	5	0	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

US 49: @ Creosote Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2113	--	\$350,000	4	35	High
Name			Limits		
US 49			@ Creosote Rd		
Description					
Intersection study					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		0	0	0	5
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		5	0	0	10
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

Pass Rd: 33rd Ave to Rodeo Dr

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2104	10.34	\$8,737,300	4	54	Medium-High
Name			Limits		
Pass Rd			33rd Ave to Rodeo Dr		
Description					
Roadway maintenance; multimodal improvements					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		10	0	15	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		5	0	5	4
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO	COM	[Blank] – No Consideration Concerns Found		

East-West Corridor Phase VI: Veterans Ave to Lameuse St

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2026	3.58	\$53,533,678	4	70	Medium
Name			Limits		
East-West Corridor Phase VI			Veterans Ave to Lameuse St		
Description					
New 4 Lane Limited Access Roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
9		5	5	15	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		5	5	5	6
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		
YES	YES	EM			

I-10: MS 57 to Alabama State Line

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2034	19.33	\$202,600,000	4	63	Medium
Name			Limits		
I-10			MS 57 to Alabama State Line		
Description					
Widen to 6 Lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
15		5	5	15	5
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	5	5	8
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

MS 53: US 49 to County Farm Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2019	4.06	\$17,663,871	4	61	Medium
Name			Limits		
MS 53			US 49 to County Farm Rd		
Description					
Widen to 4 Lanes Divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
7		5	10	5	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	5	5	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

East-West Corridor Phase VI: Jeff Davis Ave to US 49

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2027	3.89	\$58,019,740	4	60	Medium
Name			Limits		
East-West Corridor Phase VI			Jeff Davis Ave to US 49		
Description					
New 4 Lane Limited Access Roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
7		5	5	10	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	5	5	8
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	YES		[Blank] – No Consideration Concerns Found		

East-West Corridor Phase VI: Beatline Road to Jeff Davis Ave

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2028	2.26	\$33,795,003	4	59	Medium
Name			Limits		
East-West Corridor Phase VI			Beatline Road to Jeff Davis Ave		
Description					
New 4 Lane Limited Access Roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		10	5	5	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	5	5	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

East-West Corridor Phase IX: Henderson Point to Beatline Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2029	6.35	\$94,954,987	4	57	Medium
Name			Limits		
East-West Corridor Phase IX			Henderson Point to Beatline Rd		
Description					
New 4 Lane Limited Access Roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
6		10	5	5	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	5	5	6
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	YES		[Blank] – No Consideration Concerns Found		

Hwy 605: Dedeaux Road to I-10

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2008	0.52	\$2,267,954	4	54	Medium
Name			Limits		
Hwy 605			Dedeaux Road to I-10		
Description					
Widen to 6 Lanes Divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	5	10	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	0	5	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

US 49: @ Airport Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2110	--	\$350,000	4	40	Medium
Name			Limits		
US 49			@ Airport Rd		
Description					
Intersection study					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		5	0	0	5
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		5	0	0	10
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

I-10: @ Tucker Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2107	--	\$25,750,000	4	39	Medium
Name			Limits		
I-10			@ Tucker Rd		
Description					
Interchange improvements					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	0	15	5
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	0	0	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

East-West Corridor Phase IV: Debuys Rd to Popp's Ferry Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2024	1.42	\$21,234,029	4	37	Medium
Name			Limits		
East-West Corridor Phase IV			Debuys Rd to Popp's Ferry Rd		
Description					
New 4 Lane Limited Access Roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	5	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
10		0	0	5	7
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		
YES	NO				

East-West Corridor Phase I: US 49 to 20th Ave

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2021	0.41	\$6,130,952	4	35	Medium
Name			Limits		
East-West Corridor Phase I			US 49 to 20th Ave		
Description					
New 4 Lane Limited Access Roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		5	0	5	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	0	5	5
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		
YES	YES	EM			

East-West Corridor Phase II: 20th Avenue to Cowan Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2022	3.69	\$55,178,567	4	27	Medium
Name			Limits		
East-West Corridor Phase II			20th Avenue to Cowan Rd		
Description					
New 4 Lane Limited Access Roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	5	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	0	5	7
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	YES		[Blank] – No Consideration Concerns Found		

Biloxi Bridge Ramp: Biloxi Bridge to Howard Ave

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2040	0.60	\$4,411,295	4	23	Medium
Name			Limits		
Biloxi Bridge Ramp			Biloxi Bridge to Howard Ave		
Description					
New 2 Lane Roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		5	5	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	0	5	8
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

US 90: @ Ocean Springs Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2108	--	\$350,000	4	20	Medium
Name			Limits		
US 90			@ Ocean Springs Rd		
Description					
Intersection study					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		0	0	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5		5	0	0	10
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		
NO	NO				

I-10: @ Washington Ave

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2111	--	\$25,750,000	4	19	Medium
Name			Limits		
I-10			@ Washington Ave		
Description					
Interchange improvements					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	0	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	0	0	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Highway 601: US 90 to I-10

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2020	11.5	\$488,800,000	4	55	Medium-Low
Name			Limits		
Highway 601			US 90 to I-10		
Description					
New 4 Lane Controlled Access Roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
15		10	5	0	5
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	5	5	10
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	YES		[Blank] – No Consideration Concerns Found		

Orange Grove Rd: Canal Rd to US 49

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2058	2.20	\$20,580,126	4	49	Medium-Low
Name			Limits		
Orange Grove Rd			Canal Rd to US 49		
Description					
Widen to 3 lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	5	5	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	5	0	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Commercial Corridor Connect: D'Iberville Blvd to Cedar Lake Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2045	1.85	\$27,514,516	4	12	Medium-Low
Name			Limits		
Commercial Corridor Connect			D'Iberville Blvd to Cedar Lake Rd		
Description					
New 4 Lane Roadway, Widen to 4 Lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		0	0	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	0	5	7
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		
YES	NO				

Hwy 609: I-10 to Fort Bayou Bridge

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2255	0.95	\$116,622	4	N/A	Low
Name			Limits		
Hwy 609			I-10 to Fort Bayou Bridge		
Description					
5 Lane to 4 Lane Divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A		N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A		N/A	N/A	N/A	N/A
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO	EM COM	[Blank] – No Consideration Concerns Found		

Seaman Road: I-10 Connector Rd to Jordan Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2018	1.86	\$8,155,911	4	58	Low
Name			Limits		
Seaman Road			I-10 Connector Rd to Jordan Rd		
Description					
Widen to 4 Lanes Undivided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	5	10	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	5	5	8
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Popp's Ferry Road: North shore of Back Bay to South Shore

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2016	1.38	\$62,306,422	4	57	Low
Name			Limits		
Popp's Ferry Road			North shore of Back Bay to South Shore		
Description					
New 4 Lane Bridge					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		10	5	5	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	5	5	7
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO	EM	[Blank] – No Consideration Concerns Found		

Belle Fontaine Rd: Fountainbleu Rd to Biddix Evans Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2060	1.26	\$17,430,350	4	54	Low
Name			Limits		
Belle Fontaine Rd			Fountainbleu Rd to Biddix Evans Rd		
Description					
Widen to 4 lanes divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		10	5	5	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	5	0	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Popp's Ferry Road: Back Bay of Biloxi Bridge to Pass Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2004	0.65	\$2,834,942	4	54	Low
Name			Limits		
Popp's Ferry Road			Back Bay of Biloxi Bridge to Pass Rd		
Description					
Reconstruct as 4 Lanes Divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	5	5	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	5	5	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

Martin Bluff Rd: W Frontage Rd to Hickory Hills

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2048	1.07	\$8,059,336	4	53	Low
Name			Limits		
Martin Bluff Rd			W Frontage Rd to Hickory Hills		
Description					
Widen to 3 Lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	5	5	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	5	5	8
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Three Rivers Road: Deadeux Road to Oneal Road

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2017	1.61	\$7,021,934	4	52	Low
Name			Limits		
Three Rivers Road			Deadeux Road to Oneal Road		
Description					
Widen to 3 Lanes Divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	5	10	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	0	5	7
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Ocean Springs Rd: Reilly Rd to Culeoka Dr

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2003	1.40	\$5,669,884	4	49	Low
Name			Limits		
Ocean Springs Rd			Reilly Rd to Culeoka Dr		
Description					
Widen to 3 Lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		0	5	5	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	5	5	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		
YES	NO				

Washington Ave: Lemoyne Blvd to Old Port Bayou Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2102	2.18	\$763,000	4	48	Low
Name			Limits		
Washington Ave			Lemoyne Blvd to Old Port Bayou Rd		
Description					
Bike/ped improvements; Safety study					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	0	15	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	0	0	8
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Ocean Springs Rd: Reilly Rd to MS 57

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2014	2.34	\$9,476,807	4	44	Low
Name			Limits		
Ocean Springs Rd			Reilly Rd to MS 57		
Description					
Widen to 3 Lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		0	5	5	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	0	5	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Canal Rd: Landon Rd to 16th St

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2105	1.23	\$11,500,500	4	44	Low
Name			Limits		
Canal Rd			Landon Rd to 16th St		
Description					
Widen from 2 lanes to 3 lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		5	5	5	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	5	0	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		
YES	NO				

MS 43/603: Texas Flat Rd to 0.48 miles south of Texas Flat Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2202	0.48	\$118,997,110	4	44	Low
Name			Limits		
MS 43/603			Texas Flat Rd to 0.48 miles south of Texas Flat Rd		
Description					
Widen to 4 lanes divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	0	5	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	5	0	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

O’neal Road: Flat Branch to Three Rivers Road

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2042	1.07	\$4,171,415	4	43	Low
Name			Limits		
O’neal Road			Flat Branch to Three Rivers Road		
Description					
Widen to 3 Lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		5	5	5	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	0	5	8
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		
YES	NO				

Pine Street: Back Bay Boulevard to US 90

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2002	1.09	\$16,299,360	4	43	Low
Name			Limits		
Pine Street			Back Bay Boulevard to US 90		
Description					
New 4 Lane Divided Roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		10	5	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5		0	5	5	8
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Highway 613: Dutch Bayou Rd to Wildwood Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2101	5.16	\$1,806,000	4	42	Low
Name			Limits		
Highway 613			Dutch Bayou Rd to Wildwood Rd		
Description					
Safety study; bike/ped improvements					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	0	10	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	0	0	7
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Chicot Rd: US 90 to Shortcut Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2057	0.34	\$4,675,705	4	40	Low
Name			Limits		
Chicot Rd			US 90 to Shortcut Rd		
Description					
Widen to 4 lanes divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		5	0	10	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	0	0	10
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

Popps Ferry Connector: I-10 @ Woolmarket to Riverview Dr

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2030	1.76	\$38,380,756	4	40	Low
Name			Limits		
Popps Ferry Connector			I-10 @ Woolmarket to Riverview Dr		
Description					
New 4 Lane Controlled Access Roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		10	5	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	5	5	10
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Eglin Road Extension: US 90 to Fort Bayou

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2039	1.44	\$26,642,226	4	40	Low
Name			Limits		
Eglin Road Extension			US 90 to Fort Bayou		
Description					
New 4 Lane Divided Roadway and Bridge					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		10	5	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	5	5	10
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Jody Nelson Dr Extension: US 90 to Hewes Ave

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2051	1.63	\$24,374,272	4	40	Low
Name			Limits		
Jody Nelson Dr Extension			US 90 to Hewes Ave		
Description					
New 4 Lane Divided Roadway, Widen to 4 Lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		10	5	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	5	5	10
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	YES	EM	[Blank] – No Consideration Concerns Found		

County Farm Road: I-10 to Red Creek Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2013	1.22	\$5,320,968	4	39	Low
Name			Limits		
County Farm Road			I-10 to Red Creek Rd		
Description					
Widen to 4 Lanes Divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		10	5	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5		0	0	5	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found		
YES	NO				

Shriners Blvd: Woolmarket Rd to MS 67

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2037	3.93	\$19,931,824	4	37	Low
Name			Limits		
Shriners Blvd			Woolmarket Rd to MS 67		
Description					
Widen to 4 Lane Divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		5	0	5	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	0	5	7
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

MS 613: @ Dutch Bayou Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2109	--	\$350,000	4	35	Low
Name			Limits		
MS 613			@ Dutch Bayou Rd		
Description					
Intersection study					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		0	0	10	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
15		0	0	0	10
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

I-10: Lorraine Rd EB On-Ramp and WB Off-Ramp

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2032	--	\$5,682,346	4	34	Low
Name			Limits		
I-10			Lorraine Rd EB On-Ramp and WB Off-Ramp		
Description					
Add Lanes					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	10	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	0	5	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

McCann Road Extension: Lemoyne Rd to Cook Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2043	1.00	\$7,352,158	4	32	Low
Name			Limits		
McCann Road Extension			Lemoyne Rd to Cook Rd		
Description					
New 3 Lane Roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	5	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	5	5	7
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Greyhound Way: Old Spanish Trail to Fountainbleu Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2059	1.03	\$14,245,431	4	29	Low
Name			Limits		
Greyhound Way			Old Spanish Trail to Fountainbleu Rd		
Description					
Widen to 4 lanes divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		10	5	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	0	0	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Creosote Rd Extension: Canal St to Creosote Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2036	2.14	\$32,000,578	4	29	Low
Name			Limits		
Creosote Rd Extension			Canal St to Creosote Rd		
Description					
New 4 Lane Divided Roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		0	5	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	5	5	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Eglin Road: I-10 to Fort Bayou

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2038	2.31	\$10,074,948	4	28	Low
Name			Limits		
Eglin Road			I-10 to Fort Bayou		
Description					
Widen to 4 Lanes Divided					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	0	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	5	5	8
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

I-10: @ Old Fort Bayou Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2033	--	\$29,907,083	4	28	Low
Name			Limits		
I-10			@ Old Fort Bayou Rd		
Description					
New Interchange					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
5		5	5	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	0	5	8
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

I-10: @ Franklin Creek Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2114	--	\$350,000	4	20	Low
Name			Limits		
I-10			@ Franklin Creek Rd		
Description					
Intersection study					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		5	0	0	5
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	0	0	10
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

Akoko Street Extension: Noma Dr to Coelho Way

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2055	1.84	\$12,498,668	4	19	Low
Name			Limits		
Akoko Street Extension			Noma Dr to Coelho Way		
Description					
New 2 Lane Roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		5	0	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	0	5	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Noma Drive: Alapai Dr to dead end

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2053	0.66	\$2,486,026	4	19	Low
Name			Limits		
Noma Drive			Alapai Dr to dead end		
Description					
2 Lane reconstruction					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		5	0	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	0	5	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Park Ten Extension: extend to Noma Dr

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2052	0.54	\$4,411,295	4	14	Low
Name			Limits		
Park Ten Extension			extend to Noma Dr		
Description					
New 2 Lane Roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		0	0	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	0	5	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Frontage Road: Gex Rd to Noma Dr

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2054	0.91	\$6,616,942	4	14	Low
Name			Limits		
Frontage Road			Gex Rd to Noma Dr		
Description					
New 2 Lane Roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
0		0	0	0	0
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0		0	0	5	9
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Klondyke Rd Ext: 28th St to Canal Rd

MTP ID	Length (mi)	2024 Cost	Stage	Total Score	Local Priority
2256	2.83	\$23,611,102	4	N/A	Low
Name			Limits		
Klondyke Rd Ext			28th St to Canal Rd		
Description					
New roadway					
Project Scoring					
Congestion Reduction		Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A		N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit		Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A		N/A	N/A	N/A	N/A
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO	EM COM	[Blank] – No Consideration Concerns Found		