2050
Metropolitan Transportation Plan
HPFL MPO



DRAFT – Main Report
September 2025

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Reserved for adoption resolution.

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- City of Hattiesburg, Mississippi
- City of Petal, Mississippi
- Lamar County, Mississippi
- Forrest County, Mississippi

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This Plan was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Mississippi Department of Transportation (MDOT), and local governments in partial fulfillment of requirements in Title 23 USC 134 and 135, amended by the IIJA, Sections 11201 and 11525, October 1, 2021. The contents of this document do not necessarily reflect the official views or policies of the USDOT.

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

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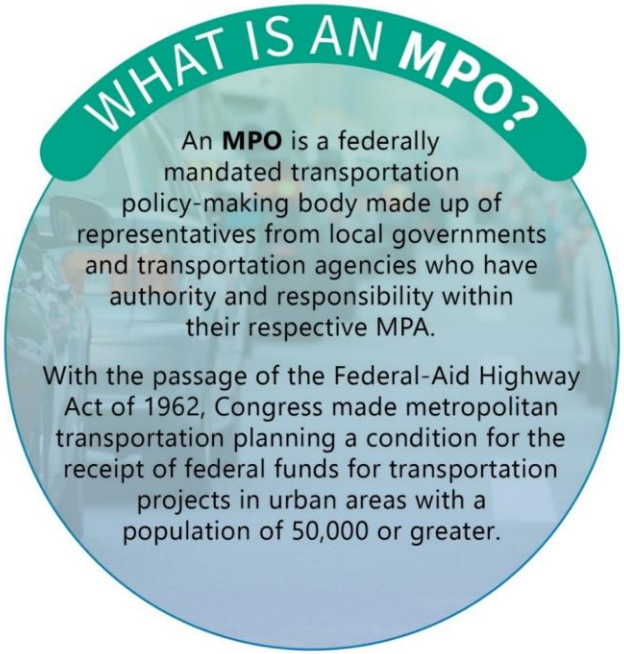
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1.0 The MPO and the Metropolitan Transportation Plan

The 2050 Metropolitan Transportation Plan (MTP) serves as the long-range transportation plan for the Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization (HPFL-MPO). It replaces and builds upon the 2045 MTP by considering regional changes and growth, and updating the data, analysis, and improvement recommendations for the MPO planning area. As such, it establishes long-term goals, objectives, and transportation priorities over the next 25 years. The MTP is updated every five years to reflect new trends and priorities, incorporate new funding assumptions, and maintain compliance with Federal Regulations.

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



The HPFL serves as the MPO for the urbanized areas, and areas anticipated to be urbanized by the Year 2050. The HPFL-MPO includes the Cities of Hattiesburg and Petal, as well as portions of Forrest and Lamar Counties. The region is also home to the main campuses of the University of Southern Mississippi and William Carey University. The MPO planning area is illustrated in **Figure 1.1**.

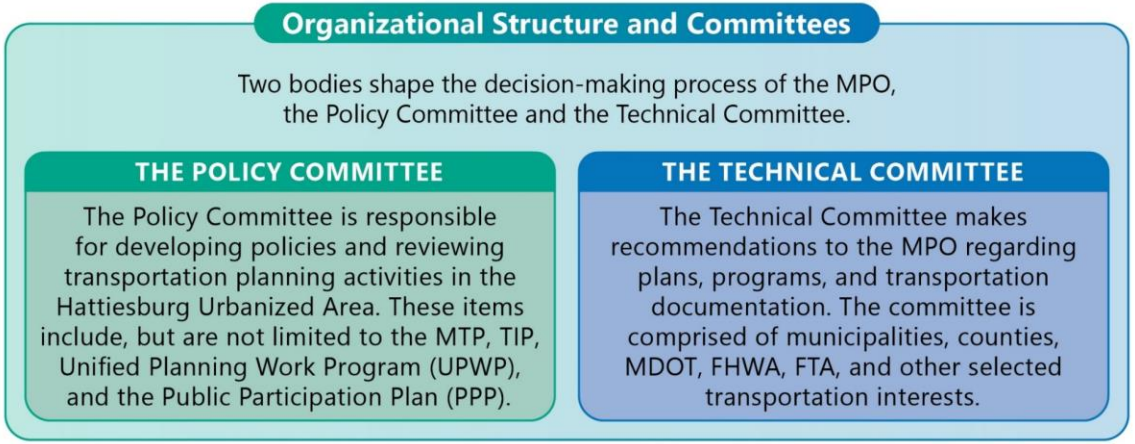
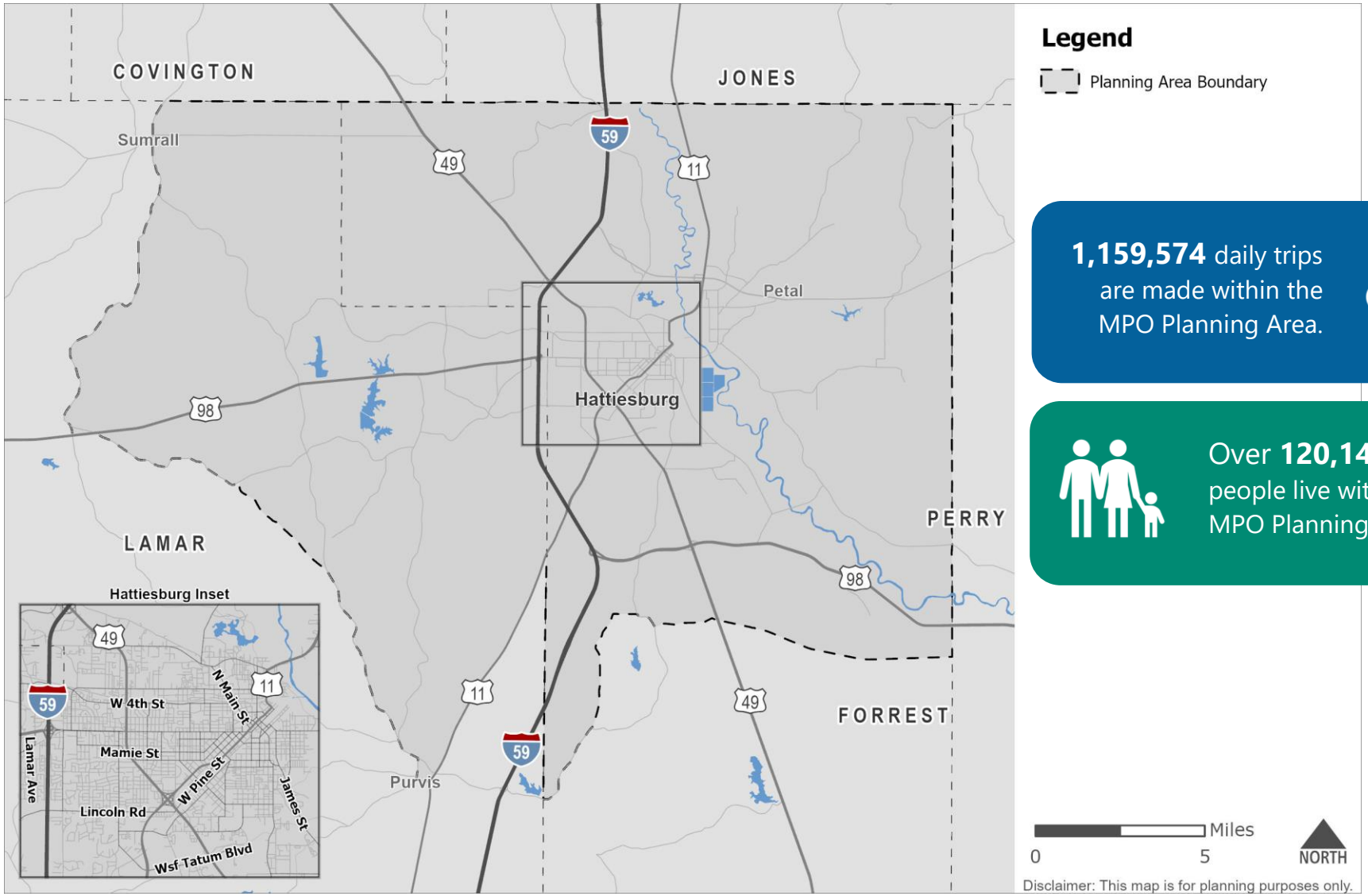


Figure 1.1: Metropolitan Transportation Plan 2050 MPO Planning Area



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

The MTP builds from previous planning efforts and grows from the foundation set in the previous MTP. To ensure the plan aligns and considers the goals and progress of partner agencies, HPFL coordinated with MDOT, local jurisdictions, and multiple federal, state, and local agencies throughout the planning process. The MTP consists of six technical reports that provide additional detail on the different aspects of the plan and its development. Plans identified and reviewed during the plan development process, and an overview of the six reports are detailed below.



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

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

1.2 What Guides the Metropolitan Transportation Plan?

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



1.3 Metropolitan Transportation Plan Revisions

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

Federal legislation requires the MTP to consider
10 PLANNING FACTORS:


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


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


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


Increase accessibility and mobility of people and freight


Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns


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

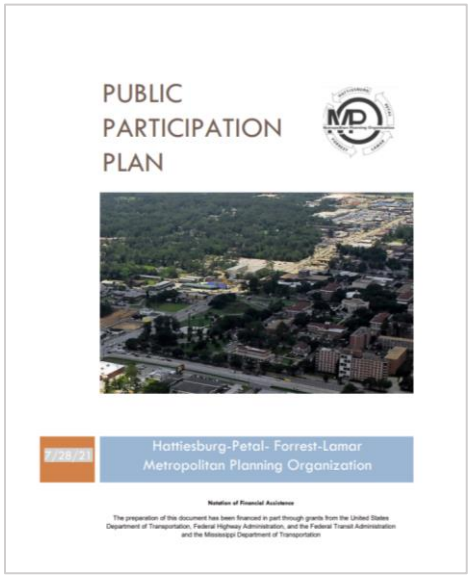

Promote efficient system management and operation


Emphasize the preservation of the existing transportation system


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


Enhance travel and tourism

1.4 Community Inclusion



The MPO's Public Participation Plan (PPP) specifies the way the MPO prevents discrimination and accommodates diverse community populations. This plan outlines strategies for public involvement in developing and maintaining transportation planning documents. It emphasizes transparency and ensures ample opportunities for public review and comment, with regular updates to maintain an open participation process. This plan is publicly available through the MPO.



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

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

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



Round 2 of community engagement focused on building off the first round of engagement results and encouraged the public to review and provide input on transportation strategies to reduce congestion. During this period, information was used to determine the public sentiment on different improvements, which were then incorporated into the project prioritization process.

Round 3 focused on informing the public about the draft plan and receiving final input, with outreach at:

Date	Event/Location	Time
Saturday, Oct 4	Food Truck Festival 631 Main Street Hattiesburg, MS	11 am – 2 pm
Thursday, Oct 9	Public Meeting Hattiesburg Train Depot 308 Newman Street Hattiesburg, MS 39401	4 – 6 pm
Thursday, Oct 9	Downtown Farmers Market Town Square Park 100 Main Street Hattiesburg, MS 39401	2 – 4 pm

Additional results and details from the public outreach activities are described in *Technical Report #5: Plan Development*.

2.0 Planning Process and Outreach

2.1 Metropolitan Transportation Plan Planning Process

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

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

2.2 Outreach and Engagement

Development of the MTP was guided by input from the public, stakeholders, and MPO partners. These groups provided important insight into local and regional transportation concerns and priorities. An overview of engagement results is included in **Section 2.3,** and a detailed summary of the outreach process is discussed in *Technical Report #5: Plan Development*.



2.3 Establishing Transportation Priorities



Establishing priorities began with the first outreach phase. This phase of the plan occurred at the beginning of the plan development, and key findings from this phase helped guide the planning process. Federal regulations combined with input from the public, stakeholders, and MPO partners helped to establish the transportation priorities. A summary of engagement results is included in this section.

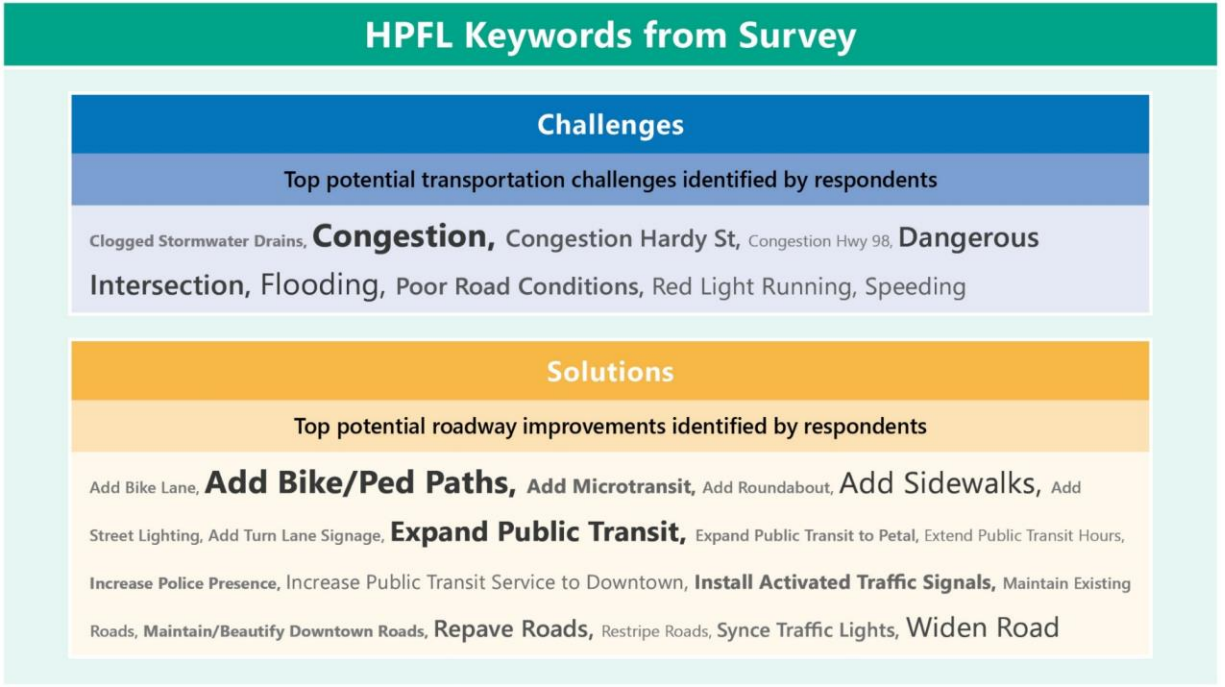
Keywords were collected to provide a general summary of the challenges and potential solutions that were most often mentioned throughout the public involvement process. These are summarized below.

Challenges which were commonly mentioned include:

- congestion,
- dangerous intersection, and
- flooding.

Potential Solutions that were mentioned often include:

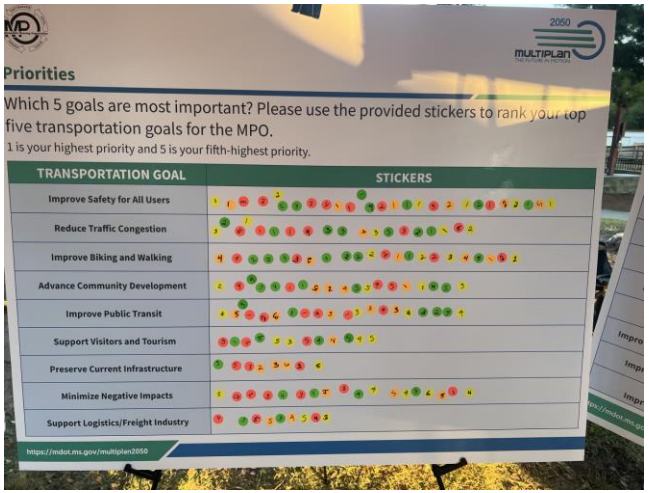
- add sidewalks,
- add bike/ped paths,
- expand public transit, and
- widen and repave roads.

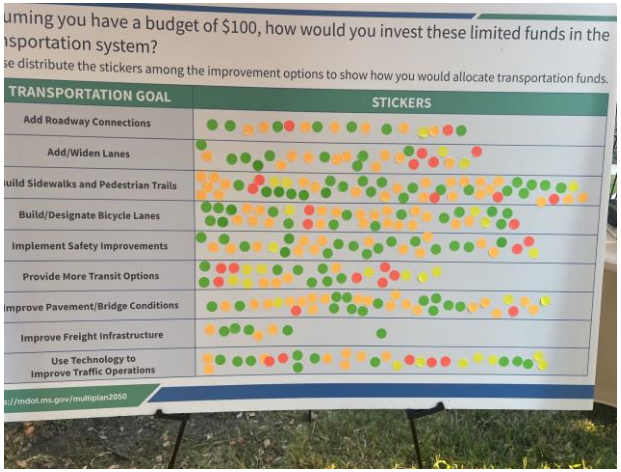


Survey results, detailed in the following pages, showed that improving pavement and bridge conditions was identified as the top funding priority. Reducing traffic congestion, as seen on the following page, is perceived as the greatest need within the region, followed by improvements in safety for all users.

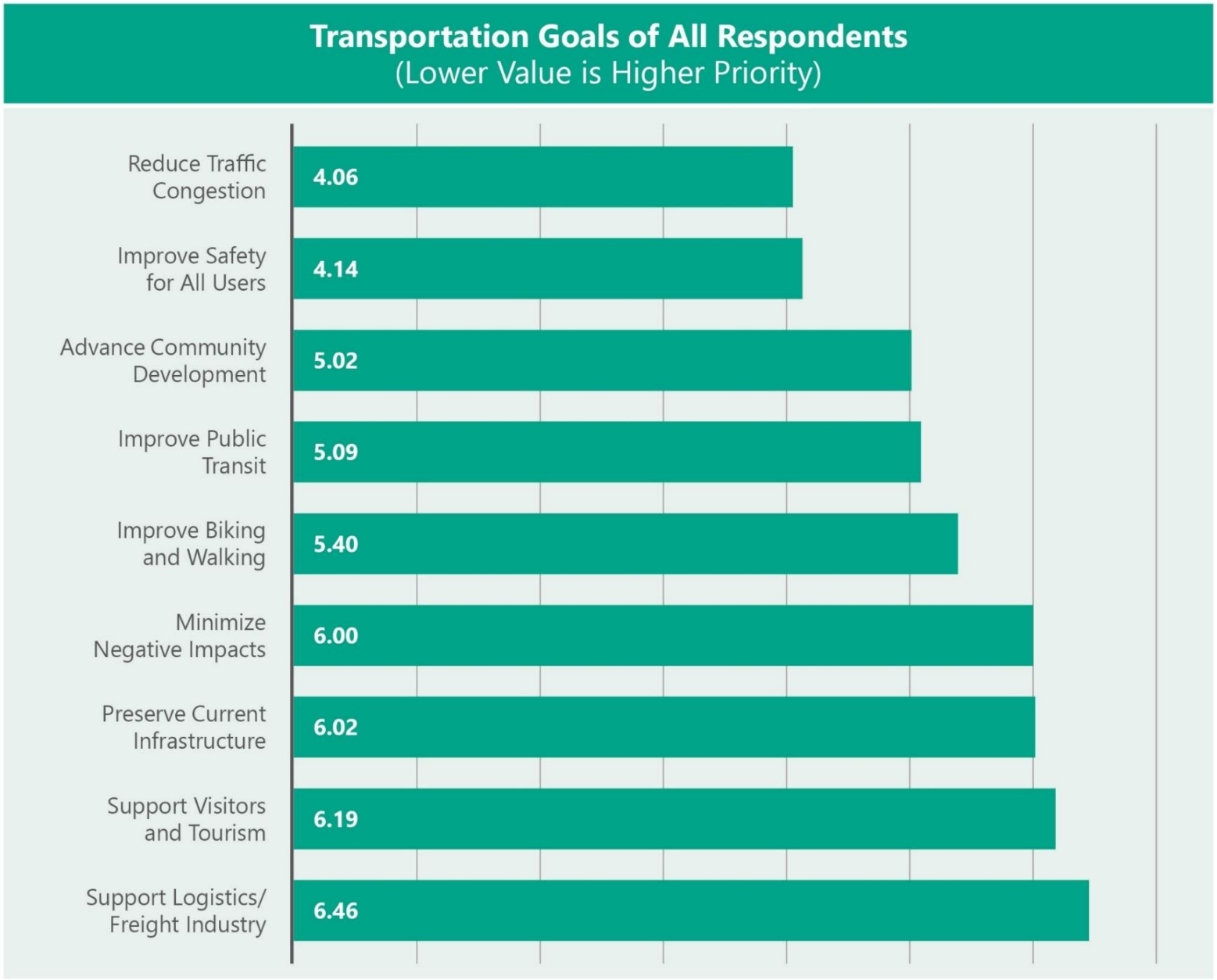
Additional results from the public outreach activities are described in *Technical Report #5: Plan Development*.

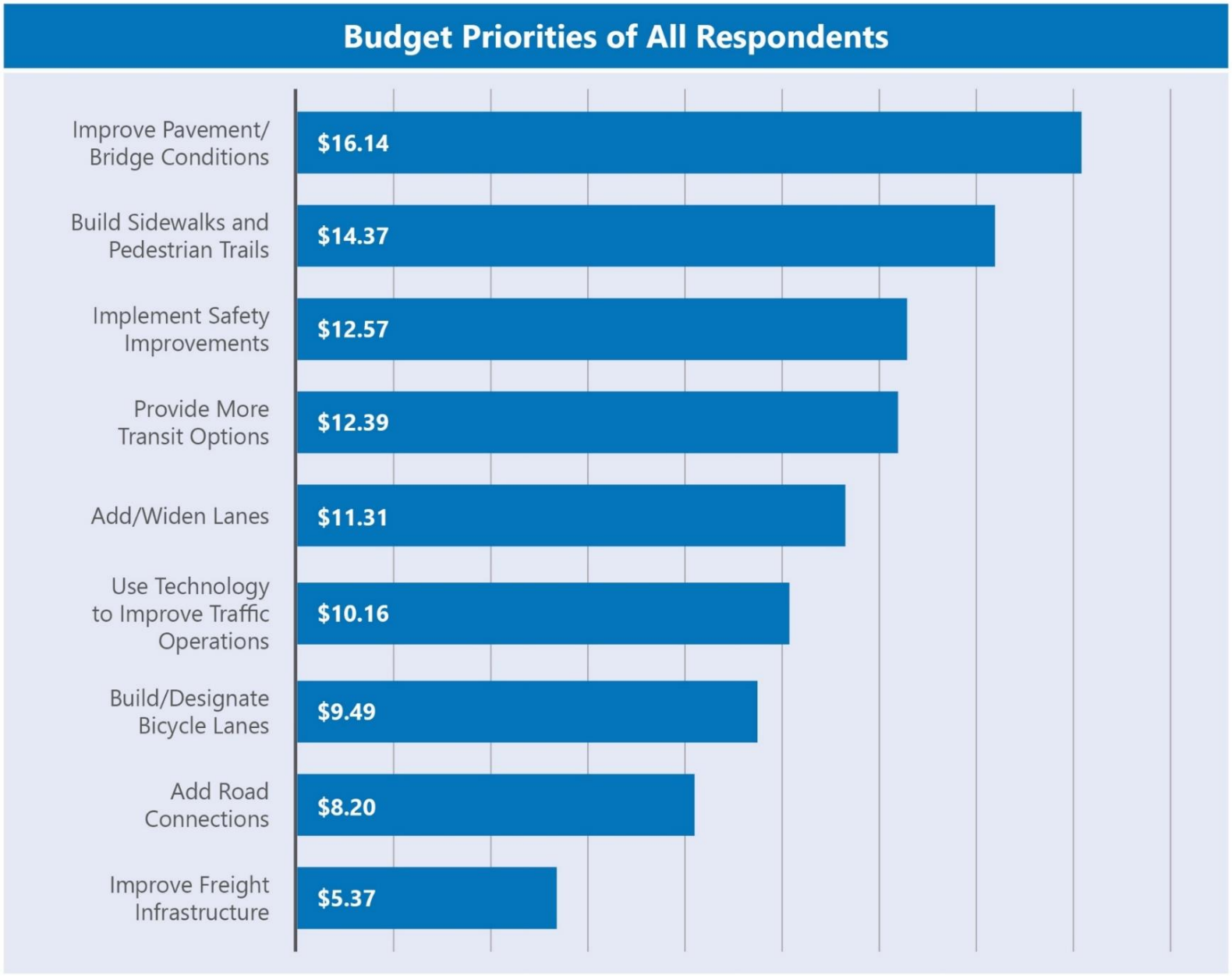









Transportation Goals of All Respondents
(Lower Value is Higher Priority)
Reduce Traffic Congestion
4.06
Improve Safety for All Users
4.14
Advance Community Development
5.02
Improve Public Transit
5.09
Improve Biking and Walking
5.40
Minimize Negative Impacts
6.00
Preserve Current Infrastructure
6.02
Support Visitors and Tourism
6.19
Support Logistics/ Freight Industry
6.46


Budget Priorities of All Respondents
Improve Pavement/ Bridge Conditions
$16.14
Build Sidewalks and Pedestrian Trails
$14.37
Implement Safety Improvements
$12.57
Provide More Transit Options
$12.39
Add/Widen Lanes
$11.31
Use Technology to Improve Traffic Operations
$10.16
Build/Designate Bicycle Lanes
$9.49
Add Road Connections
$8.20
Improve Freight Infrastructure
$5.37


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3.0 Plan Vision, Goals, and Objectives Statements

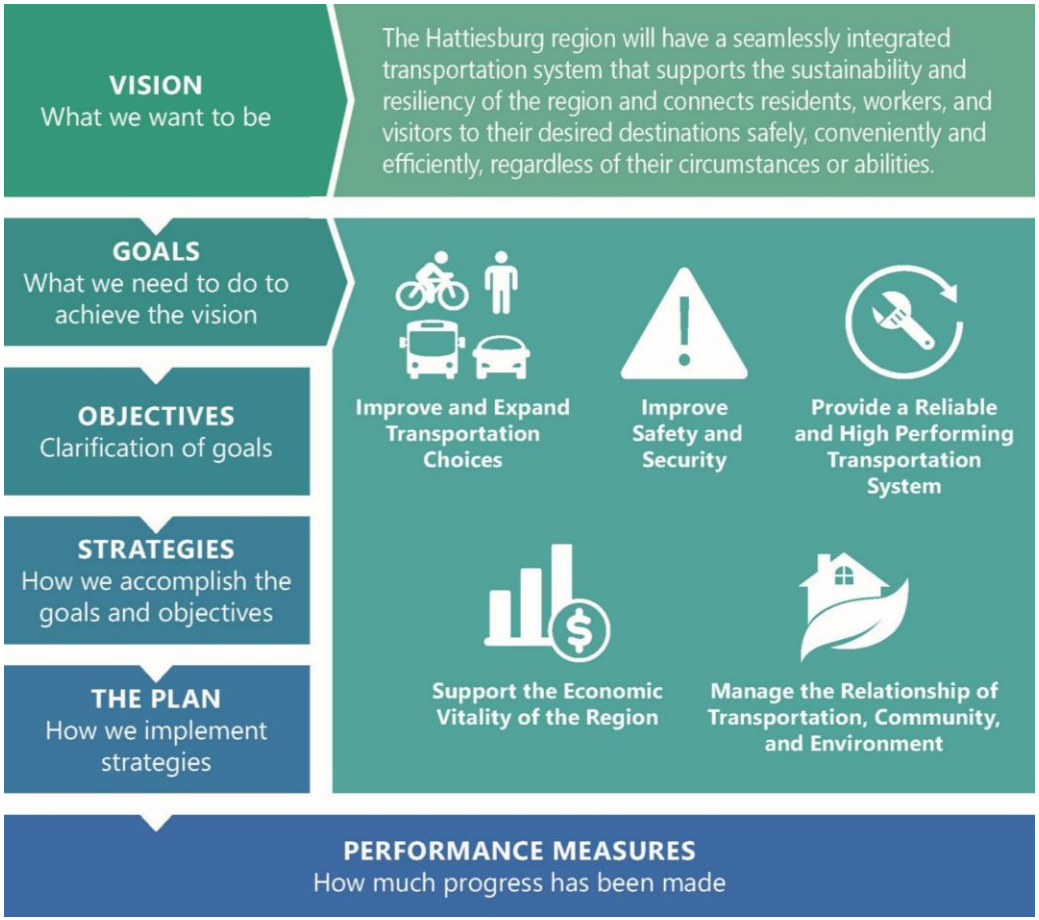
The following statements were crafted to provide guidance throughout plan development and support the region's future transportation system. These goals are consistent with previous plan updates and directly align with federal planning factors. The plan's strategic framework, goals and objectives, and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

3.1 Goals and Objectives

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

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

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



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** Support a fiscally constrained 25-year Metropolitan Transportation Plan that addresses existing and future needs while maximizing projected revenues.
- **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.
- **CE.5** Support the reduction of transportation-related emissions and the improvement of air quality through fleet fuel management and the reduction of congestion.
- **CE.6** Provide access to active transportation options, healthcare facilities, and healthy foods.



4.0 Transportation Investment Needs

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

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

Key Benefits of Transportation Investment

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




ONLY
ONLY

4.1 A Multimodal System Snapshot

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

Railroads



3 SIGNIFICANT FREIGHT RAILROADS: Kansas City Southern, Norfolk Southern & Canadian Northern

Aviation



1 PUBLIC USE AIRPORT
Hattiesburg-Bobby L. Chain Municipal Airport

Highways



364.8
CENTERLINE MILES
of roadway functionally classified as Collector or higher in the MPO planning area

Bike & Pedestrian



Network consists of approximately **200 MILES** of pedestrian and bicycle facilities

Transit



Hub City Transit (HCT) serves around **48,000 passenger trips** annually

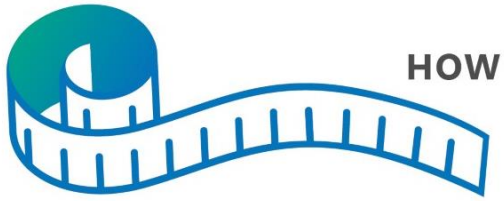
Bridges



Over **280 BRIDGES** within, or bordering, the MPO planning area

	MPA	UNITED STATES
DRIVE ALONE	83.2%	71.7%
CARPOOL	8.2%	8.5%
PUBLIC TRANSPORTATION	0.5%	3.8%
WALK	1.2%	2.4%
WORK AT HOME	2.4%	11.7%
OTHER	4.5%	1.9%

Source: ACS 2022 5-Year Estimates



HOW DOES THE REGION'S TRANSPORTATION MEASURE UP?

Roadway Safety

19.0 **FATALITIES** per year

73.4 **SERIOUS INJURIES** per year

Bicyclist/Pedestrian Safety

14.8 **FATALITIES** or **SERIOUS INJURIES** among non-motorized users per year

Transit Condition

30% of buses exceed their **USEFUL LIFE BENCHMARK (ULB)**

Interstate Pavements

89.0% of interstate pavements are in **GOOD** condition

0.9% of interstate pavements are in **POOR** condition

Non-Interstate NHS Pavements

62.1% of non-interstate pavements are in **GOOD** condition

11.7% of non-interstate pavements are in **POOR** condition

Bridge Quality

72.9% of bridges are in **GOOD** condition

0.9% of bridges are in **POOR** condition

Interstate Reliability

100% reliable Interstate routes

Roadway Reliability

94.4% reliable non-interstate NHS routes

Freight

Truck Travel Time Reliability Index on the Interstate is **1.69**

NHS - National Highway System

4.2 Growth Fueling Transportation Demand

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

Population

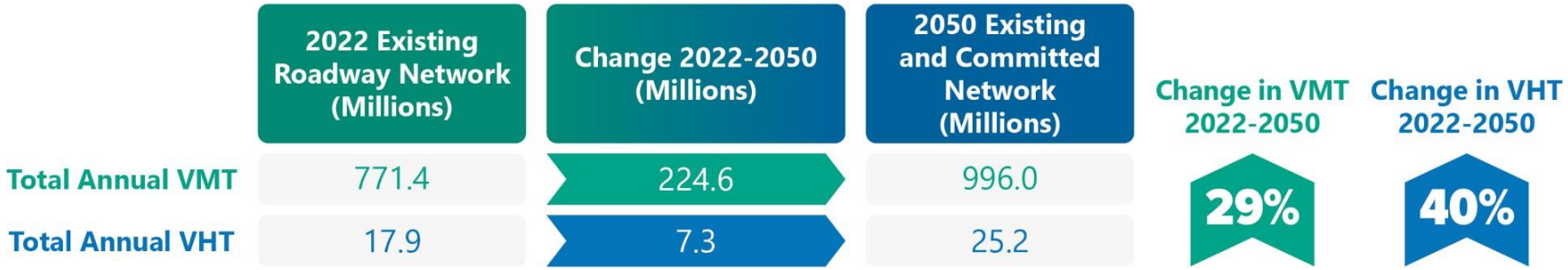
Population projections show that the MPO planning area and surrounding region will continue to grow from just over 120,142 persons in 2022 to just over 162,752 in 2050, an increase of about 42,610 additional residents.

Economy

Between 2022 and 2050, the total number of employees is expected to increase from just under 57,496 in 2022 to just over 75,761 in 2050, a growth of approximately 1,826 employees.

Vehicle Miles Traveled and Vehicle Hours Traveled

Vehicle Miles Traveled (VMT) measures the total number of miles traveled by all vehicles on the region's roadways. An increase in miles traveled represents an increase in either the number of vehicles travelling or length of chosen route, such as to avoid congestion. Increases in VMT over time result from population and employment growth, limited infrastructure improvements, and transportation policy changes. With only the anticipated additional projects that comprise the Existing + Committed Transportation Network, VMT is expected to increase by 29 percent, while Vehicle Hours Traveled (VHT) is expected to increase by 40 percent. A deeper analysis of the changes to the roadway network is discussed in *Technical Report #4: Needs Assessment*



Environmental Factors

Environmental factors can greatly impact transportation infrastructure and operations. Within the MPO planning area, natural events (such as flooding, temperature extremes, and high wind) and infrastructure hazards (such as dam failures) were identified as hazards that impact the region. Mitigating these events requires maintaining existing infrastructure to prevent failures and providing alternative routes when roadway or bridge failure does occur. Additional information about these hazards can be found in *Technical Report #4: Needs Assessment*.

Urbanization of the Population

Changes in travel behavior are mainly driven by the evolving needs and wants of people and their desire for convenient access to housing, jobs, school, and social gatherings, which can increase the demand on transportation networks. Higher density development, especially mixed-use development, can help to address this. Increased population density promotes non-single occupancy vehicle trips and supports non-motorized and cost-effective transit trips, while mixed-use development also allows for the development of non-residential community destinations, such as shops, restaurants, medical centers, grocery stores, and other similar facilities near where people live.

Global Policy and Transportation Investments



The growth of global trade relies heavily on connected and well-maintained transportation networks. Freight projections indicate that commerce and trade will continue to grow from 2022 to 2050, leading to an increase in transported freight tonnage, value, and volume. Increases in freight traffic will also increase the demand for transportation facilities. This can create new or exacerbate existing roadway congestion concerns as more freight vehicles are needed to move the goods to another freight mode, destination, or other location.

5.0 Funding Availability

Transportation investments are necessary to maintain existing infrastructure, modernize and/or upgrade existing assets, and provide additional roadway capacity. Understanding this, the MPO divided anticipated transportation improvement funding by program stage, shown in **Table 1**, to maximize the region's future multimodal transportation investment while considering anticipated revenues.

Technical Report #5: Plan Development provides further detail regarding how these future funding levels were developed using available data and historical funding analysis.

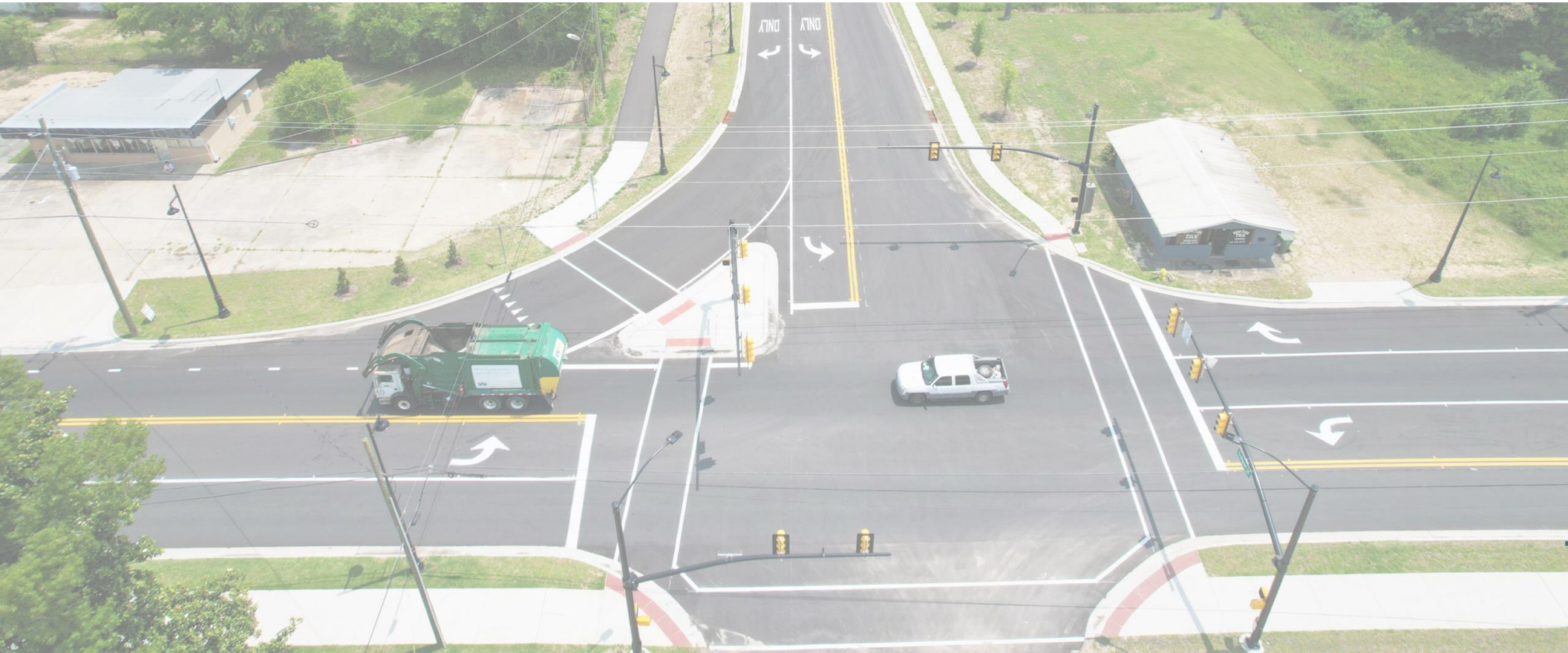


Table 1: Anticipated Revenues by Source and Transportation Improvement Program Stage

Funding Source	Transportation Improvement Program Stage			Total Staged Program
	Stage 1 (2025 - 2030)	Stage 2 (2031 - 2040)	Stage 3 (2041 - 2050)	
Capacity	$49,209,369	$19,462,667	$23,724,882	$92,396,918
Reconstruction	$3,017,600	$8,261,880	$10,071,186	$21,350,666
Overlay	$2,122,848	$7,481,549	$9,119,966	$18,724,363
Bridges	$6,630,048	$16,242,455	$19,799,463	$42,671,966
Enhancement	$6,975,183	$11,459,480	$13,969,043	$32,403,707
Safety	$9,019,026	$32,065,308	$39,087,431	$80,171,764
Maintenance	$45,200,755	$133,311,446	$162,505,909	$341,018,111
Local	$13,056,742.20	$5,029,979	$6,131,516	$24,218,238
Non-Motorized	$12,678,217	$30,817,378	$37,566,212	$81,061,808
Local Non-Motorized	$7,556,540	$872,623	$1,063,722	$9,492,885
Total Capital Improvements	***$155,466,328***	***$265,004,765***	***$323,039,330***	***$743,510,424***
Transit	**$8,870,643**	**$23,293,685**	**$28,394,872**	**$60,559,199**
Sec 5307	$6,674,083	$10,905,857	$13,294,179	$30,874,120
Sec 5310/5311	$75,333	$424,852	$517,892	$1,018,077
Sec 5339	$2,121,227	$11,962,975	$14,582,800	$28,667,003
Total MTP	**$164,336,972**	**$288,298,450**	**$351,434,202**	**$804,069,624**

6.0 Staged Improvement Program

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

6.1 Roadway Capital and Maintenance Projects

The first projects planned for implementation are identified in the Existing and Committed Transportation Network. Projects not in this network were identified by member agencies and the general public for prioritized construction using the remaining funds forecasted as available. Fiscally constrained and prioritized capacity projects are illustrated on the following page in **Figure 2**, and all prioritized, fiscally constrained projects are listed in **Table 2**.

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



Figure 2: Fiscally Constrained Capacity Projects

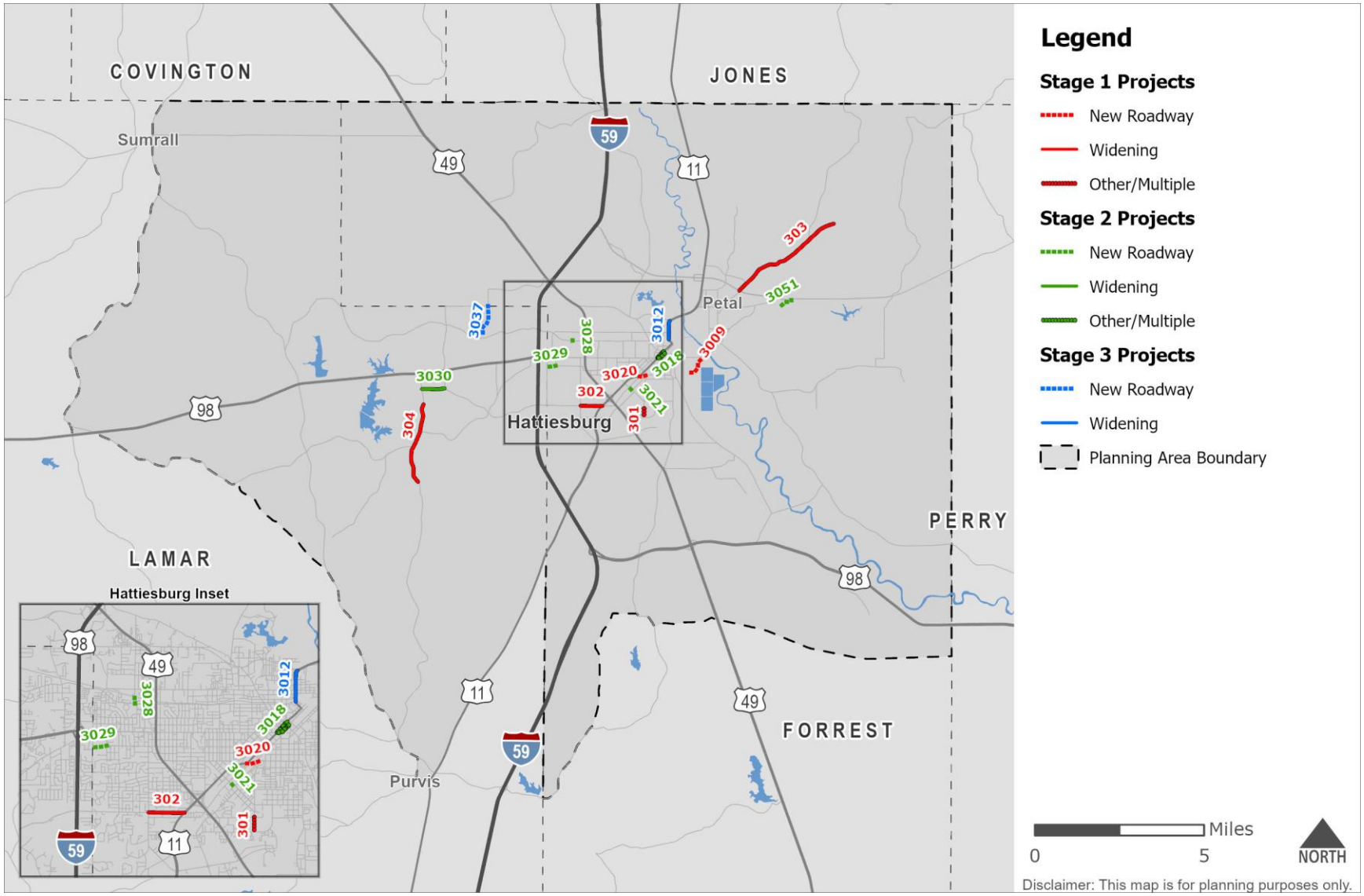


Table 2: Fiscally Constrained Project Listing

MTP_50_ ID	Stage/ Tier	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Program Stage (YOE) Cost	Funding Category
301	1	Martin Luther King Ave	From William Carey Pkwy to Tuscan Ave	Widen/Overlay/Curb and Gutter/New Construction	$2,557,500	--	Hattiesburg	$2,557,500	Capacity
302	1	Lincoln Road	From U.S. Hwy 11 to 28th Ave	Widen to 4 Lanes and add bike/ped accommodations	$7,181,727	--	Hattiesburg	$7,181,727	Capacity
303	1	Old Richton Road	From Evelyn Gandy Pkwy to Harrington Rd	Widen to 4 lanes	$48,475,000	--	Petal	$48,475,000	Capacity
304	1	Old Hwy 11	From Hattiesburg Corp Limits South to Richburg Rd	Widen/Overlay/Curb and Gutter (adding center turn lane)	$1,661,000	--	Lamar	COMPLETE	Reconstruction
305	1	Old Richton Road	@ Evelyn Gandy Pkwy	Intersection Improvement	$560,000	--	Petal	CONSTRUCT ION	Capacity
306	1	Evelyn Gandy Pkwy (MS 42)	@Redfern Trail	Intersection Improvement	$1,000,000	--	Petal	$1,000,000	Capacity
307	1	Carterville Rd	@Dawson Cutoff and Corinth Rd	Roundabout	$1,250,000	--	Petal	$1,250,000	Capacity
308	1	Oak Grove Rd	@ Weathersby Rd	Roundabout	$6,125,000	--	Lamar Co	$613,000	Capacity
309	1	Oak Grove Rd	@ Hegwood Rd and @ Lincoln Rd	Intersection Improvement	$434,484	--	Lamar Co	$434,484	Capacity
310	1	Edwards St	James St to Lilac St	Reconstruction and non-motorized improvements	$2,400,000	--	Hattiesburg	$2,400,000	Reconstruction
311	1	S 40th Ave	Lincoln Rd to Hardy St	Reconstruction and street improvements	$715,000	--	Hattiesburg	$715,000	Reconstruction
312	1	William Carey Pkwy	US 49 to Tuscan Ave	Reconstruction and street improvements	$657,000	--	Hattiesburg	$657,000	Reconstruction
313	1	W 4th St	N 38th Ave to Thornhill Dr	8' multiuse pathway	$1,007,006	--	Hattiesburg	$1,007,006	Local Non-Motorized
314	1	W 4th St	N 38th Ave to N 34th Ave	Multiuse pathway providing additional connectivity to USM	$1,277,128	--	Hattiesburg	$1,277,128	Local Non-Motorized
315	1	Classic Dr	Pine Tree Dr to Golf Course Rd	Bike/ped Improvements	$1,015,106	--	Forrest Co	$1,015,106	Local Non-Motorized
316	1	Country Club Rd	St Claire Pkwy to US 49	Bike/ped Improvements	$845,820	--	Forrest Co	$845,820	Local Non-Motorized
317	1	Classic Dr	Golf Course Rd to US 49	Bike/ped Improvements	$1,091,120	--	Forrest Co	$1,091,120	Local Non-Motorized

MTP_50_ ID	Stage/ Tier	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Program Stage (YOE) Cost	Funding Category
318	1	Loop Travillion Rd	Stepts Ave, JM Industrial Dr and Old Airport Rd	Bike/ped Improvements	$1,070,360	--	Forrest Co	$1,070,360	Local Non-Motorized
319	1	River Ave	Over Leaf River Bridge	Bike/ped Improvements	$1,250,000	--	Forrest Co	$1,250,000	Local Non-Motorized
3009	1	Hall Ave Ext	James St to E Hardy St	New 2 Lane Roadway	$10,785,829	1.29	Hattiesburg	COMPLETE	Capacity
3020	1	Broadway Dr Ext	W Pine St to Hall Ave	New 2 Lane Roadway	$2,014,730	0.24	Hattiesburg	COMPLETE	Capacity
OVER-1	1	Varies	Varies	Overlay funds	--	--	Varies	$2,122,848	Overlay
BRIDGE-1	1	Varies	Varies	Bridge improvements	--	--	Varies	$6,630,048	Bridges
ENHAN-1	1	Varies	Varies	Roadway enhancements	--	--	Varies	$6,975,183	Enhancement
SAFE-1	1	Varies	Varies	Safety projects	--	--	Varies	$9,019,026	Safety
MAIN-1	1	Varies	Varies	Maintenance	--	--	Varies	$45,200,755	Maintenance
TA-1	1	Varies	Varies	Bike/ped improvements	--	--	Varies	$12,678,217	Non-Motorized
3018	2	Pine St/Front St	Hardy St to Market St	Convert to Two Way	$516,217	0.61	Hattiesburg	$704,159	Reconstruction
3106	2	N Main Street	Old Highway 42 to Newman Street	Corridor Study; Maintenance; Bike/ped improvements	$350,000	1.74	Hattiesburg	$477,426	Non-Motorized
3028	2	N 31st Ave Ext	W 4th St to W 7th St	New 2 Lane Roadway	$2,165,589	0.26	Hattiesburg	$2,954,026	Capacity
3103	2	S 28th Avenue	Hardy St to Lincoln Road	Bike/ped Improvements	$350,000	1.42	Hattiesburg	$477,426	Local Non-Motorized
3021	2	Timothy Ln Ext	W Pine St to Eastside Ave	New 2 Lane Roadway	$1,290,801	0.15	Hattiesburg	$1,760,750	Capacity
3029	2	W Arlington Loop Ext	S 40th Ave to S 37th Ave	New 2 Lane Roadway	$2,124,081	0.25	Hattiesburg	$2,897,407	Capacity
3030	2	Lincoln Rd	Old US 11 to Hegwood Rd	Add Center Turn Lane	$6,337,439	0.68	Hattiesburg/ Lamar	$8,644,743	Capacity
3051	2	Springfield Rd Ext	Corinth Rd to Evelyn Gandy Pkwy	New 2 Lane Roadway	$3,070,537	0.37	Petal	$4,188,443	Capacity

MTP_50_ ID	Stage/ Tier	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Program Stage (YOE) Cost	Funding Category
OVER-2	2	Varies	Varies	Overlay funds	--	--	Varies	$7,481,549	Overlay
BRIDGE-2	2	Varies	Varies	Bridge improvements	--	--	Varies	$16,242,455	Bridges
ENHAN-2	2	Varies	Varies	Roadway enhancements	--	--	Varies	$11,459,480	Enhancement
SAFE-2	2	Varies	Varies	Safety projects	--	--	Varies	$32,065,308	Safety
MAIN-2	2	Varies	Varies	Maintenance	--	--	Varies	$133,311,446	Maintenance
TA-2	2	Varies	Varies	Bike/ped improvements	--	--	Varies	$30,817,378	Non-Motorized
3012	3	Bouie St	E 4th St to Old MS 42/US 11	Widen to 4 Lanes	$7,734,837	0.56	Hattiesburg	$14,179,526	Capacity
3105	3	River Ave	Buschman St to Old River Avenue	Maintenance; Bike/ped improvements; Beautification	$350,000	0.78	Hattiesburg	$641,621	Non-Motorized
3037	3	Classic Dr Ext	W 4th St to J Ed Turner Rd	New 2 Lane Roadway	$8,332,390	1.00	Hattiesburg/ Lamar	$15,274,961	Capacity
OVER-3	3	Varies	Varies	Overlay funds	--	--	Varies	$9,119,966	Overlay
BRIDGE-3	3	Varies	Varies	Bridge improvements	--	--	Varies	$19,799,463	Bridges
ENHAN-3	3	Varies	Varies	Roadway enhancements	--	--	Varies	$13,969,043	Enhancement
SAFE-3	3	Varies	Varies	Safety projects	--	--	Varies	$39,087,431	Safety
MAIN-3	3	Varies	Varies	Maintenance	--	--	Varies	$162,505,909	Maintenance
TA-3	3	Varies	Varies	Bike/ped improvements	--	--	Varies	$37,566,212	Non-Motorized

Table 3: Visionary Project Listing

MTP_50_ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length	Jurisdiction	Funding Category
3023	US 49	South Study Area Boundary to US 98 Bypass	Upgrade to Expressway	$7,222,590	2.16	MDOT/Forrest	Capacity
3011	CBD Bypass Phase II	River Ave to Edwards St	New 4 Lane Roadway	$28,064,960	2.04	Hattiesburg	Capacity
3044	US 98 Bypass Ext Phase II	US 98 to US 98 Bypass Extension Phase I	New 4 Lane Roadway	$96,840,054	7.04	MDOT/Lamar	Capacity
3123	US 49	@ I-59	Interchange Improvement	$25,750,000	--	MDOT/ Hattiesburg	Enhancement
3046	Western Bypass Phase I	Richburg Rd to US 98	Widen to 4 Lanes, New 4 Lane Roadway	$43,911,574	3.19	Lamar/ Hattiesburg	Capacity
3111	US 49	@ Hardy St	Interchange Study	$350,000	--	MDOT/ Hattiesburg	Enhancement
3110	I-59	@ US 98	Interchange Study	$350,000	--	MDOT/Forrest	Enhancement
3112	Hardy St	@ N 40th Ave	Intersection Study	$350,000	--	Hattiesburg/ MDOT	Enhancement
3025	US 49	Broadway Dr to N 31st Ave	Widen to 6 Lanes	$41,942,066	3.03	MDOT/ Hattiesburg	Capacity
3024	US 49	US 98 Bypass to Broadway Dr	Widen to 6 Lanes	$73,702,318	5.32	MDOT/ Hattiesburg	Capacity
3045	US 11	1.1 miles south of I-59 to I-59	Widen to 4 Lanes	$17,481,733	1.26	MDOT/Lamar/ Hattiesburg	Capacity
3008	US 11	Chapel Hill Rd to Leeville Rd	Widen to 4 Lanes	$41,341,239	2.98	MDOT/Petal	Capacity
3102	Hardy Street	I-59 to W Pine Street	Corridor Study; Maintenance; Bike/ped improvements	$350,000	3.51	Hattiesburg/ MDOT	Non-Motorized
3040	I-59	@ W 4th St	New Interchange	$33,300,000	0.00	MDOT/ Hattiesburg	Capacity
3027	US 49	@ Broadway Dr (US 11)	Reconstruct Interchange	$25,750,000	--	MDOT/ Hattiesburg	Enhancement
3118	US 49	@ Broadway Dr (US 11)	Interchange Study	$350,000	--	MDOT/ Hattiesburg	Enhancement
3104	US 11	Hardy St to Lincoln Road	Corridor Study; Bike/ped improvements	$350,000	2.20	MDOT/ Hattiesburg	Non-Motorized
3033	I-59	@ Lincoln Rd	New Interchange	$33,300,000	--	MDOT/ Hattiesburg	Capacity
3017	W 4th St	US 49 to Bouie St	Widen to 4 Lanes	$34,628,075	2.50	Hattiesburg	Capacity
3122	US 49	@ W 7th St	Intersection Study	$350,000	--	MDOT/ Hattiesburg	Enhancement

MTP_50_ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length	Jurisdiction	Funding Category
3108	US 98	@ Westover Dr	Intersection Study	$350,000	--	MDOT/ Hattiesburg	Enhancement
3101	US 98	Cross Creek Parkway to I-59	Corridor Study; Bike/ped improvements	$350,000	1.73	MDOT/ Hattiesburg	Non-Motorized
3120	I-59	@ US 11	Interchange Modification	$25,750,000	--	MDOT/ Hattiesburg	Enhancement
3109	US 98	@ Weathersby Rd	Intersection Study	$350,000	--	MDOT/ Hattiesburg	Enhancement
3115	US 11	@ Rossevelt St	Intersection Study	$350,000	--	MDOT/ Hattiesburg	Enhancement
3016	Old MS 42	US 49 to Glendale Ave	Widen to 4 Lanes	$22,344,621	1.61	Hattiesburg	Capacity
3010	CBD Bypass Phase I	Bouie St/Gordon St to River Ave	New 4 Lane Roadway	$23,186,974	0.96	Hattiesburg	Capacity
3113	Hardy St	@ N 38th Ave	Intersection Study	$350,000	--	MDOT/ Hattiesburg	Enhancement
3116	US 11	@ W Pine St	Intersection Study	$350,000	--	MDOT/ Hattiesburg	Enhancement
3026	US 49	Rawls Springs Loop Rd to North Study Area Boundary	Widen to 6 Lanes	$66,300,282	4.79	MDOT/Forrest	Capacity
3032	Lincoln Rd	S 40th Ave to S 28th Ave	Widen to 5 Lanes	$13,817,245	1.00	Hattiesburg	Capacity
3047	Western Bypass Phase II	US 98 to MS 42 Realignment	Widen to 4 Lanes, New 4 Lane Roadway	$82,210,150	5.98	Forrest/Lamar/ Hattiesburg	Capacity
3038	W 4th St	Weathersby Rd to N 38th Ave	Widen to 4 Lanes	$10,446,016	0.75	Hattiesburg	Capacity
3043	US 98 Bypass Ext Phase I	Richburg Rd to I-59	New 4 Lane Roadway and Interchange Modification	$103,885,735	5.13	MDOT/Forrest/ Lamar	Capacity
3053	S 40th Ave	Lincoln Rd to Hardy St	Widen to 4 Lanes	$19,737,857	1.43	Hattiesburg	Capacity
3054	Western Bypass Phase III (Evelyn Gandy Pkwy Northern Extension)	J C Bryant Rd to I-59	New 4 Lane Roadway	$43,798,508	3.19	Forrest	Capacity
3056	Western Beltway Phase I	Slade Rd to I-59	New 4 Lane Roadway and Interchange Modification	$82,679,014	3.59	MDOT/Forrest/ Lamar	Capacity
3055	Oak Grove Rd	Old Hwy 11 to Lincoln Rd	Widen to 4 Lanes	$33,688,297	2.43	Lamar	Capacity
3042	Sullivan-Kilran Rd/Richburg Rd	US 11 to Richburg Rd	Add Center Turn Lane	$20,082,809	2.15	Forrest/Lamar/ Hattiesburg	Capacity
3107	W 7th Street	W 4th Street to N 25th Avenue	Corridor Study; Bike/ped improvements	$350,000	1.03	Hattiesburg	Non-Motorized

MTP_50_ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length	Jurisdiction	Funding Category
3059	Outer Western Bypass	US 98 to MS 42	Widen to 4 Lanes, New 4 Lane Roadway	$25,757,820	1.87	Forrest/Lamar	Capacity
3057	Western Beltway Phase II	MS 589 to Slade Rd	New 4 Lane Roadway	$44,160,848	3.21	MDOT/Lamar	Capacity
3058	Western Beltway Phase III	US 98 to MS 589	New 4 Lane Roadway	$108,055,888	7.86	MDOT/Lamar	Capacity
3007	US 11	W Central Ave to Evelyn Gandy Pkwy	Widen to 4 Lanes	$7,633,358	0.55	MDOT/Petal	Capacity
3015	Glendale Ave	Old MS 42 to Evelyn Gandy Pkwy (MS 42)	Widen to 4 Lanes	$30,098,270	1.43	Forrest/ Hattiesburg	Capacity
3034	Richburg Rd	Old US 11 to I-59	Widen to 4 Lanes, New 4 Lane Roadway, New Interchange	$88,624,000	4.00	Lamar/ Hattiesburg	Capacity
3019	S 17th Ave	Adeline St to Mamie St	New 2 Lane Roadway	$1,218,666	0.15	Hattiesburg	Capacity
3004	Sunrise Rd	Indian Springs Rd to MS 42	Widen to 4 Lanes, Realign Intersections	$30,204,869	2.18	Forrest/Petal	Capacity
3039	Weathersby Rd	Methodist Blvd to W 4th St	Widen to 4 Lanes	$17,684,816	1.28	Hattiesburg/ Lamar	Capacity
3035	Richburg Rd	I-59 to US 49	Widen to 4 Lanes, New 4 Lane Roadway	$40,793,500	2.95	Hattiesburg	Capacity
3014	Edwards St	Tuscan Ave to James St	Widen to 5 Lanes	$9,830,605	0.71	Hattiesburg	Capacity
3006	Evelyn Gandy Pkwy (MS 42)	Old Richton Rd to Herrington Rd	Add New Service Roads	$80,456,826	4.82	MDOT/Petal	Capacity
3013	Edwards St	US 49 to Tuscan Ave	Add Center Turn Lane	$15,681,035	1.68	Hattiesburg/ MDOT	Capacity
3041	Oak Grove Rd/Weathersby Rd	Lincoln Rd to US 98	Widen to 4 Lanes	$21,686,718	1.57	Lamar/ Hattiesburg	Capacity
3031	Lincoln Rd	Hegwood Rd to I-59	Widen to 4 lanes	$36,761,529	2.65	Hattiesburg	Capacity
3052	J Ed Turner Dr Ext	Classic Dr to W 4th St	New 2 Lane Roadway	$15,285,251	1.83	Hattiesburg	Capacity
3050	MS 589	US 98 to MS 42	Widen to 4 Lanes	$116,053,070	8.38	MDOT/Lamar	Capacity
3022	WSF Tatum Blvd Ext	US 49 to Edwards St	New 4 Lane Roadway	$10,498,276	0.76	Hattiesburg	Capacity
3117	W Pine St	@ 2nd Ave	Intersection Study	$350,000	--	Hattiesburg	Enhancement
3001	Ralston Rd	US 98 Bypass to James St/Old US 49	Add Center Turn Lane	$9,166,609	0.98	Hattiesburg/ Forrest	Capacity

MTP_50_ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length	Jurisdiction	Funding Category
3048	Old Hwy 24	MS 589 to Old US 11	Add Center Turn Lane	$34,858,642	3.73	Lamar	Capacity
3036	J Ed Turner Dr/Classic Dr	Jackson Rd to N Beverly Hills Rd	Widen to 4 Lanes	$27,903,318	2.01	Hattiesburg	Capacity
3121	Oak Grove Rd	@ Lincoln Rd	Intersection Study	$350,000	--	Hattiesburg	Enhancement
3003	Sims Rd Ext	Old River Rd to Indian Springs Rd	New 4 Lane Roadway	$55,084,851	4.01	Forrest	Capacity
3005	Batson Rd Ext	Sunrise Rd to MS 42	New 2 Lane Roadway	$21,413,934	2.56	Forrest	Capacity
3002	Sims Rd	James St/Old US 49 to Old River Rd	Widen to 4 Lanes	$25,015,510	1.81	Hattiesburg/ Forrest	Capacity
3049	MS 589	Luther Lee Rd to US 98	Widen to 4 Lanes	$97,377,910	7.03	MDOT/Lamar	Capacity
3124	I-59	US 98 to US 11	Widen to 6 Lanes	$52,290,844		MDOT/Forrest	Capacity
3125	US 49	STATION 582+50 TO US 98	Reconstruction	$90,923,500		MDOT/Forrest	Capacity
3126	Pearl St	N 38th Ave to N 35th Ave, north to Montague Blvd	New 2 Lane Roadway and Pedestrian Improvements	$350,000	0.30	Hattiesburg	Capacity
3127	Springfield Rd	From Evelyn Gandy Pkwy to Old Richton Rd	Widen to 4 lanes	$18,005,000	1.30	Petal	Capacity
3128	Lincoln Rd	Oak Grove Rd to Lamar Blvd	Add Center Turn Lane	$12,155,000	1.30	Lamar	Capacity

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

- I-59 from US 98 to US 11; 2031 - 2040
- US 49 RECONSTRUCTION FROM STATION 582+50 TO US 98; 2031 - 2040
- I-59 @ US 49 Interchange Improvements; before 2031

Table 4: Metropolitan Transportation Plan Financial Summary

	Stage 1 (2025 – 2030 TIP)			Stage 2 (2031-2040)		
	Program Cost	**Revenue**	**Balance**	**Program Cost**	**Revenue**	**Balance**
Capacity*	$49,209,369	$49,209,369	$0	$16,356,296	$19,462,667	$3,106,371
Reconstruction*	$3,017,600	$3,017,600	$0	$563,327	$8,261,880	$7,698,553
Overlay	$2,122,848	$2,122,848	$0	$7,481,549	$7,481,549	$0
Bridges	$6,630,048	$6,630,048	$0	$16,242,455	$16,242,455	$0
Enhancement	$6,975,183	$6,975,183	$0	$11,459,480	$11,459,480	$0
Safety	$9,019,026	$9,019,026	$0	$32,065,308	$32,065,308	$0
Maintenance	$45,200,755	$45,200,755	$0	$133,311,446	$133,311,446	$0
Local	$13,056,742	$13,056,742	$0	$4,325,391	$5,029,979	$704,588
Non-Motorized	$12,678,217	$12,678,217	$0	$30,817,378	$30,817,378	$0
Local Non-Motorized*	$7,556,540	$7,556,540	$0	$477,426	$872,623	$395,196
Total Capital Improvements	**$155,466,328**	**$155,466,328**	**$0**	**$253,100,057**	**$265,004,765**	**$11,904,708**
Transit	$0	$8,870,643	$8,870,643	$0	$23,293,685	$23,293,685
Total MTP	**$155,466,328**	**$164,336,972**	**$8,870,643**	**$253,100,057**	**$288,298,450**	**$35,198,393**

Table 4: Metropolitan Transportation Plan Financial Summary, Cont.

	Stage 3 (2041-2050)			Total Staged Program		
	Program Cost	**Revenue**	**Balance**	**Program Cost**	**Revenue**	**Balance**
Capacity*	$23,563,590	$23,724,882	$161,293	$89,129,254	$92,396,918	$3,267,664
Reconstruction*	$0	$10,071,186	$10,071,186	$3,580,927	$21,350,666	$17,769,738
Overlay	$9,119,966	$9,119,966	$0	$18,724,363	$18,724,363	$0
Bridges	$19,799,463	$19,799,463	$0	$42,671,966	$42,671,966	$0
Enhancement	$13,969,043	$13,969,043	$0	$32,403,707	$32,403,707	$0
Safety	$39,087,431	$39,087,431	$0	$80,171,764	$80,171,764	$0
Maintenance	$162,505,909	$162,505,909	$0	$341,018,111	$341,018,111	$0
Local	$6,019,222	$6,131,516	$112,295	$23,401,355	$24,218,238	$816,883
Non-Motorized	$37,566,212	$37,566,212	$0	$81,061,808	$81,061,808	$0
Local Non-Motorized*	$0	$1,063,722	$1,063,722	$8,033,966	$9,492,885	$1,458,918
Total Capital Improvements	**$311,630,835**	**$323,039,330**	**$11,408,495**	**$720,197,221**	**$743,510,424**	**$23,313,203**
Transit	$0	$28,394,872	$28,394,872	$0	$60,559,199	$60,559,199
Total MTP	**$311,630,835**	**$351,434,202**	**$39,803,367**	**$720,197,221**	**$804,069,624**	**$83,872,403**

6.2 Strategies

The following strategies were identified from a technical needs assessment, stakeholder and public input, and existing documents and policies. These strategies will enable the region to achieve the previously stated transportation goals and objectives. As the timeframe of each strategy may vary, these are also identified as either short- or long-range.

Prioritize Maintenance (Short-Range)



Improving and maintaining the current system continues to be a priority for the HPFL region, as these improvements were identified as the top prioritized goal within public involvement exercises. 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 City of Hattiesburg has a Safety Action Plan that can be used to determine some of the locations in need of general crash or bicycle and pedestrian safety improvements.

Address Freight Bottlenecks and Needs (Long-Range)



Large employers within and surrounding the region rely upon freight vehicles to move their products within and through the planning area. Strategies for maintaining or improving freight movement include implementing projects that reduce delay for freight vehicles, including 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. These projects 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 Hub City Transit (HCT) initiatives and its projects. Additionally, the MPO can assist with obtaining funds or applying for grants.

Monitor Emerging Technology Options (Short-Range)



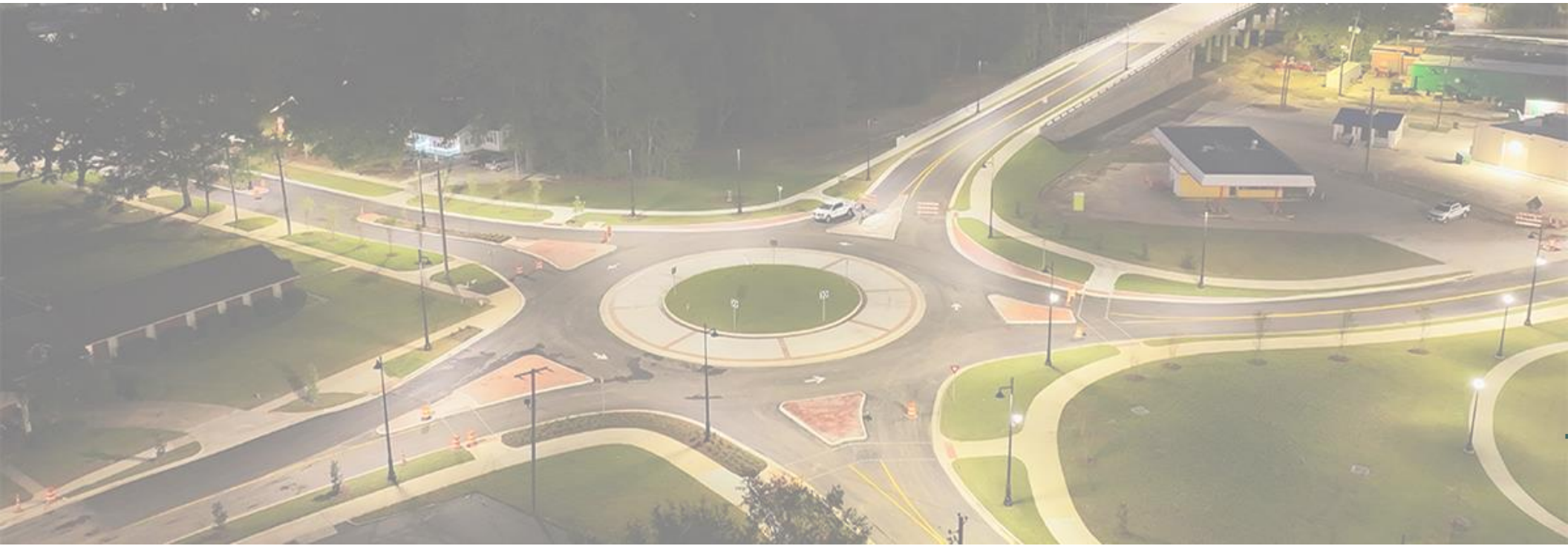
Transportation technology is changing rapidly, affecting the infrastructure and the vehicles that use it. Trends such as increased Intelligent Transportation System (ITS) usage and connected and autonomous vehicles are consistently being monitored by the MPO.

Transportation Demand Management (TDM) (Short-Range)

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

Establish a Safety Management System (Short-Range)

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



7.0 Plan Performance and Summary

7.1 Staged Improvement Program Impacts

To understand the impact of the staged improvement program on the transportation network, annual measures of effectiveness were projected utilizing the anticipated growth and the implementation of the committed roadway projects. The results of this analysis indicate that vehicle travel will increase by over 1 million miles between 2025 and 2050. This is anticipated to increase travel time by just over 36,500 hours and delay by over 10,000 hours within this time period.

As detailed below, the MPO planning area could experience a reduction in the expected travel time and delay increases by implementing the Staged Improvement Program. This is compared to the anticipated increases in delay and hours traveled without the additional improvements.



7.2 Environmental Screening

By considering environmental impacts in early stages of project planning and development, potential obstacles can be identified and avoided. Additionally, early coordination on project development can bolster inter-agency coordination, support expedited project delivery, and lead to more sustainable outcomes.

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

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

Resource or Hazard Type	Projects with Potential Impacts
Wetlands	61
Airports	0
Park, Reserve, Public Land	0
State Park	0
Wildlife Management Area	0
National Register of Historic Places Property or District	6
Churches/Cemeteries	30
Critical Habitat	4
Superfund Sites	0
Communities	44

The MPO works with resource agencies when appropriate during the long-range planning and project development processes. As each project will vary in how it may impact environmentally sensitive areas, different mitigation measures will be selected as appropriate to address the project-specific impact type and severity of impact.

Mitigation measures, including changes to potential transportation projects to reduce these impacts, are also described in *Technical Report #5: Plan Development*.



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