	PROJECT ID	PROPOSAL DATE	LAST UPDATED DATE
Infrastructure	109	11/19/2013	3/31/2022
Infrastructure	1149	2/2/2015	1/27/2022

Infrastructure	1154	9/26/2011	1/24/2022
Infrastructure	1191	3/2/2022	3/2/2022
Infrastructure	1228	9/7/2011	3/31/2022
Infrastructure	1230	9/7/2011	3/31/2022

Infrastructure	1231	9/7/2011	3/31/2022
Infrastructure	1234	9/7/2011	3/31/2022
Infrastructure	1240	9/26/2011	3/16/2022
Infrastructure	1241	9/26/2011	3/16/2022

Infrastructure	1269	2/25/2022	2/25/2022
Infrastructure	1273	12/9/2013	3/7/2022

Infrastructure	1287	1/2/2014	3/16/2022
Infrastructure	1288	1/3/2014	3/16/2022
Infrastructure	1289	1/3/2014	3/16/2022
Infrastructure	1290	1/3/2014	3/16/2022
Infrastructure	1291	1/3/2014	3/16/2022

Infrastructure	1292	1/3/2014	3/16/2022
Infrastructure	1293	1/3/2014	3/16/2022
Infrastructure	1294	1/3/2014	3/16/2022
Infrastructure	1295	1/3/2014	3/16/2022
Infrastructure	1296	1/3/2014	3/16/2022
Infrastructure	1297	1/3/2014	3/16/2022

Infrastructure	1589	8/2/2011	3/4/2022
Infrastructure	1657	1/16/2014	3/2/2022

Infrastructure	1658	1/16/2014	3/2/2022
Infrastructure	1660	1/17/2014	3/2/2022
Infrastructure	1661	1/20/2014	3/2/2022
Infrastructure	1662	1/20/2014	3/2/2022

Infrastructure	1663	1/20/2014	3/2/2022
Infrastructure	1664	1/20/2014	3/2/2022
Infrastructure	1665	1/20/2014	3/2/2022

Infrastructure	1666	1/20/2014	3/2/2022
Infrastructure	1667	1/20/2014	3/2/2022
Infrastructure	1668	1/20/2014	3/2/2022

Infrastructure	1669	1/20/2014	3/2/2022
Infrastructure	1670	1/20/2014	3/2/2022
Infrastructure	1671	1/20/2014	3/2/2022
Infrastructure	1672	1/20/2014	3/2/2022

Infrastructure	1673	1/20/2014	3/2/2022
Infrastructure	1674	1/20/2014	4/16/2019
Infrastructure	1675	1/20/2014	3/2/2022
Infrastructure	1676	1/20/2014	3/2/2022
Infrastructure	1677	1/20/2014	3/2/2022

Infrastructure	1678	1/21/2014	3/2/2022
Infrastructure	1714	2/5/2014	3/16/2022

Infrastructure	1733	2/10/2014	3/2/2022
Infrastructure	1776	3/20/2014	3/16/2022
Infrastructure	1780	3/20/2014	3/16/2022

Infrastructure	1800	4/4/2014	3/31/2022
Infrastructure	1811	4/17/2014	3/16/2022
Infrastructure	1865	3/1/2022	3/29/2022
Infrastructure	1866	3/1/2022	3/29/2022
Infrastructure	2134	10/1/2014	1/24/2022

Infrastructure	2135	10/1/2014	1/24/2022
Infrastructure	4255	12/3/2014	1/25/2022

Infrastructure	4264	12/19/2014	3/2/2022

Infrastructure	4282	1/2/2015	3/31/2022
Infrastructure	4310	1/27/2015	3/16/2022

Infrastructure	4312	1/28/2015	3/16/2022
Infrastructure	4316	2/19/2015	8/27/2021
Infrastructure	4338	3/12/2015	2/4/2022

Infrastructure	4339	3/12/2015	3/1/2022
Infrastructure	4340	3/12/2015	3/1/2022
Infrastructure	4341	3/12/2015	3/1/2022
Infrastructure	4343	7/24/2015	3/16/2022
Infrastructure	4351	4/16/2015	3/16/2022
Infrastructure	4354	4/20/2015	8/11/2021
Infrastructure	4355	4/20/2015	8/11/2021
Infrastructure	4356	4/21/2015	3/16/2022

Infrastructure	5374	7/2/2015	2/11/2022
Infrastructure	5375	7/2/2015	2/11/2022
Infrastructure	5376	7/2/2015	4/4/2022
Infrastructure	5401	9/2/2015	6/13/2019

Infrastructure	5460	12/24/2015	2/2/2022
Infrastructure	5509	9/8/2016	3/28/2022

Infrastructure	5555	2/1/2022	1/19/2022
Infrastructure	5557	5/16/2017	3/16/2022

Infrastructure	5558	5/16/2017	3/16/2022
Infrastructure	5559	5/16/2017	3/16/2022

Infrastructure	5560	5/16/2017	3/16/2022
Infrastructure	5562	3/1/2022	1/19/2022

Infrastructure	5656	7/18/2017	4/30/2020
Infrastructure	5688	7/28/2017	1/21/2022

Infrastructure	5711	8/2/2017	4/30/2020
Infrastructure	5727	8/10/2017	4/30/2020

Infrastructure	5756	1/18/2018	1/18/2018
Infrastructure	5757	1/23/2018	1/23/2018
Infrastructure	5761	1/26/2018	1/26/2018
Infrastructure	5764	2/23/2018	2/23/2018
Infrastructure	5765	2/25/2018	2/25/2018

Infrastructure	5769	2/25/2018	2/25/2018
Infrastructure	5770	2/25/2018	2/25/2018
Infrastructure	5771	2/25/2018	2/25/2018
Infrastructure	5773	2/25/2018	2/25/2018

Infrastructure	5774	2/25/2018	2/25/2018
Infrastructure	5775	3/1/2018	8/1/2019
Infrastructure	5776	3/6/2018	3/6/2018

Infrastructure	5777	4/10/2018	3/29/2019

Infrastructure	5778	4/13/2018	4/13/2018
Infrastructure	5780	5/21/2018	5/21/2018

Infrastructure	5795	7/20/2018	7/20/2018
Infrastructure	5801	8/10/2018	8/10/2018

Infrastructure	5802	8/10/2018	8/10/2018
Infrastructure	5803	8/10/2018	8/10/2018
Infrastructure	5804	8/10/2018	8/10/2018

Infrastructure	5805	8/10/2018	8/10/2018
Infrastructure	5807	8/10/2018	8/10/2018
Infrastructure	5808	8/10/2018	8/10/2018

Infrastructure	5809	8/10/2018	8/10/2018
Infrastructure	5811	8/10/2018	8/10/2018
Infrastructure	5818	8/10/2018	8/10/2018

Infrastructure	5819	8/10/2018	8/10/2018
Infrastructure	5822	8/10/2018	8/10/2018
Infrastructure	5824	8/10/2018	8/10/2018
Infrastructure	5829	8/10/2018	8/10/2018

Infrastructure	5838	8/13/2018	8/13/2018
Infrastructure	5839	8/13/2018	8/13/2018

Infrastructure	5845	8/13/2018	8/13/2018
Infrastructure	5846	3/31/2022	3/31/2022
Infrastructure	5849	8/14/2018	8/14/2018
Infrastructure	5850	9/7/2018	9/6/2018

Infrastructure	5851	9/7/2018	9/6/2018
Infrastructure	5852	9/10/2018	9/10/2018

Infrastructure	5855	10/25/2018	10/25/2018

Infrastructure	5859	11/5/2018	11/5/2018
Infrastructure	5864	12/14/2018	12/19/2018

Infrastructure	5865	1/7/2019	3/31/2022
Infrastructure	5866	1/14/2019	1/14/2019
Infrastructure	5867	1/24/2019	1/24/2019
Infrastructure	5868	2/2/2019	2/2/2019

Infrastructure	5874	2/21/2019	2/21/2019

Infrastructure	5875	2/22/2019	3/15/2022
Infrastructure	5876	3/4/2019	3/4/2019

Infrastructure	5878	4/4/2019	10/9/2019
Infrastructure	5879	4/8/2019	4/8/2019
Infrastructure	5881	4/16/2019	3/2/2022

Infrastructure	5882	4/17/2019	4/17/2019
Infrastructure	5883	4/17/2019	4/17/2019
Infrastructure	5884	4/17/2019	4/17/2019
Infrastructure	5885	4/17/2019	4/17/2019
Infrastructure	5886	4/17/2019	4/17/2019
Infrastructure	5887	4/17/2019	4/17/2019

Infrastructure	5889	4/17/2019	4/17/2019

Infrastructure	5891	5/2/2019	8/12/2020
Infrastructure	5892	5/14/2019	8/11/2021
Infrastructure	5896	5/28/2019	5/28/2019

Infrastructure	5897	11/28/2020	11/28/2020

Infrastructure	5898	7/31/2019	4/8/2020
Infrastructure	5900	10/7/2019	1/20/2022
Infrastructure	5903	3/3/2020	3/3/2020

Infrastructure	5947	10/12/2020	10/12/2020
Infrastructure	5953	11/30/2020	11/30/2020

Infrastructure	5955	1/1/1900	11/30/2020
Infrastructure	5956	11/30/2020	11/30/2020
Infrastructure	5957	11/30/2020	11/30/2020
Infrastructure	5958	12/3/2020	1/19/2022
Infrastructure	5959	12/3/2020	1/19/2022
Infrastructure	5960	12/3/2020	1/19/2022
Infrastructure	5961	12/3/2020	12/3/2020
Infrastructure	5962	12/3/2020	12/3/2020
Infrastructure	5963	12/3/2020	12/3/2020
Infrastructure	5969	12/3/2020	12/3/2020

Infrastructure	5974	12/7/2020	12/7/2020

Infrastructure	5975	12/8/2020	12/8/2020
Infrastructure	5981	12/8/2020	12/8/2020

Infrastructure	5982	12/8/2020	12/8/2020
Infrastructure	5983	12/8/2020	12/8/2020
Infrastructure	5984	12/8/2020	12/8/2020

Infrastructure	5987	6/3/2021	6/25/2021
Infrastructure	5988	6/4/2021	6/4/2021
Infrastructure	5989	6/4/2021	8/4/2021
Infrastructure	5990	6/17/2021	6/17/2021
Infrastructure	5992	7/16/2021	3/16/2022
Infrastructure	5993	7/20/2021	3/16/2022

Infrastructure	5997	8/24/2021	1/21/2022

Infrastructure	5998	8/24/2021	8/24/2021
Infrastructure	5999	8/24/2021	8/24/2021

Infrastructure	6003	8/26/2021	8/26/2021
Infrastructure	6004	8/26/2021	8/26/2021

Infrastructure	6005	8/27/2021	8/27/2021

Infrastructure	6006	8/27/2021	8/27/2021
Infrastructure	6011	8/27/2021	8/27/2021

Infrastructure	6012	6/30/2023	2/25/2022
Infrastructure	6016	9/3/2021	3/16/2022
Infrastructure	6018	10/1/2021	9/8/2021

Infrastructure	6019	9/8/2021	9/8/2021
Infrastructure	6022	1/12/2022	1/14/2022
Infrastructure	6023	1/22/2022	2/28/2022
Infrastructure	6024	1/23/2022	1/23/2022

Infrastructure	6025	2/8/2022	2/28/2022
Infrastructure	6029	1/1/2023	3/4/2022
Infrastructure	6030	2/28/2022	2/28/2022

Infrastructure	6031	9/1/2022	3/1/2022
Infrastructure	6032	3/2/2022	3/2/2022

Infrastructure	6035	3/4/2022	3/6/2022
Infrastructure	6038	3/7/2022	3/7/2022
Infrastructure	6039	3/7/2022	3/7/2022
Infrastructure	6040	3/7/2022	3/7/2022
Infrastructure	6069	3/28/2022	3/28/2022

Infrastructure	6071	4/12/2022	4/12/2022

PROJECT NAME
Habitat Restoration & WQ Management in the mallini Bayou System
Oyster Bayou Restoration at Beauvoir

Hiller Park Environmental Enhancement Project
Lowery Island Restoration
Construct Concrete Boardwalks along Beaches
Beach Access Parking with Shade Structures

Beach Pavilions
Drainage Improvements to Turkey Creek
Water Quality, Flood Minimization, Access, Shoreline Protection and Sediment Removal in Various Bayous
Channel Protection, Graveline Bayou Jetty

Ecological Restoration Genetics of Slash Pine on the Barrier Islands and Coastal Wetlands
Adaptive Sports Program/ Master Naturalist j

Pascagoula- Moss Point POTW Relocation
Consolidation of Public Water Supply Systems - Helena Park Subdivision
Consolidation of Public Water System - Pine Grove PW ID MS030028
Consolidation of Public Water System - Bluff Creek Mobile Home Water System (PWS ID MS0300079)
Consolidation of Public Water System - Rouses Marina (PWS ID MS0300110)

Consolidation of Public Water System - Home of Grace (No PWS ID)
Consolidation of Public Water System - Community Care Network Women's Shelter (No PWS ID)
Consolidation of Wastewater Treatment Systems - Bluff Creek Mobile Home and Campground Lagoon (MDEQ Permit MSU099063)
Consolidation of Wastewater Systems - Pine Grove Mobile Home Lagoon (NPDES Permit MS0032115)
Consolidation of Wastewater Treatment Systems - Home of Grace (None Permitted Facility)
Consolidation of Wastewater Treatment Systems - Community Care Network Women's Shelter (Non Permited Facility)

Maritime & Seafood Industry Museum Expansion with Restoration Initiatives
Coffee Creek - Restoration and Enhancement

Hwy 90 - Beachfront Boardwalk
Brickyard Bayou - Restoration and Enhancement
Turkey Creek Restoration and Enhancement
Flat Branch - Drainage Improvements

O'Neal Roadd Drainage Improvements
Gulfport - North Wastewater Treatment Plant Expansion
Northern Gulfport Sewer Expansion

Three Rivers Road Widening
Hewes Avenue Widening
Interstate 10 Frontage Road/34th Avenue Improvements

Dedeaux Road Widening
Northwestern Gulfport Water System Expansion
Canal Rd/28th Street Elevated Tank and Water Main
Citywide Mast Arm Traffic Signals

34th Street Widening
MS 605 Frontage Road
15th St/Old Pass Roadd Widening
MS 605/Lorraine Road St Lighting at Seaway Island
Gulfport - Sportsplex Expansion

O'Neal Road Widening
Potable Water Supply and Sewer Collection Systems - Pine Grove (MS0300028) and Colonial Estates (MS0300064)

Gulfport Urban Estuaries Enhancement
Channel Marker Replacement and Jetty Construction
Gulf Park Estates Bellefontaine Beach Restoration

A comprehensive approach for the restoration and recovery of essential prey items for Kemp's Ridley sea turtles (Lepidochelys kempii) in the Mississippi Sound
Pascagoula Beach Blvd. Bulkhead Improvements and Public Access
Nature Trail and Bird Sanctuary on Southside by Jourdan River
Nature Education Center
I-110 Corridor Restoration & Enhancement

Biloxi Peninsula Shoreline Stabilization and Public Access Improvements
North Rail Connector

Mississippi Aquarium

Classrooms and dormitories for the Center for Marine Education & Research (CMER) in Mississippi.
Jackson County Shoreline Protection Program

Improvements to Existing Jackson County Recreational Complexes
Bay St Louis stream restoration, canal dredging project and Removal of Derelict Boat Houses and Piers Project
West Harrison Water & Sewer District Water Distribution System Phase II

West Harrison Water & Sewer District Water Connection Project Phase I
West Harrison Water & Sewer District Water System Connection Project Phase II
West Harrison Water & Sewer District Water System Connection Project Phase III
West Jackson County Constructed Wetlands Restoration Project
Wastewater Collection and Transportation System 1 - Improvements
Hancock County Utility Authority - Kiln / Delisle Phase 1
Hancock County Utility Authority - Kiln / Delisle Phase 2
Wastewater Collection and Transportation System 2 - Improvements

West Harrison Water & Sewer District - Sewer Collection System
West Harrison Water & Sewer District - Sewer Connection Project Phase I
West Harrison Water & Sewer District - Sewer Connection Project Phase II
Point Cadet Sunrise Park: Biloxi Tip of Peninsula Public Access and Shoreline Stabilization Improvement Project

National Diabetes and Obesity Research Institute

Sanitary Sewer System & Water Main Replacement Project

Sewer Infrastructure Rehab Project
Multi-Use Path - Ocean Springs to Gautier

Old Fort Bayou Road at I-10 Interchange
McCann Road Overpass

Pascagoula River Scenic Trail
Master Sewer System Study

Institution of a Laboratory Information Management System
Restoration of Gulf of Mexico pelagic and broad scale fisheries: addressing movement ecology data needs

Marine Mammal Disaster Response Program for the Gulf of Mexico
Reduce Harm to Dolphins by Determining Scope of Hook and Line Fishing Gear Interactions and Fishermen Attitudes

East McHenry Road Restoration and Improvements (Final Phase)
Low Weight Timber Bridges replacement
County Wide Paving Project
Helena Utility District Sanitary Sewer and Water System Expansion
Mississippi Oyster Shell Recycling Program

Sea Turtle Conservation and Shrimp Trawl Vessel Electronic Monitoring Program
6.)Shrimp Vessel Electronic Reporting and Bycatch Hotspot Mapping
Shrimp Industry Task Force (Advisory Panel)
Oyster Industry Task Force (Advisory Panel)

Marine Debris and Derelict Trap Removal Incentive Program
City of Lumberton Stormwater & Sewer Systems Improvements Project
Bay St. Louis Municipal Amphitheatre

Sustain American shrimp processing industry with strategic investments

Bernard Bayou Industrial District Railroad
Ocean Springs High School Aquaculture Expansion

Urban Natural Resource Job Training
Complete Wilderness Stewardship Plan for Gulf Islands Wilderness

A strategic plan for restoring environmental quality and public health in coastal watersheds affected by decentralized wastewater treatment facilities
Establishment of a Coastwide Reference Monitoring System (CRMS) in Mississippi
Long Beach Harbor Enhancements

Freshwater inflow assessment and enhancement for the Mobile, Tensas, Pascagoula, and Pearl River basins and receiving estuaries.
Beatline Parkway-Restored Economy and Environmental Innovation
Quantifying water availability and quality from submarine discharge points into Gulf estuaries

Development of a Decision Support System to address management of nutrient and sediment loads entering bays and estuaries from Gulf watersheds.
Assuring resilient water and wastewater infrastructure in coastal communities in the wake of sea level rise and extreme events
Trees Please Gulfport: Urban Forest for Clean Waters

Red Creek Nutrient/Sediment Reduction Program Stone and George Counties, Ms. Lower Pascagoula River Drainage, Miss
Trees Please Biloxi: Urban Forest for Clean Waters
Trees Please Pascagoula: Urban Forest for Clean Waters
Trees Please Bay St. Louis

Long-term Water Quality and Biological Characterization Study of Mississippi's Coastal and Nearshore Habitats
Sea Turtle, Shorebird, Terrapin, and Marine Mammal Monitoring on the Barrier Islands of Mississippi

Cat Island Visitor Access Facilities
Mississippi-Jourdan/Wolf Watershed Restoration
Quantification of nutrient and sediment loads into the Mississippi Sound and Mobile Bay to inform oyster management
BSL Downtown Amphitheater

Roadways and Infrastructure Improvements Project
Mississippi Coastal Improvement Program (MsCIP) Deer Island Ecosystem Restoration Program

William Carey University College of Osteopathic Medicine at Tradition

Mississippi Gulf Coast Near Shore Water Quality Project
Pearl River County Open Broadband Fiber Internet

Hickory Creek Headcut stabilization
Manatee Rescue and Rehabilitiaton Center in Mississippi
City of Jackson Sewer Systems Improvement Project
Pascagoula River shoreline washout

MSU Northern Gulf Aquatic Food Research Center

The Lower Pearl River Watershed Environmental Education Center and Completing the Unbuilt Arboretum at the Crosby Arboretum in Picayune
Unmanned Aircraft Systems (UAS) for Disaster Relief and Response

Biloxi Upstream and Downstream Storm Water Education and Community-Engaged Green Infrastructure
KHSA Assault Landing Strip
Harbor Expansion Parking Area

On-Site Animal Holding and Facility Operations Building
Conservation Awareness Campaign (through interpretive signage and exhibits)
Marine Science Digital Command Center
Development of
Mississippi Aquarium Mobile Marine Unit (MMU)
Inside Explorer Technological Programs

I-10 Corridor Project - Hwy 63 to Hwy 613 Connector

Special Needs Sports, Leisure, and Evacuation Complex
Hancock County Utility Authority - Kiln / Delisle Phase 3
STORM SURGE BARRIERS FOR BAY ST. LOUIS & BILOXI BAY

Walter Anderson Museum of Art Creative Complex

Improvement of Rehabilitation Facilities for Sea Turtles and Marine Mammal sin Mississippi to Service to north central Gulf of Mexico Region (MS, AL, LA)
TYR Resolution
ISC Sustainability and Restoration Initiative

PAWS (Pets and Wildlife) Exploratorium
Flint Creek Water Park-Water and Sewer Enhancements

Enhanced sea turtle mortality investigations
Convert Highway 90 to a Raised Highway in Portions of Jackson County
Waste Water Treatment Changes
Water Facilities Plan - System Upgrades
Water Facilities Plan - Water Mains
Water Main System Upgrades - Phase I & II
Basin 13 Improvements
Basin 17 Improvements
Lift Station #16 - Force Main
Sewer Model Project

Restoring Sea Turtles to the Blue and Beyond: Establishing Mississippi's preeminent, sea turtle rescue, rehabilitation, and education (RRE) center at the Mississippi Aquarium (MSAQ)

Data gathering for restoration and monitoring of sea turtles using Mississippi waters
Port of Pascagoula 22 Acre Open Storage and Parking Expansion

Southern Bulkhead Extension at the Port of Pascagoula South Terminal
Port of Pascagoula South Terminal Extension of Bulkhead North to Terminal A
Port of Pascagoula Deep Water Access Improvements

Springwood Sewer Collection System
Bay St. Louis Lift Station Upgrades
NASA Wastewater Connection to HCUA
Water System Rehabilation and Replacement Project
Colonial Estates Area Septic Tank Abatement Project
Jackson County Septic System Abatement Project - Phase 2

Gulf Coast Workforce Connect

Gulf Coast Community Ministries Free Clinic Building Project
Kiln Utility and Fire District Water and Sewer Infrastructure Expansion Project

Mississippi Cyber and Technology Center
MCCC - Parking Lot Safety & Security Improvements

Mississippi Aquarium's Turtle Rescue & Education Center

Harrison County East-West Corridor
Facility Expansion at Trent Lott International Airport

Mississippi Coast Model Railroad Museum/Tourism/Economic Development/Infrastructure
Pascagoula Moss Point Treatment Plant Odor Control Improvements
Water and Wastewater Infrastructure for I-10 Cook Road Corridor

Norh Cedar Grove and South Cedar Grove Water and Sewer Replacement Project
Coastal Protection Master Plan
Keegan's Bayou Restoration and Public Access
Point Cadet Marina Improvements Phase 2

Hiller Park and Keesler AFB Drainage Area 9 Nutrient Reduction and Storm Water Control Project
Comprehensive Bird-Based Education and Recreation Enhancements in Coastal Mississippi
Interconnecting Gulfport

Beach restoration at the Gulfport tern sanctuaries to improve recreation and ecosystem function
Watershed Management Plans for the Mississippi Gulf Coast Natural Heritage Area

D'Iberville Lamey Street Bank Stabilization and Water Quality Imprvovements Project
Myrtle Avenue Ditch - Government Street to Davis Bayou
East Ward 4 Drainage â€“ Government Street to Davis Bayou
West Ward 4 Drainage: Davidson Road to Weeks Bayou
Water Facilities Plan - Phase 5

University of Southern Mississippi Oyster Hatchery and Research Center - Contingency Funding

DESCRIPTION

Design-Build project involving the dredging of 5.7 miles of 12 inter-connected bayous, construction of a seawater inlet pipeline-pump station and installation of aeration devices. Facility operations intend to manage WQ through the system to eliminate fish kills caused by stagnation & hypoxia, reduce nutrient

(ORIGINAL ID#11460) Oyster Bayou and its adjoining bayhead swamp comprise approximately half of the Beauvoir 52-acre estate in Biloxi, MS. Operated through a 501(c)(3) nonprofit organization, Beauvoir is one of two National Historic Landmarks in South Mississippi and is open to the public every day of the year except Thanksgiving and Christmas. The estate, the last home of Jefferson Davis, includes a House Museum, a new Presidential Library and Museum Building and one of the few remaining urban forests in Mississippi. It is located on Highway 90, due north of the Harrison County Sand Beach and the Mississippi Coast Coliseum and Convention Center is its neighbor to the west. The grounds of Beauvoir traditionally have served as a catch basin for more than 300 acres of West Biloxi stormwater runoff. Thi once tidally-influenced area, which runs west-to-east midway across the estate, still empties into the Mississippi Sound through a culvert under Highway 90. Just prior to Hurricane Katrina, considerable public and private resources were invested over a 2-3-year period to restore approximately two thirds of the Oyster Bayou Restoration Project area. The weir, catch basins, vehicular access bridge, recontoured bayou banks and outdoor education pavilion survived the storm, but invasive plants species and sediment must be removed again, native plants must be reintroduced and the ADA-compliant boardwalk and educational signage must be repaired to bring this important natural resource back to its pre-storm condition. An estimated third of Oyster Bayou has remained untouched, in terms of restoration and storm clean-up. This is the area where the stormwater enters the estate through two culverts under Beauvoir Road. This area requires recountouring of the bayou banks and construction of a stormwater retention pond area to divert and slow the velocity of runoff as well as to expand capacity before the flow enters the main bayou area. Invasive plants must be removed and natives re-establ ished in this area, as well. Benefits of Oyster Bayou Restoration include improving water quality of the Gulf through reestablishing a bayou ecosystem that not only enhances wildlife and marine habitats, but provides a natural filtration system to treat runoff. In addition to the school children, scientists, naturalists and others who will benefit from exploring the restored bayou, the estimated 80,000 visitors to Beauvoir will have the opportunity to learn about this unique bayou ecosystem.

(ORIGINAL ID#11204) Hiller Park Environmental Enhancement Project is designed to increase public awareness of the Coast's natural resources such as wetland plant and animal species unique to the bayou ecosystem. Included in the proposal is funding to restore Bayou La Porte's natural tidal flow thereby improving water quality and marine conditions for aquatic animals as well as restoration of wetlands to eradicate non-native plant species and replacement with native wetland plants. The total cost to BP, PLC to partner with the City of Biloxi would be $2,900,000. The plan for Hiller Park includes those improvements in the original Tidelands Grant application and also replacement of the existing boat ramp with finger piers and a parking area in Bayou La Porte. Dredging of Bayou La Porte to remove sediment will enhance the natural tidal flow to the Bayou, improve water quality in the bayou and Back Bay, provide better marine habitat conditions, and provide better access to the boat ramp. Also proposed are four fishing piers, an 800' boardwalk to be located in Back Bay along the north shore of the park as well as wood footbridges in other natural areas. The piers will provide access to recreational fishing, crabbing, and shrimping, and will assist the City of Biloxi Summer Playground program by allowing children to fish, throw the cast net, and learn about nature. The boardwalks will increase public access throughout

The City of Pascagoula is requesting Restore Act Funds to assist with completing the Lowery Island Restoration Project. Combined with previous MDA/KCDBG and Tidelands funds, this project will complete the goal of transforming Lowery Island from an underutilized park to a lively marina with the potential for commercial and residential development. Completion of this project will contribute to an improved quality of life for local residents, as well as provide a benefit to the economy of the entire Gulf Coast region with site improvements for future tourism and commercial development prospects.

Lowery Island is a highly visible waterfront area situated at the gateway to the City of Pascagoula along U.S. Highway 90. Currently, a portion of the site is used by the public for fishing and other recreational activities. The primary goal of this project is to develop this area into a successful mixed-use district, ultimately making it a destination point for tourists, local residents, and developers. The City intends to support this goal with the design and construction of a public marina located on the west side of the island, which includes the addition of boat slips, floating piers, boardwalks, roadways, parking, and sidewalks. The proposed marina will be located and designed to minimize the effect on wetland vegetation, avoid open shellfish harvesting waters, minimize the disturbance of normal water circulation patterns, and provide water circulation to accommodate tidal flushing.

Completion of the marina will provide improved water access to Lowery Island, and accessibility by land will soon be upgraded with the construction of an access road from U.S. Highway 90 west bound leading directly to the site. The Lowery Island Restoration Project also involves the demolition of derelict structures on the island, environmental remediation, and shoreline stabilization.

With the completion of new infrastructure, site improvements, improved accessibility, and environmental remediation, Lowery Island has the potential to become a desirable location for attracting commercial

(ORIGINAL ID#1068) Construct 8 miles of concrete boardwalks at selected locations along the beach frontage. Presently there are 10 miles of boardwalks along 26 miles of beaches. The boardwalks will provide easier access to the beach by local residents and tourists; improve recreational opportunities (biking, jogging, skating, etc.); improve safety of beach users by providing more separation from traffic

(ORIGINAL ID#1082) The Harrison County "Sand Beach Master Plan" envisions parking areas south of Hwy. 90 with some type of shade structures (pavillion, etc.) to provide access to and increased use of beach. These are to be placed along the beach at strategic locations. This grant request is for ten (10) locations. The parking areas will: - eliminate parking along Hwy. 90 resulting in a safer condition for

(ORIGINAL ID#1064) The Harrison County "Sand Beach Master Plan" envisions providing various sized pavilions along the beach for outdoor gatherings. These pavilions may either be adjacent to boardwalks, parking areas, the existing seawall or at beach grade. This grant request is for three (3) large (able to serve 200 people) pavilions for beaches in Biloxi, Gulfport and Pass Christian, MS and twenty
(ORIGINAL ID#1081) The Turkey Creek Watershed has been significantly impacted by the growth within the watershed. The water quality has suffered. Turkey Creek has been identified as one of the most impacted watersheds in Mississippi. Flooding has occurred due to poorly maintained and/or poorly designed drainage facilities. Flooding and poor water quality has impacted the quality of life of the residents in the Turkey Creek Watershed. This grant request is for funding to study, design and construct
(ORIGINAL ID#11186) This project would consist of flood minimization, removal and disposal of obstructions, improve water quality, stabilize shoreline, sediment removal, increase access to natural resources, improve storm water runoff, reduce flooding and improve fisheries, marine and wildlife habitats. The bayous and watersheds areas involved with proposed costs are: Communy Ave/Bayou Yazoo Watershed ($88,000.00) Pascagoula Upper Bayou Casotte Drainage Area ($808,000.00) Pascagoula 11th Street/Parsley Street Watershed ($972,514.00) Pascagoula Inner Harbor/Lake Yazoo ($2,894,000.00) Pascagoula Bayou Chicot Watershed Area ($825,000.00) Pascagoula Canty Street Bayou ($1,260,000.00) Pascagoula Point Clear Watershed ($1,549,000.00) Gautier Hickory Hills Watershed ($1,458,000.00) Gautier Glenn Heath/Holly Heath Watershed ($92,000.00) Gautier Rolling Meadows Watershed ($160,000.00) Gautier De La Pointe/Frenchmans Dr. ($91,330.00) Gautier
(ORIGINAL ID#11185) This project would consist of the construction of a new jetty providing protection to the channel, increase access for commercial and recreational fishermen. Increase access to

Hurricane Katrina and the BP oil spill were very damaging to the ecosystems on the barrier islands of the Mississippi, Alabama, and Florida Gulf Coast. In addition, climate change continues to increase sea levels and also the likelihood of stronger and more frequent hurricanes. To counter these effects, a consensus has been developing that restoration of barrier island ecosystems will be needed, including replanting native trees.

The woody vegetation of the MS Gulf Coastal islands consists mostly of slash pine (Pinus elliottii) and live oak (Quercus virginana). During tropical storms, these islands are often inundated with sea water. After Katrina (2005), 80% of the slash pine and 50% of the live oak were dead within a few months following the storm. There was very little wind-throw, implying that the mortality was largely the result of seawater exposure.

With major hurricane events occurring every decade or so, it is expected that natural selection in these populations would result in genetic adaptation to survive seawater inundation. Slash pine occurs not only on the barrier islands but also well inland, far from saltwater exposure. Seed sources normally found in commercial nurseries are derived from inland populations. If such expected adaptation exists, It will be a serious error to replant island environments with inland sources that are not well adapted to saltwater exposure.

Mergen et al. (1966) compared barrier island slash pine with mainland sources and found significant morphological differences between the two sources. Saltwater tolerance was not studied in their investigation. Land (1973) found saltwater tolerances to be higher in slash pine than in loblolly pine. It is likely not a coincidence that slash pine is the only pine species found on the MS Gulf Coastal islands.

We have developed a saltwater tolerance screening system. This allows us to screen 100s of families for their tolerance to saltwater. In a recent preliminary study with 13 half-sib families originating from MS

"If they dream about it, they can do it!"

Provide a means for all people to enjoy inlet waterways and adapt multi-use facility to accommodate mobility impaired citizens and wounded warriors.

-New and existing multi-use facilities need to be built or added to for accommodating mobility impaired citizens and wounded warriors.
To enable Disability Community options enhancements of family Orientated Recreational Activities /Educational/Stewardship programs for all ages or even physically unconditioned Citizens

MDRS & Usm-Ids Misson Statement Quality of Life
Workforce Development/ Tourism/ Economic Development

Enhancement Recreation (Fhnb Chapter& Tournaments)
Ammenities for Loved Ones and Caretakers
22ac Cabins ada Outreach Robotic Lifting to Enable Disability Community Options to Enjoy Outdoor Activities (Islands & Inland)

The Authority is currently developing a feasibility study to review relocating the referenced POTW, MS0020249. The study is being funded as part of the Corps of Engineers, Section 22 Program. The project includes relocation of the existing facility and consolidation with Escatawpa POTW, MS0021521. The consolidation of the two facilities would move both to higher ground away from the floodplain which both currently reside. The relocation would provide an opportunity to construct a facility that would treat the wastewater to reuse quality and provide an industrial water supply within the county to supplement the raw water intake structure on the Pascagoula River. The reuse of the water would remove 5-6 MGD of treated effluent wastewater from the Escatawpa and Pascagoula River Basins and Mississippi Sound.

The PMP facility was originally constructed in the 1950s and has been upgraded many times for compliance purposes. The proposed project would provide the county with an upgraded treatment facility

The Helena Park Subdivision (PWS ID 0300026) is an existing community water system with approximately 40 connections. The system has significant deficiencies and has requested the JCUA provide a connection to its East Regional Water System to consolidate the two systems.

The project would require an extension to the water system of approximately 15,000 LF to connect the two water systems. Along this extension it is estimated the JCUA would pass 40 existing homes currently provided water from individual water wells. These homes would also be connected to the project.

The project includes upgrades to the existing water distribution system in Helena Park Subdivision as the

The Pine Grove Water System is an existing community water system along Gautier Vancleave Road in Jackson County, MS. The system provides water to approximately 30 homes along the banks of Paige Bayou. The system has significant deficiencies noted by the regulatory agency and has contacted the JCUA for connection to the West Regional Water System.

The project includes extension of the West Regional Water System approximately 17,000 LF to reach the community system. Along the extension it is estimated the JCUA would pass 25 to 30 existing homes currently provided water from individual water wells. These homes would also be connected to the

The Bluff Creek Mobile Home Water System is an existing water system along Poticaw Bayou Road in Vancleave, MS. The system provides water to approximately 70 homes on the banks of Bluff Creek. The System is located relatively close to the JCUA West Regional Water System.

The Project includes an extension of the West Regional Water System approximately 5000 LF to connect to the system and provide a master meter for the mobile home park. It is estimated that the extension will pass 5 to 10 additional homes that would be connected to the system. The extension of the system to connect Bluff Creek Mobile Home Water System would consolidate water supply in the county.

The Rouses Marina Water System is an existing community water system off Poticaw Bayou Road in Jackson County, MS. The system provides water to approximately 55 homes along the banks of Paige Bayou. The system has contacted the Authority is past about possible wholesale connection/consolidation to meet the requirements of the regulatory agency.

The Home of Grace is an addiction recovery facility in Vancleave, MS. The facility houses those recovering from addiction. The facility is located a short distance from the JCUA West Regional Water System and is currently served by an individual water supply well. The facility can house up to 110 men at any time. The facility is a non-profit organization and requires assistance to cover the cost of the infrastructure necessary to connect.
The Community Care Network Women's Shelter is a located near Ocean Springs, MS off Fountainbleau Road. The facility is a transitional home for women and children. It includes 8 bedrooms for families with 5 bathrooms and a caretaker's home. The project includes extension of the west regional water
The existing lagoon is located within 1 mile of the JCUA West Regional Sewer System. The Authority constructed the system as part of the CDBG program following Hurricane Katrina to meet the needs of the county and consolidate facilities. Their permit requires the connection to sewer system when such is available in the area.
The existing lagoon is located at the Bluff Creek Mobile Home Park on Pine Grove Road off Gautier-Vancleave Road. It is located within a few miles of the JCUA West Regional Sewer System. The Authority constructed the system as part of the CDBG program following Hurricane Katrina to the meet the needs of the county and consolidate utility facilities. Installation of the project would consolidate utilities and remove a discharge of treated wastewater from Paige Bayou.
The Home of Grace is a facility for addiction recovery. The facility has a capacity of 110 men and currently utilizes an onsite wastewater treatment facility. The facility is a non-profit organization. The project includes a pumping station and force main to convey the sewer approximately 1 mile to the West Regional Wastewater System installed as part of the CDBG program after Hurricane Katrina. The
The Community Care Network Facility is an 8 bedroom shelter for women and children. It is a transitional house for those of need including a separate caretaker house. The facility is located 1 mile from the Authority's transmission system. The project would be to connect the facility to a centralized sewer system as it currently utilizes an onsite individual treatment system. The project includes a low pressure sewer system that would also provide sewer collection for approximately 20 homes along the route of the project that also utilize onsite individual treatment systems.

(ORIGINAL ID#761)The Maritime & Seafood Industry Museum located on Pt. Cadet, Harrison County, Biloxi, MS serves as a welcoming beacon to the great City of Biloxi, an educational tool and a superior exhibit, for residents and visitors of the Mississippi Gulf Coast region, and for the great state of Mississippi. The Museum was established in March 1986 to preserve and interpret the maritime history and heritage of Biloxi and the Mississippi Gulf Coast, which came to prominence more than a century ago as one of the world's great seafood producers. Since it's opening, the Maritime and Seafood Industry Museum has become recognized for its interpretation of Mississippi Gulf Coast history, culture, and heritage. The Museum exhibits, the replicated sailing schooners, the educational programs, the schooner pier complex, and the research collections have proven invaluable to the citizenry of Mississippi as well as national and international clientele. Special programs held within the museum, has seen it featured on regional and national television. The Museum expanded another 8,000 sq. ft. in 2003 and in 2005 was destroyed by Hurricane Katrina. The new three story 20,000 sq. ft. museum reopened in August 2014 at a cost of approximately $10 million.

Since 1986, the Museum has been on a steady path of accomplishment â€“ from our award-winning building to our exhibits and tools â€“ but there is much more to accomplish. Our educational and economic impact within the community, the region and the state has made the Maritime and Seafood Industry Museum a destination of enjoyment and a significant economic contributor.

Our $8 million expansion would build a state of the art Exhibit Hall that will play host to world class traveling exhibits. The Museum is convinced the addition of the Exhibit Hall will elevate the Museum experience and enhance the regional economy through the distribution of admission dollars and funds raised from sponsored traveling exhibits. It would also enable the Museum a larger venue for convention space for one night events away from the Casinos.

Tourism is frequently seen as a way of creating new employment opportunities in regions which have suffered from devastating hurricanes or oil spills. Mississippi's Gulf Coast has embraced the tourist industry, bringing in major casinos and support services to keep tourist engaged. Visitors stay at hotels, eat at restaurants, visit cultural sites and consume goods and services within a local economy. This

Coffee Creek is a drainway that is about 1.25 miles long and drains portions of the City east of Hwy 49 and south of Pass Road. The estuarine channel collects and treats storm water runoff starting around the intersection of 28th St and Gulf Ave with direct outfall to the Mississippi Sound. This restoration project intends on enhancing the Coffee Creek's unsightly outfall, restoring the channel's natural flows, and improving public access and recreational activities to portions of the sand beach where access was limited due to oiling during the 2010 oil spill. Initially, the project will involve routine maintenance and debris removal on an approximate 1/3 mi stretch beginning at the outfall at the Gulf. These low impact, non-structural improvements will restore natural flows and revitalize coffee creek as a natural corridor and refuge for estuarine wildlife. Secondly, beachfront enhancements are proposed in line with the current "Gateway" projects already underway within Harrison County. These enhancements may consist of aesthetic improvements (landscaping, etc.) and recreational improvements such as fire pits, showers, volleyball courts, pavilions, etc. while providing more access for fishing; the recreational improvements

The project proposes additional beachfront concrete boardwalks along the southern side of Highway 90. This restoration project intends on improving public access and recreational activities to portions of the sand beach where access was limited due to oiling during the 2010 oil spill. This project will benefit residents and tourists.

More than 85% of the nearly 8 miles of shoreline within Gulfport City limits already has an ADA-compliant concrete boardwalk in place; aside from pedestrian and bicycle access, this boardwalk offers benches overlooking and stairs leading to Gulfport's beaches. The remaining 15% of shoreline (approximately 6,350 linear feet) without an existing boardwalk is divided into 4 sections. Completion of these unfinished sections would offer safe recreational walking and biking options. It would further serve to promote public pedestrian access to, not only Gulfport's beaches, but also the revitalized downtown Gulfport, Jones Park, and the Gulfport Small Craft Harbor as well as casinos, proposed

Brickyard Bayou, the largest single drainage basin in Southern Gulfport, flows northeast from 42nd Ave around 20th St all the way to Bernard Bayou, east of the airport. This transitional freshwater/estuary water body collects and treats much of Gulfport's storm water runoff and is a natural corridor and refuge for estuarine wildlife. Development and debris and sediment deposition has limited this drain ways natural flows causing, in particularly, the area west of 8th Ave (south of the airport and including Hwy 49) to be prone to flooding of local buildings and streets. This area is of primary economic importance as it is centered between the Port of Gulfport and the airport, the two major commercial centers of the City. This restoration project proposes new conservation easements be acquired along with the redesign of, general maintenance of, and debris removal within the bayou. Controlled vegetated stabilization practices

Turkey Creek is 13.7 miles long with an approximate 17,800-acre drainage basin. Located in the City of Gulfport, the City of Long Beach, and Harrison County, Mississippi, this transitional freshwater/estuarine water body collects, stores, and treats storm water runoff for multiple municipalities. Turkey Creek holds high levels of debris deposited by storm events and local residents. With its natural flows impeded, during high flow conditions, this creek overflows the south stream bank and causes widespread flooding. In a 2005 "Flood Damage Reduction Study," the United States Army Corps of Engineers (USACE) recommended selective clearing and snagging for identified portions of the creek. Subsequent attempts to do so by Harrison County were halted by public protest from organizations such as: the NAACP, the North Gulfport Coalition, and the Sierra Club. Initially, this project proposes the formation of a "Turkey Creek Improvement Committee" consisting of the above referenced municipalities and organizations. This committee would be focused on Public Outreach and be tasked with suggesting improvements to be designed and approving final design prior to construction. Anticipated improvements would be limited to low impact methods such as shoreline stabilization, sediment and debris removal, stream maintenance,

Flat Branch is a major drainage Basin that runs north/south between Three Rivers Rd and Hwy 49. It intersects with Bernard Bayou at the west end of Crossroads shopping center. This portion of the City is vital to its overall economy with Garden Park Medical Center, movie theatre, Crossroads Center and heavily developed Hwy 49 in close proximity.

This project intends on general maintenance, debris removal, and improving the segment of the Flat

The area located south of O'Neal Road, just west of Fritz Creek is prone to flooding of streets and, in heavier rainfall events, flooding of homes and apartments. This project proposes updates to install a new lake outfall to Flat Branch Creek to the west along with other drainage improvements (maintenance, debris removal, stabilization, etc.) in this area. These projects will increase the quality of life for local residents and businesses by alleviating flooding conditions. Further, the better drainage conditions could potentially attract additional business and workforce housing development to this growing area located

Gulfport proposes to expand their North Wastewater Treatment Plant (WWTP) to consolidate sewer flows to one WWTP; this project will benefit both the economy & ecological resources and improves water quality. As is, Gulfport treats wastewater at its existing North & South WWTPs. The North and South WWTPs are permitted to handle 7.75 MGD and 10.5 MGD respectively. Both plants monitor nutrient levels with nutrient limits anticipated in the near future. The North WWTP will likely meet its nutrient requirements as is (its discharge is considered 4 times cleaner than the South). However, upgrades, just for nutrients, at the 70+ year old South WWTP could cost over $20 million dollars. This wouldn't address aging structures, piping, etc on site and wouldn't positively impact treatment capacity for the City. Instead of nutrient upgrades at the South WWTP, the City proposes to expand the North WWTP and convert the South WWTP into a lift station to reroute flow to the North WWTP. While this represents a higher initial cost, it produces lower operating, maintenance, and future upgrade costs over the life of the plants.

The North WWTF expansion results in cleaner sewage discharges to Bernard Bayou (eventual outfall to the Back Bay of Biloxi). Further rerouting the South WWTP will eliminate a sewer discharge in this same bayou. This project protects the ecological system of Back Bay and its tributaries. Beyond the water quality benefits, the ability of the City to readily provide wastewater treatment is imperative for accommodating economic development. The proposed Vertical Loop Reactor aeration system expansion

In December of 1993, the City of Gulfport annexed 33 square miles north of its then current limits making it the second largest city in Mississippi. As expected with any annexation, the City has since worked on incorporating private infrastructure into its public system.

This infrastructure project consists of adding sewer service to 17 different areas encompassing over three square miles in northern portions of the City still on private sewer and septic systems. Providing access to adequate sewer utilities could benefit the local economy and stimulate job-creation by encouraging future development. Similarly, this project could benefit community-resilience due to increased flood risks associated with sea-level rise by encouraging development in portions of the city that are generally

Located immediately north of a 0.5 mile stretch of a four lane section of Three Rivers Road (from Creosote Rd to Seaway Rd), the bulk of the approximately 1.25 mile stretch of Three Rivers Rd between the industrialized Seaway Rd and Dedeaux Rd is two lanes with no center turn lane. This commercial corridor is vital to the City of Gulfport economy as Three Rivers Rd provides direct access between the Gulfport-Biloxi International Airport and many commercial developments, and between the airport and Dedeaux Rd.

This project seeks to widen this 1.25 mile stretch from the existing two lane road to a proposed four lanes with a center turn lane. Combined with the Dedeaux Rd widening project currently under design, with recently constructed projects, and with other already-funded design projects in the area, this project will be the last leg of 5-laning all main collector roads on the heavily-commercialized north side of the airport. The economic benefits of the road widening in this area will be realized with the potential for new businesses and tax revenues also bringing needed jobs to the area. The quality of life improvements for these businesses and local residents will be seen in less congested and safer roadways. It will also

Located immediately adjacent to the east side of the Gulfport-Biloxi International Airport (GPT), the bulk of the existing 1.5 mile stretch of Hewes Avenue from Pass Rd to the Air National Guard Base is a two lane road with no center turn lane. This project proposes to widen this 1.5 mile stretch to a proposed four lanes with a center turn lane/raised median. This section of road will match the remainder of Hewes Ave northbound to its intersection with Washington Ave.

This infrastructure project will immediately benefit the Gulfport economy. It will also improve public access to recreational areas by providing safer and more efficient routes between the airport and the beaches along Hwy 90. This section of Hewes Ave is the primary north/south roadway located on the

The intersection of Hwy 49 and I-10 has always been attractive to developers as prime commercial real estate. However, the northwest quadrant of this intersection has seen the least development, primarily due to the lack of accessibility. Currently, there is a frontage road following the north side of I-10 from Canal Rd to the west stopping at 34th Ave to the east (approximately one mile west of Hwy 49). 34th Ave is then a two lane unpainted road which runs north to its intersection with Landon Rd. Landon Rd, also a two lane road, runs east to its intersection with Hwy 49, where it then becomes Crossroads Parkway.

In order to improve public access to this commercially viable area as well as Gulfport Sportsplex and Gulf Islands Water Park, this project proposes the following: extending the frontage road nearer to Hwy 49 and creating a new intersection with Landon Rd, widening 34th Ave between the frontage road and Landon Rd to two lanes with a center turn lane, and widening Landon Rd from 34th Ave to Hwy 49 from

Currently, Dedeaux Rd is four lanes plus a center turn lane for approximately 2 miles between US 49 & Dede Drive. The bulk of the remaining 2 mile stretch between Dede Drive and SR 605 (Cowan-Lorraine Extension) is only two lanes wide with no center turn lane. This shovel-ready project (route and environmental review complete) proposes to widen this stretch from two lanes to a proposed four lanes plus a center median/turn lane. Considering safety concerns due to approximately 18 local roads that access this 2 mile stretch, portions of the center turn lane will be converted into a raised median. Portions of this road expansion have been funded through the FY 2006 Transportations Appropriations Bill.

This project is vital to provide an important east/west connection between US Hwy 49 and MS 605 which will in turn decongest clogged traffic routes north of I-10. It will increase community-resilience by providing a critical link between US 49 and MS 605 for emergency evacuation preparedness. It will also benefit community-resilience due to increased flood risks associated with sea-level rise by encouraging development in portions of the city that are generally located outside the FEMA-established floodplains more common south of I-10.

In December of 1993, the City of Gulfport annexed 33 square miles north of its then current limits making it the second largest city in Mississippi. As is expected with any annexation, the City has since worked on incorporating private infrastructure into its public system.

This infrastructure project consists of expanding public water service to northern portions of the City still on private wells and private utilities. Limited public water supply is provided to residents and businesses encompassed by Canal Rd to the west, the City of Gulfport corporate limits to the north, John Clark Rd to the south, and Hwy 49 to the east. This project seeks to establish a more accessible public water system in this area through the installation of water mains and services to any remaining unserved regions north of I-10. This system will then be connected with the overall system north of I-10. Not only will this project improve the quality of life of existing residents by providing reliable access to clean water, but it also proposes to strengthen existing facilities. Consequently, this will encourage future development,

Located at the intersection of 28th Street and Canal Rd near the western corporate limits of the City of Gulfport, immediately north of the Naval Construction Battalion Center (NCBC) of Gulfport, this project seeks to install a new elevated storage tank to replace the existing 75,000 gallon tank in the area. This project will also provide new public water mains along Canal Rd to strengthen existing infrastructure.

The proposed water tank and water infrastructure will provide more capacity and more reliable service for the City of Gulfport system. With proposed Navy Base upgrades and expansions combined particularly with the needs of the nearby Port of Gulfport expansion, upgrades to the existing water system are imperative for the City to provide adequate service to all existing and proposed customers in

Many of the traffic signals within the City of Gulfport are still supported by span wires, which are prone to damage during high wind events. In an effort to improve community resilience by reducing the damage to transportation infrastructure and to greatly decrease the time required to restore traffic flow following heavy storm events, the City of Gulfport proposes to replace existing span-wire supported traffic signals with mast arm traffic signals. These heavier-duty supports resist wind events much better

34th Street is an east/west road that connects heavily traveled Hwy 49 with Hewes Ave, immediately south of Gulfport-Biloxi International Airport (GPT). This area is centrally located between the airport and the Port of Gulfport. While the eastern half of this road tends to be single-family residential, the western portion tends to be commercial with some heavier industrial sites in the middle.

In order to encourage growth of the commercialized portion of this road, the City of Gulfport proposes to widen the section of 34th St from Hwy 49 to 13th Ave from a two lane road with no center turn lane to a proposed four lanes with a center turn lane/raised median. This project will provide better traffic flow thereby encouraging new business development, increasing tax revenues for the City. These new developments will likely occur rapidly as this project provides better access to the nearby expanding Port of Gulfport and the airport and will add a significant number of jobs to the community.

North Gulfport is experiencing rapid growth evidenced by the ongoing development of Gulfport Highlands at the northeast corner of John Ross Rd (Lorraine Rd) and MS 605 approximately one mile north of I-10. The overall development consists of Methodist Senior Services Retirement community and current plans show about seven acres of outparcels, 200,000 sf of commercial development, and over 100,000 sf of office space.

Given the scale of this development and the limited access allowable on MS 605, in order to accommodate the economic boost made by this and future area development, the City of Gulfport proposes to add a frontage road along the east side of MS 605 between John Ross Rd and O'Neal Rd.

Located generally west of Hwy 49, south of the Naval Construction Battalion Center (NCBC) of Gulfport, and approximately 2/3 of a mile north of the coast, the bulk of the existing approximate 2.0 mile stretch of Old Pass Roadd and 15th St (name change occurs around 44th Ave) from Lewis Ave to 30th Ave is a two lane road with no center turn lane. As a result, left-hand movements are creating hazardous driving conditions. This project will widen this 2.0 mile stretch from the existing two lanes to a proposed two lanes with center turn lane.

The length of Lorraine Road (MS 605) along Seaway Island currently has no street lights. However, both the south side and north side of Seaway Islands are well lit. This section of non-contiguous lighting on Seaway Island has created less desirable conditions for commercial development. This project proposes to install street lights along Lorraine Rd the length of Seaway Island (from Kramer Marina to Industrial

The City of Gulfport's Sportsplex is strategically located near the northwestern corner of the busy intersection of Interstate 10 and Highway 49. The facility offers 9 multipurpose baseball/softball fields, 4 Multipurpose athletic fields (i.e. soccer), associated buildings (concessions, restrooms, maintenance, etc.), associated infrastructure, and an area leased to Gulf Islands Waterpark. In 2013, this facility directly produced nearly $100,000 in revenue and is estimated to have had a $20-$25 million total economic impact. The bulk of this impact came from the 52 tournaments across 6 different sports hosted at the Sportsplex in 2013 alone.

Despite its ongoing success, the facilities size and field offering limits the types of tournaments and other opportunities it can handle. Routinely, regional tournaments consider the Mississippi Gulf Coast for its centralized location, but ultimately are relocated to competitive markets due to the lack of facilities. This proposed project consist of three concurrent phases. First, after its 14 years of operation, a growing number of repairs and improvements to existing facilities is required. Secondly, the City of Gulfport already owns enough land to add some facilities; current planning efforts consider adding: batting cage

The City of Gulfport has been experiencing rapid growth north of I-10. In order to accommodate this growth and make the area attractive to future residents and businesses, upgrades to circulation are required. One area of interest is O'Neal Road, a major east/west thoroughfare connecting MS 605 with Hwy 49. An existing one mile stretch of O'Neal Rd between Three Rivers Rd and Flat Branch is a two lane road with no center turn lane and no curb and gutter. This project proposes to widen this heavily developed stretch to a proposed two lanes and a center turn lane with curb and gutter on both sides. This road section would then match the road section to the west from Hwy 49 to Flat Branch Creek, completing road widening between Hwy 49 and Three Rivers Rd.

The quality of life improvements for commuters in this area would be realized immediately by improving traffic speeds and eliminating dangerous left-hand movements from travel lanes. Furthermore, the increased traffic flow and capacity would entice new development and provide for future tax revenues for

Connect existing water systems, Pine Grove and Colonial Estates, to the JCUA West Regional Water System and replace the existing distribution system with mains meeting the MSDH Regulations. Replace services from each structure to the proposed distribution system. The existing water systems have significant deficiencies and do not comply with current MSDH Regulations.

Install a gravity sewer collection system in both areas to remove the existing septic tanks and install services to connect each structure to the proposed collection system. The collection system would include a pump station and force main to the nearest discharge point. The collected wastewater would be conveyed to the Authority's West Jackson County POTW for treatment.

Turkey Creek Watershed covers approximately 11,000 acres in north Gulfport, Long Beach, and Harrison County. The watershed's two (2) main waterbodies are in need of significant restoration and enhancement. Turkey Creek and Brickyard Bayou are approximately 14 miles and 5 miles long, respectively. Both waterbodies are slow-moving coastal streams/tidal creeks that flow into ecologically important, sheltered estuarine ecosystems connected to the Back Bay of Biloxi and the Gulf of Mexico.

This project will restore and enhance these individual estuarine streams to provide an aquatic corridor that serves as a sheltered nursery and as a rearing area for multiple saltwater fish species including those with recreational and commercial value. In addition, recovering the ecological health of these small estuaries would allow them to provide a sheltered refuge for larger and more mature fish during natural or anthropogenic events such as storms, droughts, or oil spills. Enhancements to Turkey Creek will further offer an opportunity to actively organize and empower a local minority committee in designing, permitting, constructing and maintaining a socially acceptable restoration effort. Leah Manhan's 2013 film, â€œCome Hell or High Water: the Battle for Turkey Creek,â€•describes the history of Turkey Creek, and the detrimental effects of human activity, land development, and natural occurrences.

In 2006, a report was prepared by the â€œLand Trust for the Mississippi Coastal Plainâ€•entitled â€œWatershed Implementation Plan for the Turkey Creek Watershedâ€•(funding from the Environmental Protection Agency Region IV). This report, focusing on Turkey Creek, confirmed that Turkey Creek, like Brickyard Bayou and the entire Turkey Creek watershed, faces environmental degradation from: filing of wetlands, channelization, trash and debris, unregulated development and construction, uncontrolled stormwater increases, aquatic, terrestrial, and riparian habitat dilapidation, invasive species (particularly Chinese Tallow and cogongrass), and chemical contamination.

Accordingly, Turkey Creek and Brickyard Bayou require similar restoration and enhancement efforts

This project will consist of the construction of a new jetty at the convergence of Graveline Bayou with the Pascagoula Bay that will provide protection to the channel and reduce the effects of silting. In an effort to increase recreational boat traffic, channel markers within the bayou will be updated and replaced. This designation allows for management of preservation areas like the oyster reefs and expedites travel in and around Graveline Bayou. Jetty construction will stabilize the mouth of Graveline Bayou and limit the risk of shifting, as well as focus both tidal and bayou discharges through a single

This project will consist of a Wetland Coastal Preserves Program and Beach Restoration. The Wetland Coastal Preserves Program will target invasive species in and around the Gulf Park Estates and Marsh Restoration, ensuring that native flora and fauna thrive in the restored waterfront. The Bellefontaine Beach Restoration will rebuild and manage the Bellefontaine beachfront. It will serve to remedy or reduce the risks of future harm to the natural dunes and beach resources. The Preserve plan serves to enhance the ecological value of this important coastal habitat and manage the transition zone between the

Kemp's ridley sea turtles are a Critically Endangered species that relies heavily on the north-central Gulf of Mexico for developmental habitat for foraging juveniles and sub-adults. Since 2010, more than 800 sea turtles, mostly immature Kemp's ridleys, have stranded dead along the Mississippi coast raising important questions about regional ecosystem health. Additionally, over 300 immature Kemp's ridleys have been incidentally hooked at local fishing piers in Mississippi. A variety of factors are likely responsible for increased strandings including degradation of natural oyster reefs and subsequent declines in abundance of essential prey items of the species that rely on these habitats. Declared failures of both oyster and blue crab fisheries in recent years support this hypothesis and illuminate the importance of a healthy ecosystem for recovering populations of Kemp's ridleys.

The purpose of this project is to facilitate the recovery of Kemp's ridley habitat by 1) monitoring the effects of recently established artificial and oyster reefs in the Mississippi Sound on Kemp's ridleys and essential prey items, and 2) establishing programs to enhance wild stocks of Kemp's ridley prey. These efforts will provide critical information for understanding the importance of reef habitats for developing

Pascagoula Beach Blvd. Bulkhead improvement project. The project in design would improve the walls to be able to withstand the additional load of the new seawall protection project and prevent the erosion of the beach sand by water overtopping the wall during normal tide and weather conditions. A waler and

This project adds a new nature trail and bird sanctuary consisting of a combination of trails, pedestrian bridges and boardwalks through the wetlands along the Jourdan River in Diamondhead. There would be trailheads at Akoko Street near the new Nature Education Center and Airport Drive by the Diamondhead Airport. It would connect the Waterfront District on the Jourdan River to the Airport.

This project consists of building a nature education center in the marsh along the Jourdan River to provide residents, students and visitors information about this amazing ecosystem in Coastal Mississippi. This is an open-air facility that will have marine educational information about birds, animals, fish, other marine life, trees, wetlands, etc. The facility will be connected to a system of nature trails as well as the

The City of Biloxi proposes to implement its 1980s master plan for utilizing the corridor of public land located under Interstate 110, which runs north-south from the Back Bay of Biloxi to the Mississippi Sound. The original master plan, developed with considerable citizen input, is being updated to include storm water management improvements and acquisition/restoration of a wetlands area adjacent to the I-110 Corridor, north of Division Street.

Storm water management improvements will include installation of BMPs along the corridor to filter nonpoint source pollutants from the interstate's storm water that drains unchecked from the elevated roadway. The BMPs will have an educational component, identifying their function in improving water quality through all-weather signage located along the walking paths that currently exist (and which are to be enhanced with additional lighting and drainage).

Public safety and recreational amenity improvements will expand use of this area by residents and tourists. The south end of the corridor is located immediately west of the minor league baseball stadium being built and the Beau Rivage Casino Resort. The north end includes an under-utilized boat ramp, basketball and tennis courts, all of which are in need of improvements and lighting.

The City of Biloxi proposes to implement a variety of shoreline stabilization measures along the Biloxi Peninsula in areas owned and/or managed by the City to control erosion, adapt to sea-level rise and improve public safety and access. Shoreline improvements will include stormwater management BMPs accompanied by all-weather educational signage to identify short- and long-term public benefits of a properly-managed waterfront. Improvements will include removal of nonnative, invasive plants species; installation of appropriate native plant species to support shoreline stabilization and restoration of shoreline habitats; removal of concrete, riprap, abandoned/obsolete infrastructure and miscellaneous debris; and stormwater management improvements to improve water quality. Public safety and access improvements will include provision of lighted, ADA-compliant boardwalks, where appropriate, designed for storm
The Port of Pascagoula is upgrading the transportation and shipping infrastructure in and out of its Bayou Cassotte Harbor to increase the efficiency and sustainability of emerging markets in the state of Mississippi. Mississippi Export Railroad has partnered with the Port of Pascagoula, Jackson County, CSX, Enviva Biomass, the United States Department of Transportation, and others to carry out the Port of Pascagoula Intermodal Improvement Project. This project establishes a more efficient rail connection into the port and develops a modern facility for receipt, storage, and export of wood pellets. Jackson County, the Port of Pascagoula, and Mississippi Export Railroad seek funding for the final component of the Port of Pascagoula Intermodal Improvement Project â€“ a 4,300 foot rail connection.

This project proposes a world-class aquarium to be built along U.S. Highway 90 in Gulfport, Mississippi on a total of approximately 18 acres of land overlooking the redeveloped Jones Park and Small Craft Harbor. Depending on features, shows, and exhibits, it could be as large as 130,000 square feet, and cost in the neighborhood of $120,000,000. This facility will serve to fill the void left by the loss of the Marine Life Oceanarium and provide for a much-needed family-friendly and education-oriented tourism facility for our Gulf Coast market.

Unlike many projects that seek either full funding or have no stakeholder buy-in, this proposal has been in the works for some time, with the understanding by Gulfport city leaders that in seeking support, local commitment must be demonstrated to emphasize the significance of the shared vision of making this a reality. On December 2, 2014, the City Council unanimously approved obligating $14 million of City funds toward the purchase of approximately 10 acres of land to be acquired for this project site. When combined with the County Library and CTA properties, there will be roughly 18 acres for development as a campus for this project which has the potential to also include retail, restaurant, and lodging amenities. The appeal of this location is not only the scenic overlook, but the elevation itself is more desirable than at the water's edge. It is important to note that this section of Gulfport's downtown remains under-utilized, undeveloped, and modestly blighted. From an urban renewal standpoint, this is a home run! Obviously, the economic benefit to Gulfport and the surrounding communities can be a game changer through increased tax revenues and site leases.

The Gulfport Redevelopment Commission will have developmental authority over this project, and has taken a methodical approach to performing due diligence measures in order to achieve an accurate picture of what the potential for this ambitious development represents. To that end, David Kimmel, former Construction Project Manager and Executive Director of the Georgia Aquarium, has been hired as a consultant to assess options, reach out to industry contacts, and make recommendations to guide our progress. A market assessment is currently underway with the objective of confirming the range of customer draw, anticipated number of visitors, exhibit type, animal/species features, interactive attractions, physical plant requirements, square footage size recommendations and configuration, and

INTRODUCTION: The Institute for Marine Mammal Studies (IMMS) is a non-profit 501 (c) (3) organization dedicated to marine education, conservation, and research of marine mammals and sea turtles in the northern Gulf of Mexico. It operates a premier, state-of-the-art Center for Marine Education and Research (CMER) in Gulfport, Mississippi. It is the only facility on the Mississippi Gulf Coast that has the capability and expertise to care for sick and injured marine mammals and sea turtles while providing opportunities for marine education and research. IMMS serves as a liaison between public and private entities interested in marine mammal science and has partnered with the University of Southern Mississippi, Jackson State University, Louisiana State University, University of South Alabama, and the Mississippi Department of Marine Resources (MSDMR) to fulfill the state and federal needs regarding marine education, research, and response to and care of stranded marine mammals and sea turtles. IMMS also played a central role in the response to the BP oil spill in the northern Gulf of Mexico. Information on the programs and activities of IMMS can be obtained from its web site: www.imms.org

REQUEST: IMMS proposes to construct dormitories and additional classrooms at the CMER in order to enhance research and educational programs and activities. This would allow IMMS to better collaborate with graduate students and scientists from the U.S. and abroad by providing inexpensive accommodation. IMMS works with nearby Universities and would like to expand its collaborative efforts to include other Universities in Mississippi which are located up to six hours away. The proposed dormitories would allow students and researchers from these Universities to contribute to the research efforts that are being conducted by IMMS in conjunction with MSDMR.

The purpose of this project is to qualitatively and quantitatively study the sand beaches and natural shorelines within Jackson County. Erosion of the beach and shorelines through natural accretion and storm activity requires continuous maintenance and replenishment efforts to sustain the coastline. The goals of the study are as follows:

1.Develop baseline data to accurately quantify and qualify the sand beach shorelines.
2.Develop numerical models to simulate beach and shoreline erosion for high and low frequency storm events.
3.Develop strategies to control erosion of the sand beaches.
4.Investigate â€œliving shorelineâ€• options and determine those that are the most suitable for this environment.
5.Develop a Management, Operations, and Maintenance Program for the sand beaches.
6.Develop and investigate an offshore dredging replenishment program.

The project will enhance Jackson County's Recreational Complexes and provide amenities that will serve the community's recreational needs. The County has three recreational complexes that in need of additional facilities to further support the growing desires of the community to live a healthier lifestyle. The proposed improvements support Jackson County's goal of providing superior service to its citizens. The recreational complexes and the recommended improvements are as follows:

Edward A. Khayat Memorial Park (Moss Point):
-Provide pavilions for gatherings and events.
-Provide additional parking.
-Construct a community swimming pool.
-Construct a maintenance building for support services.

Jackson County Soccer Complex (Gautier):
-Perform a detailed study of storm drainage system and make necessary improvements.
-Expand pavilions and refuge areas.
-Perform facility improvements including lighting, fencing, and parking.

St. Martin Soccer Complex:
-Provide walking trails.
-Construct pavilions for gatherings and events.
-Construct a splash pad
-Construct a kayak launch to provide residents and visitors access to local bayous and waterways.

The proposed improvements will provide the added amenities to Jackson County recreational complexes

Bay St Louis has over 27 miles of waterways inside the city limits. The waterways include natural streams and a system of canals that connect to the Jordan River and Bayou Lacroix. The entire system is in great need of maintenance dredging and debris removal to cure the residual impacts of sediment and trash accumulated from decades of hurricane and flood deposits. Dredging the entire system would have multiple benefits that would include but not be limited to improving: water quality, flood prevention with better drainage/runoff, navigation, recreational safety and useful byproduct(sediment removed could serve as marsh replenishment material for the Wolf River Marsh Restoration Project).

The dredging and disposal of the material could be phased by dredging the main, natural and bayous. Estimated cost of Phase 1 is $3.5 million.

Phase 2 would consist of dredging the manmade canals located near Blue Meadow Road and Paradise Street with an estimated cost of $2.5 Million.

Phase 3 would consist of dredging the manmade canals located near Chapman Road with an estimated cost of $2.0 million.

Project consists of installation of associated water distribution systems to provide potable water service to currently un-served areas of Harrison County. Phase II would consist of installation of approximately 56,500 LF of 12" PVC water line, fire hydrants and associated valves and fittings and a 500,000 gallon elevated water tank and new well primarily on Bell Creek road. This project will connect to an existing

Project consists of installation of associated water distribution system and residential connections to provide potable water service to approximately 1,000 new water customersy. Phase 1 would consist of installation of approximately 64,000 LF of 8" PVC water line, fire hydrants and associated valves, fittings and meters for residential connections. This project will connect to an existing water transmission system
Project consists of installation of associated water distribution system and residential connections to provide potable water service to approximately 1,000 new water customers. Phase II would consist of installation of approximately 75,000 LF of 8" PVC water line, fire hydrants and associated valves, fittings and meters for residential connections. This project will connect to an existing water transmission system
Project consists of installation of associated water distribution system and residential connections to provide potable water service to approximately 1,000 new water customers. Phase III would consist of installation of approximately 50,000 LF of 8" PVC water line, fire hydrants and associated valves, fittings and meters for residential connections. This project will connect to an existing water transmission system
The West Jackson County Constructed Wetlands Treatment System was established in in 1990 to treat the centralized wastewater collected in western Jackson County, Mississippi. As wastewater passes through multiple cells of wetland vegetation, excess nutrients, heavy metals, and other environmentally harmful contaminants are removed from it prior to release into Costapia Bayou. In addition to wastewater treatment, the wetlands are a favored habitat for a variety of wildlife and serves as a complementary habitat to the adjacent MS Sandhill Crane National Wildlife Refuge. Due to the concentration of birds in these wetlands, we formed an agreement with the National Audubon Society to open the facility for avian observation and counting every Thursday. For the last several years, the wetland vegetation has been decimated by the invasive apple snail. Apple snails are a serious threat to freshwater wetlands and estuaries worldwide, with severe damage documented along the Gulf of Mexico coast. Consumption of wetland vegetation by the apple snail has led to drastic reductions in the wastewater treatment efficiency and wildlife habitat. The main objectives of this proposal are to restore the functionality and habitat provided by this treatment wetland through eradication of the apple snails and restoring of vegetation. The Jackson County Utility Authority has begun efforts to remove apple snails under monitoring by the
This project is developed to first evaluate the condition and needs of the wastewater and storm water systems, then design and implement (construct) the defined improvements. The goal would be to meet the needs while protecting the environment through reduction in sanitary sewer overflows (SSO's) by addressing capacity needs, system condition, and addressing storm water needs. The primary phases are evaluation, design, and construction. A collaborative approach is desired as the system involves multiple
This project is Phase 1 of the area East of the Hancock County Arena along Kiln / Delisle Road. It will be to install a sewer collection system with grinder pumps and lift stations in the designated area to connect approximately 30 homes and discontinue use of septic tanks. These tanks are close to creeks, streams and bayous that empty out through Rotten Bayou into the Bay of St. Louis and eventually the
This project is Phase 2 of the area East of the Hancock County Arena. It will be to install a sewer collection system with grinder pumps and lift stations in the designated area to connect approximately 150 homes that use septic tanks. These tanks are close to creeks, streams and bayous that empty out through Rotten Bayou into the Bay of St. Louis and eventually the Gulf of Mexico. Rotten Bayou is on
This project is developed to first evaluate the condition and needs of the wastewater and storm water systems, then design and implement (construct) the defined improvements. The goal is to meet the needs of the wastewater system and storm water system while protecting the environment through reduction in sanitary sewer overflows (SSO"s) by addressing capacity needs, system condition, and integrating storm water needs. The primary phases are evaluation, design, and construction. A collaborative approach is

Project consists of installation of PVC sewer force mains, approximately 100,000 LF, fittings, valves and required pumping stations to provide sewer collection to currently un-served areas of Harrison Count. This project will connect to an existing sewer collection system, installed as part of the Gulf Region Program and provide much needed customer base to begin utilization of the Gulf Region S-12 Sewer

Project consists of installation of associated small diameter, low pressure sewer force mains, gravity mains, grinder pumps and residential connections to provide sewer services to currently un-served areas, approximately 1,000 new customers. This project will connect to an existing sewer collection system installed as part of the Gulf Region Program and provide a much needed customer base to begin

Project consists of installation of PVC sewer force mains, low pressure service lines, gravity main and residential connections to provide sanitary sewer service to approximately 1,000 new sewer customers. Phase II would consist of installing approximately 50,000 LF of PVC sewer mains and associated pump

The City of Biloxi is requesting funding support to remove marine debris and to restore the shoreline of Point Cadet from the Biloxi-Ocean Springs Bridge north to the Biloxi Fishing Bridge. Debris removal, storm-resilient shoreline stabilization measures and pedestrian access improvements along the City-owned waterfront property will expand public opportunity to access a unique area where the Mississippi Sound merges with the waters of the Back Bay of Biloxi. The project will enhance preservation of undeveloped shoreline for the benefit of the public as well as for marine and bird species. In addition, low impact all-weather educational signage will expand opportunities to learn about habitat supported by tidally-impacted areas and to encourage long-term stewardship of Coastal natural resources.

The project includes extending the small sand beach on the shore east of the Maritime and Seafood Industry Museum; incorporating the use of the seawall in improving pedestrian access; improving the safety and security of the walkway under the Biloxi-Ocean Springs Bridge; and constructing a small pier for fishing and crabbing. Upland improvements to be built near the MSIM include a shoofly around a mature live oak tree; a gazebo; a fountain; a foundation for the Golden Fisherman statue; and a wooden boat-building and training demonstration site.

Those who attend the many activities hosted at the MSIM and/or Biloxi Waterfront Park frequently are tempted to walk along the shoreline north of the Park's splash pad to access the nearby Biloxi Fishing Bridge. Hurricane debris, litter, unchecked invasive plant growth and lack of a well-defined, level walkway make what should be an enjoyable nature walk into a hazardous experience. Project implementation will address this problem by providing ADA-compliant pedestrian connectivity along the shoreline of the project area.

In addition to the general public, others who will benefit specifically from project implementation are shoreline and wade fishermen, throwers of cast nets and those who enjoy non-motorized water activities such as kayaking, canoeing, and paddle boarding. Participants in the MSIM's numerous educational

On December 24, 2015, the National Diabetes and Obesity Research Center and Tradition-Medical City submitted Project #5460 to the RESTORE Project Portal. The information below is an update to Project #5460 based on a recent study and updated design and building estimates.

The National Diabetes and Obesity Research Institute (NDORI), a Mississippi (MS) non-profit 501 (c)(3) corporation, is an innovative, translational research institute focused on the population-based study and treatment of diabetes and obesity, currently in its infancy. The singular focus of NDORI is to find a cure for diabetes - a disease that impacts more than 15% of MS's population.

NDORI is located at Tradition, a 4,800-acre master-planned community in Harrison County at the intersection of Highway 67 and Highway 605 north of Biloxi and Gulfport. NDORI represents a unique opportunity to invest in the long-term health of the state, position the MS Gulf Coast as a regional leader in the growing health and life-sciences industry, create a catalyst for exponential economic growth, and promote community stability through development and investment. The concept would be one of the cornerstones of a healthcare, bioscience cluster: the Tradition Medical City.

In spring 2018, Southern MS Planning and Development District (SMPDD) commissioned Arduin, Laffer, and Moore Econometrics and The University of Southern MS to study the economic impact of a future healthcare cluster with the Tradition Medical City at the nexus; the final product of this study was published as â€œThe Socioeconomic Impact of a Healthcare Research Cluster at Tradition, Mississippi." Based on the proven theory that a cluster of healthcare and bioscience facilities in proximity to one another will accelerate innovation, this intellectual hub will serve as a catalyst for medical industry growth, residential development, and a primary destination for hospitals, universities, research institutions and health and life science companies. The economic impact study measured the potential for future growth of NDORI and Tradition based on the success of other existing healthcare clusters at Lake Nona, FL, and the Research Triangle Park in NC. Based on these findings, NDORI and Tradition will

Need for Project: Significantly reduce I/I; consolidate facilities, reduce operating costs, reduce sanitary sewer overflows and eliminate numerous water main breaks.

75,000 LF of new 12" and smaller gravity sewer
10,000 LF of new sewer force main
75,000 LF of new water main

Project Benefits:
Significantly reducing I/I
Reduce operating cost by reducing electrical costs associated with pumping, reducing wastewater treatment costs, reducing spot repair costs, reducing repairs associated with root intrusion, reduce root intrusion chemical costs, reduce maintenance cost by reducing #"s of pump stations, reduce sanitary sewer overflows that harm the sensitive coastal environment and damage the ecosystem, reduce raw sewage dumps to drainageways that discharge to coastal beach areas and cause health hazards for residents and vacationers enjoying recreational activities along the coast line, reduce raw sewage dumps

Diamondhead Water and Sewer District is located in Hancock County Mississippi within the City of Diamondhead. We provide water and sewer service to approximately 4300 customers and a population of 9100. The District's certificated area is located within watershed areas that drain with open ditches and nominal amounts of subsurface drainage. The discharge points for these watershed areas are tidally influenced due to the geographical location of the District's certificated area. Located along the Southern Certificated Area Boundary is the Northern Shoreline of the Bay of St Louis, the Western Certificated Area Boundary is the East Shoreline of Rotten Bayou and the Northern Certificated Boundary is the Southern Shoreline of Rotten Bayou and Bayou LaSalle.

Forty years ago the clay sewer mains were installed in the District's certificated area at the primary material for sewer mains. At the time of installation, pipe bedding standards were not as widely understood as they are today. The rigid nature of clay makes it very brittle and when unstable soil conditions are introduced, cracking will occur. Once a clay sewer pipe cracks and starts to leak the surrounding soil enters the pipe with any flow creating voids and uneven loads and eventually the pipe will collapse. The District is currently experiencing large amounts of inflow and infiltration as a result of a large portion of our infrastructure consisting of cracked and leaking 40 year old clay pipe that needs rehabilitation. The increase in I&I causes excess amounts of water into the sewer infrastructure resulting in sewage overflows, costly cleanup and potential hazards to the environment

A growing trend has been for more pedestrian and transit-oriented development in cities. Only minutes from downtown Ocean Springs and Gautier, and with quick and easy access to recreational amenities along Highway 90 and beaches to the south, this seven mile path is uniquely positioned to attract innovative recreational activities as well as restaurants, hotels and distinctive shops, making for an eclectic shopping experience.

This project will provide a 10 foot wide multi-use path along the Highway 90 corridor from City Hall in Gautier to the Hospital in Ocean Springs. The seven mile route will include safe access to local amenities and provide recreational opportunities to residents and visitors. MDOT is currently in the design stages for the widening of US Highway 90 from Vermont Avenue in Ocean Springs to Dolphin Road in Gautier. The addition of the multi-use path will provide both safe and efficient access for pedestrian and cyclists to this newly reconstructed corridor.

Walking and biking trails are a nice quality of life enhancement, but there are also substantial economic benefits to be gained from this type of infrastructure investment. Recent studies indicate that walkable suburbs have a greater economic output and higher incomes, attract more highly educated people and more high-tech industries. It has also been reported that residential real estate prices increase in communities that are welcoming to bicyclists and pedestrians. According to research by the Urban Land Institute, shoppers in walking friendly retail environments tend to visit more frequently, stay longer and consequently spend more money.

Besides the positive economic impact, the County, surrounding cities and State could also realize savings

The Jackson County Board of Supervisors is proposing the construction of a new Interstate 10 interchange with Old Fort Bayou Road. The right-ofâ€“way is available for immediate consideration for construction and would strategically position a new access point for entry into Jackson County from Interstate-10.

Centrally located approximately four miles east of the Washington Avenue/Highway 609 exit and approximately four miles west of the Highway 57 exit, this interchange would provide much needed relief from traffic congestion in this heavily traveled area of the I-10 corridor.

The Washington Avenue/Highway 609 area has experienced tremendous growth in the last few years as the population tends to migrate to the north, and this interchange would help to alleviate the substantial traffic burden in that area in addition to providing easy access to prime developable property adjacent to Interstate 10.

Not only would this interchange serve to improve the lives of the local community, but it also provides opportunities for the establishment of new service industries such as gas stations, hotels and restaurants to attract travelers.

This project consists of construction of a new overpass at McCann Road and Interstate 10 in the St. Martin Community. This new overpass will provide a direct connection from the Commercial Business District along Lemoyne Blvd. to the new Commercial Business District along the I-10 Connector road, thereby increasing access and opportunity for new growth in this area.

The addition of this strategic access linking two commercial business districts will maximize the growth potential for both areas. The short term direct economic stimulus will be immediately felt throughout the community in the form of employment and income for the construction industry and indirectly by many others who are employed by companies that provide materials, equipment, and services that are required to support the project.

Workers for whom jobs are created by this project have new income to spend on consumer goods and services, which in turn creates new jobs in retail, manufacturing of consumer goods, food processing and personal services.

A vision for the future, neighborhood support, and infrastructure are key elements to attracting developers to invest in existing communities. The implementation of several major access routes along

Water trails are marked routes on navigable waterways such as rivers, typically for people using small non-motorized boats, such as kayaks and canoes. Originally created by environmentalists and conversationalists to encourage environmental awareness, they have evolved to be recreational routes on waterways with a network of access points.
The Pascagoula River is the largest by volume unimpeded river in the contiguous 48 states. This project will develop ecotourism opportunities by establishing and developing a scenic water trail along the Pascagoula River. This scenic water trail will bring sustainable rural development to communities along the river in Jackson County.
As the State's first water trail, it will serve to strengthen and extend recreational opportunities for residents and visitors. Trailheads will be constructed in four strategic locations along the river. Each trailhead will provide amenities such as public boat and kayak launch, pavilions, parking for visitors, and a kiosk with a map of the area.
Although new to the State of MS, water trails have been implemented in other states and studies have been conducted to measure their economic impacts. While dissimilar in their measurements and time frames for data collection, each report shows that water trails can increase paddle sports tourism and bring new money into local economies.
The studies also explored social benefits to a community and found that water trail communities experienced lower poverty rates and higher education and health levels than communities that do not provide recreational activities. Increased tourism around water trails will bring additional tourism dollars

Diamondhead Water and Sewer District is located in Hancock County Mississippi within the City of Diamondhead. We provide water and sewer service to approximately 4300 customers and a population of 9100. The District has significant amounts of inflow and infiltration, aging sewer mains of which 47% are 30 plus year old sewer clay pipe, lift stations and discharge force mains that need all need to be reviewed for current and future service needs. The district needs a Master Sewer System Study conducted for the sewer collection system to: evaluate inflow and infiltration, lift stations and discharge force mains; to serve as a logical, cost-effective framework for making organizational changes; to assist with meeting new environmental regulations and for environmental impact.

The scope of work for this project will consist of advertising for RFQ's, selecting a firm to complete the Master Sewer System Study and completion of the Study. The benefit of this project is to evaluate the

NOAA Project ID#13395: This project, instituting a biorepository Laboratory Information Management System (LIMS), addresses restoration Monitoring and Adaptive Management needs by providing infrastructure for efficiently cataloging project samples. This technologic tool provides support to restoration projects, assuring quantitative and qualitative sample inventory details necessary for compliance with laboratory Quality Control and Assurance needs. A biorepository LIMS is an enterprise solution that can provide real-time inventory data to maximize agency efficiency of sample management, facilitating intra- and interagency collaboration and determining geographic gap analysis across multiple taxa (marine mammals, sea turtles, fish, corals, etc.). Simply, LIMS is a database specifically designed to manage samples in a field and laboratory setting, assigning barcoded labels that facilitate automation, tracking, database updates, queries, and reducing labeling errors, improving accuracy and longevity of samples for analyses and use in reference collections. While the launch of a LIMS would begin in the southeast region, it is configurable and web-based with the flexibility to be expanded to other regions and customized to program requirements and needs. There is a great likelihood of success in the implementation of a LIMS product; for example its current use in NOAA line offices including PIFSC and NIST Marine Environmental Specimen Bank as well as other federal agencies (e.g., USDOJ-DEA, CDC, US Military HIV research program) to successfully manage sample inventory and data analysis. As

NOAA Project ID#13172: This project will use multiple tracking technologies, as well as the Integrated Tracking of Aquatic Animals in the Gulf of Mexico network (iTAG-n) and research group (iTAG-r) to collect important data, difficult or impossible to assess with traditional capture-based methods. The focal species will be: yellowfin tuna (Thunnus albacares), greater amberjack (Seriola dumerili), cobia (Rachycentron canadum), red drum (Sciaenops oscellatus), gag grouper (Mycteroperca microlepis) and red snapper (Lutjanus campechanus). The DWH oil spill occurred in the northern GoM during the spring and summer of 2010, which would overlap in space and time with either the spawning or early life stages of these species. This is of special concern with water column pelagic spawners, as where and when they reproduce (i.e., spawn) and consequent dispersal dynamics affect offspring survival in ways not seen in most terrestrial species. In addition, larval cardiotoxicity is documented for several of these species, resulting in heart-related abnormalities that could impact long-term stock productivity, especially in stocks already highly impacted by fishing and anthropogenic stressors. All focal species support important fisheries and are considered overfished, have decreasing landings or stock assessment scientists or fishermen are concerned about the stocks' health. Specific concerns associated with the focal species include: (1) yellowfin tuna landings are decreasing and deepwater oil rigs may change natural migratory behavior and spawning site selection and consequently reproductive success; (2) the greater amberjack stock is overfished and not rebuilding as expected, and there is a need to better understand how artificial reefs affect spawning site selection and fidelity; (3) the recent cobia stock assessment was inconclusive due an incomplete understanding of stock structure and connectivity and fishermen are expressing concern at low catch levels; (4) red drum were affected locally by the oil spill demonstrating anemia and presumed decreased fitness and impaired reproduction but we do not have the needed understanding of spawning migrations and connectivity to assess how this would impact the Gulfwide stock; and (5) both

NOAA Project ID#13606 & 14312:This project aims to develop new and enhance pre-existing technical and infrastructure capabilities within the Gulf of Mexico (GOM) region to respond to marine mammal disasters from natural and anthropogenic causes. Other initiatives are currently underway to gather information and coordinate with Federal and state agencies to determine existing and identify new capabilities to be developed by the stranding network and its partners to identify impacts of disasters on marine mammals and improve rapid response to those threats. This project will closely coordinate with those initiatives to implement identified actions, including improving response capabilities for marine mammal disasters in Gulf of Mexico coastal states. We will develop and enhance partnerships and trainings for the stranding network through workshops in the new standardized response techniques and capabilities. Expert response resources will also be identified and obtained. The stranding network will also receive information about newly identified threats and the efficacy of various response options to those threats. Finally, we will work with partners to disseminate resources throughout the GOM states related to the standardized response techniques and capabilities, and continue the coordination with those partners. Specifically, the project is the implementation of an overarching disaster response program, focused on improving effective and efficient responses to marine mammal stranding and health events or disasters. This program would be implemented across all the coastlines of the GOM, and benefit all stocks of marine mammals by increasing and improving the effectiveness of marine mammal response during a disaster in the GOM. One focus of the work would be on implementation of plans developed to

NOAA Project ID#13604 & 14289: Interactions between bottlenose dolphins and hook and line (e.g., rod and reel) gear occurs throughout the Gulf of Mexico, and are increasing (Powell & Wells 2011; Shippee et al 2011). Hook and line (e.g. rod and reel) gear is used by both for-hire (e.g. charter, headboats) and recreational anglers. Dolphin interactions with the gear largely result from: (1) dolphins taking the bait or catch directly off the gear (e.g., depredation) or scavenging discarded fish (e.g., scavenging) (Powell & Wells 2011; Read 2008; Zollet & Read 2006); and (2) illegally feeding dolphins that causes them to associate anglers with food (Christiansen et al. 2016). These interactions are known to result in lethal injuries from entanglement in and/or ingestion of the gear (Hayes et al. 2016; Maze-Foley and Garrison 2016a-d; Barco et al. 2010; Wells et al. 1998; Stolen et al. 2012), as well as related mortalities (e.g., fisher retaliation by shooting) (DOJ 2006, 2007). Based on stranding data records from 2002-2017 in the Gulf, 108 bottlenose dolphins stranded with hook-and-line gear attached; these occured in almost every Gulf state. Stranding numbers may be up to three times higher because only a portion of animals that strand are detected and recovered (Peltier et al. 2012; Wells et al. 2015; Williams et al. 2011). There have also been federally investigated and prosecuted cases of fishermen retaliating against dolphins out of frustration for the dolphin's depredation behaviors (Vail 2016; Department of Justice 2007). This technique would reduce lethal impacts to dolphins from hook and line gear interactions in the following phased approach: 1.a.) Conducting systematic fishery surveys of hook and line anglers fishing from piers and vessels (both recreational and for-hire) and fishing in a variety of habitats (i.e., coastal and estuarine) to characterize the fishery and determine the frequency and geographic extent of dolphin interactions in Gulf of Mexico State waters, supplementing what is known from strandings data and related characteristics of the entangling gear. Project results would help identify what gear factors may increase

East McHenry road is a narrow gravel road that runs east to west from Hwy 15 through Desota National Forest to Hwy 49 in the southern part of Stone County, near the Harrison County Line. Several roads head south into Harrison County from East McHenry road. In 2014, the county received a FLAP grant for the first phase of improvement which will replaced one low weight bridge and widen and pave 1.3 miles of the road. In 2015, a second FLAP grant was secured for 3 more bridges and 2.3 miles of road. The last portion of the project is 2.63 miles with one bridge. Currently, Stone County has no funding for this portion. If funded, Stone county will have a continuous paved road making traveling safer. The

Like most Counties in the State, Stone County has its share of low weight old timber bridges. It is a struggle to balance bridge replacements and roadway paving as there is never enough funds to do it all. We have just 12 bridges remaining that are posted in our county. If we could fix these all at once, then 100% of our normal state funds could go toward much needed paving projects on our deteriorating roads for the next 10 years. By doing so, we can avoid a higher cost for full depth reclamation which is about $

Stone county has a lot of public roads that are still unpaved. The gravel is a constant maintenance issue. We also have deteriorating "older" asphalt roads that need to be repaved. A general repaving project

The Helena community is located in southeast Jackson County, Mississippi and currently consists of approximately 650 homes. The area has historically high-groundwater and low-permeability soils. This combination of conditions has led to a septic system failure rate estimated at 98 percent. Expansion of the existing Helena Utility District sanitary sewer collection system would serve to prevent further pollution from failed septic systems. Additionally, due to the high contamination levels in the near surface water aquifer, water distribution system expansion is necessary to provide potable water to the Helena Citizens who are currently utilizing private wells as their sole potable water source.

The Helena Utility District was formed in 2006 and consists of approximately 290 customers connected to a low pressure sewer system and 100 customers connected a potable water distribution system. This proposed project will include expansion of the existing Helena Utility District sanitary sewer collection and potable water distribution systems to connect to the remaining 360 homes that currently utilize individual septic systems for wastewater treatment and private groundwater wells as their sole water

The Mississippi Commercial Fisheries United, Inc. proposes for funding an oyster shell recycling program that engages Mississippi restaurants, oyster processors, and the general public to establish a recycling program that provides free oyster shell pickup, training, and drop-off locations to recycling otherwise discarded oyster shells. Oyster shells are the preferred cultch material for oyster reef restoration but due to their limited supply has been used minimally in recent restoration efforts. Alternative cultch materials have thus far proven to be largely ineffective at restoring oyster reefs in the Mississippi Sound.

Funds for this project would include the procurement and management for necessary collection materials, transportation vehicles, employees, land for shell staging, and heavy equipment for shell sanitation.

The Mississippi Commercial Fisheries United, Inc. proposes funding for a Sea Turtle Conservation and Mississippi Shrimp Trawl Vessel Electronic Monitoring Program. This program would initially target skimmer trawl shrimping vessels that are currently not required to use Turtle Excluder Devices (TEDs) but must adhere to tow time regulations that limit the length of the tow times to 55 minutes or 75 minutes depending on the time of the year. A pending NOAA rule has been promulgated that would require skimmer trawl vessels to use TEDs has stalled. Therefore, this program proposes a viable alternative to the use of TEDs in skimmer trawls.

This program proposes funding to establish a voluntary incentive based program for Mississippi shrimpers to implement and use electronic data loggers in the cod end of shrimp nets. This data logger is water resistant and records water level data to determine when a net is submerged in water and for how long. This data would give an accurate representation of shrimp vessels adherence to tow times. These data logging units can transmit the recorded data via Bluetooth technology or be downloaded through

The Mississippi Commercial Fisheries United, Inc. proposes an electronic reporting application that can be created for dissemination to shrimp fishermen as part of an incentive base program to help increase data collection in the inshore shrimp fishery. Shrimp fishermen can be trained to use the app on a smart phone or tablet and report things such as effort (trips, tow times), harvest data (type of shrimp, amount, bycatch), and other observations such as the presence of sea birds and marine mammals.

Large data gaps currently exist in the Mississippi inshore shrimp fishery regarding effort. Although, a mandatory trip ticket reporting system has been implemented since 2014 in Mississippi; precise data on daily shrimping effort is poorly documented. An incentive based program that provides compensation and training to eligible shrimp fishermen would help make the program a success and greatly increase the

The Mississippi Commercial Fisheries United, Inc. proposes funding for the establishment of a Mississippi Shrimp Industry Task Force. The purpose of the task force (advisory panel) is to engage stakeholders throughout the shrimp industry to bring forth ideas and recommendations to implement sustainability projects and management measures. Mississippi currently does not have a shrimp industry task force. The task force would not have any regulatory power and would only be able to provide recommendations to the proper state and/ or federal governing bodies.

This program request funds to conduct meetings, outreach, and procure certain equipment necessary to fulfill the objectives of the task force. Funds would be used to secure meeting venues; appoint and

The Mississippi Commercial Fisheries United, Inc. proposes funding for the establishment of a Mississippi Oyster Industry Task Force. The purpose of the task force (advisory panel) is to engage stakeholders throughout the oyster industry to bring forth ideas and recommendations to implement sustainability projects and management measures. Mississippi currently does not have an oyster industry task force. The Governor's oyster task force formed in 2014 but no longer convenes due to a lack of funding. The task force would not have any regulatory power and would only be able to provide recommendations to the proper state and/ or federal governing bodies.

This program request funds to conduct meetings, outreach, and procure certain equipment necessary to

The Mississippi Commercial Fisheries United, Inc. proposes the Mississippi Derelict Marine Debris and Trap Removal Incentive Program. Similar programs have proven to be successful in removing marine debris and derelict crab traps throughout the Mississippi Sound. The difference in this program and previous program is that this program proposes to utilize both commercial trappers and commercial shrimpers to remove and properly dispose of marine debris and derelict crab/ lobster traps. Commercial shrimpers often encounter derelict crab traps in the inshore waters of the Mississippi Sound and lobster/ lionfish traps in the Gulf of Mexico. Marine debris is ongoing probably annually due to tropical storms and hurricanes.

This program seeks to incentivize the proper disposal of marine debris and derelict traps that are incidentally caught to help reduce the overall mass of marine debris in the Gulf of Mexico and coastal

The City of Lumberton, located in Pearl River and Lamar Counties, is proposing a project concerning much needed improvements to the storm water and sewer collection systems in a 65 Acre drainage basin area in the middle of the City that includes the Lumberton Schools main campus, which includes K-12 grades in various buildings. This project contains 5 distinct phases that need immediate attention to correct multiple problems including flooding and back-up/overflowing of sanitary sewage in residential areas and on the school campus/within school buildings. All of these problems (storm water & sewer) combine together in this portion of the City as well as its watershed areas which empty into Dry Branch and Red Creek. As you will see in the attached project layout map, the 5 phases of proposed work are as follows:

Phase 1: 65 Acre Drainage Basin Storm water Improvements - Removal/replacement of several existing storm water collection pipes and other underground drainage structures that are broken and/or under-sized. These existing structures have failed, causing severe damage including scouring/undermining/structural damage of numerous residential homes. Existing drainage ditches are also not sized appropriately to adequately handle storm runoff during heavy rain events. This broken storm water collection system causes flooding at various points in the Lumberton Schools Campus, which is at the downstream end of the drainage basin before it empties into Dry Branch.

Phase 2: Drainage Channel Improvements - Improve approximately 500 Linear Feet of an existing drainage channel on the south side of the schools campus that currently is undersized and not able to adequately handle storm water run off. Neither does this channel have adequate storage capacity to handle back up flow from Dry Branch/Red Creek during flood events. This contributes to flood waters backing-up onto the school campus.

Phase 3: New Drainage Installation - In an effort to redirect and relieve a large portion the amount of storm water flow that comes through the school campus, install approximately 1,300 Linear Feet of new

This proposal is for the funding of an Outdoor Open-Air Amphitheatre adjacent to or near the Bay St. Louis Municipal Harbor for the City of Bay St. Louis. Potential uses for the proposed Amphitheater include but are not limited to hosting musical acts, town meetings, plays, educational presentations, movie nights, fishing tournaments etc. It will also support existing events hosted by the City such as Cruising, Harbor Fest Bridge Fest Crab Fest and others.

The U.S. Shrimp processing industry is located in the five Gulf States region. While processors are shrinking in number, Mississippi's six processors have increased their share of the domestic shrimp processing market, processing approximately 30 million pounds of shrimp each year compared to Mississippi's 6 million pound annual catch, a crucial part of the Blue Economy, both economically and environmentally.

Processors are the crucial first link in the supply chain that delivers fishermen's harvests to the U.S. market through retail distribution, food suppliers and restaurants. Shrimp processed in Mississippi have a $100 million value when exported from Mississippi into the supply chain, a significant value-added industry, with significant economic impact on the state of Mississippi. Mississippi processors provide 2,300 jobs to the state of Mississippi, directly and indirectly. Jobs directly attributed to processing hit a post-Katrina high in 2015, more than 1600 â€“ even in light of direct processing jobs in Gulf states shrinking from 14,000 to 11,000 in the same time period. And, while the number of Mississippi processing jobs has fluctuated since 2006 due to natural and man-made catastrophes, it has bucked the national trends, growing when the U.S. number of processing jobs was in decline. Mississippi's ability to grow this industry's output, and economic impact in a stagnant / shrinking national industry demonstrates that with strategic investment in innovation, growth has occurred and can continue in the future.

For more than a decade, Americans have consumed more shrimp than any other type of seafood, and the amount of shrimp that Americans are consuming continues to rise. In fact, in 2017, Americans ate an average of 4.4 pounds of shrimp per person, compared to 4.1 pounds in 2009. And 4.1 pounds of shrimp per person is nearly twice the per-capita consumption in 1990.

Wild shrimp harvesting and processing are heritage industries of the Mississippi Gulf Coast, inextricably tied to our past, but that can be preserved and sustained for the future with the proper strategic investments. Mississippi's six processors have demonstrated resilience and innovation in the face of

Project Description

The Harrison County Development Commission is requesting funds for performing extensive repairs to the Bernard Bayou Industrial District (BBID) main rail spur. The line has been closed for two years due to heavy rains in the spring of 2016 damaging the railroad bridge, a main culvert and hundreds of cross ties. BBID is the largest industrial park in Harrison County serving over 200 companies which employ over 3,000 people.

Purpose of Grant Funding

The purpose of the grant is to help fund the cost of the project to return the rail to service. The total cost of the repairs is $2,100,000. The repairs to the spur will restore service to existing park tenants while enhancing the attractiveness of the park to prospective companies.

More importantly, the repairs will make it feasible for the HCDC to assume ownership of the spur making it eligible for Restore funds. The Kansas City Southern Railroad has agreed to convey the spur to Mississippi Power Company reverting the ownership to the HCDC.

As a result, the grant will save jobs in the BBID. Tenants have had to make other arrangements for transporting inbound raw materials and outbound finished products. Customers have lost the benefit of bulk pricing typical of rail carriers.

Project Benefits

-To reestablish rail service to existing customers previously served by the BBID main rail spur
-To save existing jobs, create new jobs and generate new capital investment

This project will be based on the addition of two fully equipped greenhouses at Ocean Springs High school. By adding these new greenhouses, Ocean Spring High School (OSHS) will be able to increase the number of students who take aquaculture classes at OSHS, and it will also successfully maintain the program for 3-4 years. This past year, 89 students signed up to take Aquaculture. At the current size, full capacity is 36 students (18 per class) and 18 students for aquaculture 2 classes. The addition of two new greenhouses would give each class its own building. This would increase class sizes from 18 students to 25 students in each class for a total of 75 students per year. These students will be trained and graduate with work force skills in aquaculture, water quality, and any marine fisheries job that may become available. The program also focuses on eco-restoration. In the past, the program has raised, oysters, blue

The MS Urban Forest Council developed a project in 1995 with EPA, creating a program to help people learn about careers in the green industry and provide job training opportunities in regard to natural resources such as landscaping, trees, food plants, growing food, land maintenance, cut flowers, and other "green jobs." The program was called 'Ribbons of Green Career and Job Training.'

We are proposing this project to assist in restoring the MS Gulf Coast from injury of natural resources but also to provided valuable job training and career development. Many people are not aware of the many opportunities working with natural resources.

Natural Resource Job Training and Small Business Incubator

The project will include job training in the classroom and training on sites. Site for training will be identified based on topic of training, location of participants and relative to the topics.

This community garden and farming space is the perfect location for a job training and small business incubator center. Not only will this project provide real-time economic opportunities to the trainees; it will also help develop and revive the surrounding communities, while rebuilding and growing the green industry along the MS Gulf coast.

This project would create training programs that satisfy needs of employers in the state.

The following programs would be implemented: Job training and certification as a trained individual would be provided for each of these topics. Individuals participating will complete the whole training program. Trainers will provided assistance in obtaining jobs in these areas of service or be trained to develop their own company to provide these service areas.

NOAA Project ID# 13904 - The Wilderness Act requires that lands designated as wilderness be managed to preserve their "wilderness character." Legislation designated approximately 4,600 acres at Gulf Islands National Seashore (GUIS): ~1,800 acres as wilderness and ~2,800 acres as potential wilderness on Horn and Petit Bois islands in the park's Mississippi District. The wilderness boundary extends to the mean high tide line. The current Wilderness Management Plan was written in 2004 and is outdated and insufficient and needs updating. It does not include some of the NPS current planning frame work for wilderness areas. Components of the new plan would include guidance for inventory and monitoring of resources, guidance for management of night skies and natural sound in backcountry areas, a wilderness character narrative, a baseline wilderness character condition assessment, and development of a robust "minimum requirements analysis" process. It would also evaluate administrative use and facilities as well as visitor use in backcountry and wilderness areas of the park, and consider a permit system for backcountry use. The Horn Island Wilderness Area would be a focal point of the plan, which would evaluate alternatives for the administrative corridor and facilities on Horn Island such as the structures

About 11% of the surface water streams in Mississippi coastal region received fair or poor ratings indicating possible point or non-point source pollution loads into these surface streams. The Jourdan River watershed is designated as a priority watershed for improving the water quality in this region. Primary water quality concerns for the Jourdan River have been identified as faulty septic and wastewater systems, sediment from soil and stream bank erosion and nutrient enrichment. This restoration research project will evaluate the performance of current on-site wastewater treatment systems for decentralized communities in the coastal region of Mississippi where the effluent standards might be at risk. The investigation will include a comprehensive assessment of effectiveness of current wastewater treatment approaches from the surface and ground water quality and economic feasibility perspectives.
In our previous efforts, we have identified representative sites (sensitive streams of Bayou Bacon, Bayou La Terre, and Orphan Creek) in the watershed and evaluated the existing on-site wastewater treatment systems. A sample collection and analysis program was implemented for representative sites to measure pH, temperature, biochemical oxygen demand (BOD), total suspended solids (TSS), total nitrogen (TN including TKN), nitrates and nitrites, and total phosphorous (TP) and fecal coliform bacteria. Established methods were used to measure these constituents from the select representative sites at designated time intervals to represent dry and wet weather and cold and hot weather conditions over seven months. These results were analyzed to determine the feasibility of on-site wastewater treatment systems and estimate nutrient loads released through effluent discharges.
Outcomes from this project include (i) a compilation of data on current on-site, decentralized wastewater treatment facilities in the Jourdan River watershed and characterization of wastewater management practices for the coastal region; and (ii) analysis of water quality parameters for representative sites to assess performance of on-site wastewater treatment systems.
This study albeit based on a very limited data showed that onsite wastewater treatment and management systems in the areas surrounding the sample collection sites are probably not the major contributing sources for fecal coliform contamination in the tributaries studied. Additionally, constituents normally found in wastewater effluent were not found in high concentrations in the water samples collected from

NOAA Project ID# 13891: Expansion of a Coastwide Reference Monitoring System (CRMS) wetland observation network into Mississippi to inform wetland restoration success and also assist with Trustee ecosystem restoration quantification. The proposed project would build off of the existing CRMS wetland monitoring system being implemented in Louisiana. In Louisiana CRMS was designed to monitor the effectiveness of restoration actions at multiple spatial scales from individual project sites and the influence of these projects throughout the coastal zone. The LA CRMS design includes sites for swamp habitats along with fresh intermediate, brackish and salt marshes. This project could be implemented for swamp and marsh or only marsh if needed depending on the need. The following data types are proposed record land change, hydrologic, soils and vegetation including aerial imagery,

NOAA Project ID#13889: The Long Beach Harbor serves mainly recreational boaters. However, that recreational use is the basis for a robust business community that serves tourists, fishermen, boat owners, restaurant diners, and pedestrians. The Harbor has been repeatedly damaged by natural (Hurricane Katrina) and man-made (BP Oil Spill) disasters. The natural disasters have destroyed and damaged the harbors channel, breakwaters, and support infrastructure (gas lines, power, etc.). The BP Oil Spill damaged many boats docked in the harbor and made tenants less likely to dock in the harbor. These

NOAA Project ID# 13887: This project will develop decision-support frameworks connecting water-related management and use activities for the Mobile, Tensas, Pascagoula, and Pearl basins to receiving estuaries/sounds through streamflow accounting. These frameworks will allow resource managers to evaluate consequences of management actions in terms of meeting various goals and constraints along the river system and into the estuaries. Flow-based models, such as flow-ecology or flow-quality response models for either freshwater or saltwater systems developed as part of this effort or other efforts, can then be integrated into the decision-support framework to provide a more holistic understanding of proposed actions and potential consequences prior to being implemented. This project would be a "build off" of the Baseline Flow Project (BFP) funded as part of the RESTORE Council's Funded Priorities List 1. NOAA Project ID# 13887: The BFP has funding to support the development of a Decision Support System (DSS) for either the Pearl or Pascagoula River basins. The idea presented here includes the full development of the decision-support framework along with flow-ecology models for the Mobile
NOAA Project ID# 13884: The Beatline Parkway is an innovative regional partnership to restore economic competitiveness through environmental innovation in west Harrison County. The 2015 Mississippi Gulf Coast Area Transportation Study summarized the need and benefit of this project. The Study found that north-south mobility between two primary east-west travel corridors-Interstate 10 and US Highway 90 is critical to Mississippi's Gulf Coast. Efficient, resilient north-south mobility between these two east-west corridors is essential for hurricane evacuation, daily work commutes, freight transportation and access to public services and amenities. Further the Study noted that north-south corridors quickly establish travel patterns and become the primary routes of choice for daily commercial and commuter travel needs. Most relatively long-distance trips within the Gulf Coast region use major arterial corridors and interstate routes. These north-south corridors have higher design standards and provide more direct, higher speed travel between locations. Specifically these corridors: -Serve major activity centers with the highest volume and longest commuter and freight trip demands; -Carry a high proportion of total urban travel on limited route mileage; -Interconnect and provide continuity for major rural corridors to accommodate trips to/from urban areas and movements through urban areas; and, -Service demand for intra-area travel between central business districts and outlying rural, residential areas (GRPC 2015 pg. 8-8). The Parkway would provide an efficient, high capacity north-south
NOAA Project ID# 13883: As resource managers continue to understand the effects of water availability and quality from freshwater systems that drain to Gulf estuaries and bays, one source that is typically unaccounted for comes from submarine outcrops from near-shore aquifers. The USGS has recently updated the Coastal Lowlands Aquifer System (CLAS) groundwater model which can be used to estimate groundwater flow and quantify estimates of water quality/nutrient loads from submarine discharges. Specifically, this project will utilize the updated CLAS model to address groundwater and groundwater/surface-water issues along the Gulf coast to: 1. develop an approximate water budget of groundwater flow to/from the coast; 2. evaluate subsidence related to groundwater withdrawals; 3. evaluate changes in groundwater withdrawals and effects on water budget and water levels which can be used to evaluate scenarios related to increases in GW withdrawals for public-supply, industrial, and irrigation water use; 4. evaluate potential saltwater intrusion; and 5. use groundwater flow quantities and water chemistry data to estimate nutrient loads into Gulf estuaries from submarine waters sources (which

NOAA Project ID# 13877: This project will build an online Decision Support System (DSS) that will allow managers to run scenarios by altering identified sources of nutrients or sediment within Gulf watersheds to see the downstream effects of those scenarios on nutrient and sediment loads entering bays and estuaries across the Gulf. The DSS will be based on development of Total Nitrogen, Total Phosphorus, and Suspended Sediment Spatially-Referenced Regressions on Watershed Attributes (SPARROW) models for the entire Gulf. In addition, display of model results in the DSS can help managers target watershed areas with high nutrient loads to better locate Best Management Practice implementation. Nutrient load estimates from the models entering bays and estuaries can also be used as

Hurricanes and emerging sea level rise concerns pose a threat to water and wastewater infrastructure across the country and especially in the Gulf of Mexico region. Wastewater treatment and discharge capacities of wastewater treatment facilities are significantly disrupted in these events. Some of the impacts related to hurricane and sea level rise related events may include permanent inundation, loss of treatment capabilities and pollution and impairment of effluent receiving water bodies, which in turn lead to environmental quality and public health issues. Electrical components and other critical infrastructure may be disrupted as well. To combat these issues, costly protective infrastructure and relocation options are usually considered. Where these adaptive strategies are not implemented, tanks and pipes could become overwhelmed leading to discharges of untreated effluents.

Broader and critical water and wastewater infrastructure related issues include disruption of water supply, groundwater inundation, aquifer depression, salinization or seawater intrusion, sewage overflows, failure of onsite wastewater treatment systems, stromwater and contaminated water runoff, nuisance flooding, disturbance of ecosystems and protected species, and more importantly, public health.

We propose to study the effects of flooding by using geographic information systems to overlay National Oceanic and Atmospheric Administration (NOAA) inundation projections for sea level rise scenarios from 1 to 6 ft with wastewater treatment plant locations in the coastal communities of Mississippi. List and locations of publicly owned wastewater treatment plants will be obtained from the U.S. EPA's Facility Registry Service database. Satellite imagery data will be used to verify the locations and identify the plants that would experience flooding. The U.S. Geological Survey sea level rise projections will be used for marine flooding due to stormwater and Coastal Storm Modeling System (CoSMoS) will be used as needed to derive new estimations. The residential population serviced by each treatment plant will be

In undeveloped areas of the coast, rain is intercepted by trees and the rest soaks into the ground, filtering out pollution. But on the developed coast, buildings, parking lots, roads, and other impervious surfaces, trees and soil no longer slow the rainfall and filter the water. The resulting stormwater instead picks up nitrogen and phosphorus pollutants. It flows rapidly into bayous, beaches, and Mississippi Sound via storm drains. The results include beach closures, oyster contamination, and fish kills.

Red Creek in George County has been suffering from water quality problems due to periodic sediment influx with rainfall events. Several sites are possible origins, but one large one exists. A 400-acre recreational riding park for All Terrain Vehicles, "R.C.O.R." on Vestry Road has been in operation for about 15 years, and the runoff from the constantly disturbed soils and mud pits on the site has been and is still reaching Red Creek through small woodland branches running into the Creek from from its south bank. Despite citizen complaints over the past 3 years, and in spite of several attempts at characterizing the source, timing, and magnitude of the sediment inputs from this site, or other sites, no definitive answers have been put forward by any person or government agency that can be used to isolate, regulate or otherwise modify or mitigate this water quality impairment from mud and sediment.

Remote sensing, drone photography, balloon cameras, trail cameras, and or photography using airplanes could be used to document runoff events that fill Red Creek with sediment in this section of the stream in George County as well as upstream in Stone County. With such visual documentation, simultaneous testing of Red Creek water quality for sediment and nutrient components must be done so a visual/testing record of this problem can be created.

Engagement and creative collaboration of MDEQ staff and NRCS/USDA could possibly result in discovery of the right "hook" or incentive so that these agencies can collaborate on the water quality problem in this section of Red Creek. The land is mostly forested in the vicinity, and there is almost no agricultural land use along Red Creek. There also is not a protected species like the Gulf sturgeon with habitat in Red Creek that can be used to clearly justify federal agency intervention or some kind of enhanced soil conservation practice payments. Also, the owner of the Red Creek Off Road park has been intransigent and has not, to my knowledge, voluntarily undertaken measures to reduce the sediment contribution from his land to the Creek.

This situation is at an impasse, and has been for about 3 years. There is not enough data collected by

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NOAA Project ID# 13909: The collection and analysis of biological and water quality data as part of a long-term sampling plan can provide valuable information on background parameters and species diversity and abundance. It may also provide agencies with a better understanding of how coastal and near-shore environments are utilized by protected species, such as the piping plover, red knot, and Gulf sturgeon, as well as commercially and recreationally important species, such as shrimp and redfish, and how impacts to those environments may affect these species. Since benthic macroinvertebrates have limited mobility, communities transform in response to changes in water quality and impacts from other events such as hurricanes, beach restoration, and oil spills. Changes in the benthic macroinvertebrate community would likely impact the Gulf sturgeon and shorebird species by altering the food supply. To comprehensively understand potential impacts, benthic and water quality sampling stations will be established along the mainland and barrier islands targeting shorebird and Gulf sturgeon foraging areas, including the establishment of stations near stormwater outfalls. The deployed water quality arrays will collect data at regularly scheduled intervals every one to five minutes, capturing changes in water quality over time. Chemical and nutrient water quality samples will be collected during each benthic macroinvertebrate sampling event. These water quality data will be linked with benthic macroinvertebrate data collected near each array, providing an understanding of the response and recovery rate of the benthic community. Additional benthic samples will be collected closer to shore in the intertidal zone, focusing on shorebird foraging areas. Tidal pool and wrack line samples will be collected adjacent to the established intertidal benthic sampling stations. EAI will apply for the requisite permits to collect biological samples. Targeted water column sampling will provide Catch-per-Unit-Effor t (CPUE) data that can identify cyclical patterns and critical habitats for nearshore larval and adult fish, shrimp, and

NOAA Project ID# 13908: The barrier islands of Mississippi are utilized as important habitat by threatened and endangered species of sea turtles and shorebirds. There are no dedicated comprehensive surveys conducted to document the distribution, abundance, and seasonal variation of sea turtle and shorebird nesting on these islands. Such data establishes a baseline in support of future barrier island restoration projects, land use changes, development, or oil spill and hazardous waste damage assessments. EAI will apply for all requisite permits to perform sea turtle and shorebird nesting surveys, including an Administrative Scientific Collecting Permit from the Mississippi Department of Wildlife, Fisheries, & Parks and a Special Use Permit from the National Park Service. One of the primary goals of this project is to conduct daily sea turtle nesting surveys during the most active period of nesting, approximately April 15 through August 15, in a consistent manner each year using land-based and/or boat-based observation. Nests will be marked and monitored for signs of depredation, hatchling emergence, disorientation, and nest loss due to erosion/wave action. During reproductive success analysis, biological samples may be collected for genetic analysis to improve the data set regarding diversity, fine-scale population structure, individual relatedness, and accurate effective population size estimates for sea turtles nesting in the Northern Gulf of Mexico. Real Time Kinematic (RTK) survey data and sediment samples will be collected from each sea turtle nest and false crawl profile. Sediment compaction measurements will be collected along each crawl with a USACE-approved cone penetrometer. Concurrent with daily sea turtle surveys, staff will monitor for the presence of

NOAA Project ID#13894: Visitor access to the NPS part of Cat Island along the north shore is difficult. The water is very shallow and boaters have to anchor their boat offshore and walk in to the shoreline; this is both an inconvenience to visitors and injurious to the nearshore benthos (from boat hull and propeller scars and also footprints). Once onshore, there are no established trails or interpretive wayside exhibits. This project would: 1) construct a 600-ft-long pier adjacent to a previous WWII military pier site at Cat Island to provide vessel access to the north shore of the island (the pier is accessible by an old military road that connects to an interior road system maintained by the park service); 2) docking facilities at the

NOAA Project ID#13900: The Deepwater Horizon oil spill caused direct, significant and long-term harm to the Gulf of Mexico, the Mississippi Sound and Mississippi's Bay of St. Louis. Following clean up from the oil spill, the long-term recovery and restoration of these waterbodies depends on the health of its bays and estuaries. The health of these bays and estuaries is directly influenced by quality and quantity of water from tributary rivers. Land use in those tributary watersheds directly impacts the quality and quantity of water these tributaries provide to the Mississippi Sound and the Gulf of Mexico. The Natural Resources Conservation Service recognized this inland/coastal linkage by including the Jourdan River in its Gulf of Mexico Initiative. Mississippi's Bay of St. Louis and its two tributaries the Jourdan and Wolf Rivers offers an ideal ecosystem for a tributary water quality and quantity restoration program. The area is large enough to measurably contribute to restoring and protecting water quality in Bay of St. Louis Bay, the Mississippi Sound and the Gulf of Mexico, yet a small enough to effectively monitor those benefits. The heath and expansion of the oyster population in the Bay will be the ultimate measure of the programs success. The program area blends urban, suburban, exurban and rural land uses that is fairly typical on the Gulf Coast. In addition to waterfront residential developments, cities on and near Bay of St. Louis have traditional working waterfronts that support various small shops, restaurants, marinas, commercial docks and industries vital to the local tax base and economy. The Mississippi Department of Marine Resources (DMR) Coastal Preserves Program has three (3) Gulf Ecological Management Sites (GEMS) in the Bay's estuaries; a) Jourdan River Preserve (6,423 acres), b) Bayou La Croix Preserve (1,478 acres) and c) Wolf River Preserve (2,462 acres). Part of the Hancock County Marsh GEM is also in the program area. DMR identified septic systems a s a major threat to the ecological function of each of these GEMS. Over time, many of the Bay's bayous and creeks became clogged with debris which traps

NOAA Project ID# 13895: This project will be a comprehensive study of historical and current streamflow, sediment, nutrients, and other pertinent water quality data and corresponding salinity, pathogen, and HAB responses to help inform oyster management in the Mississippi Sound and Mobile Bay. We intend to gather current and historical streamflow and water quality data (circa 1980) to : (1) quantify a surface water budget for freshwater entering these estuaries; (2) estimate trends in sediment and nutrient loads from point and nonpoint sources; (3) gather and analyze historical salinity data compared to historical trends in freshwater streamflow and any other trends related to climate change;

The City of Bay Saint Louis would be an ideal location for an open-air amphitheater. The venue could be used for entertainment, musical performances, and local festivals. The amphitheater could also be utilized by city schools and local community organizations. An amphitheater in downtown Bay Saint Louis would be an asset and an economic benefit for the whole community.

The Bay Saint Louis, MS Wards 5 and 6 area, which is prone to flooding especially during hurricane season, consists of several isolated neighborhoods with only one point of ingress/egress. During storm events with excessive rainfall, rehabilitated/repaired/replaced road infrastructure would increase safe evacuations from the area. Additionally, a bridge connecting the isolated neighborhoods would increase safe egress paths from flooded streets. This area has limited access to existing transportation infrastructure along Highway 603 and very limited or no neighbor to neighborhood access. This project

Scope of Work: This Project will complement the existing Federal restoration projects at Deer Island by minimizing the fracturing of diversity and creation of an additional 400 acres of highly productive wetlands, beach and dune and maritime forest habitat. Planned improvements include restoration of a portion of the northern and southern shorelines of the island, and new stone training dikes to prevent future erosion. Project will also restore emergent coastal tidal marsh, restore vital nodal connections of marsh/estuarine habitat for Gulf Sturgeon (threatened species) feeding and nursery use as well as federally protected migratory species, project will restore critical winter habitat for Piping Plover (threatened species), and nesting habitat for raptors including Bald Eagle as well as listed sea turtles, project will also fully restore barrier island and natural hydrologic conditions to MS Sound as well as historical inflows of Gulf water into the sound area. The project will also fully restore historic geomorphic features through restoration, stabilization of island elevations and shoreline profiles.

Background and Cost: A feasibility study was completed in September 2009. The recommended total project, estimated to cost $25,800,000 with an estimated Federal cost of $16,770,000 and an estimated non-Federal cost of $9,030,000. Of this amount, $1,231,000 is estimated to be needed to complete PED

William Carey University is a private, non-profit university with an in-depth history in the State of Mississippi, dating back to 1892. William Carey University (William Carey) provides quality educational programs, which challenge the individual student to excel in scholarship, leadership, and service in a diverse global society. William Carey currently has campus locations in Hattiesburg, MS, the Tradition Medical City in Tradition, MS and in Baton Rouge, LA. William Carey has a vast amount of educational offerings that can be found in the following colleges and schools: College of Health Sciences, College of Osteopathic Medicine at Hattiesburg Campus, School of Arts and Letters, School of Business, School of Education, School of Music and Ministry Studies, School of Natural and Behavioral Science, School of Nursing, and School of Pharmacy.

William Carey's Tradition Campus, which opened in the fall of 2009, offers majors in art, business administration, elementary education, health related professions, nursing, and psychology. The University has recently reached a significant milestone with its School of Pharmacy's completed construction and its inaugural class of 57 students admittance this past July, with the capacity of 192 students and the creation of 34 new full-time equivalent jobs. The School of Pharmacy offers a three-year accelerated Doctor of Pharmacy program with an innovative curriculum that provides students with the knowledge and skillset required to excel as an entry-level practitioner. William Carey's School of Pharmacy is determined to make a difference in the lives of those who suffer from health issues such as diabetes, obesity, drug and tobacco addiction and asthma.

In the spring of 2018, Southern Mississippi Planning and Development District commissioned Arduin, Laffer, and Moore Econometrics and The University of Southern Mississippi to study the economic impact of a future healthcare cluster with the Tradition Medical City at the nexus; this study was published as â€œThe Socioeconomic Impact of a Healthcare Research Cluster at Tradition, Mississippiâ€• Based on the proven theory that a cluster of healthcare and bioscience facilities in proximity to one another will accelerate innovation, this intellectual hub will serve as a catalyst for

This Storm Water Filtration Project is proposed to address the ongoing poor near shore water quality issues which continuously plague the Mississippi Gulf Coast. Each year, segments of our coastline have "Water Contact Advisories" posted as a result of elevated bacteria levels found within the near shore waters. These Advisories are to discourage individuals from accessing these areas and being a tourist destination, this overall perception has a negative lasting impact.

Although there are several aspects of addressing this problem underway, such as upgrading sanitary sewer systems and implementing Eco-Friendly "Green" solutions, they do not fully address all of the bacteria sources contributing to these periods of elevated bacteria levels within our near shore waters.

This Storm Water Filtration System technology is designed to capture the storm water run off during rain events, force through a treatment process to remove sediment and bacteria, retain the contaminants for disposal within the sanitary sewer system and return the treated storm water back into the discharging outfall.

Ideally, the treatment facility should be positioned near the discharge outfall location or as close as geographically permitted to maximize the area of watershed treated. However, this technology can be placed in strategic locations based on existing conditions to treat various segments throughout a watershed. This flexibility of an adaptable design specific to existing conditions, makes for an ideal

Objectives - Pearl River County Open Broadband Fiber Internet is an exploration of the economics and methods of providing open access high-speed broadband fiberoptic internet access to all of the county. Open access provides the fiberoptic infrastructure while providing equal access to internet service providers to service their customers. Fiberoptic infrastructure installations are essentially infinitely wide thus only the electronics limit the speeds provided to the customers.

There is little to no competition for affordable high-speed internet in the county if it is available at all. What is available is either low speed or unaffordable for the majority of the residents. Broadband is not an ordinary product. It is essential infrastructure â€“ the platform on which most commerce now depends. It has high start-up costs that take years to recover. When telecommunications prices are too expensive or speed too slow and unreliable, all businesses and residents suffer. Much like towns bypassed by canals, rails, or highways, future prospects are bleak for communities without adequate access to the Internet. Communities that do not invest in their own next-generation networks will likely not see any significant broadband investment in the near future.

Benefits - Benefits include encouraging economic development, increasing access to education, and improving the quality of life. Many of the benefits are indirect, or spillover effects in economic terms. Lower prices for telecommunications services mean more money in household and business budgets, and new jobs and business expansions mean increased tax revenue for local governments. These benefits to the community result in no direct benefit to the network owner, which is why private companies like Spectrum and AT&T have less incentive to invest at this level. This project's mission allows it to incorporate indirect benefits to the community when evaluating its return on investment. A private

Hickory Creek, along with White Cypress Creek and Catahoula Creek, make up the upper Jourdan River Watershed. They are all downcutting, each with a nick zone that migrates upstream. The one on Hickory Creek, less than a quarter mile downstream of Caesar Necaise Road, is threatening the bridge and roadway. When we entered this project in the portal in January of 2019 we noted that it was a half mile downstream of the road. Everytime there's a rain event, it makes visible progress.
Hickory Creek, in its un-degraded state, is a sinous coastal stream that is fairly small in appearance. However, it drains a large watershed upstream of the headcut, some 35 square miles. It utilizes its floodplain to accommodate the high water flows that result from heavy rainfall events. On these occasions, the stream and the floodplain together operate as one wide, forested stream.
Below the nick zone, the stream is downcut enough that it loses the ability to put floodwater out onto the floodplain. When this happens, the water blows out the banks to accommodate the flow. The resulting soil and vegetation loss is staggering. The soil loss is a large contributor to the siltation problem in Bay St. Louis.
Downstream of the nick zone, at some point the stream achieves a new form of stability within its canyon. Between these two areas, a length of, say, Â¾ of a mile, is a constantly moving zone of

Although the West Indian manatee (Trichechus manatus) has historically ranged throughout the southeastern United States, its recovering population has resulted in an increased number of animals traveling throughout the coastal waterways of Alabama, Mississippi, and Louisiana. Still, this is a vulnerable species requiring continued monitoring as well as rescue and rehabilitation services. Unfortunately, there are no facilities equipped to conduct rescue and rehabilitation efforts in Alabama, Mississippi, or Louisiana. Instead, these states must rely on assistance from facilities and personnel from other states to execute both the rescue and rehabilitation of these animals. The Institute for Marine

Proposal to assist the City of Jackson, MS with major citywide sewer rehabilitation. Although the City of Jackson is currently operating under an EPA consent decree due to Clean Water Act violations incurred by the Savanna Street Wastewater Treatment Plant, raw sewage from the plant and its associated collection lines continues to flow directly into the Pearl River and its associated tributaries. In the first three quarters of 2018 alone, City of Jackson Sanitary System Overflows released 4.5 million gallons of untreated sewage to the Pearl River and Savanna Street WWTP released 2.65 billion gallons through prohibited bypasses. The Savanna Street WWTP is currently in significant non-compliance with its NPDES permit and in the first three months of 2018, the nitrogen and ammonia total released was 105% above permit limits. In 1996, the entire section of the Pearl River from Ross Barnett Reservoir to confluence with the Strong River was placed on the 303(d) list of impaired water bodies due to nutrients/organic enrichment and low dissolved oxygen. Recommended action in 2015 TMDL for Pearl River from Ross Barnett Reservoir to Strong River is 70% reduction of total phosphorus. In a letter to MDEQ dated April 16, 2015, MDEQ acknowledged, "that a substantial portion of the existing nutrient

The bank is washing away every time the river rises. Cumbest bluff residents
Are losing their property, one house has less than 15' ft. Before collapsing in the river. Something needs

Despite Mississippi's relatively short coastline, the Mississippi Gulf Coast produces an abundance of natural resources and economic impact. Coastal Mississippi was once renowned as â€œthe seafood capital of the world.â€• However, today approximately 90% of the fish consumed in the United States are imported. The entire Gulf Coast produces 70 percent of the nation's oysters, 69 percent of domestic shrimp and is a leading producer of domestic hard and soft-shell blue crabs. In 2014, the Mississippi seafood industry generated total economic impacts of $199 million and created 4700 jobs. As a component of this industry-wide impact, the Mississippi seafood processing industry annually produces approximately $100 million in economic impacts and supports approximately 1000 jobs in coastal counties. Gulf seafood contains many of the nutritional and taste qualities desired by consumers, including high-quality protein and vitamins, low calories and saturated fats, and high omega-3 fatty acids. Consumers have responded to these qualities by increasing seafood consumption, as reflected by a nearly 3-fold increase U.S. per capita consumption of shrimp over the past 25 years. Yet safety and quality of seafood products remain an important public health and economic issue as illustrated by water quality related beach closures and consumption restrictions associated with the Deep-Water Horizon oil spill. In addition to the oil spill, Hurricane Katrina and the opening of the Bonnet CarrÃ© Spillway have contributed to the dramatic decrease in oyster production. The Mississippi Governor's Oyster Restoration and Resiliency Council made a determination in 2015 to restore oyster reefs to promote oyster aquaculture and set a goal of 1 million sacks of annual oyster production by 2025. The increased focus on oyster restoration and aquaculture production in MS will greatly enhance the state economy. However, outbreaks of food-borne pathogens in raw oysters have produced a negative impact on oyster marketing. To successfully restore production and marketing of oysters and other seafood, research ensuring food safety and value-added utilization is needed.

Additionally, catfish is the most important aquaculture product in the United States with a total production of about $400 million per year, concentrated in the mid-south coastal states. Mississippi leads in catfish production with a farm gate value of approximately $200 million. Eleven catfish fillet

The Lower Pearl River Watershed Environmental Education Center and Completing the Unbuilt Arboretum Location: Picayune, Mississippi

The primary objectives of this project are 1) to establish the Lower Pearl River Watershed Environmental Education Center at the Crosby Arboretum in Picayune, and 2) to increase tourism at the Crosby Arboretum by completing the designs of renowned architect E. Fay Jones.
The host site for the proposed Environmental Education Center is the nationally renowned and award winning public garden, the Crosby Arboretum, which is offers a 65 acre native plant conservatory and trail system that highlights sustainable management of habitat types that are key to a healthy Pearl River watershed. The Environmental Education Center will provide a peaceful and educational attraction that will appeal to travelers and locals where they can stop in to explore and learn about the primary native habitats and ecosystems found along the Lower Pearl River Watershed. This new Environmental Education Center will feature hands-on exhibits that address the main issues impacting the resiliency, stream health, and biodiversity of the Pearl River watershed's habitats. The Center and its exhibits will educate visitors on the benefits of sustainable habitat management and the benefits to a healthy Pearl River watershed and downstream coastal water quality. One of the proposed interior exhibits will be dedicated to interpreting the impact of the 2010 Deepwater Horizon oil spill and its impact to the lower Pearl River. These indoor exhibits, along with the restored outdoor exhibits and trails of the Crosby Arboretum, will provide for a dynamic and unforgettable visitor experience. The potential tourism and educational impact of the Environmental Education Center can leverage on the fact that the Crosby Arboretum is part of Mississippi State University, which provides access to specialized faculty and an abundance of educational resources for educational programming addressing coastal region issues such as environmental resiliency, habitat restoration and conservation, ecotourism and heritage tourism promotion and marketing, to name only a few. These educational events are offered to not only the public but also to K-12 students, garden and naturalist clubs, among others. The Crosby Arboretum is also home to a Mississippi landmark structure, the Pinecote Pavilion, designed by renowned architect E. Fay Jones,

Mississippi's first responders have a substantial need for real-time, prioritized and on-demand aerial imagery and other airborne capabilities to support natural disasters such as oil spills, hurricanes, floods and fires. Airborne imagery provides up-to-the-minute information to support critical decisions on the allocation of response personnel, equipment and capabilities to save lives in the immediate aftermath of a disaster situation.

Unmanned Aircraft Systems (UAS) are capable of providing high-quality, prioritized and persistent aerial imagery for sustained periods. Today's UAS technologies can provide:
- Up to 12 hours of uninterrupted, high-resolution imagery or communications relay capability in a single mission;
- On-demand prioritization and re-allocation of capabilities at the direction of the on-scene commander;
- Delivery of medical supplies and support to areas that are inaccessible to first responders;
- Relief from aircrew limitations due to the ability to rotate crews over the duration of a single flight;

The people that live, work and visit the Biloxi peninsula are all within a few hundred yards of the Biloxi Back Bay or the Mississippi Sound and their actions have immediate impacts on the environment because all the stormwater runs into marine water either directly or by way of one of several bayous leading to the Back Bay. In the past few years most of the streets and the storm drainage systems on the peninsula have been or are being replaced, a situation that is positive as far as moving stormwater out of streets but will increase the stormwater impact on the bayous and back bay with more and faster moving storm water. What is more, the construction work itself has impacted the natural waterways due to increased silt running into the bayous from unpaved roads. The time for the Biloxi peninsula is right for a comprehensive community-engaged stormwater management campaign that improves and creates both upstream and downstream green infrastructure.

Upstream, the project will improve the quality and quantity of water that enters the storm drainage system with four related activities:

1.Environmental education with Biloxi Public School students

2.Stormwater education to residents of the Biloxi peninsula

3.Low-impact development training and design resources for developers and city staff

4.A property owners small-grant program to do on-site and neighborhood-scale green infrastructure projects.

Downstream, the project will improve the stormwater quality and quantity that enters the marine environment with two related activities:

1.Restoration and improvements of natural waterways that connect storm drainage to the Back Bay, especially Keegan Bayou and Bayou Auguste, which have been impacted most by the road construction work.

2.Coordination and leveraging of on-going and planned projects to bring green infrastructure planning and funds to install and maintain landscape areas

Environmental education with Biloxi Public School students. For the past seven years GCCDS has developed and implemented educational outreach programs with Biloxi Junior High School, East

This 4000' X 60' concrete Assault Landing Strip (ALS) will be constructed adjacent to the Airport's runway and provides needed training to local and transient US Military forces. The ALS supports Keesler Air Force Base's 403rd Tactical Airlift Wing, 815th Tactical Airlift Squadron and 53rd Hurricane Hunters' training missions. This specific designed asset will support transient C-130 airwings and joint warfighting training & readiness training. This project supports Naval Special Warfare (Special Boat Team 22 (SBT22), Naval Small Craft Instruction & Technical Training School (NAVSCIATTS), and WARCOM) at NASA's John C. Stennis Space Center, the U.S. National Guard's Combat Readiness

Along the beachfront, adjacent to the Gulfport harbor, across from the upcoming Aquarium attraction, and with access to downtown's food and beverage, gaming, and lodging, the area around Gulfport's Jones Park / Barksdale Pavilion has become the City's hub for tourism.

With the expansion of recreational activities and tourism in this area, the City of Gulfport has an immediate need for additional parking. Complimenting an adjacent lot, the proposed expansion of parking along the eastern edge of Jones Park will promote workforce development by providing additional areas for workers to park, will provide visitors access to tourism, eco-tourism, and recreational activities, provide additional public access for residents and visitors to the beach and fishing opportunities, and provide access to the educational benefits associated with the new aquarium. Ultimately this parking area will ensure inadequate parking will not stifle Gulfport's booming economic

Development of on-site facilities at Mississippi Aquarium to house ambassador animal collection that the aquarium uses for educational outreach both at the aquarium and at schools throughout the state. The facility will also enlarge our on-site animal holding and treatment capacity to care for more animals on site and provide space for maintenance shops to handle rebuilding of pumps and equipment to increase life expectancy. Small office space for the maintenance team and aquatic team will also be included. This

Development and installation of dynamic graphics throughout Mississippi Aquarium's campus that will highlight critical content that supports the conservation of Mississippi's most precious water systems. Utilizing a variety of media including digital monitors, informational signage, interactive displays, and

Construct an exhibit linking the USM Gulf Coast Research Laboratory and its fleet of vessels with visitors to the Aquarium through live and pre-produced video and interactivity by highlighting USM's research projects and scientists. Pre-produced programming would run on the screens at the Mississippi Aquarium on a regular basis including (1) Stories about scientists and how they became engaged in studying the Gulf; (2) featured research on aquaculture, marine ecology and oceanography; (3) highlights

The ARC will build the body of knowledge around the growing One Health movement, a collaborative effort of multiple health science professionals â€“ veterinary medicine, human medicine, environmental, wildlife and public health â€“ to attain optimal health for people, animals, wildlife, plants and our environment. By exploring the connection between health and the environment, this interdisciplinary approach can help protect present and future generations.

Over the last three decades, approximately 75% of new emerging infectious diseases have been zoonotic, meaning the diseases have been transmitted from animals to humans. Research that studies the link between human, animal and environmental health is critical to our future, yet much of the work in this area has been focused on terrestrial species. By exploring the connection between health and the environment, The ARC can help protect present and future generations.

Given the centrality of water to human life, and the great diversity of species and habitats our ocean supports, there is an urgent need for research focused on aquatic ecosystems. Not only will this research

The MMU will provide a hands-on education for both children and families alike throughout the State. Teachers and educators from grades K to 12 will have the ability to use the MMU at their schools and present a variety of lessons. These lessons can range from basic biology and anatomy, to animal care and building aquatic system all while threading in a message of costal conservation and preservation.

As the MMU moves throughout the community, new relationships will be made in supporting the aquariums coastal conservation messaging to promote the health and well being of the community.

The MMU enhances an important conversation about aquatic life, animal conservation, and sustainable lifestyles everywhere it rolls. The MMU will connect educators through association with the aquarium and will create a network of people passionate about the conservation and sustainability in the State of Mississippi.

The Inside Explorer software utilized in educational programs will generate public awareness about the internal systems of native animals. Teaching our community about the different functions of living things gives the community a unique perspective on what they need to survive. Just like humans, living things

Project Background

The Mississippi Gulf Coast has experienced heightened growth along the Interstate 10 corridor over the last several decades. Locations of increased growth potential with convenient access are becoming scarce and the possible stagnation of that growth may be a result. Communities which are capable of providing transportation networks to facilitate growth enhance the economic viability of the area and the entire Mississippi Gulf Coast Region. To that end, this project proposes to tie three high traffic corridors together while providing areas for development to stimulate economic growth.

Project Benefit and Need

Interstate 10, the primary east-west corridor in the City of Moss Point, carries over 48,000 vehicles per day (according to 2015 traffic count data provided by MDOT). Highway 63 carries in excess of 22,000 vehicles per day while Highway 613 carries over 17,000 vehicles per day. This area has experienced growth over the years but discontinuity in the transportation network connecting these corridors has stifled that growth. The I-10 Corridor Project proposes to facilitate additional growth in this area by constructing 1.1 miles of roadway improvements that would connect Highway 63 to Highway 613 via a frontage road while also providing enhanced connectivity with improvements along existing roadways. These improvements include widening existing roadways and improving intersections for enhanced traffic safety while providing increased accessibility to the already existing developments.

Unique Project Advantages

As with all economic development projects, location is of utmost concern. In addition to the project's unique positioning between two relatively close north-south corridors adjacent to a high traffic east-west corridor, the I-10 Corridor Project takes advantage of the fact that the project area is located at least twenty miles from the nearest developed areas to either the east or the west. The economic growth derived from this project would not be primarily competing against either of those markets and as such, there is a distinct growth potential along the I-10 Corridor in this area which exists in no other populated

Justification for building and maintaining a recreational sports and leisure complex and multipurpose activity center for youths and adults with special needs.

The problem:

Of all the local cities/municipalities in the six southern-most counties of Mississippi, Biloxi is the only one that most visibly provides a variety of city-sponsored recreation and leisure activities for individuals with special needs and their families. Yet even these activities are scattered throughout the year.

Recreational sports and leisure activities for youths and adults along the coast are mostly paid for and provided by organizations such as MS Gulf Coast Buddy Sports (Pass Christian), The Dream Program (Ocean Springs), South MS Special Needs Organization (SNO) (Jackson County), Coastal Civitan (Diamondhead), Ainsley's Angels (Harrison County), MS Coast Special Needs Soccer Association (D'Iberville), South MS Down Syndrome Society (Harrison County), The Disability Connection (Harrison County), and USM Institute of Disability Studies (Long Beach)

These organizations operate independently and acquire funding independently. These organizations raise money to provide recreational and leisure activities for individuals with special needs and their families, free of charge or for a minimal fee.

The expectations:

For all cities along the MS Gulf Coast to provide a variety of year-round, on-going recreational and leisure activities for the youths and adults with special needs in their local communities at a minimal cost or for free.

The reality of the matter:

Most cities do not budget funds to provide recreation and leisure activities specifically for youths and adults with special needs, either through inclusive use or a separate program or activity. Usually, activities are provided by an organization in conjunction with the city or independently by the sponsoring organization.

There is also few if any, after-school programs specifically designed to address the leisure needs of individuals with special needs. While the YMCA, Boys & Girls Clubs, and after-school programs

This project is Phase 3 of the area East of the Hancock County Arena. It will be to install a sewer collection system with grinder pumps and lift stations in the designated area to connect approximately 80 homes and discontinue the use of septic tanks. These tanks are close to creeks, streams and bayous that empty out through Rotton Bayou into the Bay of St. Louis and eventually into the Gulf of Mexico.

I HAVE A NEW CONCEPT FOR THE DESIGN AND CONSTRUCTION OF HURRICANE STORM SURGE BARRIERS, BARRIERS THAT ARE SPECIFICALLY DESIGNED FOR OUR UNIQUE BAY MOUTHS. i HAVE THE APPROVAL OF THE CONCEPTS BY CLARK STANAGE, WHO IS THE LEAD WATER CONTROL ENGINEER FOR THE WEST COAST US ARMY CORPS OF ENGINEERS, AND HAS BEEN SO FOR THE PAST 30 YEARS. HIS HOME PHONE # IS (916) 487-5215. MY BARRIERS ARE A SERIES OF ISLANDS ACROSS THE BAY MOUTHS. SEPARATING THE ISLANDS ARE CONCRETE CULVERTS, WITH FLAT BOTTOMS FLUSH WITH THE BAY FLOORS. THEY HAVE VERTICAL SIDES, NO TOPS. HINGED TO THE SIDES OF THE CULVERTS ARE STORM SURGE BARRIER GATES, similar in concept to cattle gates across a road. THESE GATES ARE NEVER CLOSED, EXCEPT DURING A HURRICANE OR A HIGH-FLOODING TIDE.

AS A STORM SURGE APPROACHES OUR BAYS, AND THE SS WATER LEVEL GETS 9"

The Walter Anderson Museum of Art requests $1,554,000 for Phases 2-4 of the Creative Complex, a campus expansion for coastal discovery and innovation, public access, and quality of life empowered by immersion in the natural world. The Creative Complex, a combined 15,000 square feet of interior and exterior spaces and public gardens, will be a center of education and recreation where visitors make connections to 21st century landscapes and applications, including those in science and technology, aquaculture and foodways, tourism, environmental stewardship, and restoration.

The purpose of the project is to cultivate lifelong curiosity and connection to place through the convergences of culture, economy, education, and the environment. As American author Wendell Berry writes, â€œNeither nature nor people alone can produce human sustenance, but only the two together, culturally wedded.â€•

Art, as a force for meaning-making and cultural resonance, is critical to the story of the Gulf Coast's resiliency. Walter Anderson's art contributes to the region's public education systems, tourism and community development, and conservation efforts. His studies of flora, fauna, and landscapes â€“ and his history of exploring the barrier island wilderness â€“ provide points of ignition for recreational and research-based programs that connect communities to their estuarine landscapes, as well as to the urgent need to study and protect them.

WAMA's partners in science and restoration, including The University of Southern Mississippi Marine Education Center and the Grand Bay National Estuarine Research Reserve, are looking to art to communicate about complex systems. â€œOur goal is conservation, but conservation is complicated,â€• says Dr. Ayesha Gray of the Grand Bay NERR.

â€œConnecting nature, art and science is part of the heritage of the Gulf Coast and that legacy is exemplified by Walter Anderson's work,â€•says Kelly Lucas, Ph.D., Interim Associate Vice President for

The north central Gulf of Mexico is home to endangered and protected species such as bottlenose dolphins (Tursiops truncatus), West Indian manatees (Trichechus manatus), as well as loggerhead (Caretta caretta), green (Chelonia mydas) and Kemp's ridley (Lepidochelys kempii) sea turtles. These species are all at risk to both anthropogenic and natural threats such as pollution, boat strikes, infectious diseases, fisheries interactions, and natural disasters â€“ making necessary the creation of rehabilitation centers to rescue and treat sick and injured marine mammals and sea turtles. The Institute for Marine Mammal Studies (IMMS) is a marine mammal and sea turtle rehabilitation facility, strategically located on the Mississippi gulf coast. IMMS has been involved in the rescue, rehabilitation, and release of marine mammals and sea turtles since 1984, and IMMS' staff along with veterinarians from MSU's College of Veterinary Medicine have the necessary experience, facilities, and capabilities to conduct rescues and rehabilitation activities within this region as well as coordinating with both State and Federal agencies. Following the Deepwater Horizon (DWH) Oil Spill in 2010, IMMS built a turtle rehabilitation center to house sick and injured sea turtles and marine mammals. This structure was originally intended to be temporary and allow IMMS to respond to the spill alone. Since 2010, IMMS has responded to over 1,000 live sea turtle strandings, and has assisted in the rehabilitation of a large number of cold-stunned sea turtles which were flown to Gulfport from the New England Aquarium. Many of the turtles admitted to the facility do not fully recover during the warm summer months, resulting in the use of the rehabilitation facilities on a year-round basis. IMMS is in need of a permanent rehabilitation facility to provide better conditions for turtles that over-winter. An increased number of tanks, as well as larger tanks, and an improved drainage system will also allow IMMS and MSU to provide care for large sub adult and adult sea turtles that require a long-term rehabilitation plan. Moreover, with an enhanced rehabilitation center, IMMS will be able to facilitate sea turtle conservation on a national and regional level by being able to offer support to other stranding facilities and provide optimal high level rehabilitative care for a large
Transitional housing for veterans to assist in stabilizing their return to being a productive citizen. Purchase property to house up to 6 veterans coming out from programs within the Biloxi Gulf Coast Veterans Health Care System (VA hospital). Whether they are coming out of the PTSD, Alcohol or Drug rehabilitation they need a place for temporary housing until HUD/VASH can get them long term housing - rather than rushing them into a drug trafficking location or a similar non-healthy recovery location. Currently, several go back out to homelessness and return to being a problem to society. This facility would provide them 24 hour management, temporary shelter in a clean environment, provide food and counseling on site, as well as retail experience working on site; thereby, starting a working resume. A coffee shop would be built on this property to provide a job for these veterans transitioning without them
The project will expand upon projects from 2015 NRDA funding received by INFINITY Science Center that would introduce the importance of sustainability and renewable energy as valuable aspects of restoration and future protection of wetland ecosystems. Electricity that is non-solar requires the use of fossil fuels and the expansive use of fossil fuels created the demand that led to the BP disaster. Reducing the use of fossil fuels for electricity decreases the demand for fossil-fueled sources of electricity thereby reducing the overall risk of further disasters. This project includes the addition of solar panels with battery backup for INFINITY Science Center with an educational component inside the building to increase public learning and awareness about the importance of sustainability and renewable energy in ongoing wetland protection. The project will also ensure that our electric trams, purchased through INFINITY's initial NRDA award, are solar powered rather than powered by electricity that is from non-renewable fossil fuel sources. The project aligns with NRDA and Restore Funding purpose and

HSSM is seeking funds to construct a new facility on their property, which will serve as an education and community event location. Set in a nature-inspired landscape, the PAWS Exploratorium will provide an aesthetically pleasing venue at the juncture of 28th Street and Highway 49 and we will also get with the Gulf Coast Restoration Initiative to create a nature trail in conjunction with the new facility. This new area will focus on education and conservancy of all animals while also focusing on the human component of humanity-which is already at the center core of HSSM's mission and ingrained culture related to animal welfare and humanity.

This facility will provide an additional mission based attraction for families to visit while being complimentary to and not competitive with surrounding aquatic organizations. The facility will feature live engaging exhibits with animals such as turtles, snakes, opossums, raccoons, etc., enhanced interactive educational opportunities, children's activities, a small Re-Tail store, various nature trails for bird watching and a pollinator path. The Exploratorium will also be open and available to other animal welfare organizations, such as Wild at Heart Rescue and Audubon MS and can be a destination for several local summer camps such as the City of Gulfport Summer Camps and Lynn Meadows Vet Camp.

The facility will utilize existing HSSM land and will enhance current programs while also serving as a centrally located site for partner organizations. This new facility will perpetually support HSSM's lifesaving efforts and strive to educate the importance of animal welfare, preservation, conservation and humanitarianism. We will seek guidance from top architect consulters that have worked on tourist engaging projects in order to create an engaging and interactive experience for all attendees.

The Pat Harrison Waterway District (PHWD) is a State of Mississippi special fund agency with the statutory missions of flood control, water management and recreation within the Pascagoula River Basin. The PHWD operates and maintains eight (8) multi-use/multi-purpose public reservoirs/dams and 65 water retarding structures projects to protect lives, property and support economic development in the Pascagoula Basin. PHWD's water parks provide residents and tourists water dependent and enhanced family oriented outdoor recreation opportunities to camp, fish, boat, hike, picnic, and swim. In 2017, more than 650,000 residents and tourists visited the PHWD's parks spending an average of $126.26 generating an estimated $5.1 million in local purchasing in nearby cities. The University of Southern Mississippi estimated that visitors' spending generated $4.4 million of output (revenue plus certain taxes, 68.48 jobs with $1.4 million of labor income and $2.9 million of value added. Visitor spending annually generates roughly $55,014 in local/county tax revenue and $363,808 in state tax revenue.
The 1,900-acre Flint Creek Water Park with a 650-acre lake in Stone County near the City of Wiggins is a major recreational venue for Mississippi Gulf Coast residents. Flint Creek won the Sun Herald People's

This project will enhance NOAA's existing necropsy facility to expand sea turtle mortality and supplementary investigations, and meaningfully improve the collaboration through the in-person and remote participation of researchers and education staff in Mississippi and beyond. Data gathered from necropsies constitutes the most vital source of knowledge on mortality factors and sometimes represents the sole source of that information. Enhancements to the necropsy laboratory (e.g. AV technology for remote participation, ceiling-mounted examination lighting, floor drainage, safety upgrades, and height appropriate necropsy tables) would considerably improve the capacity of the facility to manage sea turtle necropsies in a sterile and collaborative environment. Upgrading the facility is a cost effective approach since it takes advantage of an existing structure. The modernized facility will serve as an important resource for the state Sea Turtle Stranding and Salvage Network by providing a collaborative, technologically advanced work environment for its constituent partners and organizations to conduct
On the eastern end of Jackson county, portions of Highway 90 act as a levy restricting the natural flow of water from nearby rivers such as the Pascagoula. Much of this area, from the intersection of Highway 90 ad Highway 63 all the way to the Mississippi/Alabama state line, is surrounded by marsh, wetlands and estuaries which drain into the Mississippi Sound. Currently, adjacent rivers are forced to drain through the handful of bridges, mainly short in length, thereby reducing the marshlands natural ability to filter this river water of the nutrient loading which happens upstream and which can be detrimental to the marine ecosystem in the Mississippi Sound and beyond. By converting Highway 90 to a raised highway, similar in construction to the Mobile Bay Causeway, the watershed would revert closer to it's origins and in doing so contribute to increased water quality and potentially more productive nursery grounds for many
This project focuses on the water treatment plants on the Lower Pascagoula River in Gautier and Pascagoula. Both plants are antquated and in need major improvements and/or relocated to a more desirable location. The MDMR tests the water outside the mouths of both the West and East Pascagoula Rivers and the water contains E.coli bacteria which exceed the limits for healthy oyster production. This
Scope of work includes the development of a Facilities Plan for the DWSD's water system to address the deficiencies identified in the Water Distribution System. Based on study, Southeast Water Main Phase project to upgrade water mains in Southeast area of Diamondhead, MS (Hilo Street area). Being engineered by Seymour Engineering (attached contract copy) and have MSDH Permit. Map
Scope of work includes the development of a Facilities Plan for the DWSD's water system to address the deficiencies identified in the Water Distribution System. Study found need for additional water tower, water mains, main loops. Estimated cost of $6M for Phase III, IV, & V.
Scope of work includes the development of a Facilities Plan for the DWSD's water system to address the deficiencies identified in the Water Distribution System. Study found multiple areas of water mains requiring upgrades/replacements including new mains, new water loops, to upgrade
Re-lining of clay sewer pipe in Basin 13 due to 50+ year old aging pipes that are deteriorating and must
Re-lining of clay sewer pipe in Basin 17 to 50+ year old aging sewer pipes that are deteriorating and must
Replacement of entire force main from Lift Station #16 (approximately 1,900LF).
Development of a sewer model for the DWSD's sewer system, which will include the following tasks: - Review and verify available information - Perform flow monitoring and rainfall monitoring - Estimate base wastewater flow, groundwater infiltration and rainfall dependent I/I - Develop model and perform analyses of sewer system - Prepare report

NOAA Project ID# 14535: MSAQ will be Mississippi's first and only Association of Zoos and Aquariums (AZA) accredited facility. Our goal is to build and open a state-of-the-art sea turtle rescue, rehabilitation, and education (RRE) center that serves as an epicenter of local sea turtle rescue and rehabilitation. The RRE will be a combined use resource that reaches 350,000 guests annually. Establishing the RRE center on MSAQ's main campus will allow guests to experience daily rescue and rehabilitation operations first-hand, including intake, triage, and advanced medical procedures. Once turtles are rehabilitated, community focused events will be established to engage the public in re-introductions of sea turtles to the gulf coast waters.

Objective 1: Create infrastructure for a preeminent sea turtle rescue, rehabilitation, and education center in Mississippi

- Provide a foundation for a scalable rehabilitation and rescue operation with dedicated and expert staff to care for stranded sea turtles
- Space to rehabilitate a minimum of 30 turtles
-Increase capacity to receive and rehabilitate turtles from AZA partners and established rescue and rehabilitation facilities nationwide
-MSAQ's Animal Research Center (ARC) provides additional capacity for facility growth and can serve as an epicenter during emergency scenarios (environmental disasters, unusual mortality events, or mass stranding events)
- Establish educational opportunities for aquarium guests, school groups, students, and community members

Objective 2: Utilize RRE as ground zero for enhanced mortality investigations and provide early detection and response to anthropogenic threats and emergency events in Mississippi

-RRE's impact on injured turtles will help compensate for injuries that occurred due to the Deep-Water Horizon oil spill

NOAA Project ID#14534: Restoration activities for turtles include reducing mortality in commercial fishing activities (Approach 1) and reducing anthropogenic threats (Approach 6). The goal of this project is to characterize and monitor sea turtle populations using Mississippi waters, which will help understand the effectiveness of restoration (and other conservation) actions. In addition to overall density, distribution and species composition of the sea turtle assemblage using MS waters, this project will provide fine-scale details of habitat use and movement patterns. These data can contribute to threats analyses being conducted by the Principle Investigator (PI; Lamont) in the northern Gulf of Mexico and also to larger scale (e.g. Gulf wide) threats indices being produced by the PI (and others). Finally, by specifically targeting turtles using recreational fishing piers, this project can provide detailed information to help refine restoration projects aimed at reducing mortality at those sites.

Previous studies have examined the use of recreational fishing piers by sea turtles in MS Sound. However, those studies have all focused on turtles after capture on piers (e.g. Dr. Andy Coleman's work tracking pier-caught turtles released from rehabilitation facilities). This project would supplement those studies by examining turtle movements and habitat use of piers prior to being caught and by documenting movements of individuals that use the area but are not caught on piers. Understanding why some individuals are caught while others are not may help develop restoration actions that could reduce mortality in recreational fishing activities .

The PI is currently funded through the Alabama TIG to investigate population structure of marine turtles using Alabama waters, including the eastern end of Mississippi Sound. This project, initiated in 2019, will continue through 2023 and activities conducted as part of that project would complement and potentially leverage a similar study in Mississippi. For example, turtles captured in Alabama waters may move west into Mississippi waters (and vice versa); fieldwork timeframes for both projects could coincide to leverage travel funds; PI already has appropriate NOAA permits to conduct the work thereby reducing start up times; and data collected in Alabama could be leveraged as contributed data to this proposed work. In addition, the PI is currently completing a study funded by the Bureau of Ocean and Energy Management (BOEM) that investigated sea turtle distribution and density in the northern and

The Jackson County Port Authority is proposing the expansion of the aggregate parking area at the Port of Pascagoula's South Terminal in the Pascagoula River Harbor and drainage improvements at the terminal to support the improvements. The project would consist of the installation of approximately 3,000 linear foot of new concrete drainage pipe of sizes varying from 24 inches to 48 inches and new drainage inlets; construction of a new 20' vinyl sheet pile wall to allow the parking improvements at an elevation comparable to the existing parking areas onsite; installation of approximately 105,100 square yards (approx. 22 acres) of parking expansion consisting of 24 inches of sand base, 24 inches of aggregate pavement, and 2 layers of structural geogrid to handle heavy haul loading at the site; installation of new riprap shoreline protection and drainage outfall protection; approximately 2,300 linear feet of chain link fence expansion, and seeding disturbed areas. The parking area expansion will include expansion of the existing aggregate paved areas to support heavy haul loads for equipment and offloaded

The Jackson County Port Authority is proposing the extension of the sheet pile bulkhead of the Port of Pascagoula's South Terminal in the Pascagoula River Harbor to the south. The project would consist of the installation of 800 linear feet of 90 foot long sheet piles and associated tie backs; approximately 4,000 cubic yards of select fill material behind the new sheet pile bulkhead; providing a new concrete top cap along the dock edge; and the installation of a cathodic protection system to protect the bulkhead from corrosion. The extension of the sheet piling bulkhead will support deeper dredging alongside the terminal and facilitate development along the shoreline in areas that do not presently have a bulkhead. The project will support significant terminal expansion possibilities in the future. The bulkhead will provide an extended terminal interface at this location. The increased bulkhead length would increase the

The Jackson County Port Authority is proposing the extension of the sheet pile bulkhead of the Port of Pascagoula's South Terminal in the Pascagoula River Harbor to the north. The project would consist of the installation of 960 linear feet of 90 foot long sheet piles and associated tie backs; approximately 6,000 cubic yards of select fill material behind the new sheet pile bulkhead; providing a new concrete top cap along the dock edge; and the installation of a cathodic protection system to protect the bulkhead from corrosion. The extension of the sheet piling bulkhead will support deeper dredging alongside the terminal and facilitate development along the shoreline in areas that do not presently have a bulkhead. The project will support significant terminal expansion possibilities in the future. The bulkhead will provide an extended terminal interface at this location. The increased bulkhead length would increase the

The Jackson County Port Authority is proposing the replacement and rehabilitation of the sheet pile bulkhead of the Port of Pascagoula's South Terminal in the Pascagoula River Harbor and expansion of the concrete wharf adjacent to the bulkhead. The project would consist of the installation of 1,200 linear feet of 90 foot long sheet piles and associated tie backs; installation of approximately 1,725 new timber pilings and an approximately 43,000 square foot concrete foundation slab adjacent to the existing concrete slab; installation of approximately ten thousand cubic yards of sand and flowable fill between the existing sheet pile bulkhead and the new sheet pile bulkhead, and above the concrete foundation slab; construction of a new approximately 200,000 square foot concrete wharf adjacent to the new bulkhead; the installation of a new fender system for the vessels to moor to while at the berth; and the installation of a cathodic protection system to protect the bulkhead from corrosion. The existing sheet pile bulkhead is over fifty years old and requires substantial rehabilitation. The bulkhead is the key terminal interface at this location. The rehabilitation of the existing bulkhead will include installation of longer sheet pilings and the existing dock being elevated approximately 18 inches to match adjacent dock elevations. The longer sheet pilings will support deeper dredging alongside the terminal. The project will support significant terminal expansion possibilities in the future. The increased bulkhead length would effectively double the available space for ships to moor at the terminal, and the larger wharf will increase the available space for staging and offloading operations to 500% of the current capacity. The replacement and rehabilitation and extension of the sheet pile bulkhead and wharf improvements at the South Terminal would consist of several components. The estimated cost of the project is anticipated to be approximately $24.2 million dollars. The property is under full control of the Jackson County Port Authority. The cost estimate is current as of November 2020.

The Port of Pascagoula is a deep draft commercial harbor that has been the center of trade since the early 19th century. It is the largest port in the State of Mississippi. Five other counties are adjacent to Jackson County from the Alabama state line to the Louisiana state line. These counties have historically realized economic benefit and will be affected by any further development and use of the Port. The facilities of

This project would provide sanitary sewer service for the Springwood Subdivision. The project will use individual grinder systems at each residence that will discharge into a small diameter sewer collection system. A proposed sewer lift station at the corner of Oak and Kingswood will pump the sewer through a
The lift station will need upgrades to both pumps and the electrical system to increase capacity. These upgrades are needed do to the possibility of overflows near waterways and wastewater going out into the
This project consists of connecting to a force main that NASA has constructed and continuing to run that force main from the North gate of NASA Eastward to the entrance of HCUA's Northern Regional Wastewater Treatment Plant. It will consist of 5 lift stations and 7 miles of pipe. This will allow for
Install 50,000 LF of new 12" and smaller water distribution system including valves, fittings and fire hydrants.
Extension of public sewer service to underserved Colonial Estates area just outside Ocean Springs City Limits. Project will extend sewer service to the area and convert existing residential structures from existing individual onsite wastewater treatment systems (IOWDS) and connect them to public sewer. The new collection system will provide immediate service to existing homes and allow abandonment of approximately 115 existing septic systems. The collection system would be sized to accommodate connection of the approximate
Extension of sewer collection systems to underserved areas of Jackson County including Vancleave, Hurley, Three Rivers, & Helena Areas while allowing for the conversion of approximately 900 residences

Galloping technological change, combined with the COVID-19 pandemic, is transforming the global economy and posing a momentous opportunity for Mississippians. Mississippi Gulf Coast Community College (MGCCC) seeks to offer a â€œconnectionâ€•for citizens at risk of being stranded permanently on the wrong side of the educational divide â€“ new ways to acquire skills and pick up the habits of lifelong learning necessary to succeed in the 21st century. As a primary provider of job-focused education and training, Gulf Coast Workforce Connect seeks to provide a facility that would serve as the connection for colleges and universities to serve the citizens of the Gulf Coast in Jackson County and offer premiere spaces for workforce training â€“ bridging industry, high school, community college, and universities. This facility and the Gulf Coast Workforce Connect project would be located on MGCCC's Jackson County (JC) Campus; the project is an investment of $24,500,000.

The Gulf Coast's economic recovery is dependent, in part, on expanding opportunities to obtain bachelor's degrees in critical fields, which will also help to future-proof the region. The postsecondary freshman and sophomore years are covered by MGCCC. However, expanding new opportunities at the junior and senior level will offer greater depth, breadth, and choice to local citizens. For example, future engineers living on the Gulf Coast now have an affordable option for earning a world-renowned education close to home. Mississippi State University's (MSU) Bagley College of Engineering is now offering three Bachelor of Science degrees through a collaboration with Mississippi Gulf Coast Community College. Students can complete a two-year Associate of Science degree from MGCCC before enrolling in electrical, mechanical, or industrial engineering classes that will result in bachelor's degrees from MSU. These classes are currently offered on MGCCC's JC Campus by Bagley College faculty or through synchronous online delivery from MSU's Starkville campus. However, the popularity of the engineering programs has quickly outgrown the usable space on the JC Campus. These three engineering programs would represent the first three university degrees located in the Gulf Coast Workforce Connect facility, and this will lead the way to incorporate other college and/or university offerings in Jackson County. The research area in the new structure will help faculty continue to stay on

Gulf Coast Community Ministries (GCCM) has served the Mississippi Gulf Coast for 18 years. One of the ministries we operate is our free medical clinic for anyone who is uninsured. Information about the operations, all-volunteer staffing, and capabilities of the clinic can be found below. Our GCCM Free Clinic Building Project is an effort to provide a 5,000 square foot multi-purpose building for our medical clinic as the existing clinic building was constructed as a 1,200 square foot single-family home in 1952. The current structure is dated, not laid out well for clinic operations, and is becoming impractical to financially maintain. The new building will replace our existing clinic with a purpose-built clinic that also contains administrative space, open bay storage for our food pantry, and an area for our homeless outreach program operations.

Under normal operations, the GCCM Free Clinic operates 6-8 times each month serving approximately 8 patients at each clinic. GCCM establishes and maintains on-site medical files for each patient. A team of dedicated, trained volunteers staff each clinic providing reception, administration, and intake. A volunteer physician serves as our Medical Director and provides individualized care. Two physicians and a nurse practitioner provide individualized care during regularly scheduled clinics. A team of volunteer nurses provide basic nursing support for our physicians. The Clinic Coordinator is responsible for supervising the administrative needs of the clinic and verifying accurate and thorough records are kept. A trained Intake volunteer gathers all non-medical data that is needed for the patient's chart. The patient is then seen by a volunteer nurse who collects and charts vital signs and weight. The patient then receives a

This project consists of the following infrastructure improvements, expansions and upgrades to the existing utility infrastructure system:
Water System Expansion along Fire Tower Road, Dog Patch Road Fenton Dedeaux Road and Kiln Delisle Road. This project would extend 8" pvc water lines along these roads to provide adequate flow and pressure as well as fire protection to currently unserviced areas. Kapalama Road Water extension.

Senate Bill 2951 of the 2021 Mississippi Legislative Session through the MS Gulf Coast Restoration Fund appropriated $13,500,000 to assist Mississippi State University with the continuation of the Mississippi Cyber Center Initiative which in total is a $34.2 million project.

Initial funding of $3,500,000 was established in Senate Bill 2977 of the 2020 Mississippi Legislative Session through the MS Gulf Coast Recovery Fund. The initial phase consists of establishing/purchasing of equipment and software for a secure Cyber Range in collaboration with the MS Gulf Coast Community College (MGCCC) to assist Keesler AFB with training and educating approximately 8,700 of the Air Forces and Department of Defense cyber professionals each year. The initial phase will also establish, by purchasing equipment and software, a Cyber Forensics Center as part of the MS Cyber Center which is a vital component to address cyber capabilities and capacity for state agencies. Another part of this initiative is a Systems Operations Lab that will be established by MGCCC through a GEER Grant that will also support Keesler. The establishment of the Cyber Range, cyber forensics center and the systems operation lab will allow for the teaching of new classes at the MGCCC facility. This initial phase sets the foundation for the Mississippi Cyber Initiative (MCI) to be executed at the Mississippi Cyber center and other areas across the state. This initial phase will advance the goals of the MCI which include promoting economic development for the Gulf Coast region and the State, providing cyber workforce training and education, addressing complex cyber issues for the State and increasing public awareness through outreach. The initial phase has been started by defining specs for equipment and initiating the procurement process. The execution of the initial funding of $3.5 million which is part of the larger initiative should be completed by 03/31/2022.

The $13.5 million appropriation will be used as partial funding for the construction of the $30 million cyber center. A portion of this funding will be used for initial architectural, design and engineering costs to position this project as shovel ready and will be able to proceed once the remaining funds are secured. The remaining portion of the funds will be used to fully establish, design, construct, equip, build out and

Safety and security are now an important criterion for meeting planners, promoters, show managers and attendees for events that are held where large quantities of people can become targets. The purpose of this project would be to add to and convert all existing parking lot lighting to high efficiency and high intensity security lighting. In addition, we will incorporate a security camera system that will monitor all activity in our parking lots and on the extension of the Coliseum and Convention Center. We also will increase our inventory of walk-through metal detectors and wands for event security use. This will enable us to scan all guests entering the Coliseum & Convention Center when hosting multiple events at a time.

Mississippi Aquarium's goal is to build and open a state-of-the-art turtle rescue, rehabilitation, and education center that serves as an epicenter for the Gulf Coast turtle education, rescue, and rehabilitation efforts. The Center will be modeled after the successful Georgia Sea Turtle Center (https://gstc.jekyllisland.com/) located on Jekyll Island, Georgia, Loggerhead Marinelife Center (https://marinelife.org/) in Juno Beach, Florida, and The Turtle Hospital (https://www.turtlehospital.org/) located in Marathon, Florida.

Each of these is a stand-alone facility supported through a variety of revenue sources including a strong tourism effort. These centers are based in tourism sectors within their communities and have stimulated economic development in and around the area.

The Turtle Rescue Center (TRC) will be a support facility for the Aquarium to provide regional and national rehabilitation for turtles â€“ a need that NOAA and US Fish & Wildlife have identified. The TRC will complement the Aquarium and the Aquarium's Aquatic Research Center (ARC) in developing a first-class attraction, science and research center, as well as a comprehensive educational facility. The educational opportunities will include K-12 programming, outreach, and field trip opportunities. In addition, the Aquarium's staff of professionals will be used to train future aquatic veterinarians in collaboration with state institutions and provide veterinary intern and extern rotations.

The Center will capitalize on the visitor attendance that comes to the Aquarium. First year attendance for the Aquarium is expected to surpass 350,000 visitors and we will take advantage of creating combined experiences, educational and field trip opportunities, and combined ticketing options.

Establishing the Turtle Rescue Center adjacent to the Aquarium's main campus will allow guests to experience daily rescue and rehabilitation operations first-hand, including intake, triage, and advanced medical procedures. Once turtles are rehabilitated, community-focused events will be established to

Project Description

Over the last 30 years community leaders have discussed building an East-West Corridor through Harrison County, Mississippi. The current private-public partnership opportunities have never been better along the CSX Railroad Corridor. Within Gulfport and Biloxi there are at least three large developments proposed, including the redevelopment of the Great Southern Club Golf Course, the Broadwater Music Venue, and the RW RV Park and Family Entertainment Center. By building a new corridor over 2000 acres will be available for new development.
The East-West Corridor is approximately 27 miles long and up to +/-140 feet wide, connecting the coastal cities of Biloxi, Gulfport, Long Beach, and Pass Christian. The current focus will be a 12.6-mile portion of the corridor interconnecting the CTA Transit Centers in Gulfport and Biloxi by means of both highway and transit elements. Within the 12.6-mile corridor, a 1.56-mile segment with independent utility has been chosen for this application. The scope for this s include constructing a new roadway from Popp's Ferry Road to Veterans Blvd. with a bridge over the CSX Railroad connecting into Irish Hill Drive on the southside of the CSX Railroad.
The project is within an area of Biloxi with a growing concentration of the region's employment (with an estimated 62,500 jobs) including the Mississippi Gulf Coast gaming corridor (9 casinos and 10,600 related jobs) and the region's core tourist attractions: hotels, restaurants, and museums; the Mississippi Gulf Coast Coliseum and Convention Center; a continuous sand beach; and the Edgewater Mall.
The overall corridor contains an active rail line, local streets, and key transportation facilities. It also passes several redevelopment areas identified as major development nodes to include the City of Biloxi Downtown District, several resort hotels, and the MGM Baseball Stadium. The corridor includes connection to the nearby Keesler Air Force Base in Biloxi with has just recently completed a Joint Land Use Study to establish parameters for compatible future development adjacent to their installations.

Project Need

Description

The Jackson County Economic Development Foundation is a private 501(c)(3) development corporation whose primary purpose is to address the economic development needs of Jackson County and its municipalities. The Jackson County Economic Development Foundation is planning for a major facility expansion at the Trent Lott International Airport. This expansion will consist of developing a facility to support a program(s) to be located in Moss Point, Jackson County, Mississippi. The estimated cost of the

The Mississippi Coast Model Railroad Museum Project (Tourism/Economic Development/Infrastructure)

Requesting: $1.5 M

The Mississippi Model Railroad Museum project is being developed at the intersection of Hewes Avenue and Pass Road on a piece of property that was once plaits #8-18 in the neighborhood of Manhattan Addition, established in 1905. The project supports the Tourism, Economic Development and Infrastructure categories of the RESTORE emphasis.
The current property at 615 Pass Road, sits mostly in the Pat Harrison Waterway in Harrison County on the corner of the first intersection guests typically stop at as they leave the Gulfport Airport going toward the beaches. Transforming the existing property into the world-class model railroad museum it can become will attract tourists, build economic development in the area, and can also spark revitalization interest of the established businesses currently there.

But this museum will not only stimulate economic development or attract tourists and locals, it will also educate guests that visit. In keeping with the mission of the museum, visitors will learn about the history of trains in Mississippi and in the United States, their value in our past communities, and those in the present. Additionally, this museum will also provide an attraction that brings families together to laugh and learn: parents and children, grandparents and children, and teachers' students.
The museum, however, will not stop with those elements. Another element that will be strongly incorporated into the experiences throughout the museum will introduce Science, Technology, Engineering, and Math (STEM) activities to encourage guests to explore STEM areas through modeling concepts.
The funding request from RESTORE would support the $1.5M needed to design, fabricate, and install STEM interactive displays throughout the museum. Those displays would highlight STEM educational

The project proposes to add odor control measures to multiple processes within the treatment facility including the covering of existing basins to limit the release of odors within the downtown area.

The Jackson County Utility Authority (JCUA) operates a 10 MGD wastewater treatment plant located in downtown Pascagoula, MS. The plant serves the City of Pascagoula and City of Moss Point resident treating all wastewater to MSDEQ Permit Standards before releasing treated effluent to the Pascagoula River. As re-growth in the area around the plant occurs, the JCUA continues to receive feedback from residential and commercial interests noting pungent odors around the facility. The project proposes odor

General Project Details: While Jackson County has several exciting economic prospects, one of the most compelling involves the Cook Road/I-10 corridor. Opportunities for commercial development along this section of I-10 are on the horizon, converting what is now relatively undeveloped and vacant land into an extension of the thriving Promenade development in D'Iberville. To further this vision, West Jackson County Utility District (WJCUD) proposes to construct water and wastewater facilities (including public gravity sewer collection, public drinking water supply, and fire protection water supply) to meet the impending utility needs of this development. The project includes approximately 14,400 linear feet of 12" water main and appurtenances, approximately 18,000 linear feet of 8", 10", 12" and 15" gravity

North Cedar Grove: Replace 25,550 LF of gravity sewer, 7,500 LF of sewer force main and 25,000 LF of water main
South Cedar Grove: Replace 39,000 LF of gravity sewer, 1,000 LF of sewer force main and 30,000 LF of water main

- Mississippi has approximately 44 miles of coastline vulnerable to high-energy environments and storm surges.
- Breakwaters can fully dissipate the wave energy, protecting the coastline and beaches.
- Breakwaters can be designed to nourish beaches naturally, creating sand bars around the breakwaters over time.
The Mississippi Coastal Protection Master Plan sets forth a path for the State to respond to the loss of coastal land and the threats from storm surge events. The Master Plan consists of establishing a list of projects that build or maintain land, and reduce risk to our communities. Due to the timing of funding for all projects established, the Master Plan will identify long-term program of design, construction,

The project involves restoring Keegan's Bayou which is located on the south side of the Biloxi Back Bay. The "headwaters" or origin of the Bayou actually reaches into the heart of Keesler AFB. After leaving the Air Force Base the bayou snakes along the south side of Division Street and then turns north and flows parallel to I-110 before entering the back bay. the purpose of this project is to create, restore and enhance coastal wetlands. Additionally the project will enhance public access to natural resources for recreational use.

Restoration activities include removal of marine debris, accumulated sediment, and invasive/non-native plant species. The restore activities will result in a reduction of nutrients being introduced into Back Bay. The sediment removal will result in storm water control and hydrologic restoration. Environmentally appropriate measures to be taken include establishing marsh plants to slow down and disburse roadway run off and storm water discharged directly into the bayou to allow pollutants to settle before outfall into the bay.

Phase one (1) of the Point Cadet Marina Improvements is an approved Restore Act project (Federal Award RDCGR470143 CEDA # 21.015. Phase 1 has design complete and is awaiting MDEQ and Treasury "green light" to advertise a solicitation. Work is expected to begin in summer 2022. Funding for Phase I is $3 Million Restore Act Grant with City of Biloxi providing $2.7 Million. There are three phases to this marina improvement project. This Restore Act project is Phase 2

This three phase project will provide significant economic development opportunities for Biloxi and the State of Mississippi by upgrading and modernizing the Point Cadet marina into a showcase facility that will drive more visitation and tourism along a dynamic East Biloxi Corridor. Surrounded by resorts offering more that 5,000 hotel rooms and enhanced by a major amusement park development located within walking distance to the marina, the marina is poised to become a leading deep sea fishing tournament destination drawing multi-million dollar yachts and fishing boats from all over the country,

The project will provide an all new concrete floating dock system with utility raceways cast inti the dock systems. Structural design elements in the dock system will allow convenient and safe docking and are

A major west Biloxi drainage area begins in Keesler Air Force Base's Drainage Area 9 and runs through the City of Biloxi's Hiller Park. Storm water and debris collects in several retention ponds before flowing into Biloxi Back Bay. A map of the Hiller Park drainage area and outfall is included in this project package. The project focus is two fold. First to control storm water and move it slowly through a series of detention ponds ia a "waterfall effect: thus reducing the amount of nutrients released into the Bay. Secondly the project will involve the planting of march grass and other environmental friendly plants to

Audubon Delta proposes to create a comprehensive, bird-based â€œCoastal Education and Recreationâ€• program. This effort will cost approximately $2 million over four (4) years. This program would fulfill the goals of MS TIG RP4 through enhancing public access to natural resources for recreational use, enhance recreational experiences, and promote environmental stewardship, education, and outreach.

Coastal birds were impacted by the oil spill in a variety of ways, some of which persist to this day. The first three restoration plans have supported the stabilization and protection of many coastal bird species but our research indicates that there is much more work to be done. With the release of RP4's guidelines, Audubon believes this is the perfect moment to advance bird conservation through a comprehensive education and recreation plan that will greatly improve public understanding and appreciation for coastal birds in Mississippi.

Nearly all threats experienced by coastal species are in some way connected to human behavior, whether it's from direct disturbance of walking or driving through colonies, to summer fireworks displays, to the broader threat of climate change and sea-level rise. These are occurring as coastal birds are still recovering from population declines experienced over the past ten years. The Audubon Coastal Stewardship Program provides many protections against these threats but one of the most effective ways of supporting our coastal birds is through fostering understanding and appreciation within our local communities. Conservation efforts will improve as more people understand, respect, and support the

Interconnecting Gulfport is a planned transportation project that will provide an alternate route for travel from the Airport Road-Poole Street and Creosote Road intersections with US 49 south of the I-10 interchange and Landon Road which intersects US 49 as the western approach to the Landon Road-Crossroads Parkway intersection north of the I-10 interchange.

This project will decongest overloaded traffic routes in one of, if not the heaviest developed commercial areas along the Mississippi Gulf Coast. It will also create new public rights-of-way for businesses to locate
along and provide interconnectivity to developments otherwise separated by an interstate. The overpass proposed will also provide direct access from the recently expanded sports complex on the north side of the interstate with the planned sports facility on the south side. This project will provide additional points of access to Highway 49, a designated primary hurricane evacuation route and direct link between the

Audubon Delta proposes to enhance beach management to restore two one-mile stretches of shoreline at locally recognized "Important Bird Areas" for Least Terns. The effort will cost approximately $404,000 over three (3) years. We believe this matches the MS TIG RP4 programs goals of restoring and enhancing dunes and beaches, protecting coastal habitats, and promoting environmental stewardship, education, and outreach.

The 26-mile stretch of man-made mainland beach in Harrison County, Mississippi is home to two historical Least Tern sanctuaries which have been designated as an Audubon Important Bird Area (IBA), which is a globally-recognized designation. This IBA, located in Gulfport, holds a significant population of breeding Least Terns, a species which has declined across its range due to habitat loss and degradation. This area was originally designated as a Tern Sanctuary by the Harrison County Board of Supervisors in the mid-1970s in order to protect Least Tern nests from beach raking and disturbance from beachgoers. Two one-mile stretches of beach between Debuys and Cowan roads were fenced off and received signs and dune plantings to improve the habitat. The Sanctuary hosted the largest Least Tern colonies in Mississippi for many years, with numbers reaching up to 3,350 breeding pairs in 1997. Subsequently, the largest colonies began to form in Biloxi, and numbers began to decline coast-wide, particularly after Hurricane Katrina when monitoring and stewardship efforts were put on hold in the aftermath. Audubon Delta resumed coast-wide stewardship efforts in 2014. In that time, a peak of 470 pairs was recorded at the eastern Sanctuary (â€œGreat Southernâ€) in 2016, which dwindled to 18 pairs in 2021. The western Sanctuary (â€œCowanâ€) has generally held 100-200 pairs since 2014.

There are a variety of issues occurring within these Sanctuaries that have degraded the habitat and likely contribute to the decline of Least Tern breeding in this area. This stretch of beach has narrowed considerably, leaving less room for breeding activities. Recent hurricanes have scoured away the dune plantings, destroyed the wooden fencing, and washed away the large â€œNest in Peaceâ€• signs that used to be displayed prominently to inform beachgoers of the purpose of these sanctuaries. The dune plantings

The Mississippi (MS) Gulf Coast is defined by its coastal resources, colorful characters, and rich culture. It is an area where people enjoy the natural, economic, and historical assets of coastal MS. Unique coastal resources include the Grand Bay National Estuarine Research Reserve, Gulf Islands National Seashore, Coastal Barrier Resource System, Grand Bay National Wildlife Refuge and others such as wetlands, barrier islands, beaches, bayous, tidal rivers, and associated flora and fauna. These resources belong to the people of MS and deserve to be conserved. A watershed management approach is necessary to better restore and protect our coastal resources; therefore, we propose the development of Watershed

The City of D'Iberville is planning to execute a bank stabilization and water quality improvement project in the stormwater ditch immediately north of the Boy's and Girls Club east off Lamey Street to Meadow Drive as the eastern boundary. The stormwater ditch is a trapezoid concrete channel west of Lamey Street and is partially concrete rip-rapped and partially natural east of Lamey Street. The natural portion of the stormwater ditch is not stabilized with rip-rap or other measures, resulting in erosion leading to an unstable bank and compromised water quality in receiving water bodies. The project site is approximately 2000 feet long. The project is located within the Back Bay of Biloxi watershed (HUC12:031700090605), a priority watershed listed in the MDEQ Mississippi's Nonpoint Source Pollution Control Section 319(h) Grant Program Work Plan for Grant Year 2020. the program implements strategies throughout the priority watersheds in Mississippi to improve water quality and reduce nutrients in receiving water bodies. Stabilizing the stormwater ditch and reducing erosion at this location is a direct implementation of a project designed to meet the program goals. Furthermore, the use of native species in the project design can help remove nutrients from stormwater runoff. A recent inspection of the project site showed erosion along the top of bank as well as within the stormwater ditch. Furthermore, sediment deposition was seen within the ditch. Concrete portions of the ditch increases velocity of stormwater within the conveyance system causing erosion in the natural channel and increasing the amount of sediment in water. As the stormwater slows down, due to energy dissipation via erosion, sediment deposition occurs. This creates a cycle of high-velocity sediment erosion followed by low-velocity sediment deposition followed by sediment erosion, etc. resulting in portions of the channel showing erosion features while other portions of the channel show deposition features. The stormwater ditch is located within the city limits and is part of the right-of-way owned by the city. As such, the city can execute a project on the site to address the issues of concern. Design considerations and innovative construction techniques may be needed to reduce conflicts between construction equipment and utility lines. The project aims to slow
This project will address a vital drainage connection between Government Street, a major east/west corridor, and Davis Bayou via the Myrtle Avenue neighborhood. Eight (8) sections of open ditch totaling 9,600 LF (1.2 miles) within City easements will be addressed with the goal of reducing nutrient and sediment from discharging directly into the sensitive Davis Bayou ecosystem. These drainways, directly impacting an estimated 5.5 acres, outfall at two locations directly into Davis Bayou and connect a primary east/west connection between commercial and medium to high density residential.
This project will address a vital drainage connection between Government Street and Davis Bayou within the eastern area of Ward 4, just south of Clay Boyd Park and on the west side of Government Street as it curves south. Nine (9) sections totaling 10,070 LF (1.9 miles) of open ditch within City easements will be improved with the goal of reducing nutrient and sediment from discharging directly into the sensitive Davis Bayou ecosystem. These drainways, directly impacting an estimated 5.8 acres, outfall at two locations directly into Davis Bayou.
This project consists of 4 sections totaling 2,085 LF (0.4 miles) of open ditch within City easements beginning in the western area of Ward 4 and crossing into Ward 2. The drainway, which outfalls at four locations directly into Weeks Bayou, will require about 75% clearing and stabilization to allow for staging sediment control along the entire length of the ditches. These control points will reduce nutrient
Replace water mains and GIP water services in West Jackson County Utility District that is either 50+ years old, galvanized iron pipe, asbestos cement or too small to reduce operation, maintenance and repair costs.

This project was approved as part of the Mississippi Department of Environmental Quality's (MDEQ) Mississippi Multiyear Implementation Plan Amendment #1, with subsequent project modifications approved in Amendments #3 and #4. The project is presently funded with approximately $3 million in State funding and $7M in RESTORE Act funding for facility design and construction costs.

After an extended period of value-engineering discussions and related design modifications among the design professionals and University research staff, all construction documents for the Center have been completed and approved. The final building design would allow the University to meet the production for restoration, research, and industry. Bids for construction of the Center have been solicited on two occasions, in October 2021 and March 2022. In both instances, construction bids have exceeded the available construction funding by a substantial amount, largely as a result of material and labor issues associated with the COVID-19 pandemic. The apparent low bid in October 2021 exceeded the construction budget by more than 16%. Five bids were received in March 2022, and all bids again exceeded the available funding; the apparent low bid amount was $873,300 higher than the apparent low bid in October 2021. At that most recent bid price, including contingency funding and A/E fees, award of a construction contract would require a total funding amount of approximately $13,300,000.
To meet the overall project goals (which are required to meet the annual larval production target), the design and project professionals recommend rebidding for construction in fall 2022 or as soon as possible

LOC COUNTY	INFRASTRUCTURE	TOURISM	SEAFOOD	SMALL BUSINESS	ECONOMIC DEVELOPMENT	ECO RESTORATION	WORKFORCE DEVELOPMENT, RESEARCH &	ESTIMATED COST
Harrison	Yes	No	No	No	No	Yes	No	$20,375,000
Harrison	Yes	Yes	No	No	Yes	Yes	Yes	$1,000,000

Harrison	Yes	Yes	No	No	Yes	Yes	No	$2,900,000
Jackson	Yes	Yes	No	No	Yes	No	No	$9,388,500
Harrison	Yes	Yes	No	No	Yes	No	No	$9,600,000
Harrison	Yes	Yes	No	No	Yes	No	No	$7,500,000

Harrison	Yes	Yes	No	No	Yes	No	No	$2,700,000
Harrison	Yes	No	No	No	No	No	No	$5,000,000
Jackson	Yes	Yes	Yes	No	No	No	No	$3,396,087
Jackson	Yes	No	Yes	No	No	No	No	$2,022,300

Harrison	Yes	No	No	No	No	Yes	Yes	$500,000
Harrison	Yes	Yes	No	No	Yes	No	Yes	$0

Jackson	Yes	Yes	No	No	Yes	No	No	$400,000,000
Jackson	Yes	No	No	No	Yes	No	No	$1,250,000
Jackson	Yes	No	No	No	Yes	No	No	$1,750,000
Jackson	Yes	No	No	No	Yes	No	No	$500,000
Jackson	Yes	No	No	No	Yes	No	No	$1,750,000

Jackson	Yes	No	No	No	Yes	No	No	$200,000
Jackson	Yes	No	No	No	Yes	No	No	$350,000
Jackson	Yes	No	No	No	Yes	No	No	$500,000
Jackson	Yes	No	No	No	Yes	No	No	$1,000,000
Jackson	Yes	No	No	No	Yes	No	No	$200,000
Jackson	Yes	No	No	No	Yes	No	No	$250,000

Harrison	Yes	Yes	Yes	Yes	Yes	No	Yes	$7,549,904
Harrison	Yes	Yes	No	No	Yes	Yes	No	$9,500,000

Harrison	Yes	Yes	No	No	Yes	No	No	$3,000,000
Harrison	Yes	Yes	No	No	Yes	No	No	$8,000,000
Harrison	Yes	Yes	No	No	Yes	Yes	No	$5,000,000
Harrison	Yes	No	No	No	Yes	No	No	$5,000,000

Harrison	Yes	No	No	No	Yes	No	No	$1,400,000
Harrison	Yes	Yes	No	No	Yes	No	No	$102,000,000
Harrison	Yes	No	No	No	Yes	No	Yes	$5,200,000

Harrison	Yes	Yes	No	No	Yes	No	Yes	$5,000,000
Harrison	Yes	No	No	No	Yes	No	No	$5,000,000
Harrison	Yes	No	No	No	Yes	No	No	$10,000,000

Harrison	Yes	No	No	No	Yes	No	No	$20,000,000
Harrison	Yes	No	No	No	Yes	No	No	$3,000,000
Harrison	Yes	No	No	No	Yes	No	Yes	$3,500,000
Harrison	Yes	No	No	No	Yes	No	No	$4,500,000

Harrison	Yes	No	No	No	Yes	No	No	$4,000,000
Harrison	Yes	No	No	No	Yes	No	No	$7,000,000
Harrison	Yes	No	No	No	Yes	No	No	$4,250,000
Harrison	Yes	No	No	No	Yes	No	Yes	$650,000
Harrison	Yes	Yes	No	No	Yes	No	Yes	$15,000,000

Harrison	Yes	No	No	No	Yes	No	Yes	$10,000,000
Jackson	Yes	No	No	No	No	No	No	$4,500,000

Harrison	Yes	Yes	No	No	No	Yes	Yes	$13,000,000
Jackson	Yes	Yes	Yes	No	Yes	No	No	$0
Jackson	Yes	Yes	Yes	No	Yes	Yes	No	$0

Hancock, Jackson, Harrison	Yes	No	Yes	No	No	Yes	Yes	$2,000,000
Jackson	Yes	No	Yes	No	No	No	No	$424,940
Hancock	Yes	Yes	Yes	No	Yes	No	Yes	$500,000
Hancock	Yes	Yes	Yes	No	Yes	No	Yes	$500,000
Harrison	Yes	Yes	No	No	Yes	No	Yes	$6,000,000

Harrison	Yes	Yes	No	No	Yes	Yes	Yes	$15,000,000
Jackson	Yes	No	No	No	Yes	No	No	$18,500,000

Harrison	Yes	Yes	No	No	Yes	No	Yes	$120,000,000

	Yes	Yes	No	Yes	Yes	No	Yes	$5,000,000
Jackson	Yes	Yes	No	No	No	Yes	No	$500,000

Jackson	Yes	Yes	No	No	Yes	No	No	$3,800,000
Hancock	Yes	Yes	Yes	No	Yes	Yes	No	$0
Harrison, Hancock	Yes	Yes	No	No	Yes	No	No	$6,520,000

Harrison	Yes	Yes	No	No	Yes	No	No	$7,608,000
Harrison	Yes	Yes	No	No	Yes	No	No	$8,400,000
Harrison	Yes	No	No	No	Yes	No	No	$660,000
Jackson	Yes	No	No	Yes	Yes	Yes	Yes	$650,000
Jackson	Yes	No	No	No	No	No	No	$17,500,000
Hancock	Yes	Yes	Yes	No	Yes	Yes	No	$2,291,100
Hancock	Yes	Yes	No	No	Yes	Yes	No	$3,644,400
Jackson	Yes	No	No	No	No	No	No	$6,500,000

Hancock, Harrison, Hancock, Harrison	Yes	Yes	No	No	Yes	No	No	$9,000,000
Harrison	Yes	Yes	No	No	Yes	No	No	$5,000,000
Harrison	Yes	Yes	No	No	Yes	No	No	$4,000,000
Harrison	Yes	Yes	Yes	No	No	Yes	Yes	$500,000

George, Harrison, Forrest, Pearl River, Jackson, Mobile, St Tammany, Stone, Hancock	Yes	Yes	No	Yes	Yes	No	Yes	$57,000,000
Jackson County ,Jackson	Yes	Yes	Yes	No	Yes	Yes	No	$25,000,000

Hancock, Harrison	Yes	No	No	Yes	Yes	Yes	Yes	$6,732,000
Jackson	Yes	Yes	No	Yes	Yes	No	No	$5,000,000

Jackson	Yes	Yes	No	No	Yes	No	Yes	$30,000,000
Jackson	Yes	Yes	No	Yes	Yes	No	Yes	$10,000,000

Jackson	Yes	Yes	No	Yes	Yes	No	Yes	$3,000,000
Hancock	Yes	Yes	Yes	Yes	Yes	No	Yes	$230,000

	Yes	No	No	No	No	No	No	$400,000
	Yes	No	No	No	No	No	Yes	$5,000,000

	Yes	No	No	No	No	No	No	$0
	Yes	No	No	No	No	No	No	$1,500,000

Stone	Yes	Yes	No	No	Yes	Yes	No	$3,140,000
Stone	Yes	No	No	No	Yes	No	No	$4,800,000
Stone	Yes	Yes	No	No	No	No	No	$1,000,000
Jackson	Yes	No	No	No	No	Yes	No	$10,000,000
George,Harrison,Jackson,Hancock,Mobile,St Tammany,Stone,Pearl River	Yes	No	Yes	Yes	Yes	Yes	Yes	$300,000

Hancock, Jackson, Harrison	Yes	No	Yes	Yes	Yes	No	Yes	$750,000
Hancock, Jackson, Harrison	Yes	No	No	No	No	No	No	$500,000
Hancock, Jackson, Harrison	Yes	No	Yes	Yes	Yes	No	Yes	$250,000
Hancock, Jackson, Harrison	Yes	Yes	Yes	Yes	Yes	No	Yes	$250,000

Hancock, Jackson, Harrison	Yes	No	Yes	No	Yes	No	Yes	$2,000,000
Lamar	Yes	No	No	No	No	No	No	$2,050,300
Hancock	Yes	Yes	No	No	Yes	No	Yes	$8,000,000

Harrison, Jackson	Yes	No	Yes	Yes	Yes	No	Yes	$8,400,000

Harrison	Yes	No	No	No	Yes	No	No	$2,100,000
Jackson	Yes	No	Yes	No	Yes	No	Yes	$290,000

	Yes	Yes	No	Yes	Yes	No	Yes	$323,000
	Yes	No	No	No	No	No	No	$1,100,000

Hancock	Yes	Yes	No	No	Yes	No	No	$500,000
	Yes	No	No	No	No	No	Yes	$0
	Yes	No	No	No	Yes	No	Yes	$60,000,000

	Yes	No	No	No	No	No	No	$3,900,000
	Yes	No	No	No	Yes	No	No	$45,000,000
	Yes	No	No	No	No	No	Yes	$3,000,000

	Yes	No	No	No	No	No	Yes	$4,000,000
Hancock, Stone,Jackson,Pearl River,Washington, Harrison, George,Perry,Forrest,Mobile,St Tammany,Orleans	Yes	No	No	No	Yes	No	No	$500,000
Harrison	Yes	Yes	No	No	Yes	Yes	Yes	$1,000,000

George	Yes	Yes	No	No	No	Yes	No	$500,000
Harrison, Jackson	Yes	Yes	No	No	Yes	Yes	Yes	$1,000,000
Jackson	Yes	Yes	No	No	Yes	Yes	Yes	$1,000,000
Hancock, Harrison	Yes	Yes	No	No	Yes	Yes	Yes	$1,000,000

Harrison, Hancock, and Jackson Counties	Yes	No	No	No	No	Yes	No	$2,000,000
Harrison, Hancock, and Jackson Counties	Yes	No	No	No	No	No	No	$1,100,000

Harrison County	Yes	No	No	No	No	No	Yes	$3,650,000
Hancock, Harrison, Pearl River, Stone and Lamar Counties, Hancock, Stone,Pearl River,Harrison	Yes	No	No	No	Yes	Yes	No	$20,000,000
Coastal counties in MS and AL	Yes	No	No	No	No	No	Yes	$1,500,000
Hancock	Yes	Yes	No	No	Yes	No	Yes	$2,000,000

Hancock	Yes	Yes	No	No	Yes	No	No	$6,864,000
Harrison	Yes	Yes	Yes	No	Yes	Yes	Yes	$25

Harrison	Yes	No	No	No	Yes	No	Yes	$60,000,000

Harrison	Yes	Yes	Yes	No	Yes	Yes	No	$12,000,000
Pearl River County	Yes	No	No	Yes	Yes	No	Yes	$500,000

Hancock	Yes	No	No	No	No	Yes	No	$0
Harrison, Jackson, Hancock	Yes	No	No	No	No	No	Yes	$5,000,000
	Yes	No	No	No	No	Yes	No	$0
Jackson	Yes	No	No	No	No	Yes	No	$0

Harrison	Yes	No	Yes	No	Yes	No	Yes	$15,700,000

Pearl River	Yes	Yes	No	No	Yes	No	Yes	$9,700,000
George,Harrison,Washington,Orleans,Perry,Forrest,Pearl River,Jackson,St Tammany,Stone,Hancock,Mobile	Yes	Yes	Yes	Yes	Yes	No	Yes	$3,250,000

Harrison	Yes	No	No	No	Yes	Yes	Yes	$2,080,000
Hancock	Yes	Yes	No	No	Yes	No	Yes	$7,627,318
Harrison	Yes	Yes	Yes	No	Yes	No	Yes	$2,000,000

Harrison	Yes	Yes	No	No	Yes	No	Yes	$1,750,000
Harrison	Yes	No	No	No	Yes	No	Yes	$1,000,000
Harrison	Yes	Yes	No	No	Yes	No	Yes	$150,000
Harrison	Yes	Yes	No	No	Yes	No	Yes	$2,500,000
Harrison	Yes	Yes	No	No	Yes	No	Yes	$450,000
Harrison	Yes	Yes	No	No	Yes	No	Yes	$270,000

Jackson	Yes	Yes	No	No	Yes	No	No	$6,800,000

Harrison	Yes	Yes	No	No	Yes	No	No	$6,500,000
Hancock	Yes	Yes	Yes	No	Yes	Yes	No	$2,529,550
HARRISON, JACKSON, HANCOCK	Yes	Yes	Yes	Yes	Yes	No	Yes	$100

Jackson	Yes	Yes	No	Yes	Yes	No	Yes	$2,500,000

Harrison	Yes	No	No	No	Yes	No	Yes	$4,950,000
Harrison	Yes	No	No	No	Yes	No	Yes	$1,500,000
Hancock	Yes	Yes	No	No	Yes	No	Yes	$2,000,000

Harrison	Yes	Yes	No	Yes	Yes	No	Yes	$1,123,500
Stone	Yes	Yes	No	No	Yes	No	No	$16,063,800

Jackson	Yes	No	No	No	No	No	Yes	$150,000
Jackson	Yes	No	Yes	No	No	No	No	$0
Jackson	Yes	Yes	Yes	Yes	Yes	No	No	$0
Hancock	Yes	No	No	No	No	No	No	$1,500,000
Hancock	Yes	No	No	No	No	No	No	$6,000,000
Hancock	Yes	No	No	No	No	No	No	$12,000,000
Hancock	Yes	No	No	No	No	No	No	$275,000
Hancock	Yes	No	No	No	No	No	No	$500,000
Hancock	Yes	No	No	No	No	No	No	$300,000
Hancock	Yes	No	No	No	No	No	No	$300,000

Harrison,, Jackson, Hancock	Yes	No	No	No	No	No	Yes	$4,000,000

Harrison	Yes	No	No	No	No	No	No	$975,000
Jackson	Yes	No	No	No	Yes	No	No	$12,410,000

Jackson	Yes	No	No	No	Yes	Yes	No	$7,370,000
Jackson	Yes	No	No	No	Yes	Yes	No	$8,940,000
Jackson	Yes	No	No	No	Yes	Yes	No	$24,220,000

	Yes	Yes	Yes	No	Yes	Yes	No	$2,573,150
	Yes	Yes	Yes	No	Yes	Yes	No	$600,000
	Yes	No	Yes	No	Yes	Yes	No	$10,250,000
Jackson	Yes	Yes	No	Yes	Yes	No	No	$6,500,000
Jackson	Yes	Yes	No	No	Yes	No	No	$2,800,000
Jackson	Yes	Yes	Yes	No	Yes	No	Yes	$4,500,000

Jackson	Yes	No	No	No	Yes	No	Yes	$24,500,000

Harrison	Yes	No	No	No	No	No	No	$400,000
Hancock	Yes	No	No	Yes	Yes	No	No	$6,000,000

	Yes	Yes	No	Yes	Yes	No	Yes	$34
Harrison	Yes	Yes	No	No	Yes	No	Yes	$1,400,000

Harrison	Yes	Yes	No	No	Yes	No	Yes	$5,500,000

Harrison	Yes	Yes	No	Yes	Yes	No	No	$0
Jackson	Yes	No	No	No	Yes	No	Yes	$10,000,000

Harrison	Yes	Yes	No	No	Yes	No	Yes	$8,500,000
Jackson	Yes	Yes	No	No	Yes	Yes	No	$7,000,000
	Yes	No	No	No	Yes	No	No	$6,000,000

	Yes	No	No	Yes	Yes	No	No	$19,000,000
	Yes	No	No	No	No	Yes	No	$60,000,000
Harrison	Yes	No	No	No	No	Yes	No	$4,100,000
Harrison	Yes	Yes	No	No	Yes	No	No	$4,200,000

Harrison	Yes	No	No	No	No	Yes	No	$1,500,000
Hancock, Mobile,Jackson,Harrison	Yes	No	No	No	No	No	Yes	$2,030,000
Harrison	Yes	No	No	No	Yes	No	No	$48,000,000

Harrison	Yes	Yes	No	No	No	Yes	No	$404,000
Hancock, Harrison, Jackson, Pearl River, Stone, George	Yes	No	No	No	No	Yes	No	$9,000,000

Harrison	Yes	No	No	No	No	Yes	No	$1,556,009
Jackson	Yes	No	No	No	No	Yes	No	$3,600,000
Jackson	Yes	No	No	No	No	Yes	No	$3,776,250
Jackson	Yes	No	No	No	No	Yes	No	$781,875
Jackson	Yes	No	No	No	No	No	No	$15,000,000

Jackson	Yes	No	Yes	No	No	No	No	$5,500,000

	$0	$0
		FUNDING AVAILABLE

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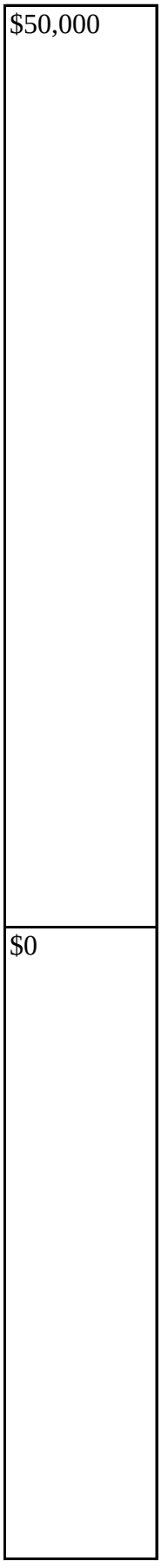
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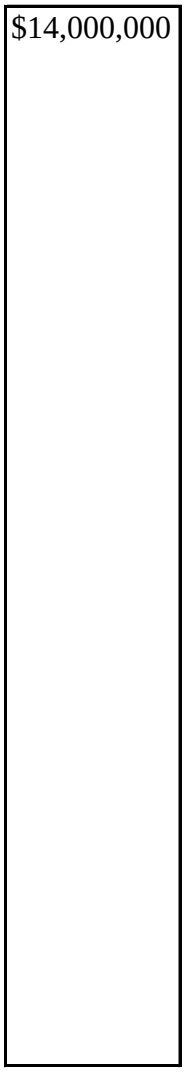
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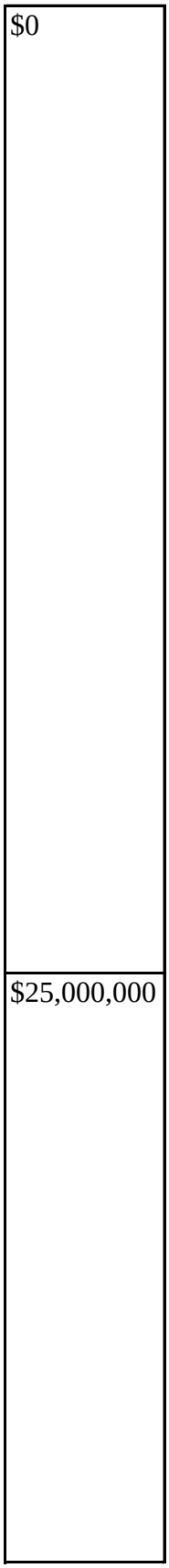
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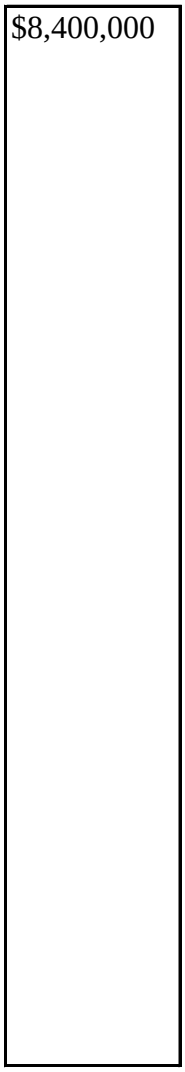
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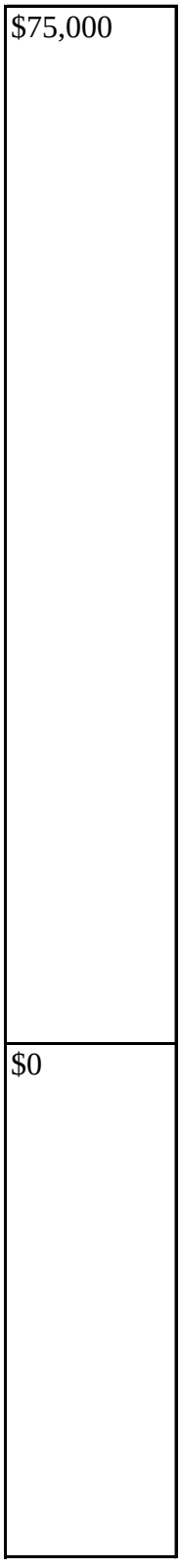
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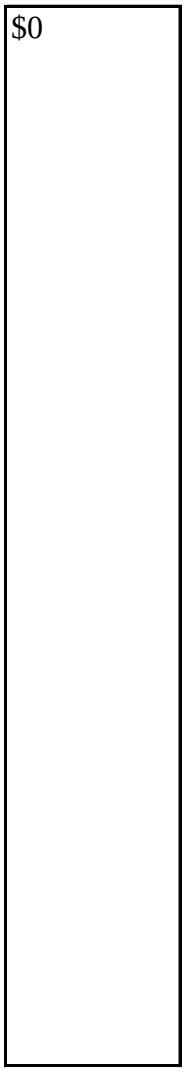
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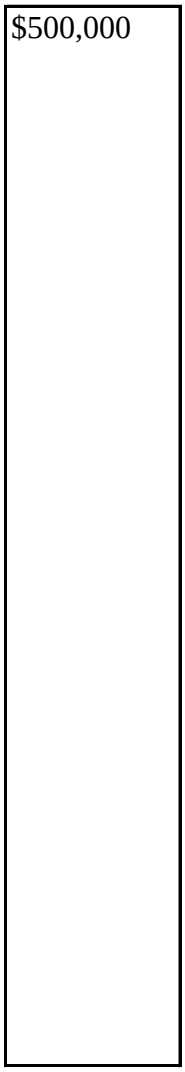
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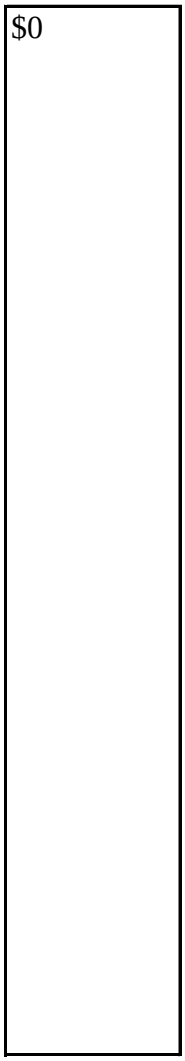
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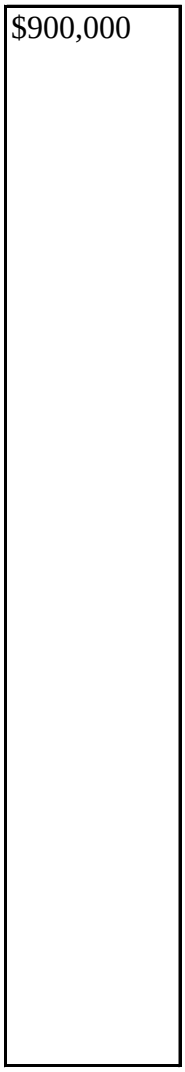
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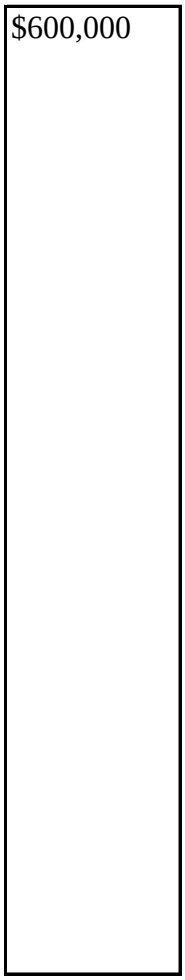
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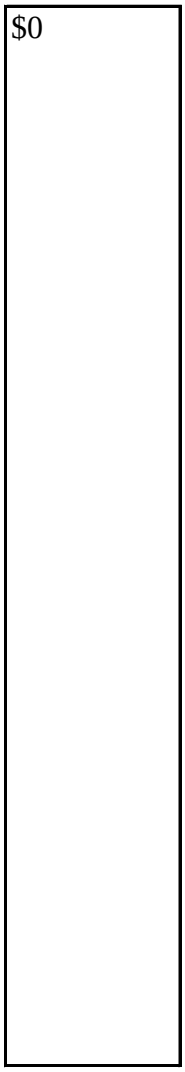
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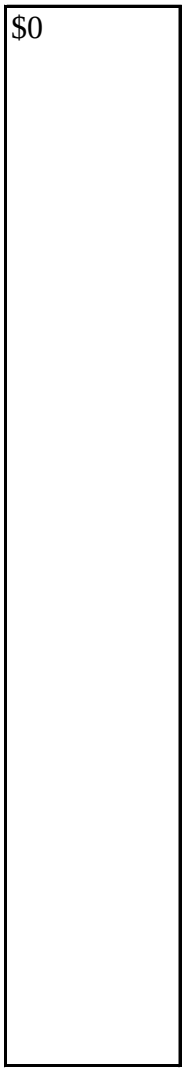
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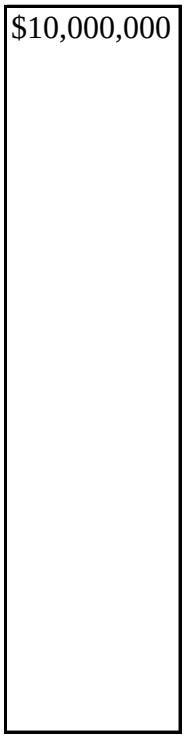
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