



GULFPORT, MISSISSIPPI – MARCH 4, 2002

- Studies that may be helpful include:
 1. Environmental Impact Study for the I-10 connector to Gulfport
 2. A Compliance Environmental Impact Study
 3. Non-Attainment Area study currently being conducted on the Mississippi Gulf Coast
- Port of Gulfport is currently 38 feet but Corps of Engineers plans to dredge the channel to 42-feet, thus increasing traffic.
- Marked increase in cargo movement; additional cargo movement into the Port of Gulfport will burden trucks with transferring extra cargo. It is estimated that capacity could be nearly doubled at all three of Mississippi's ports.
- Need for greater roadway linkage to the Port of Gulfport
- There has been a 500% increase in air passenger travel in the region over last five years, but capacity is available at the Gulfport Airport to move cargo. Cruise ship/airport interface is a likely possibility for the future. Extended or additional runways at the airport will bring greater passenger and cargo movement.
- There is a need for more transit service and access.
- Port Bienville on the Pearl River conducts significant container business.
- Legislation has been signed by Mississippi's governor to pursue the purchase of Gulfport/Hattiesburg Kansas City Southern Line, which can be used as an intermodal method to alleviate cargo truck traffic.
- The Gulf Intracoastal Waterway System is a vastly under-used resource. Inland barge and container-on-barge operations could relieve congestion on I-10 and other connecting highways.
- Public and private monies are available for innovative new transportation initiatives, and must be considered.
- Freight can be moved on the CSXT rail line north of I-10; studies have shown that this would be feasible and beneficial.
- Car-only lanes could be instituted.
- Concept of "slip-ramps" could provide considerable benefit.
- One written comment stated that the greatest need is a controlled access, multi-lane roadway connecting I-10 to the Port of Gulfport. The second greatest need is another I-10 ramp system between Exit 34 (Highway 49) and Exit 38 (Cowan-Lorraine Road).