

FFY 2021-2024

TRANSPORTATION IMPROVEMENT PROGRAM



FOR THE JACKSON
URBANIZED AREA



PREPARED BY

CENTRAL MISSISSIPPI
PLANNING AND
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in cooperation with

MS Department of
Transportation
Federal Highway
Administration
Federal Transit
Administration

2021 – 2024 Transportation Improvement Program (TIP) For the Jackson Urbanized Area



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Transit Program of Projects (POP)

JTRAN utilizes the Jackson MPO's TIP development, amendment, and modification process to inform the public of JTRAN's annual Program of Projects (POP), or any changes made to the POP. The POP is a list of projects to be funded in a grant application submitted to the Federal Transit Administration (FTA) by a designated transit recipient. Notices advertised for the development of this TIP satisfy the requirements of public participation for the development of the POP for the Federal Transit Administration Urbanized Area Formula Program for funds administered by the City of Jackson for the operation of JTRAN. Pursuant to federal requirements the proposed POP for Jackson will be final unless revised as a result of public comments.

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The Central Mississippi Planning and Development District (CMPDD) does not exclude, deny, or discriminate on the basis of race, color, national origin, ethnicity, immigration status, gender, sexual orientation, age, religion, creed, disability, or any other characteristic protected under applicable federal or state law in admission to, access to, or operation of its programs, services, or activities. CMPDD provides an equal employment opportunity to all its employees and applicants for employment. For all inquiries regarding the application of this accessibility statement and related policies please contact CMPDD's Human Resource Director: CMPDD 1170 Lakeland Drive Jackson, MS 39216, (601)981-1511.

1.0 The Purpose of a TIP

A Transportation Improvement Program (TIP) is a regional planning document used by Metropolitan Planning Organizations (MPOs) that provides an overview of how transportation revenues will be invested over a four (4) year period by federal, state, and local agencies responsible for building, operating, and maintaining the multimodal highway, street and public transit system. The TIP allocates the limited transportation resources available among various capital and operating needs of the area, based on the locally developed priorities identified in the region’s long-range Metropolitan Transportation Plan (MTP). Federal regulations require MPO’s to develop a TIP document and for the TIP to be fiscally constrained. Meaning a TIP is realistic in terms of available funding and that the projected amount of expenditures does not exceed the projected amount of revenues.

A TIP document is also regional in scope and does not represent projects statewide. The Statewide Transportation Improvement Program (STIP), which is maintained in the state by the Mississippi Department of Transportation (MDOT) includes all transportation projects receiving federal transportation funding statewide including those in each MPO region across the state. The Jackson MPO develops the TIP collaboratively with local governments, transit providers and MDOT. Once adopted by the Jackson MPO, the TIP is then submitted to MDOT for inclusion in Mississippi’s STIP document, and subsequently approved by the Governor.

By federal law, the TIP is required to be updated at least every four (4) years. The Jackson MPO typically updates it’s TIP every two (2) years. The FY 2021 – 2024 Jackson Urbanized Area TIP covers the period from October 1, 2020 to September 30, 2024.

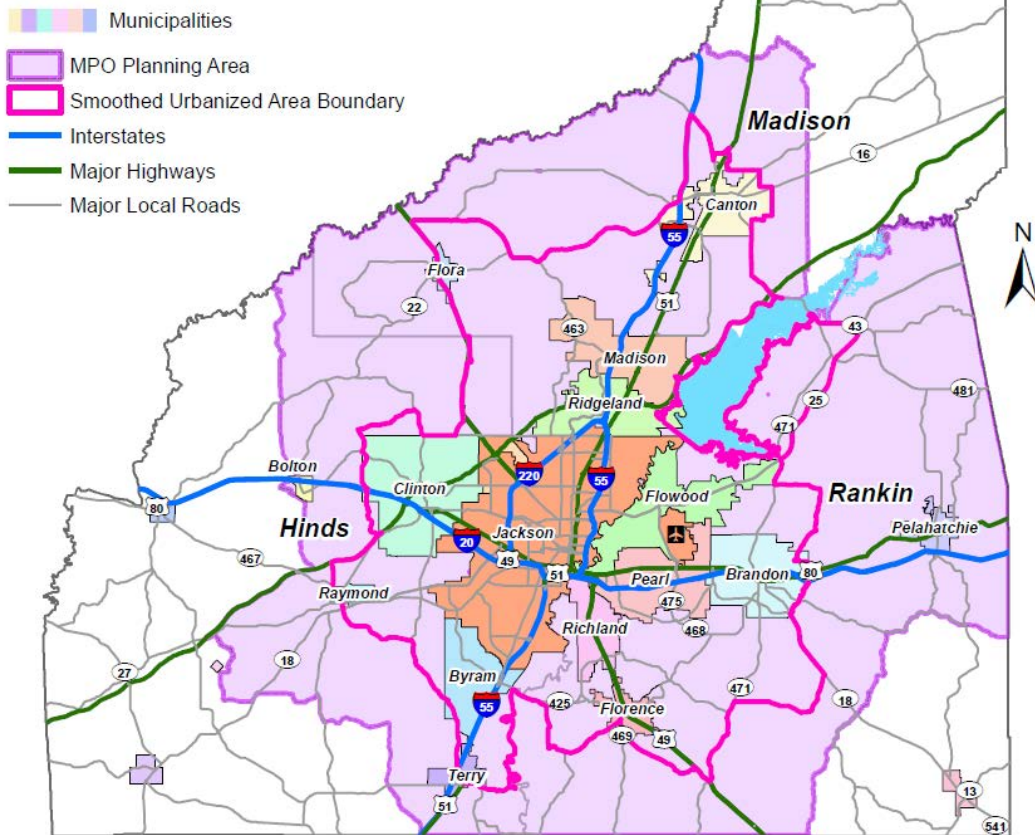
2.0 The MPO Defined

A Metropolitan Planning Organization (MPO) is a federally designated regional transportation planning organization that serves as a forum for cooperative transportation decision-making. In 1962, the Federal-Aid Highway Act required the formation of a MPO in all metropolitan areas with a population greater than 50,000. MPOs were established to ensure that existing and future expenditures for transportation projects and programs were based on a continuing, comprehensive, and cooperative planning process.

The Central Mississippi Planning and Development District (CMPDD) was designated as the Jackson MPO for the Jackson Mississippi Urbanized Area on February 5, 1975. As the MPO, CMPDD is responsible for implementing a transportation planning process and programming transportation projects for the geographic area that is projected to be urbanized within the next 20 years.

Jackson MPO

Portions of Hinds, Madison, and Rankin Counties



Currently, the Jackson MPO Planning Area is comprised of portions of Hinds, Madison, and Rankin Counties including: Bolton, Brandon, Byram, Canton, Clinton, Florence, Flora, Flowood, Jackson, Madison, Pearl, Pelahatchie, Raymond, Richland, Ridgeland, and Terry.

The Jackson MPO operates under a committee structure that makes recommendations regarding transportation planning processes, procedures, and products and approves the use of federal transportation funds within the Jackson MPO Planning Area for a multimodal system including highway, transit, bicycle and pedestrian projects as well as other transportation related projects. The Jackson MPO is governed by the Metropolitan Planning Policy Committee. The Policy Committee is largely comprised of locally elected officials. The Policy Committee establishes guidelines for the Jackson MPO and also has the final decision-making responsibility for major transportation planning and programming issues. Serving the Policy Committee are the various committees of the Jackson MPO including the Intermodal Technical Committee, Bicycle and Pedestrian Facilities Sub-Committee, and the Stakeholders Committee, each charged with making recommendations that flow up to the Policy Committee in their areas of expertise.

3.0 Public Transit Provider

The City of Jackson, which operates JTRAN, is the designated public transit provider for the Jackson Urbanized Area. Currently, JTRAN provides both fixed route and on-demand paratransit trips within the City of Jackson. JTRAN officials and the Jackson MPO work cooperatively to conduct the performance based continuing, comprehensive, and cooperative planning process in the Jackson Urbanized Area. JTRAN utilizes the Jackson MPO's TIP development, amendment, and modification process to inform the public of JTRAN's annual Program of Projects (POP), or any changes made to the POP. The POP is a list of projects to be funded in a grant application submitted to the Federal Transit Administration (FTA) by a designated transit recipient.

4.0 TIP Development

The primary purpose of the TIP is to provide a short-term prioritized list of projects that have been selected for implementation. In order for a project to be selected for funding through the MPO, it must first be identified as a need in the Jackson MPO's most recent Metropolitan Transportation Plan (MTP). The MTP is a long-range 25-year horizon plan that best reflects the region's needs based upon future growth and anticipated travel demand for a multimodal system. Therefore, the TIP represents the short-term implementation of selected recommendations from the MPO's MTP.

The Jackson MPO is responsible for selecting and programming projects under the Transportation Management Area (TMA) Surface Transportation Block Grant (STBG) Program and the Transportation Alternatives (TA) Program, as well as working with the City of Jackson as the designated transit provider on the selection and programming of projects under FTA's Sections 5307, 5339, and other FTA discretionary grant programs. The selection and programming of projects on state maintained roadways are the responsibility of MDOT and the Mississippi Transportation Commission.

Projects selected for the TIP are reflective of the region's priorities in all areas of transportation including roadways and highways, transit, safety, bicycle and pedestrian, maintenance and rehabilitation, congestion mitigation, and transportation operations. All transportation projects, programs, and operations receiving federal funds in the Jackson MPO planning area must be endorsed through the Jackson MPO TIP process.

4.1 Planning Factors

In accordance with Federal regulations, the Jackson MPO in cooperation with MDOT and JTRAN must develop long-range transportation plans and short-range TIPs through a performance-driven, outcome-based approach to planning. The MPO's planning process must be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that address the following factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system across and between modes for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

4.2 Linking Performance Measures, Targets, and Investments

In 2012, the Moving Ahead for Progress in the 21st Century (MAP-21) Act was passed by Congress, mandating all MPOs and State Departments of Transportation (DOTs) to develop a performance-based transportation planning and programming approach. The requirements for a performance-based approach were continued under the current transportation bill Fixing America's Surface Transportation (FAST) Act. Performance-based planning allows MPOs and State DOTs to examine data, past and present, and evaluate

the performance of their transportation investments against a number of federally required measures in order to make progress toward the achievement of national goals. FHWA defines transportation performance management as a strategic approach that uses system information to make investments and policy decisions to achieve national performance goals. The seven (7) national goals established by Congress are aimed at addressing safety, current infrastructure, traffic congestion, efficiency, environment, transportation delays, and project delivery delays:

NATIONAL GOALS

1. **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System (NHS).
4. **System Reliability** - To improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Working collectively, MPOs, State DOTs, and the designated transit providers are required to establish performance targets for each applicable performance measure in compliance with and at the date specified by Final Rulemaking and Federal Regulations. A measure is a statement of what is being assessed, and a target is a quantifiable level of performance or what you hope to achieve within an identified time period.

The Jackson MPO addresses safety performance targets annually with the latest Safety Performance Measure (PM) 1 targets adopted in February 2020. All other targets were set for a four year period including Transit Asset Management Targets Adopted August 2018,

Bridge and Pavement Condition PM 2 targets Adopted November 2018, and NHS Travel Time and Freight Reliability PM 3 targets Adopted November 2018.

These targets were developed using a data-driven, collaborative process between the Jackson MPO, JTRAN, and the MS Department of Transportation. The mix of projects selected by the Jackson MPO, JTRAN, and MDOT for inclusion in this TIP are intended to support MDOT in achieving statewide targets for the State of Mississippi's transportation system.

Measuring performance of the transportation system is not a new concept for the MPO. The Jackson MPO has been monitoring the performance of the regional transportation system since the mid-1970s and outlining an implementation plan to improve the system in each 5-year update of the region's long-range MTP. The MPO's latest MTP, the 2040 MTP, contains six (6) volumes and was developed with the implementation of performance measures as part of the planning process.

Projects identified for inclusion in this 2021-2024 TIP by the Jackson MPO were developed with the consideration of achieving performance targets and the goals and objectives identified in the MPO's 2040 MTP, which was developed with consistency with other planning documents such as the State Freight Plan, the Mississippi Unified Long-Range Transportation Infrastructure Plan, and the Highway Safety Improvement Program to name a few. In order for a project to be eligible for consideration, it must first be identified as a need in the MPO's MTP or align with the MTP's overall goals and objectives for improving the regional multimodal transportation system. During the project selection process (see Section 4.3 Project Prioritization and Selection Process), factors such as whether or not a project is located on the National Highway System (NHS) or if a project is located at a high crash location are all factors that are given prioritization in the project selection process. Table 1 serves as a visualization tool to show which performance measure the projects programmed in the FY 2021-2024 TIP are anticipated to help achieve performance either directly or indirectly through the implementation of the project. Information regarding MDOT's projects can be found in the STIP document under the Performance Management section; https://mdot.ms.gov/applications/five_year_plan/STIP.aspx.

FAST Act Performance Measures and Established Targets

PM 1



Safety 2021 Targets

- Total number of traffic related fatalities on all public roads: **685.4**
- Rate of traffic related fatalities on all public roads per 100 million VMT: **1.690**
- Total number of traffic related serious injuries on all public roads: **2,178.4**
- Rate of traffic related serious injuries on all public roads per 100 million VMT: **5.410**
- Total number of non-motorized fatalities and serious injuries on all public roads: **181.7**

PM 2



Pavement Condition 2022 Targets

- % of pavements on the Interstate System in Good condition: **>55%**
- % of pavements on the Interstate System in Poor condition: **<5%**
- % of the non-interstate National Highway System in Good condition: **>25%**
- % of the non-interstate national Highway System in Poor condition: **<10%**



Bridge Condition 2022 Targets

- % of national Highway System bridges classified as in Good condition: **>60%**
- % of National Highway System bridges classified as in Poor condition: **<5%**

PM 3



NHS Travel Time Reliability 2022 Targets

- % of the Person-Miles Traveled on the Interstate that are reliable: **>90%**
- % of the Person-Miles Traveled on the Non-Interstate National Highway System that are reliable: **>85%**



Freight Reliability 2022 Targets

- % of Interstate System mileage providing reliable truck travel time: **<1.5**

Traffic Congestion Management

- Annual hours of peak hour excessive delay per capita: **not applicable**
- % of non-single occupancy vehicle travel: **not applicable**

Total Emissions Reduction

- Total emissions reductions by applicable pollutants under the CMAQ program: **not applicable**

TAM



Transit Asset Management 2022 Targets

- % of revenue vehicles (by type) that exceed the Useful Life Benchmark (ULB):
Buses = <50%
Cutaway = <50%
Minivans = <50%
- % of Non-revenue service vehicles (by type) that exceed the ULB: **Trucks = <50%**
SUV = <50%
Cars = <50%
- % of facilities (by group) rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale:
Administration = <50%

PTASP



Transit Safety 2025 Targets

- Total number of fatalities: **Fixed Route: 0; Non-Fixed Route: 0**
- Rate of Fatalities: **Fixed Route: 0; Non-Fixed Route: 0**
- Number of injuries: **Fixed Route: 5; Non-Fixed Route: 4**
- Rate of injuries: **Fixed Route: 0.7; Non-Fixed Route: 1.1**
- Number of safety events: **Fixed Route: 5.8; Non-Fixed Route: 4.0**
- Rate of safety events: **Fixed Route: 0.8; Non-Fixed Route: 1.2**
- Mean distance between major mechanical failures: **Fixed Route: 78,491; Non-Fixed Route: 73,662**

Note: Targets listed above were established by the Jackson MPO as of May 12, 2021. More information regarding the targets established by the MPO can be found online; <http://cmpdd.org/transportation/performance-management/>.

Table 1: Linking Performance Measures and Investments

Project ID	Description	PM 1	PM 2		PM 3		Transit	
		Safety	Pavement Conditions	Bridge Conditions	NHS Reliability	Freight Reliability	TAM	Transit Safety
510022	New Construction Reunion Parkway Phase 3 grade, drain, base, and pave 2-lane roadway	✓	✓					
510023	Bozeman Road Widening	✓	✓					
510024	Catlett Road Improvements	✓	✓					
540081	Gunter Road extension new construction	✓	✓					
Grouped Bridge	Midway Road Bridge Replacement			✓				
Grouped Bridge	Mill Street Bridge Replacement			✓	✓	✓		
Grouped Bridge	Terry Road Bridge Replacement			✓	✓			
Grouped Operations	State Street overlay Sheppard to Briarwood		✓		✓	✓		
Grouped Operations	Spillway Road overlay Grants Ferry to Hwy 471		✓		✓			
Grouped Operations	Kearney Park overlay SE Clark to Town Limits		✓					
Grouped Operations	Terry Road overlay I-20 to McDowell Road		✓		✓			
Grouped Operations	Woodrow Wilson Ave overlay Mill Street to Martin Luther King Jr. Drive		✓		✓	✓		
Grouped Operations	Meadowbrook Road overlay I-55 to West/Northbrook Drive		✓					
Grouped Safety	Signal upgrades Woodrow Wilson @ Medgar Evers 5 Points	✓			✓	✓		
Grouped Safety	Signal upgrade Hwy 80 @ Eastgate and Municipal Drive	✓			✓	✓		
Grouped Safety	Signal installation Hwy 22 @ King Ranch Road	✓						
Grouped Safety	Ridgeland Traffic Signal Equipment Improvements Citywide	✓			✓	✓		
Grouped Safety	New traffic signal Hwy 18 @ Louis Wilson	✓			✓			
Grouped Safety	Signal upgrades State Street multiple locations	✓			✓	✓		
Grouped Safety	Signal upgrades Woodrow Wilson @ Bailey Ext	✓			✓	✓		

Table 1: Linking Performance Measures and Investments Continued

Project ID	Description	PM 1	PM 2		PM 3		Transit	
		Safety	Pavement Conditions	Bridge Conditions	NHS Reliability	Freight Reliability	TAM	Transit Safety
480031	Preventative Maintenance						✓	✓
480032	Non Fixed Route ADA Paratransit Service						✓	✓
480035	Associated Transit Enhancements						✓	✓
480034	Operations Assistance						✓	✓
480038	Security Enhancements						✓	✓
480044	Light Duty Accessible Buses and Equipment						✓	✓
480047	Other Third Party Contractual						✓	✓
480050	Dispatching & Scheduling						✓	✓
480051	ADA Accessible Vehicles						✓	✓
480059	Fleet Maintenance Software and Equipment						✓	✓
480057	Project Administration Capital Projects						✓	✓
480058	Rebranding Project						✓	✓
480060	Automatic Passenger Counters						✓	✓
480061	Farebox Upgrades						✓	✓
480062	Telephone System						✓	✓
480063	Camera System						✓	✓
480064	Surveillance & Monitoring Services						✓	✓

4.3 Project Prioritization and Selection Process

In the preparation and development of the TIP, the Jackson MPO facilitates collaboration between various agencies through a shared decision-making process. The Jackson MPO approves all projects included in the TIP, but many are prioritized in other forums prior to reaching the MPO. For example, The City of Jackson, as the designated transit provider, selects and prioritizes transit items and the Mississippi Transportation Commission selects major mobility, maintenance and rehabilitation, safety, and bridge projects on the state maintained system.

The Jackson MPO has primary responsibility for projects selected and awarded federal funding through the MPO under the Transportation Management Area (TMA) Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA) grant programs. Projects are selected by the MPO for STBG or TA funding based on a project selection process established by the Metropolitan Planning Policy Committee. To begin the STBG or TA project selection process the MPO first reviews and updates the Project Submittal Guidelines which outlines the project selection and evaluation criteria. Once the Project Submittal Guidelines are approved by the Metropolitan Planning Policy Committee a call for projects is issued. Each project application received, is then evaluated by MPO staff based on the approved evaluation criteria for each project type. Projects with the highest

evaluation score are awarded federal funding through the MPO until all available funds have been awarded. Once selected for funding, newly awarded projects are then advertised to the public for review and comments in accordance with the MPO's Public Participation Plan guidelines for the development of a new TIP or as an amendment to an existing TIP based upon the timing of project selection. The Jackson MPO's most recent call for projects took place in May 2019 and included a call for TA applications. This was preceded by a STBG call for projects in August 2018.

RECENT CALL FOR PROJECTS

2018 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM CALL FOR PROJECTS

Federal Funds Awarded: \$32,655,802
 Local Matching Funds: \$11,380,320
 Projects Awarded: 31

2019 TRANSPORTATION ALTERNATIVES PROGRAM CALL FOR PROJECTS

Federal Funds Awarded: \$1,961,955
 Local Matching Funds: \$928,403
 Projects Awarded: 5

TRANSPORTATION ALTERNATIVES EVALUATION CRITERIA

Project Readiness 25%
 Priority is given to projects that are ready to proceed to construction based upon current phase of right-of-way acquisition, utility relocation, project design, and environmental clearance.

Connectivity 20%
 Priority is given to projects that improve non-driver access to public transportation and schools and enhances mobility of existing facilities.

Livability 20%
 Priority is given to projects that improve non-motorized transportation accessibility for the greatest amount of users, both cyclists and pedestrians, and includes amenities and improvements beyond minimum design standards.

Local Match 15%
 Priority is given to projects that have funding sources greater than the minimum required local match.

Requested funds 15%
 Priority is placed on projects requesting the least amount of federal funds.

Partnering Agencies 5%
 Priority is placed on projects receiving local match assistance from partnering agencies.

PAVEMENT MANAGEMENT EVALUATION CRITERIA

Pavement Management System Index Rating 75%
 Priority is placed on projects with the highest need for pavement repairs based on the latest long-range Metropolitan Transportation Plan.

Requested funds 15%
 Priority is placed on projects requesting the least amount of federal funds.

Local Match 10%
 Priority is given to projects that have funding sources greater than the minimum required local match.

CONGESTION MITIGATION EVALUATION CRITERIA

Congestion Management System Index Rating 30%
 Priority is placed on projects with higher congestion levels based on the latest long-range Metropolitan Transportation Plan.

Project Readiness 25%
 Priority is given to projects that are ready to proceed to construction based upon current phase of right-of-way acquisition, utility relocation, project design, and environmental clearance.

Local Match 15%
 Priority is given to projects that have funding sources greater than the minimum required local match.

Requested funds 15%
 Priority is placed on projects requesting the least amount of federal funds.

Livability 10%
 Priority is given to projects that improve more than a single mode of travel and incorporate improvements beyond minimum design standards.

Multi-jurisdictional Interconnectivity 5%
 Priority is given to projects developed through collaboration of multiple jurisdictions.

SAFETY IMPROVEMENT EVALUATION CRITERIA

Traffic Signal Warrants 40%
 Priority is given to projects that enhance traffic operation and safety by meeting Warrants 1,2, or 7 in the latest edition of the Manual on Uniform Traffic Control Devices.

Project Readiness 30%
 Priority is given to projects that are ready to proceed to construction based upon current phase of right-of-way acquisition, utility relocation, project design, and environmental clearance.

Requested funds 20%
 Priority is placed on projects requesting the least amount of federal funds.

Local Match 10%
 Priority is given to projects that have funding sources greater than the minimum required local match.

BRIDGE REPAIR EVALUATION CRITERIA

Bridge Sufficiency Rating 40%
 Priority is given to projects with the lowest bridge sufficiency rating based on the latest National Bridge Inventory database.

Project Readiness 30%
 Priority is given to projects that are ready to proceed to construction based upon current phase of right-of-way acquisition, utility relocation, project design, and environmental clearance.

Requested funds 20%
 Priority is placed on projects requesting the least amount of federal funds.

Local Match 10%
 Priority is given to projects that have funding sources greater than the minimum required local match.

4.4 TIP Funding and Financial Constraint

Federal regulations require the TIP to be “fiscally constrained”, meaning the expenditures identified for project implementation must not exceed the projected amount of funding available for each fiscal year during the designated time frame of the TIP. If the funding amounts identified for a projected fiscal year exceed the amount of funding availability, projects would need to be shifted from one fiscal year to another in order for the TIP to remain within the identified fiscally constrained parameters. In addition, if projected resources are fully budgeted, the addition of a new project or projects not previously included in the TIP will necessitate either the identification of new or expanded funding capabilities or the downsizing or deletion of a project or projects currently included in the program in order for the TIP to remain fiscally constrained. While MPO staff evaluate Local Public Agency (LPA) sponsored projects in the TIP to ensure compliance with federal fiscal constraint requirements, it is the assumption that JTRAN and MDOT have determined what resources are likely to be available for their respective projects included in the TIP.

The majority of funding sources for projects in the TIP come from federal funds allocated to Mississippi through transportation legislation that is administered through the U.S. Department of Transportation Federal Highway Administration (FHWA) and Federal Transit Administration (FTA.) Table 2 details current funding programs used by the MPO, MDOT, and the City of Jackson to implement projects included in the 2021-2024 TIP.

The most recent federal legislation, Fixing America’s Surface Transportation (FAST) Act, was passed in December 2015. Nationally, the FAST Act authorized \$305 billion over fiscal years 2016 thru 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail and research, technology, and statistics programs. For urbanized areas, a national formula is developed to apportion funds to each State based on their urbanized area population as a ratio to the nation’s total urbanized area population. The funds are then allocated to each MPO from each State Department of Transportation using a similar population based formula. Once the Jackson MPO receives an allocation of funds from MDOT projects are selected to be placed in the TIP through the MPO’s Project Submittal Guidelines process.

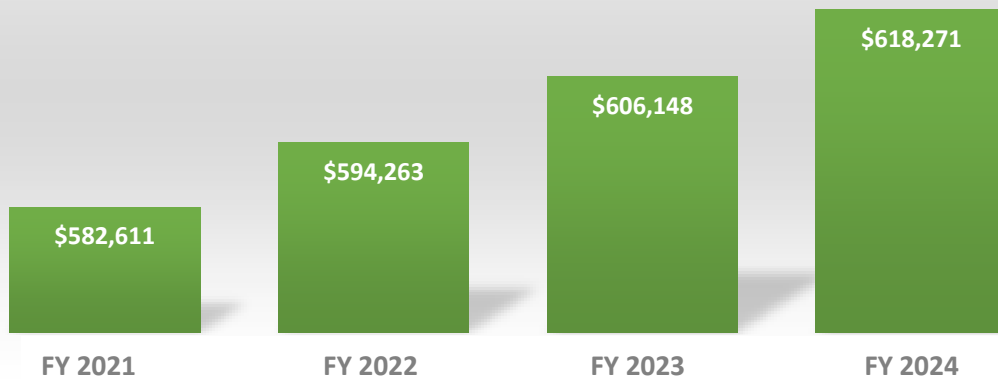
Table 2: 2021- 2024 TIP Funding Sources

Funding Program	Acronym	Available Through	Available To	Funding Ratio
Bridge Repair	BR	FHWA	State	80% Federal 20% State Match
Earmark	--	Congress	State & MPO	Determined by Congress
Federal Lands Access Programs	FLAP	FHWA	Eastern Federal Land	100% Federal
Federal Lands Transportation Program	FLTP	FHWA	Eastern Federal Land	100% Federal
Highway Infrastructure Program	HIP	FHWA	MPO & State	80% Federal 20% Local Match
Highway Safety Improvement program	HSIP	FHWA	State	80% Federal 20% State Match
Interstate Maintenance	IM	FHWA	State	90% Federal 10% State Match
National Highway System	NHS	FHWA	State	80% Federal 20% State Match
National Highway Performance Program	NHPP	FHWA	State	80% Federal 20% State Match
Section 5307 Urbanized Area Formula Program	FTA 5307	FTA	JTRAN	80% Federal 20% State/Local Match
Section 5339 Bus and Bus Facilities Program	FTA 5339	FTA	JTRAN	80% Federal 20% State/Local Match
Section 5339 c Discretionary Low or No Emission Program	FTA 5339c	FTA	JTRAN	90% Federal 10% Local Match
State Funded Program	SFP	State	State	100% State/Local
Safe Routes to School	SRTS	FHWA	State	80% Federal 20% State/Local Share
Surface Transportation Block Grant – MPO	STP/STBG -MPO	FHWA	MPO	80% Federal 20% Local Match
Surface Transportation Block Grant – State	STP/STBG	FHWA	MPO	80% Federal 20% Local Match
Transportation Alternatives – MPO	TA-MPO	FHWA	MPO	80% Federal 20% Local Match
Transportation Alternatives – State	TAP/TE	FHWA	MPO	80% Federal 20% Local Match

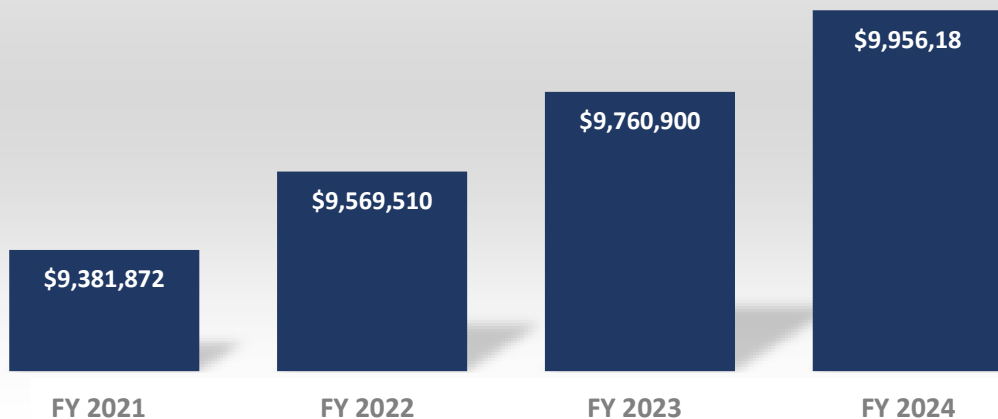
Note: 100% Federal funding can be applied to some funding sources per 23 USC (c) as applicable.

In estimating revenues to be used for implementation of the 2021-2024 TIP, the MPO, MDOT, and the City of Jackson (JTRAN) must rely on current and anticipated revenue sources. In an effort to present reasonable estimates of available funding for future year projects, the Jackson MPO has elected to use a conservative approach in the estimation of projected available funding. Therefore, the most recent apportionment of Fiscal Year 2020 funding levels for STBG (FY 2020 apportionment \$9,197,914) and TA (FY 2020 apportionment \$571,187) funds was used as the base anticipated funding with a 2% inflation factor applied annually to project anticipated MPO revenues.

Jackson MPO Anticipated Transportation Alternatives (TA) Program Apportionment



Jackson MPO Anticipated Surface Transportation Block Grant (STBG) Program Apportionment



In addition to anticipated revenues, the 2021-2024 TIP includes the availability of carryover revenues that will be used to develop the remaining projects that were not “obligated” during the previous 2019-2022 TIP. In order to “obligate” these remaining carryover funds and develop these remaining projects they must be moved into the 2021-2024 TIP.

In accordance with FAST Act regulations, the TIP must use an inflation rate to reflect the Year of Expenditure dollars for projects, based on reasonable financial principles and information. The MPO assumes the responsibility of estimating the effect of inflation for projects scheduled in the mid-and long-range horizons for the MTP. For the TIP, the project costs were left to the judgment of the sponsoring agency due to primary project knowledge and the variety of inflationary pressures by project type and schedule.

Detailed financial summary sheets are provided at the beginning of each project section in the TIP to illustrate the funding and expenditures by year for each funding source and to demonstrate fiscal constraint.

4.5 Public Participation

The Jackson MPO’s Public Participation Plan (PPP) provides a list of activities and procedures the Jackson MPO follows to engage the public in the transportation planning process including specific actions that will be taken during the development of a new TIP document. Once a draft TIP document has been prepared, the MPO holds a 45 day public review and comment period by placing a public hearing notice and the draft TIP on the Jackson MPO’s website (www.cmpdd.org). The MPO makes the public notice and draft TIP available in PDF and RTF formats. In addition, notices regarding the public comment period are advertised in a newspaper with statewide circulation and a local publication that targets traditionally underserved populations within the urbanized area.

The MPO hosts a meeting with the Intermodal Technical Committee at the conclusion of the 45 day public review and comment period concerning the draft TIP to review all comments received and to seek a recommendation from the Intermodal

2021-2024 TIP DEVELOPMENT

Draft Document Produced:
March 2020 – June 2020

45-Day Comment Period:
June 19, 2020 – August 5, 2020

Comment Period Posted Online:
June 19, 2020; cmpdd.org/public-notices/

Clarion Ledger Newspaper Notices Published: June 19; July 1; July 20; August 3, 2020

Jackson Advocate Newspaper Notice Published: June 25 – July 1, 2020

Social Media Post: June 19; June 29; July 13; July 28, 2020

Stakeholders Committee Notice:
July 17, 2020

Intermodal Technical Committee Meeting:
August 5, 2020

Metropolitan Planning Policy Committee Meeting:
August 12, 2020

Technical Committee to the Metropolitan Planning Policy Committee on whether to adopt the plan as presented. MPO staff review and respond to public comments, and pass along all public input to the Metropolitan Planning Policy Committee for their consideration prior to a vote being held to adopt a new TIP.

If there is a “significant” difference from what was proposed on the draft TIP and the final TIP from comments received during the public review and comment period an additional public comment period is held on the final. If there are no “significant” differences the Metropolitan Planning Policy Committee will be provided with a copy of the minutes from the Stakeholders Committee and Intermodal Technical Committee as well as any public comments received for review and consideration prior to the draft TIP being presented for approval. Once the Metropolitan Planning Policy Committee has considered the minutes from each meeting, the draft TIP will be presented for approval. Upon approval, the final TIP is submitted to MDOT for inclusion in the STIP and approval by the Governor.

Due to health and safety concerns regarding the COVID-19 pandemic, in-person meetings were not held as part of the development of the 2021-2024 TIP document as outlined in the Jackson MPO’s PPP. Instead increased social media marketing and additional newspaper advertisements were utilized to seek public involvement.

5.0 TIP Amendments and Modifications

Revisions to an adopted TIP are processed through the use of amendments or administrative modifications. These revisions can include adding a new project, deleting a project, moving a project phase forward or backward, increasing or decreasing available funding or revising the projects scope of work. A proposed “change” to the TIP can only be made through the use of an amendment or administrative modification. Once a request has been made to change the TIP, MPO staff will review the request and determine the appropriate method for processing the change, whether by amendment or administrative modification. Appendix B provides a flow chart used by MPO staff to determine whether a project should be processed as an amendment or a modification.

5.1 Amendment

Between full updates to the TIP, the need may arise to amend the program to include new projects or change existing projects. When a request is made to change the TIP it is processed as an amendment if it is a major change to the scope of the project. Examples of changes that should be processed as amendments are:

- A major change in the total project cost (excluding grouped projects). (See details for project cost change thresholds in Appendix B.)
- Adding a new project or deleting an existing project.

- A major change in project scope; including but not limited to, change in the number of lanes, change in project termini, adding or removing proposed non-motorized facilities.

All proposed amendments to the TIP may be considered at each meeting of the Intermodal Technical and Metropolitan Planning Policy Committees held quarterly, provided that the following conditions are met:

- Proposed amendments must be posted on the MPO website (www.cmpdd.org) for a period of not less than 10 days prior to the date of the next scheduled Intermodal Technical Committee meeting to provide enough time, in accordance with the MPO's adopted PPP, for public review and comment.
- The MPO website will advise to the public the time, date, and location of the next Intermodal Technical Committee meeting and the ways the public can comment on the proposed amendment(s).
- The Intermodal Technical Committee will review the proposed amendment and citizen input, in accordance with the requirements in the PPP as it relates to TIP amendments, and make a recommendation to approve or deny approval of the proposed amendment to the Metropolitan Planning Policy Committee.
- Should any person not agree with the recommendation(s) of the Intermodal Technical Committee regarding the proposed amendment(s) they may appear before the Metropolitan Planning Policy Committee to provide comments.
- The Metropolitan Planning Policy Committee considers the recommendation made by the Intermodal Technical Committee and any public comments received prior to taking action on the proposed amendment.
- Upon Metropolitan Planning Policy Committee approval, the amendment is included in the TIP and submitted to MDOT to be added to the STIP.

5.2 Administrative Modification

A requested change to the TIP is processed as an administrative modification if the proposed change to the scope of the project is minor (Example: A project phase needs to change the Fiscal Year of the project from Fiscal Year 2021 to Fiscal Year 2022). Administrative modifications do not require a public review and comment period and may be processed by MPO staff as needed. Some examples of requested changes that should be processed as administrative modifications are:

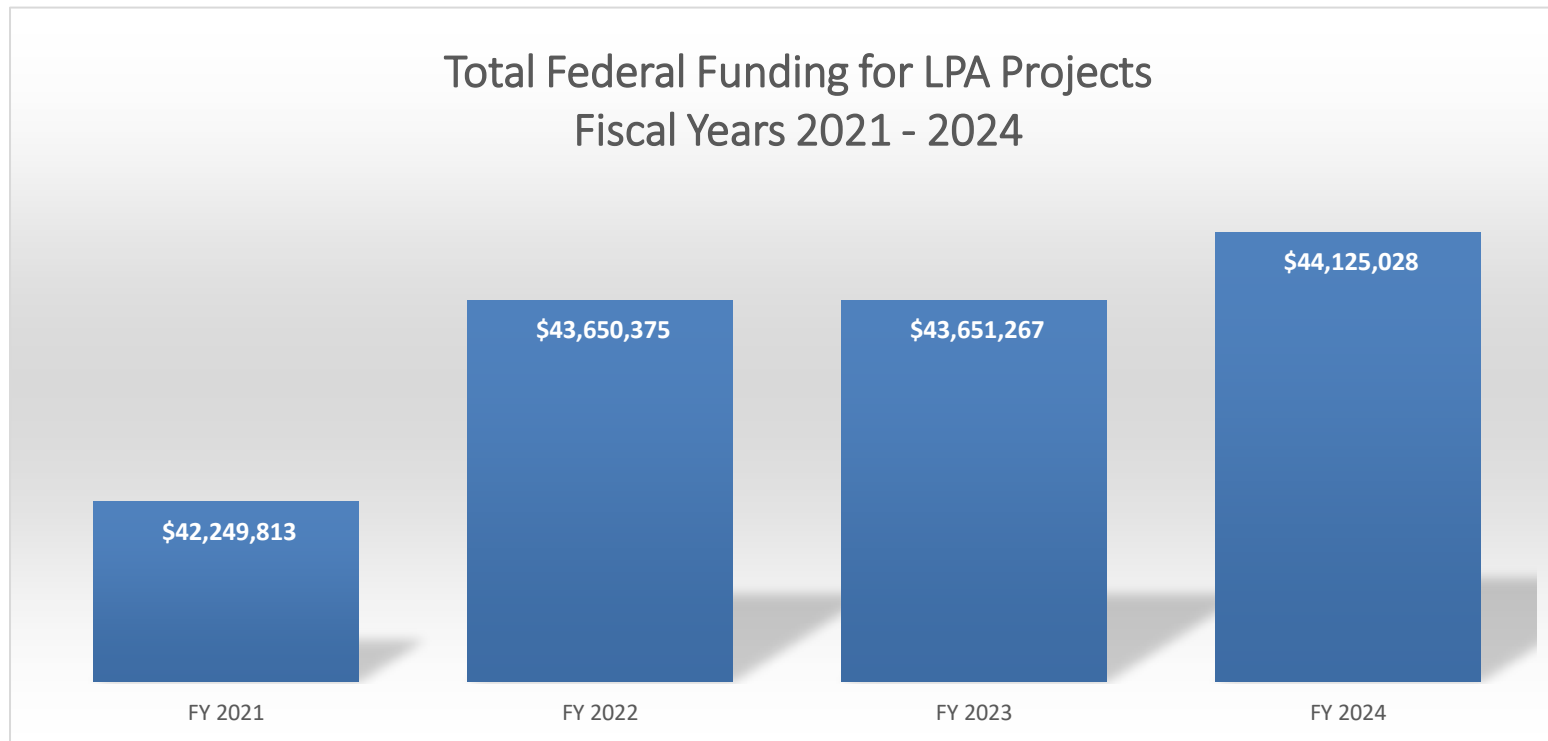
- All changes to a grouped project category.
- A minor change in the total project cost. (See details for project cost change thresholds in Appendix B.)
- A minor change in project description/termini that is for clarification and does not change the project scope.
- Corrects a minor data entry.
- Splits or combines projects without modifying the original project design, concept and scope or creating project segmentation.
- Moves a project from federal funding to state funding.
- Shifts the schedule of a project or phase within the years covered by the TIP.

6.0 JACKSON MPO – LPA SPONSORED PROJECTS

SECTION 6
JACKSON MPO - LPA SPONSORED PROJECTS

Funding & Expenditures Fiscal Years 2021 - 2024

Funding Sources	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Total
Carry Over Funds (Federal STP/STBG)	\$ 32,285,330	\$ 33,486,602	\$ 33,284,219	\$ 33,550,639	\$ 32,285,330
Annual STBG Apportionment (Revenue)	\$ 9,381,872	\$ 9,569,510	\$ 9,760,900	\$ 9,956,118	\$ 38,668,400
TOTAL STBG FUNDS	\$ 41,667,202	\$ 43,056,112	\$ 43,045,119	\$ 43,506,757	\$ 70,953,730
STP/STBG - State/Local Funds	\$ 4,879,609	\$ 13,329,964	\$ 3,164,827	\$ 3,613,786	\$ 24,988,186
STP/STBG EXPENDITURES	\$ 8,180,600	\$ 9,771,893	\$ 9,494,480	\$ 4,838,357	\$ 32,285,330
Carry Over Funds (Federal TAP/TA)	\$ -	\$ -	\$ -	\$ -	\$ -
Annual TA Apportionment (Revenue)	\$ 582,611	\$ 594,263	\$ 606,148	\$ 618,271	\$ 2,401,293
TOTAL TAP/TA FUNDS	\$ 582,611	\$ 594,263	\$ 606,148	\$ 618,271	\$ 2,401,293
TAP/TA - State/Local Funds	\$ -	\$ -	\$ -	\$ -	\$ -
TAP/TA EXPENDITURES	\$ -	\$ -	\$ -	\$ -	\$ -
Carry Over Funds (Earmark)	\$ -	\$ -	\$ -	\$ -	\$ -
Annual Earmark Apportionment (Revenue)	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL EARMARK - FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -
Earmark - State/Local Funds	\$ -	\$ -	\$ -	\$ -	\$ -
EARMARK EXPENDITURES	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL FEDERAL FUNDING	\$ 42,249,813	\$ 43,650,375	\$ 43,651,267	\$ 44,125,028	\$ 73,355,023
TOTAL FEDERAL EXPENDITURES	\$ 8,180,600	\$ 9,771,893	\$ 9,494,480	\$ 4,838,357	\$ 32,285,330
BALANCE	\$ 34,069,213	\$ 33,878,482	\$ 34,156,787	\$ 39,286,671	\$ 41,069,693





**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM
GROUPED PROJECTS**

BRIDGE REPLACEMENT

Agency: Fund Source:

Fiscal Year:	Federal Share:	State/Local Share:	Total Funds
2021	\$3,537,717	\$1,146,929	\$4,684,646
2022	\$0	\$0	\$0
2023	\$0	\$0	\$0
2024	\$0	\$0	\$0
SUB-TOTAL	\$3,537,717	\$1,146,929	\$4,684,646

OPERATIONS/MAINTENANCE/MINOR RECONSTRUCTION

Agency: Fund Source:

Fiscal Year:	Federal Share:	State/Local Share:	Total Funds
2021	\$4,752,103	\$1,542,481	\$6,294,584
2022	\$2,226,232	\$1,001,661	\$3,227,893
2023	\$3,674,734	\$1,224,912	\$4,899,646
2024	\$0	\$0	\$0
SUB-TOTAL	\$10,653,069	\$3,769,054	\$14,422,123

SAFETY

Agency: Fund Source:

Fiscal Year:	Federal Share:	State/Local Share:	Total Funds
2021	\$2,416,953	\$1,380,739	\$3,797,692
2022	\$2,034,120	\$0	\$2,034,120
2023	\$0	\$0	\$0
2024	\$0	\$0	\$0
SUB-TOTAL	\$4,451,073	\$1,380,739	\$5,831,812

TRANSPORTATION ALTERNATIVES/TRANSPORTATION ENHANCEMENTS

Agency: Fund Source:

Fiscal Year:	Federal Share:	State/Local Share:	Total Funds
2021	\$0	\$0	\$0
2022	\$0	\$0	\$0
2023	\$0	\$0	\$0
2024	\$0	\$0	\$0
SUB-TOTAL	\$0	\$0	\$0

The projects contained in this "Grouped" list are not individually listed in the TIP. These projects individually or cumulatively have no significant environmental impact and therefore are deemed Categorical Exclusions.



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
INDIVIDUALLY LISTED GROUPED PROJECTS**

Operations/Maintenance/Minor Reconstruction Grouped Projects							
LPA	Project	Termini	STBG/HIP Funds	Federal Share	Local Funds	Local Share	Construction Date
Jackson	State Street*	Sheppard to Briarwood Drive	\$1,583,723	75%	\$527,908	25%	2021
Rankin County	Spillway Road	Grants Ferry to Hwy 471	\$389,375	50%	\$389,375	50%	2022
Flora	Kearney Park Road	SE Clark to Town Limits	\$498,634	80%	\$124,658	20%	2021
Jackson	Woodrow Wilson Ave	Mill Street to Martin Luther King Jr. Drive	\$3,674,734	75%	\$1,224,912	25%	2023
Jackson	Meadowbrook Road	I-55 to West/Northbrook Drive	\$2,669,746	75%	\$889,915	25%	2021
Jackson	Terry Road	I-20 to McDowell Road	\$1,836,857	75%	\$612,286	25%	2022
SUB-TOTAL			\$10,653,069		\$3,769,054		

* The MPO's 2018 Highway Infrastructure Program (HIP) Funds were committed for this project

Safety Grouped Projects							
LPA	Project	Location	STBG Funds	Federal Share	Local Funds	Local Share	Construction Date
Ridgeland	Signal Equipment Upgrades	Multiple Locations Citywide	\$954,000	100%	\$0	0%	2021
Jackson	Signal Upgrades	Woodrow Wilson @ Medger Evers 5 Points	\$354,198	100%	\$0	0%	2022
Madison County	Signal Installation	Hwy 22 @ King Ranch Road	\$362,953	80%	\$90,739	20%	2021
Brandon	Signal Upgrades	Hwy 80 @ Eastgate and Municipal Dr	\$500,000	46%	\$590,000	54%	2021
Brandon	Signal Installation	Hwy 18 @ Louis Wilson	\$600,000	46%	\$700,000	54%	2021
Jackson	Signal Upgrades	State St @ Rankin, South, Court, Tombigbee and Pascagoula	\$658,968	100%	\$0	0%	2022
Jackson	Signal Upgrades	State St @ Pearl, Amite, MS, and High St	\$503,082	100%	\$0	0%	2022
Jackson	Signal Upgrades	Woodrow Wilson @ Bailey and Bailey Ext	\$517,872	100%	\$0	0%	2022
SUB-TOTAL			\$4,451,073		\$1,380,739		

Bridge Replacement Grouped Projects							
LPA	Project		STBG Funds	Federal Share	Local Funds	Local Share	Construction Date
Clinton	Midway Road Bridge Replacement SAP 25-163		\$387,717	80%	\$96,929	20%	2021
Jackson	Mill Street Town Creek Bridge Replacement SAP-25-105		\$1,125,000	75%	\$375,000	25%	2021
Jackson	Terry Road Cany Creek Bridge Replacement SAP 25-158		\$2,025,000	75%	\$675,000	25%	2021
SUB-TOTAL			\$3,537,717		\$1,146,929		

Transportation Alternatives/Transportation Enhancements Grouped Projects							
LPA	Project		TA/TE Funds	Federal Share	Local Funds	Local Share	Construction Date
SUB-TOTAL			\$0		\$0		



JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO) 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

Route: Project Length Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480027/0001	2019	CON			
480027/0002	2022	ENV,DESIGN	\$180,000	\$20,000	\$200,000
480027/002	2023	CON	\$1,541,791	\$410,448	\$1,952,239
SUB-TOTAL FOR PROJECT 480027			\$1,721,791	\$430,448	\$2,152,239





JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO) 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

Route: Project Length Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480067/0001	2022	ROW/UTIL	\$1,000,000	\$250,000	\$1,250,000
480067/0001	2022	PE	\$1,315,565	\$328,895	\$1,644,460
480067/0001	2024	CE&I	\$1,973,347	\$493,337	\$2,466,684
480067/0001	2024	CON	\$15,711,088	\$8,955,768	\$24,666,856
SUB-TOTAL FOR PROJECT 480067			\$20,000,000	\$10,028,000	\$30,028,000

Note: RAISE Grant Awarded November 2021





**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

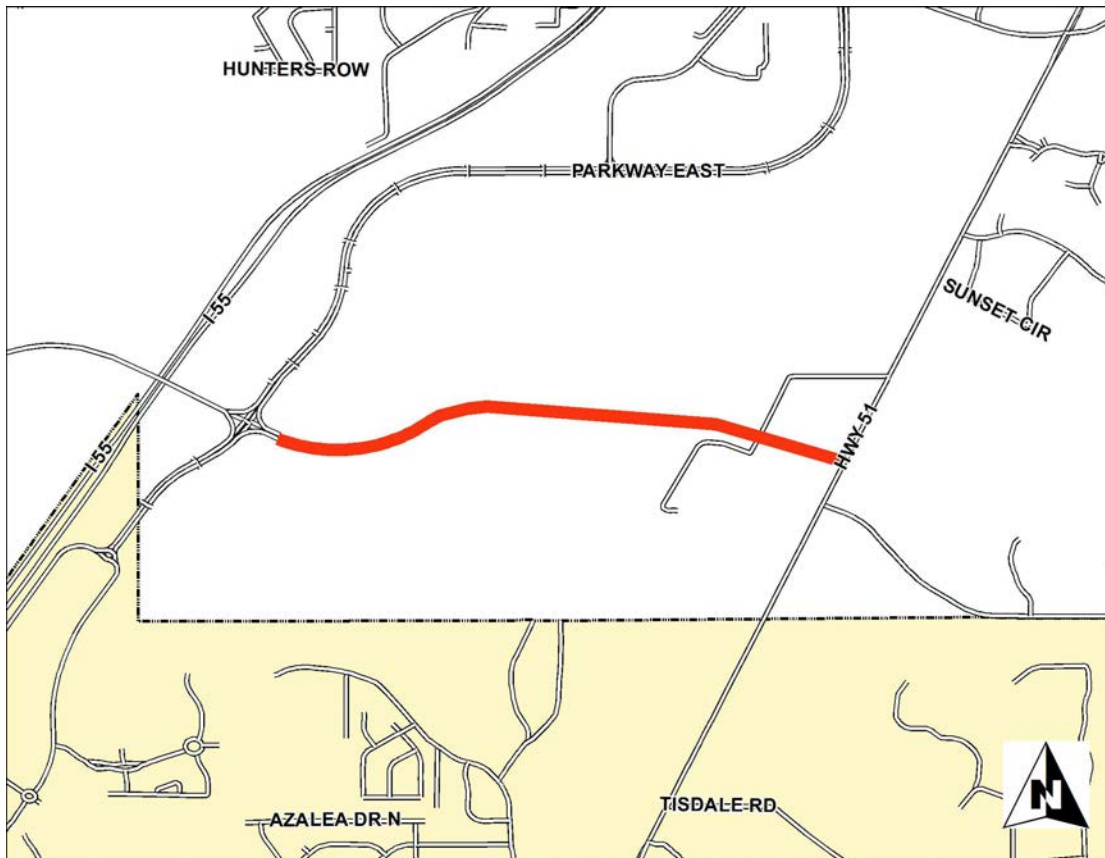
Route: Project Length Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
510022/0001	2022	CON	\$3,650,000	\$15,250,000	\$18,900,000
SUB-TOTAL FOR PROJECT 510022			\$3,650,000	\$15,250,000	\$18,900,000

Note: MPO funding includes Federal Share 50%; Local Share 50%
 STBG-MPO Funds \$3,562,836
 FY 2019 HIP-MPO Funds \$87,164





JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO) 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

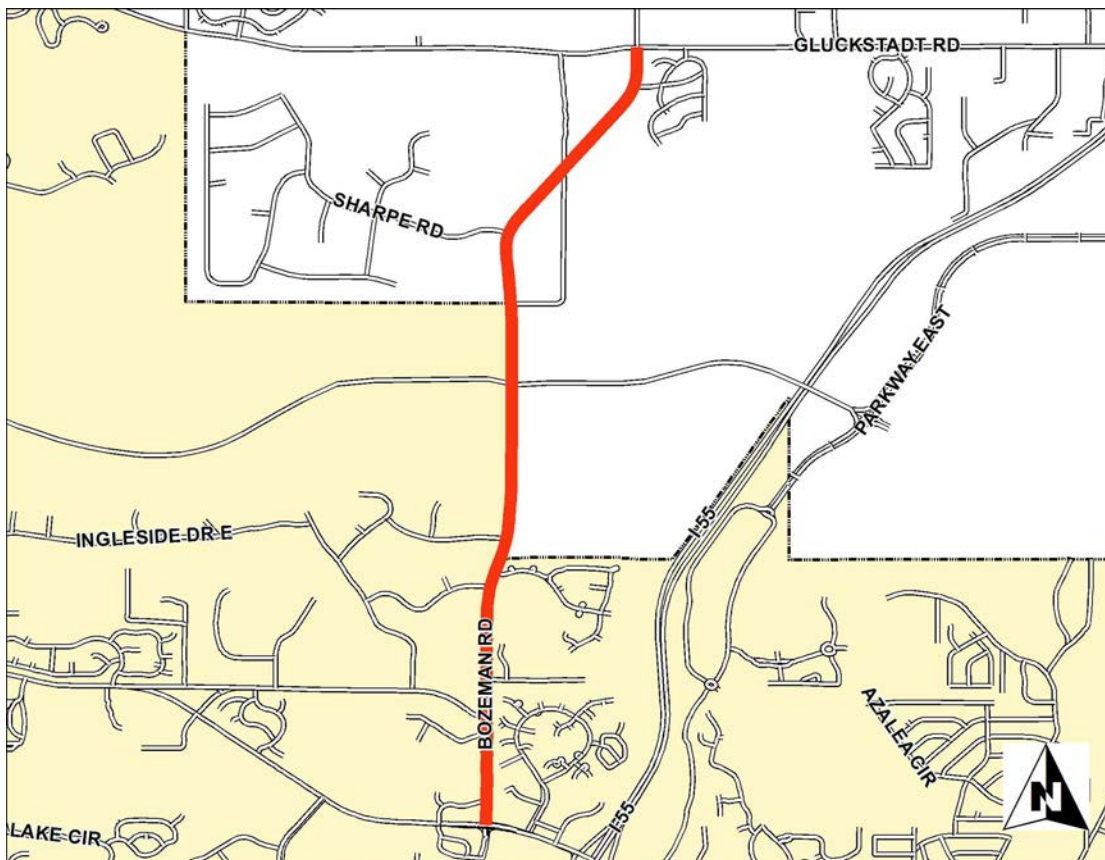
Route: Project Length Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
510023/0001	2019	ENV, DESIGN, ROW	\$0	\$3,740,000	\$3,740,000
510023/0001	2022	OTH	\$0	\$2,500,000	\$2,500,000
510023/001	2022	CON	\$4,400,000	\$16,600,000	\$21,000,000
SUB-TOTAL FOR PROJECT 510023			\$4,400,000	\$22,840,000	\$27,240,000

Note: STP-MPO funding includes Federal \$4,400,000; Local Match \$4,400,000 for construction and construction engineering
 State Bond Funds 2021: \$5,000,000





JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO) 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

County:	MADISON	Responsible Agency:	MADISON COUNTY
Project:	510024	Fund Source:	STBG-MPO/Local
Year Apportioned:			
Route:	Catlett Road	Project Length	0.00
Total Project Cost:	\$3,239,964		
Termini:	Red Fox Road to Stribling Road		
Scope of Work:	Catlett Road widening, realignment, and intersection improvements		

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
510024/0001	2023	CON	\$2,591,971	\$647,993	\$3,239,964
SUB-TOTAL FOR PROJECT 510024			\$2,591,971	\$647,993	\$3,239,964

Note: STBG-MPO funding includes Federal Share 80%; Local Share 20%





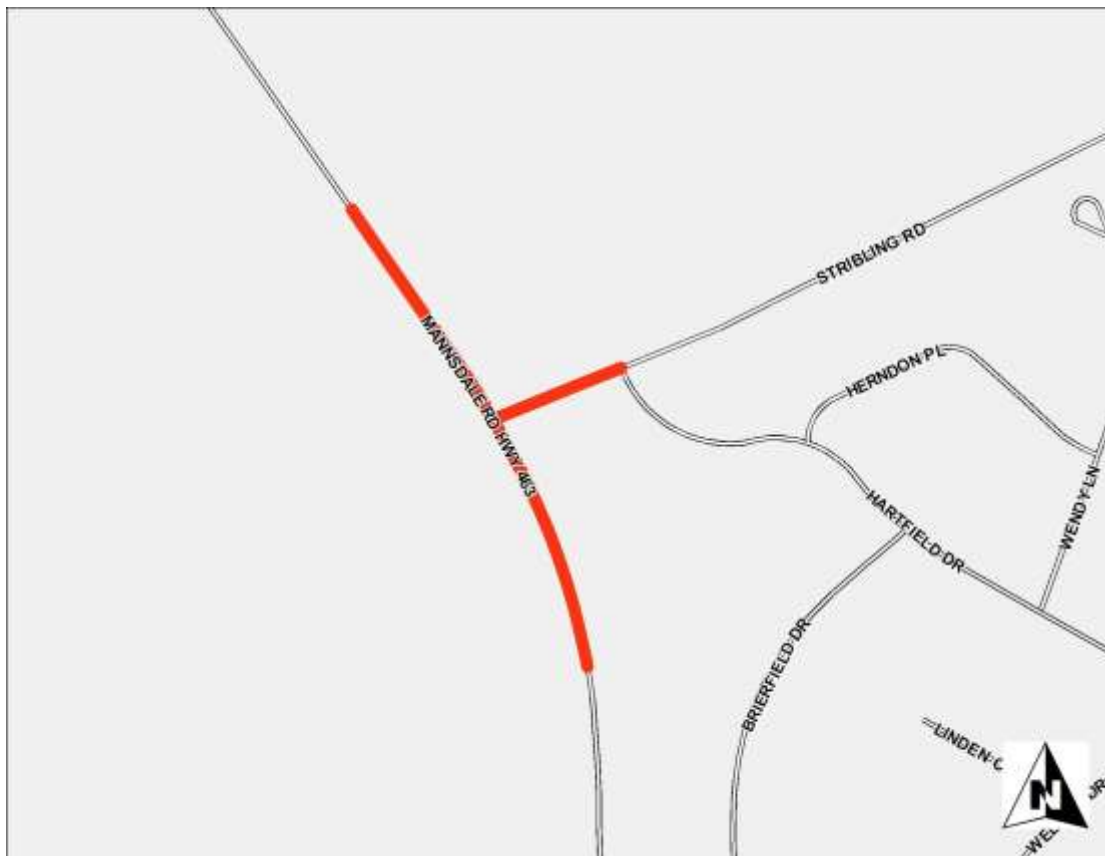
JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO) 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

County:	MADISON	Responsible Agency:	MADISON COUNTY
Project:	510025	Fund Source:	HIP - CRRSAA / Local / State
Year Apportioned:			
Route:	MS 463/Stribling Road	Project Length	
Total Project Cost:	\$4,900,000		
Termini:	500 ft. north of Stribling Road to 500 ft. south of Stribling Road on MS 463 and 300 ft. east of 463 on Stribling		
Scope of Work:	Intersection geometric improvements at the intersection of MS 463 and Stribling Road to include dedicated right and left turn lanes and a traffic signal.		

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
510025/0001	2022	ENV, DESIGN, ROW	\$0	\$1,900,000	\$1,900,000
510025/0002	2023	CON	\$750,000	\$2,250,000	\$3,000,000
SUB-TOTAL FOR PROJECT 510025			\$750,000	\$4,150,000	\$4,900,000

Note: 2021 Legislative Session House Bill 1413 appropriated Highway Infrastructure Program (HIP) funds from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) (section 24) \$500,000 (section 25) \$250,000

State/Local Share: \$2,000,000 - State funds; \$2,150,000 - Local funds





JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO) 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

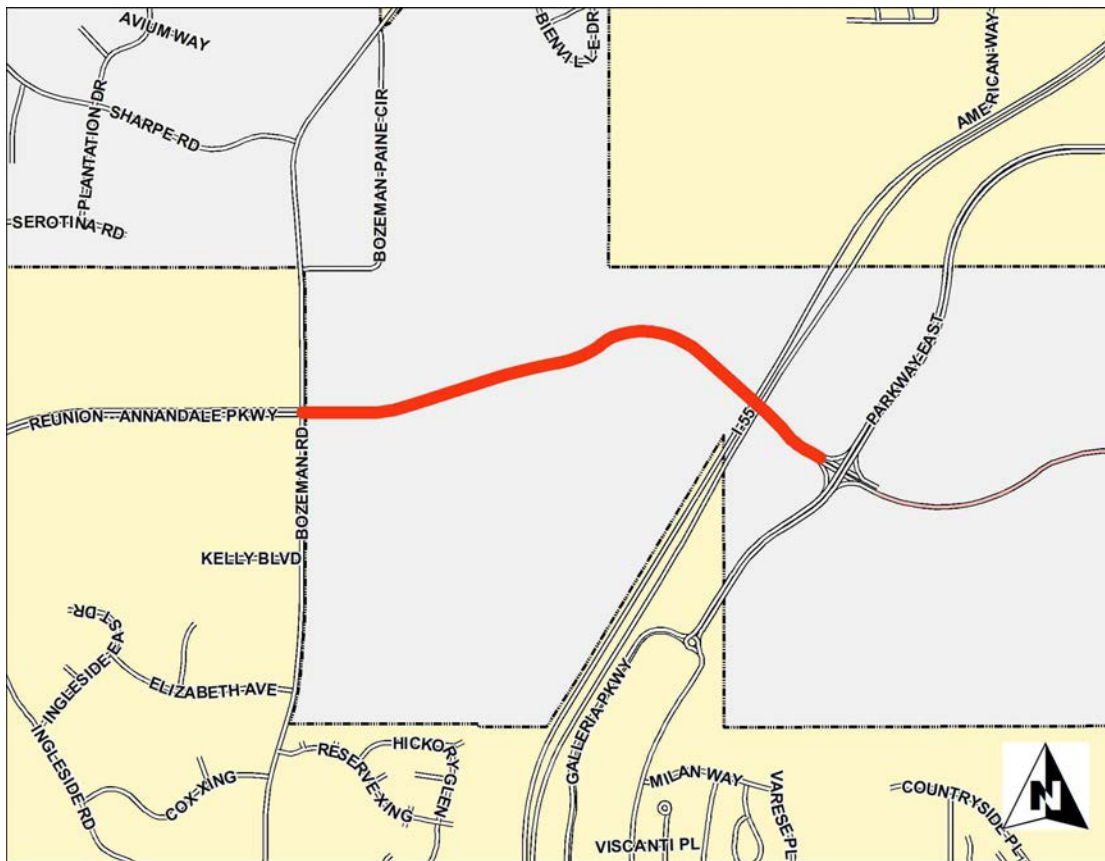
Route: Project Length Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
510026/0001	2022	CON	\$0	\$26,000,000	\$26,000,000
SUB-TOTAL FOR PROJECT 510026			\$0	\$26,000,000	\$26,000,000

Note: Funding: \$13 million in State Funds (2 separate awards, \$8 million and \$5 million)





JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO) 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

County: Responsible Agency:

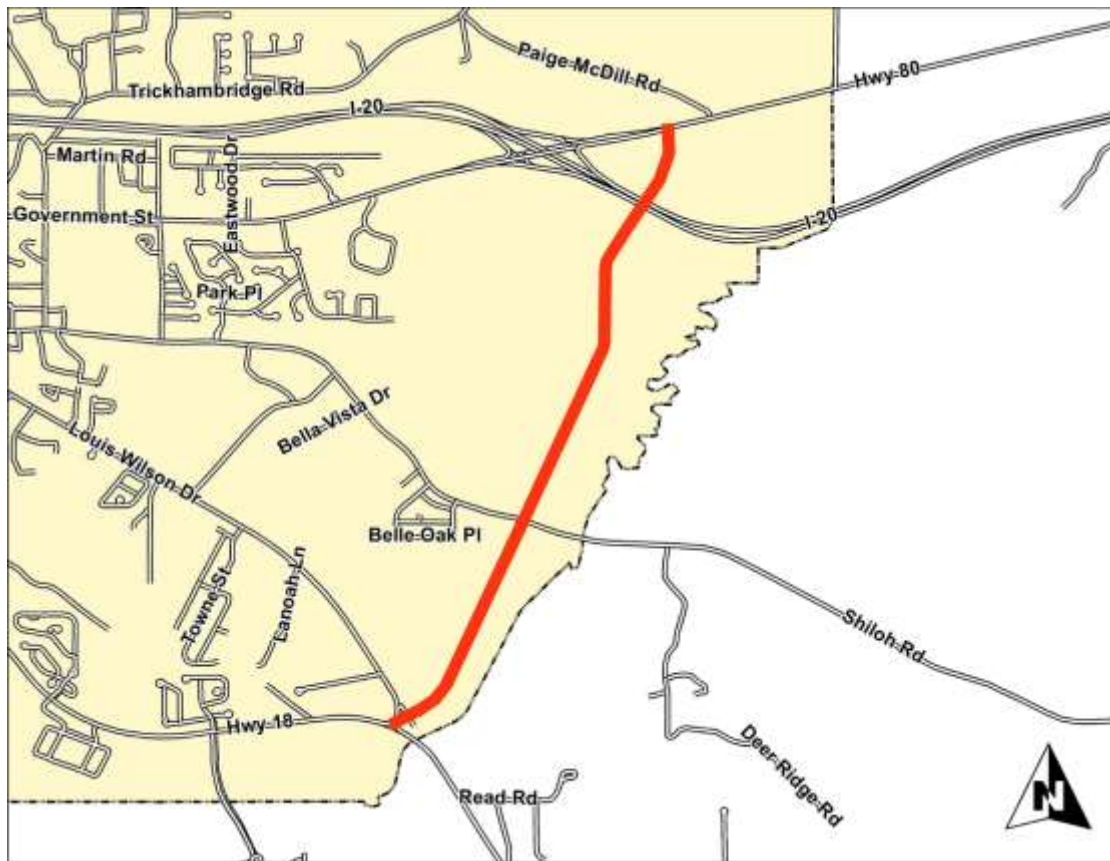
Project: Fund Source: Year Apportioned:

Route: Project Length Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
540001/0001	2021	DESIGN	\$640,586	\$0	\$640,586
SUB-TOTAL FOR PROJECT 540001			\$640,586	\$0	\$640,586





JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO) 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

Route: Project Length Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
540060/0001	2021	CON	\$12,014,751	\$5,253,688	\$17,268,439
SUB-TOTAL FOR PROJECT 540060			\$12,014,751	\$5,253,688	\$17,268,439

Note: Federal funds include: \$10,014,751 Earmark; \$2,000,000 MPO-HIP (includes portions of the MPO's FY 18, FY 19 & FY 20 HIP allocation) - MPO funds are part of Phase 1 improvements and require a minimum 20% match. State funds include: \$2M appropriation (SB2948) during 2021 legislative session as well \$250,000 in bond bill.





**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

Route: Project Length Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
0001	2021	ENV,DESIGN	\$2,800,000	\$850,000	\$3,650,000
SUB-TOTAL FOR PROJECT 540073			\$2,800,000	\$850,000	\$3,650,000

Note: Awarded a FY20 Better Utilizing Investment to Leverage Development (BUILD) Grant in September 2020





JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO) 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

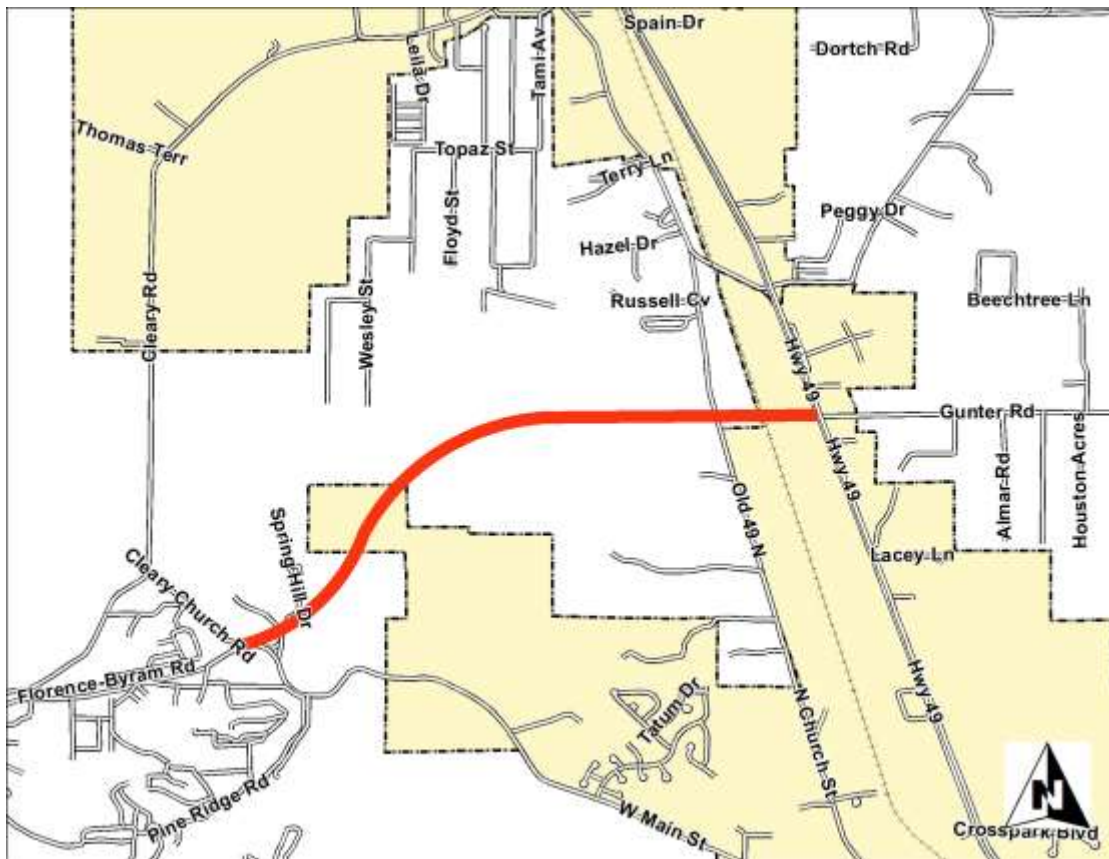
Route: Project Length Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
540081/0001	2024	CON	\$3,001,500	\$3,001,500	\$6,003,000
SUB-TOTAL FOR PROJECT 540081			\$3,001,500	\$3,001,500	\$6,003,000

Note: STBG - MPO funding includes Federal Share 50%; Local Share 50%





**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM
Illustrative Projects***

Illustrative Projects will be programmed once a proposed project receives a commitment of federal funds			
<u>LPA/Agency</u>	<u>County</u>	<u>Project</u>	<u>Federal Funds Requested</u>
City of Ridgeland	Madison	Commerce Park Connector	\$5,500,000
Rankin County	Rankin	I-20 Connector Loop	\$5,000,000
Madison County	Madison	Bozeman-Reunion Crossing Interconnectivity System	\$4,000,000
MDOT	Hinds	Lefleur's Bluff Education and Tourism Complex	\$4,120,000
Rankin County	Rankin	East Brandon Connector	\$640,000
SUB-TOTAL			\$19,260,000

* Projects included on this list of Illustrative Projects have submitted a request for potential Congressional Directed Spending. Once a project on the Illustrative list receives a commitment of federal funds, the MPO's TIP amendment and/or administrative modification process will be followed to add the federal funds awarded to a project to the TIP/STIP.

7.0 JACKSON MPO –TRANSIT SPONSORED PROJECTS

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE JACKSON URBANIZED AREA
FTA TRANSIT PROJECTS
JACKSON, HINDS, MADISON, RANKIN
Urbanized Areas over 200,000

FISCAL YEAR 2021-2024

SECTION 5307 URBANIZED AREA FORMULA PROGRAM

Num.	Description	Grantee	Year Apportioned	Four Year Program Planned				Total Est. Cost	Comments /Carry Over			
				2021	2022	2023	2024					
480031	Preventative Maintenance	Jackson	FY20	Federal	\$478,650	\$493,010			\$971,660	FY20 apportionment amount is available and will be programmed for fiscal years FY21-22.		
				Local Match	\$95,730	\$123,233			\$218,963			
				Total	\$574,380	\$616,243	\$0	\$0	\$1,190,623		\$2,479,125	
						Four Year Program Planned				Total Est. Cost	Comments /Carry Over	
						2021	2022	2023	2024			
			FY21	Federal			\$507,784	\$523,018			\$1,030,802	FY21 apportionment amount is not available and will be programmed for fiscal years FY23-24.
				Local Match			\$126,946	\$130,754			\$257,700	
Total	\$0	\$0		\$634,730	\$653,772			\$1,288,502				
480032	Non Fixed Route ADA Paratransit Service	Jackson	FY20	Federal	\$271,952	\$280,111			\$552,063	FY20 apportionment amount is available and will be programmed for fiscal years FY21-22.		
				Local Match	\$67,988	\$70,028			\$138,016			
				Total	\$339,940	\$350,139	\$0	\$0	\$690,079		\$1,422,187	
						Four Year Program Planned				Total Est. Cost	Comments /Carry Over	
						2021	2022	2023	2024			
			FY21	Federal			\$288,515	\$297,171			\$585,686	FY21 apportionment amount is not available and will be programmed for fiscal years FY23-24.
				Local Match			\$72,129	\$74,293			\$146,422	
Total	\$0	\$0		\$360,644	\$371,464			\$732,108				
480035	Associated Transit Enhancements	Jackson	FY20	Federal	\$28,493	\$29,348			\$57,841	FY20 apportionment amount is available and will be programmed for fiscal years FY21-22.		
				Local Match	\$7,123	\$7,387			\$14,510			
				Total	\$35,616	\$36,735	\$0	\$0	\$72,351		\$145,821	
						Four Year Program Planned				Total Est. Cost	Comments /Carry Over	
						2021	2022	2023	2024			
			FY21	Federal			\$29,348	\$29,348			\$58,696	FY21 apportionment amount is not available and will be programmed for fiscal years FY23-24.
				Local Match			\$7,387	\$7,387			\$14,774	
Total	\$0	\$0		\$36,735	\$36,735			\$73,470				

Num.	Description	Grantee	Year	Four Year Program Planned				Total	Comments /Carry Over		
480034	Operations Assistance	Jackson	AppORTioned	Four Year Program Planned				Total			
					2021	2022	2023	2024	Est. Cost		
				FY20	Federal	\$1,245,253	\$1,282,611			\$2,527,864	FY20 apportionment amount is available and will be programmed for fiscal years FY21-22.
					Local Match	\$1,245,253	\$1,282,611			\$2,527,864	
					Total	\$2,490,506	\$2,565,222	\$0	\$0	\$5,055,728	
						Four Year Program Planned				Total	Comments /Carry Over
						2021	2022	2023	2024	Est. Cost	
			FY21	Federal			\$1,321,089	\$1,360,722	\$2,681,811	FY21 apportionment amount is not available and will be programmed for fiscal years FY23-24.	
				Local Match			\$1,321,089	\$1,360,722	\$2,681,811		
				Total	\$0	\$0	\$2,642,178	\$2,721,444	\$5,363,622		

Num.	Description	Grantee	Year	Four Year Program Planned				Total	Comments /Carry Over		
480038	Security Enhancements (Armed Security Guards)	Jackson	AppORTioned	Four Year Program Planned				Total			
					2021	2022	2023	2024	Est. Cost		
				FY20	Federal	\$130,000	\$130,000			\$260,000	FY20 apportionment amount is available and will be programmed for fiscal years FY21-22.
					Local Match	\$32,500	\$32,500			\$65,000	
					Total	\$162,500	\$162,500	\$0	\$0	\$325,000	
						Four Year Program Planned				Total	Comments /Carry Over
						2021	2022	2023	2024	Est. Cost	
			FY21	Federal			\$130,000	\$130,000	\$260,000	FY21 apportionment amount is not available and will be programmed for fiscal years FY23-24.	
				Local Match			\$32,500	\$32,500	\$65,000		
				Total	\$0	\$0	\$162,500	\$162,500	\$325,000		

Num.	Description	Grantee	Year	Four Year Program Planned				Total	Comments /Carry Over		
480044	Acquire Light Duty Accessible Buses and Equipment	Jackson	AppORTioned	Four Year Program Planned				Total			
					2021	2022	2023	2024	Est. Cost		
				FY20	Federal	\$258,560				\$258,560	FY20 apportionment amount is available and will be programmed for fiscal years FY21.
					Local Match	\$64,640				\$64,640	
					Total	\$323,200	\$0	\$0	\$0	\$323,200	
						Four Year Program Planned				Total	Comments /Carry Over
						2021	2022	2023	2024	Est. Cost	
			FY21	Federal		\$271,488	\$285,062		\$556,550	FY21 apportionment amount is not available and will be programmed for fiscal years FY22-23.	
				Local Match		\$67,872	\$71,266		\$139,138		
				Total	\$0	\$339,360	\$356,328	\$0	\$695,688		

Num.	Description	Grantee	Year	Four Year Program Planned				Total	Comments /Carry Over		
480047	Other Third Party Contractual	Jackson	AppORTioned	Four Year Program Planned				Total			
					2021	2022	2023	2024	Est. Cost		
				FY20	Federal	\$146,284	\$153,598			\$299,882	FY20 apportionment amount is available and will be programmed for fiscal years FY21-22.
					Local Match	\$36,571	\$38,400			\$74,971	
					Total	\$182,855	\$191,998	\$0	\$0	\$374,853	
						Four Year Program Planned				Total	Comments /Carry Over
						2021	2022	2023	2024	Est. Cost	
			FY21	Federal			\$161,278	\$166,116	\$327,394	FY21 apportionment amount is not available and will be programmed for fiscal years FY23-24.	
				Local Match			\$40,319	\$41,529	\$81,848		
				Total	\$0	\$0	\$201,597	\$207,645	\$409,242		

Num.	Description	Grantee	Year	Four Year Program Planned				Total	Comments /Carry Over		
480050	Dispatching & Scheduling Software and Equipment	Jackson	Apportioned	Four Year Program Planned				Total			
				2021	2022	2023	2024	Est. Cost			
				FY20	Federal	\$300,000	\$55,000		\$355,000	FY20 apportionment amount is available and will be programmed for fiscal years FY21-22.	
					Local Match	\$75,000	\$13,750		\$88,750		
					Total	\$375,000	\$68,750	\$0	\$0	\$443,750	\$597,269
					Four Year Program Planned				Total	Comments /Carry Over	
					2021	2022	2023	2024	Est. Cost		
				FY21	Federal			\$60,500	\$62,315	\$122,815	FY21 apportionment amount is not available and will be programmed for fiscal years FY23-24.
				Local Match			\$15,125	\$15,579	\$30,704		
				Total	\$0	\$0	\$75,625	\$77,894	\$153,519		

Num.	Description	Grantee	Year	Four Year Program Planned				Total	Comments /Carry Over		
480051	Acquire ADA Accessible Vehicles	Jackson	Apportioned	Four Year Program Planned				Total			
				2021	2022	2023	2024	Est. Cost			
				FY20	Federal	\$320,000	\$100,800		\$420,800	FY20 apportionment amount is available and will be programmed for fiscal years FY21-22.	
					Local Match	\$80,000	\$25,200		\$105,200		
					Total	\$400,000	\$126,000	\$0	\$0	\$526,000	\$1,406,000
					Four Year Program Planned				Total	Comments /Carry Over	
					2021	2022	2023	2024	Est. Cost		
				FY21	Federal			\$384,000	\$320,000	\$704,000	FY21 apportionment amount is not available and will be programmed for fiscal years FY23-24.
				Local Match			\$96,000	\$80,000	\$176,000		
				Total	\$0	\$0	\$480,000	\$400,000	\$880,000		

Num.	Description	Grantee	Year	Four Year Program Planned				Total	Comments /Carry Over		
480059	Fleet Maintenance Software and Equipment	Jackson	Apportioned	Four Year Program Planned				Total			
				2021	2022	2023	2024	Est. Cost			
				FY20	Federal	\$450,000	\$55,000		\$505,000	FY20 apportionment amount is available and will be programmed for fiscal years FY21-22.	
					Local Match	\$112,500	\$13,750		\$126,250		
					Total	\$562,500	\$68,750	\$0	\$0	\$631,250	\$784,769
					Four Year Program Planned				Total	Comments /Carry Over	
					2021	2022	2023	2024	Est. Cost		
				FY21	Federal			\$60,500	\$62,315	\$122,815	FY21 apportionment amount is not available and will be programmed for fiscal years FY23-24.
				Local Match			\$15,125	\$15,579	\$30,704		
				Total	\$0	\$0	\$75,625	\$77,894	\$153,519		

Num.	Description	Grantee	Year	Four Year Program Planned				Total	Comments /Carry Over		
480057	Project Administration Capital Projects: expansion & replacement of bus fleet, preventative maintenance of JAMF, bus stop improvement, mobile camera surveillance, safety/security equipment & software, dispatching equipment & software, and fare collections	Jackson	Apportioned	Four Year Program Planned				Total			
				2021	2022	2023	2024	Est. Cost			
				FY20	Federal	\$117,879	\$121,921		\$239,800	FY20 apportionment amount is available and will be programmed for fiscal years FY21-22.	
					Local Match	\$30,083	\$30,480		\$60,563		
					Total	\$147,962	\$152,401	\$0	\$0	\$300,363	\$619,018
					Four Year Program Planned				Total	Comments /Carry Over	
					2021	2022	2023	2024	Est. Cost		
				FY21	Federal			\$125,578	\$129,346	\$254,924	FY21 apportionment amount is not available and will be programmed for fiscal years FY23-24.
				Local Match			\$31,395	\$32,336	\$63,731		
				Total	\$0	\$0	\$156,973	\$161,682	\$318,655		

Num.	Description	Grantee	Year	Four Year Program Planned				Total	Comments /Carry Over		
480058	Rebranding Project	Jackson	Apportioned	Four Year Program Planned				Total			
				2021	2022	2023	2024	Est. Cost			
				FY20	Federal	\$200,000	\$200,000		\$400,000	FY20 apportionment amount is available and will be programmed for fiscal years FY21-22.	
					Local Match	\$50,000	\$50,000		\$100,000		
					Total	\$250,000	\$250,000	\$0	\$0		\$500,000
					Four Year Program Planned				Total	Comments /Carry Over	
					2021	2022	2023	2024	Est. Cost		
			FY21	Federal			\$25,000	\$25,000	\$50,000	FY21 apportionment amount is not available and will be programmed for fiscal years FY23-24.	
				Local Match			\$6,250	\$6,250	\$12,500		
				Total	\$0	\$0	\$31,250	\$31,250	\$62,500		

Num.	Description	Grantee	Year	Four Year Program Planned				Total	Comments /Carry Over		
480060	Automatic Passenger Counters Software and Equipment	Jackson	Apportioned	Four Year Program Planned				Total			
				2021	2022	2023	2024	Est. Cost			
				FY20	Federal	\$450,000	\$55,000		\$505,000	FY20 apportionment amount is available and will be programmed for fiscal years FY21-22.	
					Local Match	\$112,500	\$13,750		\$126,250		
					Total	\$562,500	\$68,750	\$0	\$0		\$631,250
					Four Year Program Planned				Total	Comments /Carry Over	
					2021	2022	2023	2024	Est. Cost		
			FY21	Federal			\$60,500	\$62,315	\$122,815	FY21 apportionment amount is not available and will be programmed for fiscal years FY23-24.	
				Local Match			\$15,125	\$15,579	\$30,704		
				Total	\$0	\$0	\$75,625	\$77,894	\$153,519		

Num.	Description	Grantee	Year	Four Year Program Planned				Total	Comments /Carry Over		
480061	Farebox Upgrade (Software & Equipment)	Jackson	Apportioned	Four Year Program Planned				Total			
				2021	2022	2023	2024	Est. Cost			
				FY20	Federal	\$520,000	\$52,000		\$572,000	FY20 apportionment amount is available and will be programmed for fiscal years FY21-22.	
					Local Match	\$130,000	\$13,000		\$143,000		
					Total	\$650,000	\$65,000	\$0	\$0		\$715,000
					Four Year Program Planned				Total	Comments /Carry Over	
					2021	2022	2023	2024	Est. Cost		
			FY21	Federal			\$52,000	\$52,000	\$104,000	FY21 apportionment amount is not available and will be programmed for fiscal years FY23-24.	
				Local Match			\$13,000	\$13,000	\$26,000		
				Total	\$0	\$0	\$65,000	\$65,000	\$130,000		

Num.	Description	Grantee	Year	Four Year Program Planned				Total	Comments /Carry Over		
480062	Telephone System	Jackson	Apportioned	Four Year Program Planned				Total			
				2021	2022	2023	2024	Est. Cost			
				FY20	Federal	\$280,000	\$43,200		\$323,200	FY20 apportionment amount is available and will be programmed for fiscal years FY21-22.	
					Local Match	\$70,000	\$10,800		\$80,800		
					Total	\$350,000	\$54,000	\$0	\$0		\$404,000
					Four Year Program Planned				Total	Comments /Carry Over	
					2021	2022	2023	2024	Est. Cost		
			FY21	Federal			\$43,200	\$43,200	\$86,400	FY21 apportionment amount is not available and will be programmed for fiscal years FY23-24.	
				Local Match			\$10,800	\$10,800	\$21,600		
				Total	\$0	\$0	\$54,000	\$54,000	\$108,000		

SECTION 5339 BUS AND BUS FACILITIES

Num.	Description	Grantee	Year Apportioned	Four Year Program Planned				Total	Comments /Carry Over			
				2021	2022	2023	2024	Est. Cost				
480065	Union Station Rehab/Renovation: parking lot repairs/signage replacement/lighting repair/bench	Jackson	FY20	Federal	\$325,981				\$325,981	FY20 apportionment amount is available and will be programmed for fiscal years FY21.		
				Local Match	\$81,495				\$81,495			
				Total	\$407,476	\$0	\$0	\$0	\$407,476		\$827,176	
								Four Year Program Planned				Total
							2021	2022	2023	2024	Est. Cost	
			FY21	Federal		\$335,760			\$335,760	FY21 apportionment amount is not available and will be programmed for fiscal years FY22.		
				Local Match		\$83,940			\$83,940			
				Total	\$0	\$419,700	\$0	\$0	\$419,700			

SECTION 5339 (C) DISCRETIONARY LOW OR NO EMISSION PROJEC

Num.	Description	Grantee	Year Apportioned	Four Year Program Planned				Total	Comments /Carry Over			
				2021	2022	2023	2024	Est. Cost				
480066	Hybrid (Diesel/Electric) Buses	Jackson	FY20	Federal	\$2,337,500	\$2,337,500			\$4,675,000	FY20 discretionary funding is available and will be programmed for fiscal years FY21-22.		
				Local Match	\$412,500	\$412,500			\$825,000			
				Total	\$2,750,000	\$2,750,000	\$0	\$0	\$5,500,000		\$9,125,000	
								Four Year Program Planned				Total
							2021	2022	2023	2024	Est. Cost	
			FY21	Federal			\$2,900,000		\$2,900,000	FY21 discretionary funding is available and will be programmed for fiscal years FY23-24.		
				Local Match			\$725,000		\$725,000			
				Total	\$0	\$0	\$3,625,000	\$0	\$3,625,000			



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:	HINDS	Responsible Agency:	CITY OF JACKSON
Project:	480031	Fund Source:	FTA Section 5307
Year Apportioned:	FY 20 - FY 21		
Route:	N/A	Project Length	0.00
Total Project Cost:	\$2,479,125		
Termini:	N/A		
Scope of Work:	PREVENTATIVE MAINTENANCE		

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480031/0001	2021	TRANSIT	\$478,650	\$95,730	\$574,380
480031/0001	2022	TRANSIT	\$493,010	\$123,233	\$616,243
480031/0001	2023	TRANSIT	\$507,784	\$126,946	\$634,730
480031/0001	2024	TRANSIT	\$523,018	\$130,754	\$653,772
SUB-TOTAL FOR PROJECT 480031			\$2,002,462	\$476,663	\$2,479,125

Note: FY 20 apportionment is currently available and will be used for FY 21-FY 22. FY 21 apportionment is planned for FY 23-FY 24.





**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

Route: Project Length Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480032/0001	2021	TRANSIT	\$271,952	\$67,988	\$339,940
480032/0001	2022	TRANSIT	\$280,111	\$70,028	\$350,139
480032/0001	2023	TRANSIT	\$288,515	\$72,129	\$360,644
480032/0001	2024	TRANSIT	\$297,171	\$74,293	\$371,464
SUB-TOTAL FOR PROJECT 480032			\$1,137,749	\$284,438	\$1,422,187

Note: FY 20 apportionment is currently available and will be used for FY 21-FY 22. FY 21 apportionment is planned for FY 23-FY 24.





**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

Route: Project Length: Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480035/0001	2021	TRANSIT	\$28,493	\$7,123	\$35,616
480035/0001	2022	TRANSIT	\$29,348	\$7,387	\$36,735
480035/0001	2023	TRANSIT	\$29,348	\$7,387	\$36,735
480035/0001	2024	TRANSIT	\$29,348	\$7,387	\$36,735
SUB-TOTAL FOR PROJECT 480035			\$116,537	\$29,284	\$145,821

Note: FY 20 apportionment is currently available and will be used for FY 21-FY 22. FY 21 apportionment is planned for FY 23-FY 24.





**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

Route: Project Length Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480034/0001	2021	TRANSIT	\$1,245,253	\$1,245,253	\$2,490,506
480034/0001	2022	TRANSIT	\$1,282,611	\$1,282,611	\$2,565,222
480034/0001	2023	TRANSIT	\$1,321,089	\$1,321,089	\$2,642,178
480034/0001	2024	TRANSIT	\$1,360,722	\$1,360,722	\$2,721,444
SUB-TOTAL FOR PROJECT 480034			\$5,209,675	\$5,209,675	\$10,419,350

Note: FY 20 apportionment is currently available and will be used for FY 21-FY 22. FY 21 apportionment is planned for FY 23-FY 24.





**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:	HINDS	Responsible Agency:	CITY OF JACKSON		
Project:	480038	Fund Source:	FTA Section 5307	Year Apportioned:	FY 20-FY 21
Route:	N/A	Project Length	0.00	Total Project Cost:	\$650,000
Termini:	N/A				
Scope of Work:	SECURITY ENHANCEMENTS (Armed Security Guards)				

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480038/0001	2021	TRANSIT	\$130,000	\$32,500	\$162,500
480038/0001	2022	TRANSIT	\$130,000	\$32,500	\$162,500
480038/0001	2023	TRANSIT	\$130,000	\$32,500	\$162,500
480038/0001	2024	TRANSIT	\$130,000	\$32,500	\$162,500
SUB-TOTAL FOR PROJECT 480038			\$520,000	\$130,000	\$650,000

Note: FY 20 apportionment is currently available and will be used for FY 21-FY 22. FY 21 apportionment is planned for FY 23-FY 24.





**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

Route: Project Length Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480044/0001	2021	TRANSIT	\$258,560	\$64,640	\$323,200
480044/0001	2022	TRANSIT	\$271,488	\$67,872	\$339,360
480044/0001	2023	TRANSIT	\$285,062	\$71,266	\$356,328
480044/0001	2024	TRANSIT	\$0	\$0	\$0
SUB-TOTAL FOR PROJECT 480044			\$815,110	\$203,778	\$1,018,888

Note: FY 20 apportionment is currently available and will be used for FY 21. FY 21 apportionment is planned for FY 22-FY 23.





**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:	HINDS	Responsible Agency:	CITY OF JACKSON		
Project:	480047	Fund Source:	FTA Section 5307	Year Apportioned:	FY 20 - FY 21
Route:	N/A	Project Length	0.00	Total Project Cost:	\$784,095
Termini:	N/A				
Scope of Work:	Other Third Party Contractual				

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480047/0001	2021	TRANSIT	\$146,284	\$36,571	\$182,855
480047/0001	2022	TRANSIT	\$153,598	\$38,400	\$191,998
480047/0001	2023	TRANSIT	\$161,278	\$40,319	\$201,597
480047/0001	2024	TRANSIT	\$166,116	\$41,529	\$207,645
SUB-TOTAL FOR PROJECT 480047			\$627,276	\$156,819	\$784,095

Note: FY 20 apportionment is currently available and will be used for FY 21-FY 22. FY 21 apportionment is planned for FY 23-FY 24.



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

Route: Project Length Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480050/001	2021	TRANSIT	\$300,000	\$75,000	\$375,000
480050/001	2022	TRANSIT	\$55,000	\$13,750	\$68,750
480050/001	2023	TRANSIT	\$60,500	\$15,125	\$75,625
480050/001	2024	TRANSIT	\$62,315	\$15,579	\$77,894
SUB-TOTAL FOR PROJECT 480050			\$477,815	\$119,454	\$597,269

Note: FY 20 apportionment is currently available and will be used for FY 21-FY 22. FY 21 apportionment is planned for FY 23-FY 24.





**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

Route: Project Length Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480051/001	2021	TRANSIT	\$320,000	\$80,000	\$400,000
480051/001	2022	TRANSIT	\$100,800	\$25,200	\$126,000
480051/001	2023	TRANSIT	\$384,000	\$96,000	\$480,000
480051/001	2024	TRANSIT	\$320,000	\$80,000	\$400,000
SUB-TOTAL FOR PROJECT 480051			\$1,124,800	\$281,200	\$1,406,000

Note: FY 20 apportionment is currently available and will be used for FY 21-FY 22. FY 21 apportionment is planned for FY 23-FY 24.





**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

Route: Project Length: Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480059/001	2021	TRANSIT	\$450,000	\$112,500	\$562,500
480059/001	2022	TRANSIT	\$55,000	\$13,750	\$68,750
480059/001	2023	TRANSIT	\$60,500	\$15,125	\$75,625
480059/001	2024	TRANSIT	\$62,315	\$15,579	\$77,894
SUB-TOTAL FOR PROJECT 480059			\$627,815	\$156,954	\$784,769

Note: FY 20 apportionment is currently available and will be used for FY 21-FY22. FY 21 apportionment is planned for FY 23-24.





**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

Route: Project Length Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480057/001	2021	TRANSIT	\$117,879	\$30,083	\$147,962
480057/001	2022	TRANSIT	\$121,921	\$30,480	\$152,401
480057/001	2023	TRANSIT	\$125,578	\$31,395	\$156,973
480057/001	2024	TRANSIT	\$129,346	\$32,336	\$161,682
SUB-TOTAL FOR PROJECT 480057			\$494,724	\$124,294	\$619,018

Note: FY 20 apportionment is currently available and will be used for FY 21 - FY 22. FY 21 apportionment is planned for FY 23 - FY 24.



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

Route: Project Length Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480058	2021	TRANSIT	\$200,000	\$50,000	\$250,000
480058	2022	TRANSIT	\$200,000	\$50,000	\$250,000
480058	2023	TRANSIT	\$25,000	\$6,250	\$31,250
480058	2024	TRANSIT	\$25,000	\$6,250	\$31,250
SUB-TOTAL FOR PROJECT 480058			\$450,000	\$112,500	\$562,500

Note: FY 20 apportionment is currently available and will be used for FY 21 - FY 22. FY 21 is planned for FY 23 - FY 24.





**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

Route: Project Length Total Project Cost:

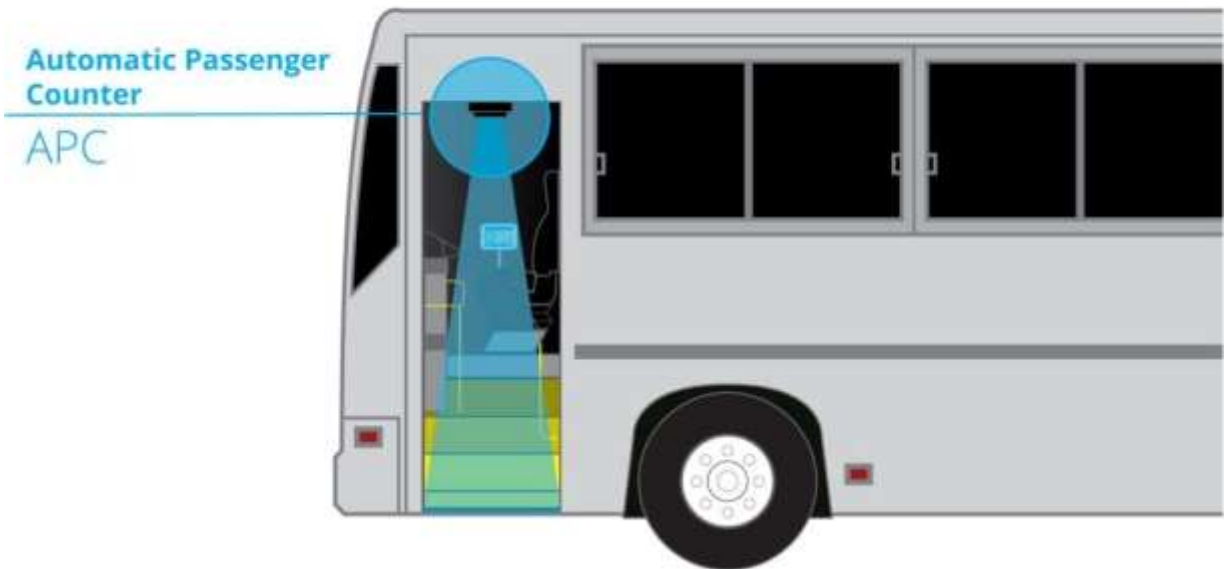
Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480060/001	2021	TRANSIT	\$450,000	\$112,500	\$562,500
480060/001	2022	TRANSIT	\$55,000	\$13,750	\$68,750
480060/001	2023	TRANSIT	\$60,500	\$15,125	\$75,625
480060/001	2024	TRANSIT	\$62,315	\$15,579	\$77,894
SUB-TOTAL FOR PROJECT 480060			\$627,815	\$156,954	\$784,769

Revision Date:	Revision Type:	Description:

Note: FY 20 apportionment is currently available and will be used for FY 21 - FY 22. FY 21 apportionment is planned for FY 23 - FY 24.





**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

Route: Project Length Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480061/001	2021	TRANSIT	\$520,000	\$130,000	\$650,000
480061/001	2022	TRANSIT	\$52,000	\$13,000	\$65,000
480061/001	2023	TRANSIT	\$52,000	\$13,000	\$65,000
480061/001	2024	TRANSIT	\$52,000	\$13,000	\$65,000
SUB-TOTAL FOR PROJECT 480061			\$676,000	\$169,000	\$845,000

Note: FY 20 apportionment is currently available and will be used for FY 21 - FY 22. FY 21 apportionment is planned for FY 23 - FY 24.



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:	HINDS	Responsible Agency:	CITY OF JACKSON		
Project:	480062	Fund Source:	FTA Section 5307	Year Apportioned:	FY 20 - FY 21
Route:		Project Length	0.00	Total Project Cost:	\$512,000
Termini:					
Scope of Work:	Telephone System				

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480062/001	2021	TRANSIT	\$280,000	\$70,000	\$350,000
480062/001	2022	TRANSIT	\$43,200	\$10,800	\$54,000
480062/001	2023	TRANSIT	\$43,200	\$10,800	\$54,000
480062/001	2024	TRANSIT	\$43,200	\$10,800	\$54,000
SUB-TOTAL FOR PROJECT 480062			\$409,600	\$102,400	\$512,000

Note: FY 20 apportionment is currently available and will be used for FY 21 - FY 22. FY 21 apportionment is planned for FY 23 - FY 24



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

Route: Project Length Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480063/001	2021	TRANSIT	\$280,000	\$70,000	\$350,000
480063/001	2022	TRANSIT	\$0	\$0	\$0
480063/001	2023	TRANSIT	\$0	\$0	\$0
480063/001	2024	TRANSIT	\$0	\$0	\$0
SUB-TOTAL FOR PROJECT 480063			\$280,000	\$70,000	\$350,000

Note: FY 20 apportionment is currently available and will be used for FY 21 - FY 22. FY 21 apportionment is planned for FY 23 - FY 24.



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:	HINDS	Responsible Agency:	CITY OF JACKSON		
Project:	480064	Fund Source:	FTA Section 5307	Year Apportioned:	FY 20 - FY 21
Route:		Project Length	0.00	Total Project Cost:	\$181,350
Termini:					
Scope of Work:	Surveillance & Monitoring Services				

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480064/001	2021	TRANSIT	\$36,000	\$9,000	\$45,000
480064/001	2022	TRANSIT	\$36,000	\$9,000	\$45,000
480064/001	2023	TRANSIT	\$36,000	\$9,000	\$45,000
480064/001	2024	TRANSIT	\$37,080	\$9,270	\$46,350
SUB-TOTAL FOR PROJECT 480064			\$145,080	\$36,270	\$181,350

Note: FY 20 apportionment is currently available and will be used for FY 21 - FY 22. FY 21 apportionment is planned for FY 23 - FY 24.



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

Route: Project Length Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480065/001	2021	TRANSIT	\$325,981	\$81,495	\$407,476
480065/001	2022	TRANSIT	\$335,760	\$83,940	\$419,700
480065/001	2023	TRANSIT	\$0	\$0	\$0
480065/001	2024	TRANSIT	\$0	\$0	\$0
SUB-TOTAL FOR PROJECT 480065			\$661,741	\$165,435	\$827,176

Note: FY 20 apportionment is currently available and will be used for FY 21. FY 21 apportionment is planned for FY 22.





**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County: Responsible Agency:

Project: Fund Source: Year Apportioned:

Route: Project Length Total Project Cost:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480066/001	2021	TRANSIT	\$2,337,500	\$412,500	\$2,750,000
480066/001	2022	TRANSIT	\$2,337,500	\$412,500	\$2,750,000
480066/001	2023	TRANSIT	\$2,900,000	\$725,000	\$3,625,000
SUB-TOTAL FOR PROJECT 480066			\$7,575,000	\$1,550,000	\$9,125,000

Note: FY 20 discretionary funding is available and will be programmed for FY 21-22. FY 20 discretionary funding is available and will be programmed for FY 23.



8.0 MDOT SPONSORED PROJECTS



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2021 - 2024 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
JACKSON URBANIZED AREA GROUPED PROJECTS**

NEW STIP PAGE

Bridge Replacement

Fiscal Year	Agency	Fund Source	Federal Share	State Share	Total Funds
2021	MDOT/Local Agencies	STBG/NHPP/EARMARK/SFP/LOCAL	\$23,658,760	\$5,914,691	\$29,573,451
2022	MDOT/Local Agencies	STBG/NHPP/EARMARK/SFP/LOCAL	\$18,400,000	\$4,600,000	\$23,000,000
2023	MDOT/Local Agencies	STBG/NHPP/EARMARK/SFP/LOCAL	\$7,376,000	\$1,844,000	\$9,220,000
2024	MDOT/Local Agencies	STBG/NHPP/EARMARK/SFP/LOCAL	\$32,240	\$8,060,000	\$8,092,240
SUB-TOTAL FOR Bridge Replacement :			\$49,467,000	\$20,418,691	\$69,885,691

Operation/Maintenance/Minor Reconstruction

Fiscal Year	Agency	Fund Source	Federal Share	State Share	Total Funds
2021	MDOT/Local Agencies	HSIP/NHPP/STBG/SFP/LOCAL	\$10,000,000	\$2,500,000	\$12,500,000
2022	MDOT/Local Agencies	HSIP/NHPP/STBG/SFP/LOCAL	\$27,933,000	\$5,177,000	\$33,110,000
2023	MDOT/Local Agencies	HSIP/NHPP/STBG/SFP/LOCAL	\$13,808,000	\$3,452,000	\$17,260,000
2024	MDOT/Local Agencies	HSIP/NHPP/STBG/SFP/LOCAL	\$1,000,000	\$250,000	\$1,250,000
SUB-TOTAL FOR Operation/Maintenance/Minor Reconstruction :			\$52,741,000	\$11,379,000	\$64,120,000

Safety

Fiscal Year	Agency	Fund Source	Federal Share	State Share	Total Funds
2021	MDOT/Local Agencies	HSIP/NHPP/STBG/SFP/LOCAL	\$6,000,000	\$1,500,000	\$7,500,000
2022	MDOT/Local Agencies	HSIP/NHPP/STBG/SFP/LOCAL	\$4,800,000	\$1,200,000	\$6,000,000
2023	MDOT/Local Agencies	HSIP/NHPP/STBG/SFP/LOCAL	\$1,125,000	\$125,000	\$1,250,000
2024	MDOT/Local Agencies	HSIP/NHPP/STBG/SFP/LOCAL	\$1,000,000	\$250,000	\$1,250,000
SUB-TOTAL FOR Safety :			\$12,925,000	\$3,075,000	\$16,000,000

TAP/TE/Recreational Trails/SRTS

Fiscal Year	Agency	Fund Source	Federal Share	State Share	Total Funds
2021	MDOT/Local Agencies	TAP/TE/STBG/SFP/EARMARK/LOCAL	\$1,000,000	\$250,000	\$1,250,000
2022	MDOT/Local Agencies	TAP/TE/STBG/SFP/EARMARK/LOCAL	\$1,000,000	\$250,000	\$1,250,000
2023	MDOT/Local Agencies	TAP/TE/STBG/SFP/EARMARK/LOCAL	\$1,000,000	\$250,000	\$1,250,000
2024	MDOT/Local Agencies	TAP/TE/STBG/SFP/EARMARK/LOCAL	\$1,000,000	\$250,000	\$1,250,000
SUB-TOTAL FOR TAP/TE/Recreational Trails/SRTS :			\$4,000,000	\$1,000,000	\$5,000,000
Grand Total :			\$119,133,000	\$35,872,691	\$155,005,691

The projects contained in this 'Grouped' list are not individually listed in the STIP. These projects individually or cumulatively have no significant environmental impact and therefore are deemed Categorical Exclusions. Additional grouped projects may be found in other volumes of the STIP.

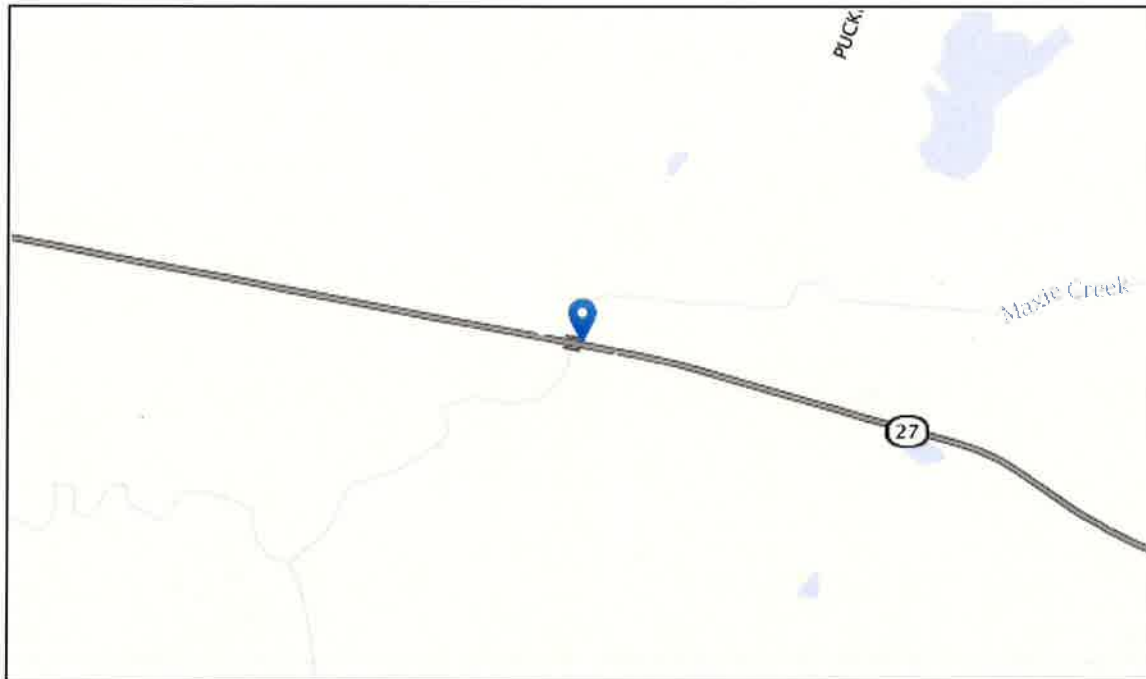


**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2021 - 2024 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT ALL STIP PROJECTS**

County: Hinds

STIP ID: 250080 **Project Title: SR 27 (Bridge # 114.7)** **Total Project Cost: \$4,700,000**
Route: SR 27 **Project Length: 0.014 Miles** **Fund Source: STF**

Project #	FY	Scope of Work	Resp Agcy	Phase	Fed	State/Local	Total Cost Est	
106113/301000	2022	Bridge Replacement	MDOT	CON	\$3,760,000	\$940,000	\$4,700,000	
Termini:		SR 27 [Bridge # 114.7]						
SUB-TOTAL FOR STIP ID 250080 :					\$3,760,000	\$940,000	\$4,700,000	



SUB-TOTAL FOR Hinds COUNTY :					\$3,760,000	\$940,000	\$4,700,000
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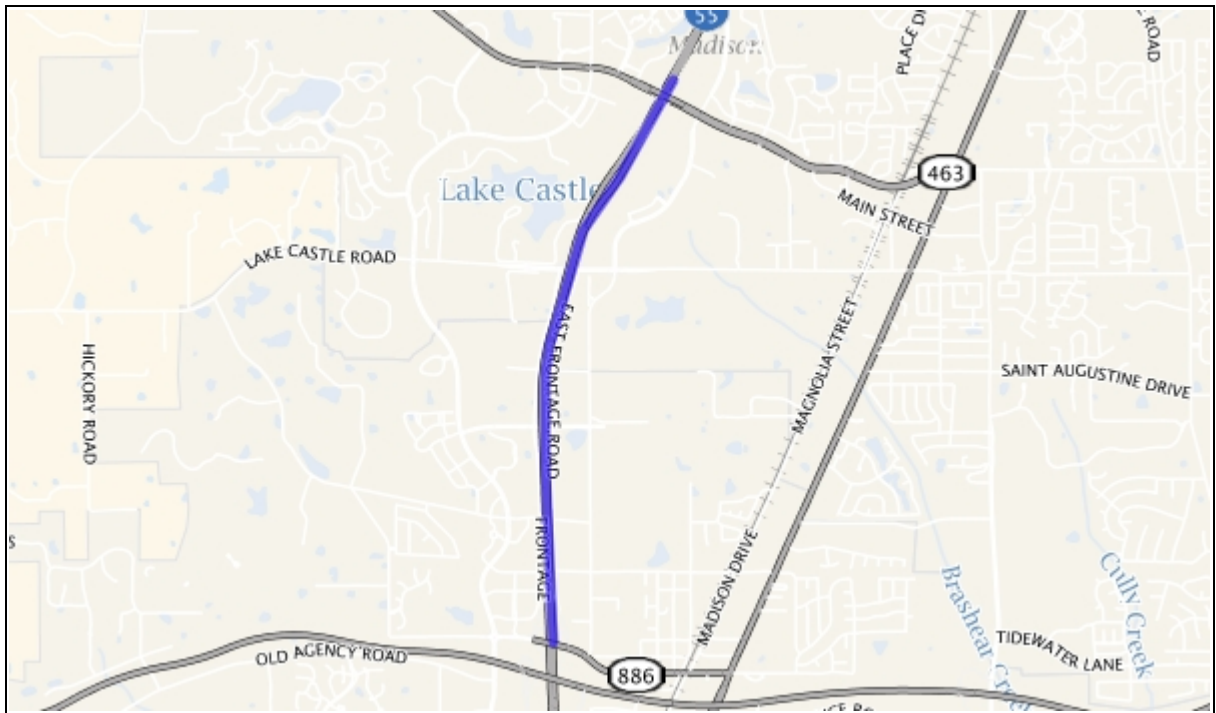
**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2021 - 2024 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
ALL STIP PROJECTS FOR JACKSON MPO**

County: Madison

STIP ID: 450250 **Project Title: I-55 FR MADISON COUNTY - DEBT SERVICE** **Total Project Cost: \$150,000,000**
Route: I-55 **Project Length: 3.20 Miles** **Fund Source: IM/NHS/STP/SFP/NHPP**

Project #	FY	Scope of Work	Resp Agcy	Phase	Fed	State/Local	Total Cost Est
501561/604000	2021	Reconstruction	MDOT	OTH/AC	\$9,035,100	\$2,258,775	\$11,293,875
Termini: H.E.L.P. Projects - Debt Service							
501561/604000	2022	Reconstruction	MDOT	OTH/AC	\$9,035,100	\$2,258,775	\$11,293,875
Termini: H.E.L.P. Projects - Debt Service							
501561/604000	2023	Reconstruction	MDOT	OTH/AC	\$9,035,100	\$2,258,775	\$11,293,875
Termini: H.E.L.P. Projects - Debt Service							
501561/604000	2024	Reconstruction	MDOT	OTH/AC	\$9,035,100	\$2,258,775	\$11,293,875
Termini: H.E.L.P. Projects - Debt Service							
SUB-TOTAL FOR STIP ID 450250 :					\$36,140,400	\$9,035,100	\$45,175,500

This project details the repayment of debt service on a HELP bond issue. Includes improvements to MS 463 from Post Oak Road to US 51. This project uses Advance Construction. See the explanation in the Introduction for a description of this funding technique.





**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2021 - 2024 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
ALL STIP PROJECTS FOR JACKSON MPO**

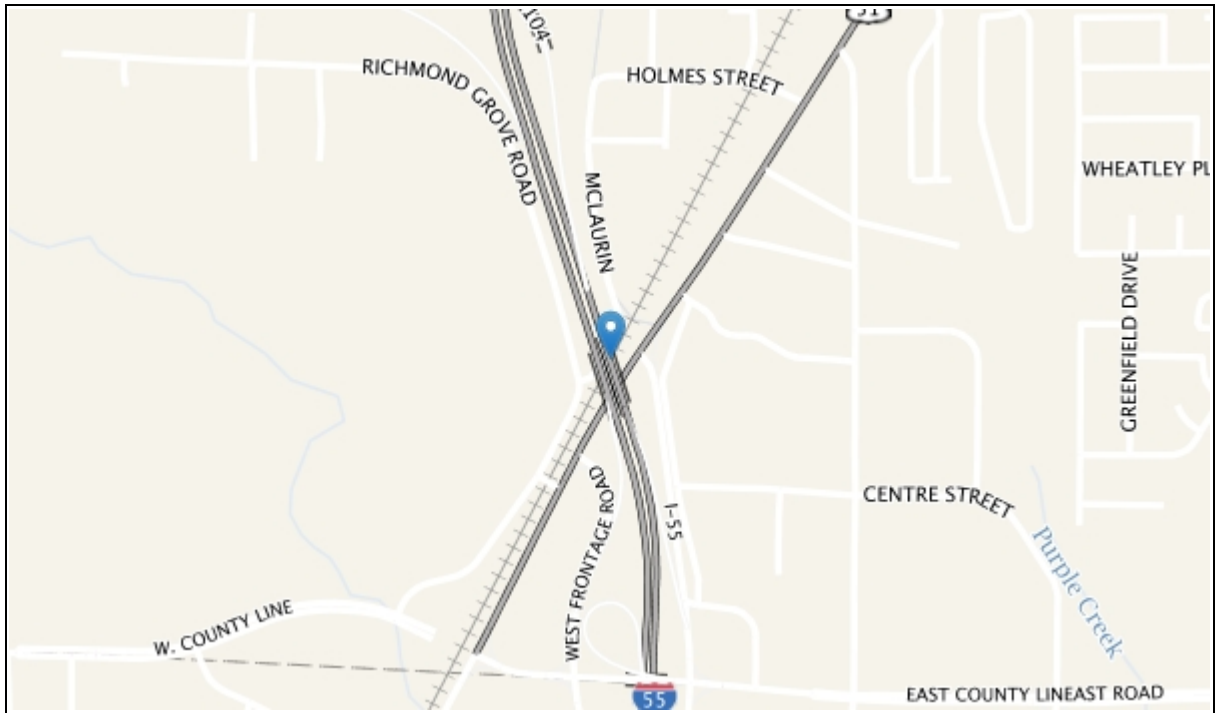
County: Madison

STIP ID: 450702 **Project Title: I-55 INTERCHANGE WITH CONNECTORS TO US 51** **Total Project Cost: \$203,984,119**
Route: I-55 **Project Length: 2.80 Miles** **Fund Source: NHS/BOND PROCEEDS/STP/SFP/NHPP/RR Funds**

Project #	FY	Scope of Work	Resp Agcy	Phase	Fed	State/Local	Total Cost Est
100486/304000	2023	Interchange	MDOT	CON	\$18,480,000	\$4,620,000	\$23,100,000
Termini:		I-55 'SPLIT-DIAMOND' Interchange - Madison Connector to US 51					

SUB-TOTAL FOR STIP ID 450702 : **\$18,480,000** **\$4,620,000** **\$23,100,000**

This project is funded through HELP. See the explanation in the introduction for a description of this funding technique.



SUB-TOTAL FOR Madison COUNTY : **\$54,620,400** **\$13,655,100** **\$68,275,500**

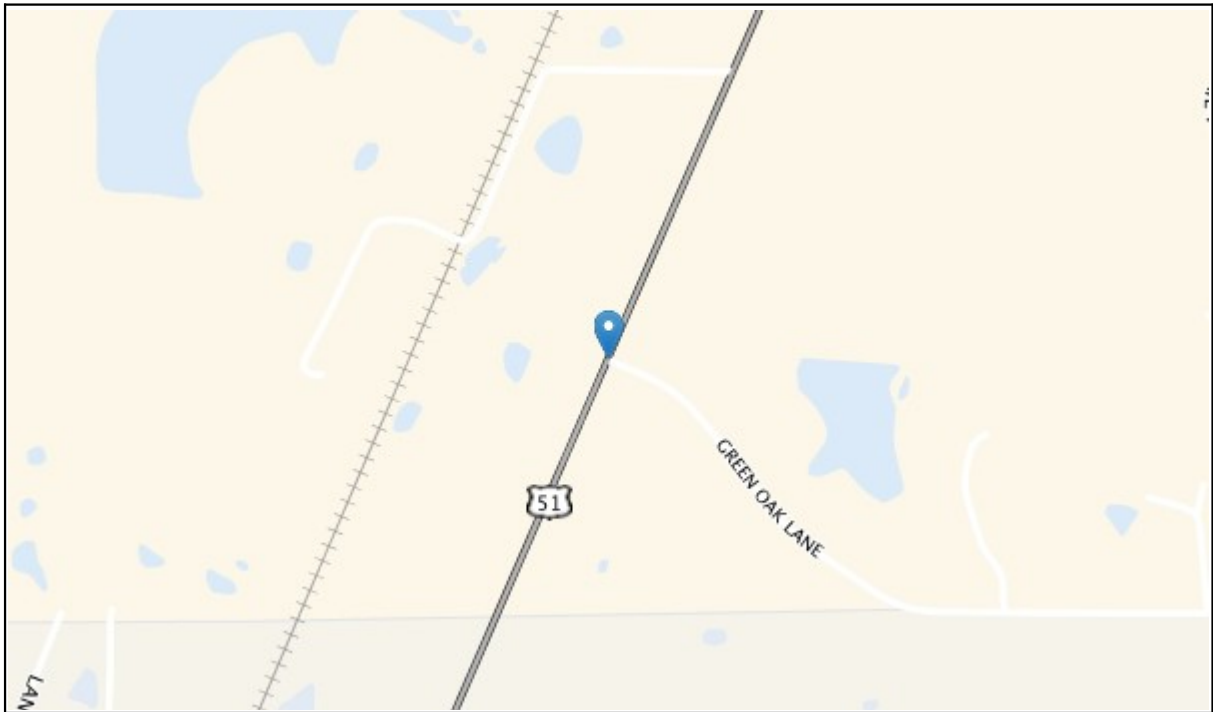


**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2021 - 2024 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
ALL STIP PROJECTS**

County: Madison

STIP ID: 450704 **Project Title: US 51 at Green Oak Lane** **Total Project Cost: \$2,500,000**
Route: US 51 **Project Length: Miles** **Fund Source: STBG**

Project #	FY	Scope of Work	Resp Agcy	Phase	Fed	State/Local	Total Cost Est	
108504/301000	2023	Intersection Improvements	MDOT	CON	\$1,854,310	\$463,577	\$2,317,887	
Termini:		US 51 at Green Oak Lane						
SUB-TOTAL FOR STIP ID 450704 :					\$1,854,310	\$463,577	\$2,317,887	



SUB-TOTAL FOR Madison COUNTY :					\$60,262,815	\$10,831,422	\$71,094,237
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**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2021 - 2024 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
ALL STIP PROJECTS**

County: Rankin

STIP ID: 610059

Project Title: US 49 FROM FLORENCE TO SCALE AREA

Total Project Cost: \$143,737,317

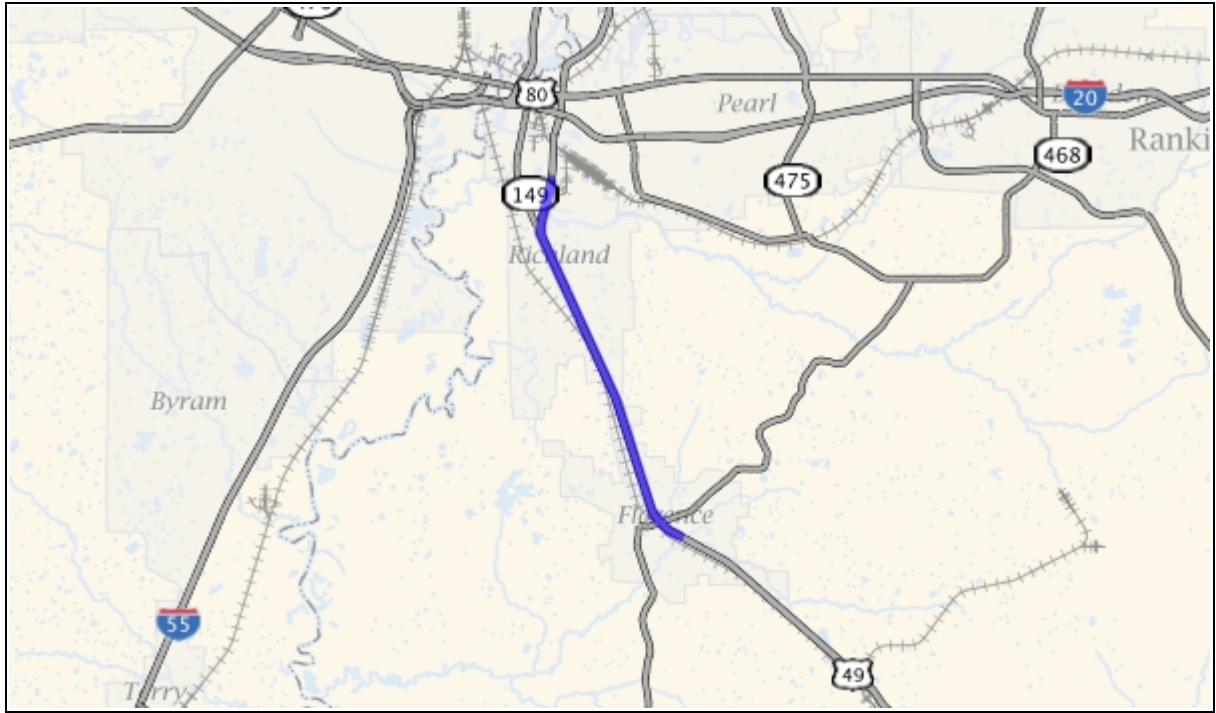
Route: US 49

Project Length: 7.2570

Fund Source: NHS/STP/SFP/NHPP

Project #	FY	Scope of Work	Resp Agcy	Phase	Fed	State/Local	Total Cost Est
102046/301000	2021	Widen to 6 Lanes	MDOT	CON/AC	\$30,000,000	\$7,500,000	\$37,500,000
Termini:		US 49 from Florence to Scale Area [EARMARK]					
102046/301000	2022	Widen to 6 Lanes	MDOT	CON/AC	\$20,000,000	\$5,000,000	\$25,000,000
Termini:		US 49 from Florence to Scale Area [EARMARK]					
SUB-TOTAL FOR STIP ID 610059 :					\$50,000,000	\$12,500,000	\$62,500,000

This project uses Advance Construction. See the explanation in the Introduction for a description of this funding technique.



SUB-TOTAL FOR	Rankin	COUNTY :	\$50,000,000	\$12,500,000	\$62,500,000
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**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2021 - 2024 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
ALL STIP PROJECTS**

County: Rankin

STIP ID: 610600

Project Title: MS 25 FROM MS 475 TO MS 471 SOUTH

Total Project Cost: \$70,000,000

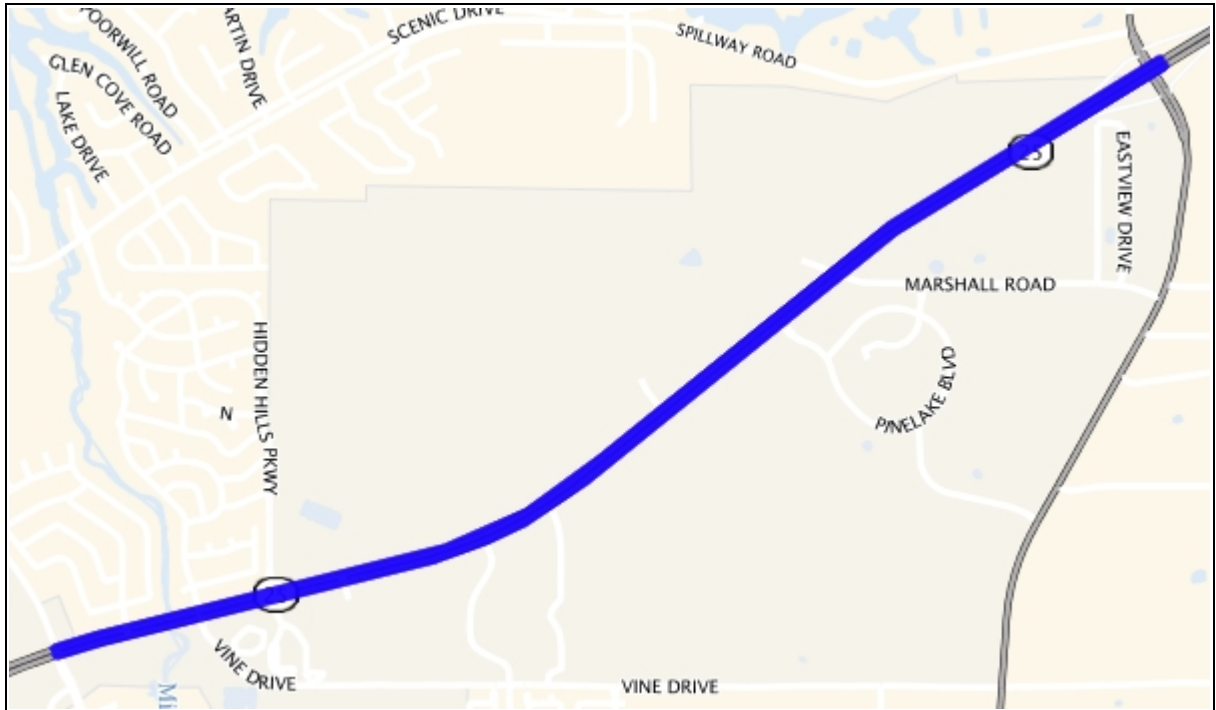
Route: MS 25

Project Length: 16 Miles

Fund Source: EARMARK/STP/NHPP

Project #	FY	Scope of Work	Resp Agcy	Phase	Fed	State/Local	Total Cost Est
104101/102200	2022	Add 2 Lanes	MDOT	PE	\$1,280,000	\$320,000	\$1,600,000
Termini:		SR 25 from Grants Ferry to SR 471					
104101/202000	2023	Add 2 Lanes	MDOT	ROW	\$2,400,000	\$600,000	\$3,000,000
Termini:		SR 25 from Grants Ferry to SR 471					
104101/202500	2024	Add 2 Lanes	MDOT	UTIL	\$1,200,000	\$300,000	\$1,500,000
Termini:		SR 25 from Grants Ferry to SR 471					
SUB-TOTAL FOR STIP ID 610600 :					\$4,880,000	\$1,220,000	\$6,100,000

This project uses Advance Construction. See the explanation in the introduction for a description of this funding technique.



9.0 EASTERN FEDERAL LANDS HIGHWAY DIVISION PROJECTS



FY2022-FY2025 Transportation Improvement Program

Federal Highway Administration
Eastern Federal Lands Highway Division

Last Printed: 12/17/2021

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
Mississippi													
NP GUI5 15(3)	2021	MS	Jackson	Gulf Islands National Seashore	Safety improvements on Park Road - paved shoulders, guardrail	NEW	REIMB	\$ 1,300,000.00	Title 54	EFLHD	In Design	MS-04	NPS_SE
NP NATR 2A18 B7 C6 D11 3A17 B9	2021	MS	Various	Natchez Trace Parkway	Pavement Reconstruction and Safety Improvement from MP 291.00 to MP 331.00	3RH	NSFLTP	\$ 45,000,000.00	Title 23	EFLHD	Under Construction	MS-02	NPS_SE
NP NATR 3D34 3E15	2021	MS	Pontotoc & Lee	Natchez Trace Parkway	Overlay park road from MP 253.44 to MP 268.63	2R	FLTP	\$ 5,188,832.00	Title 23	EFLHD	Under Construction	MS-02	NPS_SE
NP VICK 12(4) 20(1) 21(1)	2021	MS	Warren	Vicksburg National Military Park	Repairs of Confederate Ave, Union Ave., and Louisiana Circle	3RH	FLTP	\$ 1,304,717.00	Title 23	EFLHD	Planned	MS-02	NPS_SE
MS ERFO NPS VICK 2020-1(1)	2022	MS	Warren	Vicksburg National Military Park	Reconstruct roads to restore to pre-disaster condition.	3RH	ERFO	\$ 1,808,000.00	Title 23	EFLHD	In Acquisitions	MS-02	NPS_SE
MS ERFO FW HILL 2020-1(1)	2022	MS	Holmes	Hillside National Wildlife Refuge	Remove & replace two damaged boardwalks, resurface Alligator Slough Trail.	MISC	ERFO	\$ 418,809.00	Title 23	EFLHD	In Design	MS-02	FWS_R4
NP NATR 3E16 3F25	2022	MS	Pontotoc, Chickasaw, Lee	Natchez Trace Parkway	Overlay park road from MP 238.84 to MP 253.44	2R	FLTP	\$ 7,793,000.00	Title 23	EFLHD	Planned	MS-02	NPS_SE
NP NATR 3J11 3K5 3L14 3M21	2022	MS	Attala, Choctaw	Natchez Trace Parkway	Overlay park road from MP 160.74 to MP 182.82	2R	FLTP	\$ 5,933,245.00	Title 23	EFLHD	Planned	MS-02	NPS_SE
NP NATR 3N16 3H25 ETC	2022	MS	Madison	Natchez Trace Parkway	NATR Rehabilitation (Phase II) MP 121-204	3RL	REIMB	\$ 100,000,000.00	Other	EFLHD	In Design	MS-03	NPS_SE
NP NATR 3O22	2022	MS	Madison	Natchez Trace Parkway	Slide repairs along the NATR MP 106.6 and 109.7	LSR	REIMB	\$ 135,000.00	Other	EFLHD	In Design	MS-02	NPS_SE
NP VICK 12(5) 14(1) ETC	2022	MS	Warren	Vicksburg National Military Park	Replace Several Tour Bridges' Railings and Guardrails	MISC	FLTP	\$ 204,937.00	Title 23	EFLHD	Planned	MS-02	NPS_SE
NP VICK 17(1)	2022	MS	Warren	Vicksburg National Military Park	Slide failure repairs in Grant Avenue.	LSR	FLTP	\$ 3,600,000.00	Title 23	EFLHD	Planned	MS-02	NPS_SE
MS FLAP CRNTH 145(1)	2022	MS	Alcorn	NPS- Shiloh National Military Park	Polk St. Bridge & Road Improvements	3RH_BRRP	FLAP	\$ 2,763,682.00	Title 23	LOCAL	Planned	MS-01	NPS_SE
MS ERFO NPS VICK 2020-1(1)	2022	MS	Warren	Vicksburg National Military Park	Reconstruct roads to restore to pre-disaster condition.	3RH	ERFO	\$ 1,808,000.00	Title 23	EFLHD	In Acquisitions	MS-02	NPS_SE
MS ERFO NPS VICK 2020-1(2)	2023	MS	Warren	Vicksburg National Military Park	Prelim design for planning study of Confederate Ave/Grant Ave/Sherman's Cir/Union Ave/ S.Cemetery Rd	LSR_3RH	ERFO	\$ 16,440,000.00	Title 23	EFLHD	Planned	MS-02	NPS_SE
NP NATR 3J12	2023	MS	Choctaw	Natchez Trace Parkway	Realign Intersection at French Camp along Parkway.	4R	FLTP	\$ 417,555.00	Title 23	EFLHD	Planned	MS-07	NPS_SE
NP VICK Slide Repairs FY23	2023	MS	TBD	Vicksburg National Military Park	VICK Slide repairs, roadway realignments, etc., resulting from study.	LSR_3RH	FLTP	\$ 3,000,000.00	Title 23	EFLHD	Planned	MS-02	NPS_SE
NP NATR BMS FY23(1)	2023	MS	TBD	Natchez Trace Parkway	FY23 Bridge Preventive Maintenance at NATR	BRRP	FLTP	\$ 500,000.00	Title 23	EFLHD	Planned	MS-02	NPS_SE
MS NP NATR 3P19	2023	MS	Various	Natchez Trace Parkway	Construct multi-use trail 200 feet west of County Line Road Bridge to Milepost 96	MISC	FLTP	\$ 4,200,000.00	Title 23	EFLHD	Planned	MS-02	NPS_SE
NP NATR 3M22	2024	MS	Attala, Leake	Natchez Trace Parkway	Overlay Park Road - from MP 142.66 to MP 152.02 & MP 152.02 to 160.74.	2R	FLTP	\$ 5,801,916.00	Title 23	EFLHD	Planned	MS-02	NPS_SE
NP NATR 3O20	2024	MS	Madison	Natchez Trace Parkway	Overlay Park Road from MP 112.4 to MP 114.6	3RH	FLTP	\$ 5,034,246.00	Title 23	EFLHD	In Design	MS-02	NPS_SE
NP NATR 3P25	2024	MS	Madison	Natchez Trace Parkway	Reconstruct Parkway in Ridgeland from MP 102.3 to MP 103.7	3RH	FLTP	\$ 5,537,024.00	Title 23	EFLHD	Planned	MS-02	NPS_SE
NP NATR 3Q9 3P26 3O23	2024	MS	Hinds	Natchez Trace Parkway	NATR Reconstruct Parkway	3RH	REIMB	\$ 72,500,000.00	Other	EFLHD	Planned	MS-02	NPS_SE
NP NATR 5570-463P	2024	MS	Hinds	Natchez Trace Parkway	Rehabilitate / Replace TN River Bridge 5570-028P (Pre NEPA, NEPA, PE, etc.) through Park	3RH_BRRP	REIMB	\$ 185,000,000.00	Other	EFLHD	Planned	MS-02	NPS_SE



FY2022-FY2025 Transportation Improvement Program

Federal Highway Administration
Eastern Federal Lands Highway Division

Last Printed: 12/17/2021

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
NP NATR BMS FY24(1)	2024	MS	TBD	Natchez Trace Parkway	FY24 Bridge Preventive Maintenance at NATR	BRRP	FLTP	\$ 625,000.00	Title 23	EFLHD	Planned	_VARIOUS	NPS_SE
MS NP NATR 3P20	2024	MS	Various	Natchez Trace Parkway	Construct multi-use trail from Osburn Stand Parking Area to 200 feet west of County Line Road Bridge	MISC	FLTP	\$ 3,100,000.00	Title 23	EFLHD	Planned	MS-02	NPS_SE
MS FLTP FW PNS (1)	2025	MS	Yazoo	Panther Swamp NWR	BI-2015, Replace Wade Bayou Bridge	BRRH	FLTP	\$ 549,324.00	Title 23	FWS	Planned	MS-02	FWS_R4
NP NATR BMS FY25(1)	2025	MS	TBD	Natchez Trace Parkway	FY25 Bridge Preventive Maintenance at NATR	BRRP	FLTP	\$ 500,000.00	Title 23	EFLHD	Planned	MS-02	NPS_SE
MS NP NATR 3P26	2025	MS	TBD	Natchez Trace Parkway	Rehabilitation of Multi-Use Trail	MISC	FLTP	\$ 3,600,000.00	Title 23	EFLHD	Planned	Various	NPS_SE
MS FLTP FW DCC(1)	2025	MS	Lee	Private John Allan National Fish Hatchery	Rehabilitate RT#10 Hatchery Entrance RD, RT#901 Historic Managers Residence PKG,RT#902 Holding House PKG	3RH	FLTP	\$ 258,750.00	Title 23	FWS	Planned	MS_01	FWS_R4
MS FLTP FW DHM(1)	2025	MS	Bolivar	Dahomey National Wildlife Refuge	Rehabilitate Bear Road Rt. 101	3RL	FLTP	\$ 241,250.00	Title 23	FWS	Planned	MS-02	FWS_R4

APPENDIX A – ACRONYMS AND DEFINITIONS

Acronyms and Definitions

Acronym	Name	Definition
N/A	Administrative Modification	A requested change to the TIP is processed as an administrative modification if the proposed change to the scope of the project is minor (Appendix B provides a flow chart to determine whether a project should be processed as an amendment or a modification.)
AC	Advance Construction	A technique which allows a state to initiate a project using non-Federal funds while preserving eligibility for future Federal-aid funds. Eligibility means that FHWA has determined that the project technically qualifies for Federal-aid although no present or future Federal funds are committed to the project. After an advance construction project is authorized, the state may convert the project to regular Federal-aid funding provided Federal funds are made available for the project.
N/A	Allocation	Set aside for a particular purpose; allocated for use to a specified program or specified project.
N/A	Amendment	A requested change to the TIP is processed as an amendment if it is a major change to the scope of the project, (Appendix B provides a flow chart to determine whether a project should be processed as an amendment or a modification.)
ADA	Americans with Disabilities Act of 1990	Federal law that requires public facilities (including transportation services) to be accessible to persons with disabilities including those with mental disabilities, temporary disabilities, and conditions related to substance abuse.
N/A	Apportionment	A term that refers to a statutorily prescribed division or assignment of funds. An apportionment is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program among the States.
N/A	Authorized	A term meaning the project has been approved by all necessary agencies. After authorization a project may be advanced to advertising for a contractor.
N/A	Bridge Repair MPO Project Type	Bridge repair projects selected for funding through the MPO call for projects process generally include bridge rehabilitation or replacement by addressing bridge deficiencies.
BR	Bridge Replacement	The Bridge Replacement and Rehabilitation Program can provide funding for any bridge on a public road. Federal law allows between 15 and 35 percent of federal funds to be used on local bridges. Funding for bridges in this category is matched at an 80%/20% federal/ state or local ratio. In some instances 100 percent of federal dollars are eligible when Bridge Credits are available. Bridge Credits are generated as a result of the State spending its own dollars to rehabilitate bridges located on the Federal Highway System. Bridge Credits may be used as a substitute for the 20 percent match required by States in obligating the annual appropriation of Bridge Replacement Funds. The Bridge Replacement Program is further divided into separate funding categories for bridges <i>on</i> and <i>off</i> the Federal-aid System.
N/A	Capacity Deficiency MPO Project Type	Capacity deficiency projects selected for funding through the MPO call for projects process generally add capacity to an existing roadway by widening a present facility or constructing a new roadway.

Acronym	Name	Definition
N/A	Capital Expenses	Includes highway construction (e.g., resurfacing, restoration, and rehabilitation improvements; construction of additional lanes, interchanges, and grade separations; and construction of a new facility on a new location) and acquisition of transit vehicles and equipment.
CMPDD	Central Mississippi Planning and Development District	One of ten Planning and Development Districts in the State of Mississippi that make up the Mississippi Association of Planning and Development Districts. The CMPDD was designated as the MPO for the Jackson Urbanized Area in 1975.
CFR	Code of Federal Regulations	The Code of Federal Regulations (CFR) is the codification of the general and permanent rules published in the Federal Register by the departments and agencies of the Federal Government. It is divided into 50 titles that represent broad areas subject to Federal regulation. The 50 subject matter titles contain one or more individual volumes, which are updated once each calendar year, on a staggered basis.
CMP	Congestion Management Process	An analytical process that measures the operational effectiveness of major transportation facilities located within a Transportation Management Area (TMA) and proposes strategies necessary to address any identifiable deficiencies within the TMA transportation network.
CMAQ	Congestion Mitigation and Air Quality Improvement Program	States are apportioned funding based on county populations residing within ozone and carbon monoxide (CO) non-attainment and maintenance areas and the severity of the areas' air quality problems. If a state has no ozone or carbon monoxide non-attainment or maintenance areas (Mississippi has none), the funds may be used for Surface Transportation Program (STP) or CMAQ eligible purposes.
CON	Construction	The last phase in the project development process. A project cannot go to construction until all other phases (Environmental, Design and Right of Way) have been completed. This is the project phase where the project is being built.
CE	Construction Engineering	Project implementation practice to monitor a contractor's compliance with engineering plans and track project funding documentation.
CONV	Conversion	Funds are Advance Constructed, or "promised" for later use on a project, and CONV is converting those advanced construction funds into obligated federal and matching funds.
DOT	Department of Transportation	Agency responsible for transportation at the local, state, or federal level. For title 23 U.S.C. federal-aid highway actions, this would mean the Federal Highway Administration and for federal-aid transit actions under title 49 U.S.C, this would mean the Federal Transit Administration.
N/A	Earmarks	Funds appropriated by Congress for specific projects including any anticipated grants awarded to MDOT, Office of State Aid Road Construction, or local entities.
ENV	Environmental	Project phase used to identify any significant potential impacts the proposed project would have on the surrounding human and natural environment.
FAST Act	Fixing America's Surface Transportation Act	The FAST Act was signed on December 4, 2015 (Pub. L. No. 114-94) into law. The FAST Act authorizes dedicated transportation funding over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

Acronym	Name	Definition
FHWA	Federal Highway Administration	A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.
FTA	Federal Transit Administration	A branch of the US Department of Transportation that is the principal source of federal financial assistance to America's communities for planning, development, and improvement of public or mass transportation systems.
FTA 5307	FTA Urbanized Area Formula Program (Section 5307)	The purpose of this program is to provide funds for capital and operating assistance for transit operations in urbanized areas with populations greater than 50,000 and for transportation related planning. These funds can be for planning, engineering, design, and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and computer hardware/software.
FTA 5339	FTA Bus and Bus Facilities (Section 5339)	Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.
N/A	Fiscal Constraint	A demonstration of sufficient funds (Federal, State, local, and private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.
FY	Fiscal Year	A federal fiscal year or budget year begins on October 1 and goes through September 30.
N/A	Functional Classification	The process by which streets and highways are grouped into classes, or systems, according to the character of traffic service that they are intended to provide. There are three highway functional classifications: arterial, collector, and local roads.
HELP	Help Bond	Highway Enhancements through Local Partnerships (HELP) is a financing strategy where local governmental entities sell bonds to fund a project. Through an agreement between MDOT and the local government, MDOT will retire the debt using federal and state funds. One example of a project for which this type of funding strategy was used is the paving of a portion of the new Interstate Highway 69 in northwest Mississippi. STIP entries for HELP projects show expenditures as the monies projected each year to retire the bonds.
HSIP	Highway Safety Improvement Program	HSIP funds may be used to carry out highway safety improvement projects on any public road or publicly owned bicycle or pedestrian pathway or trail.
N/A	Inflation Factor	A pre-determined variable applied to base year data and each subsequent year thereafter over a specified period of time to project the annual increase in price of goods and services for that time period.
ITS	Intelligent Transportation Systems	The application of advanced technologies to improve the efficiency and safety of transportation systems.
IM	Interstate Maintenance	In Mississippi, the <i>Dwight D. Eisenhower System of Interstate and Defense Highways</i> consists of seven routes: I-10, I-20, I-55, I-59, I-110, I-69 and I-220. The federal government generally matches funding for interstate improvements at a 90 percent federal and 10 percent state match.

Acronym	Name	Definition
ITS	Intelligent Transportation Systems	The application of advanced technologies to improve the efficiency and safety of transportation systems.
IM	Interstate Maintenance	In Mississippi, the <i>Dwight D. Eisenhower System of Interstate and Defense Highways</i> consists of six completed routes: I-10, I-20, I-55, I-59, I-110 and I-220. Also included in this group is a recently completed portion of I-69, a new interstate highway project currently under construction in various states between Canada and Mexico. The federal government generally matches funding for interstate improvements at a 90 percent federal and 10 percent state match.
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991	Legislative initiative by the U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding from FY92-97 and increased the role of regional planning commissions/MPOs in funding decisions. The Act also required comprehensive regional and Statewide long-term transportation plans and places an increased emphasis on public participation and transportation alternatives.
N/A	JTRAN	The Federally recognized transit services provider for the Jackson Metropolitan Area.
JAMF	JRAN Administrative and Maintenance Facility	Houses JTRAN's administrative, operations and maintenance staff, as well as serve as a storage facility for JTRAN's rolling stock. This facility is located at 1785 US. Hwy. 80 West in Jackson.
JUA	Jackson Urbanized Area	Area that contains a city of 50,000 or more population plus the surrounding areas meeting size or density criteria as defined by the U.S. Census.
N/A	Local	Funds provided by a local public agency as part of the required matching funds for a project.
LPA	Local Public Agency	Refers to any local governmental entity eligible to participate in the federal transportation program. Usually this is a City or County government, "Rails-to-Trails District," or federally recognized public transit services provider.
LRTP	Long Range Transportation Plan	A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years.
MPA	Metropolitan Planning Area	The census-defined urbanized area plus the area expected to become urbanized within the next 20 to 25 years.
MPO	Metropolitan Planning Organization	Regional policy body required in urbanized areas with populations over 50,000. Responsible in cooperation with the state and other transportation providers for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation.
MTP	Metropolitan Transportation Plan	See LRTP.

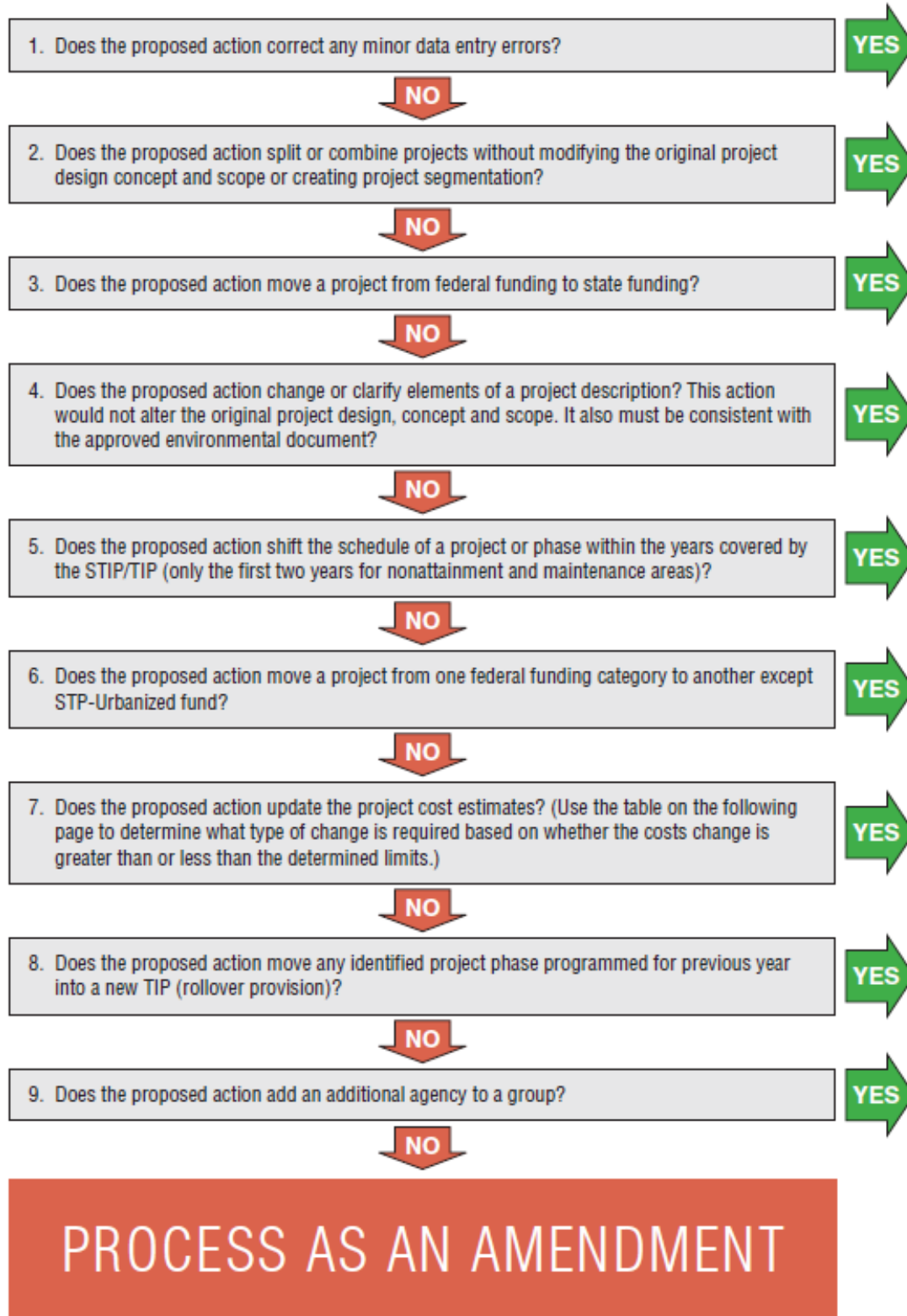
Acronym	Name	Definition
MAP-21	Moving Ahead for Progress in the 21 st Century	Signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.
NHPP	National Highway Performance Program	Provides for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.
NHS	National Highway System	The National Highway System (NHS) consists of roads designated by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 to be important to interstate travel and national defense. The NHS also includes roads that connect other modes of transportation (airports, water ports and railroads) and provide essential paths for international commerce. NHS funds are generally matched at an 80 percent federal and 20 percent state or local ratio.
N/A	Obligation	The Federal government's legal commitment (promise) to pay or reimburse the States or other entities for the Federal share of a project's eligible costs.
N/A	Obligation Authority	The total amount of funds that may be obligated in a given fiscal year. This is comprised of the obligation limitation amount plus the amounts for programs that are exempt from the obligation limitation.
N/A	Obligated Funds	Federal funds are considered obligated on the date that the MDOT notifies the project sponsor it is authorized to advertise the project for bids.
N/A	Obligation Limitation	An annual restriction or ceiling on the amount of Federal assistance that may be obligated during a specific period of time. This is a statutory budgetary contract that does not affect the apportionment or allocation of funds. Rather, it controls the rate at which these funds may be used.
N/A	Pavement Management MPO Project Type	Pavement Management projects selected for funding through the MPO call for projects process generally include both reconstruction and simple overlay/resurfacing of an existing roadway.
PMS	Pavement Management System	A systematic process that provides, analyzes, and summarizes pavement information for use in selecting and implementing cost-effective pavement construction, rehabilitation, and maintenance programs.
PE	Preliminary Engineering	Project phase of the project development process used to begin developing the design of the proposed facilities and system, to analyze the function and operation of the system, evaluate cost efficiencies and prepare for the final design of the project.
POP	Program of Projects	A list of projects to be funded in a grant application submitted to the Federal Transit Administration (FTA) by a designated transit recipient.
PPP	Public Participation Plan	Plan developed to support active and meaningful involvement of the public in the development of transportation plans and programs.
N/A	Regionally Significant Project	A project that is on a facility which serves regional transportation needs.

Acronym	Name	Definition
RTP	Recreational Trails Program	Provides funds to the States to develop and maintain recreational trails and trail-related facilities for motorized and non-motorized recreational trail uses. In Mississippi this program is administered by the Mississippi Department of Wildlife, Fisheries and Parks.
ROW	Right of Way	The land (usually a strip) acquired for or devoted to highway transportation purposes.
SAFETEA-LU	Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users	It was signed by President George W. Bush on August 10, 2005. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. It covers a variety of transportation related issues including financing, congestion relief, improved safety, improved efficiency (such as coordinated planning and environmental streamlining), environmental stewardship, and transportation related research and studies.
SRTS	Safe Routes to School	Funds are made available for infrastructure and non-infrastructure projects, and to administer Safe Routes to School programs that benefit elementary and middle school children in grades K-8.
N/A	Stakeholders	Individuals and organizations involved in or affected by the transportation planning process. Include federal/state/local officials, MPOs, transit operators, freight companies, shippers, and the general public.
SFP	State Funded Projects	Projects with this funding source utilize state funds in addition to any other sources that may be listed.
STIP	Statewide Transportation Improvement Program	A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.
STBG	Surface Transportation Block Grant Program	The FAST Act converts the long-standing Surfacing Transportation Program into the Surface Transportation Block Grant program allowing flexible funding to best address State and local transportation needs.
STP	Surface Transportation Program	Surface Transportation Program (STP) funds may be used for projects on the Federal-aid System, which include the National Highway System and all other roads that are eligible to receive Federal-aid funding. STP funds are used on several large highway programs that the State of Mississippi has adopted. They include the <i>1987 Four-Lane Highway Program</i> , the <i>Gaming Roads Program</i> , and the <i>Vision 21 Program</i> .
N/A	Traffic Operational Improvement MPO Project Type	Traffic operational improvement projects selected for funding through the MPO call for projects process generally include new traffic signals, signal upgrades, and geometric improvements such as roundabouts or added turn lanes.
TA	Transportation Alternatives Program	This program provides for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. The activities in this program include Transportation Enhancements (TE), Recreational Trails, and Safe Routes to School (SRTS) programs.
TAMP	Transit Asset Management Plan	The transit asset management plan is used to implement a strategic approach for assessing needs and prioritizing investments for bringing the nation's public transit systems into a state of good repair.

Acronym	Name	Definition
TE	Transportation Enhancements	Provides funds to the States for safe bicycle and pedestrian facilities, scenic routes, beautification, restoring historic buildings, renovating streetscapes, or providing transportation museums and visitors centers.
TEA-21	Transportation Equity Act for the 21 st Century	Authorized in 1998, TEA-21 authorized federal funding for transportation investment for fiscal years 1998-2003. Approximately \$217 billion in funding was authorized, which was used for highway, transit, and other surface transportation programs.
TIP	Transportation Improvement Program	Is a regional planning document used by MPO's to list all transportation related projects receiving federal transportation funding within an MPO's planning area boundary. All projects included in a TIP are also included in a State DOT's STIP.
TMA	Transportation Management Area	An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the MPO (or affect local officials), and officially designated by the Administrators of the FHWA and the FTA. The TMA designation applies to the entire metropolitan planning area(s)
UPWP	Unified Planning Work Program	Is a listing of all specific transportation planning activities and transportation planning support activities to be performed by an MPO over a two year planning period.
USC	United States Code	Contains a consolidation and codification of all general and permanent laws of the United States.
UA or UZA	Urbanized Area	Area that contains a city of 50,000 or more population plus incorporated surrounding areas meeting size or density criteria as defined by the U.S. Census.

**APPENDIX B – TIP AMENDMENT/ADMINISTRATIVE MODIFICATION
FLOW CHART**

TIP AMENDMENT/ADMINISTRATION MODIFICATION FLOW CHART



PROCESS AS A MODIFICATION

Thresholds to Determine Costs Limits for TIP Amendments or Modifications

Please use the following chart to determine if a TIP amendment or an administration modification is needed for criteria 7 of the TIP Amendment/Administration Modification flow chart.

Criteria 7

Does the proposed action update the project cost estimates?

Total Project Cost of all phases shown within the approved TIP	If the proposed change <i>is greater than or equal to</i> the thresholds below process as an Amendment	If the proposed change <i>is less than</i> the thresholds below process as an Administration Modification
Up to \$2 Million	$\geq 75\%$	$< 75\%$
\$2 Million to \$15 Million	$\geq 50\%$	$< 50\%$
\$15 Million to \$75 Million	$\geq 40\%$	$< 40\%$
\$75 Million or above	$\geq 30\%$	$< 30\%$

Note: Thresholds do not apply to grouped projects. All changes to grouped projects shall be processed as an Administration Modification.

APPENDIX C – UNDERSTANDING A TIP PROJECT PAGE

Understanding a TIP Project Page



JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO) 2021 – 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Project number assigned by the MPO	County in which the project will be implemented	Source of funds used to implement project.	Length of project (miles)	For FTA purposes only. Year funds were allocated to the project.	Total Cost of completing all phases of the Project
County:	Responsible Agency: Agency responsible for project implementation				
Project:	Fund Source:	Year AppORTioned:			
Route:	Project Location	Project Length:	Total Project Cost:		
Termini:	Extent of the project (Beginning and ending points)				
Scope of Work:	Description of work to be accomplished once project is complete				

Project number assigned by the MPO	Federal Fiscal Year (Begins October 1 and ends September 30 of following year) this is the anticipated year work will begin on designated project phase	Phase of the Project (Design, ENV, ROW, CON)	Federal funds programmed to the project	State or local funds programmed to the project	Total funds programmed to the project per Fiscal Year
Project Detail:	Fiscal Year :	Description:	Federal Share	State/Local Share:	Total Cost Estimate:
SUB-TOTAL FOR PROJECT					

Notes: **Additional details about the project**