

2045

Metropolitan Transportation Plan

Technical Report #5 Plan Development

Jackson Metropolitan Planning Organization

November 2020



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1.0 Introduction

This report describes how the Metropolitan Transportation Plan (MTP) was developed and details the associated information and planning process that was used. It builds on the other technical reports and addresses the following topics:

- Public and Stakeholder Involvement
- Visioning and Strategies
- Project Development
- Environmental Analysis and Mitigation
- Project Prioritization
- Financial Plan
- Implementation Plan

Figure 1.1: Metropolitan Transportation Planning Process



2.0 Public and Stakeholder Involvement Phase 1

The first phase of the planning process – Visioning – was arranged to provide information on transportation priorities and ideas for improvement in the region. It was also an opportunity to meet with key stakeholders and learn about needs and upcoming plans. During this phase, the project team engaged with over 234 people across the region.

Input in this phase was used to develop the vision, goals, and objectives and to identify potential projects to be included in the plan.

2.1 How We Engaged

Stakeholder Meetings

A special stakeholder advisory meeting was held on March 18, 2019 from 10 A.M. to 12 P.M. at the Central Mississippi Planning & Development District (CMPDD) Office at 1170 Lakeland Drive in Jackson, MS. Five people attended this meeting. An online survey was distributed to stakeholders who could not attend, to which 115 responses were received.

Attendees participated in a mapping activity and a digital poll. Stakeholders drew their ideas for improving transportation on a map. The digital poll asked six (6) questions about transportation priorities and concerns. Section 2.2 provides the results from these activities.

Members of the MPO's policy and technical committees were also consulted at their regular meetings.

Public Meeting and Online Survey

A public meeting was held on March 19 from 4 P.M. to 6 P.M., also at the CMPDD Office, with 38 members of the public in attendance. Attendees participated in three (3) activities in which they mapped ideas for transportation improvements, ranked transportation priorities, and designed a transportation budget. Results from these activities are shown in Section 2.3. Like the stakeholders, between March 19, 2019 and May 7, 2019 a survey was available to the public. These responses are compiled and provided in Section 2.3. Tables 2.1 and 2.2 show characteristics of the survey respondents.

Table 2.1: Visioning Phase Outreach

Type of Input	Activity	Number of Participants
Stakeholder	Special Meeting	5
	Regular Committee Meetings	69
	Survey: Online	115
Public	Meeting	38
	Survey: At Meeting	20
	Survey: Online	19

Table 2.2: Top Area Codes of Survey Respondents

City/Town	Count	ZIP Codes
Jackson	41	39208, 39202, 30206, 39272, 39211, 39216
Brandon	30	39047, 39042
Madison	13	39110
Ridgeland	10	39157
Clinton	7	39056
Canton	5	39046
Florence	5	39073

2.2 Stakeholder Input

Attendees at the stakeholder meetings participated in two (2) exercises.

In the first exercise, participants were polled about their transportation priorities, challenges, and concerns. Figures 2.1-2.4 and Table 2.3 show the poll results. Key takeaways Include:

- "Maintaining roads and Infrastructure In good condition" was voted the top transportation priority.
 - This was followed by "Improving safety" and "Making transit, biking, and walking more convenient".
- "Funding" was voted the biggest challenge to implementing projects.
 - This was followed by "Acquiring land or right-of-way" and "Shifting priorities in the region".
- "Poor pavement conditions" was voted the largest cause of congestion in the region, which reaffirms the priority of maintaining roads in good condition.
 - "Crashes" and "Too much traffic for the road to handle" were voted the next top causes of congestion.
- Participants voted taxing as their preferred new funding source.
- No corridor or intersection was voted more than once as most in need of safety Improvements.
 - However, most of the locations mentioned are in the same area around I-55 and the Medical Corridor.
- Participants also all provided different answers for the most congested corridor.

The second exercise asked stakeholders to indicate areas in the MPO that they thought needed transportation improvements. They designated these projects as new roadways, expand roadways, bicycle/pedestrian, park-and-rides, or transit. Figure 2.5 maps these ideas together with the ideas from the public meetings.

Figure 2.1: Transportation Priorities Ranked in Order of Importance

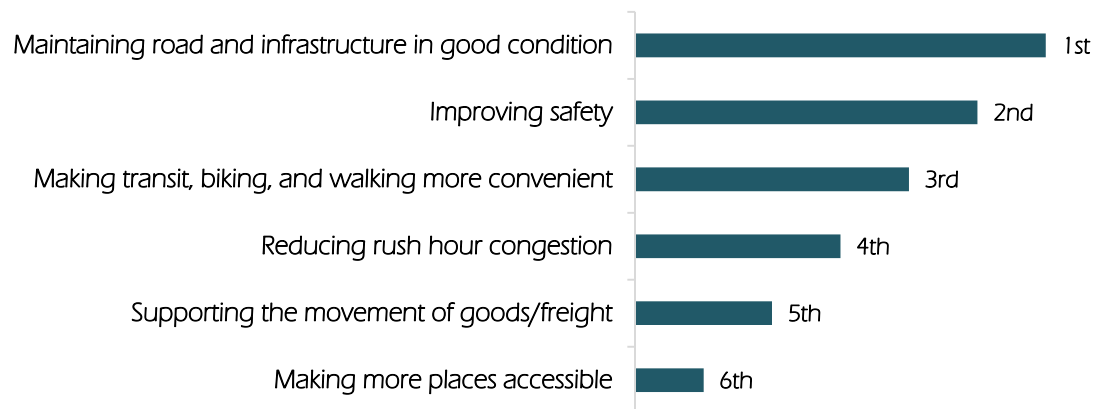


Figure 2.2: Biggest Challenges to Implementing Projects

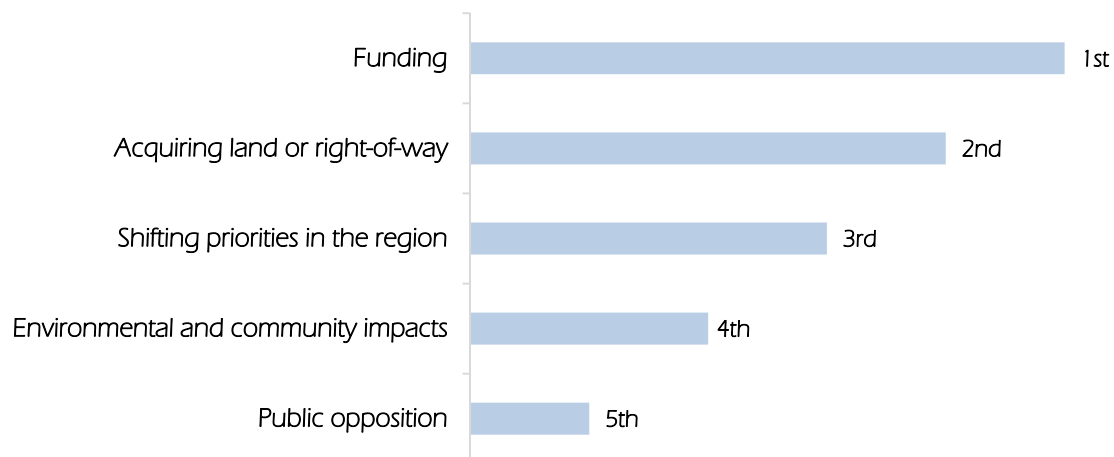


Figure 2.3: Top Causes of Congestion in the Region

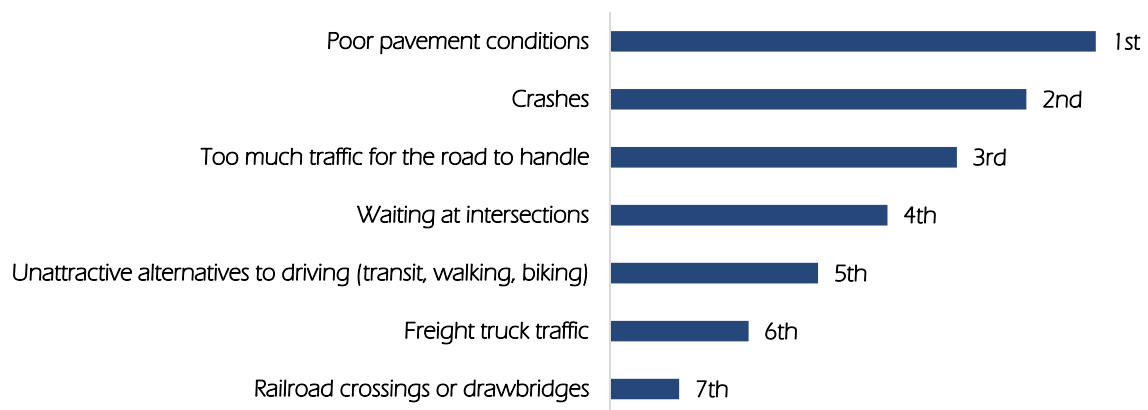


Figure 2.4: Potential New Funding Sources Ranked By Preference

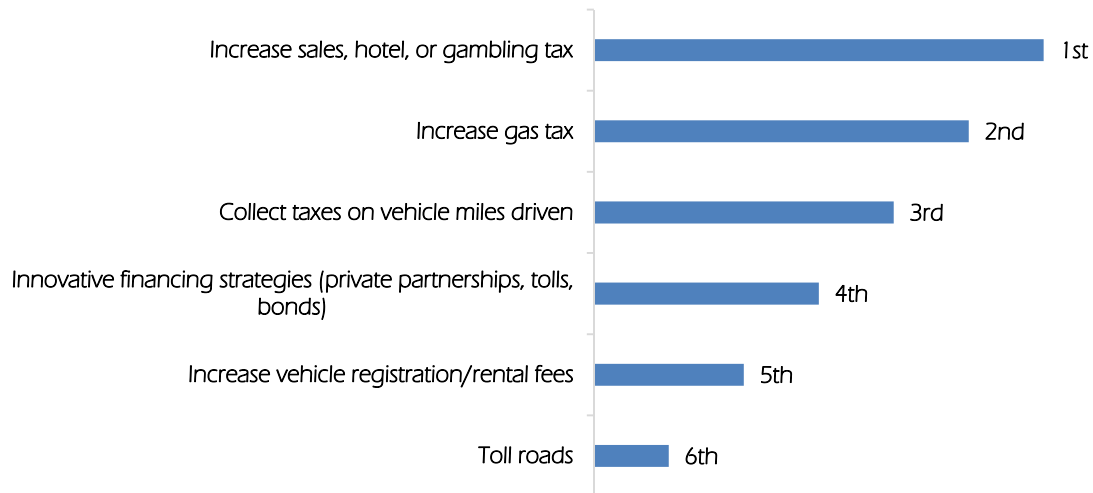
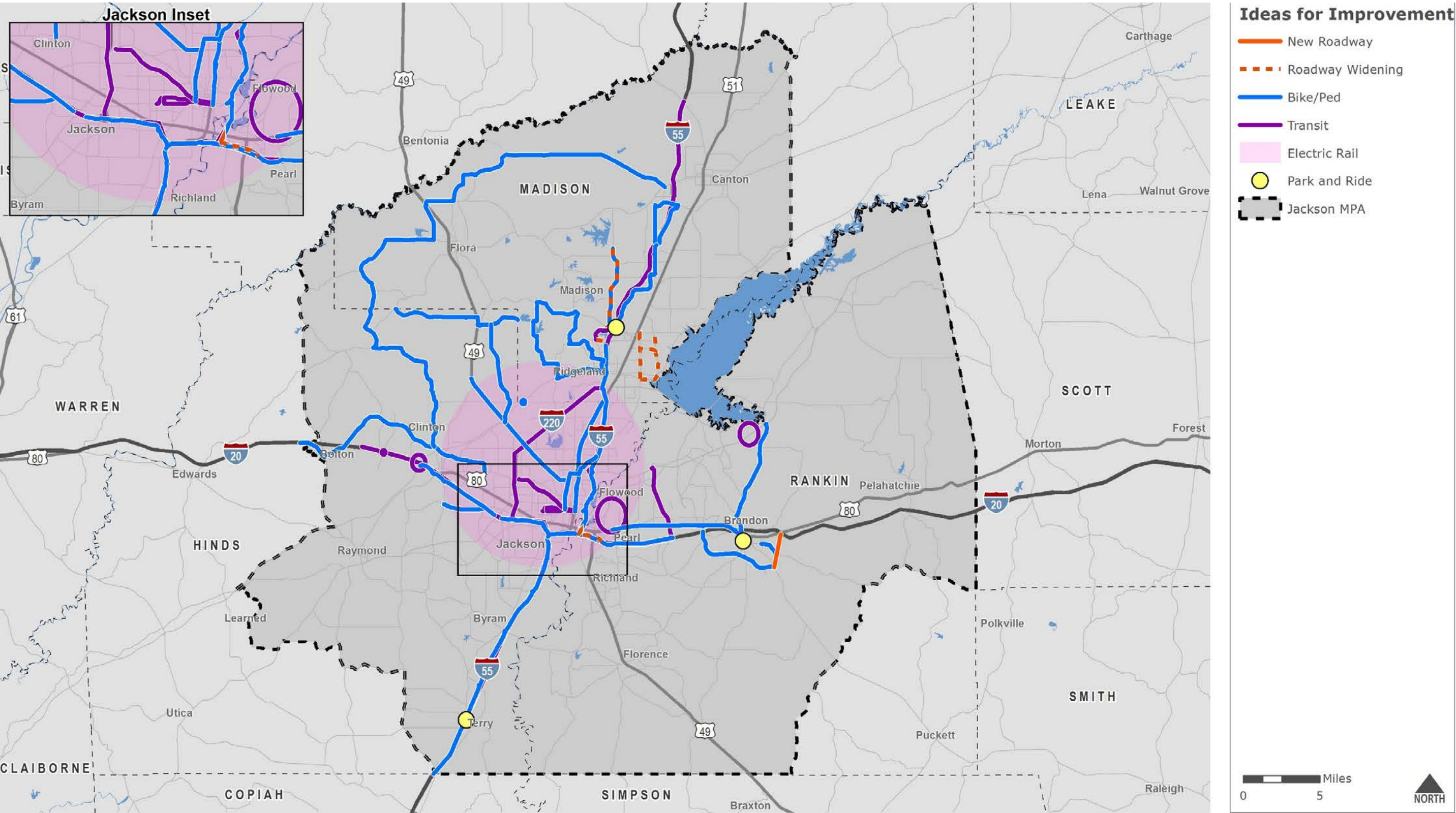


Table 2.3: Roadway Concerns

Issue	Location
Intersections most in need of safety improvements	I-55 at Lakeland Dr
	I-55 at Water Works Curve
Corridors most in need of safety improvements	I-55 between Canton and Jackson
	Lakeland Dr
	Medical Campus Corridor
	N State St
	Wilson Blvd
Most congested corridors	Gluckstadt Rd
	Hoy Rd
	I-55 between Canton and downtown Jackson
	MS 463
	Spillway Rd

Note: All locations were mentioned once by stakeholders.

Figure 2.5: Stakeholder and Public Big Ideas to Improve Transportation



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

2.3 Public Input

The public meetings and online surveys sought resident input to better understand regional priorities and needs by asking about the following topics:

- General transportation priorities,
- Budget allocation priorities,
- Perceived safety issues,
- Perceived high levels of congestion, and
- Ideas for improving transportation in the region.

The exercises at the public meeting asked identical questions as the online survey, and the results have been combined below. More than 110 surveys were completed from the public meeting and online survey. Survey participants were not required to answer all questions.

Public Priorities Exercise

Participants were asked to independently rank six (6) transportation priorities from 0 to 4, with 0 being least Important and 4 being most Important.

Figure 2.6: Average Priority Ranking



Table 2.4: Votes per Transportation Priority

Priority	0-Not Important	1	2	3	4- Very Important
Maintaining roads and infrastructure in good condition	0	1	6	22	124
Improving safety	1	2	10	34	104
Making transit, biking, and walking more convenient	0	10	23	32	86
Making more places accessible	2	6	28	37	78
Reducing rush hour congestion	2	11	24	38	76
Supporting the movement of goods/freight	2	15	23	43	43

Public Budget Allocation Exercise

Participants were asked to imagine they had \$100 to spend on transportation projects and to allocate their money in increments of \$10 among nine different categories.

Figure 2.7: Budget Allocation Results

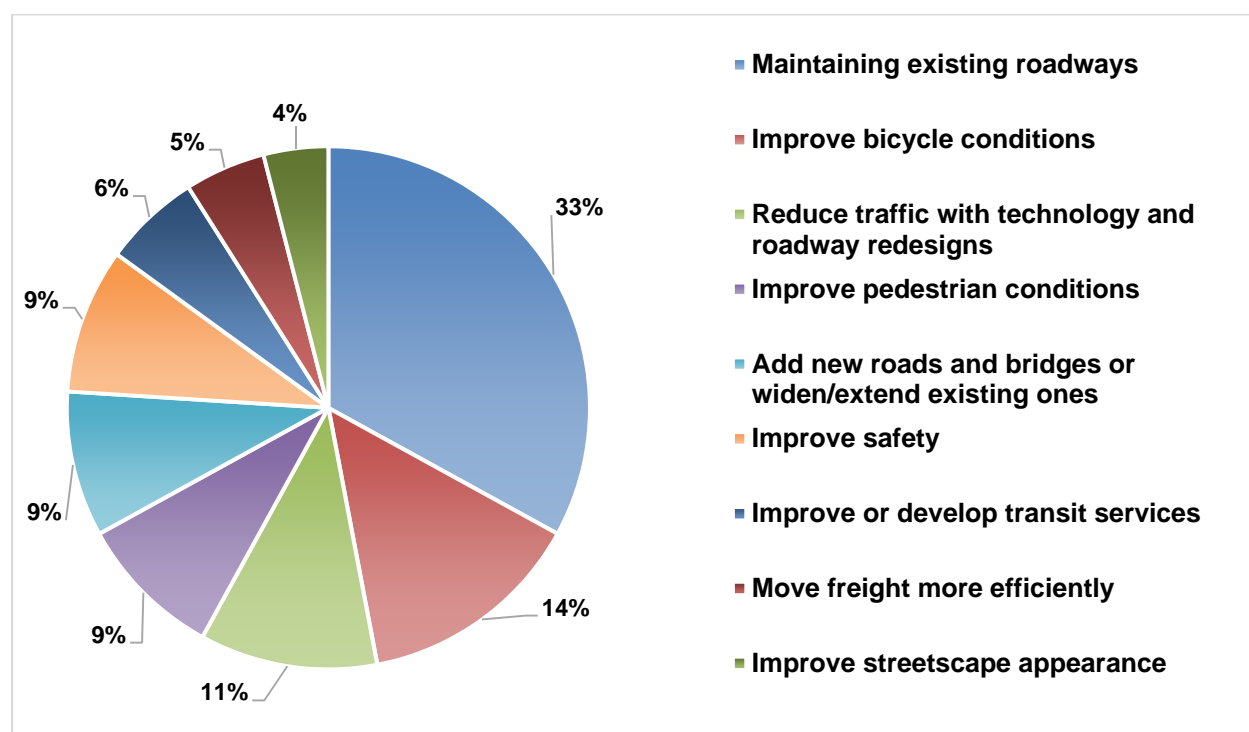


Table 2.5: Budget Allocation Responses

Priority	\$ Allocated	% Allocated
Maintain existing roadways (pavement, bridges, signage, striping)	4,003	33
Improve bicycle conditions (bike lanes and paths)	1,662	14
Reduce traffic with technology and roadway redesigns (smart traffic signals, intersection improvements, left turn lanes in medians)	1,335	11
Improve pedestrian conditions (sidewalks, crosswalks, walking paths)	1,145	9
Improve safety for all users (redesign dangerous areas, biking/walking protections)	1,112	9
Add new roads and bridges or widen/extend existing ones (expand roadway network)	1,087	9
Improve or develop transit services (bus services, vans, new options)	749	6
Move freight more efficiently (heavy trucks, ports, railroads, air, waterways)	603	5
Improve streetscape appearance (trees/plants, decorative lighting/pavement)	504	4

Roadway Concerns Exercise

Respondents were asked which intersection or corridor is most in need of safety improvements and which are most congested during rush hour. Tables 2.6 through 2.9 show these results and they are mapped, along with the stakeholder answers to the same questions, in Figures 2.8 and 2.9. Key takeaways include:

- Over 40 percent of respondents named I-55 as the most congested roadway. The intersection of I-55 and I-20, referred to as The Stack, was specifically identified as the most congested intersection.
- After I-55, Lakeland Drive was most frequently named the most congested roadway, especially at its intersection with I-55.
- I-55 and Lakeland Drive were also identified as roadways most needing safety improvements. The Stack was the most named intersection for needing safety improvements and several respondents wrote that better signage was needed. Many respondents listed the Waterworks Curve of I-55 as needing safety improvement.

Table 2.6: Corridor Most In Need of Safety Improvements

Corridor	Times Mentioned
I-55 Exit 96 C	11
Lakeland Dr	9
I-55	6
US-49 S	6
State St	3

Mentioned twice: Crossgates Boulevard; I-20; I-220; MS-18; North State St; Old Canton Rd; US-51; Riverside Dr.
Mentioned once: County Line Rd; I-55 S; MS-463; Northside Dr; Northtown Dr; Old Brandon Rd; Ridgewood Rd; Spillway Rd; Stokes Rd; US-80; US-51

Table 2.7: Intersections Most In Need of Safety Improvements

Intersection	Times Mentioned
I-55 Interchanges (specifically with MS-18; Meadowbrook Rd; E Northside Dr; E Fortification St; County Line Rd; Frontage Rd; Woodrow Wilson Ave; Adkins Blvd)	12
I-20 & I-55	9
MS-18 Intersections (I-20; Ellis Ave; Greenway Dr)	6
Lakeland Drive Intersections (specifically with Ridgewood Rd; Cool Papa Bell; Old Fannin Rd; Old Canton Rd)	5

Mentioned once: E Fortification St & Monroe St; Luckney Rd & MS-25; County Line Rd & Ridgewood Rd; Old Canton Rd & Rice Rd; W Amite St & N Gallatin St; MS-471 & N College St; Grandview Blvd & MS-463; High St & N State St.

Table 2.8: Most Congested Corridors

Corridor	Times Mentioned
I-55	29
Lakeland Dr	18
I-220	4
US-49	3

Mentioned twice: Central St; County Line Rd. Mentioned once: MS-25; State St; MS-463; Frontage Rd; Amite St; I-20.

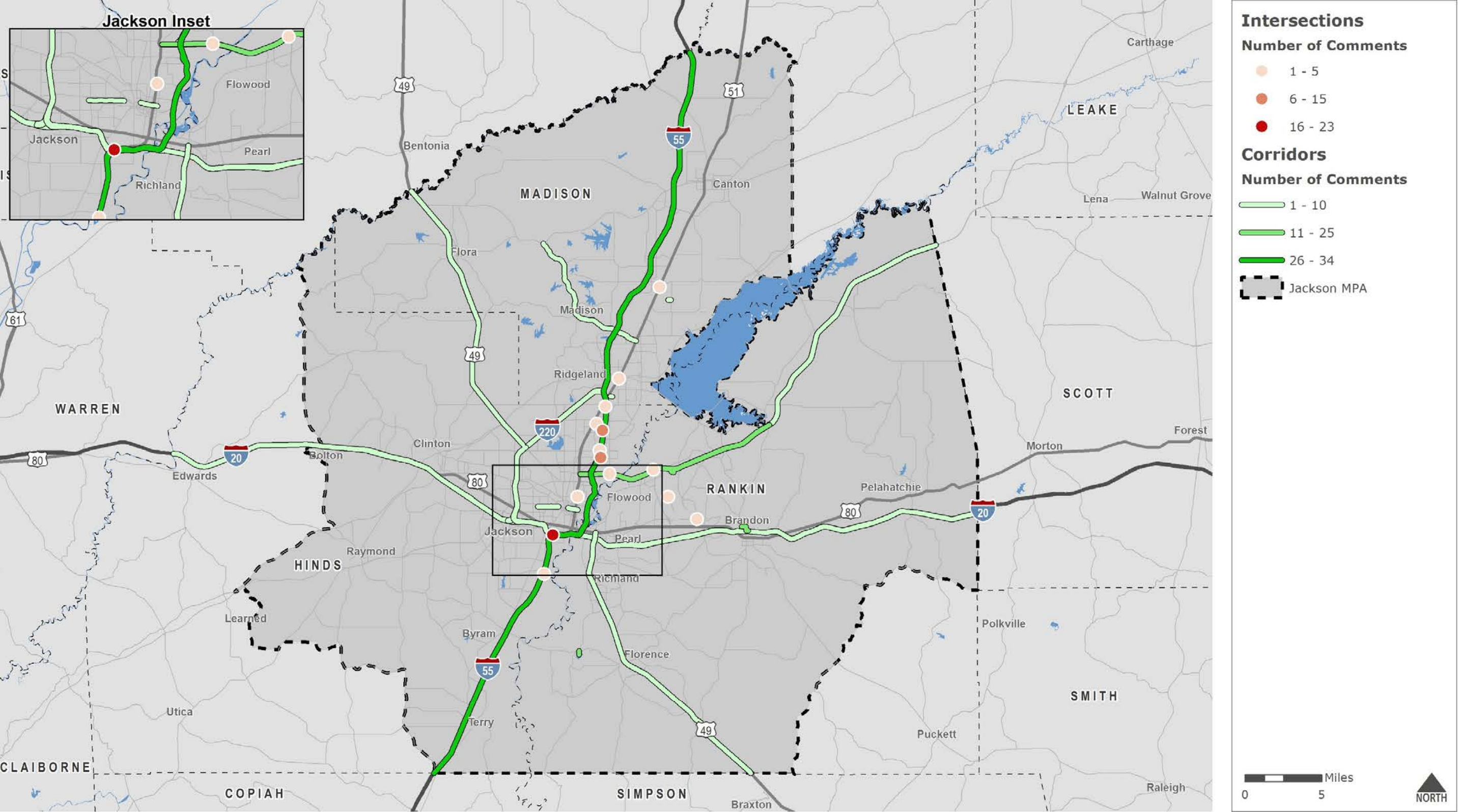
Table 2.9: Most Congested Intersections

Intersection	Times Mentioned
I-20 & I-55	23
I-55 & Lakeland Dr	12
I-55 & County Line Rd	9
E Woodrow Wilson Ave & I-55	5
I-220 & I-55	4

Mentioned twice: US-80 & Louis Wilson Dr; Lakeland Dr & Ridgewood Rd; Lakeland Dr & Airport Rd; I-55 & Northside Dr.

Mentioned once: Fortification St & State St; Briarwood Dr & County Line Rd; MS-18 & I-20; Old Brandon Rd & El Dorado Rd; US-51 & Rice Rd; Airport Rd & I-20; I-55 & E Fortification St; US-51 & Rice Rd; US-51 & Yandell Rd; S Gallatin St & I-20; I-55 & Old Agency Rd

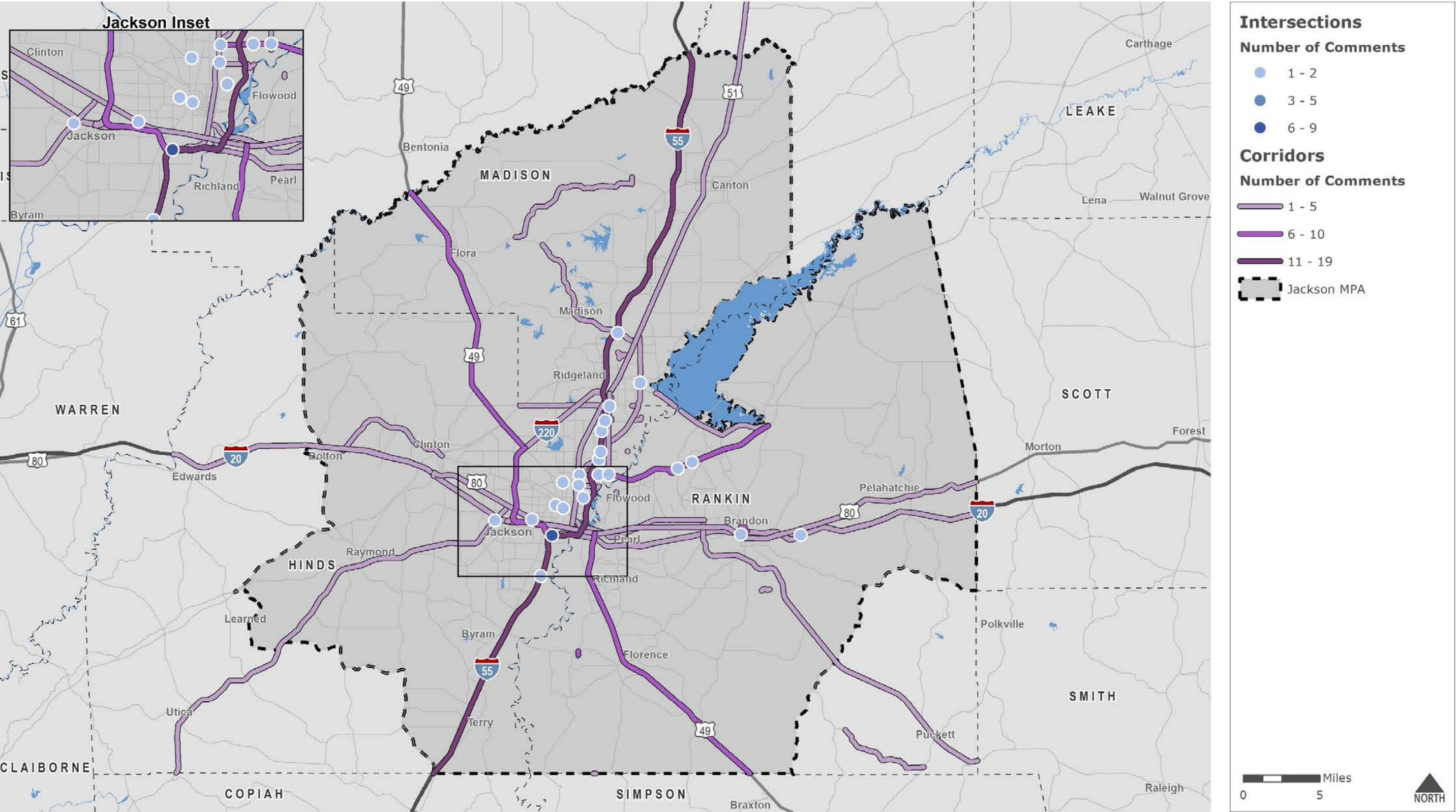
Figure 2.8: Most Congested Roadways During Rush Hour, According to Public and Stakeholder Input



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

Figure 2.9: Roadways Most In Need of Safety Improvements, According to Public and Stakeholder Input



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

Big Ideas Exercise

Respondents were also asked an open-ended question, “What BIG IDEAS do you have for improving transportation in the region? Think about getting around by all modes- driving, riding transit, walking, biking, etc.” Two-thirds of survey respondents answered this question. Answers ranged across modes and answers ranged from very general to very specific ideas. Some clear trends emerged from the input and are discussed below for each mode.

Roadways

Thirty-seven people offered ideas for improving roads. These ideas mentioned topics like:

- Repairing roads,
- Widening roads or expanding the roadway network,
- Improving traffic signals
- Implementing congestion management techniques, and
- Improving bridges.

Table 2.10: Transportation Ideas for Roadways

Idea	Times Mentioned
Repair roads	
Repair roads	8
Repave N State St and Old Canton Rd	1
Expand Road Network	
Complete airport parkway	2
Create interstate that connects to Hattiesburg	1
Create a US-49 bypass from I-20 to Star	1
Create flyover from MS-18 to I-220 N	1
Create north-south road through Jackson	1
Widen MS-51 between Madison and Gluckstadt	1
Widen I-55 between Madison and Canton	1
Widen roads	1
Improve traffic signals	
Improve traffic light timing	3
Add signal at MS-469 and MS-468	1
Utilize blinking yellow lights at intersections	1
Improve light timing on Lakeland Dr	1
Implement congestion management techniques	
Realign MS-468	2
Add HOV lanes on I-220	2
Add bypass lanes/access management along Lakeland Dr	1
Add turning lanes	1
Create Reservoir contraflow during rush hours	1
Use congestion management strategies rather than road widening	1
Improve commuter access to downtown Jackson	1
Improve bridges	
Create a bridge over the Waterworks next to I-55	1
Add a new bridge of MS-18 in Brandon	1
Repair bridges	1
Other	
Enforce speed limits at Waterworks	1

Pedestrian

More than twenty people mentioned improving pedestrian infrastructure in the region. Many people said they wished to see the following:

- Pedestrian paths that can be used for utilitarian trips or recreation,
- An expanded and safer sidewalk network,
- Increased pedestrian access throughout downtown Jackson and in suburban areas.

Table 2.11: Transportation Ideas for Pedestrians

Idea	Times Mentioned
Build more pedestrian paths	11
Add sidewalks	6
Create multimodal path along State St connecting Fondren and downtown Jackson	2
Add pedestrian benches	1
Make Luckney Rd multimodal	1
Add more walking trails and parks in Gluckstadt	1
Add pedestrian path from north Jackson to downtown	1
Create a greenway system throughout the city	1

Bicycle

Fifty people responded with ideas about improving bicycling in the region. Most comments were a general interest in seeing increased bicycle infrastructure. Other comments include:

- Bicycle infrastructure should be separated from traffic for safety.
- Connect bike paths and provide access to downtown Jackson from other towns.

Table 2.12: Transportation Ideas for Bicycling

Idea	Times Mentioned
Build more bike paths	17
Create more bike lanes	14
Connect bike paths	4
Promote safe bicycling to work	3
Create multimodal path along State St connecting Fondren and downtown Jackson	2
Connect downtown Jackson to outside areas with bike paths	1
Make Luckney Rd multimodal	1
Prohibit biking on busy roads	1
Create strategically located bike rental stations	1
Improve signage for bicycling	1
Complete Museum to Market Trail	1
Make Lakeland Dr multimodal	1
Add bike path from north Jackson to downtown	1
Create bike route across Pearl River	1
Create a bicycle plan	1

Transit

Of the 154 respondents, only 25 mentioned transit when answering this question, suggesting that transit was not a priority to the surveyed population. Below are some key takeaways:

- The most common request was for transit to extend across county lines, especially into Madison and Rankin Counties.
- Several respondents asked for a Park + Ride in the suburbs to connect to downtown Jackson.
- Respondents complained that transit was not always accessible for the elderly and disabled. Some specific examples include bus drivers being unable to operate lifts for disabled passengers and poor sidewalk conditions for walkers and wheelchairs around bus stops.
- Respondents desired improved bus service, particularly consistent schedules, timeliness, increased service hours, and routes that provided better access to destinations of interest like the hospitals and airport.
- Several respondents hope to see renewable energy vehicles replace gasoline buses.

Table 2.13: Transportation Ideas for Transit

Idea	Times Mentioned
Cross-county transit (connect to Madison, Byram, Clinton, Brandon)	11
Create Park + Rides to connect suburbs to downtown Jackson	8
Make transit more accessible for disabled riders (sidewalks by buses, lifts that drivers can easily use)	7
Use buses with renewable energy	5
Increase access to medical complexes	5
Make transit more functional	4
Add light rail from Ridgeland to Downtown	3
Make consistent bus schedules	3
Increase transit options	2
Create transit route to airport	2
Add amenities like benches, sidewalks, and shelters	2
Improve bus timeliness	2
Increase service to be 7 days a week, 18 hours a day	2
Improve routes	1
Make buses smaller	1
Increase accessibility to affordable housing	1

Other Ideas

Some other topics people mentioned include:

- Increasing transportation funding,
- Improving railroad crossings,
- Providing freight with separate lanes or routes, and
- Looking at transportation as part of a larger system of either economic development, sprawl and land use, or freight and commercial centers.

Table 2.14: Other Transportation Ideas

Idea	Times Mentioned
Increase MDOT funding	1
Merge State Aid into MDOT	1
Coordinate transportation and economic development investments	1
Add railroad grade separated crossings	1
Construct overpass over railroad	1
Create separate route for freight	1
Implement a public campaign that educates drivers about supporting all users of the road	1
Create a commercial vehicles only lane	1
Make Jackson a freight center	1
Limit sprawl	1

3.0 Public and Stakeholder Involvement Phase 2

During this phase, the public and stakeholders reviewed the draft plan and provided input to refine and finalize the plan.

3.1 How We Engaged

Public Meeting

Due to the ongoing effects of the COVID-19 pandemic a Virtual Public Meeting was held on October 22, 2020 at 6 P.M. This meeting had 34 participants.

In addition to using a virtual platform for the public meeting, there were increased engagement opportunity notifications to the public, the frequency and number of platforms for social media posts, and the number of Constant Contact newsbytes emailed to stakeholders statewide. The Round Two virtual public meeting was recorded and posted on the MULTIPLAN website (mstransportationplan2045.com) for review during the comment period.

Draft copies of the plans, meeting notifications, official comment forms, and other helpful information (such as the dates for the official comment periods and frequently asked questions) were placed on the MULTIPLAN website. Virtual meeting notifications were placed on social media and advertised as display ads in key local, minority, and statewide media publications. Phone numbers and email addresses for each of the participating agencies were widely advertised on social media, the internet, and within display ads.

To reach underserved citizens the MPO placed fliers within environmental justice (EJ) neighborhoods identified by the MPO within the metropolitan area. The fliers explained how citizens could participate online or by phoning or emailing participating agency representatives.

3.2 Comments Received

During the public commenting process the MPO received comments from the general public and stakeholders. Briefly, these comments were:

- Proposing additional projects that the MPO may consider in the next MTP.
- Requests for maps showing particular MTP project roadway alignments.
- Sidewalk and other bike/ped requests.

4.0 Visioning and Strategies

Using public and stakeholder input from the Listening and Learning phase of the project, a long-term vision was developed followed by supporting goals and objectives. These goals and objectives are consistent with national goals set forth in federal transportation legislation.

4.1 Vision and Strategic Framework

The graphic below shows the long-term vision, goals, and objectives for the Metropolitan Planning Area. These reflect local priorities as well as national transportation goals.

The graphic also illustrates the overall strategic framework and how the goals and objectives support the vision. Strategies and the implementation plan address the goals and objectives and are discussed later.

Figure 4.1: Vision and Strategic Framework



4.2 Goals and Objectives

For each goal, objectives were identified that clarify and expand upon the goal statement. These activity-based objectives are used later to identify specific strategies that help the MPO achieve its stated goals.



Goal 1: Improve and expand transportation choices

- Objective 1.1: Improve mobility and access across the region for pedestrians and bicyclists.
- Objective 1.2: Make public transportation a viable choice as a mode of transportation.
- Objective 1.3: Support shared mobility options to put more people into fewer vehicles.
- Objective 1.4: Support convenient and affordable access to local and regional air, rail, and water transportation.



Goal 2: Improve safety and security

- Objective 2.1: Reduce motor vehicle crash fatalities and serious injuries.
- Objective 2.2: Reduce pedestrian and bicycle crash fatalities and serious injuries.
- Objective 2.3: Strategically enhance corridors for safety and context.
- Objective 2.4: Support coordination among local and state stakeholders to improve enforcement of traffic regulations, transportation safety education, and emergency response.
- Objective 2.5: Increase the redundancy and diversity of the transportation system to provide emergency alternatives for evacuation and access during disruptive man-made, or natural incidents.



Goal 3: Provide a reliable and high performing transportation system

- Objective 3.1: Enhance regional connectivity.
- Objective 3.2: Maintain the transportation infrastructure and assets in a good state of repair.
- Objective 3.3: Improve mobility by reducing traffic congestion and delay.
- Objective 3.4: Prepare for technological advances that will efficiently and dynamically manage roadway demand, capacity, and overall systems operations.



Goal 4: Support the economic vitality of the region

- Objective 4.1: Improve the transportation system to enhance economic competitiveness and provide access to national and global markets.
- Objective 4.2: Use transportation improvements to provide equitable benefits across the region.
- Objective 4.3: Use transportation improvements to support vibrant activity centers that are consistent with local plans for growth and economic development.
- Objective 4.4: Improve the mobility of freight by truck, rail, and other modes.
- Objective 4.5: Support a fiscally constrained 25-year Metropolitan Transportation Plan that addresses existing and future needs while maximizing projected revenues.



Goal 5: Manage the relationship of transportation, community, and environment

- Objective 5.1: Make the transportation system resilient, especially to effectively manage and mitigate stormwater runoff.
- Objective 5.2: Minimize or avoid adverse impacts from transportation improvements to the natural environment and the human environment (historic sites, recreational areas, environmental justice populations).
- Objective 5.3: Improve mobility for underserved communities.
- Objective 5.4: Provide an inclusive setting for regional transportation decision-making.
- Objective 5.5: Support the reduction of transportation-related greenhouse gas emissions and the improvement of air quality through fleet fuel management and the reduction of congestion.
- Objective 5.6: Provide access to active transportation options, healthcare facilities, and healthy foods.

4.3 Relationship with Planning Factors

Federal legislation requires the Metropolitan Transportation Plan to consider the following ten planning factors:

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

Table 4.1 shows how these planning factors are addressed by each goal area.

4.4 National Goals and Performance Measures

Following federal legislation and rulemaking, the Federal Highway Administration and Federal Transit Administration have moved to performance-based planning and have established national goals and performance measures. These national goals and performance measures are summarized below.

The MTP goals and objectives are consistent with these national goals and federal performance measures, as indicated in Table 4.1.

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
 - Number of fatalities
 - Rate of fatalities per 100 million VMT
 - Number of serious injuries
 - Rate of serious injuries per 100 million VMT
 - Number of non-motorized fatalities and serious injuries
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
 - Percentage of Interstate pavements in Good condition
 - Percentage of Interstate pavements in Poor condition
 - Percentage of non-Interstate NHS pavements in Good condition
 - Percentage of non-Interstate NHS pavements in Poor condition
 - Percentage of NHS bridges by deck area in Good condition
 - Percentage of NHS bridges by deck area in Poor condition
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
 - Annual hours of peak-hour excessive delay per capita*
 - Percent of non-single-occupant vehicle travel
- **System Reliability** - To improve the efficiency of the surface transportation system
 - Percent of the person-miles traveled on the Interstate that are reliable
 - Percent of the person-miles traveled on the non-Interstate NHS that are reliable

- **Freight 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.
 - Truck Travel Time Reliability (TTTR) Index
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
 - Total emissions reduction*
- **Transit Asset Management** - To maintain transit assets in a state of good repair.
 - Percentage of track segments that have performance restrictions
 - Percentage of revenue vehicles that exceed useful life benchmark
 - Percentage of non-revenue vehicles that exceed useful life benchmark
 - Percentage of facilities rated less than 3.0 on TERM Scale

**only required for areas designated as nonattainment or maintenance for certain pollutants*

Current Performance

The MPO adopted performance targets for the required federal performance measures and is monitoring performance for these measures over time. The graphic below summarizes how the MPO and region are performing today for these performance measures.

For more detailed information, see the Transportation Performance Management technical report.

Figure 4.2: Current Transportation Performance Overview


Safety	Pavement	Bridge Conditions	Travel Time Reliability	Truck Time Reliability	Transit State of Repair
					
Good	Good	Needs Improvement	Needs Improvement	Good	Poor
Good	Meets Target	Needs Improvement	Does Not Meet Some Targets	Poor	Does Not Meet Most Targets

Table 4.1: Relationship between Goals, Objectives, Performance Measures, and Federal Planning Factors

	Objectives	Performance Measures	Federal Planning Factors
Goal 1: Improve and expand transportation choices	<p>1.1 Improve mobility and access across the region for pedestrians and bicyclists.</p> <p>1.2 Make public transportation a viable choice mode of transportation.</p> <p>1.3 Support shared mobility options to put more people into fewer vehicles.</p> <p>1.4 Support convenient and affordable access to local and regional air, rail, and water transportation.</p>	No associated federal performance measures.	<p>(4) Increase accessibility and mobility of people and freight</p> <p>(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight</p>
Goal 2: Improve Safety and Security	<p>2.1 Reduce motor vehicle crash fatalities and serious injuries.</p> <p>2.2 Reduce pedestrian and bicycle crash fatalities and serious injuries.</p> <p>2.3 Strategically enhance corridors for safety and context.</p> <p>2.4 Support coordination among local and state stakeholders to improve enforcement of traffic regulations, transportation safety education, and emergency response.</p> <p>2.5 Increase the redundancy and diversity of the transportation system to provide emergency alternatives for evacuation and access during disruptive man-made or natural incidents.</p>	<p>Safety</p> <p>> Number of fatalities</p> <p>> Rate of fatalities per 100 million VMT</p> <p>> Number of serious injuries</p> <p>> Rate of serious injuries per 100 million VMT</p> <p>> Number of non-motorized fatalities and serious injuries</p> <p>Transit Safety</p> <p>> Transit-related fatalities, injuries, and safety events by mode</p> <p>> Rate of transit-related fatalities, injuries, and safety events by mode</p> <p>> Mean distance between major mechanical failures by mode</p>	<p>(2) Increase the safety of the transportation system for motorized and non-motorized users</p> <p>(3) Increase the security of the transportation system for motorized and non-motorized users</p>

	Objectives	Performance Measures	Federal Planning Factors
<p>Goal 3: Provide a reliable and high performing transportation system</p>	<p>3.1 Enhance regional connectivity.</p> <p>3.2 Maintain transportation infrastructure and assets in a good state of repair.</p> <p>3.3 Improve mobility by reducing traffic congestion and delay.</p> <p>3.4 Prepare for technological advances that will efficiently and dynamically manage roadway demand and capacity and overall systems operations.</p>	<p>NHS Travel Time Reliability > Percent of the person-miles traveled on the Interstate that are reliable > Percent of the person-miles traveled on the non-Interstate NHS that are reliable</p> <p>Freight Reliability > Truck Travel Time Reliability (TTTR) Index</p> <p>Bridge Conditions > Percentage of NHS bridges by deck area in Good condition > Percentage of NHS bridges by deck area in Poor condition</p> <p>Pavement Conditions > Percentage of Interstate pavements in Good condition > Percentage of Interstate pavements in Poor condition > Percentage of non-Interstate NHS pavements in Good condition > Percentage of non-Interstate NHS pavements in Poor condition</p> <p>Transit Asset Management > Percentage of revenue vehicles that exceed useful life benchmark > Percentage of non-revenue vehicles that exceed useful life benchmark > Percentage of facilities rated less than 3.0 on TERM Scale</p>	<p>(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency</p> <p>(4) Increase accessibility and mobility of people and freight</p> <p>(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight</p> <p>(7) Promote efficient system management and operation</p> <p>(8) Emphasize the preservation of the existing transportation system</p> <p>(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation</p>
<p>Goal 4: Support the economic vitality of the region</p>	<p>4.1 Improve the transportation system to enhance economic competitiveness and to provide access to national and global markets.</p> <p>4.2 Use transportation improvements to provide equitable benefits across the region.</p> <p>4.3 Use transportation improvements to support vibrant activity centers and that are consistent with local plans for growth and economic development.</p> <p>4.4 Improve the mobility of freight by truck, rail, and other modes.</p> <p>4.5 Support a fiscally constrained 25-year Metropolitan Transportation Plan that addresses existing and future needs while maximizing projected revenues.</p>	<p>No associated federal performance measures.</p>	<p>(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency</p> <p>(4) Increase accessibility and mobility of people and freight</p> <p>(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</p> <p>(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight</p> <p>(10) Enhance travel and tourism</p>

	Objectives	Performance Measures	Federal Planning Factors
Goal 5: Manage the relationship of transportation, community and environment	<p>5.1 Make the transportation system resilient, especially to effectively manage and mitigate stormwater runoff.</p> <p>5.2 Minimize or avoid adverse impacts from transportation improvements to the natural environment and the human environment (historic sites, recreational areas, environmental justice populations).</p> <p>5.3 Improve mobility for underserved communities.</p> <p>5.4 Provide an inclusive setting for regional transportation decision-making.</p> <p>5.5 Support the reduction of transportation-related greenhouse gas emissions and the improvement of air quality through fleet fuel management and the reduction of congestion.</p> <p>5.6 Provide access to active transportation options, healthcare facilities, and healthy food.</p>	No associated federal performance measures.	<p>(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</p> <p>(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation</p>

4.5 Strategies

These strategies, identified from a technical needs assessment and stakeholder and public input, will help the region achieve the transportation goals previously stated.



Responsibly Improve Roadway System

Funding for new roads and widening roads is limited. The MPO will prioritize roadway expansion projects that have a high benefit/cost ratio.



Redesign Key Corridors and Intersections

This plan has identified major corridors that should be redesigned to be safer, more efficient, and more accessible to bicyclists and pedestrians. These corridors can be found in the list of non-capacity roadway projects.



Rapidly Expand Biking and Walking Infrastructure

There were frequent comments from public input advocating for better walking and biking conditions. The MPO should encourage more bicycle and pedestrian projects and encourage bicycle and pedestrian improvements as part of planned roadway projects.



Improve and Expand Public Transit

The MPO will work with the local governments in the region to advance a Regional Transit Framework. This includes a system "redesign" for the City of Jackson (JTRAN) and potential expansion of transit services in suburban areas.



Address Freight Bottlenecks and Needs

The MPO should prioritize projects that reduce delay for freight vehicles to support local businesses and industry.



Prioritize Maintenance

The MPO should proactively address pavement conditions, bridge conditions, and transit asset management. Additional studies may be worthwhile to collect maintenance data on roadways outside of the National Highway System.



Establish a Safety Management System

The typical traffic safety program includes a crash record system, identification of hazardous locations, engineering studies, selection of countermeasures, prioritization of projects, planning and implementation, and evaluation.



Monitor Emerging Technology Options

Transportation technology is changing rapidly but much is still uncertain. The MPO should continue to monitor trends in emerging mobility options and consider partnerships with mobility companies and pilot programs as appropriate.

5.0 Project Development

This chapter summarizes how committed and potential transportation projects were identified and how cost estimates were developed for these projects.

5.1 Project Identification

Roadway Projects

A preliminary list of roadway projects was developed for both capacity and non-capacity roadway projects. Each list included the following:

- All projects included in the current Transportation Improvement Program (TIP)
- Projects from the 2040 MTP
- Projects addressing needs frequently cited in public input
- Projects identified in stakeholder consultation and in existing plans
- Projects that addressed any remaining needs identified in the Needs Assessment

The list of projects was refined with stakeholders and some projects were removed or modified in scale/scope based on feasibility assessments.

Bicycle and Pedestrian Projects

Bicycle and pedestrian projects listed in the current TIP were incorporated into the MTP. Additionally, the MPO will continue to work with its local agencies to identify and prioritize bicycle and pedestrian projects along high priority bicycle and pedestrian corridors. These corridors were identified based on existing plans and the Needs Assessment.

To be consistent with FHWA guidance, unless restrictions apply, bicycle and pedestrian improvements should be part of the overall design phase of all projects.

Transit Projects

At a minimum, the MTP assumes that existing transit services will continue to operate at current levels and that vehicles will be kept in a good state of repair.

The Needs Assessment also revealed demand for regional transit service and improved frequency in Jackson where the fixed route service currently runs. The MTP provides a Regional Transit Framework to provide a foundation for supporting this demand. Projects resulting from this framework will be incorporated into the 2050 MTP Update.

5.2 Estimating Project Costs

Roadway Project Cost Estimates

Cost estimates for some projects were available from existing studies or preliminary engineering work from local governments or MDOT. For the remaining projects, order-of-magnitude cost estimates were developed using MDOT's Chart for Preliminary Cost Estimates. These typical construction cost estimates for various types of improvements are shown in Table 5.1.

Cost estimates for studies were based on similar projects. No cost estimates were made for maintenance projects such as bridge and pavement projects.

Table 5.1: Typical Roadway Costs by Improvement Type

Improvement Type	Average Cost (2019 dollars)	Unit
New 4 Lane Freeway	\$20,000,000	Mile
New 2 Lane Roadway	\$6,500,000	Mile
New 4 Lane Arterial	\$10,750,000	Mile
Interstate Widening	\$14,800,000	Mile
Interstate Rehab - 2 Lane	\$2,000,000	Mile
Interstate Rehab - 4 Lane	\$2,600,000	Mile
Arterial Widening	\$10,800,000	Mile
Center Turn Lane	\$7,300,000	Mile
Overlay	\$660,000	Mile
ITS	\$660,000	Mile
New Bridge - 2 Lane	\$2,400,000	Each
New Bridge - 4 Lane	\$4,000,000	Each
Traffic Signal	\$1,100,000	Each
RR Crossing	\$110,000	Each
Intersection Improvement	\$1,250,000	Each
Interchange Improvement	\$20,100,000	Each
New Interchange	\$26,000,000	Each
Underpass	\$12,000,000	Each
RR Overpass	\$7,750,000	Each

Note: Total Costs include Construction, Engineering, Right-of-Way & Utilities

Bicycle and Pedestrian Project Cost Estimates

Cost estimates for bicycle and pedestrian projects were taken from the current TIP. In addition to these projects, the MPO will encourage local agencies to identify projects based on the high priority bicycle and pedestrian corridors identified later. Furthermore, incidental bicycle and pedestrian improvements may be implemented alongside planned roadway projects.

Transit Project Cost Estimates

The annual cost of operating public transit in the MPO was taken from the current levels of expenditures shown in the TIP. Costs not provided in the TIP were inflated from 2020 dollars by a factor of one (1) percent per year.

Capital transit projects for FY 2020-FY 2022 were provided in the TIP and these were used as provided. Future capital costs were estimated by analyzing the ratio of average annual capital costs to average Vehicle Revenue Miles (VRM) since 1994. Annual capital costs and VRM data came from the National Transit Database. This ratio was then applied to current VRM to estimate current capital costs and forecast into the future at an annual inflation rate of one (1) percent.

6.0 Environmental Analysis and Mitigation

6.1 The Environment and MTP

The MTP must consider the impacts of transportation on both the natural and human environment. By providing appropriate consideration of environmental impacts early in the planning process, the plan increases opportunities for inter-agency coordination, enables expedited project delivery, and promotes outcomes that are more environmentally sustainable.

Table 6.1 shows resources typically considered in environmental impact evaluations. This chapter focuses on these resources and their implications in the Jackson MPA.

Table 6.1: Typical Environmental Resources Evaluated

Resource	Importance
HAZMAT Sites	Health hazards, costs, delays, liability for both state and federal projects on either existing or acquired right-of-way
Air Quality	Public health, welfare, productivity, and the environment are degraded by air pollution
Noise	Noise can irritate, interrupt, and disrupt, as well as generally diminish the quality of life
Wetlands	Flood control, wildlife habitat, water purification; applies to both state and federally funded projects
Threatened and Endangered Species	Loss of species can damage or destroy ecosystems, to include the human food chain
Floodplains	Encroaching on or changing the natural floodplain of a water course can result in catastrophic flooding of developed areas
Farmlands	Insure conversion compatibility with state and local farmland programs and policies
Recreation Areas	Quality of life; neighborhood cohesion
Historic Structures	Quality of life; preservation of the national heritage
Archaeological Sites	Quality of life; preservation of national and Native American heritage
Environmental Justice	To avoid, minimize, or mitigate disproportionately high impacts on minorities and low-income populations; basic American fairness

Source: MDOT, MARIS

6.2 Air Quality and Change in Climate

Air Quality and Transportation

Highway vehicles and non-road equipment are mobile sources of air pollutants, some of which are known or suspected by the Environmental Protection Agency (EPA) to cause cancer or other serious health and environmental effects. Mobile sources, via the combustion of fossil fuels, release nitrogen dioxide and Volatile Organic Compounds (VOC), which chemically react in the presence of heat and sunlight to form ground-level ozone. Ground-level ozone can trigger a variety of health problems such as asthma and can also have harmful effects on sensitive vegetation and ecosystems. Mobile sources also contribute to climate change when combustion of fossil fuels release nitrous oxide and carbon dioxide.

The EPA regulates vehicle emissions and fuel efficiency through its vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy (CAFE) standards. It also regulates and monitors pollutants considered harmful to public health and the environment through the National Ambient Air Quality Standards (NAAQS) authorized by the Clean Air Act (1970). The EPA has set NAAQS for six (6) principal “criteria” pollutants. These are listed in Table 6.2 along with the current standards.

All counties within the MPA are currently in attainment of the NAAQS.

In 2015, the EPA revised the primary and secondary ozone standards to 70 parts per billion (ppb), down from the current 75 ppb, and retained their indicators (O_3), forms [fourth-highest daily maximum, averaged across three (3) consecutive years] and averaging times (eight hours). The Jackson MPA is not anticipated to immediately be affected by the 70 ppb standard. Therefore, it was recommended that Hinds, Madison, and Rankin Counties be designated as attainment/unclassifiable for the 2015 NAAQS.

Transportation conformity is a process required of MPOs pursuant to the Clean Air Act Amendments of 1990 (CAAA of 1990) to ensure that Federal funding and approval are given to those transportation activities that are consistent with air quality goals.

The CAAA requires that transportation plans, programs, and projects in nonattainment or maintenance areas that are funded or approved by the FHWA be in conformity with the State Implementation Plan (SIP), which represents the state’s plan, to either achieve or maintain the NAAQS for a particular pollutant.

Should any of the counties within the MPA ever exceed NAAQS and are designated as a nonattainment or maintenance area, the MTP will be subject to a conformity analysis. If this were to occur in the future, the transportation model, which forms the basis of transportation decision-making, provides numeric outputs that may be utilized in regional air quality modeling.

Table 6.2: National Ambient Air Quality Standards (NAAQS) as of 2020

Pollutant	Primary/Secondary	Averaging Time	Level	Form
Carbon Monoxide	primary	8-hours	9 ppm	Not to be exceeded more than once per year
		1-hour	35 ppm	
Lead	primary and secondary	Rolling 3 month average	0.15 µg/m ³	Not to be exceeded
Nitrogen Dioxide	primary	1-hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	primary and secondary	Annual	53 ppb	
Ozone	primary and secondary	8-hours	0.070 ppm	Annual fourth-highest daily maximum 8-hr concentration, averaged over 3 years
Particle Pollution	primary	Annual	12.0 µg/m ³	annual mean, averaged over 3 years
	secondary	Annual	15.0 µg/m ³	annual mean, averaged over 3 years
	primary and secondary	24-hours	35 µg/m ³	98th percentile, averaged over 3 years
	primary and secondary	24-hours	150 µg/m ³	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide	primary	1-hour	75 ppb	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	secondary	3-hours	0.5 ppm	Not to be exceeded more than once per year

Source: EPA

Note: ppm - parts per million

ppb - parts per billion

µg/m³ - micrograms per cubic meter

Change in Climate

The current scientific belief holds that the planet is going through a period of warming. This changing trend in climate is believed



to be caused by the increase in Greenhouse Gases (GHGs), which has only been increased through human behavior through the use of fossil fuels. According to the EPA, the transportation sector generated the largest share of GHG emissions in the United States in 2018, responsible for over 28 percent. The MPO understands the need for air quality within the area and is taking several steps to address this new challenge.

Effects of Climate Change

Geographically, the Jackson MPA is inland and away from the coast, but inland flooding and hurricanes are still considered a direct concern to the area. These events can impact the area over time. The most obvious and immediate effect of climate change has been the increased global temperature, which has a large impact on the transportation system. The increased heat warps the steel of railroad tracks, stresses bridge joints, and affects pavement conditions. Pavement that has been softened by heat to which it was never designed can buckle and rut under high truck volumes. This in turn creates a need for further maintenance and the use of more material, which itself is carbon-based.



The rising temperatures are not the only major impact that has been observed with the recent climate change. Storms have been rising in intensity with the shift in the climate and “Superstorms” such as Katrina, Sandy, and Harvey are becoming a more regular occurrence. Mississippi has seen direct impacts of weather extreme amplification recently in the historic Pearl River Flood in early spring of 2020. During this event, approximately 120 homes and businesses were damaged from the flood

waters in Hinds and Rankin Counties. The Pearl River crested at over 36 feet in the City of Jackson, the 3rd highest crest on record.

Recent storms with a high intensity over a short period of time are becoming common and can result in flash floods. These flash floods trap motorists and deposit large amounts of water on the impervious surfaces of the roadways. This water eventually becomes surface runoff, which can damage a roadway’s substructure if not properly diverted to stormwater drainage systems. This impact is worse near major rivers, leading to potential disasters that can affect roadways and other infrastructure.

A strategy that the MPO can employ to deal with this need is the increased inspection of bridges and roadways. This will ensure that the infrastructure is structurally sound and that erosion from storms has not degraded it. Drainage for the infrastructure is also important and should be inspected to ensure that roadways will not contribute to uncontrolled runoff.

Climate Change Strategies

The transportation system is the largest contributor to GHGs, contributing over one-quarter of the total amount. These gases come from vehicle emissions and air conditioning. Vehicle emissions are increased when a vehicle is idling and less efficient. This contribution to GHGs makes the transportation sector a priority to address climate change. There are several strategies that may be employed in order to reduce the impact of transportation on climate change.

Introducing Low-Carbon Fuels

This strategy explores the use of fuels from alternative sources which produce less carbon and are more efficient. These fuels include ethanol, biodiesel, natural gas, and more. Additional low-carbon fuels include alternatives such as hybrids, electric vehicles, and hydrogen fuel. In an effort to reduce emissions, the local transit systems have been making the switch to hybrid buses.

Reduction of High-Carbon Activities

Single occupancy vehicles and motorcycles are comparatively inefficient modes of transportation that produce GHGs. Strategies can be implemented that encourage transportation users to choose alternative transportation modes which reduce the emissions on the transportation system. These include the use of carpooling, increased transit ridership, and the reduction of unnecessary trips.

The construction and maintenance of transportation systems can also contribute to GHGs, as many of the products used in these processes are carbon-based. The use of lower-carbon materials during construction and maintenance would aid with this strategy.

Improving System Efficiency

The transportation network is the system by which people, goods, and services are moved through the area. This strategy encourages the use of an efficient transportation system to reduce travel time, reduce idling vehicles, and increase quality of traffic operations. This can be achieved through the use of:

- ITS,
- Traffic signal retiming and coordination,
- TDM, and
- Other means to reduce congestion and idling vehicles.

Additional Strategies

The strategies listed on the previous page cover the key methods that can be used to reduce the effect of GHGs from transportation sources. The following strategies may also be deployed:

- Reducing the amount of travel necessary for transportation users
- Increasing vehicle occupancies for all modes
- Establishing transportation pricing
- Encouraging non-vehicular travel
- Promoting trip-chaining
- Improved freight logistics
- Using LED lights in traffic signals

6.3 Environmental Regulations

Planning Requirements

Federal regulations (23 C.F.R. §450) require the MTP to address environmental concerns by consulting with relevant stakeholder agencies and discussing potential environmental mitigation activities.

The plan should involve consultation with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. This should include a comparison of the plan with State conservation plans or maps and inventories of natural or historic resources, if this information is available.

The plan must discuss types of potential environmental mitigation activities related to the implementation of the plan. This includes potential areas for these activities to occur and activities which may have the greatest potential to mitigate the effects of the plan projects and strategies. Mitigation activities do not have to be project-specific and can instead focus on broader policies, programs, and strategies. The discussion must involve consultation with federal, state, and tribal land management, wildlife, and regulatory agencies.

Defining Mitigation

The National Environmental Policy Act (1970), or NEPA, established the basic framework for integrating environmental considerations into federal decision-making. Federal regulations relating to NEPA (40 C.F.R. 1508) define mitigation as:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments.

6.4 The Natural Environment

Wetlands, Waterways, and Flooding

Transportation projects were evaluated for proximity to wetlands, impaired waters, flood zones, and navigable waters. While transportation projects should be sensitive to all bodies of water, these water bodies merit special attention for the following reasons:

- Wetlands have many environmental benefits, most notably:
 - Water purification,
 - Flood protection,
 - Shoreline stabilization,
 - Groundwater recharge,
 - Streamflow maintenance, and
 - Fish and wildlife habitat.
- Impaired waters are already too polluted or otherwise degraded to meet the state water quality standards.
- Both wetlands and impaired waters are protected by the Clean Water Act.
- Encroaching on or changing the natural floodplain of a water course can result in catastrophic flooding of developed areas.
- Structures built across navigable waterways must be designed in consultation with the Coast Guard, as required by the Coast Guard Authorization Act of 1982.



Figure 6.1 displays the proposed MTP transportation projects along with the location of wetlands and impaired waters. Figure 6.2 displays the proposed MTP transportation projects and flood zones.

Navigable waterways are defined as waters that have been used in the past, are now used, or are susceptible to use as a means to transport interstate or foreign commerce up to the head of navigation. There are no navigable waterways within the MPA that are part of the U.S. Army Corps of Engineers Navigable Waterway Network. The closest navigable rivers are the Mississippi River in Warren County and the Yazoo River in Yazoo County. No project is proposed in the MPA that would extend so far as to cross these particular waterways.

Mitigation

This early in the planning stage, there are not enough resources available to assess project level impacts to specific wetlands. As individual projects proceed through the MDOT project delivery process and NEPA process, it is anticipated that project sponsors will:

- Ensure that transportation facilities constructed in floodways will not increase flood heights
- Take steps to avoid wetland and flood zone impacts where feasible
- Consider strategies which minimize potential impacts to wetlands and flood zones
- Provide compensation for any remaining unavoidable impacts through activities to restore or create wetlands
- Projects near impaired waters should consider measures to improve the quality of these waters.

Spotlight: Stormwater Mitigation

In urban areas, unmanaged stormwater often leads to excessive flooding. This flooding can damage property and create environmental and public health hazards by introducing contaminants into new areas. Without proper drainage and stormwater mitigation efforts, new transportation projects have the potential to exacerbate existing stormwater issues.

Transportation Related Strategies

- During project design, minimize impervious surfaces and alterations to natural landscapes.
- Promote the use of “green infrastructure” and other low-impact development practices. Examples include the use of rain barrels, rain gardens, buffer strips, bioswales, and replacement of impervious surfaces on property with pervious materials such as gravel or permeable pavers.
- Adopt ordinances that include stormwater mitigation practices, including landscaping standards, tree preservation, and “green streets”.
- Develop a Standard Urban Stormwater Mitigation Plan at multiple levels; including state, region, and municipality. Efforts should be made to coordinate these plans, even though multiple agencies would have them in place.



Wildlife

The test projects were evaluated for proximity to identified critical habitat areas for threatened and endangered species and wildlife refuges. The Endangered Species Act of 1973, as amended, was enacted to provide a program for the preservation of endangered and threatened species. The Act provides protection for the ecosystems upon which these species depend for their survival. All federal agencies or projects utilizing federal funding are required to implement protection programs for designated species and to apply them in facilitating their survival.

Additionally, Section 4(f) of the Department of Transportation (DOT) Act of 1966 affords protection to wildlife or waterfowl refuges when USDOT funds are invested in a project.

An endangered species is a species in danger of extinction throughout all or a significant portion of its range. A threatened species is a species likely to become endangered within the foreseeable future throughout all or a significant portion of its range. Proposed species are those which have been formally submitted to Congress for official listing as threatened or endangered.

Species may be considered endangered or threatened when any of the five (5) following criteria occur:

- The current/imminent destruction, modification, or curtailment of their habitat or range
- Overuse of the species for commercial, recreational, scientific, or educational purposes
- Disease or predation
- The inadequacy of existing regulatory mechanisms
- Other natural or human-induced factors affect continued existence.

Table 6.2 lists species classified as endangered, threatened, or recovered within the MPA counties. Figure 6.3 displays the proposed MTP transportation projects along with the location of identified critical habitat areas. As indicated in figure 6.3, there is one Wildlife Management Area (WMA) in the MPA, the Pearl River WMA.

Mitigation

Preliminary planning undertaken within the context of development of the MTP does not include resources sufficient to assess project specific impacts to species habitats. As projects are carried forward through the MDOT project delivery process, the NEPA process, design, and construction, projects will be developed in consultation with U.S. Fish and Wildlife Service and Mississippi Department of Wildlife, Fisheries, and Parks. Where practicable, actions which impact critical habitats will be avoided.

Table 6.3: Species Identified under Endangered Species Act in Jackson, MS

Group	Common Name	Scientific Name	Status
Birds	Red-cockaded woodpecker	Picoides borealis	Endangered
	Wood stork	Mycteria americana	Threatened
Clams	Rabbitsfoot	Quadrula cylindrica cylindrica	Threatened
Fish	Atlantic sturgeon (Gulf subspecies)	Acipenser oxyrinchus (=oxyrhynchus) desotoi	Threatened
	Bayou darter	Etheostoma rubrum	Threatened
Mammal	Louisiana black bear	Ursus americanus luteolus	Recovery
Reptiles	Ringed map turtle	Graptemys oculifera	Threatened
	Gopher tortoise	Gopherus polyphemus	Threatened

Source: U.S. Fish and Wildlife Service, Environmental Conservation Online System; National Marine Fisheries Service (NOAA Fisheries)



Table 6.4 displays the test projects that would impact wetlands and/or flood zones within the study area.

Table 6.4: Test Projects Impacting Wetlands or Floodplains

Project ID	Route	Description	Location	Wetlands	Floodplains
101	Hinds Pkwy	New 4 Lane Roadway	I-20 to Parks Rd	Yes	Yes
102	Gary Rd	Widen to 4 Lanes	Terry Rd to Davis Rd	Yes	Yes
103	E Northside Dr	Widen to 5 Lanes	Huntcliff Way to Cynthia Rd	Yes	Yes
104	W County Line Rd	Widen to 4 Lanes	Highland Colony Pkwy to Tougaloo Blvd	No	Yes
105	Harbor Dr	Widen to 4 Lanes	Lake Harbor Dr to 0.35 miles north of Lake Harbor Dr	Yes	Yes
106	Madison Ave	Widen to 4 Lanes Divided	Highland Colony Pkwy to US 51	No	Yes
107	Mannsdale Rd	Widen to 5 Lanes	Park Place Blvd to Reunion Pkwy	No	Yes
108	Reunion Pkwy	New 4 Lane Divided and New Interchange	Bozeman Rd to Parkway East	No	Yes
109	N Wheatley St Extension	New 4 Lane Divided	W Ridgeland Ave to Colony Park Blvd	No	Yes
110	MS 18 (Greenfield Rd)	Widen to 6 Lane Divided	US 80 to Greenfield Rd	No	Yes
111	Old Whitfield Rd	Center Turn Lane	MS 468 to MS 475	No	Yes
112	Spillway Rd	Widen to 5 Lanes	Hugh Ward Blvd to Grants Ferry Rd	No	Yes
113	I-20	Widen to 6 Lanes	Crossgates Blvd to US 80 east of Brandon	No	Yes
114	Airport Pkwy	New 6 Lane Toll Road and New 4 Lane Toll Road	I-55 to Weather Service Dr and I-55 to MS 475	Yes	Yes
115	I-55	Widen to 6 Lanes	Copiah County Line to Siwell Rd	Yes	Yes
116	Hanging Moss Rd	Widen to 4 Lanes	Meadow Rd to Woodhill Rd	No	Yes
117	Robinson Rd	Widen to 4 Lanes	Raymond Rd to MS 18	No	Yes
118	Raymond Rd	Widen to 4 Lanes	Siwell Rd to McDowell Rd	No	Yes
119	I-55	Widen to 8 Lanes, Widen to 6 Lanes	MS 463 to Gluckstadt Rd	Yes	Yes

Project ID	Route	Description	Location	Wetlands	Floodplains
120	US 51	Widen to 4 Lanes	Weisenberger Rd to MS 16	Yes	Yes
121	Yandell Rd	Widen to 4 Lanes and New 4 Lane Roadway	Parkway East to N Old Canton Rd	Yes	Yes
122	MS 25 (Lakeland Dr)	Widen to 6 Lanes	Grants Ferry Rd to MS 471	No	Yes
123	MS 469	Widen to 4 Lanes	Monterey Rd to MS 468	No	Yes
124	Grants Ferry Rd	Widen to 5 Lanes	MS 25 (Lakeland Dr) to Spillway Rd	No	Yes
125	US 49 S	Widen to 6 Lanes	Star Rd to Main St in Florence	Yes	Yes
126	I-220	Widen to 6 Lanes	I-20 to I-55	No	Yes
127	E Beasley Rd	Widen to 5 Lanes	US 51 to I-55	Yes	Yes
128	I-55	Widen to 8 Lanes	E Pascagoula St to E Woodrow Wilson Ave	Yes	Yes
129	Ridgewood Rd	Widen to 5 Lanes	Centre Street to US 51	Yes	Yes
130	US 51	Widen to 5 Lanes	Tisdale Rd to Weisenberger Rd	Yes	Yes
131	Weisenberger Rd	Widen to 5 Lanes	Parkway East to US 51	Yes	Yes
132	Hoy Rd	Widen to 5 Lanes	W Bradford Lane to Old Rice Rd	Yes	Yes
133	Green Acres Rd Extension	New 4 Lane Divided and New Interchange	Old Yazoo City Rd to King Ranch Rd	Yes	Yes
134	Greenfield Rd	Widen to 4 Lanes	MS 468 to MS 18	No	Yes
135	MS 18	Widen to 4 Lanes	Greenfield Rd to Star Rd	Yes	Yes
136	MS 18	Widen to 4 Lanes	Star Rd to Mohr Rd	Yes	Yes
137	MS 468 (Pearl)	Widen to 4 Lanes	S Pearson Rd to MS 475	Yes	Yes
138	MS 475	Widen to 6 Lanes	I-20 to Old Brandon Rd	No	Yes
139	Old Brandon Rd	Widen to 4 Lanes	MS 475 to Crossgates Blvd	No	Yes
140	US 80	Widen to 6 Lanes	US 51 to MS 468	Yes	Yes
141	Siwell Rd/Florence-Byram Rd	Widen to 4 Lanes with Toll Bridge	I-55 to Cleary Rd	Yes	Yes

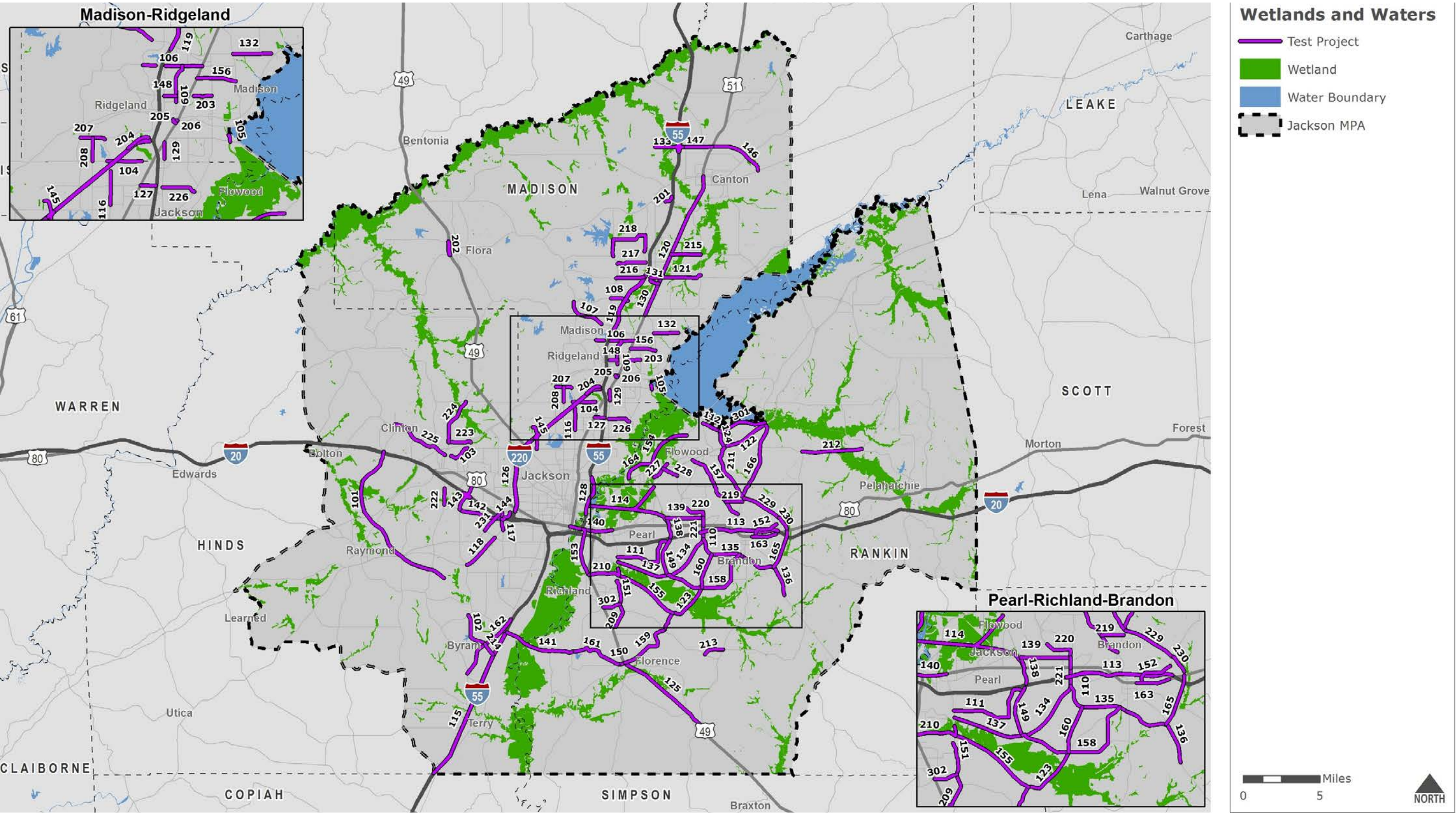
Project ID	Route	Description	Location	Wetlands	Floodplains
142	Greenway Dr	Widen to 4 Lanes Divided and New 4 Lane Divided	McRaven Rd to Robinson Rd	No	Yes
143	Siwell Rd Extension	New 4 Lane Divided and New Interchange	McRaven Rd to US 80	Yes	Yes
144	Greenway Ln Extension	New 4 Lane Divided and I-20 Overpass	Robinson Rd to John R Lynch St	Yes	Yes
145	Methodist Farm Rd	Widen to 4 Lanes and New Interchange	W Northside Dr to Hilda Dr	Yes	Yes
146	Green Acres Rd East Extension	New 4 Lane Divided	US 51 to MS 16 (Peace St)	Yes	Yes
147	Green Acres Rd	Widen to 4 Lanes Divided	King Ranch Rd to US 51	Yes	Yes
148	Steed Rd Extension	New 3 Lane Roadway	Sunnybrook Rd to N Wheatley St	Yes	Yes
149	MS 475	Widen to 6 Lanes	MS 468 to I-20	No	Yes
150	MS 469 (E Main St)	Widen to 5 Lanes	MS 469 (S Church St) to US 49	Yes	Yes
151	S Pearson Rd	Widen to 4 Lanes	Monterey Rd to 0.4 miles north of E Harper St	Yes	Yes
152	Trickham Bridge Rd	Widen to 5 Lanes	US 80 to Grants Ferry Pkwy	Yes	Yes
153	Old Hwy 49	Widen to 4 Lanes	US 80 to US 49	Yes	Yes
154	N Airport Rd Extension	New 2 Lane Roadway	Liberty Rd to Old Fannin Rd	Yes	Yes
155	Petros Rd	New 4 Lane Divided	S Pearson Rd to MS 469	No	Yes
156	St. Augustine Dr	Widen to 3 Lanes	US 51 to Rice Rd	Yes	Yes
157	Luckney Rd	Widen to 5 Lanes	MS 471 to MS 25	No	Yes
158	MS 468	Widen to 4 Lanes	MS 475 to MS 18	No	Yes
159	MS 469 (E Main St)	Widen to 4 Lanes	US 49 to Monterey Rd	Yes	Yes
160	MS 469 Extension	New 4 Lane Divided	MS 468 to MS 18	No	Yes
161	Florence-Byram Rd/ W Main St	Widen to 4 Lanes	Cleary Rd to MS 469	Yes	Yes
162	Terry Rd	Widen to 5 Lanes	Springridge Rd to Bounds Rd	No	Yes

Project ID	Route	Description	Location	Wetlands	Floodplains
163	US 80 (Brandon)	Center Turn Lane	Trickham Bridge Rd to I-20	No	Yes
164	Treetops Blvd	New 2 Lane Roadway	MS 25 to Liberty Rd	Yes	Yes
165	East Brandon Bypass	New 5 Lane Roadway	MS 18 to I-20	Yes	Yes
166	MS 471	Widen to 5 Lanes	Grants Ferry Rd to MS 25	Yes	Yes
201	Feather Ln Extension	New 2 Lane Roadway	Nissan Pkwy to Soldier Colony Rd	Yes	Yes
202	US 49 Frontage Roads	New Frontage Roads	Peach St to Cox Ferry Rd	No	Yes
203	McClellan Dr/Ridgecrest Dr	Widen to 3 Lanes	Hite B Wolcott Park to Old Canton Rd	Yes	Yes
204	I-220 Frontage Rd	New Frontage Road	Cole Rd to Brame Rd	Yes	Yes
205	Rice Road Extension	New 2 Lane Roadway	W Moon St to US 51	No	Yes
206	Madison Dr-US 51 Connector	New 2 Lane Roadway	Madison Dr to US 51	No	Yes
207	Ridgeland Connector	New 2 Lane Roadway	N Livingston Rd to Highland Colony Pkwy	No	Yes
208	Watkins Dr Extension	New 2 Lane Roadway	W County Line Rd to Ridgeland Connector	No	Yes
209	Old Pearson Rd	Widen to 4 Lanes	US 49 to S Pearson Rd	No	Yes
210	Pearl/Richland Intermodal Connector Phase II	Widen to 4 Lanes and New 4 Lane Roadway	US 49 to Pearl	Yes	Yes
211	Grants Ferry Pkwy	Widen to 4 Lanes	MS 471 to MS 25	No	Yes
212	Baker Ln Extension	New 2 Lane Roadway	Andrew Chapel Rd to Lake Rd	Yes	Yes
213	Shell Oil Rd Extension	New 2 Lane Roadway	Thomasville Rd to Star Rd	No	Yes
214	Gary Rd Extension	New 2 Lane Roadway	Terry Rd to I-55 Frontage Rd	No	Yes
215	Sowell Rd Extension	New 3 Lane Roadway	US 51 to N Old Canton Rd	Yes	Yes
216	Gluckstadt Rd	Widen to 4 Lanes Divided	Bozeman Rd to I-55	Yes	Yes
217	Stribling Rd Extension	Widen to 4 Lanes	Catlett Rd to Calhoun Station Pkwy	No	Yes

Project ID	Route	Description	Location	Wetlands	Floodplains
218	Catlett Rd/Stout Rd/Calhoun Station Pkwy	Widen to 4 Lanes	Stribling Rd to Sowell Rd	No	Yes
219	Warner Dr	Widen to 4 Lanes and New 4 Lane Roadway	Luckney Rd to MS 471	No	Yes
220	E Metro Corridor Phase III	New 4 Lane Roadway	Cooper Rd to Old Brandon Rd	No	Yes
221	E Metro Corridor Phase IV (Crossgates Blvd)	Widen to 6 Lanes	Old Brandon Rd to US 80	No	Yes
222	Springridge Rd	Widen to 4 Lanes	McRaven Rd to Woodchase Park Dr	Yes	Yes
223	Arrow Dr	Widen to 4 Lanes	Pinehaven Dr to Cynthia Rd	No	Yes
224	Pinehaven Dr	Widen to 4 Lanes	Arrow Dr to Kickapoo Rd	Yes	Yes
225	Northside Dr	Widen to 4 Lanes	Williamson Rd to Pinehaven Dr	Yes	Yes
226	Adkins Blvd/Colonial Cir	Widen to 4 Lanes	Ridgewood Rd to Old Canton Rd	No	Yes
227	Flowood Dr	Widen to 4 Lanes	Airport Rd to Liberty Rd	Yes	Yes
228	Flowood-E Metro Connector	New 4 Lane Roadway	Flowood Dr to E Metro Corridor	No	Yes
229	Grants Ferry Rd	Widen to 4 Lanes Divided	MS 471 to Trickham Bridge Rd	No	Yes
230	Grants Ferry Rd	New 4 Lane	Trickham Bridge Rd to Paige McDill Rd	Yes	Yes
231	MS 18	Widen to 6 Lanes	I-20 to McDowell Rd	Yes	No
301	Spillway Rd	Widen to 4 Lanes	Grants Ferry Rd to Old MS 471	Yes	Yes
302	Monterey Rd	Widen to 4 Lanes	US 49 to Old Pearson Rd	Yes	Yes

Source: MDOT, NSI

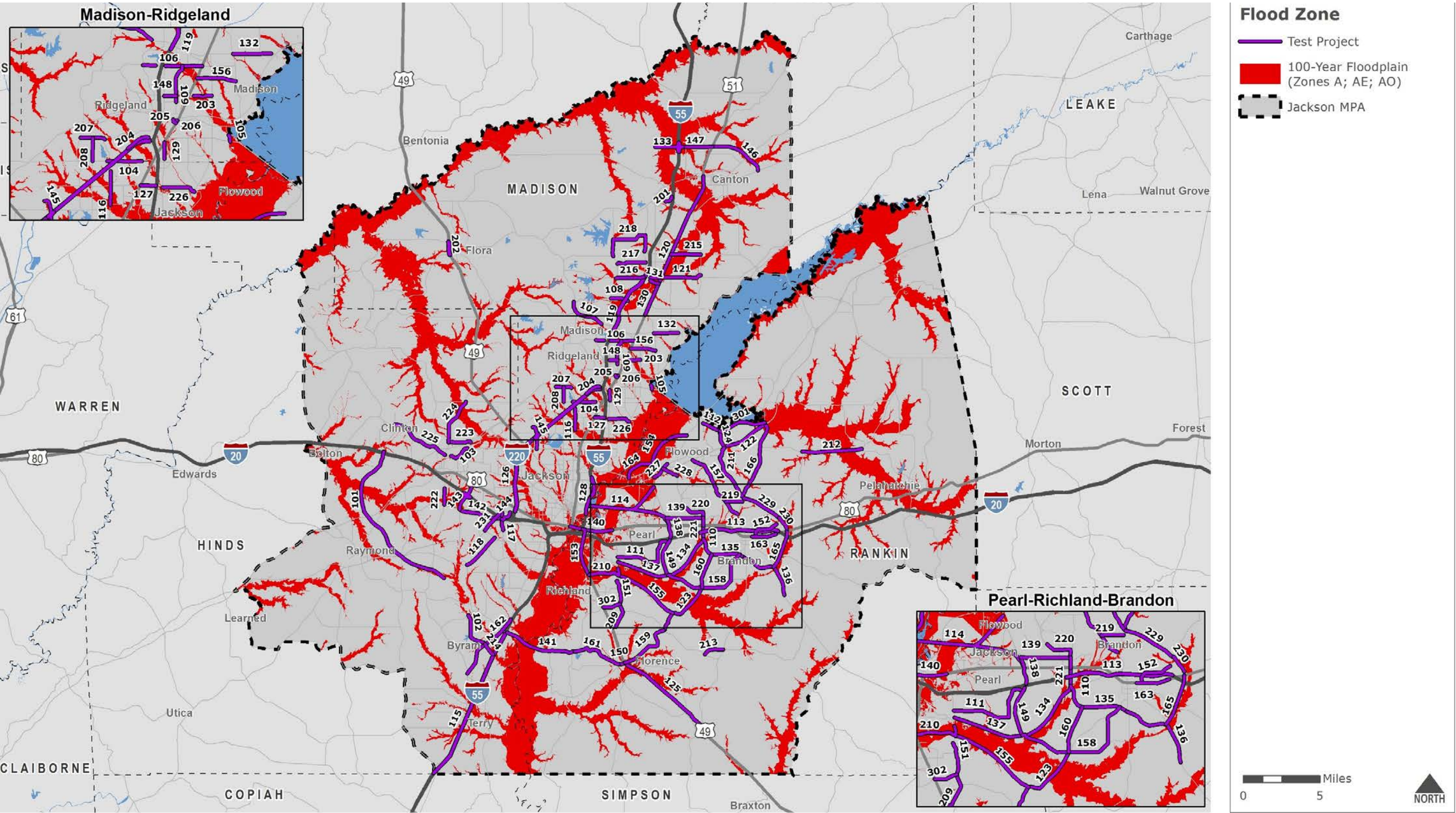
Figure 6.1: Wetlands and Waterways



Data Source: NWI ; NSI

Disclaimer: This map is for planning purposes only.

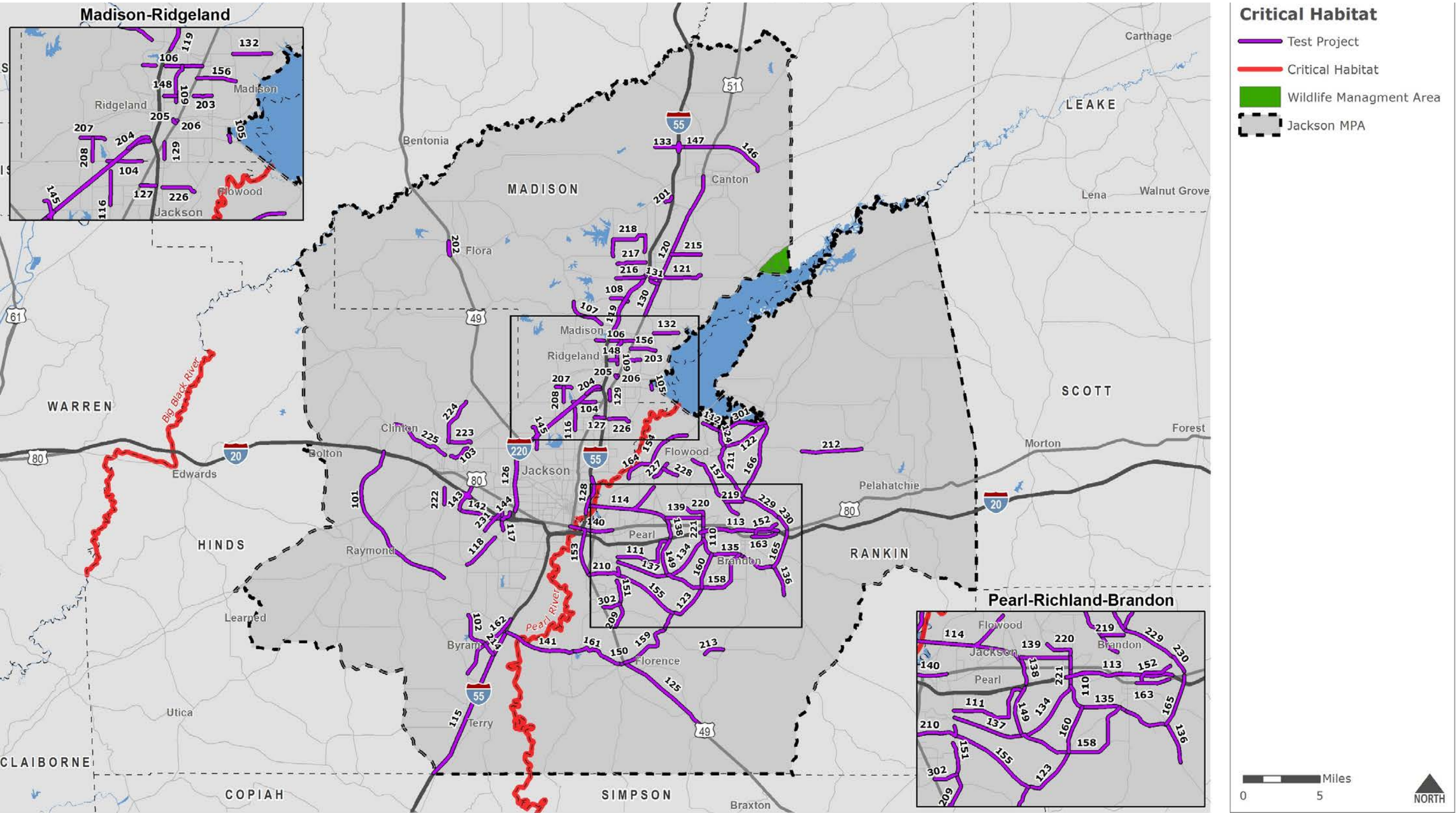
Figure 6.2: Flood Zones



Data Source: FEMA ; NSI

Disclaimer: This map is for planning purposes only.

Figure 6.3: Critical Habitats



Data Source: FWS; MARIS ; NSI

Disclaimer: This map is for planning purposes only.

6.5 The Human Environment

Historic and Recreational Resources

The test projects were evaluated for proximity to historic sites and publicly-owned recreational facilities. Section 4(f) of the Department of Transportation (DOT) Act of 1966 affords protection to publicly-owned parks and recreation areas and all historic sites listed or eligible for listing on the National Register of Historic Places (NRHP) when USDOT funds are invested in a project.

In order to be eligible for the NRHP, a district, site, building, structure, or object must possess:

- Integrity of location
- Design
- Setting
- Materials
- Workmanship
- Feeling
- Association
- Generally must be at least 50 years old.

It will also be evaluated by the following criteria:

- Association with events that have made a significant contribution to the broad patterns of our history; or
- Association with the lives of significant persons in our past; or
- Embodiment of the distinctive characteristics of a type, period, or method of construction, or representative of the work of a master, or possession of high artistic values, or representative of a significant and distinguishable entity whose components may lack individual distinction; or
- Provision or likelihood to provide information important in history or prehistory.

Figure 6.4 displays all historic sites listed on the National Register and State Register. It is important to note the State Register properties are not necessarily protected by Section 4(f) regulations unless they meet NRHP eligibility. Furthermore, there may be additional properties not listed on either register which are eligible for the NRHP. Note that Figure 6.4 excludes all historic features deemed 'restricted' or 'sensitive', such as sensitive archaeological sites.

Figure 6.4 also displays all publicly-owned parks and recreation areas deemed significant by a review of public agency websites.

Mitigation

Projects will be developed in consultation with the State Historic Preservation Office (SHPO) and to the extent practicable, actions which adversely impact NRHP properties and publicly-owned recreation

areas will be avoided. When historic properties are adversely affected, mitigation will include data recovery as appropriate to document the essential qualities of the historic resources. When publicly-owned recreation areas are adversely affected, appropriate compensation will be provided.

Potentially Hazardous Materials

Accidents, spills, leaks, and past improper disposal and handling of hazardous materials and wastes have resulted in contamination of many sites across the country.

The Comprehensive Environmental Response, Compensations, and Liability Act (CERCLA), commonly known as Superfund, was enacted in 1980 and:

- Established prohibitions and requirements concerning closed and abandoned hazardous waste sites
- Provided for liability of persons responsible for releases of hazardous waste at these sites
- Established a trust fund to provide for cleanup when no responsible party could be identified

CERCLA also enabled the revision of the National Contingency Plan, which established the National Priorities List (NPL). The NPL is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. It is intended primarily to guide the EPA in determining which sites warrant further investigation.

It was determined there are three (3) sites listed on the National Priorities List in the MPA, the Southeastern Wood Preserving property in Canton, the Sonford Products property in Flowood, and the Flowood Site property in Flowood, as illustrated in Figure 6.6. These NPL sites were identified using the EPA's Cleanups in My Community database, which includes cleanup sites, facilities and properties for which EPA collects information by law, or voluntarily via grants. This site, and other sites evaluated for inclusion in the NPL within the MPA, are illustrated in Figure 6.5.

Mitigation

At this stage in project development, not enough information is available to determine impacts and mitigation. However, transportation projects affected by or affecting potentially hazardous properties will be evaluated during the MDOT project delivery process, the NEPA process, design, and construction.

Environmental Justice Populations

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, was signed in 1994. It reaffirms the intent of Title VI of the Civil Rights Act of 1964, NEPA, and other federal laws, regulations, and policies by establishing the following Environmental Justice (EJ) principles for all federal agencies and agencies receiving federal funds, such as MPOs:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Figure 6.6 shows areas in the MPA where low-income households make up a greater share of the overall population.

Similarly, Figure 6.7 shows areas in the MPA where minority populations make up a greater share of the overall population.

Mitigation

In an attempt to prevent disproportionately high and adverse effects on minority or low-income populations early in the planning process, the MPO should encourage high community and stakeholder engagement in the design phase of projects. This is especially important for projects that are located in areas with a disproportionately high minority and/or low-income population. Figures 6.6 and 6.7 illustrate transportation projects in relation to disproportionately high minority or low-income populations, but in-depth discussions need to be held to further explore the potential negative impacts in these communities.

Historical Urban Development

The historical urban development of the MPA breaks down the likely distribution of historic and other cultural resources. Figure 6.8 shows that the areas with the greatest concentrations of historical housing structures, or those at least 50 years old, are in the center of the City of Jackson and the City of Canton. There are likely smaller concentrations not revealed by historic centers of many of the smaller municipalities within the MPA. This information is merely intended to illustrate general patterns.

Land Cover

The land cover of the MPA is illustrated in Figure 6.9 and summarized in Figure 6.10. Forested, pasture, and herbaceous lands make up the majority of the land area in the MPA at over 60 percent. Developed areas still only account for around 17 percent of the land area.

Other Community Impacts

In addition to the community impacts already discussed, a transportation project may produce various impacts to public spaces, residences, and businesses. These impacts may relate to property, air quality, noise, or other issues and many will not be well understood until a project is substantially advanced.

Mitigation

Impacts associated with specific projects will be assessed in conformance with local, state, and federal regulations, NEPA guidance, and the MDOT project delivery process.

Certain impacts, such as those associated with an increase in traffic related noise, can potentially be mitigated. Also, to the extent practicable, projects should be developed using Context Sensitive Solutions.

Table 6.4 displays the test projects that would impact low income and/or minority populations within the study area.

Table 6.5: Test Projects Impacting Low Income or Minority Populations

Project ID	Route	Description	Location	Low Income	Minority Populations
101	Hinds Pkwy	New 4 Lane Roadway	I-20 to Parks Rd	No	Yes
102	Gary Rd	Widen to 4 Lanes	Terry Rd to Davis Rd	No	Yes
103	E Northside Dr	Widen to 5 Lanes	Huntcliff Way to Cynthia Rd	No	Yes
104	W County Line Rd	Widen to 4 Lanes	Highland Colony Pkwy to Tougaloo Blvd	Yes	Yes
105	Harbor Dr	Widen to 4 Lanes	Lake Harbor Dr to 0.35 miles north of Lake Harbor Dr	No	Yes
106	Madison Ave	Widen to 4 Lanes Divided	Highland Colony Pkwy to US 51	No	No
107	Mannsdale Rd	Widen to 5 Lanes	Park Place Blvd to Reunion Pkwy	No	No
108	Reunion Pkwy	New 4 Lane Divided and New Interchange	Bozeman Rd to Parkway East	No	No
109	N Wheatley St Extension	New 4 Lane Divided	W Ridgeland Ave to Colony Park Blvd	No	No
110	MS 18 (Greenfield Rd)	Widen to 6 Lane Divided	US 80 to Greenfield Rd	No	Yes
111	Old Whitfield Rd	Center Turn Lane	MS 468 to MS 475	No	Yes

Project ID	Route	Description	Location	Low Income	Minority Populations
112	Spillway Rd	Widen to 5 Lanes	Hugh Ward Blvd to Grants Ferry Rd	No	No
113	I-20	Widen to 6 Lanes	Crossgates Blvd to US 80 east of Brandon	No	Yes
114	Airport Pkwy	New 6 Lane Toll Road and New 4 Lane Toll Road	I-55 to Weather Service Dr and I-55 to MS 475	Yes	Yes
115	I-55	Widen to 6 Lanes	Copiah County Line to Siwell Rd	No	Yes
116	Hanging Moss Rd	Widen to 4 Lanes	Meadow Rd to Woodhill Rd	Yes	Yes
117	Robinson Rd	Widen to 4 Lanes	Raymond Rd to MS 18	Yes	Yes
118	Raymond Rd	Widen to 4 Lanes	Siwell Rd to McDowell Rd	Yes	Yes
119	I-55	Widen to 8 Lanes, Widen to 6 Lanes	MS 463 to Gluckstadt Rd	No	No
120	US 51	Widen to 4 Lanes	Weisenberger Rd to MS 16	Yes	Yes
121	Yandell Rd	Widen to 4 Lanes and New 4 Lane Roadway	Parkway East to N Old Canton Rd	No	No
122	MS 25 (Lakeland Dr)	Widen to 6 Lanes	Grants Ferry Rd to MS 471	No	No
123	MS 469	Widen to 4 Lanes	Monterey Rd to MS 468	No	Yes
124	Grants Ferry Rd	Widen to 5 Lanes	MS 25 (Lakeland Dr) to Spillway Rd	No	No
125	US 49 S	Widen to 6 Lanes	Star Rd to Main St in Florence	No	No
126	I-220	Widen to 6 Lanes	I-20 to I-55	Yes	Yes
127	E Beasley Rd	Widen to 5 lanes	US 51 to I-55	Yes	Yes
128	I-55	Widen to 8 Lanes	E Pascagoula St to E Woodrow Wilson Ave	Yes	Yes
129	Ridgewood Rd	Widen to 5 Lanes	Centre Street to US 51	No	Yes
130	US 51	Widen to 5 Lanes	Tisdale Rd to Weisenberger Rd	No	No
131	Weisenberger Rd	Widen to 5 Lanes	Parkway East to US 51	No	No

Project ID	Route	Description	Location	Low Income	Minority Populations
132	Hoy Rd	Widen to 5 Lanes	W Bradford Lane to Old Rice Rd	No	No
133	Green Acres Rd Extension	New 4 Lane Divided and New Interchange	Old Yazoo City Rd to King Ranch Rd	Yes	Yes
134	Greenfield Rd	Widen to 4 Lanes	MS 468 to MS 18	No	Yes
135	MS 18	Widen to 4 Lanes	Greenfield Rd to Star Rd	No	Yes
136	MS 18	Widen to 4 Lanes	Star Rd to Mohr Rd	No	No
137	MS 468 (Pearl)	Widen to 4 Lanes	S Pearson Rd to MS 475	No	Yes
138	MS 475	Widen to 6 Lanes	I-20 to Old Brandon Rd	No	Yes
139	Old Brandon Rd	Widen to 4 Lanes	MS 475 to Crossgates Blvd	No	No
140	US 80	Widen to 6 Lanes	US 51 to MS 468	Yes	Yes
141	Siwell Rd/Florence-Byram Rd	Widen to 4 Lanes with Toll Bridge	I-55 to Cleary Rd	No	Yes
142	Greenway Dr	Widen to 4 Lanes Divided and New 4 Lane Divided	McRaven Rd to Robinson Rd	Yes	Yes
143	Siwell Rd Extension	New 4 Lane Divided and New Interchange	McRaven Rd to US 80	Yes	Yes
144	Greenway Ln Extension	New 4 Lane Divided and I-20 Overpass	Robinson Rd to John R Lynch St	Yes	Yes
145	Methodist Farm Rd	Widen to 4 Lanes and New Interchange	W Northside Dr to Hilda Dr	Yes	Yes
146	Green Acres Rd East Extension	New 4 Lane Divided	US 51 to MS 16 (Peace St)	Yes	Yes
147	Green Acres Rd	Widen to 4 Lanes Divided	King Ranch Rd to US 51	Yes	Yes
148	Steed Rd Extension	New 3 Lane Roadway	Sunnybrook Rd to N Wheatley St	No	No
149	MS 475	Widen to 6 Lanes	MS 468 to I-20	No	Yes
150	MS 469 (E Main St)	Widen to 5 Lanes	MS 469 (S Church St) to US 49	No	No
151	S Pearson Rd	Widen to 4 Lanes	Monterey Rd to 0.4 miles north of E Harper St	No	No

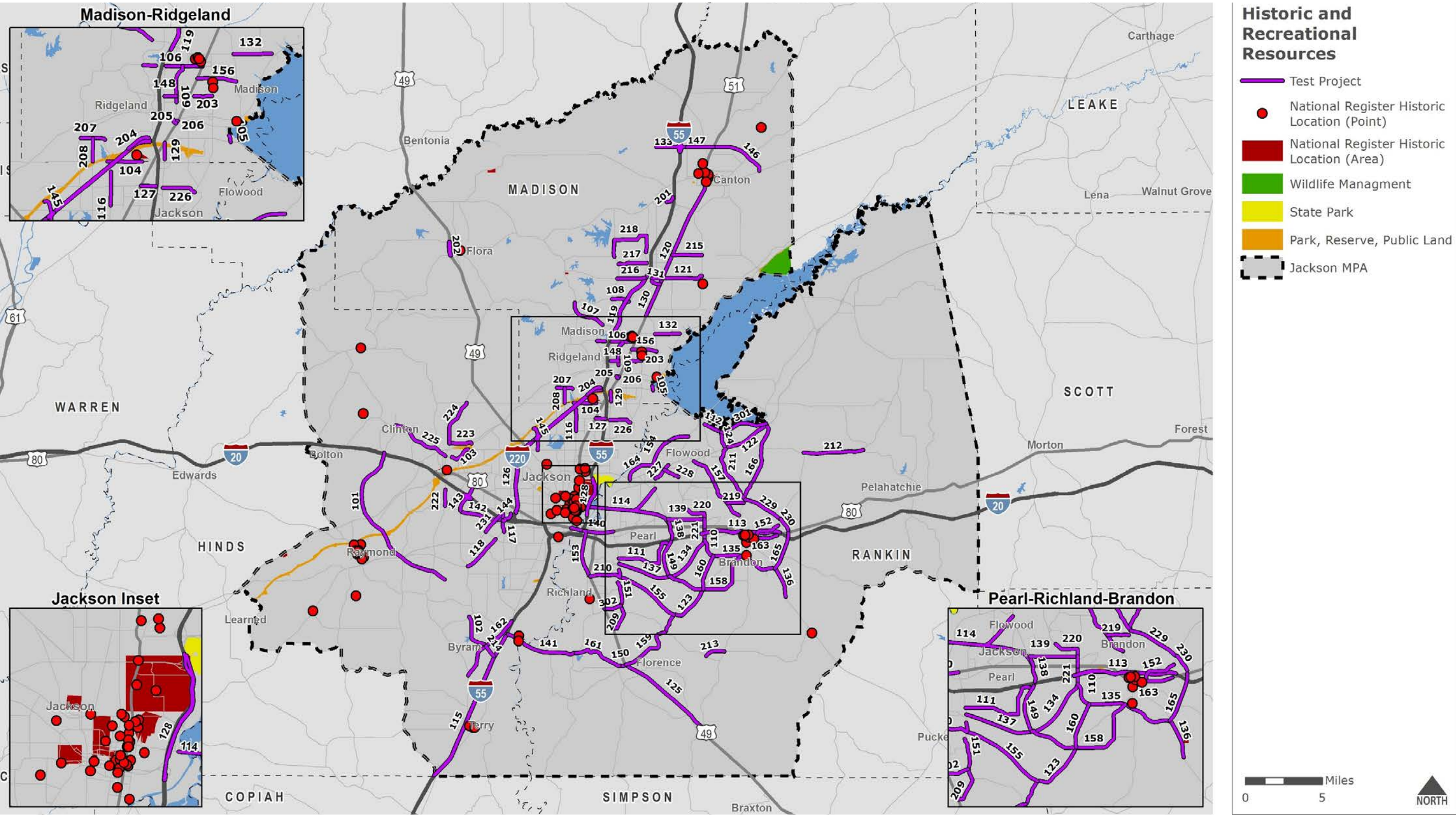
Project ID	Route	Description	Location	Low Income	Minority Populations
152	Trickham Bridge Rd	Widen to 5 Lanes	US 80 to Grants Ferry Pkwy	No	No
153	Old Hwy 49	Widen to 4 Lanes	US 80 to US 49	No	Yes
154	N Airport Rd Extension	New 2 Lane Roadway	Liberty Rd to Old Fannin Rd	No	No
155	Petros Rd	New 4 Lane Divided	S Pearson Rd to MS 469	No	Yes
156	St. Augustine Dr	Widen to 3 Lanes	US 51 to Rice Rd	No	No
157	Luckney Rd	Widen to 5 Lanes	MS 471 to MS 25	No	No
158	MS 468	Widen to 4 Lanes	MS 475 to MS 18	No	Yes
159	MS 469 (E Main St)	Widen to 4 Lanes	US 49 to Monterey Rd	No	No
160	MS 469 Extension	New 4 Lane Divided	MS 468 to MS 18	No	Yes
161	Florence-Byram Rd/ W Main St	Widen to 4 Lanes	Cleary Rd to MS 469	No	No
162	Terry Rd	Widen to 5 Lanes	Springridge Rd to Bounds Rd	No	Yes
163	US 80 (Brandon)	Center Turn Lane	Trickhambridge Rd to I-20	No	No
164	Treetops Blvd	New 2 Lane Roadway	MS 25 to Liberty Rd	No	No
165	East Brandon Bypass	New 5 Lane Roadway	MS 18 to I-20	No	No
166	MS 471	Widen to 5 Lanes	Grants Ferry Rd to MS 25	No	No
201	Feather Ln Extension	New 2 Lane Roadway	Nissan Pkwy to Soldier Colony Rd	No	No
202	US 49 Frontage Roads	New Frontage Roads	Peach St to Cox Ferry Rd	No	Yes
203	McClellan Dr/Ridgecrest Dr	Widen to 3 Lanes	Hite B Wolcott Park to Old Canton Rd	No	No
204	I-220 Frontage Road	New Frontage Road	Cole Rd to Brame Rd	Yes	Yes
205	Rice Road Extension	New 2 Lane Roadway	W Moon St to US 51	No	Yes
206	Madison Dr-US 51 Connector	New 2 Lane Roadway	Madison Dr to US 51	No	Yes
207	Ridgeland Connector	New 2 Lane Roadway	N Livingston Rd to Highland Colony Pkwy	No	No
208	Watkins Dr Extension	New 2 Lane Roadway	W County Line Rd to Ridgeland Connector	Yes	Yes

Project ID	Route	Description	Location	Low Income	Minority Populations
209	Old Pearson Rd	Widen to 4 Lanes	US 49 to S Pearson Rd	No	No
210	Pearl/Richland Intermodal Connector Phase II	Widen to 4 Lanes and New 4 Lane Roadway	US 49 to Pearl	No	No
211	Grants Ferry Pkwy	Widen to 4 Lanes	MS 471 to MS 25	No	No
212	Baker Ln Extension	New 2 Lane Roadway	Andrew Chapel Rd to Lake Rd	No	No
213	Shell Oil Rd Extension	New 2 Lane Roadway	Thomasville Rd to Star Rd	No	No
214	Gary Rd Extension	New 2 Lane Roadway	Terry Rd to I-55 Frontage Rd	No	Yes
215	Sowell Rd Extension	New 3 Lane Roadway	US 51 to N Old Canton Rd	No	No
216	Gluckstadt Rd	Widen to 4 Lanes Divided	Bozeman Rd to I-55	No	No
217	Stribling Rd Extension	Widen to 4 Lanes	Catlett Rd to Calhoun Station Pkwy	No	No
218	Catlett Rd/Stout Rd/Calhoun Station Pkwy	Widen to 4 Lanes	Stribling Rd to Sowell Rd	No	No
219	Warner Dr	Widen to 4 Lanes and New 4 Lane Roadway	Luckney Rd to MS 471	No	No
220	E Metro Corridor Phase III	New 4 Lane Roadway	Cooper Rd to Old Brandon Rd	No	No
221	E Metro Corridor Phase IV (Crossgates Blvd)	Widen to 6 Lanes	Old Brandon Rd to US 80	No	Yes
222	Springridge Rd	Widen to 4 Lanes	McRaven Rd to Woodchase Park Dr	Yes	Yes
223	Arrow Dr	Widen to 4 Lanes	Pinehaven Dr to Cynthia Rd	No	No
224	Pinehaven Dr	Widen to 4 Lanes	Arrow Dr to Kickapoo Rd	No	Yes
225	Northside Dr	Widen to 4 Lanes	Williamson Rd to Pinehaven Dr	No	Yes
226	Adkins Blvd/Colonial Cir	Widen to 4 Lanes	Ridgewood Rd to Old Canton Rd	Yes	Yes
227	Flowood Dr	Widen to 4 Lanes	Airport Rd to Liberty Rd	No	No

Project ID	Route	Description	Location	Low Income	Minority Populations
228	Flowood-E Metro Connector	New 4 Lane Roadway	Flowood Dr to E Metro Corridor	No	No
229	Grants Ferry Rd	Widen to 4 Lanes Divided	MS 471 to Trickham Bridge Rd	No	No
230	Grants Ferry Rd	New 4 Lane Roadway	Trickham Bridge Rd to Paige McDill Rd	No	No
231	MS 18	Widen to 6 Lanes	I-20 to McDowell Rd	Yes	Yes
301	Spillway Rd	Widen to 4 Lanes	Grants Ferry Rd to Old MS 471	No	No
302	Monterey Rd	Widen to 4 Lanes	US 49 to Old Pearson Rd	No	No

Source: MDOT, NSI, Minority Population Determination ACS 5-year Estimates (2014-2018)

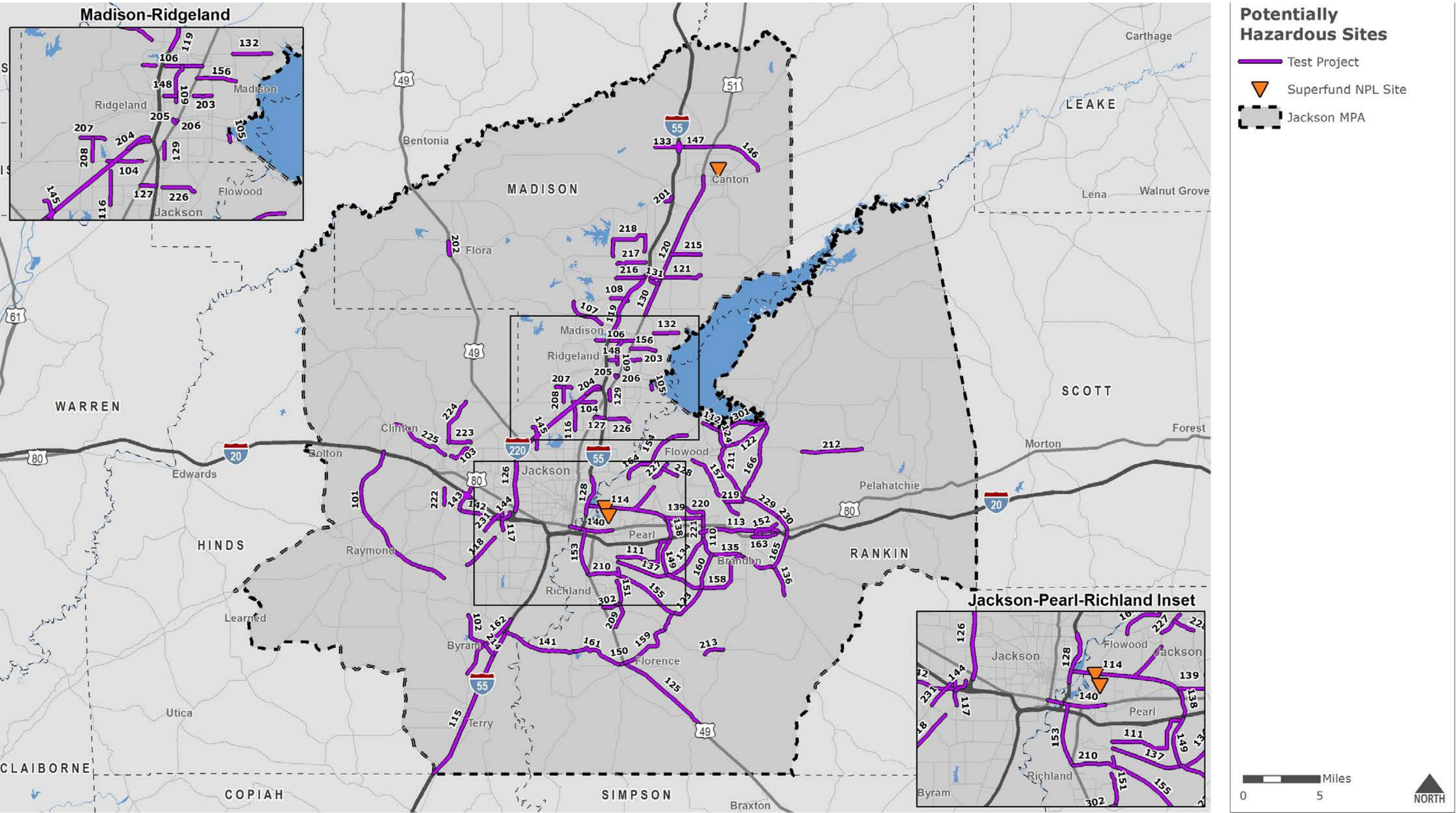
Figure 6.4: Historic and Recreational Resources



Data Sources: NPS (NRHP) ; MARIS ; MS Geospatial Clearinghouse ; NSI

Disclaimer: This map is for planning purposes only.

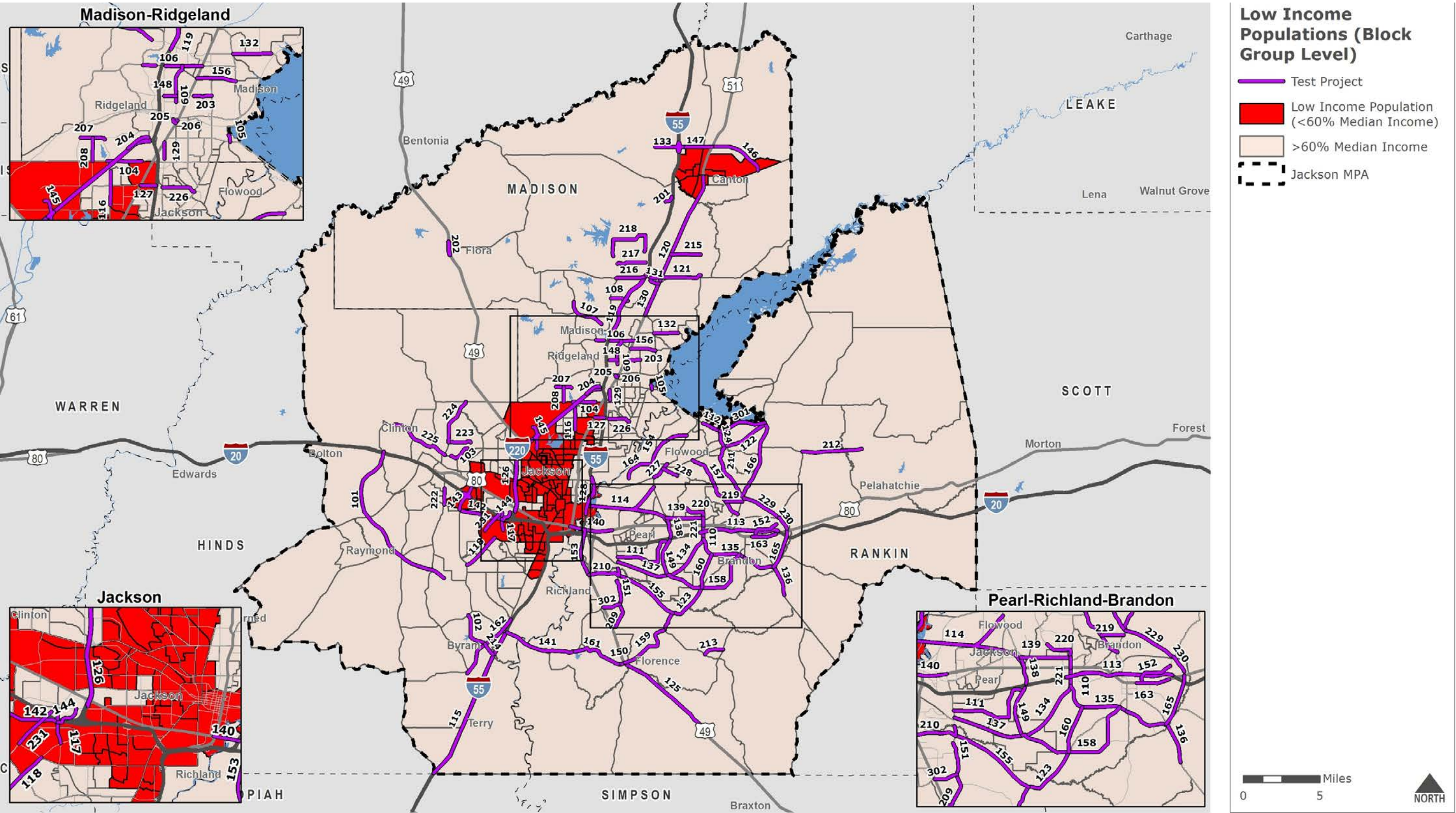
Figure 6.5: Potentially Hazardous Sites



Data Source: EPA ; NSI

Disclaimer: This map is for planning purposes only.

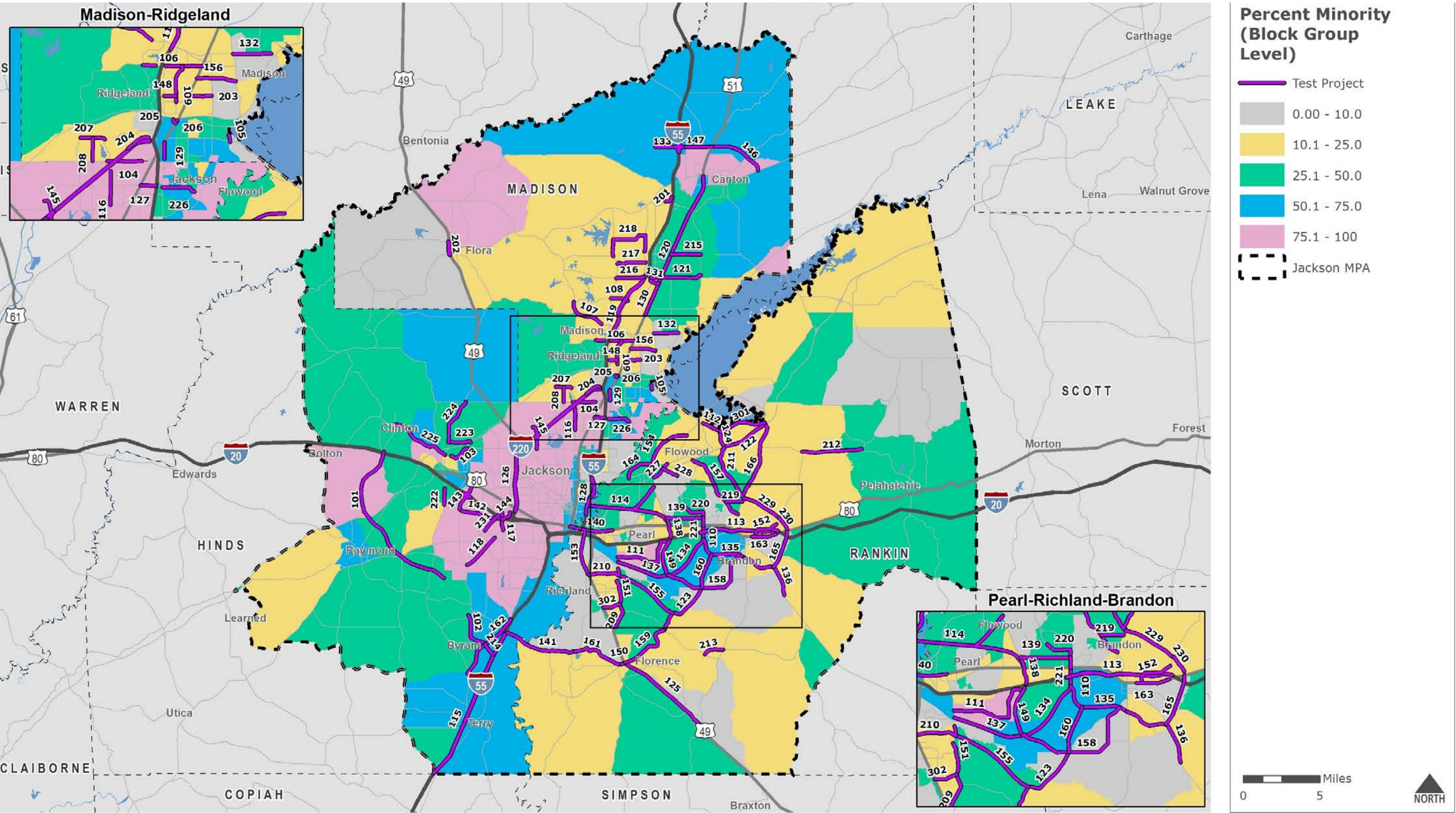
Figure 6.6: Block Group Demographics: People in Poverty



Data Sources: Census Bureau, HUD ; NSI

Disclaimer: This map is for planning purposes only.

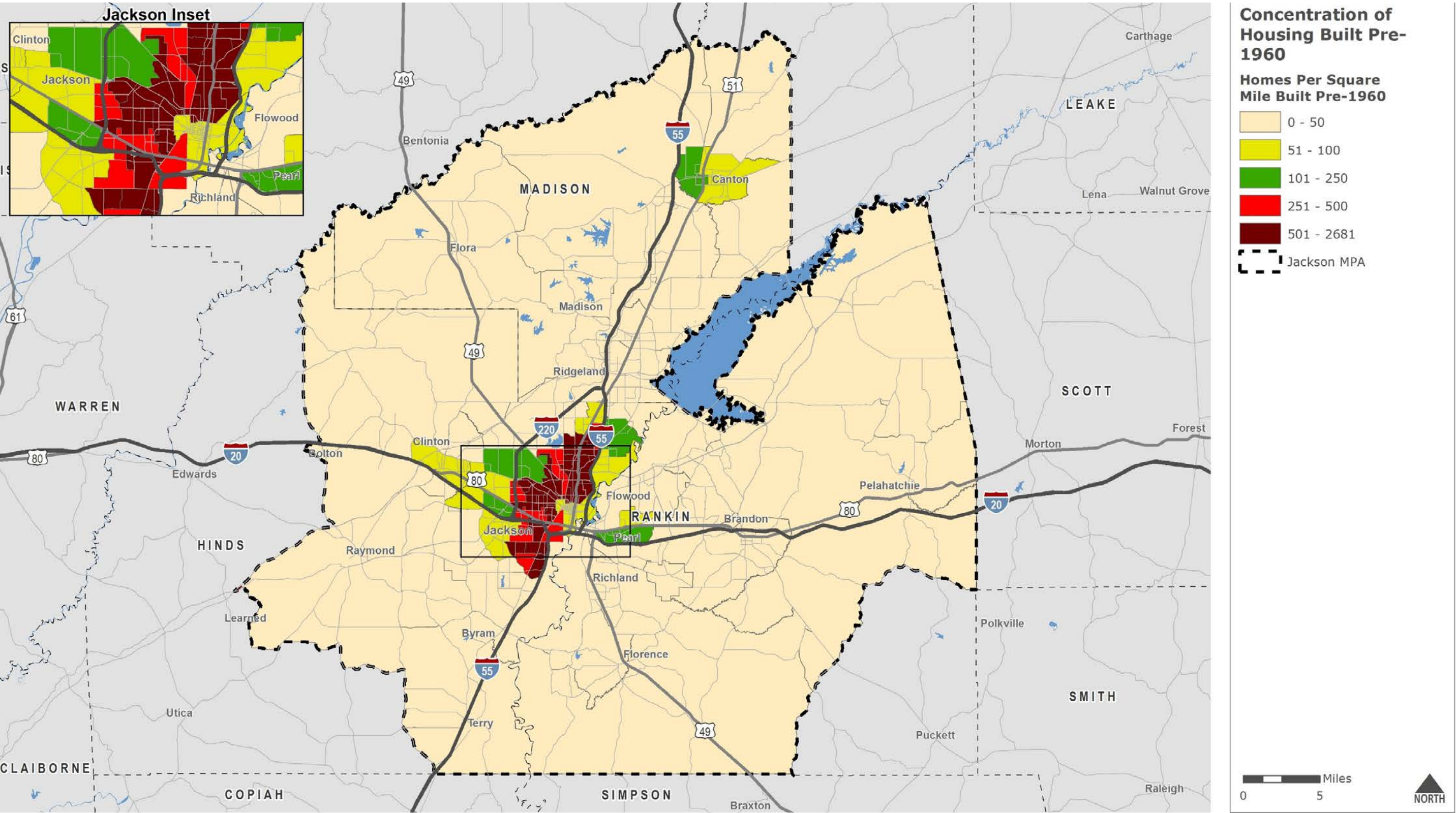
Figure 6.7: Block Group Demographics: Minority Populations



Data Sources: ACS ; NSI

Disclaimer: This map is for planning purposes only.

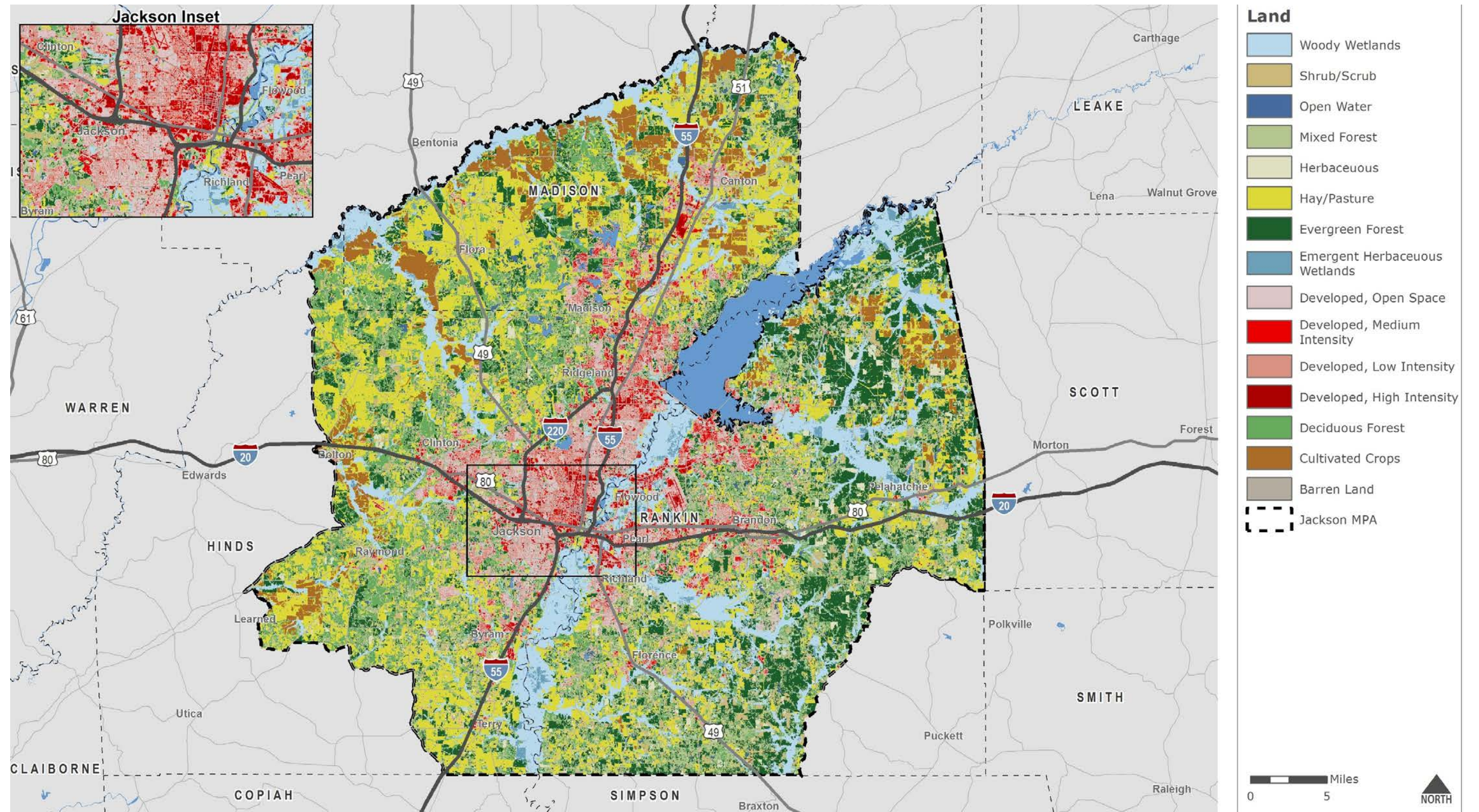
Figure 6.8: Concentration of Housing Built Pre-1960



Data Source: ACS

Disclaimer: This map is for planning purposes only.

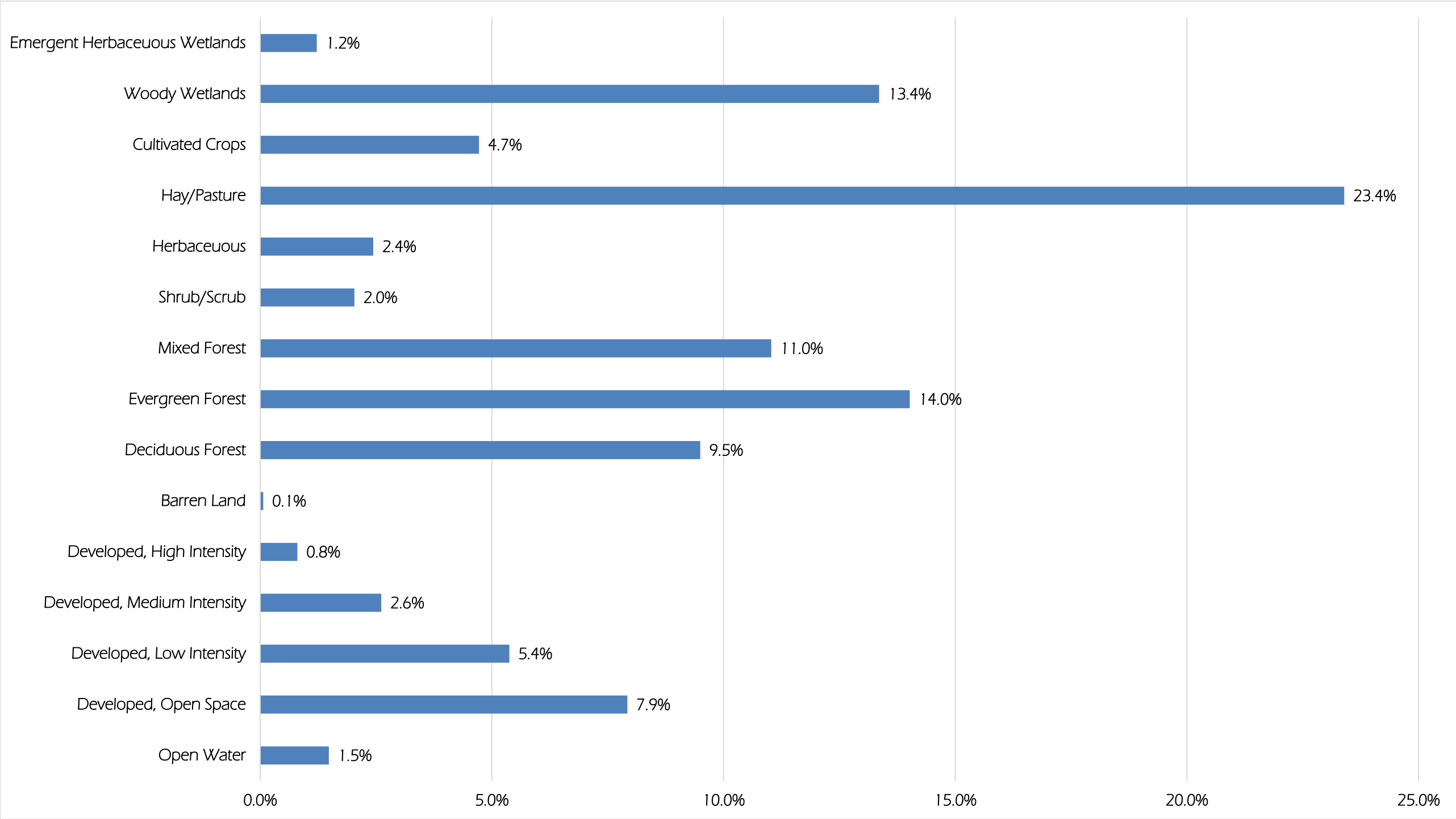
Figure 6.9: Land Cover Classification



Data Sources: USGS

Disclaimer: This map is for planning purposes only.

Figure 6.10: Land Cover Classification Breakdown



7.0 Project Prioritization

Roadway capacity projects were prioritized based on the goals and objectives stated earlier in this MTP. Non-capacity roadway projects, such as safety and maintenance projects, were not prioritized. Instead, the MPO will continue to identify and prioritize these projects on a regular basis with local governments.

7.1 Roadway Capacity Project Prioritization

To maximize the amount of limited funding available within the MPA, roadway capacity projects were prioritized. Table 7.1 shows the criteria and weights that were utilized to prioritize the identified roadway capacity projects. This methodology is intended to support the previously stated goals and objectives. Additionally, projects could receive up to an additional 10 points in project scoring based on environmental mitigation and environmental justice analysis.

During the project scoring process, the MPO and the local jurisdictions were asked to provide local priority ratings for each project, ranging from A (highest priority) to C (lowest priority). These were used to further refine project selection for the Staged Improvement Program.

The results of this prioritization exercise are shown in Table 7.2 and illustrated in Figure 7.1.

Table 7.1: Project Prioritization Methodology for Roadway Capacity Projects

Criterion	Rationale	Measure	Scoring Scale (Points Possible)				
			0	5	10	15	20
Congestion Reduction	Prioritize projects that reduce congestion.	Reduction in Vehicle Hours of Delay from baseline conditions (Existing + Committed Network)	Points awarded in increments of 5 based upon to be determined breaks in the data (Projects will automatically receive the following based on the CMP results unless the VHD score is higher; 5 points for CMP rating between 8 and 10; 10 points for CMP rating between 10 and 12; 15 points for CMP rating between 12 and 16.)				
Benefit Cost Ratio	Prioritize projects with congestion reduction benefits exceeding construction costs and maximize limited federal funds.	Benefit/Cost Ratio: annual dollars saved from delay reduction divided by project cost.	Points awarded in increments of 5 based upon to be determined breaks in the data				
Safety Benefits	Prioritize projects that will improve safety conditions.	Qualitative assessment based on crash data, bridge conditions, and engineering analysis.	Minimal safety benefits	Some safety benefits	Moderate safety benefits	Significant safety benefits	Very significant safety benefits
Bicycle and Pedestrian Benefits	Prioritize projects that will allow for incidental bike/ped improvements.	Latent Multimodal Demand: Demand for biking, walking, and transit within 0.25 mile of project based on GIS analysis in <i>Technical Report #2: Existing Conditions Analysis</i> .	Minimal demand (or along Interstate or Expressway)	Some demand	Moderate demand	Significant demand	Very significant demand
Freight Benefits	Prioritize projects that benefit the movement of goods.	Reduction in Truck Hours of Delay from baseline conditions (Existing + Committed Network). Designation as part of the statewide freight network.	Points awarded in increments of 5 based upon to be determined breaks in the data (projects that are part of statewide freight network automatically receive maximum points)				
Supports Existing Plans	Prioritize projects that have been vetted in locally-adopted plans or existing studies and plans.	In locally-adopted plan, previous LRTP, or existing study/plan.	Not in previous plan or study	In previous LRTP OR existing study/plan (not in comprehensive plan)	In previous LRTP AND existing study/plan (not in comprehensive plan) OR in local comprehensive plan		
Protect the Environment & Environmental Justice	Prioritize projects that reduce environmental damage or don't disproportionately affect communities.	Qualitative assessment based on GIS analysis of environmental assets and Census data.	More points will be awarded if the project is not impacting or close to environmentally sensitive issues or communities of concern.				

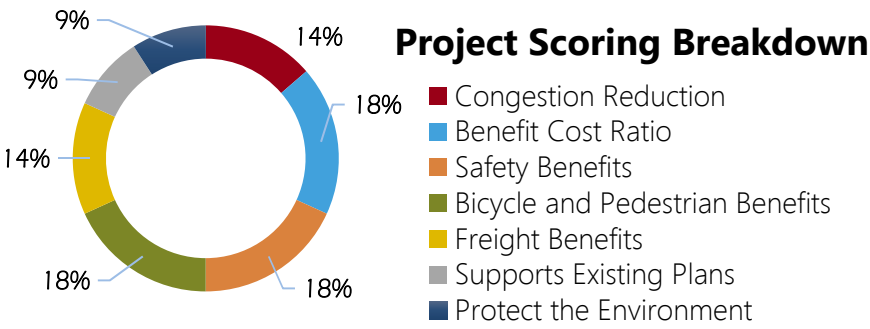


Table 7.2: Project Prioritization Results for Roadway Capacity Projects

Project ID	Location	Limits	Improvement	Length (miles)	Cost (2019 Dollars)	Congestion Reduction Score	Benefit/Cost Score	Safety Benefit Score	Bike/Ped Benefit Score	Freight Benefit Score	Plan Consistency Score	Environmental Score	Total Score	Rank	Local Priority
220	E Metro Corridor Phase III	Cooper Rd to Old Brandon Rd	New 4 Lane Roadway	1.57	\$18,840,000	0	10	15	0	5	10	7	47	1	A
140	US 80	US 51 to MS 468	Widen to 6 Lanes	2.79	\$9,765,000	0	15	10	5	5	10	1	46	2	C
110	MS 18 (Greenfield Rd)	US 80 to Greenfield Rd	Widen to 6 Lane Divided	0.87	\$3,045,000	10	15	0	10	0	5	5	45	3	B
221	E Metro Corridor Phase IV (Crossgates Blvd)	Old Brandon Rd to US 80	Widen to 6 Lanes	0.50	\$1,750,000	5	20	0	15	0	0	5	45	4	A
122	MS 25 (Lakeland Dr)	Grants Ferry Rd to MS 471	Widen to 6 Lanes	3.16	\$11,060,000	5	15	0	0	15	5	4	44	5	C
150	MS 469 (E Main St)	MS 469 (S Church St) to US 49	Widen to 5 Lanes	0.44	\$1,540,000	5	20	5	5	0	5	3	43	6	B
230	Grants Ferry Rd	Trickham Bridge Rd to Paige McDill Rd	New 4 Lane Roadway	1.07	\$12,840,000	0	15	10	0	0	10	8	43	7	A
139	Old Brandon Rd	MS 475 to Crossgates Blvd	Widen to 4 Lanes	2.06	\$7,210,000	0	15	0	5	5	10	7	42	8	A
166	MS 471	Grants Ferry Rd to MS 25	Widen to 5 Lanes	5.20	\$18,200,000	10	15	0	0	5	5	7	42	9	C
105	Harbor Dr	Lake Harbor Dr to 0.35 miles north of Lake Harbor Dr	Widen to 4 Lanes	0.29	\$1,015,000	0	20	0	10	0	5	6	41	10	A
163	US 80 (Brandon)	Trickham Bridge Rd to I-20	Center Turn Lane	1.59	\$5,167,500	5	10	10	5	0	5	6	41	11	B
135	MS 18	Greenfield Rd to Star Rd	Widen to 4 Lanes	3.44	\$12,040,000	5	15	0	0	5	10	4	39	12	B
103	E Northside Dr	Huntcliff Way to Cynthia Rd	Widen to 5 Lanes	1.65	\$5,775,000	0	20	0	5	5	5	3	38	13	B
164	Treetops Blvd	MS 25 to Liberty Rd	New 2 Lane Roadway	2.04	\$12,036,000	0	10	10	5	0	5	8	38	14	C
121	Yandell Rd	Parkway East to N Old Canton Rd	Widen to 4 Lanes and New 4 Lane Roadway	2.45, 0.92	\$19,615,000	0	15	5	0	5	5	7	37	15	A
129	Ridgewood Rd	Centre Street to US 51	Widen to 5 Lanes	0.68	\$2,380,000	0	10	5	10	0	5	5	35	16	B
138	MS 475	I-20 to Old Brandon Rd	Widen to 6 Lanes	1.31	\$4,585,000	0	15	0	5	0	10	5	35	17	C
203	McClellan Dr/Ridgecrest Dr	Hite B Wolcott Park to Old Canton Rd	Widen to 3 Lanes	0.97	\$3,152,500	0	15	10	5	0	0	5	35	18	C
205	Rice Road Extension	W Moon St to US 51	New 2 Lane Roadway	0.21	\$1,239,000	5	15	5	5	0	0	5	35	19	B
127	E Beasley Rd	US 51 to I-55	Widen to 5 Lanes	0.66	\$2,310,000	0	10	5	10	0	5	3	33	20	A
144	Greenway Ln Extension	Robinson Rd to John R Lynch St	New 4 Lane Divided and I-20 Overpass	0.82	\$9,840,000	0	10	10	5	0	5	3	33	21	C
151	S Pearson Rd	Monterey Rd to 0.4 miles north of E Harper St	Widen to 4 Lanes	2.37	\$8,295,000	0	15	0	0	5	5	8	33	22	B
158	MS 468	MS 475 to MS 18	Widen to 4 Lanes	6.53	\$22,855,000	5	10	0	0	5	10	3	33	23	C
165	East Brandon Bypass	MS 18 to I-20	New 5 Lane Roadway	2.51	\$30,120,000	0	5	15	0	0	5	8	33	24	A
210	Pearl/Richland Intermodal Connector Phase II	US 49 to Pearl	Widen to 4 Lanes and New 4 Lane Roadway	1.90	\$22,800,000	0	5	10	0	0	10	8	33	25	B

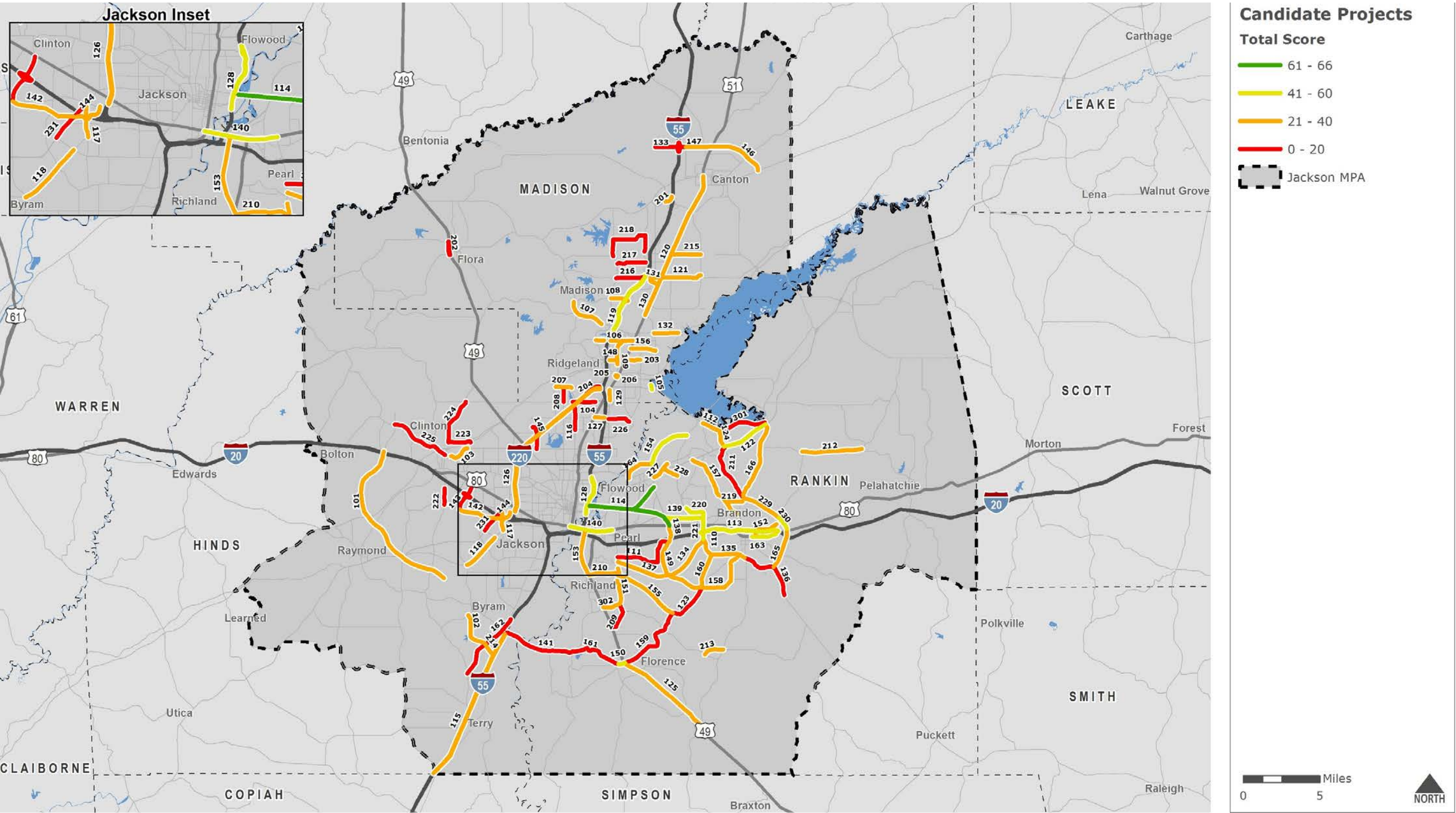
Project ID	Location	Limits	Improvement	Length (miles)	Cost (2019 Dollars)	Congestion Reduction Score	Benefit/Cost Score	Safety Benefit Score	Bike/Ped Benefit Score	Freight Benefit Score	Plan Consistency Score	Environmental Score	Total Score	Rank	Local Priority
229	Grants Ferry Rd	MS 471 to Trickham Bridge Rd	Widen to 4 Lanes Divided	2.68	\$9,380,000	0	10	5	0	0	10	8	33	26	B
112	Spillway Rd	Hugh Ward Blvd to Grants Ferry Rd	Widen to 5 Lanes	1.21	\$4,235,000	0	15	0	5	0	5	7	32	27	A
148	Steed Rd Extension	Sunnybrook Rd to N Wheatley St	New 3 Lane Roadway	0.50	\$2,950,000	0	15	5	0	0	5	7	32	28	B
156	St. Augustine Dr	US 51 to Rice Rd	Widen to 3 Lanes	1.65	\$5,362,500	0	10	10	0	0	5	7	32	29	B
107	Mannsdale Rd	Park Place Blvd to Reunion Pkwy	Widen to 5 Lanes	2.59	\$9,065,000	5	10	5	0	0	5	6	31	30	A
131	Weisenberger Rd	Parkway East to US 51	Widen to 5 Lanes	0.59	\$2,065,000	0	15	0	5	0	5	6	31	31	C
134	Greenfield Rd	MS 468 to MS 18	Widen to 4 Lanes	3.30	\$11,550,000	0	10	0	5	0	10	6	31	32	A
102	Gary Rd	Terry Rd to Davis Rd	Widen to 4 Lanes	2.54	\$8,890,000	0	5	5	5	0	10	5	30	33	B
124	Grants Ferry Rd	MS 25 (Lakeland Dr) to Spillway Rd	Widen to 5 Lanes	1.08	\$3,780,000	0	15	0	5	0	5	5	30	34	B
153	Old Hwy 49	US 80 to US 49	Widen to 4 Lanes	3.09	\$10,815,000	0	15	0	0	5	5	5	30	35	C
108	Reunion Pkwy	Bozeman Rd to Parkway East	New 4 Lane Divided and New Interchange	1.19	\$38,280,000	0	5	5	0	0	10	8	28	36	A
132	Hoy Rd	W Bradford Lane to Old Rice Rd	Widen to 5 Lanes	1.34	\$4,690,000	0	10	5	0	0	5	8	28	37	A
215	Sowell Rd Extension	US 51 to N Old Canton Rd	New 3 Lane Roadway	1.94	\$11,446,000	0	10	10	0	0	0	8	28	38	C
130	US 51	Tisdale Rd to Weisenberger Rd	Widen to 5 Lanes	2.22	\$7,770,000	0	10	5	0	0	5	7	27	39	C
152	Trickham Bridge Rd	US 80 to Grants Ferry Pkwy	Widen to 5 Lanes	2.32	\$8,120,000	0	10	5	0	0	5	7	27	40	C
227	Flowood Dr	Airport Rd to Liberty Rd	Widen to 4 Lanes	1.23	\$4,305,000	0	15	0	5	0	0	7	27	41	B
109	N Wheatley St Extension	W Ridgeland Ave to Colony Park Blvd	New 4 Lane Divided	1.62	\$19,440,000	0	5	10	0	0	5	6	26	42	C
149	MS 475	MS 468 to I-20	Widen to 6 Lanes	2.45	\$8,575,000	0	10	0	0	0	10	6	26	43	C
137	MS 468 (Pearl)	S Pearson Rd to MS 475	Widen to 4 Lanes	3.45	\$12,075,000	0	10	0	0	5	5	5	25	44	B
206	Madison Dr-US 51 Connector	Madison Dr to US 51	New 2 Lane Roadway	0.33	\$1,947,000	0	15	0	5	0	0	5	25	45	B
214	Gary Rd Extension	Terry Rd to I-55 Frontage Rd	New 2 Lane Roadway	0.85	\$5,015,000	0	15	5	0	0	0	5	25	46	B
106	Madison Ave	Highland Colony Pkwy to US 51	Widen to 4 Lanes Divided	2.01	\$7,035,000	0	10	5	0	0	5	3	23	47	C
207	Ridgeland Connector	N Livingston Rd to Highland Colony Pkwy	New 2 Lane Roadway	1.08	\$6,372,000	0	10	5	0	0	0	8	23	48	C
213	Shell Oil Rd Extension	Thomasville Rd to Star Rd	New 2 Lane Roadway	1.36	\$8,024,000	0	10	5	0	0	0	8	23	49	A
228	Flowood-E Metro Connector	Flowood Dr to E Metro Corridor	New 4 Lane Roadway	1.06	\$12,720,000	0	5	5	5	0	0	8	23	50	C
302	Monterey Rd	US 49 to Old Pearson Rd	Widen to 4 Lanes	1.10	\$3,850,000	0	15	0	0	0	0	8	23	51	B
117	Robinson Rd	Raymond Rd to MS 18	Widen to 4 Lanes	1.21	\$4,235,000	0	10	0	5	0	5	2	22	52	C

Project ID	Location	Limits	Improvement	Length (miles)	Cost (2019 Dollars)	Congestion Reduction Score	Benefit/Cost Score	Safety Benefit Score	Bike/Ped Benefit Score	Freight Benefit Score	Plan Consistency Score	Environmental Score	Total Score	Rank	Local Priority
146	Green Acres Rd East Extension	US 51 to MS 16 (Peace St)	New 4 Lane Divided	3.68	\$44,160,000	0	5	10	0	0	5	2	22	53	C
157	Luckney Rd	MS 471 to MS 25	Widen to 5 Lanes	4.87	\$17,045,000	0	5	5	0	0	5	7	22	54	B
201	Feather Ln Extension	Nissan Pkwy to Soldier Colony Rd	New 2 Lane Roadway	0.62	\$3,658,000	0	10	5	0	0	0	7	22	55	C
118	Raymond Rd	Siwell Rd to McDowell Rd	Widen to 4 Lanes	2.57	\$8,995,000	0	10	0	5	0	5	1	21	56	C
142	Greenway Dr	McRaven Rd to Robinson Rd	Widen to 4 Lanes Divided and New 4 Lane Divided Roadway	1.40, 1.53	\$23,260,000	0	5	5	5	0	5	1	21	57	C
111	Old Whitfield Rd	MS 468 to MS 475	Center Turn Lane	4.63	\$15,047,500	0	5	5	0	0	5	5	20	58	C
226	Adkins Blvd/Colonial Cir	Ridgewood Rd to Old Canton RD	Widen to 4 Lanes	1.43	\$5,005,000	0	5	0	10	0	0	5	20	59	C
123	MS 469	Monterey Rd to MS 468	Widen to 4 Lanes	4.08	\$14,280,000	0	5	0	0	5	5	4	19	60	C
209	Old Pearson Rd	US 49 to S Pearson Rd	Widen to 4 Lanes	1.89	\$6,615,000	0	10	0	0	0	0	8	18	61	B
217	Stribling Rd Extension	Catlett Rd to Calhoun Station Pkwy	Widen to 4 Lanes	1.93	\$6,755,000	0	10	0	0	0	0	8	18	62	B
222	Springridge Rd	McRaven Rd to Woodchase Park Dr	Widen to 4 Lanes	0.99	\$3,465,000	0	10	0	5	0	0	3	18	63	C
116	Hanging Moss Rd	Meadow Rd to Woodhill Rd	Widen to 4 Lanes	1.40	\$4,900,000	0	10	0	0	0	5	2	17	64	C
162	Terry Rd	Springridge Rd to Bounds Rd	Widen to 5 Lanes	4.68	\$16,380,000	0	10	0	0	0	5	2	17	65	B
211	Grants Ferry Pkwy	MS 471 to MS 25	Widen to 4 Lanes	3.97	\$13,895,000	0	10	0	0	0	0	7	17	66	C
216	Gluckstadt Rd	Bozeman Rd to I-55	Widen to 4 Lanes Divided	1.65	\$5,775,000	0	5	5	0	0	0	7	17	67	B
223	Arrow Dr	Pinehaven Dr to Cynthia Rd	Widen to 4 Lanes	1.48	\$5,180,000	0	10	0	0	0	0	7	17	68	A
301	Spillway Rd	Grants Ferry Rd to Old MS 471	Widen to 4 Lanes	3.17	\$11,095,000	0	10	0	0	0	0	7	17	69	A
104	W County Line Rd	Highland Colony Pkwy to Tougaloo Blvd	Widen to 4 Lanes	1.46	\$5,110,000	0	0	0	10	0	5	1	16	70	C
136	MS 18	Star Rd to Mohr Rd	Widen to 4 Lanes	4.16	\$14,560,000	0	5	0	0	0	5	6	16	71	C
145	Methodist Farm Rd	W Northside Dr to Hilda Dr	Widen to 4 Lanes and New Interchange	1.53	\$29,355,000	0	5	5	0	0	5	1	16	72	C
159	MS 469 (E Main St)	US 49 to Monterey Rd	Widen to 4 Lanes	3.89	\$13,615,000	0	5	0	0	0	5	6	16	73	B
202	US 49 Frontage Roads	Peach St to Cox Ferry Rd	New Frontage Roads	1.76	\$10,384,000	0	10	0	0	0	0	6	16	74	C
224	Pinehaven Dr	Arrow Dr to Kickapoo Rd	Widen to 4 Lanes	3.05	\$10,675,000	0	10	0	0	0	0	5	15	75	A
208	Watkins Dr Extension	W County Line Rd to Ridgeland Connector	New 2 Lane Roadway	1.00	\$5,900,000	0	10	0	0	0	0	3	13	76	C
218	Catlett Rd/Stout Rd/Calhoun Station Pkwy	Stribling Rd to Sowell Rd	Widen to 4 Lanes	4.45	\$15,575,000	0	5	0	0	0	0	8	13	77	B

Project ID	Location	Limits	Improvement	Length (miles)	Cost (2019 Dollars)	Congestion Reduction Score	Benefit/Cost Score	Safety Benefit Score	Bike/Ped Benefit Score	Freight Benefit Score	Plan Consistency Score	Environmental Score	Total Score	Rank	Local Priority
225	Northside Dr	Williamson Rd to Pinehaven Dr	Widen to 4 Lanes	3.95	\$13,825,000	0	10	0	0	0	0	3	13	78	B
114	Airport Pkwy	I-55 to Weather Service Dr and I-55 to MS 475	New 6 Lane Toll Road and New 4 Lane Toll Road	5.62, 1.95	\$90,840,000	Project Identified for the Vision List and Not Ranked							N/A	79	C
119	I-55	MS 463 to Gluckstadt Rd	Widen to 8 Lanes, Widen to 6 Lanes	10.40	\$102,960,000	Project Identified for the Vision List and Not Ranked							N/A	80	C
154	N Airport Rd Extension	Liberty Rd to Old Fannin Rd	New 2 Lane Roadway	3.26	\$19,234,000	Project Identified for the Vision List and Not Ranked							N/A	81	C
113	I-20	Crossgates Blvd to US 80 east of Brandon	Widen to 6 Lanes	5.14	\$50,886,000	Project Identified for the Vision List and Not Ranked							N/A	82	C
128	I-55	E Pascagoula St to E Woodrow Wilson Ave	Widen to 8 Lanes	2.50	\$24,750,000	Project Identified for the Vision List and Not Ranked							N/A	83	C
115	I-55	Copiah County Line to Siwell Rd	Widen to 6 Lanes	10.26	\$101,574,000	Project Identified for the Vision List and Not Ranked							N/A	84	C
120	US 51	Weisenberger Rd to MS 16	Widen to 4 Lanes	7.63	\$26,705,000	Project Identified for the Vision List and Not Ranked							N/A	85	C
126	I-220	I-20 to I-55	Widen to 6 Lanes	10.74	\$106,326,000	Project Identified for the Vision List and Not Ranked							N/A	86	C
125	US 49 S	Star Rd to Main St in Florence	Widen to 6 Lanes	6.41	\$22,435,000	Project Identified for the Vision List and Not Ranked							N/A	87	C
101	Hinds Pkwy	I-20 to Parks Rd	New 4 Lane Roadway	10.61	\$127,320,000	Project Identified for the Vision List and Not Ranked							N/A	88	B
155	Petros Rd	S Pearson Rd to MS 469	New 4 Lane Divided	4.37	\$52,440,000	Project Identified for the Vision List and Not Ranked							N/A	89	C
212	Baker Ln Extension	Andrew Chapel Rd to Lake Rd	New 2 Lane Roadway	3.89	\$22,951,000	Project Identified for the Vision List and Not Ranked							N/A	90	B
147	Green Acres Rd	King Ranch Rd to US 51	Widen to 4 Lanes Divided	1.74	\$6,090,000	Project Identified for the Vision List and Not Ranked							N/A	91	C
219	Warner Dr	Luckney Rd to MS 471	Widen to 4 Lanes and New 4 Lane Roadway	0.58, 0.55	\$8,630,000	Project Identified for the Vision List and Not Ranked							N/A	92	C
160	MS 469 Extension	MS 468 to MS 18	New 4 Lane Divided	2.28	\$27,360,000	Project Identified for the Vision List and Not Ranked							N/A	93	B
161	Florence-Byram Rd/ W Main St	Cleary Rd to MS 469	Widen to 4 Lanes	3.36	\$11,760,000	Project Identified for the Vision List and Not Ranked							N/A	94	B
133	Green Acres Rd Extension	Old Yazoo City Rd to King Ranch Rd	New 4 Lane Divided and New Interchange	2.01	\$48,120,000	Project Identified for the Vision List and Not Ranked							N/A	95	C
141	Siwell Rd/Florence-Byram Rd	I-55 to Cleary Rd	Widen to 4 Lanes with Toll Bridge	4.76	\$16,660,000	Project Identified for the Vision List and Not Ranked							N/A	96	C
143	Siwell Rd Extension	McRaven Rd to US 80	New 4 Lane Divided and New Interchange	1.93	\$47,160,000	Project Identified for the Vision List and Not Ranked							N/A	97	C
204	I-220 Frontage Road	Cole Rd to Brame Rd	New Frontage Road	2.39	\$14,101,000	Project Identified for the Vision List and Not Ranked							N/A	98	C
231*	MS 18	I-20 to McDowell Rd	Widen to 6 Lanes	1.05	\$7,350,000	Project Identified for the Vision List and Not Ranked							N/A	99	C

* Project was added after initial project prioritization and model testing was complete.

Figure 7.1: Project Prioritization Results for Roadway Capacity Projects



Data Sources: Neel-Schaffer, Inc. Disclaimer: This map is for planning purposes only.

7.2 Bicycle and Pedestrian Corridor Prioritization

Table 6.1 in *Technical Report 4: Needs Assessment* lists new bicycle and pedestrian projects identified from meetings in MPO jurisdictions. These projects were then prioritized based on the criteria and weights shown in Table 7.3. This methodology is intended to support the previously stated goals and objectives.

The MTP does not recommend specific bicycle and pedestrian projects. Instead, high-priority corridors were identified based on the location of the highest scoring individual projects. These high-priority bicycle and pedestrian corridors are shown in Table 7.4 and illustrated in Figure 7.2. Other than BP-10 that scored the highest, the other projects received the same score and are not listed by priority.

Individual sidewalk projects were not included in this prioritization. Instead, local municipalities should begin setting aside annual funding to bring existing sidewalks into ADA compliance and to build new infrastructure that prioritizes pedestrian access to medical services, retail centers, and public facilities.

Furthermore, bicycle and pedestrian improvements should be part of the overall design phase of all projects and included unless restrictions apply, consistent with FHWA guidance.

Table 7.3: Project Prioritization Methodology for Bicycle and Pedestrian Projects

Criterion	Measure	Scoring Scale (Points Possible)						
		0	5	10	17.5	35	52.5	70
Land Use and Demographics	Multimodal Demand Analysis Tier (Methodology found in <i>Technical Report 2: Existing Conditions</i> in Table 5.16). This considers density of population, employment, activity, and vulnerable populations.	Lowest Demand (Tier 1)			Low Demand (Tier 2)	Medium Demand (Tier 3)	High Demand (Tier 4)	Highest Demand (Tier 5)
Safety	Average Posted Speed*	Less than 25 mph	25 mph-35 mph	Greater than 35 mph				
System Connectivity	Number of existing bicycle facilities within .125 mile of proposed project	0 Facilities	1-3 Facilities	4-6 Facilities				
Street Connectivity	Percent of intersections that are four-way or more within ¼ mile of proposed project	< 15%	15 - 33%	>33%				

*Posted speeds came from the Travel Demand Model Network of major roads in the MPO. Roads not included in this model were considered to be local roads with a speed limit of 25 mph or less.

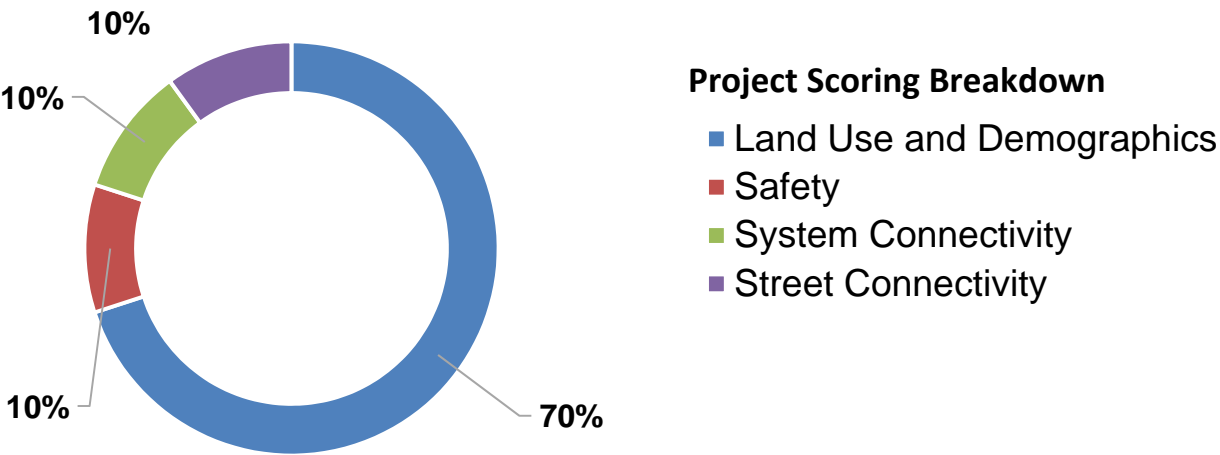
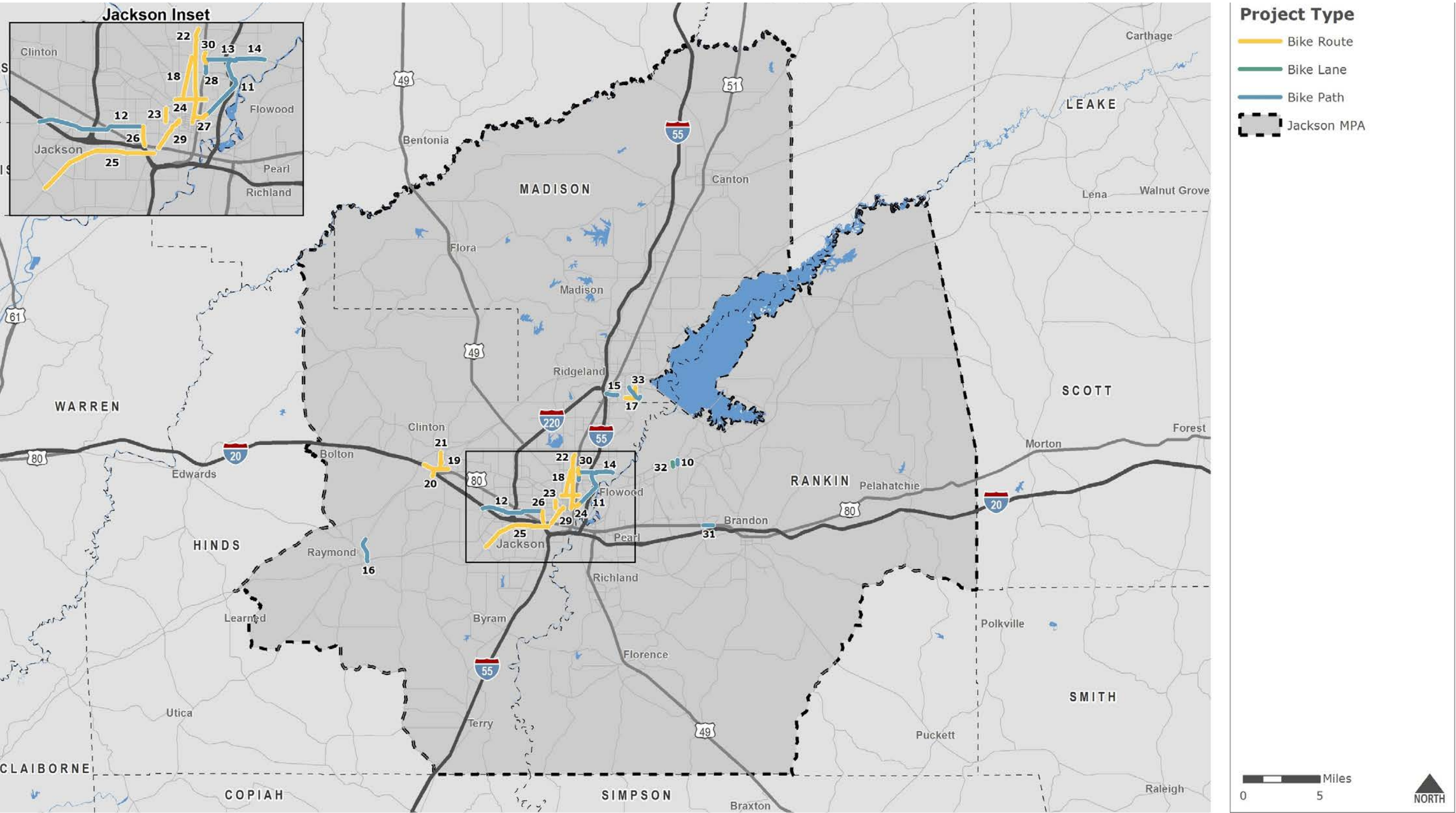


Table 7.4: High-Priority Bicycle and Pedestrian Project Corridors

Project ID	Location	Limits	Length (Miles)	Bicycle Facility Type	County	Responsible LPA
BP-10	Old Fannin Rd	Ridge Way to Flowood Dr	0.31	Path	Rankin	Flowood
BP-11	Fairgrounds to Riverside Park Path	High St by Mississippi State Fair to LeFleur's Bluff State Park	2.38	Path	Hinds	Jackson
BP-12	John R Lynch St	Maddox Rd to Wiggins St	3.93	Path	Hinds	Jackson
BP-13	Lakeland Dr	Old Canton Rd to I-55 Frontage Rd	0.86	Path	Hinds	Jackson
BP-14	Lakeland Dr	Cool Papa Bell/Museum Blvd to Ridgewood Rd	1.59	Path	Hinds	Jackson
BP-15	Entergy Line Route	Hwy 51 to S Wheatley St	0.73	Path	Madison	Ridgeland
BP-16	Hinds Blvd	Clinton Rd to Hwy 18	1.55	Path	Hinds	Raymond
BP-17	Northpark Dr	S Pear Orchard Rd to Lake Harbor Dr	1.39	Route	Madison	Ridgeland
BP-18	Mill St	W Mitchell Ave to Taft St	1.48	Route	Hinds	Jackson
BP-19	I-20 Frontage Rd/College St/Old Hwy 80	Natchez Trace Pkwy to Cedar Grove Cemetery	1.66	Route	Hinds	Clinton
BP-20	Clinton-Raymond Rd	W College St to Brighton Park Dr	0.51	Route	Hinds	Clinton
BP-21	Jefferson St to Neal St	W College St to E Northside Dr	1.20	Route	Hinds	Clinton
BP-22	N West St	E Capitol St to Meadowbrook Rd	3.54	Route	Hinds	Jackson
BP-23	Rose St	Dr. Robert Smith St. Pkwy to W Capitol St	0.48	Route	Hinds	Jackson
BP-24	Fortification St	MLK Jr Dr to N Jefferson St	1.15	Route	Hinds	Jackson
BP-25	Raymond Rd	Maddox Rd to Terry Rd	4.63	Route	Hinds	Jackson
BP-26	Valley St	US 80 to John R Lynch St	0.71	Route	Hinds	Jackson
BP-27	Mississippi St	N Congress St to BP-11	0.52	Route	Hinds	Jackson
BP-28	N State St/Old Canton Rd	E Woodrow Wilson Ave to Lakeland Dr	0.52	Path	Hinds	Jackson
BP-29	University Blvd	US 80 to W Capitol St	1.37	Route	Hinds	Jackson
BP-30	N State St	Old Canton Rd to Hartfield St	0.41	Route	Hinds	Jackson
BP-31	US 80 (W Government St)	Crossgates Blvd to S Woodgate Rd	0.65	Path	Rankin	Brandon
BP-32	Lakeland Commons Connection	Lakeland Dr to Flowood Dr	0.32	Lane	Rankin	Flowood
BP-33	School Creek Run	Lake Harbour Dr to Old Canton Rd	1.00	Path	Madison	Ridgeland

Figure 7.2: High-Priority Bicycle and Pedestrian Project Corridors



Data Sources: Neel-Schaffer, Inc.; MPO

Disclaimer: This map is for planning purposes only.

8.0 Financial Plan

Metropolitan Transportation Plans are required by federal legislation to be fiscally constrained. In order to demonstrate fiscal constraint, the costs of programmed projects must not exceed the amount of funding that is reasonably expected to be available.

This chapter reviews available funding sources and forecasts the amount of funding that can reasonably be anticipated to be available for transportation projects and programs in the MPA through 2045. Forecasts used in this chapter are for planning purposes only and do not commit any jurisdiction or agency to provide a specific level of funding.

8.1 Roadway Funding

Federal Funding Sources

Federal funding for transportation is authorized through the current transportation bill (FAST Act) and includes several major “formula” programs and discretionary programs. While “formula” programs may change somewhat in future transportation bills, they have been relatively stable over time.

National Highway Performance Program (NHPP)

Overview: The NHPP provides support 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.

Eligible Activities: Projects or programs supporting progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the NHS.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

Surface Transportation Block Grant Program (STBG)

Overview: The STBG Program provides flexible funding that may be used for just about any type of transportation-related project. The FAST Act continues the regulation that 50 percent of a state's STBG apportionment is sub-allocated to areas based on their relative share of the total state population, with the other 50 percent available for use in any area of the state. These sub-allocations to the urban areas are called attributable funds.

Eligible Activities: Most transportation projects are eligible for STBG funding. See 23 U.S.C. 133(b)(15) for details.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

Highway Safety Improvement Program (HSIP)

Overview: The HSIP seeks to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Eligible Activities: Safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem.

Federal Share: 90 percent except as provided in 23 U.S.C. 120 and 130.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Overview: The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Note: The Jackson MPO currently does not qualify for CMAQ funds because it is in attainment of air quality standards. However, should that change in the future, the MPO would become eligible for CMAQ funding.

Eligible Activities: Projects or programs that are likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

National Highway Freight Program (NHFP)

Overview: The NHFP seeks to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support national freight related goals.

Eligible Activities: Generally, NHFP funds must contribute to the efficient movement of freight on the NHFN and be identified in a freight investment plan included in the State's freight plan.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

State and Local Funding Sources

State Funding

State transportation revenues come from motor fuel taxes and fees and vehicles taxes and fees. The gasoline excise tax in particular is the state's largest funding source for roadway projects.

Property, Sales, and Income Taxes

Taxation contributes the most revenue to local governments in the United States. Property taxes, sales taxes, and income taxes are the most common and biggest sources of local government tax revenue. Taxes may be levied by states, counties, municipalities, or other authorities.

User Fees

User fees are fees collected from those who utilize a service or facility. The fees are collected to pay for the cost of a facility, finance the cost of operations, and/or generate revenue for other uses. User fees are commonly charged for public parks, water and sewer services, transit systems, and solid waste facilities. The theory behind the user fee is that those who directly benefit from these public services pay for the costs.

Special Assessments

Special assessment is a method of generating funds for public improvements, whereby the cost of a public improvement is collected from those who directly benefit from the improvement. In some instances, new streets are financed by special assessment. The owners of property located adjacent to the new streets are assessed a portion of the cost of the new streets, based on the amount of frontage they own along the new streets.

Special assessments have also been used to generate funds for general improvements within special districts, such as central business districts. These assessments may be paid over a period of time rather than as a lump sum payment.

Impact Fees

New developments create increased traffic volumes on the streets around them. Development impact fees are a way of attempting to place a portion of the burden of funding improvements on developers who are creating or adding to the need for improvements.

Bond Issues

Property tax and sales tax funds can be used on a pay-as-you-go basis, or the revenues from them can be used to pay off general obligation or revenue bonds. These bonds are issued by local governments upon approval of the voting public.

Forecasting Available Funds

Using analysis of historical funding within the MPA, the forecasted amount of federal funding that the MPO can reasonably expect to be available for roadway projects over the next 25 years was developed. These forecasts account for inflation and were provided for seven categories:

- Capacity projects
- Reconstruction
- Overlay
- Bridges
- Enhancement
- Safety
- Maintenance

Using the assumptions above, the amount of federal funding reasonably expected to be available for roadway projects in the MPO through 2045 is as follows:

- Capacity Projects
 - Stage 1 (2020-2025) - \$507,541,242
 - Stage 2 (2026-2035) - \$916,232,578
 - Stage 3 (2036-2045) - \$1,012,090,778
- Non-capacity Funding
 - Stage 1 (2020-2025) - \$415,261,017
 - Stage 2 (2026-2035) - \$749,644,837
 - Stage 3 (2036-2045) - \$828,074,273

The values above reflect the total funding expected within the MPA. Of this, the following are funds that can be used at the MPO's discretion and are expected to be available for capacity improvements:

- MPO Discretionary Funds - Stage 1 (2020-2025) - \$34,812,932
- MPO Discretionary Funds - Stage 2 (2026-2035) - \$68,052,593
- MPO Discretionary Funds - Stage 3 (2036-2045) - \$82,955,731

8.2 Bicycle and Pedestrian Funding

This section addresses funding for independent, or stand-alone bicycle and pedestrian projects. Funding for bicycle and pedestrian improvements that are part of other projects are addressed in other sections.

Federal Funding Sources

Transportation Alternatives (TA) Set-Aside

Overview: This set-aside program within the Surface Transportation Block Grant (STBG) program includes all projects and activities previously eligible under the Transportation Alternatives Program (TAP).

Eligible Activities: Pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

“Flex” Funding

Other federal roadway and public transit funding sources are also flexible enough to fund construction of bicycle and pedestrian facilities. Still, most funding from these sources do not go to bicycle and pedestrian projects.

State and Local Funding Sources

State and local funding sources for bicycle and pedestrian projects are the same as those listed for roadways.

Forecasting Available Funds

Funding forecasts for independent bicycle and pedestrian projects are based on the Transportation Alternatives (TA) set-aside. TA funding for the MPO was forecast based on the following assumptions:

- The MPO will continue to administer the TA program for the metropolitan planning area, receiving an annual allocation from FHWA. In 2021, that allocation amount is \$594,263.
- TA revenue will increase 1 (one) percent annually.

Using the assumptions above, the amount of federal TA funding reasonably expected to be available for bicycle and pedestrian projects in the MPO through 2045 is as follows:

- Stage 1 (2020-2025) - \$5,566,907 (includes carry over funds)
- Stage 2 (2026-2035) - \$6,731,129
- Stage 3 (2036-2045) - \$7,435,354

8.3 Public Transit Funding

Federal Funding Sources

There are many federal funding sources for public transit. Most of these sources are programs funded by the Federal Transit Administration (FTA) and administered by the State.

Urbanized Area Formula Grants (Section 5307)

Overview: This formula-based funding program provides funds for capital and operating assistance for transit service in urbanized areas with populations greater than 50,000 and for transportation-related planning.

As part of the *Coronavirus Aid, Relief, and Economic Security (CARES) Act*, FTA allocated \$22.7 billion to recipients of urbanized area formula funds. Funding is provided at a 100-percent federal share, with no local match required, and will be available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19.

Eligible Activities: Funds can be used 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; computer hardware/software; and operating assistance in urbanized areas under 200,000 in population or with 100 or fewer fixed-route buses operating in peak hours. Activities eligible under the former Job Access and Reverse Commute (JARC) program, which provided services to low-income individuals to access jobs, are now eligible under the Urbanized Area Formula program.

Federal Share: 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for ADA non-fixed route paratransit service.

Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)

Overview: Grants are made by the State to private non-profit organizations (and certain public bodies) to increase the mobility of seniors and persons with disabilities. The former New Freedom program (Section 5317) is folded into this program.

Eligible Activities: Projects must be included in a coordinated human service transportation plan. Funds can be used for buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems; mobility management programs; acquisition of transportation services under a contract, lease, or other arrangement; travel training; volunteer driver programs; building an accessible path to a bus stop; and incremental cost of providing same day service or door-to-door service.

Federal Share: 80 percent for capital projects, 50 percent for operating assistance.

Rural Area Formula Grants (Section 5311)

Overview: This formula-based funding program provides administration, capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents.

Eligible Activities: Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services. Activities eligible under the former JARC program, which provided services to low-income individuals to access jobs, are now eligible under the Rural Area Formula program.

Federal Share: 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for ADA non-fixed route paratransit service.

Bus and Bus Facilities Formula Grants (Section 5339a)

Overview: This program provides funds to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

Eligible Activities: Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Federal Share: 80 percent for capital projects.

Other FTA Grant Programs

The FTA has several other funding sources that each address specific issues. Most of these are more limited in funding and are competitive programs, meaning that applicants must compete for funding based on the merits of their project.

More details can be found at <https://www.transit.dot.gov/grants>

Flexible, Non-FTA Funds

Surface Transportation Block Grant Program (STBG): Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.

National Highway Performance Program (NHPP): Funds may only be used for the construction of a public transportation project that supports progress toward the achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS and which is eligible for assistance under chapter 53 of title 49, if: the project is in the same corridor as, and in proximity to, a fully access-controlled NHS route; the construction is more cost-effective (as

determined by a benefit-cost analysis) than a NHS improvement; and the project will reduce delays or produce travel time savings on the NHS, as well as improve regional traffic flow. Local match requirement varies.

Congestion Mitigation and Air Quality Program (CMAQ): Provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.

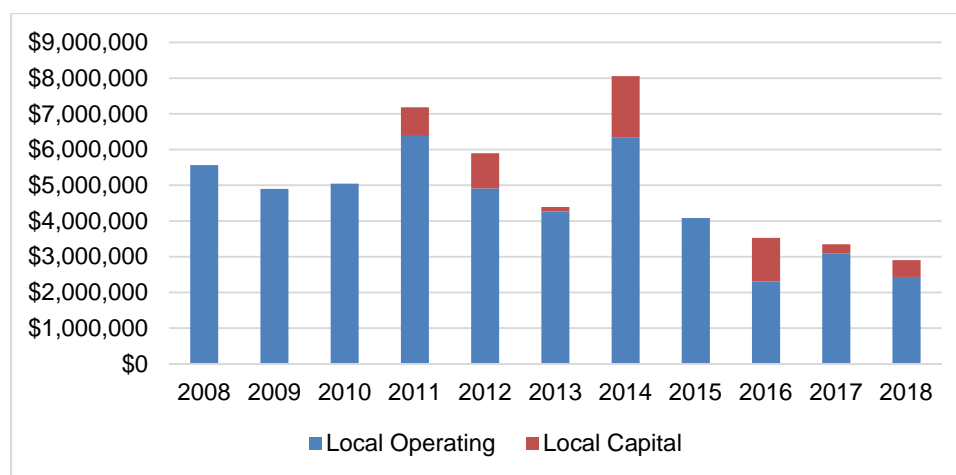
State and Local Funding Sources

The primary local funding sources for JTRAN and other transit providers in the region are local government general fund revenues and to a lesser extent, fare revenues and advertising.

In recent years, JTRAN's short and long-range financial position has become more sustainable. This is largely due to the following trends:

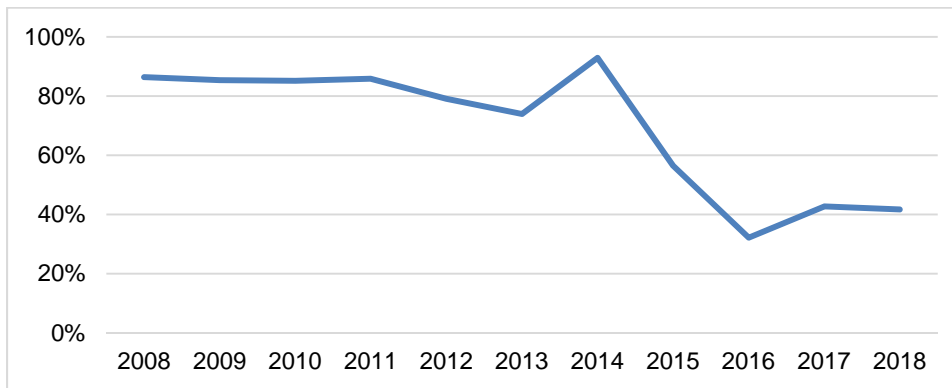
- **JTRAN has significantly reduced its local cost burden without reducing service.** Since 2015, JTRAN has reduced its local cost burden without reducing service – largely by maximizing federal funding for operating assistance, something that has only been allowed in recent years. See Figures 8.1 through 8.3.
- **Operating costs are stable.** JTRAN's total operating costs have been stable in recent years and may be on a decreasing trend. See Figure 8.4.
- **Local revenue sources are stable.** JTRAN's primary local funding sources, the City's general fund and fare revenue, have increased steadily in recent years and the City plans to re-institute its advertising program. See Figures 8.5 and 8.6.

Figure 8.1: JTRAN Local Operating Costs, 2008-2018



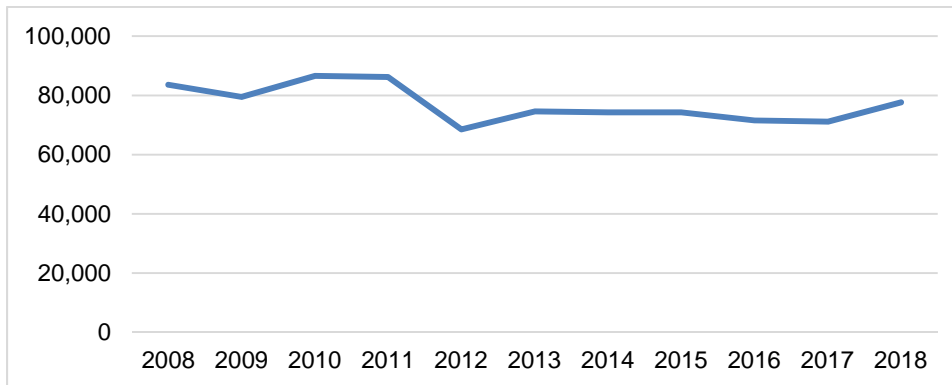
Source: National Transit Database

Figure 8.2: JTRAN Local Share of Operating Costs, 2008-2018



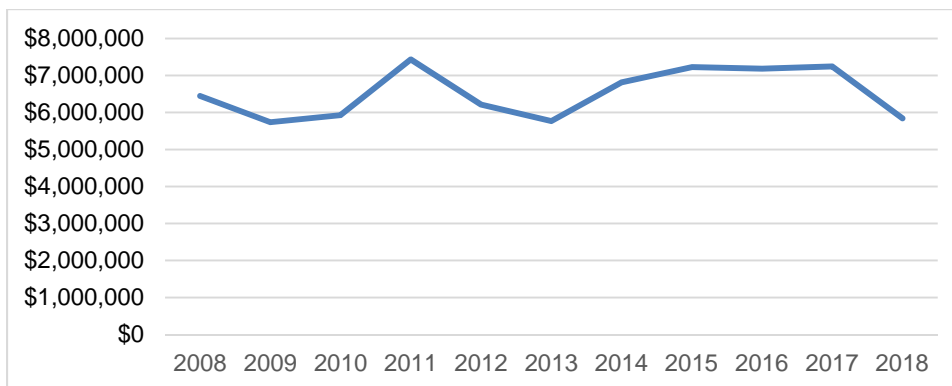
Source: National Transit Database

Figure 8.3: JTRAN Total Vehicle Revenue Hours, 2008-2018



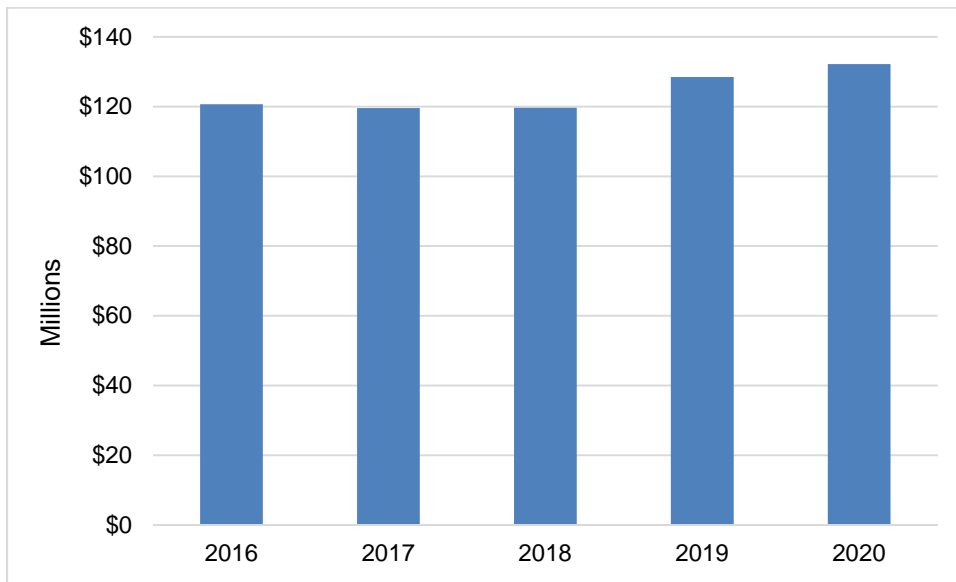
Source: National Transit Database

Figure 8.4: JTRAN Total Operating Costs, 2008-2018



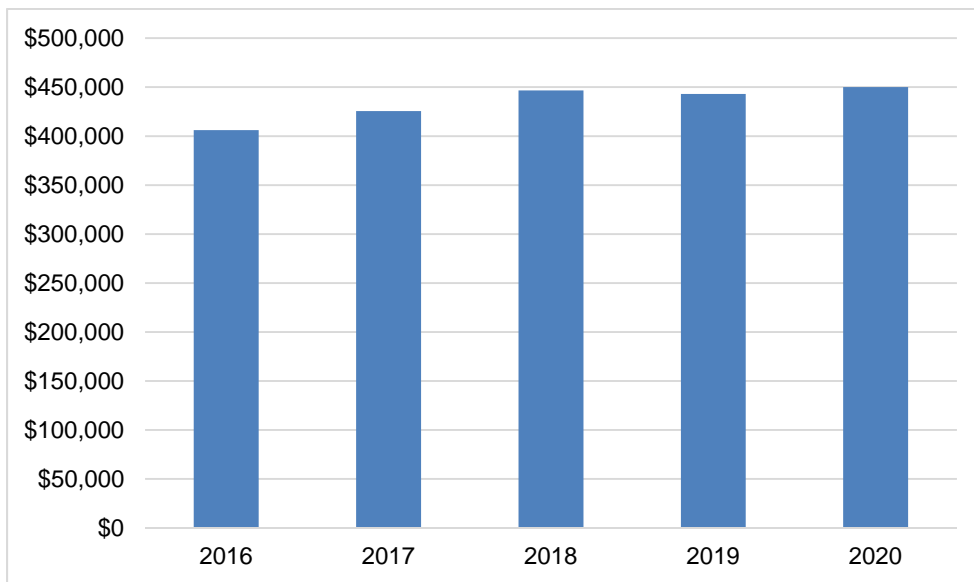
Source: National Transit Database

Figure 8.5: City of Jackson General Fund Revenue, 2016-2020



Source: City of Jackson, Annual Budget

Figure 8.6: City of Jackson Fare and Advertising Revenue, 2016-2020



Source: City of Jackson, Annual Budget

Forecasting Available Funds

Forecasts were developed for federal transit programs Sections 5307 and 5339 that are utilized by transit providers in the region, using the following assumptions:

- The region will receive 100 percent of annual Section 5307 funding allocated to the Jackson, MS Urbanized Area.
- The region will receive 100 percent of annual Section 5339 funding allocated to the Jackson, MS Urbanized Area.
- The region will receive 100 percent of the one-time CARES Act funding allocated to the Jackson, MS Urbanized Area in 2020.
- Federal funding for these programs is inflated 1 percent annually. This is consistent with long-term annual increases in FTA program funding.

Based on these assumptions, the following levels of federal funding for public transit in the MPO can be expected through 2045:

- Stage 1 (2020-2025) - \$32,749,848 for operating and capital projects (includes one-time CARES Act funding and carry over funds)
- Stage 2 (2026-2035) - \$35,747,219 for operating and capital projects
- Stage 3 (2036-2045) - \$39,487,169 for operating and capital projects

9.0 Implementation Plan

Based on the amount of funding anticipated in the financial plan, this section presents the recommended Implementation Plan. This plan advances the strategies previously outlined and incorporates the results of the project prioritization process.

9.1 Fiscally Constrained Plan

The fiscally constrained plan is the list of transportation projects that best address the needs of the region with the limited funding available. All other projects are “unfunded” and are listed later as visionary projects.

Roadways

Over the next 25 years, the MPO plans to implement a variety of roadway capacity projects (adding lanes or new roadways) and roadway non-capacity projects.

The MPO receives funding from many federal sources and provides local funding in addition to federal funding. Based on projections by MDOT, approximately \$2.43 billion in federal funds will be available to the MPO for roadway projects from 2020 to 2045.

Table 9.2 lists all roadway capacity projects in the fiscally constrained plan and Table 9.3 lists all roadway non-capacity projects in the fiscally constrained plan. These projects are mapped in Figure 9.4 and Figure 9.5 respectively. Funds not used for capacity projects will instead be reserved for roadway maintenance.

As shown in Table 9.1, the fiscally constrained capacity projects will reduce vehicle hours of delay by nearly 8 percent when compared to only implementing projects that are currently funded.

Figure 9.1: Fiscally Constrained Roadway Projects (Federal Funding Only)

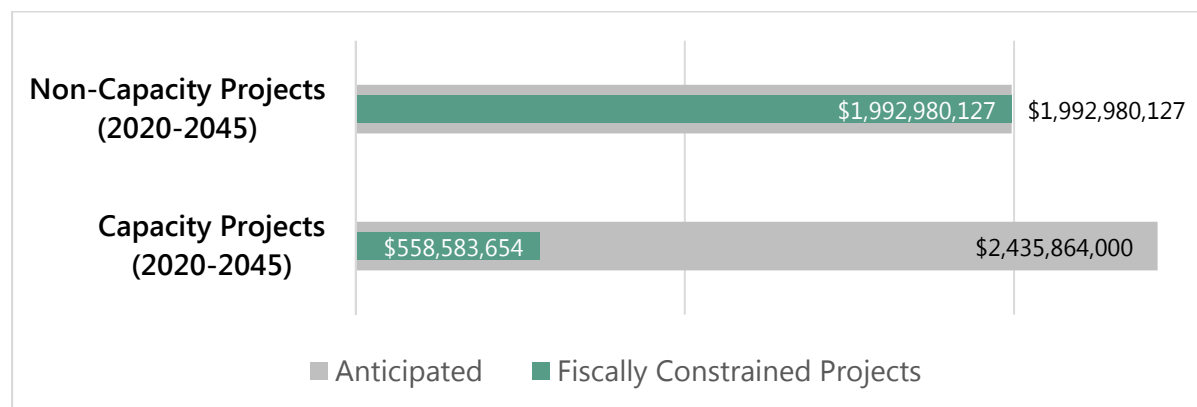


Table 9.1: Travel Impacts of Fiscally Constrained Roadway Capacity Projects

	2045 Existing and Committed	2045 Fiscally Constrained Roadway Capacity Projects	Difference	Percent Difference
Vehicle Miles Traveled	18,444,131	19,957,568	1,513,437	8.21%
Vehicle Hours Traveled	442,798	530,435	87,637	19.79%
Vehicle Hours of Delay	69,687	64,061	-5,626	-8.07%

Source: Jackson Regional Travel Demand Model; NSI

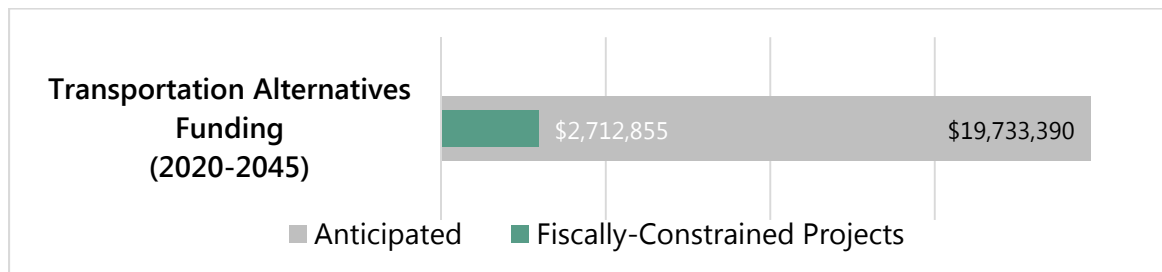
Bicycle and Pedestrian

In addition to bicycle and pedestrian improvements included with planned roadway projects, the region will continue to fund stand-alone bicycle and pedestrian projects.

The major federal source for bicycle and pedestrian projects is the Transportation Alternatives (TA) Set-Aside program. Both the MPO and MDOT have funds to competitively distribute. Based on historical funding levels and the region's share of the state population, this plan assumes that approximately \$19.73 million in federal TA funds will be available to the MPO from 2020 to 2045. Local governments should continue to apply for TA funds.

The MTP incorporated bicycle and pedestrian projects listed in the current TIP, shown in Table 9.4 and Figure 9.6. Other than these projects, the MPO will encourage local agencies to make improvements along the high-priority bicycle and pedestrian corridors shown in Table 9.7 and Figure 9.8.

Figure 9.2: Fiscally Constrained Bicycle/Pedestrian Projects (Federal Funding Only)



Public Transit

Over the next 25 years, JTRAN will continue to provide its fixed and demand route services. At a minimum, the MTP assumes that existing transit services will continue to operate at current levels and that vehicles will be kept in a good state of repair.

Figure 9.3: Fiscally Constrained Transit Projects (Federal Funding Only)

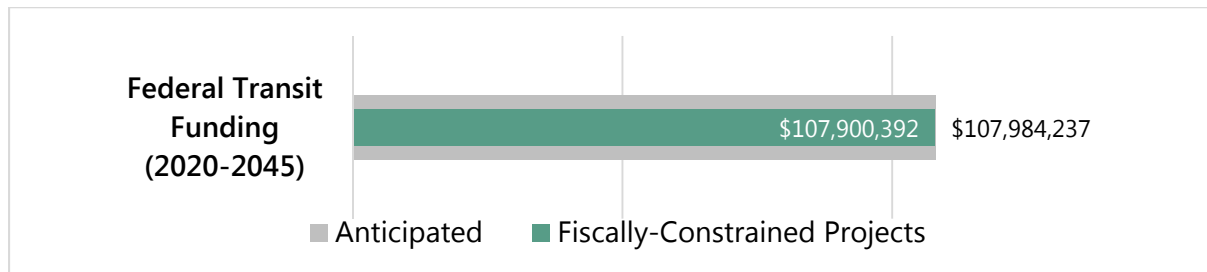


Table 9.2: Fiscally Constrained Roadway Capacity Projects

Project ID	Funding	Stage	Route	Location	Improvement	Length (mi)	Type	Cost (YOE)	Design Considerations
40	N/A	Stage I	Pearl/Richland Intermodal Connector	MS 468 to Richland Creek	New 4 Lane Roadway	0.46		\$26,404,296	N/A
43	N/A	Stage I	Reunion Pkwy Phase 3	Parkway East to US 51	New 2 Lane Roadway	1.40		\$8,888,000	N/A
44	N/A	Stage I	Bozeman Rd	MS 463 to Gluckstadt Rd	Widen to 5 Lanes	3.23		\$16,362,404	N/A
54	N/A	Stage I	Gunter Rd Extension	US 49 to Florence-Byram Rd	New 2 Lane Roadway	3.41		\$22,723,569	N/A
55	N/A	Stage I	Madison Ave	Grandview Blvd to US 51	Widen to 4 Lanes	0.48		\$5,314,639	N/A
220	Local	Stage I	E Metro Corridor Phase III	Cooper Rd to Old Brandon Rd	New 4 Lane Roadway	1.57		\$19,314,777	
221	Local	Stage I	E Metro Corridor Phase IV (Crossgates Blvd)	Old Brandon Rd to US 80	Widen to 6 Lanes	0.50		\$1,794,101	EC
230	Local/MPO	Stage I	Grants Ferry Rd	Trickham Bridge Rd to Paige McDill Rd	New 4 Lane	1.07		\$13,163,574	
139	Local/MPO	Stage II	Old Brandon Rd	MS 475 to Crossgates Blvd	Widen to 4 Lanes	2.06		\$8,004,147	EC
105	Local/MPO	Stage II	Harbor Dr	Lake Harbor Dr to 0.35 miles north of Lake Harbor Dr	Widen to 4 Lanes	0.29		\$1,126,797	EJ EC
121	Local/MPO	Stage II	Yandell Rd	Parkway East to N Old Canton Rd	Widen to 4 Lanes and New 4 Lane Roadway	2.45, 0.92		\$21,775,499	EJ EC
165	Local/MPO	Stage II	East Brandon Bypass	MS 18 to I-20	New 5 Lane Roadway	2.51		\$33,437,575	
107	MDOT	Stage II	Mannsdale Rd	Park Place Blvd to Reunion Pkwy	Widen to 5 Lanes	2.59		\$10,063,467	EJ EC
108	MDOT/Local	Stage II	Reunion Pkwy	Bozeman Rd to Parkway East	New 4 Lane Divided and New Interchange	1.19		\$42,496,360	EC
110	MDOT	Stage II	MS 18 (Greenfield Rd)	US 80 to Greenfield Rd	Widen to 6 Lane Divided	0.87		\$3,380,392	EC
150	MDOT	Stage II	MS 469 (E Main St)	MS 469 (S Church St) to US 49	Widen to 5 Lanes	0.44		\$1,709,624	
163	MDOT	Stage II	US 80 (Brandon)	Trickham Bridge Rd to I-20	Center Turn Lane	1.59		\$5,736,676	EJ EC
135	MDOT	Stage II	MS 18	Greenfield Rd to Star Rd	Widen to 4 Lanes	3.44		\$13,366,149	
210	MDOT/Local	Stage II	Pearl/Richland Intermodal Connector Phase II	US 49 to Pearl	Widen to 4 Lanes and New 4 Lane Roadway	1.90		\$25,311,311	
137	MDOT	Stage II	MS 468 (Pearl)	S Pearson Rd to MS 475	Widen to 4 Lanes	3.45		\$13,405,004	EC
216	Local/MPO	Stage II	Gluckstadt Rd	Bozeman Rd to I-55	Widen to 4 Lanes Divided	1.65		\$6,411,089	
159	MDOT	Stage II	MS 469 (E Main St)	US 49 to Monterey Rd	Widen to 4 Lanes	3.89		\$15,114,627	EJ EC
127	Local/MPO	Stage III	E Beasley Rd	US 51 to I-55	Widen to 5 Lanes	0.66		\$2,832,732	EJ EC
112	Local/MPO	Stage III	Spillway Rd	Hugh Ward Blvd to Grants Ferry Rd	Widen to 5 Lanes	1.21		\$5,193,342	EC
134	Local/MPO	Stage III	Greenfield Rd	MS 468 to MS 18	Widen to 4 Lanes	3.30		\$14,163,661	EJ EC
132	Local/MPO	Stage III	Hoy Rd	W Bradford Ln to Old Rice Rd	Widen to 5 Lanes	1.34		\$5,751,305	EC
223	Local/MPO	Stage III	Arrow Dr	Pinehaven Dr to Cynthia Rd	Widen to 4 Lanes	1.48		\$6,352,187	EJ EC

Project ID	Funding	Stage	Route	Location	Improvement	Length (mi)	Type	Cost (YOE)	Design Considerations
301	Local/MPO	Stage III	Spillway Rd	Grants Ferry Rd to Old MS 471	Widen to 4 Lanes	3.17	●	\$13,605,699	
224	Local/MPO	Stage III	Pinehaven Dr	Arrow Dr to Kickapoo Rd	Widen to 4 Lanes	3.05	●	\$13,090,656	EC
103	Local/MPO	Stage III	E Northside Dr	Huntcliff Way to Cynthia Rd	Widen to 5 Lanes	1.65	●	\$7,081,830	EC
205	Local/MPO	Stage III	Rice Road Extension	W Moon St to US 51	New 2 Lane Roadway	0.21	●	\$1,519,375	EJ EC
140	MDOT	Stage III	US 80	US 51 to MS 468	Widen to 6 Lanes	2.79	●	\$11,974,732	EC
122	MDOT	Stage III	MS 25 (Lakeland Dr)	Grants Ferry Rd to MS 471	Widen to 6 Lanes	3.16	●	\$13,562,778	EC
166	MDOT	Stage III	MS 471	Grants Ferry Rd to MS 25	Widen to 5 Lanes	5.20	●	\$22,318,496	
138	MDOT	Stage III	MS 475	I-20 to Old Brandon Rd	Widen to 6 Lanes	1.31	●	\$5,622,544	EC
203	Local/MPO	Stage III	McClellan Dr/Ridgecrest Dr	Hite B Wolcott Park to Old Canton Rd	Widen to 3 Lanes	0.97	●	\$3,865,882	
158	MDOT	Stage III	MS 468	MS 475 to MS 18	Widen to 4 Lanes	6.53	●	\$28,026,881	EC
215	MDOT	Stage III	Sowell Rd Extension	US 51 to N Old Canton Rd	New 3 Lane Roadway	1.94	●	\$14,036,127	EC
130	MDOT	Stage III	US 51	Tisdale Rd to Weisenberger Rd	Widen to 5 Lanes	2.22	●	\$9,528,281	EC
149	MDOT	Stage III	MS 475	MS 468 to I-20	Widen to 6 Lanes	2.45	●	\$10,515,445	
226	Local/MPO	Stage III	Adkins Blvd/Colonial Cir	Ridgewood Rd to Old Canton Rd	Widen to 4 Lanes	1.43	●	\$6,137,586	EJ EC
123	MDOT	Stage III	MS 469	Monterey Rd to MS 468	Widen to 4 Lanes	4.08	●	\$17,511,435	EJ EC
136	MDOT	Stage III	MS 18	Star Rd to Mohr Rd	Widen to 4 Lanes	4.16	●	\$17,854,797	EC
202	MDOT	Stage III	US 49 Frontage Roads	Peach St to Cox Ferry Rd	New Frontage Roads	1.76	●	\$12,733,806	

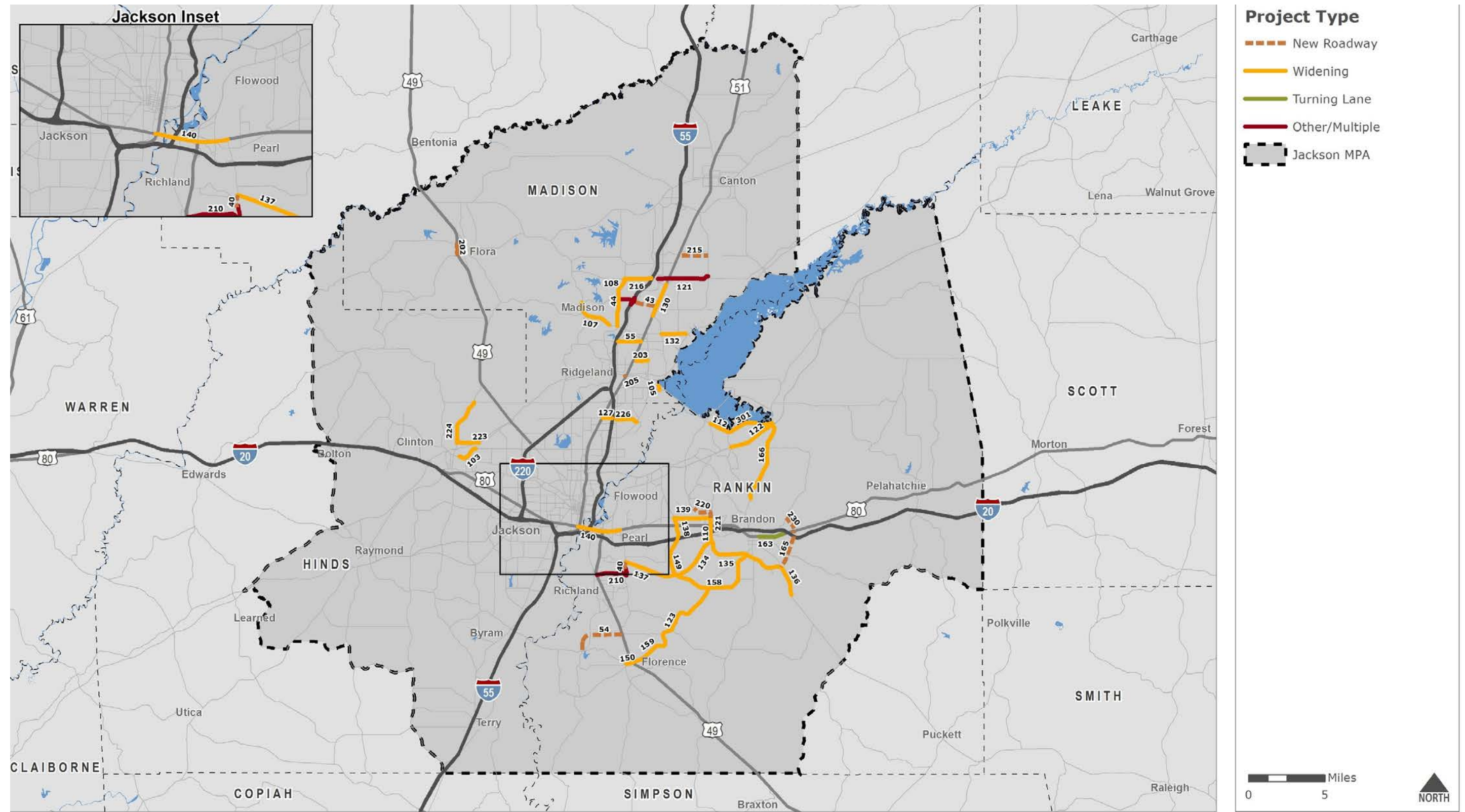
Note 1: YOE refers to the Year of Expenditure and reflects the expected cost at the time of implementation.

Note 2: Bicycle and pedestrian improvements should be part of the overall design phase of all projects and included unless restrictions apply consistent with FHWA guidance.

Improvement Type: ● New Roadway ● Widening ● Turning Lane ● Other/Multiple

Design Considerations: EJ – High Concern for Environmental Justice Impacts EC – High Concern for Environmental and Community Impacts

Figure 9.4: Fiscally Constrained Roadway Capacity Projects



Data Sources: Neel-Schaffer, Inc.; MPO

Disclaimer: This map is for planning purposes only.

Table 9.3: Fiscally Constrained Roadway Non-Capacity Projects

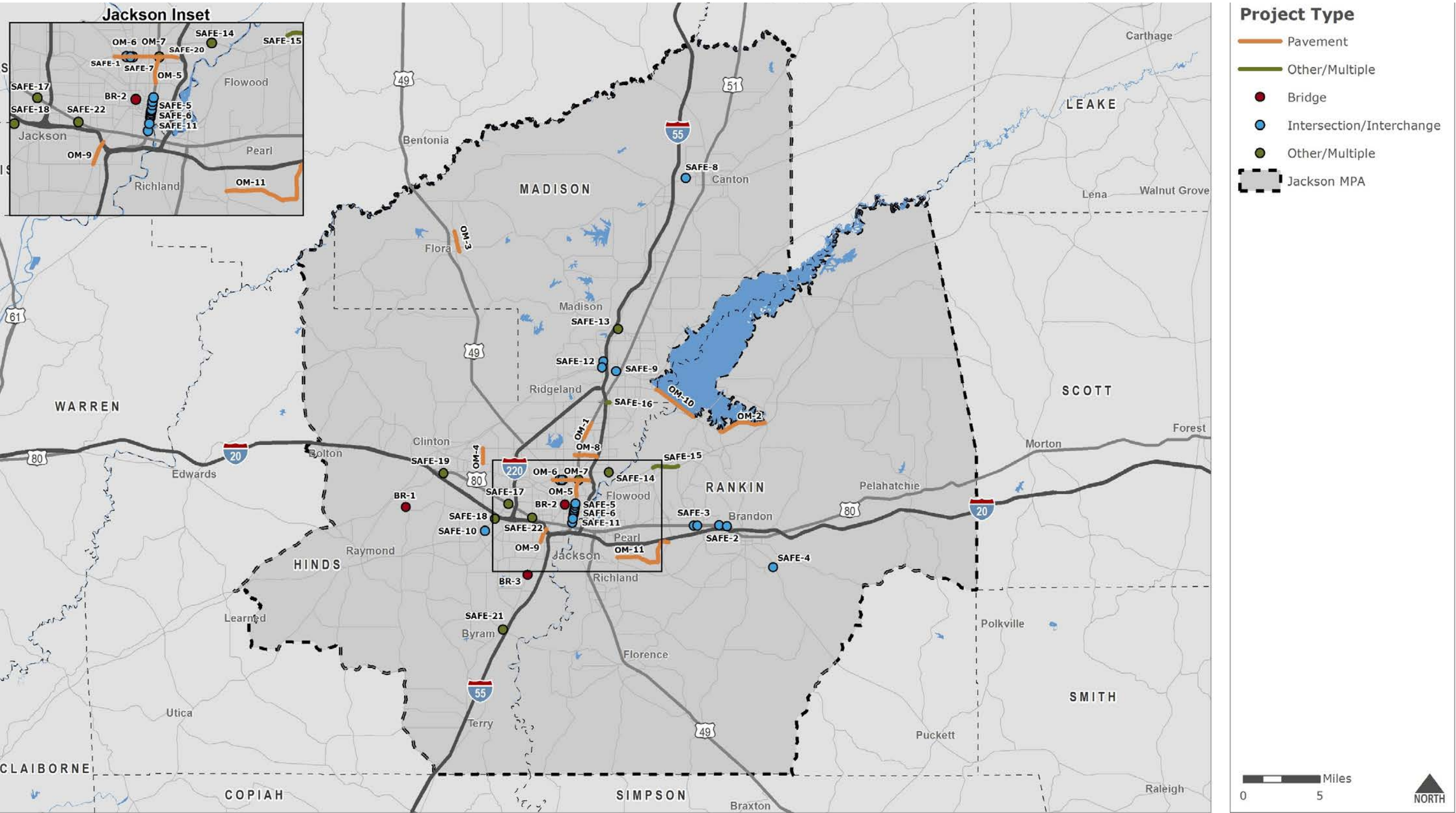
Project ID	Stage	Route	Location	Improvement Type	Length (mi)	Type	Cost (YOE)
OM-1	Stage I	State St	Sheppard Rd to Briarwood Dr	Mill and Overlay	1.07	●	\$2,111,631
OM-2	Stage I	Spillway Rd	Grants Ferry Rd to Hwy 471	Mill and Overlay	3.13	●	\$778,750
OM-3	Stage I	Kearney Park Rd	SE Clark St to Flora Town Limits	Mill and Overlay	1.13	●	\$623,292
OM-4	Stage I	Magnolia Rd	Old Vicksburg Rd to Northside Dr	Mill and Overlay	0.92	●	\$1,010,164
OM-5	Stage I	State St	Fortification St to Woodrow Wilson Ave	Mill and Overlay	1.11	●	\$5,185,000
OM-6	Stage I	Woodrow Wilson Ave	Mill St to Martin Luther King Jr Dr	Mill and Overlay	1.10	●	\$4,899,646
OM-7	Stage I	Woodrow Wilson Ave	I-55 to Mill St	Mill and Overlay	1.30	●	\$2,701,351
OM-8	Stage I	Meadowbrook Rd	I-55 to West/Northbrook Dr	Mill and Overlay	1.48	●	\$3,559,661
OM-9	Stage I	Terry Rd	I-20 to McDowell Rd	Mill and Overlay	0.96	●	\$2,449,143
OM-10	Stage I	Lower Spillway	Breakers Lane to Old Rapids entrance	Mill and Overlay	3.06	●	\$1,850,000
OM-11	Stage I	Old Whitfield Rd	Hwy 468 to Hwy 475	Mill and Overlay	4.64	●	\$1,250,000
BR-1	Stage I	Midway Rd	Bridge 25-163	Bridge	--	●	\$484,646
BR-2	Stage I	Mill St	Town Creek Bridge, Bridge 25-105	Bridge	--	●	\$1,500,000
BR-3	Stage I	Terry Rd	Caney Creek Bridge, Bridge 25-158	Bridge	--	●	\$2,700,000
SAFE-1	Stage I	Woodrow Wilson Ave	@ Medgar Evers Blvd	Signal Upgrades	--	●	\$354,198
SAFE-2	Stage I	Hwy 80	@ Eastgate Dr and Municipal Dr	Signal Installation	--	●	\$1,090,000
SAFE-3	Stage I	Hwy 80	@ Belvedere Dr and Cross Park Dr	Signal Installation	--	●	\$400,000
SAFE-4	Stage I	Hwy 18	@ Louis Wilson Dr	Signal Installation	--	●	\$1,300,000
SAFE-5	Stage I	State St	@ Rankin St, South St, Court St, Tombigbee St, and Pascagoula St	Signal Upgrades	--	●	\$658,968
SAFE-6	Stage I	State St	@ Pearl St, Amite St, MS St, and High St	Signal Upgrades	--	●	\$503,082
SAFE-7	Stage I	Woodrow Wilson Ave	@ Bailey Ave and Bailey Ave Extension	Signal Upgrades	--	●	\$517,872
SAFE-8	Stage I	MS 22	@ King Ranch Rd	Signal Installation	--	●	\$453,692
SAFE-9	Stage I	Ridgeland Citywide	41 locations across the City	Signal Upgrades	--	●	\$954,000
SAFE-10	Stage I	Hwy 18	@ McDowell Rd	Signal Upgrades	--	●	\$275,000
SAFE-11	Stage I	State St	@ Silas Brown St	Signal Upgrades	--	●	\$325,000
SAFE-12	Stage I	Highland Colony Pkwy	@ Renaissance 3 & 4	Signal Installation	--	●	\$926,000
SAFE-13	Stage I	MS 463	@ Grandview Blvd	Safety Study	--	●	TBD
SAFE-14	Stage I	MS 25	@ Ridgewood Rd	Safety Study	--	●	TBD
SAFE-15	Stage I	MS 25	MS 475 to Old Fannin Rd	Safety Study	1.73	●	TBD
SAFE-16	Stage I	E County Line Rd	I-55 E Frontage Rd to Ridgewood Rd	Safety Study	0.20	●	TBD
SAFE-17	Stage I	US 80	@ Robinson Rd	Safety Study	--	●	TBD
SAFE-18	Stage I	MS 18	@ Greenway Dr	Safety Study	--	●	TBD

Project ID	Stage	Route	Location	Improvement Type	Length (mi)	Type	Cost (YOE)
SAFE-19	Stage I	US 80	@ Springridge Rd/Clinton Pkwy	Safety Study	--	●	TBD
SAFE-20	Stage I	State St	@ Woodrow Wilson Ave	Safety Study	--	●	TBD
SAFE-21	Stage I	Siwell Rd	@ Terry Rd	Safety Study	--	●	TBD
SAFE-22	Stage I	US 80	@ Ellis Ave	Safety Study	--	●	TBD
LI-1	Stage I	Line Item Funding	Various	Reconstruction	Various	●	\$119,964,294
LI-2	Stage I	Line Item Funding	Various	Overlay	Various	●	\$112,001,701
LI-3	Stage I	Line Item Funding	Various	Bridge	Various	●	\$50,683,490
LI-4	Stage I	Line Item Funding	Various	Enhancement	Various	●	\$18,456,045
LI-5	Stage I	Line Item Funding	Various	Safety	Various	●	\$38,382,301
LI-6	Stage I	Line Item Funding	Various	Maintenance	Various	●	\$36,912,090
LI-7	Stage II	Line Item Funding	Various	Reconstruction	Various	●	\$216,564,064
LI-8	Stage II	Line Item Funding	Various	Overlay	Various	●	\$249,881,612
LI-9	Stage II	Line Item Funding	Various	Bridge	Various	●	\$99,952,645
LI-10	Stage II	Line Item Funding	Various	Enhancement	Various	●	\$33,317,548
LI-11	Stage II	Line Item Funding	Various	Safety	Various	●	\$83,293,871
LI-12	Stage II	Line Item Funding	Various	Maintenance	Various	●	\$66,635,097
LI-13	Stage III	Line Item Funding	Various	Reconstruction	Various	●	\$239,221,457
LI-14	Stage III	Line Item Funding	Various	Overlay	Various	●	\$276,024,758
LI-15	Stage III	Line Item Funding	Various	Bridge	Various	●	\$110,409,903
LI-16	Stage III	Line Item Funding	Various	Enhancement	Various	●	\$36,803,301
LI-17	Stage III	Line Item Funding	Various	Safety	Various	●	\$92,008,253
LI-18	Stage III	Line Item Funding	Various	Maintenance	Various	●	\$73,606,602

Note: YOE refers to the Year of Expenditure and reflects the expected cost at the time of implementation.

Improvement Type: ● Bridge ● Pavement ● Intersection/Interchange ● Corridor Redesign ● Other/Multiple

Figure 9.5: Fiscally Constrained Roadway Non-Capacity Projects



Data Sources: Neel-Schaffer, Inc.; MPO

Disclaimer: This map is for planning purposes only.

Table 9.4: Fiscally Constrained List of Bicycle and Pedestrian Projects

Project ID	Description	Type	Responsible LPA	Fiscal Year	Total Funds (YOE)	TA/TE Funds (YOE)
BP-1	Hinds Blvd Sidewalk and Pedestrian Improvements	<div></div>	Hinds Community College	2020	\$1,200,000 ¹	\$960,000 ¹
BP-2	Rice Road/Tisdale Road Multi-Use Path	<div></div>	Madison	2020	\$473,000	\$378,000
BP-4	Arrow Dr/Cynthia Rd Multi-Use Path	<div></div>	Clinton	2020	\$662,800	\$472,900
BP-5	Boyce Thompson Drive Bike Lanes	<div></div>	Brandon	2020	\$277,035	\$180,073
BP-6	Woodgate Drive to Brandon Library Multi-Use Path	<div></div>	Brandon	2020	\$916,647	\$550,000
BP-7	Downtown Brandon Hwy 80 Sidewalk Connectivity	<div></div>	Brandon	2020	\$406,252	\$264,064
BP-8	County Line Rd, Lamar St, Marshall/Webster St and Gallatin at South St Sidewalks	<div></div>	Jackson	2020	\$646,481	\$484,861
BP-9	President St and Old Canton Rd Sidewalk Improvements	<div></div>	Jackson	2020	\$643,943	\$482,957

¹Funds for this project were committed through the Mississippi Department of Transportation (MDOT) and were not included in Figure 9.2.

Facility Type:

Bicycle

Pedestrian

Bicycle and Pedestrian

Figure 9.6 Fiscally Constrained Bicycle and Pedestrian Projects

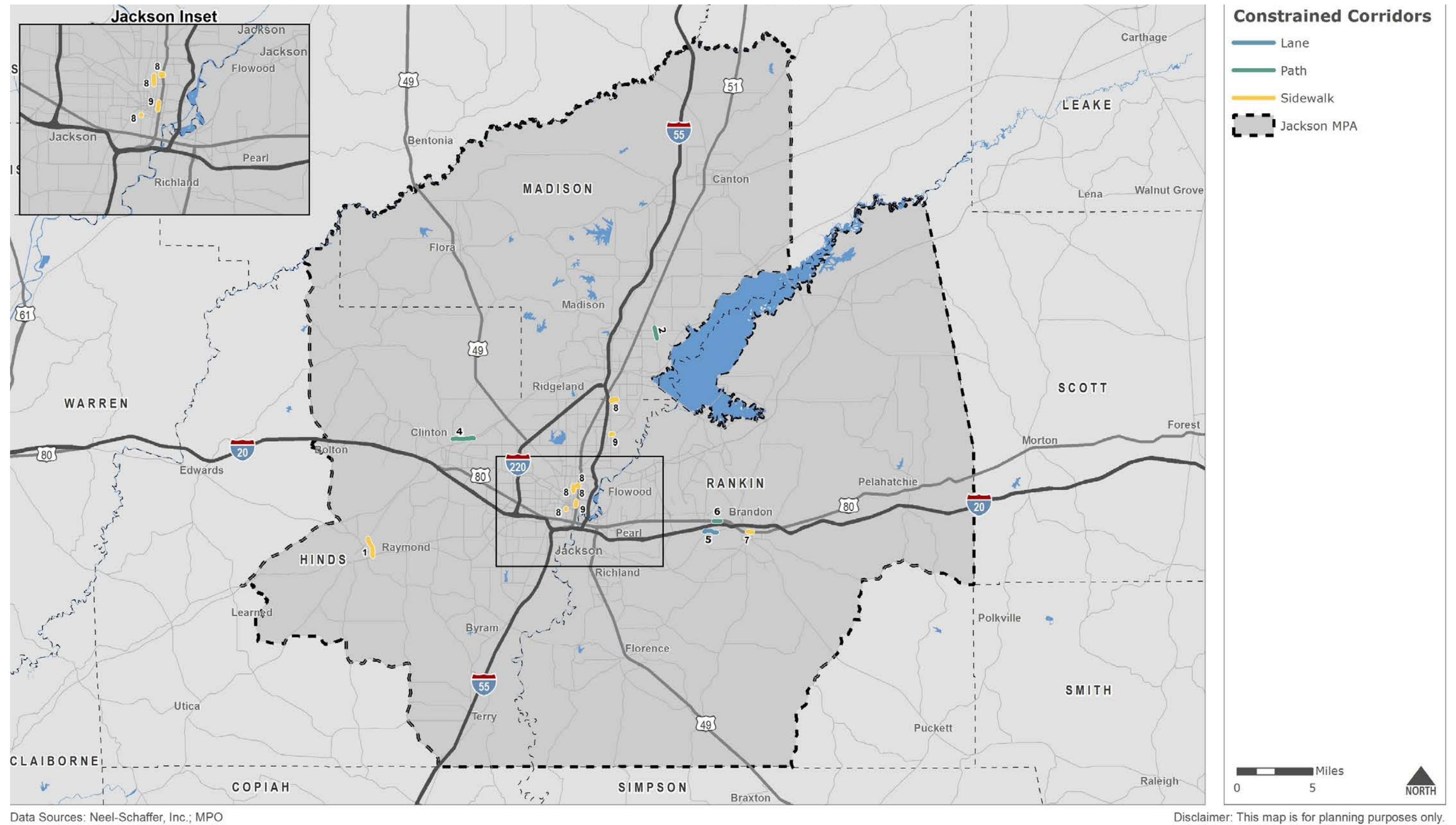


Table 9.5: Fiscally Constrained List of Transit Projects

Project ID	TIP ID	Description	Type	Sponsor	Fiscal Year	Total Cost (YOE)	Federal Cost (YOE)
JT-1	480031	SECTION 5307 TRANSIT PREVENTATIVE MAINTENANCE	●	JTRAN	2020	\$444,829	\$556,037
JT-2	480032	SECTION 5307 TRANSIT NON FIXED ROUTE ADA PARATRANSIT SERVICE	●	JTRAN	2020	\$388,394	\$310,715
JT-3	480035	SECTION 5307 TRANSIT ASSOCIATED TRANSIT ENHANCEMENTS	●	JTRAN	2020	\$35,543	\$28,434
JT-4	480034	SECTION 5307 TRANSIT OPERATIONS ASSISTANCE	●	JTRAN	2020	\$2,503,966	\$1,251,983
JT-5	480038	SECTION 5307 TRANSIT SECURITY ENHANCEMENTS	●	JTRAN	2020	\$36,609	\$29,287
JT-6	480044	SECTION 5307 TRANSIT ACQUIRE LIGHT DUTY ACCESSIBLE BUSES AND EQUIPMENT	●	JTRAN	2020	\$339,360	\$271,488
JT-7	480046	SECTION 5307 TRANSIT ACQUIRE MEDIUM TO HEAVY DUTY ACCESSIBLE TRANSIT BUSES AND EQUIPMENT	●	JTRAN	2020	\$903,814	\$723,051
JT-8	480047	SECTION 5307 TRANSIT OTHER THIRD PARTY CONTRACTUAL	●	JTRAN	2020	\$182,855	\$146,284
JT-9	480050	SECTION 5307 TRANSIT DISPATCHING & SCHEDULING SOFTWARE AND EQUIPMENT	●	JTRAN	2020	\$437,500	\$350,000
JT-10	480051	SECTION 5307 TRANSIT ACQUIRE ADA ACCESSIBLE VEHICLES	●	JTRAN	2020	\$210,000	\$168,000
JT-11	480052	SECTION 5307 TRANSIT AUTOMATIC VEHICLE MAINTENANCE SOFTWARE AND EQUIPMENT	●	JTRAN	2020	\$562,500	\$450,000
JT-12	480053	SECTION 5307 TRANSIT PROGRAM SUPPORT ADMINISTRATION	●	JTRAN	2020	\$405,000	\$324,000
JT-13	480056	SECTION 5307 TRANSIT MOBILE SURVEILLANCE CAMERA SYSTEM	●	JTRAN	2020	\$10,000	\$8,000
JT-14	480057	SECTION 5307 TRANSIT PROJECT ADMINISTRATION CAPITAL PROJECTS	●	JTRAN	2020	\$129,188	\$103,350
JT-15	480058	SECTION 5307 TRANSIT REBRANDING PROJECT	●	JTRAN	2020	\$93,750	\$75,000
JT-16	480046	SECTION 5339 BUSES	●	JTRAN	2020	\$458,673	\$366,938
JT-17	480031	SECTION 5307 TRANSIT PREVENTATIVE MAINTENANCE	●	JTRAN	2021	\$600,520	\$480,416
JT-18	480032	SECTION 5307 TRANSIT NON FIXED ROUTE ADA PARATRANSIT SERVICE	●	JTRAN	2021	\$407,814	\$326,251
JT-19	480035	SECTION 5307 TRANSIT ASSOCIATED TRANSIT ENHANCEMENTS	●	JTRAN	2021	\$37,320	\$29,856
JT-20	480034	SECTION 5307 TRANSIT OPERATIONS ASSISTANCE	●	JTRAN	2021	\$2,629,164	\$1,314,582
JT-21	480038	SECTION 5307 TRANSIT SECURITY ENHANCEMENTS	●	JTRAN	2021	\$38,439	\$30,751
JT-22	480044	SECTION 5307 TRANSIT ACQUIRE LIGHT DUTY ACCESSIBLE BUSES AND EQUIPMENT	●	JTRAN	2021	\$356,328	\$285,062
JT-23	480046	SECTION 5307 TRANSIT ACQUIRE MEDIUM TO HEAVY DUTY ACCESSIBLE TRANSIT BUSES AND EQUIPMENT	●	JTRAN	2021	\$949,005	\$759,204
JT-24	480047	SECTION 5307 TRANSIT OTHER THIRD PARTY CONTRACTUAL	●	JTRAN	2021	\$191,998	\$153,598
JT-25	480050	SECTION 5307 TRANSIT DISPATCHING & SCHEDULING SOFTWARE AND EQUIPMENT	●	JTRAN	2021	\$68,750	\$55,000

Project ID	TIP ID	Description	Type	Sponsor	Fiscal Year	Total Cost (YOE)	Federal Cost (YOE)
JT-26	480051	SECTION 5307 TRANSIT ACQUIRE ADA ACCESSIBLE VEHICLES	●	JTRAN	2021	\$220,500	\$176,400
JT-27	480052	SECTION 5307 TRANSIT AUTOMATIC VEHICLE MAINTENANCE SOFTWARE AND EQUIPMENT	●	JTRAN	2021	\$68,750	\$55,000
JT-28	480053	SECTION 5307 TRANSIT PROGRAM SUPPORT ADMINISTRATION	●	JTRAN	2021	\$437,400	\$349,920
JT-29	480056	SECTION 5307 TRANSIT MOBILE SURVEILLANCE CAMERA SYSTEM	●	JTRAN	2021	\$10,000	\$8,000
JT-30	480057	SECTION 5307 TRANSIT PROJECT ADMINISTRATION CAPITAL PROJECTS	●	JTRAN	2021	\$125,313	\$100,250
JT-31	480058	SECTION 5307 TRANSIT REBRANDING PROJECT	●	JTRAN	2021	\$93,750	\$75,000
JT-32	480046	SECTION 5339 BUSES	●	JTRAN	2021	\$383,819	\$307,055
JT-33	480031	SECTION 5307 TRANSIT PREVENTATIVE MAINTENANCE	●	JTRAN	2022	\$648,561	\$518,849
JT-34	480032	SECTION 5307 TRANSIT NON FIXED ROUTE ADA PARATRANSIT SERVICE	●	JTRAN	2022	\$428,204	\$342,563
JT-35	480035	SECTION 5307 TRANSIT ASSOCIATED TRANSIT ENHANCEMENTS	●	JTRAN	2022	\$39,185	\$31,348
JT-36	480034	SECTION 5307 TRANSIT OPERATIONS ASSISTANCE	●	JTRAN	2022	\$2,760,624	\$1,380,312
JT-37	480038	SECTION 5307 TRANSIT SECURITY ENHANCEMENTS	●	JTRAN	2022	\$40,360	\$32,288
JT-38	480044	SECTION 5307 TRANSIT ACQUIRE LIGHT DUTY ACCESSIBLE BUSES AND EQUIPMENT	●	JTRAN	2022	\$374,145	\$299,316
JT-39	480046	SECTION 5307 TRANSIT ACQUIRE MEDIUM TO HEAVY DUTY ACCESSIBLE TRANSIT BUSES AND EQUIPMENT	●	JTRAN	2022	\$996,455	\$797,164
JT-40	480047	SECTION 5307 TRANSIT OTHER THIRD PARTY CONTRACTUAL	●	JTRAN	2022	\$201,597	\$161,278
JT-41	480050	SECTION 5307 TRANSIT DISPATCHING & SCHEDULING SOFTWARE AND EQUIPMENT	●	JTRAN	2022	\$75,625	\$60,500
JT-42	480051	SECTION 5307 TRANSIT ACQUIRE ADA ACCESSIBLE VEHICLES	●	JTRAN	2022	\$231,525	\$185,220
JT-43	480052	SECTION 5307 TRANSIT AUTOMATIC VEHICLE MAINTENANCE SOFTWARE AND EQUIPMENT	●	JTRAN	2022	\$75,625	\$60,500
JT-44	480053	SECTION 5307 TRANSIT PROGRAM SUPPORT ADMINISTRATION	●	JTRAN	2022	\$472,392	\$377,914
JT-45	480056	SECTION 5307 TRANSIT MOBILE SURVEILLANCE CAMERA SYSTEM	●	JTRAN	2022	\$10,000	\$8,000
JT-46	480057	SECTION 5307 TRANSIT PROJECT ADMINISTRATION CAPITAL PROJECTS	●	JTRAN	2022	\$121,554	\$97,243
JT-47	480058	SECTION 5307 TRANSIT REBRANDING PROJECT	●	JTRAN	2022	\$31,250	\$25,000
JT-48	480046	SECTION 5339 BUSES	●	JTRAN	2022	\$403,010	\$322,408
JT-49	480058	SECTION 5307 TRANSIT REBRANDING PROJECT	●	JTRAN	2023	\$31,250	\$25,000
JT-50	n/a	SECTION 5307 TRANSIT OPERATIONS ASSISTANCE	●	JTRAN	2023-2025	\$5,280,385	\$4,224,308

Project ID	TIP ID	Description	Type	Sponsor	Fiscal Year	Total Cost (YOE)	Federal Cost (YOE)
JT-51	n/a	SECTION 5307 TRANSIT PREVENTATIVE MAINTENANCE	●	JTRAN	2023-2025	\$1,984,858	\$1,587,886
JT-52	n/a	SECTIONS 5307 & 5339 TRANSIT CAPITAL	●	JTRAN	2023-2025	\$6,592,450	\$5,273,960
JT-53	n/a	SECTION 5307 TRANSIT OPERATIONS ASSISTANCE	●	JTRAN	2026-2035	\$18,784,356	\$15,027,484
JT-54	n/a	SECTION 5307 TRANSIT PREVENTATIVE MAINTENANCE	●	JTRAN	2026-2035	\$7,060,900	\$5,648,720
JT-55	n/a	SECTIONS 5307 & 5339 TRANSIT CAPITAL	●	JTRAN	2026-2035	\$23,451,872	\$18,761,497
JT-56	n/a	SECTION 5307 TRANSIT OPERATIONS ASSISTANCE	●	JTRAN	2036-2045	\$20,759,615	\$16,599,692
JT-57	n/a	SECTION 5307 TRANSIT PREVENTATIVE MAINTENANCE	●	JTRAN	2036-2045	\$7,799,626	\$6,239,701
JT-58	n/a	SECTIONS 5307 & 5339 TRANSIT CAPITAL	●	JTRAN	2036-2045	\$25,905,456	\$20,724,365

Note: YOE (Year of Expenditure) costs assume a 1% annual inflation rate for transit projects.

Improvement Type: ● Operating ● Capital

9.2 Visionary (Unfunded) Projects

Visionary projects are identified projects that are unfunded or unprogrammed in the fiscally constrained list of projects.

Visionary Roadway Capacity Projects

Unfunded projects that could become funded with additional funding or if the fiscally constrained plan is changed.

Unfunded roadway capacity projects are not necessarily less important or effective; they just cannot be accommodated within the fiscally constrained budget. This may be due to project costs or overall feasibility.

Table 9.6 shows the list of visionary roadway capacity projects and Figure 9.7 maps these projects.

Visionary Bicycle and Pedestrian Corridors

Projects that can be programmed within the line-item budget for Transportation Alternatives projects.

The fiscally constrained plan has a line-item for Transportation Alternatives (TA) projects. Local agencies should consider the visionary bicycle and pedestrian corridors when the MPO or MDOT releases a call for TA project grant applications.

Table 9.7 shows the list of visionary bicycle and pedestrian corridors and Figure 9.8 maps these projects.

Visionary Regional Transit Framework

The Needs Assessment revealed regional demand for transit services and for increased services within the City of Jackson. The MTP provides a Regional Transit Framework below to give a foundation for addressing these needs. There are four (4) components to the framework:

- **Redesign JTRAN System.** Redesign the suite of services offered by the City of Jackson (JTRAN). This includes a system redesign, with route modifications and frequency adjustments, and potential introduction of new technology, such as microtransit.
- **Implement the ONELINE Project.** Implementing the ONELINE Bus Rapid Transit project will provide frequent and reliable service between key downtown Jackson destinations.
- **Introduce Suburban Local and Express Routes.** The multimodal demand analysis in the Needs Assessment showed high demand in many suburban parts of the MPA that currently do not have fixed route services. There are many different options for providing integrated transit across the region, as shown in Figure 9.9. Table 9.8 provides level of service concepts

for more frequent local routes circulating in suburban areas and express routes connecting suburban riders to Downtown Jackson and all riders to the airport. Figure 9.10 displays these concepts. Park and ride lot areas are also recommended for suburban commuters and shown in Figure 9.10.

- **Maintain and Improve On-Demand Services.** Hinds, Madison, and Rankin Counties should all continue their on-demand services that help many residents reach critical services. The rider experience and overall level of service can be improved, especially as technology continues to advance.

Table 9.6: Visionary Roadway Capacity Projects

Project ID	Funding	Stage	Route	Location	Improvement	Length (mi)	Type	Cost	Design Considerations
213	Local/MPO	Vision	Shell Oil Rd Extension	Thomasville Rd to Star Rd	New 2 Lane Roadway	1.36		\$8,024,000	
129	Local/MPO	Vision	Ridgewood Rd	Centre Street to US 51	Widen to 5 Lanes	0.68		\$2,380,000	EJ EC
151	Local/MPO	Vision	S Pearson Rd	Monterey Rd to 0.4 miles north of E Harper St	Widen to 4 Lanes	2.37		\$8,295,000	EJ EC
229	Local/MPO	Vision	Grants Ferry Rd	MS 471 to Trickham Bridge Rd	Widen to 4 Lanes Divided	2.68		\$9,380,000	
148	Local/MPO	Vision	Steed Rd Extension	Sunnybrook Rd to N Wheatley St	New 3 Lane Roadway	0.50		\$2,950,000	EJ EC
156	Local/MPO	Vision	St. Augustine Dr	US 51 to Rice Rd	Widen to 3 Lanes	1.65		\$5,362,500	
102	Local/MPO	Vision	Gary Rd	Terry Rd to Davis Rd	Widen to 4 Lanes	2.54		\$8,890,000	EC
124	Local/MPO	Vision	Grants Ferry Rd	MS 25 (Lakeland Dr) to Spillway Rd	Widen to 5 Lanes	1.08		\$3,780,000	EJ EC
227	Local/MPO	Vision	Flowood Dr	Airport Rd to Liberty Rd	Widen to 4 Lanes	1.23		\$4,305,000	EC
206	Local/MPO	Vision	Madison Dr-US 51 Connector	Madison Dr to US 51	New 2 Lane Roadway	0.33		\$1,947,000	EJ
214	Local/MPO	Vision	Gary Rd Extension	Terry Rd to I-55 Frontage Rd	New 2 Lane Roadway	0.85		\$5,015,000	
302	Local/MPO	Vision	Monterey Rd	US 49 to Old Pearson Rd	Widen to 4 Lanes	1.10		\$3,850,000	
157	Local/MPO	Vision	Luckney Rd	MS 471 to MS 25	Widen to 5 Lanes	4.87		\$17,045,000	EC
209	Local/MPO	Vision	Old Pearson Rd	US 49 to S Pearson Rd	Widen to 4 Lanes	1.89		\$6,615,000	EJ EC
217	Local/MPO	Vision	Stribling Rd	Catlett Rd to Calhoun Station Pkwy	Widen to 4 Lanes	1.93		\$6,755,000	EC
162	Local/MPO	Vision	Terry Rd	Springridge Rd to Bounds Rd	Widen to 5 Lanes	4.68		\$16,380,000	EJ EC
218	Local/MPO	Vision	Catlett Rd/Stout Rd/Calhoun Station Pkwy	Stribling Rd to Sowell Rd	Widen to 4 Lanes	4.45		\$15,575,000	
225	Local/MPO	Vision	Northside Dr	Williamson Rd to Pinehaven Dr	Widen to 4 Lanes	3.95		\$13,825,000	EJ
101	Local/MPO	Vision	Hinds Pkwy	I-20 to Parks Rd	New 4 Lane Roadway	10.61		\$127,320,000	EJ EC
212	Local/MPO	Vision	Baker Ln Extension	Andrew Chapel Rd to Lake Rd	New 2 Lane Roadway	3.89		\$22,951,000	
160	MDOT	Vision	MS 469 Extension	MS 468 to MS 18	New 4 Lane Divided	2.28		\$27,360,000	EC
161	MDOT/Local	Vision	Florence-Byram Rd/W Main St	Cleary Rd to MS 469	Widen to 4 Lanes	3.36		\$11,760,000	
164	Local/MPO	Vision	Treetops Blvd	MS 25 to Liberty Rd	New 2 Lane Roadway	2.04		\$12,036,000	EC
144	Local/MPO	Vision	Greenway Ln Extension	Robinson Rd to John R Lynch St	New 4 Lane Divided and I-20 Overpass	0.82		\$9,840,000	EJ EC
131	Local/MPO	Vision	Weisenberger Rd	Parkway East to US 51	Widen to 5 Lanes	0.59		\$2,065,000	

Project ID	Funding	Stage	Route	Location	Improvement	Length (mi)	Type	Cost	Design Considerations
153	Local/MPO	Vision	Old Hwy 49	US 80 to US 49	Widen to 4 Lanes	3.09	●	\$10,815,000	EC
152	Local/MPO	Vision	Trickham Bridge Rd	US 80 to Grants Ferry Pkwy	Widen to 5 Lanes	2.32	●	\$8,120,000	
109	Local/MPO	Vision	N Wheatley St Extension	W Ridgeland Ave to Colony Park Blvd	New 4 Lane Divided	1.62	●	\$19,440,000	
106	Local/MPO	Vision	Madison Ave	Highland Colony Pkwy to US 51	Widen to 4 Lanes Divided	2.01	●	\$7,035,000	
207	Local/MPO	Vision	Ridgeland Connector	N Livingston Rd to Highland Colony Pkwy	New 2 Lane Roadway	1.08	●	\$6,372,000	EJ
228	Local/MPO	Vision	Flowood-E Metro Connector	Flowood Dr to E Metro Corridor	New 4 Lane Roadway	1.06	●	\$12,720,000	EC
117	Local/MPO	Vision	Robinson Rd	Raymond Rd to MS 18	Widen to 4 Lanes	1.21	●	\$4,235,000	EJ EC
146	Local/MPO	Vision	Green Acres Rd East Extension	US 51 to MS 16 (Peace St)	New 4 Lane Divided	3.68	●	\$44,160,000	EJ EC
201	Local/MPO	Vision	Feather Ln Extension	Nissan Pkwy to Soldier Colony Rd	New 2 Lane Roadway	0.62	●	\$3,658,000	EC
118	Local/MPO	Vision	Raymond Rd	Siwell Rd to McDowell Rd	Widen to 4 Lanes	2.57	●	\$8,995,000	EJ EC
142	Local/MPO	Vision	Greenway Dr	McRaven Rd to Robinson Rd	Widen to 4 Lanes Divided and New 4 Lane Divided	1.40, 1.53	●	\$23,260,000	EC
111	Local/MPO	Vision	Old Whitfield Rd	MS 468 to MS 475	Center Turn Lane	4.63	●	\$15,047,500	EJ
222	Local/MPO	Vision	Springridge Rd	McRaven Rd to Woodchase Park Dr	Widen to 4 Lanes	0.99	●	\$3,465,000	EJ
116	Local/MPO	Vision	Hanging Moss Rd	Meadow Rd to Woodhill Rd	Widen to 4 Lanes	1.40	●	\$4,900,000	EC
211	Local/MPO	Vision	Grants Ferry Pkwy	MS 471 to MS 25	Widen to 4 Lanes	3.97	●	\$13,895,000	
104	Local/MPO	Vision	W County Line Rd	Highland Colony Pkwy to Tougaloo Blvd	Widen to 4 Lanes	1.46	●	\$5,110,000	EJ EC
145	Local/MPO	Vision	Methodist Farm Rd	W Northside Dr to Hilda Dr	Widen to 4 Lanes and New Interchange	1.53	●	\$29,355,000	EJ EC
208	Local/MPO	Vision	Watkins Dr Extension	W County Line Rd to Ridgeland Connector	New 2 Lane Roadway	1.00	●	\$5,900,000	
114	MDOT	Vision	Airport Pkwy	I-55 to Weather Service Dr and I-55 to MS 475	New 6 Lane Toll Road and New 4 Lane Toll Road	5.62, 1.95	●	\$90,840,000	EJ EC
119	MDOT	Vision	I-55	MS 463 to Gluckstadt Rd	Widen to 8 Lanes, Widen to 6 Lanes	1.88, 2.04	●	\$71,928,000	EJ EC
154	Local/MPO	Vision	N Airport Rd Extension	Liberty Rd to Old Fannin Rd	New 2 Lane Roadway	3.26	●	\$19,234,000	EJ
113	MDOT	Vision	I-20	Crossgates Blvd to US 80 east of Brandon	Widen to 6 Lanes	5.14	●	\$50,886,000	EC
128	MDOT	Vision	I-55	E Pascagoula St to E Woodrow Wilson Ave	Widen to 8 Lanes	2.50	●	\$24,750,000	EJ EC
115	MDOT	Vision	I-55	Copiah County Line to Siwell Rd	Widen to 6 Lanes	10.26	●	\$101,574,000	EJ EC
120	MDOT	Vision	US 51	Weisenberger Rd to MS 16	Widen to 4 Lanes	7.63	●	\$26,705,000	EJ EC

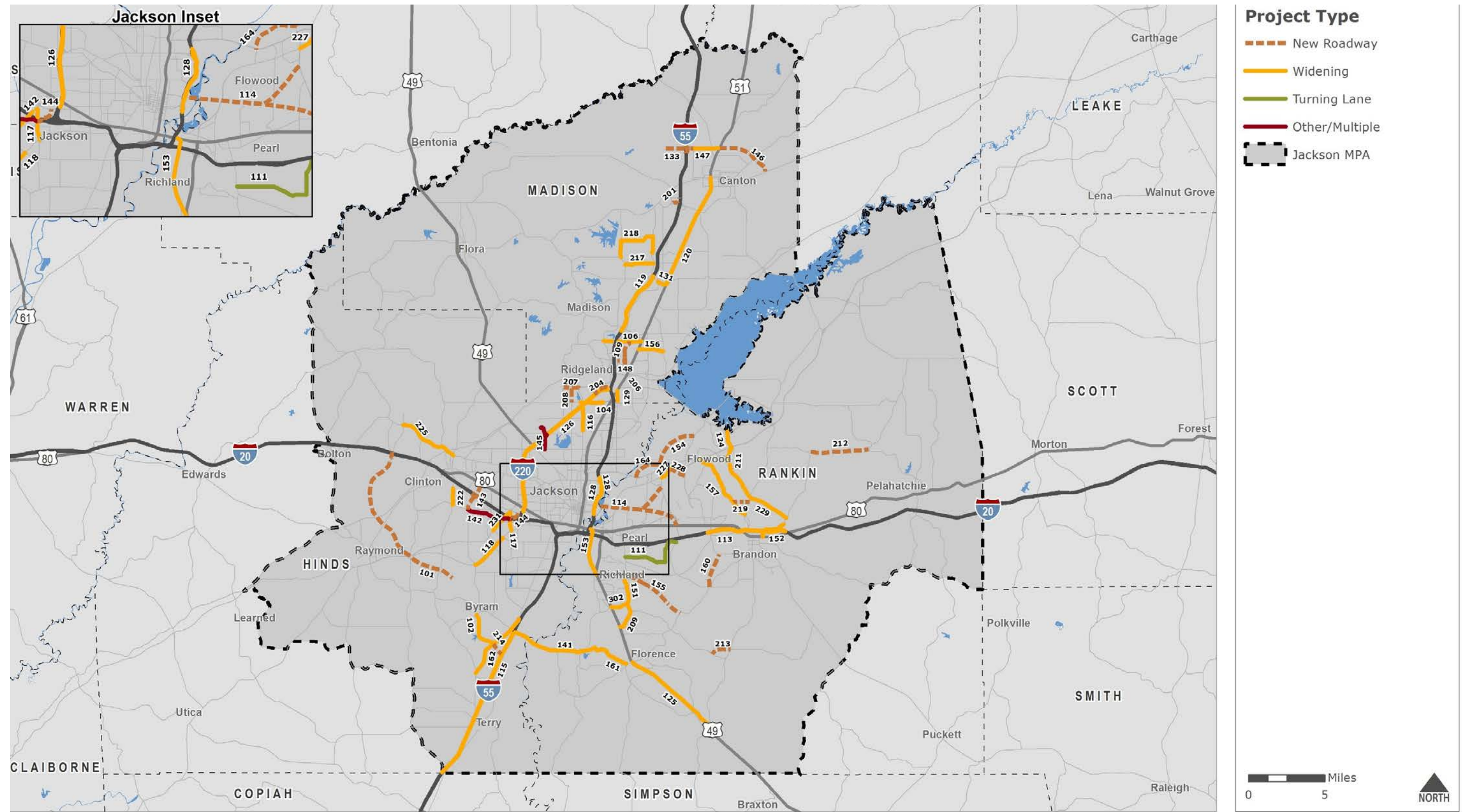
Project ID	Funding	Stage	Route	Location	Improvement	Length (mi)	Type	Cost	Design Considerations
126	MDOT	Vision	I-220	I-20 to I-55	Widen to 6 Lanes	10.74	●	\$106,326,000	EJ EC
125	MDOT	Vision	US 49 S	Star Rd to Main St in Florence	Widen to 6 Lanes	6.41	●	\$22,435,000	EC
155	Local/MPO	Vision	Petros Rd	S Pearson Rd to MS 469	New 4 Lane Divided	4.37	●	\$52,440,000	
147	Local/MPO	Vision	Green Acres Rd	King Ranch Rd to US 51	Widen to 4 Lanes Divided	1.74	●	\$6,090,000	EJ EC
219	Local	Vision	Warner Dr	Luckney Rd to MS 471	Widen to 4 Lanes and New 4 Lane Roadway	0.58, 0.55	●	\$8,630,000	
133	Local/MPO	Vision	Green Acres Rd Extension	Old Yazoo City Rd to King Ranch Rd	New 4 Lane Divided and New Interchange	2.01	●	\$48,120,000	
141	MDOT	Vision	Siwell Rd/Florence-Byram Rd	I-55 to Cleary Rd	Widen to 4 Lanes with Toll Bridge	4.76	●	\$16,660,000	EJ EC
143	MDOT/Local	Vision	Siwell Rd Extension	McRaven Rd to US 80	New 4 Lane Divided and New Interchange	1.93	●	\$47,160,000	EJ EC
204	MDOT/Local	Vision	I-220 Frontage Road	Cole Rd to Brame Rd	New Frontage Road	2.39	●	\$14,101,000	EC
231	MDOT	Vision	MS 18	I-20 to McDowell Rd	Widen to 6 Lanes	1.05	●	\$3,675,000	

Note: Bicycle and pedestrian improvements should be part of the overall design phase of all projects and included unless restrictions apply consistent with FHWA guidance.

Improvement Type: ● New Roadway ● Widening ● Turning Lane ● Other/Multiple

Design Considerations: EJ – High Concern for Environmental Justice Impacts EC – High Concern for Environmental and Community Impacts





Figure 9.7: Visionary Roadway Capacity Projects



Data Sources: Neel-Schaffer, Inc.; MPO

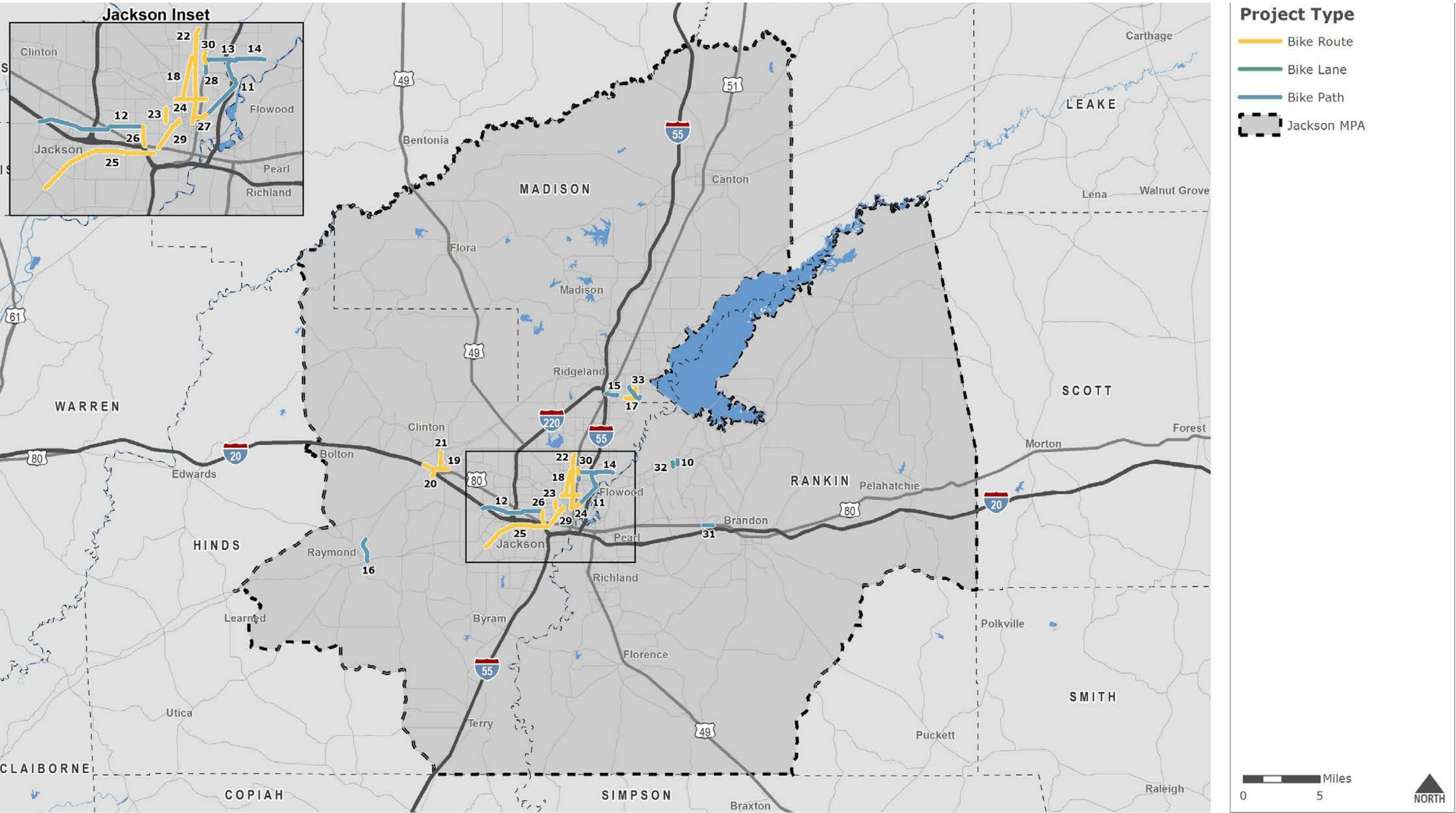
Disclaimer: This map is for planning purposes only.

Table 9.7: Visionary Bicycle and Pedestrian Project Corridors

Project ID	Responsible LPA	Stage	Route	Location	Length (mi)	Type	Cost
BP-10	City of Flowood	Vision	Old Fannin Rd	Ridge Way to Flowood Dr	0.31		TBD
BP-11	City of Jackson	Vision	Fairgrounds to Riverside Park Path	High St by Mississippi State Fair to LeFleur's Bluff State Park	2.38		TBD
BP-12	City of Jackson	Vision	John R Lynch St	Maddox Rd to Wiggins St	3.93		TBD
BP-13	City of Jackson	Vision	Lakeland Dr	Old Canton Rd to I-55 Frontage Rd	0.86		TBD
BP-14	City of Jackson	Vision	Lakeland Dr	Cool Papa Bell/Museum Blvd to Ridgewood Rd	1.59		TBD
BP-15	City of Ridgeland	Vision	Entergy Line Route	Hwy 51 to S Wheatley St	0.73		TBD
BP-16	City of Raymond	Vision	Hinds Blvd	Clinton Rd to Hwy 18	1.55		TBD
BP-17	City of Ridgeland	Vision	Northpark Dr	S Pear Orchard Rd to Lake Harbor Dr	1.39		TBD
BP-18	City of Jackson	Vision	Mill St	W Mitchell Ave to Taft St	1.48		TBD
BP-19	City of Clinton	Vision	I-20 Frontage Rd/College St/Old Hwy 80	Natchez Trace Pkwy to Cedar Grove Cemetery	1.66		TBD
BP-20	City of Clinton	Vision	Clinton-Raymond Rd	W College St to Brighton Park Dr	0.51		TBD
BP-21	City of Clinton	Vision	Jefferson St to Neal St	W College St to E Northside Dr	1.20		TBD
BP-22	City of Jackson	Vision	N West St	E Capitol St to Meadowbrook Rd	3.54		TBD
BP-23	City of Jackson	Vision	Rose St	Metro Pkwy to W Capitol St	0.48		TBD
BP-24	City of Jackson	Vision	Fortification St	MLK Jr Dr to N Jefferson St	1.15		TBD
BP-25	City of Jackson	Vision	Raymond Rd	Maddox Rd to Terry Rd	4.63		TBD
BP-26	City of Jackson	Vision	Valley St	US 80 to John R Lynch St	0.71		TBD
BP-27	City of Jackson	Vision	Mississippi St	N Congress St to Museum to Market Trail	0.52		TBD
BP-28	City of Jackson	Vision	N State St/Old Canton Rd	E Woodrow Wilson Ave to Lakeland Dr	0.52		TBD
BP-29	City of Jackson	Vision	University Blvd	US 80 to W Capitol St	1.37		TBD
BP-30	City of Jackson	Vision	N State St	Old Canton Rd to Hartfield St	0.41		TBD
BP-31	City of Brandon	Vision	US 80 (W Government St)	Crossgates Blvd to Woodgate Dr	0.65		TBD
BP-32	City of Flowood	Vision	Lakeland Commons Connection	Lakeland Dr to Flowood Dr	0.32		TBD
BP-33	City of Ridgeland	Vision	School Creek Run	Lake Harbour Dr to Old Canton Rd	1.00		TBD

Facility Type:  Bicycle Path  Bicycle Route  Bicycle Lane

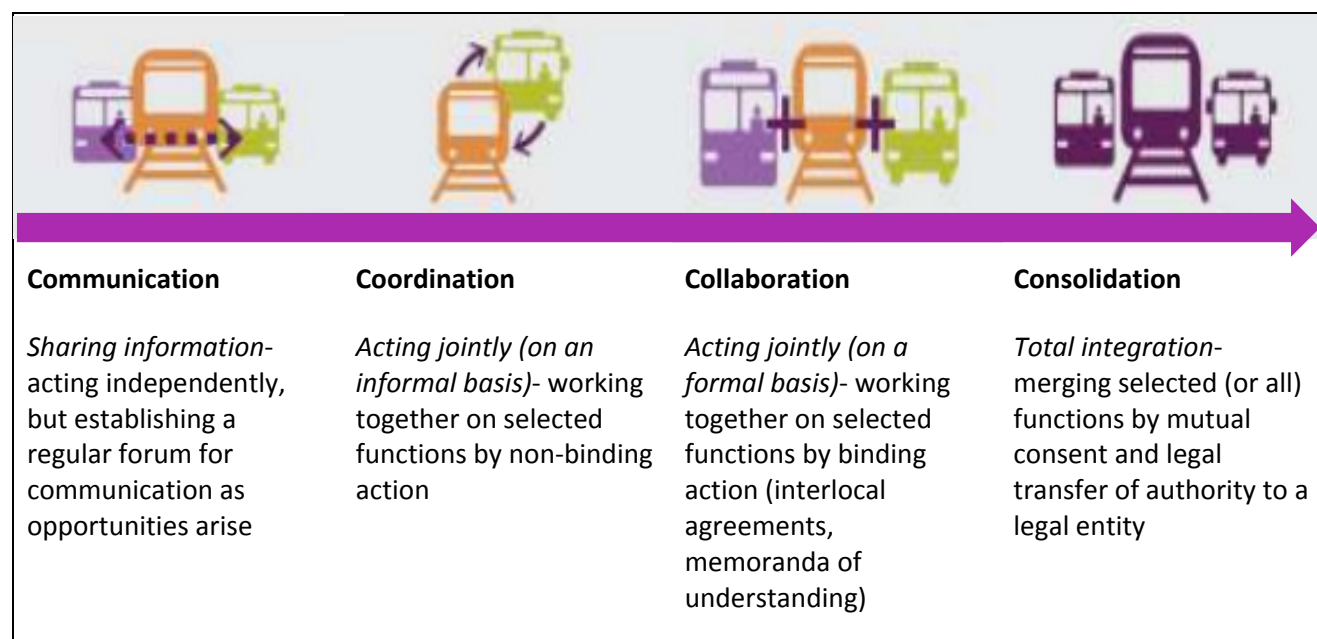
Figure 9.8: High-Priority Bicycle and Pedestrian Project Corridors



Data Sources: Neel-Schaffer, Inc.; MPO

Disclaimer: This map is for planning purposes only.

Figure 9.9: Levels for Integration for Regional Transit Providers

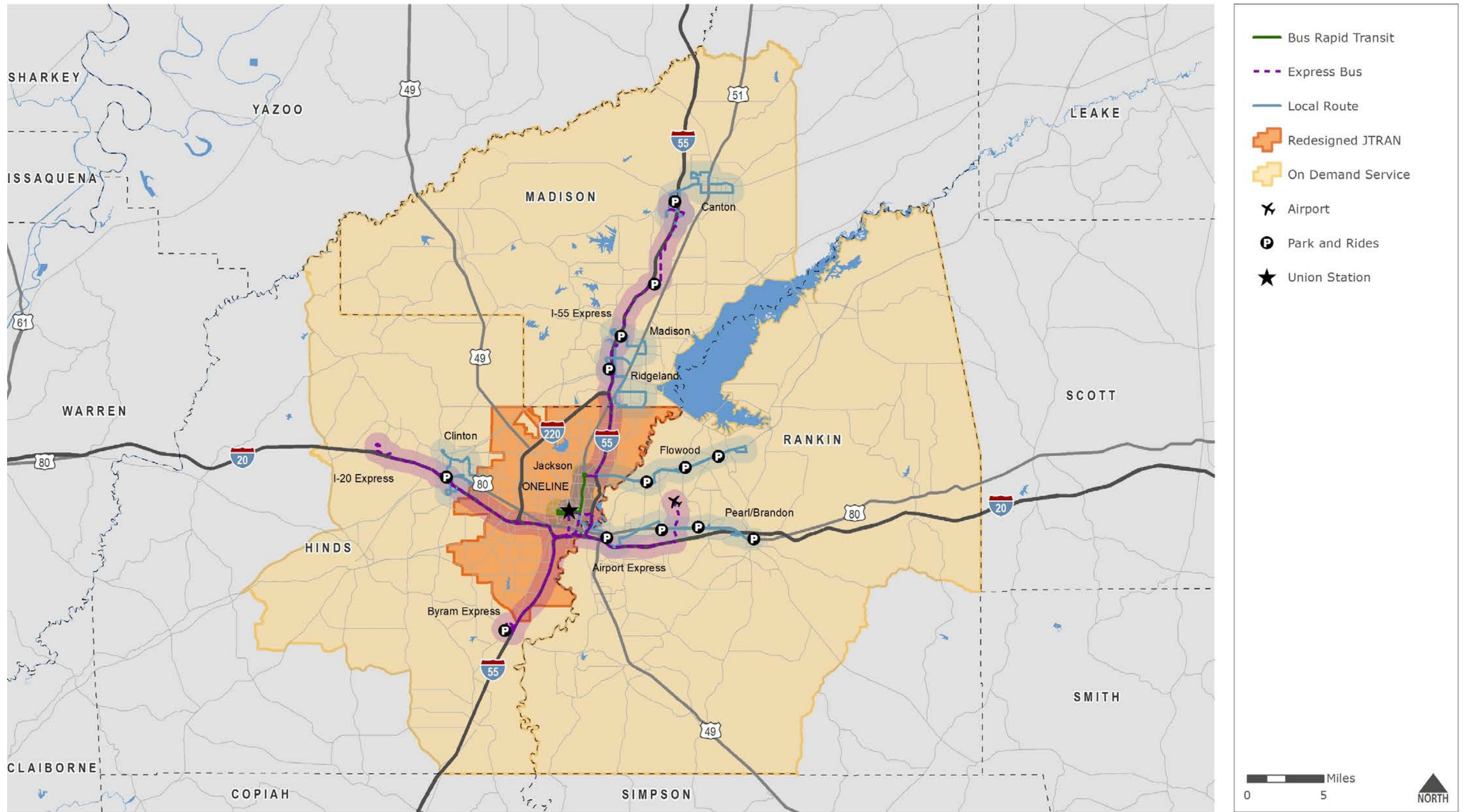


Source: Adapted and modified from North Carolina Department of Transportation (NCDOT) and KFH Group, Inc., *Statewide Regionalization Study Final Report* (2012).

Table 9.8: Service Levels for Regional Transit Framework Concepts

Corridor	Weekday		Saturday		Sunday	
	Span	Frequency	Span	Frequency	Span	Frequency
ONELINE	5 a.m. to 12 a.m.	15 min.	5 a.m. to 12 a.m.	15 min.	8 a.m. to 8 p.m.	30 min.
Flowood	6 a.m. to 10 p.m.	60 min.	6 a.m. to 10 p.m.	60 min.	8 a.m. to 8 p.m.	60 min.
Pearl/Brandon	6 a.m. to 10 p.m.	60 min.	6 a.m. to 10 p.m.	60 min.	8 a.m. to 8 p.m.	60 min.
Ridgeland	6 a.m. to 10 p.m.	60 min.	6 a.m. to 10 p.m.	60 min.	8 a.m. to 8 p.m.	60 min.
Madison	6 a.m. to 10 p.m.	60 min.	6 a.m. to 10 p.m.	60 min.	8 a.m. to 8 p.m.	60 min.
Canton	6 a.m. to 10 p.m.	45 min.	6 a.m. to 10 p.m.	45 min.	8 a.m. to 8 p.m.	60 min.
I-55 Express	6-9 a.m. and 3-6 p.m.	60 min.	n/a	n/a	n/a	n/a
Airport Express	6 a.m. to 10 p.m.	60 min.	6 a.m. to 10 p.m.	60 min.	8 a.m. to 8 p.m.	60 min.
Clinton	6 a.m. to 10 p.m.	60 min.	6 a.m. to 10 p.m.	60 min.	8 a.m. to 8 p.m.	60 min.
I-20 Express	6-9 a.m. and 3-6 p.m.	60 min.	n/a	n/a	n/a	n/a
Byram Express	6 a.m. to 10 p.m.	60 min.	6 a.m. to 10 p.m.	60 min.	8 a.m. to 8 p.m.	60 min.

Figure 9.10: Regional Transit Framework



Data Sources: Neel-Schaffer

Disclaimer: This map is for planning purposes only.

Appendix: Public/Stakeholder Outreach Documentation

Round 1 Documentation

The MULTIPLAN Team, of which the Jackson MPO is part of, placed outreach emphasis on two (2) rounds of public meetings strategically timed to occur at the beginning and near the end of the planning process.

During Round One, a total of nine (9) public meetings were held in easy-to-access, ADA-compliant locations across the state. These locations met FHWA, MDOT, and MPO requirements for public meeting venues. MDOT and the MPOs worked to ensure that each meeting was conveniently located and that meeting times and dates best met the needs of the public.

Date	Time	Location
March 12, 2019	4-6 p.m.	Jackson County Administration Building, 2915 Canty Street, Pascagoula, MS
March 13, 2019	4-6 p.m.	Bay St. Louis Community Hall, 301 Blaize Avenue, Bay St. Louis, MS
March 14, 2019	4-6 p.m.	GRPC Office, 1635-G Popps Ferry Road, Biloxi, MS
March 19, 2019	4-6 p.m.	CMPDD Office, 1170 Lakeland Drive, Jackson, MS
March 26, 2019	4-6 p.m.	Lamar Park Community Center, Hattiesburg, MS (Lamar County)
March 28, 2019	4-6 p.m.	Hattiesburg Historic Train Station, 308 Newman Street, Hattiesburg, MS (Forrest County)
April 2, 2019	4-6 p.m.	Cleveland Chamber of Commerce, 101 South Bayou Avenue, Cleveland, MS
April 3, 2019	4-6 p.m.	MDOT Batesville District Office, 150 US Highway 51 North, Batesville, MS
April 4, 2019	4-6 p.m.	MDOT Tupelo District Office, 1909 N Gloster Street, Tupelo, MS

Multiplan Website

Crafting an engaging website that would be the most up-to-date resource for Mississippi's statewide community was a priority of the MULTIPLAN Team. Clear, concise, and easy-to-navigate, the site offered the public access to information 24/7. The website was designed to help people better understand the long-range transportation planning process and the various roles MDOT and the MPOs play in plan development.



The MULTIPLAN website offered the following information:

- Event information
- Official comment forms and instructions for making comments via the U.S. postal service, email, through the website, and by phone
- MULTIPLAN Team contact information
- Educational information about the long-range transportation plan update process and ways to become involved
- Links to MDOT's and the MPOs' websites
- Infographics and frequently asked questions
- The draft long-range transportation plans
- The final long-range transportation plans

Below is a snapshot of the MULTIPLAN 2045 website statistics:

- Sessions: 2,490
- Visitors: 1,872
- Pageviews: 4,335

Quarterly Newsbytes

To keep busy stakeholders informed, the MULTIPLAN Team provided planning updates in graphic-driven electronic formats. The goal was to provide contact information, meeting notices, and updates of general planning activity in a format for rapid and easy understanding. Newsbytes disseminated by the MULTIPLAN Team through Constant Contact emails achieved this goal. A total of six (6) were sent during development of the Jackson MTP.

The MULTIPLAN Team released the newsbytes beginning in July 2019 after Round One public meetings were completed. The Constant Contact newsbytes and the databases used for emailing Information to them are documented in MULTIPLAN Annex 7, Appendix N.



Jackson Metro Transportation Planning Update

Volume 1, July 2019

Jackson Edition

JACKSON METRO WE HEAR YOU!

Thanks for participating in the Central Mississippi Planning & Development District Metropolitan Planning Organization transportation plan update activities.

As a transportation stakeholder, we greatly value the insights you provided. When asked recently about key trends impacting transportation, you responded loud and clear.

Your input will be used to help make important transportation decisions as we work to update the Jackson Urbanized Area's long-range Metropolitan Transportation Plan in 2020.

YOU ARE HERE!

The Big Picture

The Long-Range Transportation Planning Process

- 1 Define our current transportation needs.
- 2 Explain long-range transportation planning, why it is important and how people can participate in planning for the future.
- 3 Develop growth forecasts.
- 4 With input from the public, begin to plan how and where limited transportation funding should be spent.**
- 5 Develop goals and performance standards for our state.
- 6 Identify ways for improving transportation.
- 7 Develop a financial plan.
- 8 Put together a draft long-range transportation plan that includes short-range programs.
- 9 Estimate the impact the draft plan might have on the environment.
- 10 Invite the public to review and make official comments about the draft plan.
- 11 Develop the final plan, which can be updated or amended if new information is discovered.

According to our stakeholder survey, your top three transportation priorities are:

-  Improving safety
-  Maintaining roads and infrastructure
-  Making transit, biking and walking more convenient

You feel the two most congested roadways during rush hour are:



The two roadways and or intersections you believe are in greatest need of safety improvements are:



Between the Stack and Waterworks Curve



Various interchanges along I-55

Stay involved!

Watch for quarterly newsbytes such as this one and ways you can participate in transportation planning. Questions? Contact us at mpo@cmpdd.org or www.cmpdd.org



mstransportationplan2045.com



Jackson Metro Transportation Planning Update

Volume 2, October 2019

Jackson Metro Edition

PLANNING ON COURSE

Progress continues in the development of your Metropolitan Transportation Plan, which represents long-range transportation goals and objectives for Mississippi's central region.

Planners are currently developing goals and performance standards based on the priorities you identified earlier this year and the data gained from analyses of existing transportation modes, mobility studies and growth forecasts. Step Five, depicted in the timeline to the right, indicates our position in the planning process.

Long-range planning provides a framework for developing and putting into place our strategic transportation system investments and financial plans. It also addresses the gap between transportation needs and available funding by setting realistic goals.

Development of the final plan is anticipated to occur in mid-to-late 2020 following a second round of public meetings. During the public meetings, you will be asked to once again become engaged in transportation planning by reviewing and making comments about the draft plan. After that public input is received, the plan will be finalized and officially adopted in December of 2020.

Let's continue working for a safe and efficient transportation system that meets future needs and improves quality of life for all.

YOU ARE HERE!

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Did you Know...

Transportation officials update our long range mobility plans every **Five Years** with help from concerned individuals and stakeholders like you.

MULTIPLAN 2045 is a coordinated effort among MDOT and the state's MPOs to develop strategies to meet future transportation needs over the next **25 years**. Three of the state's MPOs are developing transportation plans concurrently with MDOT, and the Memphis MPO is consulted throughout the process to produce plans that are seamless in nature.

Planners are eager to **hear from you** as together we can develop the best possible transportation system for our region and state.



Gulf Regional Planning Commission MPO, along with the Memphis MPO, are responsible for transportation planning in urbanized areas with populations of **50,000 or more**. Their long-range plans are called Metropolitan Transportation Plans (MTPs) and are key components of MLIU TIP/IAN.



MULTIPLAN guides long-range transportation decisions on a **statewide level** and provides a way to collectively look at the big picture of transportation development. It helps us answer the questions "What do we want from our transportation system over the next 25 years, and how can we achieve it?"

Stay Engaged!

Watch for quarterly newbytes such as this one and ways you can participate in transportation planning such as public meetings or surveys. Questions? Contact us at mpo@cmpdd.net or www.cmpdd.org.



mstransportationplan2045.com



Jackson Metro Transportation Planning Update

Volume 3, February 2020

Jackson Metro Edition

Long-Range Planning Continues

Central Mississippi Planning and Development District (CMPDD) Metropolitan Planning Organization (MPO) planners are moving forward in updating your Metropolitan Transportation Plan, which represents long-range transportation goals and objectives for the state's central region. This email is one way we have committed to keeping you informed throughout the planning update process!

In 2019, after careful analysis to identify and make growth forecasts for highway, rail, port, air, bike/pedestrian, public transit and multimodal freight needs, planners asked the public how and where limited transportation funding should be spent. Using the needs and growth forecasts along with public input, the CMPDD MPO is currently working to establish goals and performance standards for critical elements of the Mississippi transportation network. Step Five, depicted in the timeline to the right, indicates our current position in the planning process.

The CMPDD MPO utilizes performance standards to keep track of critical transportation network elements. One example is seen in pavement management. As pavement ages, transportation officials use performance measures to determine its condition and whether the pavement is meeting key transportation goals such as ensuring people and freight haulers can move reliably and safely to their destinations. Planners also use performance measures to ensure future funding decisions align with key goals informed by your input and set during this long-range planning process.

MPO officials anticipate development of the Metropolitan Transportation Plan to occur in mid-to-late 2020 following a second round of public meetings. Specific times, dates and locations for review of the draft Metropolitan Transportation Plan will be announced at mstransportationplan2045.com, on the CMPDD MPO web site www.cmpdd.org, and

in advertisements, email and social media. During these meetings, you will be invited to provide comments before the long-range plan is finalized. Your input helps guide decisions about our strategic transportation system investments and financial plans.

YOU ARE HERE!

The Big Picture The Long-Range Transportation Planning Process

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- 5 Develop goals and performance standards for our region's transportation system.**
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- 11 Develop the final plan, which can be updated or amended if new information is discovered.

Keeping You Informed!

The CMPDD MPO is committed to keeping you informed and involved.

Want to know more? Contact us at mpe@cmpdd.org or www.cmpdd.org.


mstransportationplan2045.com



Jackson Metro Transportation Planning Update

Volume 4, April 2020

Jackson Metro Edition

Transportation Planning is Moving Mississippi Forward

Although the COVID-19 pandemic is causing uncertainties in how we conduct our lives and work, the Central Mississippi Planning and Development District (CMPDD) Metropolitan Planning Organization (MPO) is moving forward in updating your Metropolitan Transportation Plan (MTP). The MTP represents long-range transportation goals and objectives for the state's central region and is a component of the Mississippi Department of Transportation's MULTIPLAN, Mississippi's Unified Long-Range Transportation Infrastructure Plan for the year 2045, which is also currently being updated.

As part of the process, CMPDD and MULTIPLAN planners receive valuable insight from stakeholders and the public that helps guide transportation improvements. Even though COVID-19 social distancing requires all of us to change the way we interact, the planning team will continue providing safe and convenient opportunities to hear from you.

Planners will advertise opportunities for review and comment in early fall when the draft documents are expected to be available. Notifications of specific times, dates and methods for review and comment will be posted on mstransportationplan2045.com and on the CMPDD MPO web site www.cmpdd.org. Information will also be available through media outlets, email and social media.

YOU ARE HERE!

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Planning Activities on Schedule

As indicated in the graphic above, the work remains on schedule and has reached Step Six – “Identifying ways for improving transportation.”



Improvement strategies are based on analysis, review of existing plans, and insight from stakeholders and the public. Planners have already evaluated existing and future conditions, and now they will consider anticipated future revenues to conduct trade-off analysis for differing improvement strategies to effectively meet performance requirements. Finally, planners will conduct safety and security analysis and assess the resiliency of the transportation network. These findings will be used to develop recommendations.

Keeping You Informed!

Need to know more? Contact us at mpe@cmpdd.org or www.cmpdd.org.



mstransportationplan2045.com



Jackson Metro Transportation Planning Update

Volume 5, July 2020

Jackson Metro Edition



Financial Planning Underway

The Central Mississippi Planning and Development District [CMPDD] Metropolitan Planning Organization (MPO) is more than halfway through the process of updating your Metropolitan Transportation Plan [MTP].

As indicated in the graphic to the right, planners are evaluating financial strategies for meeting long-range transportation needs. By analyzing historical funding levels and input from various state and local agencies, they estimate anticipated future revenue availability. Planners then program the estimated revenues to address identified needs.

Earlier in the MTP update process, the public and stakeholders were invited to provide input on how and where transportation dollars should be spent. This feedback, along with other data, guides planners in preparing for system improvements. System improvements include but are not limited to maintenance, new capacity, operations and bike/ped paths.

Planners are also assessing the resiliency of the transportation network to provide future motorists with more reliable mobility and accessibility. They conduct safety and security analyses that indicate the transportation network's ability to withstand or recover from extreme weather and accidental and/or intentional damage, such as acts of terrorism.

The MTP represents long-range transportation goals and objectives for the state's central region and is a component of the Mississippi Department of Transportation's 2045 MULTIPLAN. MULTIPLAN is Mississippi's Unified Long-Range Transportation Infrastructure Plan for the year 2045 and is #movingmississippiforward!

YOU ARE HERE!

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The Long-Range Transportation Planning Process

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Next Steps



During these uncertain times of social distancing resulting from the COVID-19 pandemic, the CMPDD has already begun planning safe and convenient opportunities for you to voice your opinions about the draft MTP. Notification of specific times, dates and methods for review and comment will be made available early this fall on the CMPDD MPO web site www.cmpdd.org and www.mstransportationplan2045.com, as well as in advertisements, via emails and on social media.

Keeping You Informed!

Need to know more? Contact us at mpo@cmpdd.org or www.cmpdd.org. You may also visit www.mstransportationplan2045.com.


mstransportationplan2045.com



Jackson Metro Transportation Planning Update

Volume 6, October 2020

Jackson Metro Edition

Jackson Area Draft Plan Available for Review and Comment

After months of planning and with valuable input from you, the Central Mississippi Planning and Development District (CMPDD) Metropolitan Planning Organization (MPO) is pleased to announce the availability of the draft Jackson Urbanized Area's 2045 Metropolitan Transportation Plan (MTP) for review and comment. Your comments have been a critical part of the plan development process. Now, before the plan is finalized, we look forward to hearing from you once again! Comments will be accepted until Nov. 2, 2020.

The MTP is a required planning document that reflects a comprehensive blueprint of the region's transportation system needs over the next 25 years. It forecasts changes in the region and seeks to identify transportation improvements needed to keep people and goods moving smoothly while identifying a financially feasible list of proposed improvements. The plan is multi-modal and addresses needs in roadway, public transportation, bicycle and pedestrian, rail, and freight.

The MTP is a component of MULTIPLAN 2045. MULTIPLAN is Mississippi's Unified Long-Range Transportation Infrastructure Plan for the year 2045, which is a coordinated effort among the Mississippi Department of Transportation (MDOT) and three of the state's MPOs.



Multiple Ways to Comment

Due to the COVID-19 pandemic and related safety concerns, the CMPDD is offering multiple ways for you to be involved.



VIRTUAL PUBLIC MEETING

To participate in a virtual public meeting, visit www.mstransportationplan2045.com. Participants will have an opportunity to hear presentations and make live comments. Afterward, recordings of the presentation will be available on the website until Nov. 2, 2020. The schedule is as follows:

Date/Time	Hosts	Proposed Plans Available for Review
Thursday, Oct. 22 6pm	MDOT and CMPDD MPO	Statewide Long-Range Plan and the Jackson area Metropolitan Transportation Plan



COMMENT ONLINE

Individuals may make electronic comments by visiting www.cmpdd.org/public-notice/.



MAIL/EMAIL COMMENTS

Written comments should be mailed to CMPDD, 2045 Metropolitan Transportation Plan, P. O. Box 4935, Jackson, MS 39296-4935 or mpo@cmpdd.org.

If you need assistance locating a copy of the plan or making a comment, contact Transportation Planning Staff members at 601.981.1511.

We are #movingmississippiforward

Keeping You Informed!

Need to know more? Contact us at mpo@cmpdd.org or www.cmpdd.org.



mstransportationplan2045.com

Social Media

From the beginning of Round One public involvement activities, which began in March 2019, social media was utilized by the MULTIPLAN Team to get information to the Mississippi public, including residents and workers within the MPA. By creating a standalone Facebook page for MULTIPLAN 2045, the Team gave citizens a portal for information exclusively about MULTIPLAN 2045 (versus other MDOT and MPO projects). As the largest stakeholder in the United States' social media market, Facebook was the primary platform utilized by the MULTIPLAN Team. Instagram, which was also used from the start of the project, helped connect the MULTIPLAN Team with a younger audience. As COVID-19 progressed, Twitter and LinkedIn were added to increase reach. Twitter's primary target audiences are the legislature and media, while LinkedIn is in the business industry niche.

The MULTIPLAN Team's approach for utilizing social media was to post or "push" a steady flow of information to the public that would generate and retain awareness. The approach also included a targeted series of "micro-boosted" Facebook posts and videos that served as ads directed to either statewide dissemination or to specific MPO areas (footprints) based on media-designated market areas or cities/townships. Because Facebook owns Instagram, ads were also served on that platform at no additional cost.

After the Round One public meetings, the team utilized Facebook in a statewide effort to increase participation in an online public survey.

In July 2019, the MULTIPLAN Team recognized a need to increase social media in order to keep engagement high over the eighteen months between the Round One and Round Two public meetings. The Team developed an amended social media strategy that included providing emailed newsbytes to stakeholders using Constant Contact and increasing public messaging via social media.

Short video clips or "snippets" and other graphic-driven messages were created to help engage audiences, create buzz with "did you know" facts, promote a calendar of events, and boost interest in review of the final draft plan. The snippets may be reviewed at:

<https://www.facebook.com/MULTIPLAN2045/videos>.

Print Media

During Round One the MPO provided printed publications to bring attention to the MTP process. A full list of printed media can be found in MULTIPLAN Annex 7, Appendix C. Below are the notices and advertisements for the MTP Round One public involvement.



Mississippi's Unified Long-Range Transportation Infrastructure Plan Open-House Public Meeting



The Mississippi Department of Transportation (MDOT) in coordination with the Central Mississippi Planning and Development District Metropolitan Planning Organization (MPO) invites you to attend an open-house public meeting for the development of the Jackson Metropolitan and statewide transportation plans, also known as MULTIPLAN. Join the conversation about the planning process for our state's long-range transportation development. Planning efforts consider key transportation needs that are identified by citizens who attend these meetings. The development and implementation of a multimodal transportation system typically addresses connectivity between public transportation, motorized and nonmotorized transportation, rail, commercial motor vehicles, trails, waterways, aviation facilities and other initiatives. Individuals who require auxiliary aids or require alternative languages and want to participate should contact MDOT at 601-359-7685 at least five days prior to the meeting date.

Residents in the metro area are invited to join us

Tuesday, March 19, 4-6 p.m.
Central Mississippi Planning & Development District Office
1170 Lakeland Drive
Jackson, MS 39216

MDOT and MPO staff members will be present at the meeting to discuss the planning process and receive input for the statewide and the Jackson area MPO plans.

This open-house public meeting will be hosted by MDOT and CMPDD.

Visit mstransportationplan2045.com
to learn more.



NEWS RELEASE

for Immediate Release

Mississippians are Invited to Participate in Long-Range Transportation Planning

JACKSON, MISS., Tuesday, March 6, 2019 --- The Central Mississippi Planning and Development District Metropolitan Planning Organization (CMPDD) and the Mississippi Department of Transportation (MDOT) invite citizens to participate in the development of the state's long-range transportation plan, according to CMPDD/MPO Chief Executive Officer Mike Monk.

An open-house public meeting hosted jointly by CMPDD and MDOT is scheduled for Tuesday, March 19, from 4 - 6 p.m., at the CMPDD Office located at 1170 Lakeland Drive, Jackson, MS 39216. The meeting is an opportunity for people to let planners know their transportation needs and suggestions for improvements.

"Citizens in Hinds, Rankin and Madison counties are invited to share their transportation needs," Monk said. "By working together, we are better able to develop goals that safely meet our mobility requirements and strengthen our economy."

Mississippi's Unified Long-Range Transportation Plan (MULTIPLAN) is comprehensive in nature. It guides statewide planning efforts by helping answer the questions "What do we want from our transportation system over the next 25 years, and how can we achieve it?" In addition to teaming with CMPDD, MDOT is also working with the Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization and the Gulf Regional Planning Commission Metropolitan Planning Organization.

The CMPDD is responsible for transportation planning in the central urbanized area of the state. It coordinates the transportation planning processes and programs for Hinds, Rankin and Madison counties that become a part of MULTIPLAN.

For additional information about MULTIPLAN 2045, visit mstransportationplan2045.com.

Individuals requiring auxiliary aids or alternative languages and wishing to participate in the meetings should call 601.359.7685 no later than five days prior to the meeting.

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**Mississippi's Unified Long-Range Transportation
Infrastructure Plan
Open-House Public Meeting**



The Mississippi Department of Transportation (MDOT) in coordination with the Central Mississippi Planning and Development District Metropolitan Planning Organization (MPO) invites you to attend an open-house public meeting for the development of the Jackson Metropolitan and statewide transportation plans, also known as MULTIPLAN. Join the conversation about the planning process for our state's long-range transportation development. Planning efforts consider key transportation needs that are identified by citizens who attend these meetings. The development and implementation of a multimodal transportation system typically addresses connectivity between public transportation, motorized and nonmotorized transportation, rail, commercial motor vehicles, trails, waterways, aviation facilities and other initiatives. Individuals who require auxiliary aids or require alternative languages and want to participate should contact MDOT at 601-359-7685 at least five days prior to the meeting date.

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Visit mstransportationplan2045.com
to learn more.

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State/Metro

Renee Shakespeare appointed Hinds County District 3 Election Commissioner

By Brinda Fuller Willie, PhD
Jackson Advocate Contributing Writer

The Hinds County Board of Supervisors, with board president and District 3 Supervisor Peggy Calhoun presiding, appointed Renee Shakespeare as the District 3 Election Commissioner during their regular board meeting on Monday, March 4, 2019.

The Board voted unanimously, with the motion seconded by Calhoun, to appoint Shakespeare as the next Election Commissioner for District 3 in Hinds County, which covers parts of West and

for RealPure Beverage Group in Magee, MS, where she oversaw payroll and all other accounting functions for the water bottling operation.

Shakespeare's organizational and logistical skillsets led her from Operations Management and Accounting to grant writing for the City of Jackson and the Hinds County Sheriff's Office. During her tenure with the two law enforcement agencies, Shakespeare secured millions of dollars of external funding at the local, state and national levels. She was able to secure the highly

derground Railroad. In addition to this effort, Shakespeare also engaged in extensive research under the guidance of Ser Seth Ab-Heier, the coordinator of the Forks of the Roads historical site in Natchez, MS. This work led to the design and installation of four interpretive signs that can be visited at the former slave market.

Not just an on-air radio personality, Shakespeare currently works in dual roles at WMPR as administrative assistant and producer of the highly-acclaimed radio talk show, "Let's Talk", with Mr. Charles Evers. She also produces "Coffee and Conversation", a popular and fast-growing radio interview show.

Shakespeare works extensively in the community by hosting political forums and engaging in advocacy efforts on behalf of victims of sexual assault and other marginalized individuals. She also helps to organize and mobilize communities to address important public interest issues and topics.

In an effort to educate her fellow Jacksonians about the economic development benefits of buying locally, Shakespeare co-founded "Buy Jackson" with Dannon Durr in 2006. Serving as a successful blueprint, "Buy Jackson" has inspired other like-minded, community individuals to act. In 2018, Shakespeare received a nomination as a Governor of the National Association of NonProfit Organizations and Executives. She is also the past president of the Jackson Association of Neighborhoods.

Shakespeare is the mother of four adult children and attends the Greater Antioch Missionary Baptist Church pastored by Rev. Clyde Tate.

Constituents can call Shakespeare at 601-968-6555 Monday through Friday, except on legal holidays. The Hinds County Board of Supervisors meet on the 1st and 3rd Mondays of the month in the Board Room of the Hinds County Chancery Court Building at 316 South President Street in Jackson. All meetings are open to the public. Visit www.hindscountys.com/elected-office/board-of-supervisors for additional information.



Renee Shakespeare (left) and board president and District 3 Supervisor Peggy Calhoun

South Jackson. She will attend and participate in special Election Commission training at the Secretary of State's Office on March 12, 2019.

Born in Buffalo, NY, Shakespeare grew up in Jackson, MS where she attended Jim Hill High School and later studied under the tutelage of the late Gladys P. Norris at Jackson State University.

Shakespeare is a very talented, intellectual woman with a vast array of experiences and interests, which makes her the "go to" person for professional and personal guidance for many.

Professionally, Shakespeare's first career was in management in the food service industry. She became the Operations Manager for Ellis Enterprises, easily shouldering responsibility for the oversight of trucking and productivity of more than 52 restaurants. Following her time with Ellis Enterprises, Shakespeare became Director of Accounting

competitive COPs hiring grants for both the city and the county. Additionally, she secured grants for the Jackson Police Department that were recognized as demonstration projects by the Department of Justice in 2009 and were used to support all other grantees in the Southeastern Region.

Seizing the opportunity to demonstrate her versatile nature, great passion for community, advocacy, and service, Shakespeare began hosting her own radio show on WMPR 90.1FM in 2004, "The Drinking Gourd". She garnered widespread recognition when the National Park Service designated her show as an element of the Park Services' "Network to Freedom" program. The program was created to coordinate preservation and education efforts nationwide and integrate local historical places, museums, and interpretive programs associated with the Un-

5th Annual Run for Our Community 5K will create children's savings accounts for youth in Jackson area

JANS - Springboard to Opportunities, a Jackson-based nonprofit, is hosting the 5th Annual Run for Our Community 5K on Saturday, March 30, 2019.

The race is set to kick off at 9:00am at Dawson Elementary School with registration beginning at 8:00am. The finish line will be at the Lincoln Garden community where everyone is invited to join in the celebration at a block party.

For the third year, all money raised will serve as seed money to create Children's Savings Accounts. Over the past 2 years, Springboard raised over



\$60,000 through the 5K race, which has provided the funding for over 200 accounts for Springboard kids. Children's Savings Accounts are long-term, asset-building accounts, established for children, even as early as birth, and can grow over their lifetime. These savings accounts can be used for tuition, room and board, and

other expenses associated with accredited colleges, trade school, and other accredited post-secondary educational opportunities. "Children who have even \$500 or less in college savings are 4 times more likely to attend college; we are excited about the long-term benefits of these savings accounts," says Aisha Nyandoro, CEO of Springboard to Opportunities.

Supporters may register to run or walk the race or make a monetary donation. For more information on the race, visit <https://give.classy.org/springboard5K>



Mississippi's Unified Long-Range Transportation Infrastructure Plan Open-House Public Meeting



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Visit mstransportationplan2045.com to learn more.

JAN showing a 19.1% increase in December 2018 passengers

JANS - The Jackson-Medgar Wiley Evers International Airport (JAN) is showing a 19.1% increase in passengers traveling in December 2018 over December 2017. The same holds true for passengers traveling in November 2018, with an 11.5% increase over passengers traveling November 2017. The addition of two new low-cost carriers was certainly a contributing source of

the overall 3.2% increase in passengers flying out of Mississippi's Capital City Airport in 2018.

The Jackson-Medgar Wiley Evers International Airport is reporting a total of 942,375 passengers last year - 28,826 more than the previous year - consistent with forecasts of increased air travel nationwide.

"We imagined that adding two new low-cost carriers, Via

and Frontier Airlines, would increase our bottom line, but a 19.1% increase is significant and we're proud of this number," said C.E.O. Carl D. Newman. "We believe with the ongoing Terminal upgrades including new carpet and restrooms on both Concourses, new murals, and a new Concessionaire with new food offerings, it's only going to get better."

WARREN L. MARTIN, JR.



Outreach to Underserved Communities

MULTIPLAN Team members increased outreach within suspected underserved communities of the state's MPO areas to ensure everyone an equal opportunity to participate in transportation planning activities and to comply with Title VI of the Civil Rights Act of 1964.

Using a statewide database of government agencies and organizations that provide services to underserved segments of Mississippi's population, MULTIPLAN Team members electronically disseminated information about the plan update process. Examples of those contacted include government agencies such as the Mississippi Department of Mental Health, the Mississippi Developmental Disability Council, public transit providers, WIN Job Centers, food networks, child services centers, and Christian organizations.

MULTIPLAN Team members further expanded outreach efforts by posting notification of Round One and Round Two public meetings in known low-income and minority communities. Areas in which the fliers were posted included libraries, schools, senior centers, shopping areas, laundromats, and historically black colleges and churches.

Several locations targeted as likely places in which to post fliers were inaccessible due to the COVID-19 pandemic. For example, Walmart employees indicated that all fliers had to be approved by corporate personnel prior to posting. Additionally, places such as libraries, community centers, colleges, senior centers, and churches, were unpredictable due to employees working from home and safety precautions banning entrance. To compensate, MULTIPLAN Team members quickly adjusted the outreach strategy by:

- expanding the number of grocery stores and coin-operated laundromats targeted; and
- sending electronic notices to those entities with publicly advertised email addresses.

Documentation of outreach to underserved communities and to agencies and/or organizations providing services for underserved members of the population is located in MULTIPLAN Annex 7, Appendix O. The documentation includes the statewide MULTIPLAN Title VI database, email correspondence, fliers, flier placement documentation, sample photo documentation, and the demographic maps used to pinpoint low-income and minority areas within the MPO urbanized regions.

Online Survey

Two types of surveys were administered by the MULTIPLAN Team during Round One. The first was a six-question survey made available online (and promoted via social media) and during public meetings. The survey asked participants to perform the following tasks:

- Rate transportation priorities for their region
- Identify their region's most congested roadway or intersection
- Identify the roadway or intersection with the greatest need for safety improvements

- Provide ideas for improving transportation
- State how often commutes are made by walking, biking, or riding transit
- Provide their zip code

The survey was also provided to stakeholders via a Constant Contact newsbyte, which achieved an open rate of 34.3 percent (435 opens) and a click-through rate of 28.6 percent (124 clicks), both of which are well above industry averages.

In the second survey, known as a Harris Poll, a random selection of Mississippi citizens were contacted and interviewed via telephone. The 2019 Harris Poll survey asked respondents their thoughts concerning the following:

- Overall transportation performance
- Accessibility
- Safety
- Modes used
- Features in need of improvement
- Future transportation challenges
- Improvement funding

Many of the 2019 Harris Poll survey questions were the same as the 2015 Harris Poll survey conducted as part of MULTIPLAN 2040, and thus allowed for a comparison of results. The comparison helped to determine changes in sentiment regarding the state's transportation system. Several new questions were added that addressed the changing transportation landscape (e.g., shared rides and autonomous vehicles) and transportation funding.

Planners carefully analyzed the data from both types of surveys and used the analysis to guide critical decisions about MULTIPLAN 2045. Documentation of the Harris Poll survey and the six-question survey is located in MULTIPLAN Annex 7, Appendix S.

Public Survey – 2045 Metropolitan Transportation Plan

The Greater Jackson region is developing a roadmap for improving transportation over the next 25 years. Help us plan for the future by participating in this short survey!

1. How would you rate these TRANSPORTATION PRIORITIES?

	0 – Not Important	1	2	3	4 – Very Important
Making places more accessible	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reducing rush hour congestion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Maintaining roads and infrastructure in good condition	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Making transit, biking, and walking more convenient	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Supporting the movement of goods/freight	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. In your experience, what is the region's MOST CONGESTED roadway or intersection during rush hour?

3. In your experience, what roadway or intersection has the greatest need for SAFETY IMPROVEMENTS?

(Flip over for the rest of the questions)



Central Mississippi Planning and Development District

Public Survey – 2045 Metropolitan Transportation Plan

4. What BIG IDEAS do you have for improving transportation in the region?

Think about getting around by all modes – driving, riding transit, walking, biking, etc.

5. Please provide your zip code: _____

6. How often do you commute by walking, biking, or riding transit?

- ☐ Frequently/Always (3 or more times a week)
- ☐ Occasionally/Sometimes (1-2 times a week)
- ☐ Rarely/Never (less than once a week)



Central Mississippi Planning and Development District

Public Meetings

The public meetings format, inputs, and results have been discussed in Chapter 2. Sign-in sheets for these meetings are shown below.

Stakeholder Meetings

The stakeholder meetings format, inputs, and results have been discussed in Chapter 2. Sign-in sheets for these meetings are shown below.

Central Update Newsbytes

In addition to the public outreach provided by the MULTIPLAN Team, the Jackson MPO provided planning updates in electronic format through their Central Update newsbytes. These newsbytes supplemented those released as part of the MULTIPLAN project and were sent to 1,070 recipients.



The Jackson MPO Announces Funding for 31 Metro-Area Transportation Projects

In February, the Jackson Metropolitan Planning Organization (MPO) approved \$32.7 million in Federal Surface Transportation Block Grant (STBG) funding for metro-area transportation projects aimed at reducing congestion and improving the safety and efficiency of the regional transportation system. The STBG program is a federal-aid transportation program that provides funding through the MPO to local municipalities and counties for transportation improvements in the urbanized area. Funding for these projects is available through the MPO as part of the 2015 transportation bill, Fixing America's Surface Transportation (FAST) Act.

This year, the MPO focused on providing funding to projects that can be completed in a relatively short timeframe, and that address safety, pavement condition, and congestion concerns. In total, the CMPDD received 51 applications requesting more than \$67 million in funding. However, the MPO only has enough funds available to fund the top 31 rated projects. Combined, cities and counties receiving the \$32.7 million in transportation funding have committed to provide over \$11.2 million in local matching funds.

Projects selected for funding such as resurfacing Terry Road and installing upgraded traffic signals along Highway 80 should be completed in a relatively short timeframe (1 to 2

years) while other projects such as constructing Gunter Road Extension and replacing the Mill Street Bridge will take a lengthier timeframe to complete.

Local jurisdictions submitted applications to CMPDD back in October 2018. The applications were then graded and evaluated based on the proposed project type (bridge repair, safety, congestion mitigation, pavement management, or small municipality). The scoring criteria for each project type varies slightly, but in general projects were rated based on:

- Whether or not the project provided more than the minimum required local matching funds.
- What percentage of the total funds available did the project request? Projects requesting the least amount of federal funding received priority.
- Whether or not the project is ready to go to construction. Projects ready to proceed to construction were given priority over projects that may still have design work and/or utility and right-of-way factors to address.
- In addition, projects were evaluated on elements specific to each project category such as pavement condition, daily traffic volume, bridge ratings, or travel time delays.

Projects rating the highest in each category were selected

(see *MPO Funding* on p.2)



MPO Funding *(continued from p. 1)*

by the MPO Policy Committee to receive Federal STBG grant funding by the Jackson MPO. For more information regarding the MPO transportation planning process or for a map highlighting the projects selected for funding visit the MPO website at www.cmpdd.org.

Projects selected for STBG funding by the MPO include:

Entity	Project	Federal STBG Funding
Brandon	Traffic signal upgrades Hwy 80 at Eastgate Drive and Municipal Drive	\$500,000
Brandon	New traffic signal Hwy 18 at Louis Wilson Drive with intersection improvements	\$600,000
Brandon	Burnham Road mill and overlay city limits to Old Brandon Road	\$250,000
Brandon	Shiloh Road mill and overlay Louis Wilson Drive to Shiloh Parkway	\$125,000
Clinton	Midway Road Bridge Replacement	\$387,717
Clinton	Kickapoo Road Bridge Replacement	\$336,422
Flora	Kearney Park Road mill and overlay SE Clark Street to town limits	\$498,634
Florence	New traffic signal Hwy 49 at Crosspark Drive	\$487,550
Jackson	Mill Street Town Creek Bridge Replacement	\$1,125,000
Jackson	Terry Road Cany Creek Bridge Replacement	\$2,025,000
Jackson	Traffic signal upgrades Woodrow Wilson & Medgar Evers Blvd. 5 points	\$354,198
Jackson	Traffic signal upgrades State Street at Pearl, Amite, Mississippi, and High Streets	\$503,082
Jackson	Traffic signal upgrades State Street at Rankin, South, Court, Tombigbee, and Pascagoula Streets	\$658,968
Jackson	Traffic signal upgrades Woodrow Wilson Ave. at Bailey Ave. and Bailey Ext.	\$517,872
Jackson	Terry Road mill and overlay I-20 to McDowell Road	\$1,836,857
Jackson	Woodrow Wilson Ave. mill and overlay Mill Street to Martin Luther King Jr. Drive	\$3,674,734
Jackson	Meadowbrook Road mill and overlay I-55 to West/Northbrook Drive	\$2,669,746
Jackson	State Street mill and overlay Sheppard to Briarwood Drive	\$1,583,723
Madison County	Catlett Road widening, realignment, and intersection improvements Red Fox Road to Stribling Road Ext.	\$2,591,971
Madison County	New traffic signal Hwy 22 at King Ranch Road with intersection improvements	\$362,953
Pearl	Traffic signal upgrades Hwy 80 at Belvedere Drive and Cross Park Drive	\$320,000
Pearl	Old Whitfield Road mill and overlay Hwy 468 to Hwy 475	\$1,000,000
Pearl	Pearl Richland Intermodal Connector Phase 1 widening South Pearson Road from Richland Creek to Hwy 468	\$2,000,000
Pearl River Valley	Lower Spillway Road mill and overlay Breakers Lane to old Rapids entrance	\$1,480,000
Rankin County	Spillway Road mill and overlay Grants Ferry Road to Hwy 471	\$389,375
Rankin County	Gunter Road Extension new two-lane roadway to extend Gunter Road from Hwy 49 to Florence-Byram Road	\$3,001,500
Ridgeland	New traffic signal Highland Colony Parkway at Renaissance Driveway #3	\$466,000
Ridgeland	New traffic signal Highland Colony Parkway at Renaissance Driveway #4	\$460,000
Ridgeland	New traffic signal Highland Colony Parkway at Lake Harbour Drive	\$425,000
Ridgeland	Traffic signal upgrades Hwy 51 at Lake Harbour Drive with intersection improvements	\$1,070,500
Ridgeland	Traffic signal equipment improvements multiple locations citywide	\$954,000

2045 Metropolitan Transportation Plan Kick-Off

CMPDD, as the Metropolitan Planning Organization (MPO), is responsible for developing a comprehensive long-range Metropolitan Transportation Plan that identifies the needs of the transportation system in the metro-area (Hinds, Madison, and Rankin Counties) for the next 25-years. CMPDD is in the beginning stages of updating the long-range transportation plan for the metro-area, and on March 19, 2019, CMPDD hosted a joint kick-off meeting with the general public and the four (4) Jackson MPO Committees (Stakeholders, Bike and Pedestrian, Intermodal Technical, and Metropolitan Planning Policy). During the “come and go” style meeting CMPDD staff members were able to collect valuable information from local residents and officials on how they think the transportation infrastructure in the metro-area should evolve over the next 25 years. Comments provided during the March 19th meeting will help prioritize and set goals for the development of the 2045 Metropolitan Transportation Plan. The 2045 Metropolitan Transportation Plan, which is scheduled to be completed by November 2020, will direct how future federal transportation funds are



allocated to local projects in the metro-area.

The long-range transportation plan is updated every five-years to account for changes in employment, school enrollment, commuter patterns, and land use development patterns. As one of the elements used to determine future travel demand, population, and employment forecasts out to the horizon years of 2025, 2035, and 2045 have been developed. Forecasts show an increase of over 114,000 residents and over 81,000 additional jobs in the metro-area by 2045.

County	Baseline	Population Forecasts			Change, 2013 to 2045	
	2013	2025	2035	2045	Number	Percentage
Hinds	246,127	247,978	250,258	252,571	6,444	2.6%
Madison	99,417	119,911	136,540	153,848	54,431	54.8%
Rankin	147,291	168,682	184,608	200,535	53,244	36.1%
TOTALS	492,835	536,571	571,406	606,954	114,119	23.2%

County	Baseline	Employment Forecasts			Change, 2013 to 2045	
	2013	2025	2035	2045	Number	Percentage
Hinds	165,748	173,544	179,265	186,263	20,515	12.4%
Madison	65,802	78,641	84,931	97,099	31,297	47.6%
Rankin	74,615	87,461	93,856	103,912	29,297	39.3%
TOTALS	306,165	339,646	358,052	387,274	81,109	26.5%

CDBG Administration

CMPDD has continued to provide Community Development Block Grant (CDBG) administration services to the Towns of Utica, Puckett, and Edwards.

The Town of Utica began construction in December 2018 to repair one of two water wells that have been offline due to electrical issues. Once the repairs to the well have been completed, the Town will have both water wells working properly.

The Town of Puckett is using CDBG funds to convert the old Town Hall into a Senior Citizen Center by renovating the building and making it handicap-accessible in accordance with the

Americans with Disabilities Act (ADA). The senior citizens in the Town currently do not have a meeting place available.

This center will accommodate Meals on Wheels, exercise classes, games, dances, movies, educational programs, etc. Construction for this project began in December 2018 and should be complete by August 2019.

CDBG funds are being used by the Town of Edwards to make improvements to their sewer system. The Town has several unserved (sewer) homes that have old, failing septic tanks with raw sewage in the area. This is a

serious health risk to the residents. This project has recently gone out for bids and construction will follow.

Administrative services include professional services procurement, environmental clearance, compliance with all HUD and MDA regulations, financial management and oversight including submission of requests for cash, reporting compliance, and closeout assistance. Although the construction phase has not yet begun, we continue to provide administration services in order to move forward with each project.



Planning is Underway for the 2045 Long-Range Transportation Plan

Every five (5) years CMPDD, as the Metropolitan Planning Organization (MPO), is responsible for developing a comprehensive long-range Metropolitan Transportation Plan that identifies the needs of the transportation system in the metro-area (Hinds, Madison, and Rankin Counties) for the next 25 years. In late 2018, CMPDD began working in conjunction with the Mississippi Department of Transportation (MDOT) and the other MPOs in the State to craft a comprehensive statewide plan that is seamless in nature. The 2045 Jackson Area Metropolitan Transportation Plan once complete in late 2020 will identify long-range transportation goals for the metro-area, and will set the stage for strategic transportation investments over the next 25 years. Over the last few

months, CMPDD staff members have been working to update the base model that will be used to project future traffic demand as well as gathering information needed to develop future growth patterns. Using Land Use Plans from existing Comprehensive Plans and information from local developers and other officials regarding future development plans, CMPDD staff members have been working over the last few months to convert land use acreage for each Traffic Analysis Zone (TAZ) in the model into 2045 forecasts of population and employment based upon the anticipated build out of each TAZ using identified multipliers for each land use category. To stay engaged in the planning process be sure to follow CMPDD's Facebook page and visit <http://msrtransportationplan2045.com/>.

- 1 Define our current transportation needs.
- 2 Explain long-range transportation planning, why it is important and how people can participate in planning for the future.
- 3 Develop growth forecasts and identify future needs.
- 4 Based on needs and input from the public, begin to plan how and where limited transportation funding should be spent.
- 5 Develop goals and performance standards for our state.
- 6 Identify ways to improve transportation in our state.
- 7 Develop a financial plan.
- 8 Put together a draft transportation plan that includes both short-range projects identified in the Transportation Improvement Program and long-term projects.
- 9 Estimate the impact the draft plan might have on the community and the environment.
- 10 Invite the public to review and make comments about the draft plan.
- 11 Develop the final plan, which can be updated or amended if new information is discovered.

WE ARE HERE



Developing the 2045 Metropolitan Transportation Plan

Progress continues in the development of the Jackson Urbanized Area's 2045 Metropolitan Transportation Plan, which represents long-range transportation goals for the region's transportation system. CMPDD staff members along with consultant team members and the MS Department of Transportation (MDOT) are currently developing goals and performance standards based on priorities identified earlier this year and the data gained from analyses of existing transportation modes and growth forecasts. Development of the 2045 Metropolitan Transportation Plan is anticipated to be completed in 2020 following a second round of public meetings. To stay engaged in the planning process be sure to follow CMPDD's Facebook page and visit <http://mstransportationplan2045.com/>.



Did You Know...



- CMPDD's staff update the long-range transportation plan every five (5) years.



- The long-range plan examines both existing and projected conditions of the region's transportation network.



- The transportation network includes more than just roads and bridges. It also includes freight facilities, transit routes, and pedestrian and biking facilities.



- CMPDD works in conjunction with MDOT and other MPOs across the state to craft a coordinated comprehensive statewide transportation plan.



- The Jackson Metropolitan Transportation Plan guides how future projects are selected by the MPO.
- The Jackson Metropolitan Transportation Plan provides a way to collectively look at the big picture of transportation development. It helps answer the questions "What do we want from our transportation system over the next 25 years, and how can we achieve it?"

Stay Engaged!

Watch for quarterly newsbytes such as this one and ways you can participate in transportation planning such as public meetings or surveys. Questions? Contact us at mpo@cmpdd.org or www.cmpdd.org

APRIL 2020 CENTRAL UPDATE

Work Continues on the Development of the 2045 Metropolitan Transportation Plan

By 2045, the region's population is estimated to grow by 23%. How will our transportation infrastructure be able to serve this growth when funding continues to be limited and competitive? The 2045 Jackson Urbanized Area Metropolitan Transportation Plan (MTP) is a long range plan that outlines goals and strategies to help meet the future needs of the regional transportation system for the urbanized areas in Hinds, Madison, and Rankin Counties. The MTP outlines a multi-modal approach to transportation investments with a goal to improve safety and mobility for motorists, pedestrians, bicyclists, transit users and freight providers. CMPDD began working on the 2045 MTP in late 2018 and anticipates the plan will be complete by late 2020. Over the last few months, CMPDD's transportation planners have focused on developing a scorecard for the region to determine whether or not the region is meeting federal performance measure standards related to safety, bridge and pavement conditions, travel time reliability, and transit performance. In addition, MPO staff have finalized the Travel Demand Model that will be used to forecast future transportation demand for roadways and have developed a revised methodology for the congestion management process. As work on the 2045 MTP continues, stay engaged in the planning process by following CMPDD's Facebook page or visiting <http://mstransportationplan2045.com/>.

What is the role of the Jackson Metropolitan Planning Organization (MPO)?

To guide development of the transportation system through a regional planning body that facilitates the allocation of transportation funds to local projects.

Who governs the Jackson MPO?

The Metropolitan Planning Policy Committee that is comprised of 29 voting members which includes Mayors and County Officials from the MPO's designated planning area as well as MDOT and JATRA.

What is the role of CMPDD's MPO staff?

CMPDD's transportation planners provide information to the MPO's committee members; prepare documents; foster regional coordination; facilitate input and feedback from the public; and recommend documents/processes to the MPO committee members for approval.

How is a project eligible to receive grant funding through the Jackson MPO?

In order for MPO staff to evaluate a grant application for MPO funding, the proposed project must be located on a street functionally classified as a collector or above in the MPO planning area and the project must be identified as a need in the latest version of the MPO's Metropolitan Transportation Plan.

2020 MAPDD Conference Canceled

Given the increased concerns and the evolving changes surrounding the spread of the Coronavirus (COVID-19), the MS Association of Planning and Development Districts (MAPDD) believes it is in the best interest of everyone at this time to cancel the 2020 MAPDD Annual Conference by complying with Center for Disease Control and the MS Department of Health's recommendations to avoid large gatherings in the coming weeks to help stop the spread of the virus. Refunds for sponsors and conference attendees will be processed in the

coming weeks. This process could take up to six weeks, but may take longer. If you have made Hotel reservations please be sure to cancel your individual reservations directly with the Hotel as soon as possible to avoid cancellation penalty fees. Beau Rivage Hotel reservations can be canceled by contacting 888-567-6667.

The MS Association of Planning and Development Districts regrets the necessity to cancel this year's event, but we must keep the health and safety of our attendees as a priority.



JULY 2020 CENTRAL UPDATE

Financial Planning Underway for the 2045 Metropolitan Transportation Plan

CMPDD is more than halfway through the process of updating the Jackson Urbanized Area's long-range Metropolitan Transportation Plan. Currently, CMPDD staff members and the consultant team are working to develop a financial strategy for meeting long-range needs. This will be done by analyzing historical funding levels and estimating anticipated future revenues out to the year 2045.

As work on the 2045 Metropolitan Transportation Plan continues, stay engaged in the planning process by following CMPDD's Facebook page or visit <http://mstransportationplan2045.com/>. CMPDD anticipates releasing a draft of the plan for review and comments early this fall. Need more information? Contact us at mpo@cmpdd.org.

- 1  Define our current transportation needs.
- 2  Explain long-range transportation planning, why it is important and how people can participate in planning for the future.
- 3  Develop growth forecasts and identify future needs.
- 4  Based on needs and input from the public, begin to plan how and where limited transportation funding should be spent.
- 5  Develop goals and performance standards for our state.
- 6  Identify ways to improve transportation in our state.
- 7  Develop a financial plan.
- 8  Put together a draft transportation plan that includes both short-range projects identified in the Transportation Improvement Program and long-term projects.
- 9  Estimate the impact the draft plan might have on the community and the environment.
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- 11  Develop the final plan, which can be updated or amended if new information is discovered.

WE ARE HERE

CDBG Administration

The Town of Benton recently began construction to improve the Town's sewer system. The current sewer system is old and has been causing sewage back-up and other serious issues for quite some time. Benton was awarded a CDBG Public Facilities grant in the amount of \$450,000 to make the much needed improvements. Construction on this project is scheduled to be complete by September 2020.

CMPDD is also providing CDBG administration services to the Town of Wesson and the City of Pearl.

Administrative services include professional services procurement, environmental clearance, compliance with all HUD and MDA regulations, and financial management and oversight (including submission of requests for cash, reporting compliance, and closeout assistance). Although the construction phase has not yet begun, CMPDD continues to provide administration services in order to move forward with each project.

Public Meeting Sign-in Sheet – Round 1

2045 MULTIPLAN Open-House Public Meeting Sign-In Sheet

Central Mississippi Planning & Development District Metropolitan Planning Organization | Tuesday, March 19, 4-6 p.m.
 Central Mississippi Planning & Development District MPO Office | 1170 Lakeland Drive | Jackson, MS 39216



Name	Affiliation	Email	Telephone
Moshe Cole	SOL	moshe3845@gmail.com	(662) 902-0123
Scott Crawford	MSCCD	crawford-scott@att.net	601 368 3088
A Porter		ylexey@bellsouth.net	601-605-6649
Ricci Casery		RicciCasery@msn.com	601-790-9398
Nancy J. Johnson		nancyejjohnson@aol.com	601-605-4184
Umesh Sanjanwala	Sen. Cindy Hyde-Smith	Umesh_Sanjanwala@HydeSmithSen.ms.gov	601-760-5030
Brian Perry	Sen. Cindy Hyde-Smith	brian-perry@hydesmith.senate.gov	601-594-7885
Brian D. Ratliff	MDOT	bratliff@mdot.ms.gov	601-683-3341
Robert Lee	City of Jackson	rlee@jackson.ms.gov	601-962-1651
Shundreka R. Givan	FHWA	shundreka.givan@dot.gov	601-
Trung Trinh	MDOT	ttrinh@mdot.ms.gov	601-359-7685
Mike McCallum	City of Ridgeland	mike.mcCallum@ridgeland.ms.gov	601-853-2027
Chris Pace	City of Madison	cpace@madisonthe.city.com	601-856-7116
Kianca Stringfellow	City of Madison	ksstringfellow@madisonthe.city.com	601-856-7116
Greg Byers	PRVSD	gbyers@the rez.ms	601-856-6574

mstransportationplan2045.com


Public Meeting Sign-in Sheet – Round 1 (continued)

2045 MULTIPLAN Open-House Public Meeting Sign-In Sheet

Central Mississippi Planning & Development District Metropolitan Planning Organization | Tuesday, March 19, 4-6 p.m.
Central Mississippi Planning & Development District MPO Office | 1170 Lakeland Drive | Jackson, MS 39216



Name	Affiliation	Email	Telephone
Robert Walker	Neel-Schaffer	robert.walker@neel-schaffer.com	601-948-3071
Diana Green	Beyond Representation	diana@beyondcomm.com	601-720-4418
ROBBY PIERCE	MDOT - DS LPA	r.pierce@mdot.ms.gov	601 683 3341
Jordan Hillman	City of Jackson	jhillman@jacksonms.gov	901 960 2004
Butch Lee	Brandon	blee@brandonms.org	601.825.5021
Jason Keenan	USDA - NRCS	jason.keenan@ms.usda.gov	601-863-3927
CHRIS BRYSON	CITY OF RIDGELAND	CHRIS.BRYSON@RIDGELANDMS.ORG	601-853-2021
Mike Flood	MDOT	mflood@mdot.ms.gov	601-359-7035
Janet Thomas	Madison	JPO5242@icloud.com	601-546-5122
Jake Windham	Pearl	jwindham@cityofpearl.com	601-503-3091
Erica Robinson	Robinson Studio		601.648.9802
CHRIS NAIL	MDOT DIST 5	cnail1@mdot.ms.gov	601-683-3341
Dwaine Perkins	CMPDD	dperkins@cmpdd.org	601-9811511
Evan Wright	MDOT - Planning	ewright@mdot.ms.gov	601-359-7685
Marilyn Guice	City of Jackson	mguice@jacksonms.gov	601.960.0864

mstransportationplan2045.com


Public Meeting Sign-in Sheet – Round 1 (continued)

2045 MULTIPLAN Open-House Public Meeting Sign-In Sheet

Central Mississippi Planning & Development District Metropolitan Planning Organization | Tuesday, March 19, 4-6 p.m.
 Central Mississippi Planning & Development District MPO Office | 1170 Lakeland Drive | Jackson, MS 39216



Name	Affiliation	Email	Telephone
NEIL PATTERSON	MDOT	npatterson@mdot.ms.gov	601-683-3341
Henry Mills MD	Retired	Hm157@aol.com	601-981-4467
Chy Eeto		chyeto@jmail.com	769-233-4000
Damon Da	UMC	ddarsoul@umc.cc	
JEFF ELY	MDOT	JEFF@MDOT.MS.GOV	601-355-7007
Ken Seawright	Bike Walk MS	Ken-Seawright@yahoo.com	601-576-7391
Chebra Cottle	CMPDD	CCottle@cmpdd.org	601-981-1576

mstransportationplan2045.com


Stakeholder Meeting Sign-in Sheet – Round 1

2045 MULTIPLAN Stakeholder Meeting Sign-In Sheet

Central Mississippi Planning & Development District Metropolitan Planning Organization | Tuesday, March 18, 10am - 12pm
CMPDD Offices | 1170 Lakeland Drive | Jackson, MS 39216



NAME	ORGANIZATION	EMAIL
Robert Walker	neel-schaffer	
Hal Miller	Miss Trucking Association	hal.miller@MSTrucking.org
Donna Hum	Beyond Communication	donna@beyondcomm1.com
Randy Sanson	FHWA	
Hibbett Neel	Neel-Schaffer Inc.	hibbett.neel@neel-schaffer.com
Julie Kelley	UMMC	jdKelley@umc.edu
Mike Mark	CMPDD	mmark@cmpdd.org
Vijay Kunada	Neel-Schaffer Inc.	vijay.kunada@neel-schaffer.com
Taylor Mancantel	" " "	Taylor.Mancantel@neel-schaffer.com
Julie Kelly	UMMC	

mstransportationplan2045.com



Round 2 Documentation

Round Two saw many of the same efforts used as Round One; however, the intensity of COVID-19 necessitated a more digital approach to public outreach to ensure public safety.

Multiplan Website

The MULTIPLAN website continued to be used as part of the Round Two outreach and proved critical in providing information about the planning process during the pandemic.

Quarterly Newsbytes

Newsbyte releases continued through Round Two, which ended in December 2020. This helped bridge the eighteen-month time period between the Round One engagement activities and the Round Two public meetings. All newsbytes are displayed in the Round One Quarterly Newsbytes sections.

Social Media

After the arrival of COVID-19 in Mississippi, social media activity supporting public involvement and education for Round Two was expanded to compensate for social distancing requirements. The MULTIPLAN Team held an internal virtual meeting in April 2020 to assess ways to increase social media outreach. This meeting resulted in the amendment of the social media strategy described in the MULTIPLAN 2045 PIP (Public Involvement Plan) and touched on the following points:

- Continue use of Facebook and Instagram
- Establish separate LinkedIn and Twitter accounts
- Continue dissemination of MULTIPLAN newsbytes to stakeholders using Constant Contact and encourage stakeholders to become more engaged and pass information along to constituents/peers
- Continue and expand social media ad purchases

An outline of the amended social media messaging and initiatives are shown below, and a copy of the written strategy is located in MULTIPLAN Annex 7, Appendix H.



Beginning in September 2020, individuals and stakeholders were provided information about the forty-five-day public engagement periods, how and when to review and make official comments, opportunities for participating in interactive virtual meetings, and MULTIPLAN Team members' contact information. Viewers also saw short video "snippets" designed to pique interest and direct them to the MULTIPLAN website. In addition to static posts, forty-three geo-targeted paid media announcements were created and boosted as paid advertisements to not only build rural and statewide outreach, but also to effectively target each MPOs' audience in its geographic footprint. This provided an extra layer of outreach. The paid media announcements proved to be both cost-effective and successful.

Statewide totals:

Metric Source	Interactions
MULTIPLAN website	Sessions: 2,490 Visitors: 1,872 Pageviews: 4,335
Facebook	Posts: 140 Impressions/frequency: 233,084 Reach: 173,843 Engagement: 6,640 Viral spread: 94,000
Video snippets (Forty-three videos)	Views: 22,100
Twitter	Impressions: 4,814
Instagram	Impressions: 2,280
LinkedIn	Impressions: 417
Official comments received (on draft LRTP and MTPs combined)	CMPDD: 8 HPFL: 2 GRPC: 2 MDOT: 6
Public meeting attendees	Open houses: 230 Virtual meetings: 76
Pop-up meeting participants	15
Public and stakeholder survey participants	528
Leadership and key stakeholder survey participants	Leadership: 13 Key stakeholder: 16

Outreach to Underserved Communities

Round Two public outreach continued the same efforts undertaken in Round One to ensure the needs of underserved communities were considered during plan development. To pinpoint believed underserved neighborhoods, during Round Two the MULTIPLAN Team worked from demographic-based maps provided by the MPOs.

Print Media

Notices and advertisements for Round 2 public engagement are shown below.

www.madisoncountyjournal.com

Madison County Journal, September 24, 2020, Page A9

Canton Academy Homecoming Court
(Above) Congratulations to our 2020 Homecoming Court! Lisa Thomas (8th grade), Alex Parkinson, Sara Kennedy Lampkin, and Kendall Callaway (Senior maid), Ella Brock (senior maid), Dr. Emily Oliver (Senior girl), Graham Lambert and Arinny Helle Dune (11th grade), Kaitlin Barban and Kelli Brasher (10th grade), Chap Cook and Anna Clara Mabey (9th grade). At right are Senior maids Parkinson, Lampkin and Callaway with Brock and Oliver. Canton Academy's Homecoming is Friday.

PAID POLITICAL ANNOUNCEMENT

Bill Lee announces candidacy for aldermen re-election

The past forty months as your alderman has been a rewarding and hopefully a beneficial experience for Ward 5 and all of the citizens of the City of Ridgeland.

I have encouraged the residents of Ward 5 to call on me when issues arise in their neighborhoods and many have responded. When it has been within our authority, these matters have been successfully resolved. Please continue to

level of respect and admiration for Mayor Gene McOwen and my fellow aldermen. They are true agents, conscientious, well-motivated and all stand for the greater good of the City of Ridgeland.

I want to continue my service to Ward 5 and the City of Ridgeland, therefore I am announcing my candidacy for reelection for alderman Ward 5 on June 8, 2021. Your support and consideration will be greatly appreciated.

Thank you,
Bill Lee

The Central MS Planning and Development District, the transportation planning agency for the metro-Jackson region, is hosting a 45-day comment period for the public to review and provide comments on the proposed Jackson Urbanized Area's 2045 Metropolitan Transportation Plan. The 2045 Metropolitan Transportation Plan is a required planning document that reflects a comprehensive blueprint of the region's transportation system needs over the next 25 years. It forecasts changes in the region and seeks to identify transportation improvements needed to keep people and goods moving smoothly, while identifying a financially feasible list of proposed improvements. The plan is multi-modal addressing needs in roadway, public transportation, bicycle and pedestrian, rail and aviation.

The comment period will begin September 19, 2020 and end November 2, 2020. The proposed 2045 Plan is available for review and comment at www.cmpdd.org/public-notices/. The public is invited to submit comments to CMPDD by mail, phone, email, or electronic comment card.

If you need assistance locating a copy of the plan or making a comment, contact Transportation Planning Staff members at (601) 981-1511.

WAYS TO COMMENT:

Email: mpo@cmpdd.org Phone: (601) 981-1511

Mail: Central MS Planning and Development District
2045 Metropolitan Transportation Plan
P.O. Box 4925
Jackson, MS 39206-4935

Electronic Comment Card: www.cmpdd.org/public-notices/

The proposed 2045 Metropolitan Transportation Plan will be considered for adoption by the Jackson Metropolitan Planning Organization during its November meeting. All comments received during the comment period will be reviewed and considered prior to adoption. Once approved, the 2045 Metropolitan Transportation Plan will help to guide future transportation projects and initiatives in the region over the next five years.

Visit cmpdd.org/public-notices/ to review the proposed 2045 Jackson Metropolitan Transportation Plan

'TIS THE SEASON

RESERVE YOUR SPACE TODAY FOR THE HOLIDAY ISSUE COMING SOON!

Space reservation by October 21
Call Joy Stewart at 601-500-0746
joy@onlinemadison.com

MADISON
MAGAZINE

WELCOME TO THE TEAM

Mississippi Sports Medicine & Orthopaedic Center is proud to announce **Dr. Matthew Young is joining our team.**

Undergraduate Degree: Southern Mississippi University
Medical Degree: University of Texas Health Science Center at Houston
Residency: University of Texas Health Science Center at Houston
Fellowship: Mississippi Sports Medicine Adult Reconstruction Fellowship

Matthew Young is a skilled fellowship-trained surgeon who specializes in hip and knee replacements. He becomes the 18th sub-specialized expert to join our practice.

Call 601.354.4488 to schedule an appointment with Dr. Young today.

18 Surgeons - 6 Orthopaedic Sub-specialties - One Focus - YOU

2045 Metropolitan Transportation Plan - Technical Report #5
Jackson Metropolitan Planning Organization

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VIRTUAL PUBLIC PARTICIPATION

The Central MS Planning and Development District is striving to ensure the public continues to have opportunities to participate in the transportation decision-making process during the COVID-19 pandemic. CMPDD has made special arrangements for the public to join CMPDD staff members during a virtual public meeting that will take place Thursday, October 22, 2020 at 6 pm.


During the meeting, you will have the opportunity to hear presentations and make comments on the proposed Jackson Urbanized Area's 2045 Metropolitan Transportation Plan.

The 2045 Metropolitan Transportation Plan is a planning document that reflects a comprehensive blueprint of the region's transportation system needs over the next 25 years for Hinds, Madison, and Rankin Counties. It forecasts changes in the region and seeks to identify transportation improvements needed to keep people and goods moving smoothly, while identifying a financially feasible list of proposed improvements. The plan is multi-modal addressing needs in roadway, public transportation, bicycle and pedestrian, rail and freight. The proposed plan is available for review and comment by visiting the project's website page

www.cmpdd.org/transportation/2045-metropolitan-transportation-plan/

Individuals who would like to participate in the virtual public meeting can access the meeting from the project's website using a desktop computer, tablet, or smart phone on October 22, 2020. To access the virtual meeting, click on the Virtual Public Meeting Button on the project's website page.

Anyone who may require special accommodations under the Americans with Disabilities Act to participate should advise CMPDD at least 7 days in advance by calling 601-981-1511 or emailing mpyo@cmpdd.org.



Join us October 22nd 6 P.M.
Visit cmpdd.org/transportation/2045-metropolitan-transportation-plan/

Obituaries

Paul Butler King, III

MADISON - Paul Butler King III, (PK) age 26, was dearly loved by his family and died on Sunday, September 13, 2020 in Jackson, MS.

He was born October 1, 1993, in Flowood, MS, to Paul B. King Jr. and Margaret C. King. He was a graduate of Madison Central High School, Class of 2012.

He is survived by his mother, Margaret King (Robert Muller) of Madison, MS; his sisters, Emily King and Summer Wood (Brandus), nieces, Callie, Lilly, Maggie and Kate; nephews, Callab and Rafae; step-siblings Lindsay and David (Jenne) Muller; his maternal grandparents, Dr. Mayfield and Peggy Corban of Long Beach, MS; his paternal grandmother, Ann King of Jackson, MS as well as numerous aunts, uncles, and cousins.

He was predeceased by his father Paul Butler King, Jr. and paternal grandfather Paul Butler King, Jr. Graveside visitation will be held at Parkway Memorial Cemetery in Ridgeland, MS at 9:30 AM with graveside memorial services at 10:30 AM on Friday, September 18, 2020.

Paul had a fun sense of humor and a smile that lit up a room. Anyone who knew Paul knew how much he loved his family and friends. Throughout his life, he loved playing sports, skateboarding, collecting historical items, gaming, and cooking. He took a thoughtful approach to life and was a loyal friend and a fun-loving uncle to his nieces and nephews. He kept up with current events and enjoyed exploring various viewpoints. He will be dearly missed by his family and all that loved him.



Paul Butler King, III

SEBRELL FUNERAL HOME

KATHRYN R. KOLARI, PH.D., RN
2:30 PM Friday
Parkway Hills
United Methodist Church
Rural Parkway Hills
Columbus

EVAN BASIL BROWN
3:30 PM Saturday
Graveside Service
Lakeland Plaza Garden Park
Visit 1 PM to 3 PM Saturday
Salem Funeral Home

MARY JACQUELINE BOATNER
Tuesday Private Family
Graveside Service
Mississippi State
Veterans Cemetery
Newport, MS

GAVIN MICHAEL BROCK
AGE 16
Services to be announced

JOHN T. (JACK) CATHERWOOD
Services to be announced

SEBRELL FUNERAL HOME
Proud to be
Locally Owned & Operated
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Offering Affordable
High Quality Services
601.957.6946

WellsFest 2020 canceled over COVID-19 concerns

Itallana Anderson Mississippi Clarion Ledger
USA TODAY NETWORK

Jackson's 2020 WellsFest, set for Sept. 26, has been canceled due to COVID-19 safety concerns.

Related activities such as the 5K run on Sept. 26, "Art Night" on Sept. 22 and the Golf Tournament on Sept. 23 also have been canceled.

The Rev. Chris Cumbest, pastor of Wells United Methodist Church and organizer of WellsFest, and Dr. Ken Simon, WellsFest chairman, explained the decision.

"WellsFest has always been designed to bring the community together for a day of music and family activities in support of a good cause. This year bringing people together physically is just not safe because of the COVID pandemic," they said

in a statement.

"It was a difficult decision but we feel that it should be clear to the community that we have their best interests and their health at heart in making this decision. The 2020 beneficiary for WellsFest — Grace House — is on board with the decision and will be the beneficiary for 2021 when we plan to be back stronger than ever."

WellsFest, established in 1984 by Wells United Methodist Church, had become one of the area's major fall festival events. Over the years, the festival has raised more than \$1.5 million for Mississippi nonprofits. In 2019, WellsFest raised \$63,000 for Extra Table and its mission of feeding the hungry.

Contact Itallana Anderson at (601) 720-3907 or ianderson@clarionledger.com. Follow @ItallanaAnderson on Twitter.

Favre

Continued from Page 1A

and documents obtained by the Clarion Ledger.

Six people were indicted in state court in February, including the former head of the state's welfare agency and top officials at a nonprofit called the Mississippi Community Education Center. Federal authorities are now actively investigating the case, meaning more indictments could be coming.

A Clarion Ledger investigation published in March found the Mississippi Community Education Center spent millions of welfare dollars on luxury hotels, first-class airplane tickets, steak dinners, a Christian rock concert, a lobbyist and self-serving deals.

The state auditor's office released a report in May, ultimately questioning more than \$14 million worth of welfare spending. Favre has not been charged with a crime, and the auditor's report acknowledged that recipients of welfare money could have been unaware they were being paid with welfare money.

What's happening now?

Leadership at the Mississippi Department of Human Services changed in 2019, and new controls are in place to vet how block grants are awarded. But criminal investigations are still underway and the ensuing court case could take years to resolve. Favre filed paperwork in June to seize the \$1.5 million Madison home of Ted Dillane Jr., a former professional wrestler with ties

to one of the nonprofits at the heart of the embezzlement scandal. Dillane Jr. has not been charged with a crime.

In a statement, White, the state auditor, said his office is currently working with federal investigators and that more arrests could be coming.

"In the meantime, DHS (the Mississippi Department of Human Services) can move forward and identify any state property that belongs to them and reacquire it," White said. "I'm hopeful that the forensic audit that will be performed by a private CPA firm and I will help them do so."

DHS spokesman Danny Blanton said it's not that simple. He stressed that the agency has no power of arrest or seizure.

While the auditor's report questioned millions of dollars in money doled out by the agency, Blanton said there is a difference between "questioned" costs and "unlawful" costs.

If the federal government decides spending by DHS was unlawful, Blanton said Mississippi will be legally required to pay back that money.

The agency announced earlier this month that it is contracting with CliftonLarsonAllen LLC to conduct a forensic audit of the agency as part of "Operation Restore Trust."

According to a press release, federal money will pay for the \$2.1 million audit, which will wrap up in May 2021.

At that point, the agency may decide to pursue recouping any misused money, Blanton said, possibly through civil litigation. The Associated Press contributed to this report.

Contact Giacomo "Jack" Bologna at (601) 962-7282 or gbologna@clarionledger.com. Follow him on Twitter @gbolognaCL.



NOTICE OF TAX INCREASE AND A PUBLIC HEARING ON THE PROPOSED BUDGET AND PROPOSED TAX LEVIES FOR HINDS COUNTY, MISSISSIPPI

Notice is hereby given, pursuant to and in accordance with Section 27-39-203 et seq. and other related provisions of the Mississippi Code of 1972, as amended, that the Hinds County Board of Supervisors will hold a public hearing on its proposed budget for fiscal year 2020-2021 on **Wednesday, September 30, 2020, at 9:00 a.m.**, in the Board Room, First Floor, Hinds County Chancery Court Building, 318 S. President Street, Jackson, Mississippi, 39201. At this meeting, a proposed ad valorem tax revenue increase in the proposed budget will be considered.

Hinds County, Mississippi, is now operating with projected total budget revenue of \$127,835,218. Fifty-one percent (51%) or \$65,001,159 of such revenue is obtained through ad valorem taxes. For next fiscal year, the proposed budget has total projected revenue of \$131,481,289. Of that amount, fifty percent (50%) or \$66,326,814 is proposed to be financed through a total ad valorem tax levy.

This increase in ad valorem tax revenue means that you will pay more in ad valorem taxes on your home, automobile tag, utilities, business fixtures and equipment and rental real property. **This increase is for the Hinds County School District Tax Levy authorized by Statute.**

Any citizen of Hinds County, Mississippi, is invited to attend this public hearing on the proposed ad valorem tax revenue increase in the budget and will be allowed to speak for a reasonable amount of time and offer tangible evidence before any vote is taken.

HINDS COUNTY BOARD OF SUPERVISORS

A millage rate of 111.00 will produce the same amount of revenue from ad valorem taxes for Hinds County as was collected the prior year. The millage rate for the prior year was 112.04.

CMPDD
Central Mississippi Planning and Development District
2045 Jackson Metropolitan Transportation Plan

The Central MS Planning and Development District, the transportation planning agency for the metro-Jackson region, is hosting a 45-day comment period for the public to review and provide comments on the proposed Jackson Urbanized Area's 2045 Metropolitan Transportation Plan. The 2045 Metropolitan Transportation Plan is a required planning document that reflects a comprehensive blueprint of the region's transportation system needs over the next 25 years. It forecasts changes in the region and seeks to identify transportation improvements needed to keep people and goods moving smoothly while identifying a financially feasible list of proposed improvements. The plan is multi-modal addressing needs in roadway, public transportation, bicycle and pedestrian, rail and aviation.

The comment period will begin September 10, 2020 and end November 2, 2020. The proposed 2045 Plan is available for review and comment at www.cmpdd.org/public-notices/. The public is invited to submit comments to CMPDD by mail, phone, email, or electronic comment card.

If you need assistance locating a copy of the plan or making a comment, contact Transportation Planning Staff members at (601) 981-1511.

WAYS TO COMMENT:

Email: mpo@cmpdd.org Phone: (601)981-1511

Mail: Central MS Planning and Development District
2045 Metropolitan Transportation Plan
P.O. Box 4435
Jackson, MS 39206-4435

Electronic Comment Card: www.cmpdd.org/public-notices/

The proposed 2045 Metropolitan Transportation Plan will be considered for adoption by the Jackson Metropolitan Planning Organization during its November meeting. All comments received during the comment period will be reviewed and considered prior to adoption. Once approved, the 2045 Metropolitan Transportation Plan will help to guide future transportation projects and initiatives in the region over the next five years.

Visit cmpdd.org/public-notices/ to review the proposed 2045 Jackson Metropolitan Transportation Plan

12A ■ September 17-23, 2020

Jackson Advocate ■ Jackson, Mississippi



ENTERTAINMENT



Margaret Walker Alexander inducted into The Max Hall of Fame

JANS - Dr. Margaret Walker Alexander, Professor Emerita at Jackson State University, was inducted into the 2020 Hall of Fame class at the Mississippi Arts & Entertainment Experience (MAEQ) Museum in downtown Meridian on Thursday, Sept. 3, 2020.

Alexander joined the following list of inductive honorees:

- The Chiffers, singer, songwriter, pianist, and producer
- Jerry Lee Lewis, singer, songwriter, and pianist
- Tammy Wynette, singer and songwriter
- John Lee Hooker, blues singer, songwriter, and pianist

For 30 years, Alexander



Dr. Margaret Walker Alexander worked as a professor of English at JSU, where she founded the Institute for the Study of the History, Life and Culture of Black People, which now bears her name.

A noted author and poet, Alexander's collection of poetry, "For My People," was released in 1977. She also became the first Black woman to receive the Yale University Younger Poets Award. In 1996, her first novel, "Jubilee," was published and continued 30 years of Alexander's research. A two-volume narrative, "Jubilee" began as Alexander's doctoral dissertation.

A presumably rare induction fact is that Alexander was mentored by notable writers like Langston Hughes and W.E.B. DuBois. In fact, she mentored writers such as James Baldwin, Maya Angelou, and Toni Morrison, who would each make undeniable marks in the literary field.

2020 WellsFest canceled

JANS - All WellsFest activities - the Saturday, Sept. 19 Festival and 16 Run, the Sept. 22 Art Night, and the Sept. 23 Golf Tournament - have been canceled.

Rev. Chris Comfort, Minister of Wells United Methodist Church and the organizer of WellsFest, and Dr. Gene Thomas, 2020 WellsFest Chair, share this statement with the community about the cancellations:

"WellsFest has always been designed to bring the community together for a day of music and family activities in support of a good cause. This year, bringing people together physically is just not safe because of the COVID pandemic. It was a difficult decision, but we feel that it should be clear to the community

that we have their best interests and their health at heart in making this decision. The 2020 WellsFest for WellsFest - Grace Festival - is postponed with the decision and will be the beneficiary for 2021 when we plan to be back stronger than ever."

Grace House Services - the 2021 beneficiary - provides housing and support services to homeless men, women, and families with disabilities, including HIV/AIDS, and addictions.

For more information about WellsFest and Wells United Methodist Church, call 601-353-0658 or visit www.wellsfest.org.

To learn more about Grace House, call 601-353-1023 or visit www.gracehouse.org.

SPECIAL EDUCATION ADVISORY PANEL MEETING NOTICE

The Special Education Advisory Panel will meet on Wednesday, September 30, 2020 at 10:00 a.m. via Zoom. You may access the meeting either online or by phone.

To join the meeting online, link to: <https://us02web.zoom.us/j/8918589924?pwd=TERIQ1YwODNUMDN0cW9pYGVVUjNCUT09>
Meeting ID: 891 8589 9924
Password: SEAP

To join by phone, dial: 1 312 626 6799
Meeting ID: 891 8589 9924
Password: 344571

The Panel will hear public comments at 10:15 a.m.

Written comments may be submitted to Dr. Armerita Tell, Mississippi Department of Education, P.O. Box 771, Jackson, Mississippi 39205-0771; email: atell@msde.k12.ms or call the Parent Hotline Number: 1-877-544-0408.

For more information, or if you need accommodations due to a disability, contact Dr. Armerita Tell at 601-359-3498.

09/16/20 11:34 AM

NOTICE OF TAX INCREASE AND A PUBLIC HEARING ON THE PROPOSED BUDGET AND PROPOSED TAX LEVIES FOR HINDS COUNTY, MISSISSIPPI

Notice is hereby given, pursuant to and in accordance with Section 27-39-203 et seq. and other related provisions of the Mississippi Code of 1972, as amended, that the Hinds County Board of Supervisors will hold a public hearing on its proposed budget for fiscal year 2020-2021 on **Wednesday, September 30, 2020, at 9:00 a.m.**, in the Board Room, First Floor, Hinds County Chancery Court Building, 316 S. President Street, Jackson, Mississippi, 39201. At this meeting, a proposed ad valorem tax revenue increase in the proposed budget will be considered.

Hinds County, Mississippi, is now operating with projected total budget revenue of \$127,835,218. Fifty-one percent (51%) or \$65,001,159 of such revenue is obtained through ad valorem taxes. For next fiscal year, the proposed budget has total projected revenue of \$131,481,289. Of that amount, Fifty percent (50%) or \$66,326,814 is proposed to be financed through a total ad valorem tax levy.

This increase in ad valorem tax revenue means that you will pay more in ad valorem taxes on your home, automobile tag, utilities, business fixtures and equipment and rental real property. **This increase is for the Hinds County School District Tax Levy authorized by Statute.**

Any citizen of Hinds County, Mississippi, is invited to attend this public hearing on the proposed ad valorem tax revenue increase in the budget and will be allowed to speak for a reasonable amount of time and offer tangible evidence before any vote is taken.

HINDS COUNTY BOARD OF SUPERVISORS

A millage rate of 111.60 will produce the same amount of revenue from ad valorem taxes for Hinds County as was collected the prior year. The millage rate for the prior year was 112.04.



CMPDD seeks public comments for the proposed 2045 Jackson Metropolitan Transportation Plan

Central Mississippi Planning and Development District

The Central MS Planning and Development District, the transportation planning agency for the metro-Jackson region, is hosting a 45-day comment period for the public to review and provide comments on the proposed Jackson Urbanized Area's 2045 Metropolitan Transportation Plan. The 2045 Metropolitan Transportation Plan is a required planning document that reflects a comprehensive blueprint of the region's transportation system needs over the next 25 years. It forecasts changes in the region and seeks to identify transportation improvements needed to keep people and goods moving smoothly while identifying a financially feasible list of proposed improvements. The plan is multi-modal addressing needs in roadway, public transportation, bicycle and pedestrian, rail and aviation.

The comment period will begin September 16, 2020 and end November 2, 2020. The proposed 2045 Plan is available for review and comment at www.cmpdd.org/public-notices/. The public is invited to submit comments to CMPDD by mail, phone, email, or electronic comment card.

If you need assistance locating a copy of the plan or making a comment, contact Transportation Planning Staff members at: (601) 961-1511.

WAYS TO COMMENT:

Email: mpo@cmpdd.org Phone: (601) 961-1511

Mail: Central MS Planning and Development District
2045 Metropolitan Transportation Plan
P.O. Box 4935
Jackson, MS 39296-4935

Electronic Comment Card: www.cmpdd.org/public-notices/

The proposed 2045 Metropolitan Transportation Plan will be considered for adoption by the Jackson Metropolitan Planning Organization during its November meeting. All comments received during the comment period will be reviewed and considered prior to adoption. Once approved, the 2045 Metropolitan Transportation Plan will help to guide future transportation projects and initiatives in the region over the next five years.

Visit cmpdd.org/public-notices/

to review the proposed 2045 Jackson Metropolitan Transportation Plan.

Jackson Advocate ■ Jackson, Mississippi

October 8-14, 2020 ■ 15A



ENTERTAINMENT



Professional artist sought for new Hattiesburg public art project

JANS—Hattiesburg Alliance for Public Art has announced a Call for Artists to design and execute an exterior mural titled "Your Life Matters."

The project will be located at Ebenezer Baptist Church on East 8th Street in Hattiesburg, MS. Artists with professional experience in public art or painting are invited to respond to the call.

This new addition to the series of public art pieces commissioned through HABA, so far in 2020, "Your Life Matters," will be a lively, positive mural focused on the impact people have on those around them.

The completed project will measure approximately 11.5 feet high x 33 feet wide and be placed along the exterior of Ebenezer Baptist Church. The mural will face the newly restored East 8th Street bank and tennis courts and also be highly visible from Chain Park, Hattiesburg's 37-acre public park along the Bogue River.

The purpose of the mural will be to illustrate the impact people have on those around them. Ultimately, it will convey the message, "The world needs the best of you, because you matter." Professional artists, both locally as well as those from across the state and nation, are encouraged to submit designs.

For more details and instructions, interested artists may visit hatterburgpublicart.org or call for artists. Applications must be electronically submitted by 5pm on Friday, October 23, 2020. The final design selection will be based on artistic merit, creativity, demonstrated ability, technical knowledge, and the artist's interpretation of the theme.

To learn more about HABA and for a map of existing public art in Hattiesburg, visit HABA's Facebook and Instagram pages or hatterburgpublicart.com.

Working it! Jackson welcomes new curator at art museum

By Anna G. Edwards
Illustration: Jonathan Edwards

It was destined to happen—a conversation about pop culture, poverty, being Black in a creative world, and the importance of art. That is exactly what Ryan N. Dennis and I discussed recently.

She is the new Chief Curator and Artistic Director of the Center for Art & Public Exchange (CAPE) at the Mississippi Museum of Art. My title is a little different when it comes to my capacity at the art museum: Community Advisory Board Member. It is safe to say we have a few things in common. The main thing is the love of art.

My first question about the world of art? "What is a curator?" Ryan explained it with ease. "It is someone who cares for the art—a kind of a custodian of the art. I also am supportive of the artist's vision to the public."

Dennis and her family are new to the Jackson Metro Area and she packs an impressive resume. After leaving New York as the Artist in Residence Manager at the African Art Museum (now the Africa Center), she then joined Project Row House in Houston, Texas as Curator and Programs Director.

I researched Project Row House in Houston's Third Ward. It's impressive. The project took on 39 homes in the city's oldest Black neighborhood and transformed them. Dennis of that can houses that were left for blight—literally because light. The project sheds light on enriching activities, art programs,



Ryan N. Dennis

and community development.

Does she have similar plans for her new city? "In Jackson, I am still exploring. My first priority is finding ways to have deeper engagement with the residents of Jackson, but also really just forth establishers that reflect Black and Brown people. That speaks to the kind of climate that we live in and

creates strategies that are uplifting and not based in sorrow and pain. And, I also want to listen to the city and connect, and bring things that people want to see."

Ryan reminded me that African American artist Leonora Dowd's "A City in the Grass" is on display in the Art Gardens and can be enjoyed by the public for free with standard social distance guidelines.

I enjoy visiting the Mississippi Museum of Art—the state's largest art museum—and look forward to seeing how Ryan Dennis brings her special touch. "I want to know how I can support the various communities in Jackson. I would just love to have people visit the museum and have people connect with the museum. It's definitely here for everyone."

PUBLIC NOTICE

Hinds County, Mississippi

In Accordance with Section 17-17-348, Miss. Code Ann. (1972), the following synopsis of Hinds County, Mississippi Solid Waste funds for the fiscal year ending 9-30-2020 is provided:

Revenues	
• Taxes and Ad Valorem	2,059,031.50
• Intergovernmental Revenues	14,914.86
• Interest Income	823.26
Expenditures	
• Contractual Services P.O. BOX 55558 Bordentown, NJ 07005	2,040,360.08
• Interfund Loan Interest	1,845.65
etc. (000000)	

Waste Management of Jackson

Your Vote. Your Voice. Our Fight.

As our nation battles a pandemic and economic downturn, the health and financial security of voters over 50 are on the line. That's why AARP Mississippi is fighting for your voice to be heard.

AARP Mississippi wants to make sure that you know all of your voting options and that all Americans—from working parents to family caregivers to seniors in nursing homes—can vote safely whether they choose to vote from home or in-person.

For more information on how you can vote safely and make your voice heard, visit aarp.org/MSVotes

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PROTECT 50+ VOTERS

VIRTUAL PUBLIC PARTICIPATION

The Central MS Planning and Development District is striving to ensure the public continues to have opportunities to participate in the transportation decision-making process during the COVID-19 pandemic. CMPDD has made special arrangements for the public to join CMPDD staff members during a virtual public meeting that will take place Thursday, October 22, 2020 at 6 pm.

During the meeting, you will have the opportunity to hear presentations and make comments on the proposed Jackson Urbanized Area's 2045 Metropolitan Transportation Plan.

The 2045 Metropolitan Transportation Plan is a planning document that reflects a comprehensive blueprint of the region's transportation system needs over the next 25 years for Hinds, Madison, and Rankin Counties. It forecasts changes in the region and seeks to identify transportation improvements needed to keep people and goods moving smoothly, while identifying a financially feasible list of proposed improvements. The plan is multi-modal addressing needs in roadway, public transportation, bicycle and pedestrian, rail and freight. The proposed plan is available for review and comment by visiting the project's website page.

www.cmpdd.org/transportation/2045-metropolitan-transportation-plan/

Individuals who would like to participate in the virtual public meeting can access the meeting from the project's website using a desktop computer, tablet, or smart phone on October 22, 2020. To access the virtual meeting, click on the Virtual Public Meeting Button on the project's website page.

Anyone who may require special accommodations under the Americans with Disabilities Act to participate should advise CMPDD at least 7 days in advance by calling 601-961-1511 or emailing mpo@cmpdd.org.

CMPDD

Join us October 22nd 6 P.M.

Visit cmpdd.org/transportation/2045-metropolitan-transportation-plan/

Madison County Journal, October 15, 2020, Page A3

Flowood 992.0025 | Madison 607.7171 | Ridgeland 957.3188 | YourCMB.com

Member FIDC

VIRTUAL PUBLIC PARTICIPATION

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Join us October 22nd 6 P.M.

Visit cmpdd.org/transportation/2045-metropolitan-transportation-plan/

Company withdraws because of bid delay

A COMPANY THAT WAS said to be withdrawing from the Belhaven Creek Improvement Project because it was being dissolved is not going out of business.

Rather, the company is withdrawing from the project because the city of Jackson waited too long to bid it out.

On September 15, the city council awarded Copeland and Johns and \$2.6 million contract to make drainage improvements along the creek.

However, on September 17, the firm sent a formal notice to the city that it was withdrawing "its bid and proposal in its entirety and will not accept any pending award" of the project.

Sam Kelly, an attorney representing the firm, said the city waited too long to award the bid, which was initially advertised on June 2, 2020.

The firm was under the impression that if it was awarded the contract, it could begin work in late summer. However, because the contract wasn't awarded until September 14, contractors wouldn't be able to begin work until later this year, when the weather turns wetter and colder.

According to city documents, contractors could withdraw their proposals if the bids were not awarded within 90 days.

"That period expired on August 31, 2020," according to a letter from Kelly.

"Copeland and Johns withdrew from the project due to the city's delayed attempt to award the project, which would have required Copeland and Johns to perform the required work during the winter months,



St. Ann Street flooding from creek

under much different, less-favorable conditions."

Belhaven Creek has been the source of flash flooding for years. Following heavy rains, it's not uncommon to see waters inundate streets, cars, yards and some homes in the neighborhoods south of Riverside Drive.

Part of the problem is the creek's capacity, being unable to handle runoff from the

Belhaven Creek drainage basin.

The first phase is designed to increase capacity by widening portions of the creek, reinforcing creek walls and installing a new box culvert to help water flow better downstream.

Work calls for widening the creek from St. Mary Street to Laurel Street, lining the creek walls with concrete from St. Mary to Piedmont Street, and adding rip rap from Piedmont to Laurel Street.

Widening the creek will increase the capacity, while lining the banks with concrete and rip rap will prevent erosion, Williams explained previously.

ADDITIONALLY, THE project calls for adding a new box culvert under St. Mary, which would help move water downstream during peak flow times.

Box culverts are designed to be placed under a bridge or a road to allow water to drain under those structures unimpeded. The current box culvert is too small to handle current runoff levels from heavy storms.

Crews will have 150 days to complete the

work, according to a copy of the bid documents.

Specifications were drawn up by North Jackson-based Southern Consultants. The firm was brought on in 2016, for approximately \$225,000. Designs were funded by the city's one-percent infrastructure sales tax.

The creek serves the Belhaven drainage basin, which runs from Glenway Drive and Lakeland Drive in the north to Pinehurst Street in the south. East to west, the basin stretches from Museum Boulevard to Veterans Memorial Stadium and Millsaps College.

Flooding in the area has gotten worse in recent years, thanks in part to the increased frequency of heavy storms, as well as increased development upstream.

According to the National Weather Service, more than 99 percent of the basin is developed, with 41.58 percent of it being covered with impervious materials, such as concrete.

Those materials do not soak up rainwater like natural ground, increasing runoff that goes into the creek.

VIRTUAL PUBLIC PARTICIPATION

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Join us October 22nd 6 P.M.

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158

159

Online Survey

Round Two public outreach did not use a public survey.

Public Meetings

Early in the public involvement plan development process, the MULTIPLAN Team envisioned holding 11 Round Two public meetings statewide during fall 2020 to invite review and public comments on the MULTIPLAN 2045 draft. In January 2020, however, the World Health Organization (WHO) declared the coronavirus a “public health emergency of international concern.”

As a way to satisfy the public meeting provisions, the FHWA and the FTA issued statements supporting utilization of virtual public involvement technologies and techniques for public participation activities related to metropolitan and statewide transportation planning under the applicable statutes (23 U.S. Code § 134-135). The MULTIPLAN Team worked in concurrence with the FHWA to amend the MULTIPLAN 2045 PIP and revised Round Two outreach activities. Additionally, the MULTIPLAN Team incorporated the FHWA's directives of providing multiple and varied opportunities for engagement by offering the public the opportunity to phone, email, or mail comments and questions about MULTIPLAN 2045.

The originally planned public meetings were replaced with three (3) statewide virtual public meetings. The interactive statewide meetings were held via Webex at 6 p.m. on Thursday, Oct. 22, 2020; Tuesday, Oct. 27, 2020; and Thursday, Nov. 12, 2020, during a forty-five-day public comment period. Detailed information concerning the amended social media strategy is located in MULTIPLAN Annex 7.

The Round Two virtual public meetings logistics and participant numbers are shown in table 2.2.

Date	Time	Proposed Plans Available for Review	Hosts	Number of Participants
October 22, 2020	6 p.m.	Statewide Long-Range Plan and the Jackson area Metropolitan Transportation Plan	MDOT and CMPDD MPO	34
October 27, 2020	6 p.m.	Statewide Long-Range Plan and the HPFL MPO Metropolitan Transportation Plan	MDOT and HPFL MPO	20
November 12, 2020	6 p.m.	Statewide Long-Range Plan and the GRPC MPO Metropolitan Transportation Plan	MDOT and GRPC MPO	22

MULTIPLAN Team members placed draft copies of the plans, meeting notifications, official comment forms, and other helpful information (such as the dates for the official comment periods and frequently asked questions) on the MULTIPLAN website. Virtual meeting notifications were placed on social media and advertised as display ads in key local, minority, and statewide media publications. Phone numbers and email addresses for each of the participating agencies were widely advertised on social media, on the internet, and within display ads.

During the Round Two virtual meetings, transportation officials provided overview presentations for the following:

- Draft CMPDD, HPFL, and GRPC Metropolitan Transportation Plans
- Draft MDOT Statewide Long-Range Transportation Plan
- MDOT Rails planning initiatives

Stakeholder Meetings

On October 15, 2020 a virtual stakeholder meeting was held for all three (3) MPOs and MDOT.

Webex Meeting Notes

MULTIPLAN
Mississippi Long Range Transportation Plan and the
Central Mississippi Planning and Development District
Jackson MPO MTP
Public Meeting
October 22, 2020
6:00 pm

MEETING SUMMARY

By Webex:	Lesley Callender (CMPDD)
Acey Roberts	Lindsey Killebrew (MDOT)
Alex Smith	Lisa Destro (Cambridge Systematics)
Caller 02	Mark Holley (MDOT)
Caller 03	Michael Monk (CMPDD)
Caller 04	Mick Hintz
Caller 05	Paul Tankersley
Chelsea Brannon	Paula Dowell (Cambridge
Chuck Carr (CMPDD)	Systematics)
Clay Hays	Randal Jansen (FHWA)
David Hodge (City of Madison)	Robert Walker (Neel-Schaffer)
David Pharr	Sammy Holcomb (MDOT)
Donna Lum (Beyond Communication)	Scott Burge
Erica Robinson (Robinson Studio)	Sundreka Givan (FHWA)
Evan Wright (MDOT)	Taylor Marcantel (Neel-Schaffer)
Hannah Santiago (Cambridge Systematics)	Thomas Brewer
Josh Stubbs (MDOT)	Trinh Trung (MDOT)
KC	Vijay Kunada (Neel-Schaffer)

Attendees

- Welcome** - Sammy Holcomb, MDOT MULTIPLAN 2045 Project Manager, provided a welcome and overview of the purpose of the meeting. He explained that MULTIPLAN 2045, Mississippi's Unified Long-Range Transportation Infrastructure Plan for the year 2045, provides a blueprint of transportation needs over 25 years and is updated every five years. MULTIPLAN 2045 is a coordinated effort to develop MDOT's statewide long-range transportation plan and the plans for the Central Mississippi Planning and Development District (CMPDD, the Jackson MPO), the Hattiesburg-Petal-Forrest-Lamar MPO, and the Gulf Regional Planning Commission MPO. It includes four separate plans that are developed simultaneously for consistency.

Sammy introduced the MULTIPLAN team members from MDOT, CMPDD, and Federal Highway Administration (FHWA) and the key presenters. Sammy introduced the moderator, Donna Lum.

Donna explained how participants could ask questions, including submitting questions by typing in the chatbox or verbally. Donna explained the public meeting ground rules and shared that disruptive or inappropriate comments, questions, or statements will be deleted and further involvement by the disruptive individual would be blocked. Donna provided a demonstration of how to access the draft plans at the MULTIPLAN 2045 website (www.MSTransportationPlan2045.com) and how to fill out a comment form. The physical addresses and email addresses of the MDOT Planning Division and the Jackson MPO were provided for those who prefer to mail or email comments. For individuals who needed assistance in participating in the public meeting, phone numbers were provided.

2. **MDOT Draft Statewide Long-Range Transportation Plan** – Paula Dowell provided an overview of the 2045 MULTIPLAN Long Range Transportation Plan process. She provided an overview of the draft plan, including an overview of the typical funding sources and expenditures and the three investment scenarios, including an Expected Budget Scenario (expected revenue projections), Enhanced Budget Scenario (expected revenue projections with Lottery Funds extended until 2045), and the Adequate Budget Scenario (Budget needed to meet all Federal and MDOT targets).

Attendees were offered an opportunity to ask questions and were provided contact information and the website address for those seeking additional information.

3. **MDOT Rail Plan Update** – Lisa Destro provided a presentation and overview of the development of the State Rail Plan. She explained why rail is important to Mississippi and an overview of the Rail Planning process. Key information about the existing conditions, needs, and issues of rail in Mississippi was provided. Lisa shared the next steps in the planning process and contact information for attendees looking for additional information.
4. **Draft Metropolitan Transportation Plan Overview** – Taylor Marcantel provided an overview of the Metropolitan Transportation Plan (MTP) process. He shared the key components of the Draft Plan including the technical reports, the draft plan recommendations, and key strategies. Taylor provided contact information for attendees seeking additional information.
5. **Closing** – Sammy announced the conclusion of the MULTIPLAN virtual public meeting. He asked if there are any outstanding questions/comments. Sammy reminded attendees that the 45-day comment period ends on November 30, 2020 for the draft Statewide Long-Range Transportation Plan and on November 2, 2020 for the draft Jackson MPO MTP. He reminded attendees that the draft plans and a video recording of the meeting are located on the project website at www.MSTransportationPlan2045.com. He also provided contact information for those who needed assistance in participating in the process.

Comments Received During Public Review Period

The MPO received the following comments during the public review period.

September 21, 2020 by MPO comment form

Comment: PROPOSED IMPROVEMENTS: Phase 1; Widen interchange at Hwy 468 and greenfield road with turning lanes and traffic lights. Widen train crossing to 4 lanes. Widen Hwy 468 to 4 lanes from Pearson Rd to Hwy 469. Currently Emergency vehicles currently can not get through at peak travel times. Phase 2; build a bridge over the train tracks and redesign the entire interchange to accommodate traffic.

September 22, 2020 by phone

Comment: Request for a map showing the alignment of proposed project 109 (N Wheatley St. Extension).

September 24, 2020 by email

Comment: Request for a map showing the alignment of proposed project 165 (East Brandon Bypass).

September 24, 2020 by MPO comment form

Comment: It looks like you guys really paid attention and included the priorities and comments that we brought to the table at the public meeting. Thank you.

At that meeting, I was mostly concerned about sidewalks, but there are a couple of road issues that I think need to be on the long-range radar. 1. We should fund a study to see if we can figure out a way to straighten the Water Works S-curve. I don't have an easy solution, but I think it needs to be talked about. That's possibly the most dangerous mile of highway in the state. My guess would be that it averages at least one accident per day. It'd be worth knowing those statistics. We need to figure out what it would take and how much it would cost to acquire the necessary ROW. Once we have multiple options and prices for each, then we can take the ideas to the public and get buy-in. 2. We need to study the stretch of I-20/I-55 between Terry Road and the stack. Ideally, the two Interstates would stay separate. There seems to be plenty of land north of the highway in that stretch. Separating the two would also allow us to straighten the tight curve at Terry Rd. Ideally, one should be able to drive from Vicksburg to Meridian without ever touching I-55, or from Memphis to New Orleans without ever touching I-20. This would have great benefits for truckers, commuters, local traffic, and inter-state travelers. Both of these ideas would be expensive, but knowing how expensive would help us do appropriate cost/benefit analysis. We've done lots of road widening in the past few years. Next we can concentrate on making things safer.

Thanks for listening to the public during the long-range planning process.

October 26, 2020 by MULTIPLAN comment form

Comment: I do not see any plans to provide bicyclists and pedestrians a safe location or route to cross Lakeland Drive in Flowood. Once the East Metro Corridor is completed, bicyclists will be able to safely travel from Flowood to Brandon. Brandon has several projects shown in the long range plan to provide safe travel for bikes and pedestrians. Flowood will be adding to their bike and pedestrian network that already has several routes that bikes and pedestrians can use to travel to the Reservoir, to Ridgeland, and to the Natchez Trace. It is a disservice the bike/ped community to have to two substantial bike/ped networks disconnected solely by Lakeland Drive.

October 26, 2020 by MULTIPLAN comment form

Comment: 2045 Vision Plan considerations: widen I-20 to six lanes from I-220 to Springridge Road or Clinton Raymond Road; consider safety improvements for the section of I-20/I-55 between I-55 south and I-55 north, as well as the section of I-20 from I-55 south to I-220.

NOTE: Personal and confidential information has been redacted from this report.

Comments on the CMPDD 2045 Long Range Transportation Plan Executive Summary:



NOTE: The page numbers I list below are those printed at the bottom of the pages in the document itself, NOT the PDF.

Pages 2-4: I like the graphic representation of the purpose and process of completing the LRTP. Concise and helpful.

Page 6 – Regarding Congestion: Note that we’ve recently widened both I-55 and I-20. Evidence suggests that widening interstates in urban areas simply invites more and longer commute times. Congestion won’t ever get better until we reverse urban sprawl...it’s wasting precious resources and perpetuates a “vicious cycle”.

Pavement Conditions are much worse in Jackson, because of long-term divestment (see urban sprawl above).

Page 7 – Bike and Pedestrian Conditions ***IMPORTANT*** The diagram vastly overrates the presence of sidewalks when one considers that many of those are in deplorable/unusable condition and do **not** meet ADA accessibility standards.

Page 8 – Public Transit Conditions ***IMPORTANT*** What is MISSING from our public transit is linking the City to the various suburbs (Clinton, Madison, Byram, Pearl/Brandon/Dogwood). Also, **not** having public transit to/from the airport is a glaring omission and frankly, an embarrassment to Mississippi. ☹ It makes sense to build electric light rail along north/south and east/west corridors, augmented by all-electric buses.

Page 12 – Growth of Suburban Neighborhoods – As noted above, this may be what people **want/choose**, but it is deeply foolish and short-sighted. It will only reduce our financial efficiency (MORE streets/sewers to maintain...farther commute times), worsen the environment, increase flood risks (more non-permeable surfaces), and exacerbate the global climate crisis (increased emissions). We ***NEED*** to be doing the **opposite...reversing**

sprawl...creating denser more walkable communities using the existing urban areas and concentrating our limited resources to maintain them.

Page 13 – I’m pleased to see the acknowledgement that our population is aging and that there will be greater need for alternatives to driving. Ride hailing services are okay, but **ONLY** for the ambulatory...they have yet to embrace their ADA obligations to provide wheelchair-accessible service. That typically means contracting out services or buying wheelchair accessible vehicles to loan to drivers. The requirement is to provide “equivalent service” in terms of geographic area of service, fees, hours of operation, and response-time.

Pages 14 and 15 – Connected and Automated Vehicles: I’m certain that, by 2045, that the technology will improve enough to make automated vehicles commonplace. That could be a mixed blessing, depending upon how they are used. The optimistic view is that fewer people will own cars, and only “hail” one as needed. That **COULD** reduce traffic/emissions and create more pedestrian/bicycle friendly roadways/environments. It could though, swing the other direction if the vehicles are spending a lot of “dead-head” time going from one drop-off to the next pickup (staying empty much of the time). If that happens, it could create higher congestion levels by mostly empty “robot-cars”. Because of my background in the cognitive neuro-sciences (my Ph.D. is in Clinical Neuropsychology), I’m acutely aware of the difficulties predicting human behavior. I continue to hold **GRAVE** reservations about the safety of automated vehicles around pedestrians and bicyclists. I spend a great deal of time riding my wheelchair in the streets and that is stressful enough. Trusting a **machine** to recognize me and predict that I might have to veer to avoid a pothole (that would “**SWALLOW**” my wheelchair) doesn’t come easily. Most **HUMAN** motorists do a poor job predicting pedestrian behavior in the best of circumstances. That won’t ever be easy to do, no matter how powerful the computer or detailed the algorithm. Question...are these automated vehicles going to “see” the potholes and know pedestrians/cyclists will **HAVE** to swerve to avoid them?

Automated transit vehicles are safer with light rail, like we already see in airports. This cannot happen fast enough...the caveat is that the vehicle will ***HAVE*** to recognize when someone or something has fallen onto the tracks and attempt to stop.

Page 16 – Electric Vehicles

The ***HOPE*** here is that the electric vehicles will be **MASS TRANSIT** (light-rail) or at minimum all-electric buses. Reliance upon only single-occupancy vehicles with short life-spans (10 years or less) is wasteful and ignores the **LIFE-CYCLE** carbon footprint. It takes a great deal of resources and a lot of emissions to mine raw materials and assemble the vehicles, so we need to focus on **LARGER** long-lived transit options with **LOW**-maintenance. The best of those are electric rail systems. Yes, that will mean **PUBLIC** investment...but overall, the **COST will be less per person** and the dividends will pay off in a **sustainable environment**. Doing nothing about climate change means an eventual end to human civilization as we know it. I don’t know the timeline. No one does. But, we have very little time left because the disasters are accelerating.

Regarding Gas Tax Revenues – Yes, we ***MUST*** move away from fossil fuels...the **SOONER** the better...if we don't our grandchildren won't have a livable environment. So, **YES**, we'll have to raise revenue differently (other than a gas tax) to provide transportation infrastructure. If we are ***SMART***, we'll incentivize building/maintaining light rail, because the long-term maintenance is cheaper than roads. We don't need as many roads as we have and really need to reverse the trend of building more. Automobile user taxes are a necessity as we move away from fossil fuels.

Page 18 – The vision and goals are great! The diagram is well-laid out and helpful to understanding the framework.

Pages 19-20 – I agree with all the Goals and the Objectives. Well-written.

Page 21 – The graphic of “Current Performance” indicates that both “safety” and “pavement” are “good”. Yet, Smart Growth American continues to list the Jackson Metro as the [tenth most dangerous city for pedestrians](#). We've held that position now for about a decade.

Jackson's roads, but more importantly, the underlying infrastructure (water/sewer) need a lot of repair. **ONLY** the suburbs' roads are in good shape.

Travel time reliability is said to “need improvement” – the **BEST** way to improve travel times is urban infill so we reduce commute distances and end the pointless cycle of widening the interstates just so people can commute farther and farther away. The ***ONLY*** “winner” in that scenario are the developers, who buy pristine land cheap, develop it, and then “walk away”, leaving society to deal with the consequences (excessive maintenance...climate degradation...reduced revenue per unit area).

The one glimmer of hope I see here in the diagram is that the current administration seems to be replacing JTRAN buses at a better rate, so the overall trend in our public transit buses' state of repair is moving in the right direction.

Page 24 – Under “Implementation: Strategies” – I wholeheartedly agree with all of these. I'd just want to emphasize that building a METRO-Transit system that connects Jackson and the suburbs is an ongoing unmet need...with particular emphasis on getting transit to serve the airport. It remains an embarrassment that the capital of Mississippi has no public transportation to/from the airport.

Page 26 – I agree with the emphasis on “Non-capacity” (Maintenance) projects over “Capacity” (Widening and adding roads) projects. We would be **FAR WISER** to utilize urban infill and redevelop existing land within the city and concentrate our resources in a smaller area.

Page 28 – The map showing areas of existing high congestion reveals the obvious presence of transit corridors. If one were to “connect” those “dots” on the map with commuter rail lines, much of that problem would be solved and people wouldn't have to drive. They break down

into a North-South and East-West corridor (along I-55 and I-20), with an addition corridor going Northeast (along Lakeland Drive) to Dogwood and the residential communities along the Reservoir.

Page 30 – The diagram shows new planned roads and widening projects. <Snarky Idea> Make the developers pay for all widening of roads to/from their new housing/business projects. But, I'm only half-kidding...it dismays me that we leave the PUBLIC to pay for developments that profit only a very few.

Page 49 – Pedestrian and Bicycle Projects – ***IMPORTANT*** It states: "In addition to bicycle and pedestrian improvements included with planned roadway projects...". I've personally filed a series of complaints about Jackson and Hinds County resurfacing streets without bringing the EXISTING sidewalks into compliance with ADA. We have an established pattern/practice of ignoring pedestrian safety when we resurface streets. This is unethical and probably illegal. Given this trend, MORE funding needs to be put into meeting pedestrian/cycling needs, especially along major corridors where lives are most at risk. The investment will pay for itself in improved public health!

Page 50 – ***IMPORTANT*** The "Fiscally Constrained" plan for Bike and Pedestrian projects is only about 10% of what we "Anticipate": meager. I continue to question the wisdom of widening roads for motorists, who have thousands of pounds of aluminum/steel/airbags/seatbelts to protect them, while minimizing the safety of cyclists and pedestrians. Shameful.

Pages 56-57 - Public Transit – ***IMPORTANT*** I agree wholeheartedly in adopting/implementing a regional transit corridor public transit system that has the routes outlined in purple (Map on page 57). They make sense. The only way that would be BETTER is if we did it with electric rail. The investment will pay off in the LONG-TERM with reduced road maintenance and carbon emissions. The route to the airport cannot happen fast enough. My suggestion, in the interim, is to provide ON-DEMAND transit to/from the airport (through our existing JTRAN Paratransit program). That will take an executive order from the Mayor's Office. It would fill the gap during normal JTRAN operating hours...it's a start.





MAYOR
Mary Hawkins Butler

City Clerk
Susan B. Crandall

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November 2, 2020

VIA ELECTRONIC DELIVERY TO

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LCALLENDER@CMPDD.ORG

and U.S. MAIL

Central Mississippi Planning and Development District

2045 Metropolitan Transportation Plan

C/O Lesley Callender

Post Office Box 4935

Jackson, Mississippi 39296-4935

RE: 2045 Metropolitan Transportation Plan- Comments

Dear Ms. Callender:

Please find below the City of Madison's Comments to the proposed 2045 Metropolitan Transportation Plan. We have identified several projects for the City of Madison, or that will affect the City of Madison, that are inconsistent, contrary, or even harmful to the City's long-range plan. For some projects, we have requested more information, including the proposed layout of the roadway, including connection points for existing streets, the need for the project and the requesting entity.

For ease of review, we have incorporated our comments using the Project ID Numbers, Stage (if applicable) and Route for each project within the categories identified in the Draft 2045 Metropolitan Transportation Plan Executive Summary.

Fiscally Constrained Roadway Capacity Projects

Project ID	Stage	Route	Comments
43	2020-2025	Reunion Parkway Phase 3	Please keep in current stage.
44	2020-2025	Bozeman Road, MS 463 to Gluckstadt Road	Please keep in current stage.

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Project ID	Stage	Route	Comments
55	2020-2025	Madison Avenue from Grandview Blvd to U.S. 51	<ol style="list-style-type: none"> 1) The Funding Source for this project is not identified. 2) How was the cost of \$5,314,639 determined? 3) When was the cost estimate prepared? 4) The City has recently received revised plans for Madison Avenue, identifying a right of way width of 102 feet in some locations and 119 feet in others. Specifically, near the historic district, MDOT, contrary to a request from the City to decrease the width, has expanded from an earlier width of 89 feet. 5) The City is not agreeable to the current design.
107	2026-2035	Mannsdale Road from Park Place Blvd to Reunion Parkway	The City requests this project be moved to a higher priority.
108	2026-2035	Reunion Parkway from Bozeman Road to Parkway East	The City request this project be moved to a higher priority.
132	2036-2045	Hoy Road from W Bradford Lane to Old Rice Road	The City request this project be moved to a higher priority.
203	2036-2045	McClellan Drive/Ridgecrest Drive from Hite B Wolcott Park to Old Canton Road	The City needs to see the proposed path for this widening project.

Fiscally Constrained Roadway Non-Capacity Projects

Project ID	Stage	Route	Comments
SAFE-13	2020-2025	MS 463 at Grandview Blvd	What is the purpose of this safety study?

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LI-ALL	2036-2045	Line Item Funding-Unidentified	How was funding developed for the Line Item Funding? Where can we find project information for these items.
TBD	TBD	Citywide Signal Upgrades	Please let the City know if there is additional funding for upgrades to signals.
TBD	TBD	Signal Installations	Please consider adding or improving signals at Hwy 463 at Fairfield Drive; Highway 463 at N. Livingston Road; Hwy 463 at Robinson Springs Road.

Visionary Roadway Capacity Projects

Project ID	Stage	Route	Comments
156	Vision	St. Augustine Drive from U.S. 51 to Rice Road (New Three Lane Roadway)	The City suggests focusing on the portion of the road between U.S. 51 and Old Canton Road.
206	Vision	Madison Drive-U.S. 51 Connector (New Two Lane Roadway)	The City needs more information on this proposed project, including the connecting roadway points, proposed layout, factors driving the need and the requesting entity.
109	Vision	N. Wheatley St. Extension from Ridgeland Avenue to Madison Avenue (New Four Lane Divided Roadway)	The City opposes this project. It is not part of the City's plan.
106	Vision	Madison Avenue from Highland Colony Parkway to U.S. 51 (Widen to Four Lanes Divided)	Portions of this project were removed years ago by Agreement between the City and MDOT. The City needs more information on this proposed project, including the factors driving the need and the requesting entity.
207	Vision	Ridgeland Connector from N Livingston Road to Highland Colony Parkway (New Two Lane Roadway)	The City needs more information on this proposed project, including the connecting roadway points, proposed layout, factors driving the need and the requesting entity.

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Visionary, High-Priority Bicycle and Pedestrian Project Corridors

Project ID	Stage	Route	Comments
TBD	TBD	St. Augustine/Old Canton Road	The City requests funds for a Multi-Use Path, approximately 1.0 mile, adjacent to Strawberry Patch Park. How are grants and funding appropriated for Multi-Use Paths?

Should you require any additional information from the City, please let me know.

Sincerely,



DAVID M. HODGE, P.E.
Public Works Administrator

cc: Mayor Mary Hawkins Butler (via electronic delivery)
Chelsea Brannon, City Attorney (via electronic delivery)