2045 Metropolitan Transportation Plan
Executive Summary

for the Jackson Metropolitan Planning Organization

December 2020

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2045 Metropolitan Transportation Plan

Jackson Metropolitan Planning Organization

This document is posted at:

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This Plan was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Mississippi Department of Transportation (MDOT), and local governments in partial fulfillment of requirements in Title 23 USC 134 and 135, amended by the FAST Act, Sections 1201 and 1202, December 4, 2015. The contents of this document do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

Metropolitan Planning Policy Committee

Name	Position
Butch Lee, Chairman	Mayor, City of Brandon
David Archie	Hinds County Board of Supervisors
Credell Calhoun	Hinds County Board of Supervisors
Bobby McGowan	Hinds County Board of Supervisors
Trey Baxter	Madison County Board of Supervisors
Dan Hart	Madison County
Gerald Steen	Madison County Board of Supervisors
Steve Gaines	Rankin County Board of Supervisors
Jared Morrison	Rankin County Board of Supervisors
Walter Redd	Rankin County
Lawrence Butler	Mayor, Town of Bolton
Richard White	Mayor, City of Byram
William Truly	Mayor, City of Canton
Phil Fisher	Mayor, City of Clinton
Robert Morris	Mayor, City of Florence
Les Childress	Mayor, Town of Flora
Gary Rhoads	Mayor, City of Flowood
Chokwe Antar Lumumba	Mayor, City of Jackson
De'Keither Stamps	Councilman, City of Jackson
Mat Thomas	City of Jackson
Mary Hawkins Butler	Mayor, City of Madison
Jake Windham	Mayor, City of Pearl
Ryshonda Beechem	Mayor, Town of Pelahatchie
Isla Tullos	Mayor, City of Raymond
Pat Sullivan	Mayor, City of Richland
Gene McGee	Mayor, City of Ridgeland
Joseph Kendrick, Jr.	Mayor, Town of Terry
Christine Welch	Public Transit JTRAN
Melinda McGrath	MS Department of Transportation
Don Davis*	Federal Highway Administration
Andres Ramirez*	Federal Transit Administration

*indicates non-voting status

Intermodal Technical Committee

Name	Position
Charles Sims	Public Works Director, Hinds County
Tim Bryan	Engineer, Madison County
Allen Scott	Engineer, Rankin County
Lawrence Butler	Mayor, Town of Bolton
Matt Dodd	Community Development Director, City of Brandon
Bart Ballard	Engineer, City of Byram
William Truly	Mayor, City of Canton
Bill Owen	Engineer, City of Clinton
Tim Parker	Engineer, City of Florence
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Bill Owen	Engineer, City of Raymond
Allen Scott	Engineer, City of Richland
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Mark Beyea	Engineer, Pearl River Valley Water Supply District
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Cynthia Buchanan	Metro Jackson Chamber of Commerce
Sonny Thomas	MS Development Authority
Lisa McInnis	Chief Resource Manager, Natchez Trace Parkway
Ken Seawright	Bike Walk MS
Stan Martin	MS Trucking Association
Joel Yelverton	MS Railroad Association

Intermodal Technical Committee (Continued)

Name	Position
Evan Wright	State Planning Engineer, MS Department of Transportation
Sammy Holcomb	State Planning Manager, MS Department of Transportation
Neil Patterson	District Engineer, MS Department of Transportation
Trent Curtis	Office of State Aid Road Construction
Shundreka Givan	Federal Highway Administration
Andres Ramirez	Federal Transit Administration
Lesley Callender	Chair, Central MS Planning and Development District

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Acronym Guide

Acronym	Description
ADA	Americans with Disabilities Act
BUILD	Better Utilizing Investments to Leverage Development (grant program)
CMAQ	Congestion Mitigation Air Quality program
EJ	Environmental Justice
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GARVEE	Grant Anticipation Revenue Vehicle bonds
GIS	Geographic Information Systems
HSIP	Highway Safety Improvement Program
INFRA	Infrastructure for Rebuilding America (grant program)
ITS	Intelligent Transportation Systems
MDOT	Mississippi Department of Transportation
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
PPP	Public Participation Plan
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TA	Transportation Alternatives
TIP	Transportation Improvement Program
VMT	Vehicle Miles Traveled
TSM	Transportation Systems Management
UPWP	Unified Planning Work Program

1.0 Introduction

Learn about the background of the Metropolitan Transportation Plan and the regional organization that develops it, the Metropolitan Planning Organization.

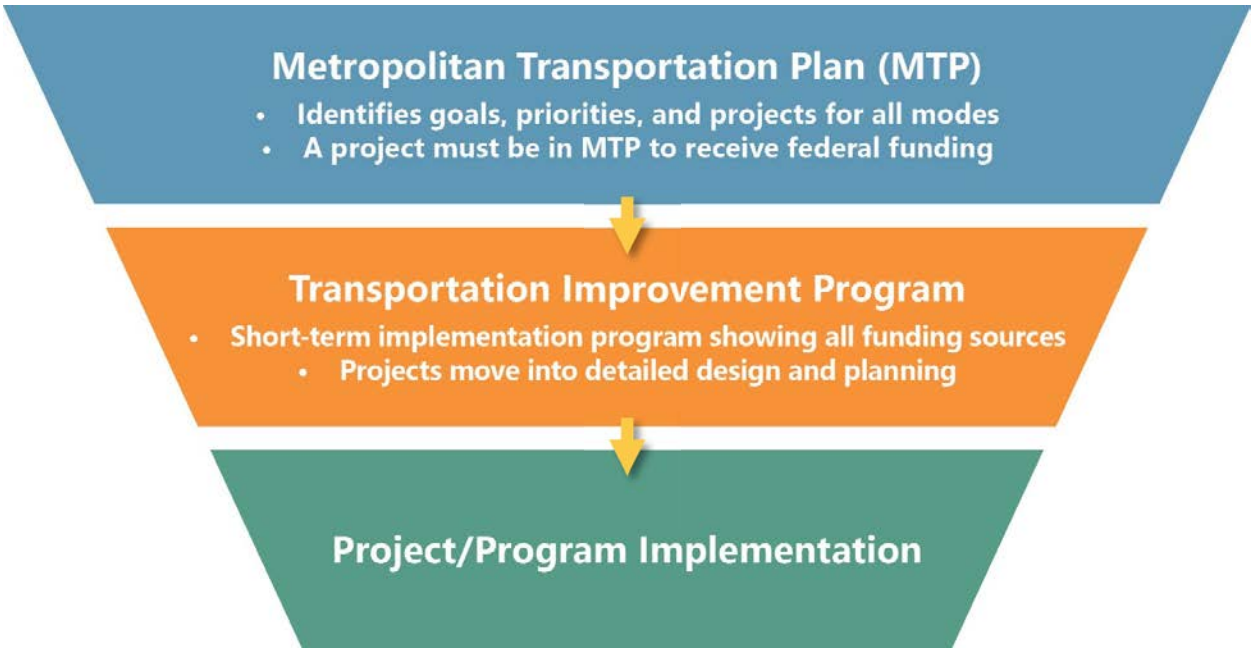
1.0 Introduction

What is the Metropolitan Transportation Plan?

A roadmap for addressing the region's transportation needs over the next 25 years

- Federal Requirement
- All Modes of Transportation
- Financially Constrained
- Updated Every 5 Years

The Role of the Metropolitan Transportation Plan

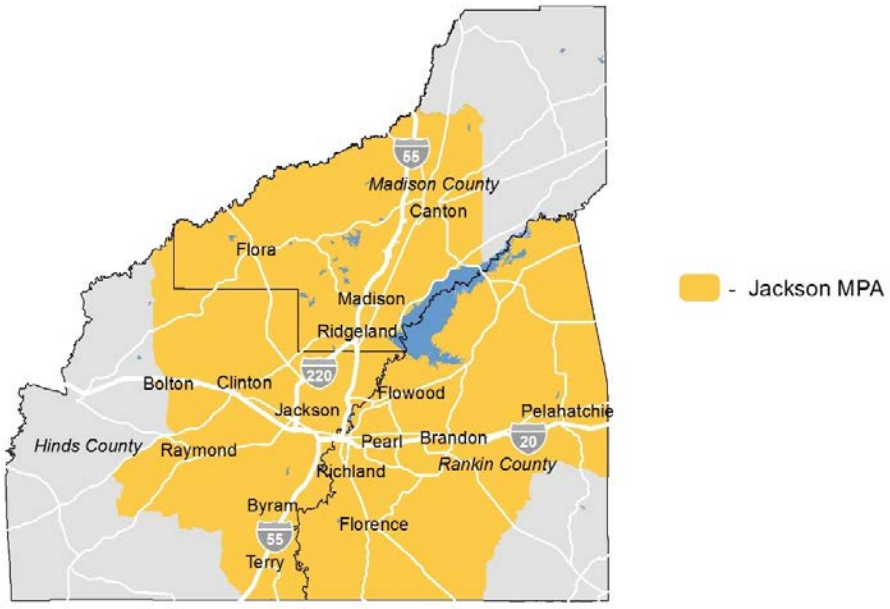


What is the Metropolitan Planning Organization?

All urban areas with a population of 50,000 or greater are required to have a Metropolitan Planning Organization (MPO) to conduct regional transportation planning. The Central MS Planning and Development District (CMPDD) was designated as the MPO coordinator for the Jackson region in February 1975.

The MPO Structure (How It All Works)

The Metropolitan Planning Area



1.0 Introduction

The Planning Process

Public and Stakeholder Involvement

The planning process incorporated public and stakeholder input at key phases of the project, resulting in a plan that reflects local priorities and needs.

74 People from Stakeholder Meetings

\+

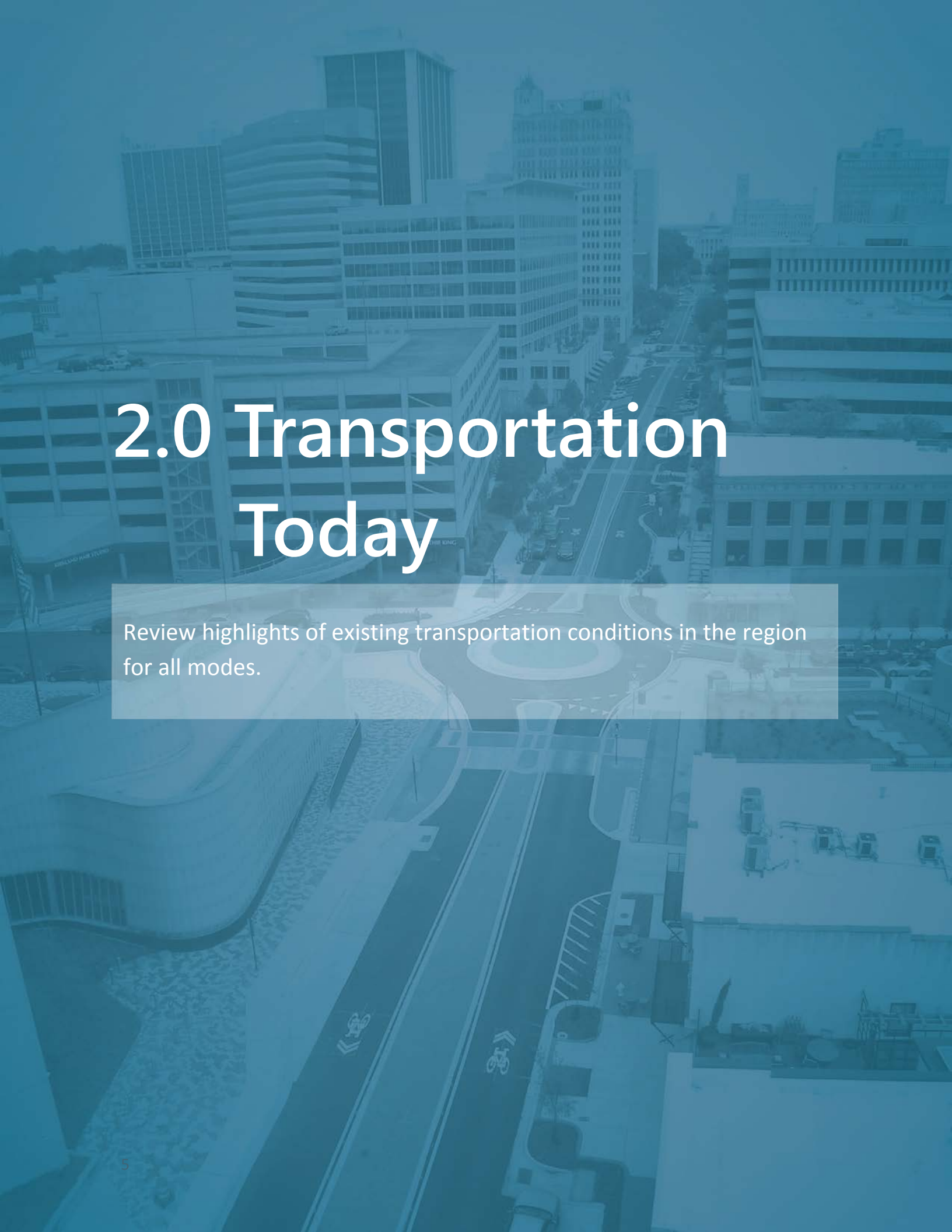
35+ People from Public Meetings

\+

125+ People from Online Public Surveys

=

234+ People Engaged



2.0 Transportation Today

Review highlights of existing transportation conditions in the region for all modes.

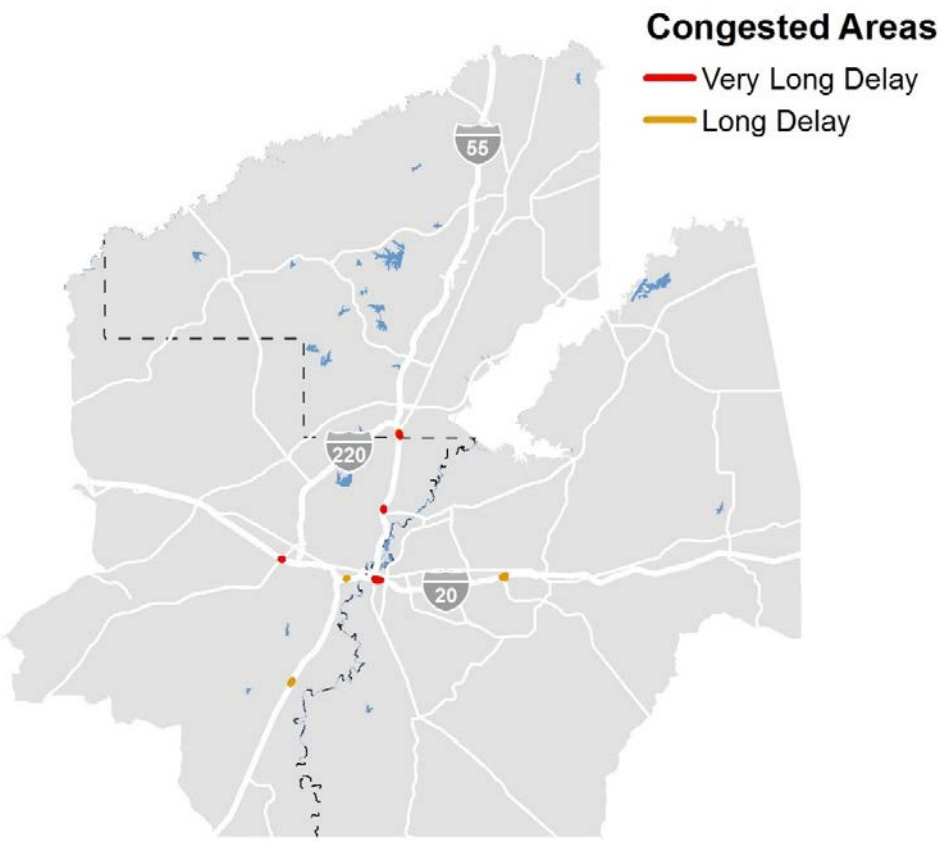
Roadway and Bridge Conditions

Congestion – I-55 and I-20 have the worst congestion in the region.

Pavement Conditions – The biggest areas of concern for pavement condition are on US 49, US 51, W Woodrow Wilson Avenue, and MS 16.

Bridge Conditions – Many bridges within the region, particularly on the National Highway System, are not in good condition.

Safety – From 2014 to 2018 there were 343 deaths and 304 severe injuries resulting from vehicular crashes.

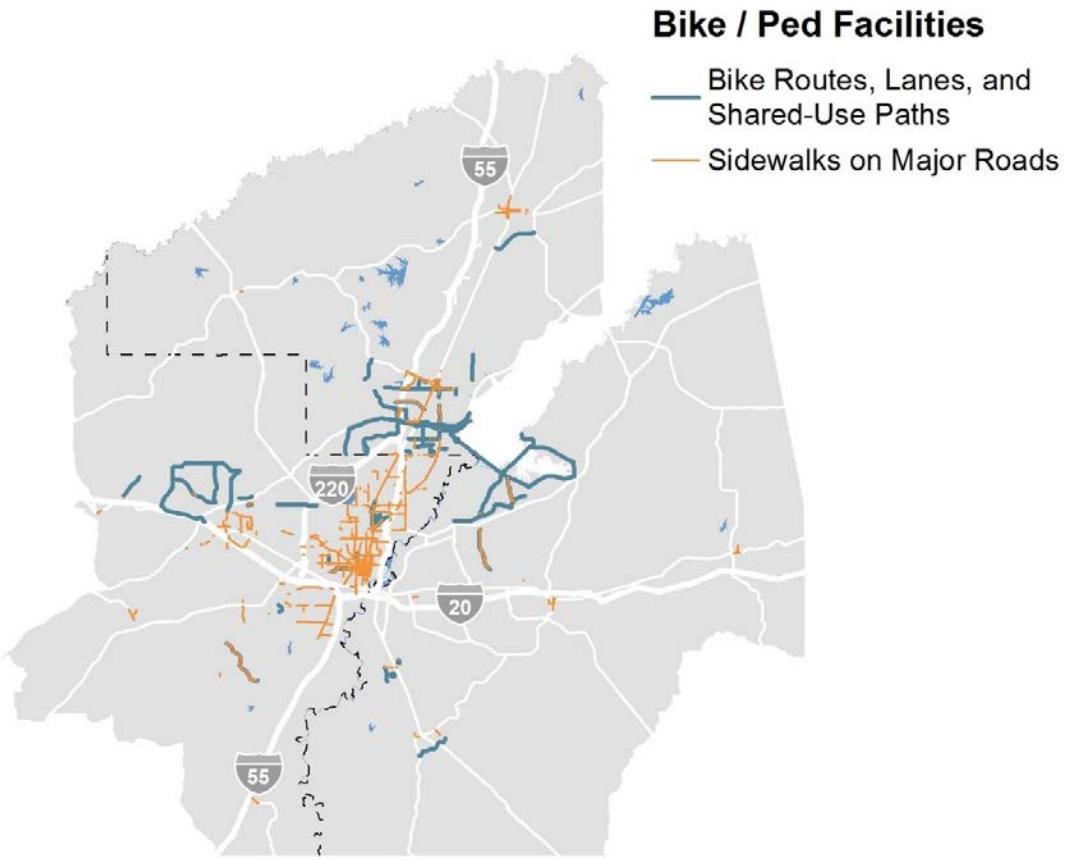


Bicycle and Pedestrian Conditions

Bicycle Facility Coverage – The presence of bike routes, bike lanes, and shared-use paths varies greatly within the region and there are many gaps.

Pedestrian Facility Coverage – The presence of sidewalks varies greatly within the region and there are many gaps.

Safety – From 2014 through 2018 there were 61 fatalities and 45 serious injuries among bicyclists and pedestrians.



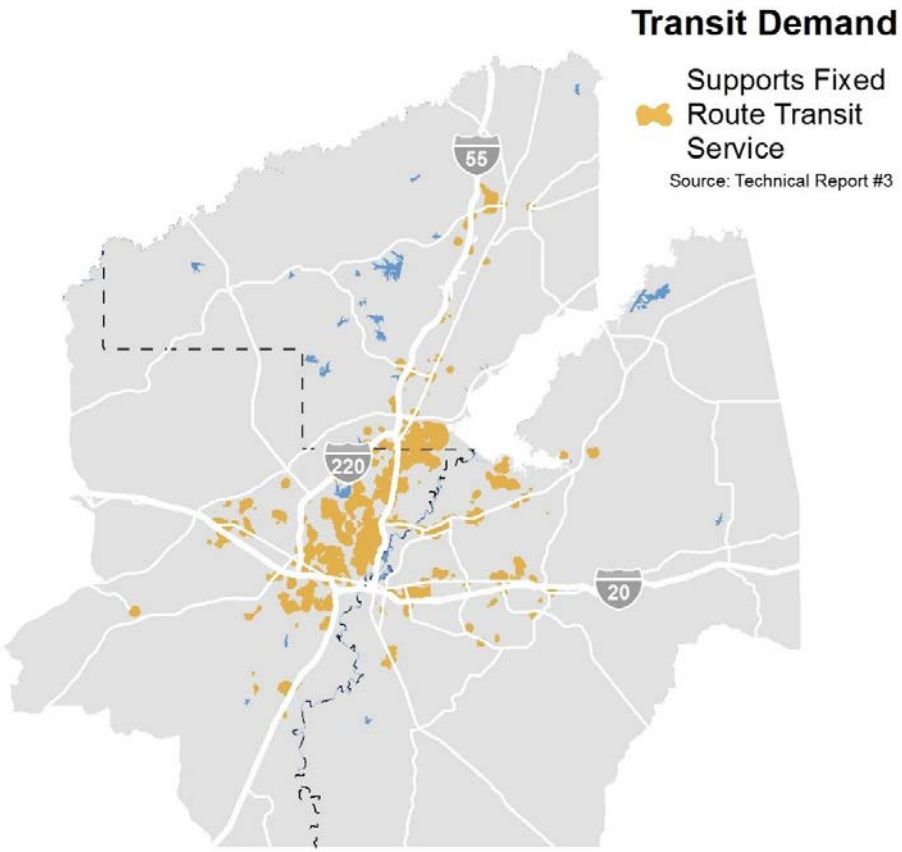
Public Transit Conditions

High Demand Areas – Many areas in the region can support fixed route transit service, including many suburban areas outside of the City of Jackson.

Less Service than Peer Regions – The level of transit service in the urbanized area significantly lags that of peer regions across the Southeast.

Maintenance – Most vehicles in the Jackson Transit (JTRAN) fleet exceed their useful life benchmark.

Safety – There have been 17 reported incidents within the last five years, which is high compared to state and national average.



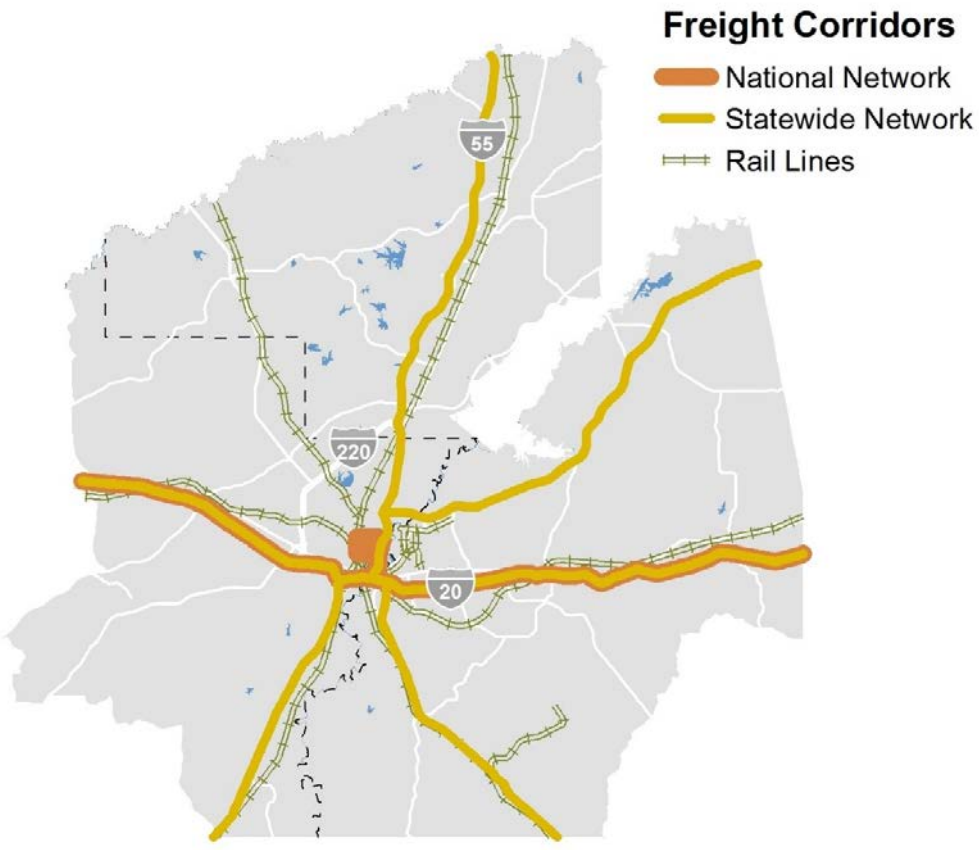
Freight Conditions

Highest Truck Traffic – The highest truck volumes are on I-55, I-20, US 49, and MS 25.

Freight Truck Congestion – Freight truck congestion occurs on I-55 and I-20, largely focused at interchanges.

At-Grade Rail Crossings – There are over 120 at-grade rail crossings.

Safety – There were six (6) fatal crashes in the region from 2014 to 2018 involving a heavy vehicle (e.g. freight truck).



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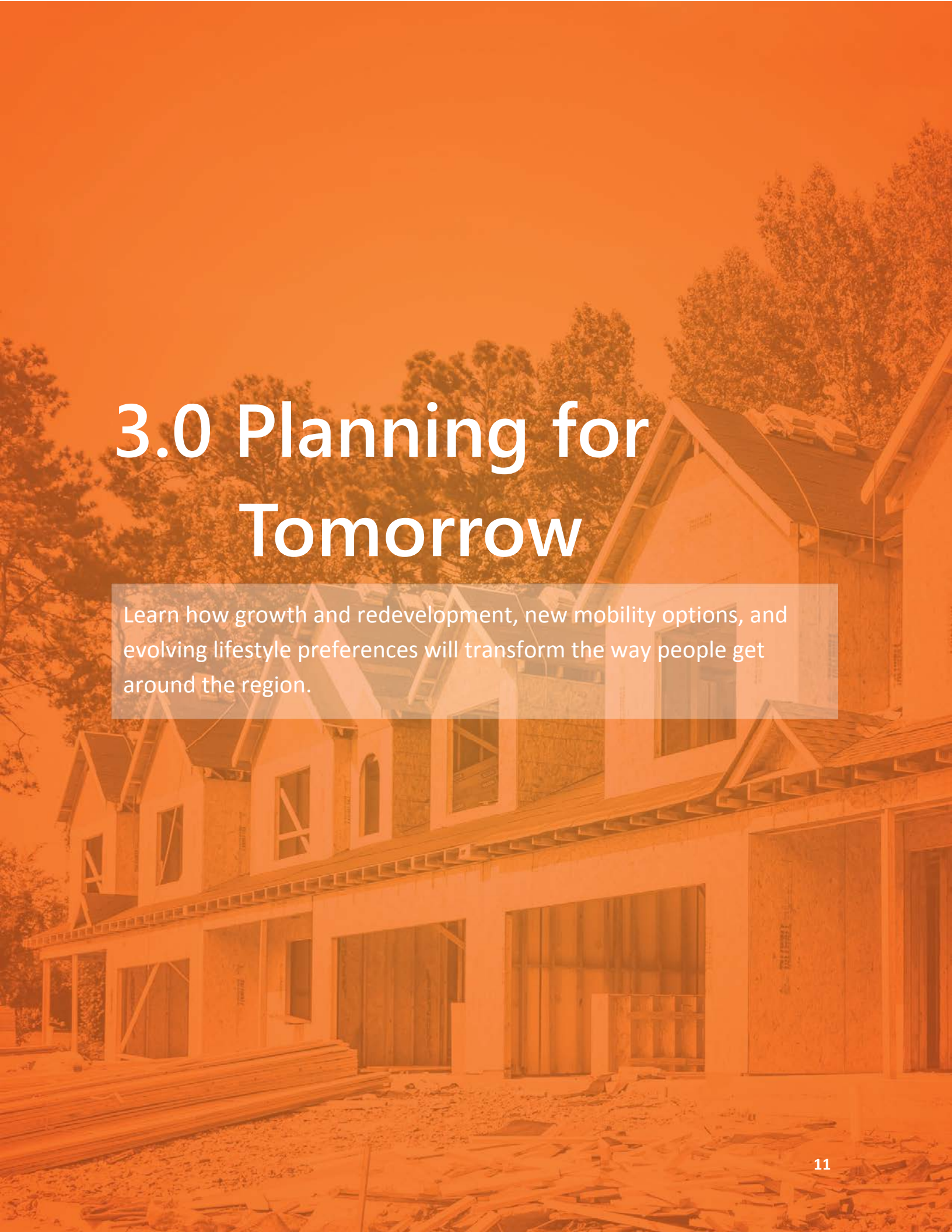


3.0 Planning for Tomorrow

Learn how growth and redevelopment, new mobility options, and evolving lifestyle preferences will transform the way people get around the region.

Growth Impacts

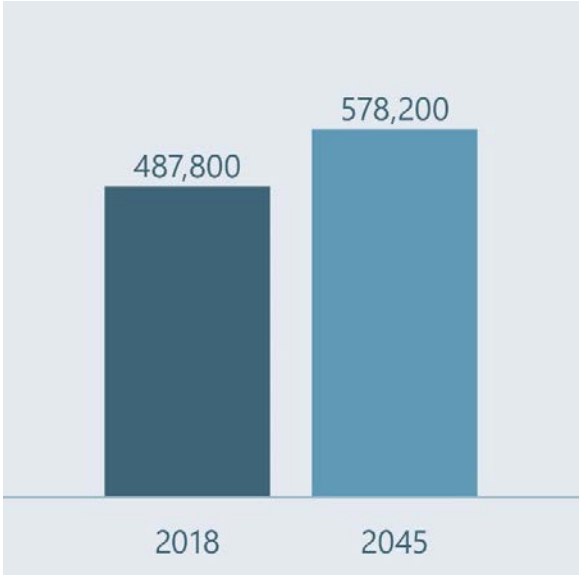
Over the next 25 years, the region is projected to continue growing. This growth will concentrate in certain areas, creating new transportation challenges and opportunities for the region.

Suburban Neighborhoods – Most residential growth is projected to occur at the edges of cities and existing developed areas.

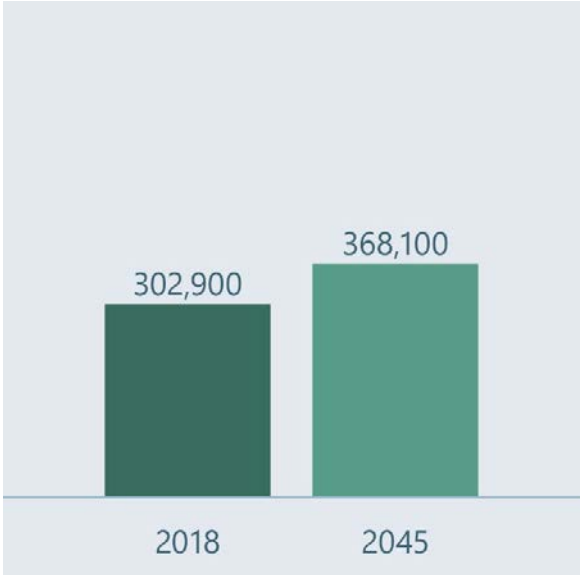
Industrial Areas – Most industrial growth is anticipated to occur near industrial parks and other existing industrial clusters.

Commercial Areas – Commercial corridors are projected to expand in rapidly growing areas and redevelop along key regional corridors.

Population Growth



Employment Growth



Note: These numbers are for the Metropolitan Planning Area – a portion of Hinds, Madison, and Rankin Counties.

Changing Demographics and Travel Behavior

In recent years, travel patterns have changed dramatically due to demographic changes and technological advances. Many of these changes are part of longer-term trends and others are newer, emerging trends.

The Population is Aging

Nationally, the population aged 65 or older will grow rapidly over the next 25 years, nearly doubling from 2012 to 2050. This growth will increase the demand for alternatives to driving, especially for public transportation for people with limited mobility or disabilities.

Most People Are Traveling Less

Except for people over age 65, all age groups are making fewer trips per day. There are many factors driving this trend, including working from home, online shopping, and less face-to-face socializing. If this trend continues, travel demand may be noticeably impacted. Some major roadway projects may no longer be required and smaller improvements, such as intersection or turn lane improvements, may be sufficient for these needs.

Relationships with Cars Are Evolving

People are increasingly interested in car-free or car-lite lifestyles. In the short-term, people are paying premiums for walkable and bikeable neighborhoods and more frequently using ride-hailing (Uber/Lyft) and shared mobility (car share/bike share) services. In the long-term, car ownership rates could decrease, increasing the need for investments in bicycle, pedestrian, transit, and other mobility options.

Connected and Autonomous Vehicles (CAV)

Today, most newer vehicles have some elements of both connected and autonomous vehicle technologies. These technologies are advancing rapidly and becoming more common.

Connected Vehicles

Connected vehicles are vehicles that use various communication technologies to exchange information with other vehicles, roadside infrastructure, and the Cloud.

vs.

Autonomous Vehicles

Autonomous, or "self-driving" vehicles, are vehicles in which operation of the vehicle occurs with limited, if any, direct driver input.

Communication Types

- **V2I** – Vehicle to Infrastructure
- **V2V** – Vehicle to Vehicle
- **V2C** – Vehicle to Cloud
- **V2X** – Others

Levels of Automation

- **1** – Driver Assistance
- **2** – Partial Automation
- **3** – Conditional Automation
- **4** – High Automation
- **5** – Full Automation

Potential Timeline

Next 5 years
- Automated features continue to improve and become less expensive

5-10 years
- Fully autonomous vehicles are on the market but AVs make up a small percentage of vehicles on the road

10-20 years
- AVs grow in popularity and by 2040, they make up between 20 and 50 percent of all vehicles on the road

Potential Transportation Impacts

Overall Safety – In the long-term, CAV technology is anticipated to reduce human error and improve overall traffic safety.

Bicycle and Pedestrian Safety – CAV interactions with bicyclists and pedestrians is a major area of concern that still needs improvement.

Traffic – CAVs have the potential to improve overall traffic flow and reduce congestion, even as they may increase vehicle miles traveled.

Big Data for Planning – Connected vehicle technology may provide valuable historical and real-time travel data for transportation planning.

Parking Reform – Autonomous vehicles could dramatically reduce demand for parking, opening this space up for other uses.

Transit – CAV technology has the potential to drastically reduce the cost of operating transit in environments that are safe for autonomous transit.

Freight – Both delivery and long-haul freight look to be early adopters of CAV technology, reducing costs and improving safety and congestion.

Development Patterns – The benefits of CAV technology may make longer commutes more attractive and increase urban sprawl.

Electric and Alternative Fuel Vehicles

There has been growing interest and investment in alternative fuel vehicle technologies in recent years, especially for electric vehicles. This renewed interest has also included the transit and freight industries. By 2030, some projections show electric vehicles making up nearly one-third of all cars in the United States.




Potential Transportation Impacts

Air Quality Improvement – Electric and other alternative fuel vehicles have the potential to drastically reduce automobile related emissions.

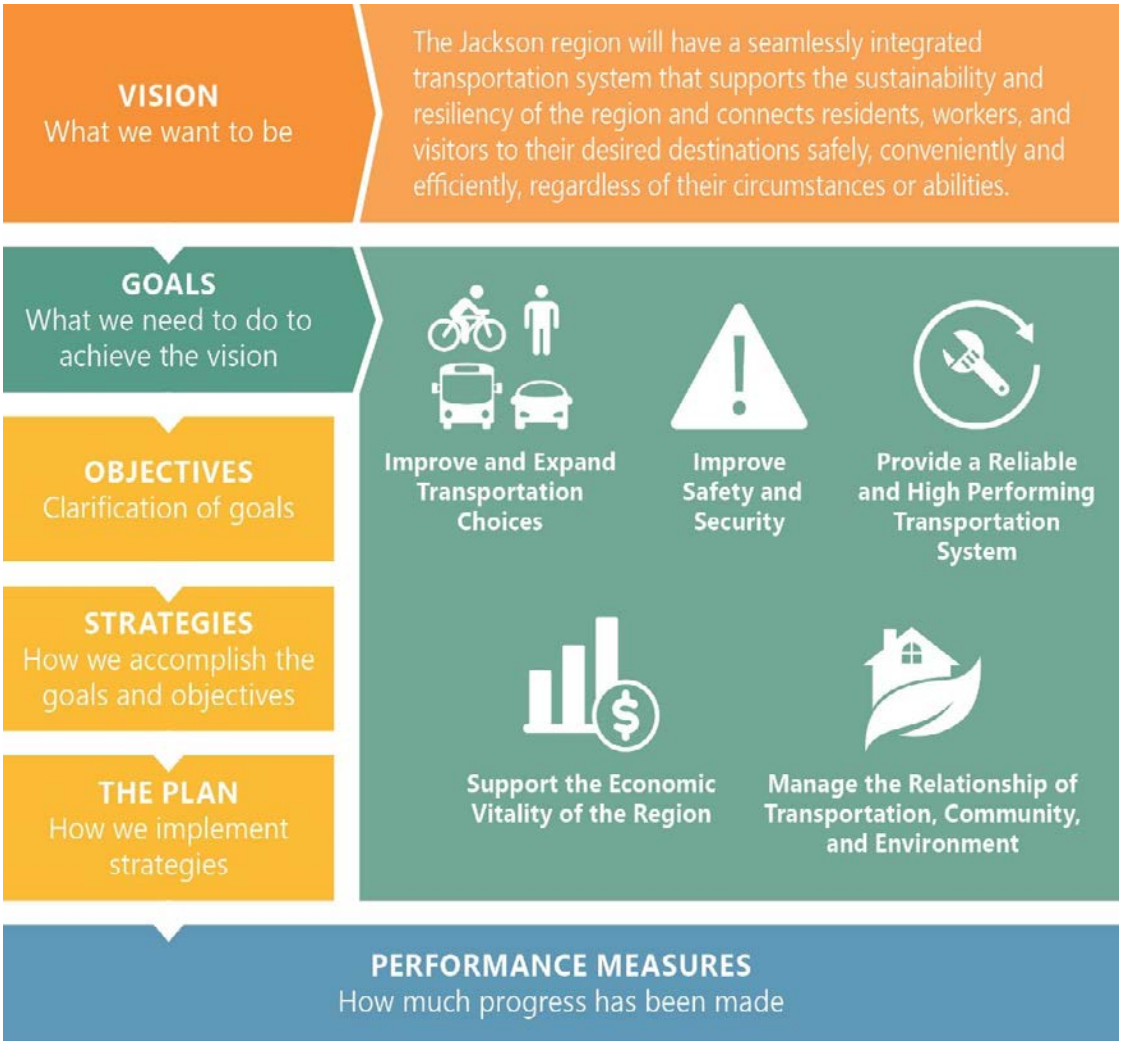
Infrastructure Needs – There may be a long-term need for public investment in vehicle charging stations.

Gas Tax Revenues – If adoption rates increase substantially, gas tax revenues will be impacted and new user fees may need to be considered.

4.0 The Vision

The vision and goals in this plan lay the foundation for identifying strategies and projects that will help the region meet its established performance targets.

Strategic Framework and Vision



Goals and Objectives

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 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 and 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 to 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 and 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 food.

Performance Measures

Using a performance-based approach to transportation planning helps the region understand its current needs and allows planners and decision-makers to track progress over time. As required by federal legislation, the Metropolitan Planning Organization (MPO) adopted performance targets for several federally required transportation performance measures and is monitoring performance for these measures over time.

Current Performance

The graphic below summarizes how the MPO and region are performing today regarding these required performance measures. For more detailed information, see the Transportation Performance Management Report.

Improving Performance

The Metropolitan Transportation Plan uses data and stakeholder input to identify the root causes of poor performance in federally required performance measures. It prioritizes investments that will improve current and future performance.

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5.0 Implementation

This section presents the strategies and associated improvement plan that will help the region achieve its goals and meet its performance targets. It also provides guidance on the next steps for the MPO.

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

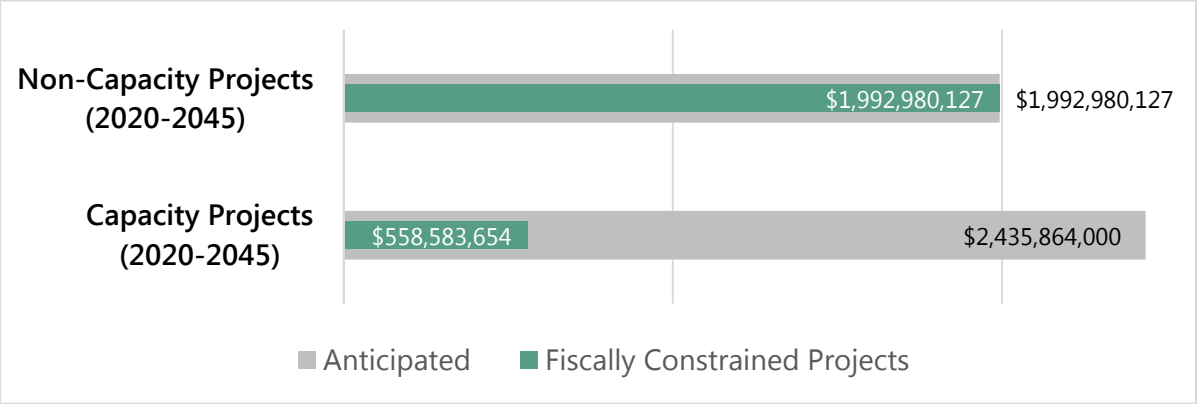
Transportation technology is changing rapidly but much is still uncertain. The MPO should continue to monitor trends in emerging mobility options and consider partnerships with mobility companies and pilot programs as appropriate.

Roadway Projects

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

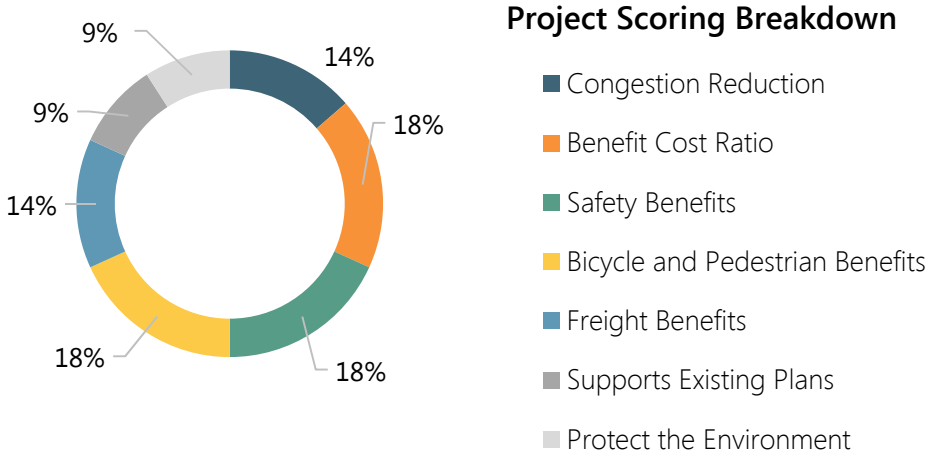
Financial Plan

The MPO receives funding from many federal sources and provides local funding in addition to federal funding. Based on projections by MDOT, approximately $4.43 billion in federal funds will be available to the MPO for roadway projects from 2020 to 2045.



Prioritizing Roadway Capacity Projects

All roadway capacity projects identified in existing plans and the MTP needs analysis were prioritized based on the criteria below. High scoring projects were included in the fiscally constrained plan and the remaining projects are in a list of visionary projects.



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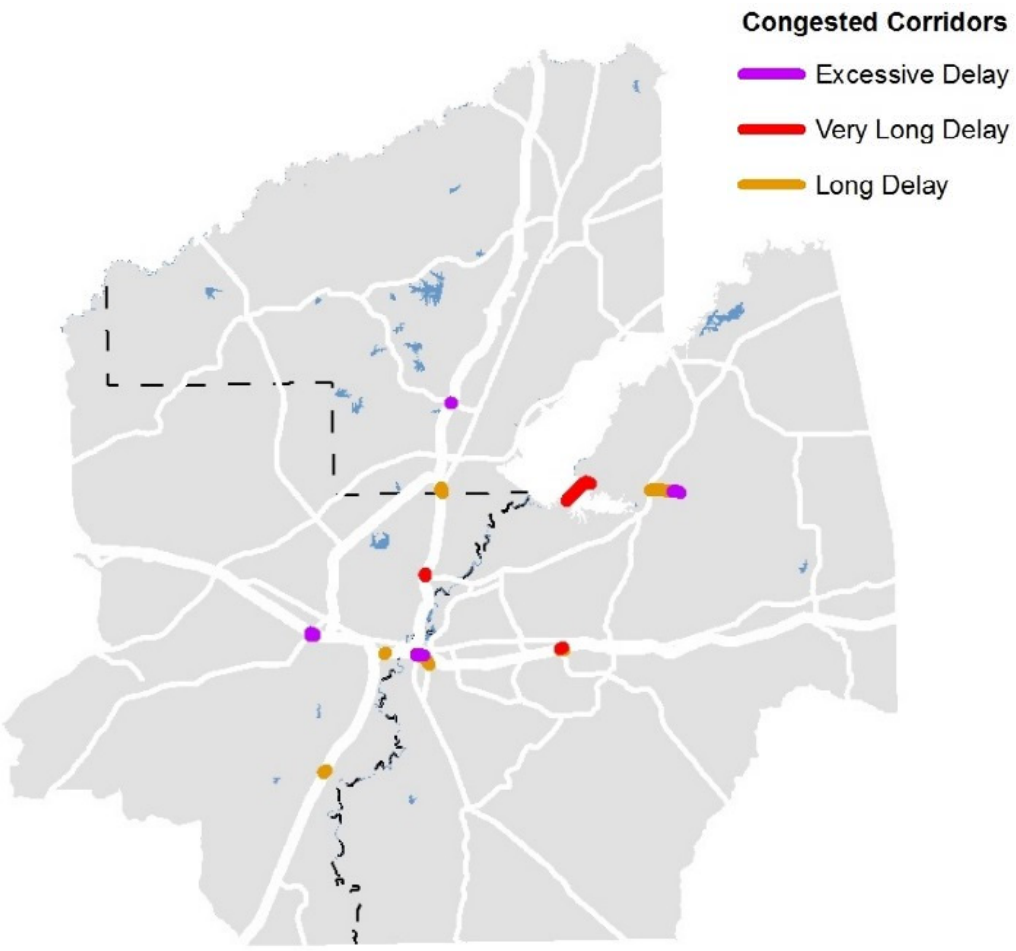
Impact of Roadway Capacity Projects

Implementing the planned roadway capacity projects is projected to reduce overall delay in the region by eight (8) percent in 2045. However, there will still be delay in parts of the region and the MPO will also need to implement non-capacity type projects to mitigate congestion.

8% Reduction in Vehicle Hours of Delay

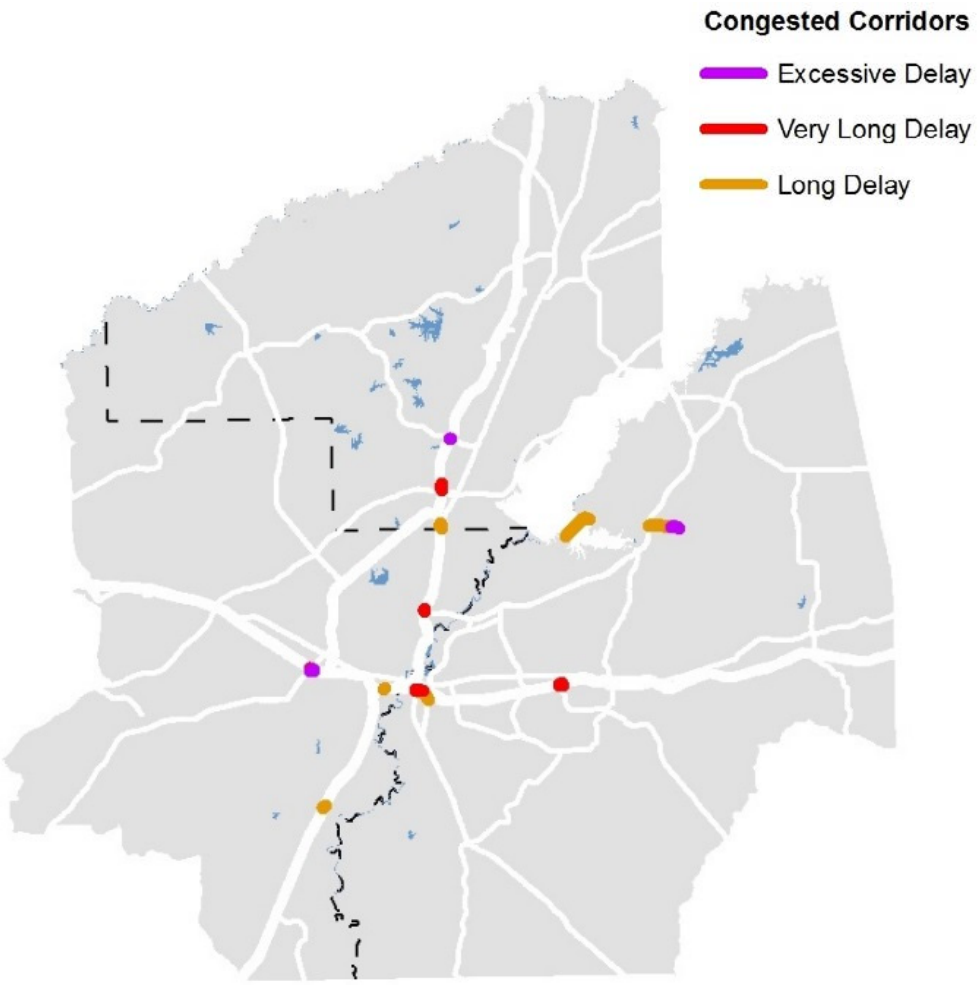
2045 - No New Projects

Only Existing and Committed Projects

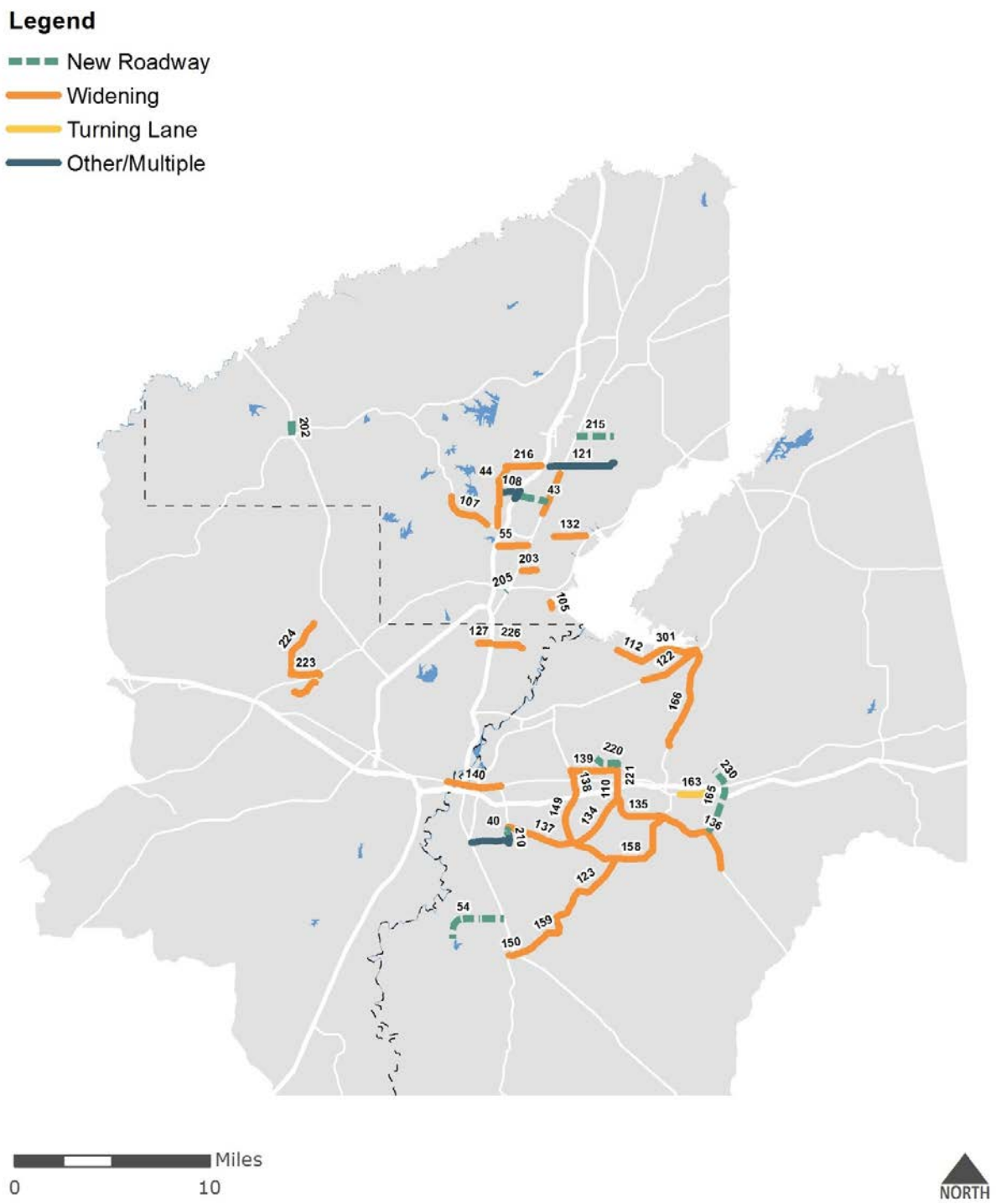


2045 - The Plan

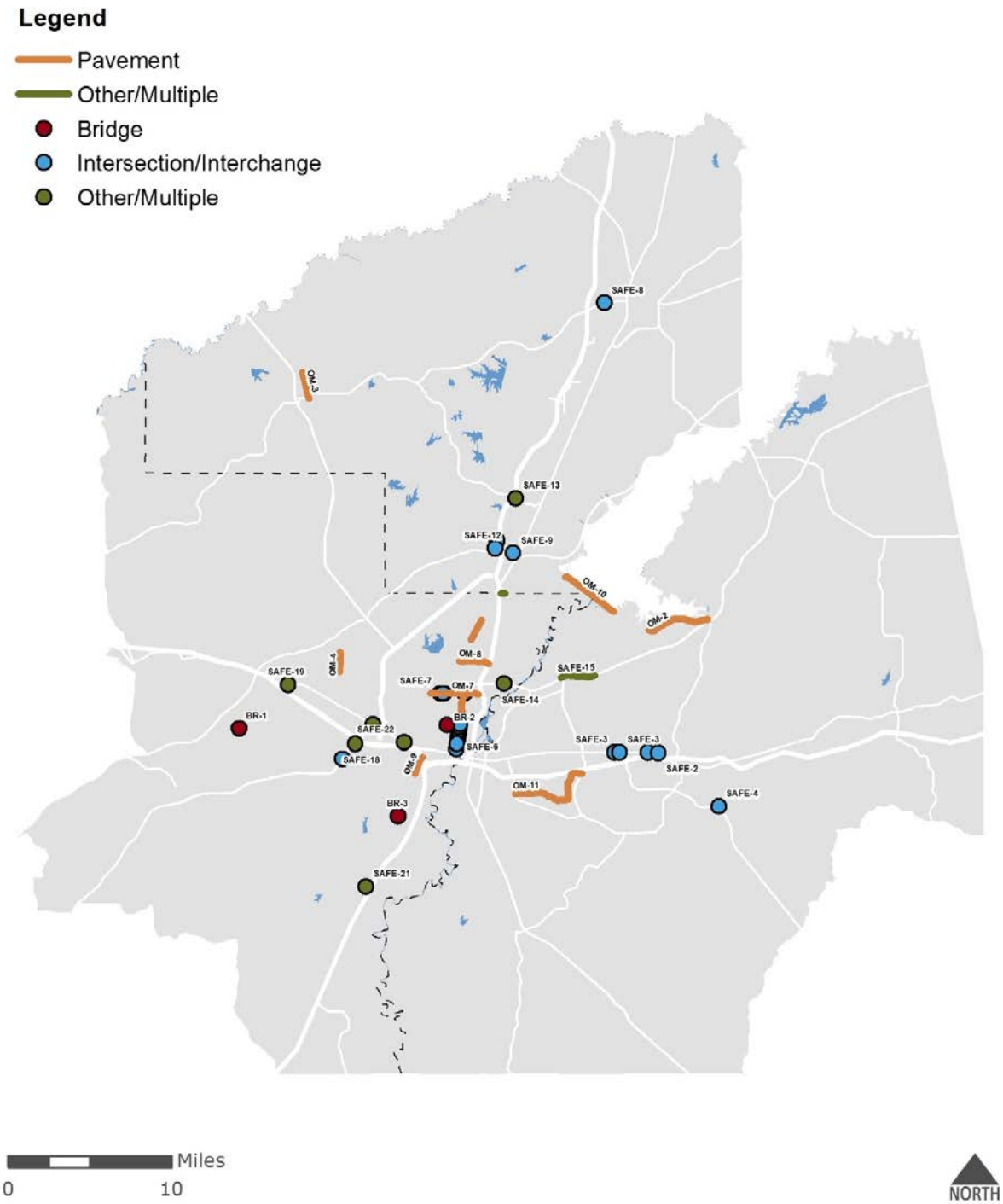
All Existing, Committed, & Planned Projects



Fiscally Constrained Roadway Capacity Projects



Fiscally Constrained Roadway Non-Capacity Projects



Fiscally Constrained Roadway Capacity Projects

Project ID	Funding	Stage	Route	Location
40	N/A	2020-2025	Pearl/Richland Intermodal Connector	MS 468 to Richland Creek
43	N/A	2020-2025	Reunion Pkwy Phase 3	Parkway East to US 51
44	N/A	2020-2025	Bozeman Rd	MS 463 to Gluckstadt Rd
54	N/A	2020-2025	Gunter Rd Extension	US 49 to Florence-Byram Rd
55	N/A	2020-2025	Madison Ave	Grandview Blvd to US 51
220	Local	2020-2025	E Metro Corridor Phase III	Cooper Rd to Old Brandon Rd
221	Local	2020-2025	E Metro Corridor Phase IV (Crossgates Blvd)	Old Brandon Rd to US 80
230	Local/MPO	2020-2025	Grants Ferry Rd	Trickham Bridge Rd to Paige McDill Rd
139	Local/MPO	2026-2035	Old Brandon Rd	MS 475 to Crossgates Blvd
105	Local/MPO	2026-2035	Harbor Dr	Lake Harbor Dr to 0.35 miles north of Lake Harbor Dr
121	Local/MPO	2026-2035	Yandell Rd	Parkway East to N Old Canton Rd
165	Local/MPO	2026-2035	East Brandon Bypass	MS 18 to I-20
107	MDOT	2026-2035	Mannsdale Rd	Park Place Blvd to Reunion Pkwy
108	MDOT/Local	2026-2035	Reunion Pkwy	Bozeman Rd to Parkway East
110	MDOT	2026-2035	MS 18 (Greenfield Rd)	US 80 to Greenfield Rd
150	MDOT	2026-2035	MS 469 (E Main St)	MS 469 (S Church St) to US 49
163	MDOT	2026-2035	US 80 (Brandon)	Trickham Bridge Rd to I-20
135	MDOT	2026-2035	MS 18	Greenfield Rd to Star Rd
210	MDOT/Local	2026-2035	Pearl/Richland Intermodal Connector Phase II	US 49 to Pearl
137	MDOT	2026-2035	MS 468 (Pearl)	S Pearson Rd to MS 475
216	Local/MPO	2026-2035	Gluckstadt Rd	Bozeman Rd to I-55
159	MDOT	2026-2035	MS 469 (E Main St)	US 49 to Monterey Rd
127	Local/MPO	2036-2045	E Beasley Rd	US 51 to I-55
112	Local/MPO	2036-2045	Spillway Rd	Hugh Ward Blvd to Grants Ferry Rd
134	Local/MPO	2036-2045	Greenfield Rd	MS 468 to MS 18
132	Local/MPO	2036-2045	Hoy Rd	W Bradford Ln to Old Rice Rd

Improvement	Length (mi)	Type	Cost (YOE)	Design Considerations
New 4 Lane Roadway	0.46		$26,404,296	N/A
New 2 Lane Roadway	1.40		$8,888,000	N/A
Widen to 5 Lanes	3.23		$16,362,404	N/A
New 2 Lane Roadway	3.41		$22,723,569	N/A
Widen to 4 Lanes	0.48		$5,314,639	N/A
New 4 Lane Roadway	1.57		$19,314,777	
Widen to 6 Lanes	0.50		$1,794,101	EC
New 4 Lane Roadway	1.07		$13,163,574	
Widen to 4 Lanes	2.06		$8,004,147	EC
Widen to 4 Lanes	0.29		$1,126,797	EJ | EC
Widen to 4 Lanes and New 4 Lane Roadway	2.45, 0.92		$21,775,499	EJ | EC
New 5 Lane Roadway	2.51		$33,437,575	
Widen to 5 Lanes	2.59		$10,063,467	EJ | EC
New 4 Lane Divided and New Interchange	1.19		$42,496,360	EC
Widen to 6 Lane Divided	0.87		$3,380,392	EC
Widen to 5 Lanes	0.44		$1,709,624	
Center Turn Lane	1.59		$5,736,676	EJ | EC
Widen to 4 Lanes	3.44		$13,366,149	
Widen to 4 Lanes and New 4 Lane Roadway	1.90		$25,311,311	
Widen to 4 Lanes	3.45		$13,405,004	EC
Widen to 4 Lanes Divided	1.65		$6,411,089	
Widen to 4 Lanes	3.89		$15,114,627	EJ | EC
Widen to 5 Lanes	0.66		$2,832,732	EJ | EC
Widen to 5 Lanes	1.21		$5,193,342	EC
Widen to 4 Lanes	3.30		$14,163,661	EJ | EC
Widen to 5 Lanes	1.34		$5,751,305	EC

Fiscally Constrained Roadway Capacity Projects (Continued)

Project ID	Funding	Stage	Route	Location
223	Local/MPO	2036-2045	Arrow Dr	Pinehaven Dr to Cynthia Rd
301	Local/MPO	2036-2045	Spillway Rd	Grants Ferry Rd to Old MS 471
224	Local/MPO	2036-2045	Pinehaven Dr	Arrow Dr to Kickapoo Rd
103	Local/MPO	2036-2045	E Northside Dr	Huntcliff Way to Cynthia Rd
205	Local/MPO	2036-2045	Rice Road Extension	W Moon St to US 51
140	MDOT	2036-2045	US 80	US 51 to MS 468
122	MDOT	2036-2045	MS 25 (Lakeland Dr)	Grants Ferry Rd to MS 471
166	MDOT	2036-2045	MS 471	Grants Ferry Rd to MS 25
138	MDOT	2036-2045	MS 475	I-20 to Old Brandon Rd
203	Local/MPO	2036-2045	McClellan Dr/Ridgecrest Dr	Hite B Wolcott Park to Old Canton Rd
158	MDOT	2036-2045	MS 468	MS 475 to MS 18
215	MDOT	2036-2045	Sowell Rd Extension	US 51 to N Old Canton Rd
130	MDOT	2036-2045	US 51	Tisdale Rd to Weisenberger Rd
149	MDOT	2036-2045	MS 475	MS 468 to I-20
226	Local/MPO	2036-2045	Adkins Blvd/Colonial Cir	Ridgewood Rd to Old Canton Rd
123	MDOT	2036-2045	MS 469	Monterey Rd to MS 468
136	MDOT	2036-2045	MS 18	Star Rd to Mohr Rd
202	MDOT	2036-2045	US 49 Frontage Roads	Peach St to Cox Ferry Rd

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

	Improvement	Length (mi)	Type	Cost (YOE)	Design Considerations
	Widen to 4 Lanes	1.48	●	$6,352,187	EJ | EC
	Widen to 4 Lanes	3.17	●	$13,605,699	
	Widen to 4 Lanes	3.05	●	$13,090,656	EC
	Widen to 5 Lanes	1.65	●	$7,081,830	EC
	New 2 Lane Roadway	0.21	●	$1,519,375	EJ | EC
	Widen to 6 Lanes	2.79	●	$11,974,732	EC
	Widen to 6 Lanes	3.16	●	$13,562,778	EC
	Widen to 5 Lanes	5.20	●	$22,318,496	
	Widen to 6 Lanes	1.31	●	$5,622,544	EC
	Widen to 3 Lanes	0.97	●	$3,865,882	
	Widen to 4 Lanes	6.53	●	$28,026,881	EC
	New 3 Lane Roadway	1.94	●	$14,036,127	EC
	Widen to 5 Lanes	2.22	●	$9,528,281	EC
	Widen to 6 Lanes	2.45	●	$10,515,445	
	Widen to 4 Lanes	1.43	●	$6,137,586	EJ | EC
	Widen to 4 Lanes	4.08	●	$17,511,435	EJ | EC
	Widen to 4 Lanes	4.16	●	$17,854,797	EC
	New Frontage Roads	1.76	●	$12,733,806	

Fiscally Constrained Roadway Non-Capacity Projects

Project ID	Stage	Route	Location
OM-1	2020-2025	State St	Sheppard Rd to Briarwood Dr
OM-2	2020-2025	Spillway Rd	Grants Ferry Rd to Hwy 471
OM-3	2020-2025	Kearney Park Rd	SE Clark St to Flora Town Limits
OM-4	2020-2025	Magnolia Rd	Old Vicksburg Rd to Northside Dr
OM-5	2020-2025	State St	Fortification St to Woodrow Wilson Ave
OM-6	2020-2025	Woodrow Wilson Ave	Mill St to Martin Luther King Jr Dr
OM-7	2020-2025	Woodrow Wilson Ave	I-55 to Mill St
OM-8	2020-2025	Meadowbrook Rd	I-55 to West/Northbrook Dr
OM-9	2020-2025	Terry Rd	I-20 to McDowell Rd
OM-10	2020-2025	Lower Spillway	Breakers Lane to Old Rapids entrance
OM-11	2020-2025	Old Whitfield Rd	Hwy 468 to Hwy 475
BR-1	2020-2025	Midway Rd	Bridge 25-163
BR-2	2020-2025	Mill St	Town Creek Bridge, Bridge 25-105
BR-3	2020-2025	Terry Rd	Caney Creek Bridge, Bridge 25-158
SAFE-1	2020-2025	Woodrow Wilson Ave	@ Medgar Evers Blvd
SAFE-2	2020-2025	Hwy 80	@ Eastgate Dr and Municipal Dr
SAFE-3	2020-2025	Hwy 80	@ Belvedere Dr and Cross Park Dr
SAFE-4	2020-2025	Hwy 18	@ Louis Wilson Dr
SAFE-5	2020-2025	State St	@ Rankin St, South St, Court St, Tombigbee St, and Pascagoula St
SAFE-6	2020-2025	State St	@ Pearl St, Amite St, Mississippi St, and High St
SAFE-7	2020-2025	Woodrow Wilson Ave	@ Bailey Ave and Bailey Ave Extension
SAFE-8	2020-2025	MS 22	@ King Ranch Rd
SAFE-9	2020-2025	Ridgeland Citywide	41 locations across the City
SAFE-10	2020-2025	Hwy 18	@ McDowell Rd
SAFE-11	2020-2025	State St	@ Silas Brown St
SAFE-12	2020-2025	Highland Colony Pkwy	@ Renaissance 3 & 4
SAFE-13	2020-2025	MS 463	@ Grandview Blvd
SAFE-14	2020-2025	MS 25	@ Ridgewood Rd
SAFE-15	2020-2025	MS 25	MS 475 to Old Fannin Rd
SAFE-16	2020-2025	E County Line Rd	I-55 E Frontage Rd to Ridgewood Rd
SAFE-17	2020-2025	US 80	@ Robinson Rd

	Improvement Type	Length (mi)	Type	Cost (YOE)
	Mill and Overlay	1.07		$2,111,631
	Mill and Overlay	3.13		$778,750
	Mill and Overlay	1.13		$623,292
	Mill and Overlay	0.92		$1,010,164
	Mill and Overlay	1.11		$5,185,000
	Mill and Overlay	1.10		$4,899,646
	Mill and Overlay	1.30		$2,701,351
	Mill and Overlay	1.48		$3,559,661
	Mill and Overlay	0.96		$2,449,143
	Mill and Overlay	3.06		$1,850,000
	Mill and Overlay	4.64		$1,250,000
	Bridge	--		$484,646
	Bridge	--		$1,500,000
	Bridge	--		$2,700,000
	Signal Upgrades	--		$354,198
	Signal Installation	--		$1,090,000
	Signal Installation	--		$400,000
	Signal Installation	--		$1,300,000
	Signal Upgrades	--		$658,968
	Signal Upgrades	--		$503,082
	Signal Upgrades	--		$517,872
	Signal Installation	--		$453,692
	Signal Upgrades	--		$954,000
	Signal Upgrades	--		$275,000
	Signal Upgrades	--		$325,000
	Signal Installation	--		$926,000
	Safety Study	--		TBD
	Safety Study	--		TBD
	Safety Study	1.73		TBD
	Safety Study	0.20		TBD
	Safety Study	--		TBD

Fiscally Constrained Roadway Non-Capacity Projects (Continued)

Project ID	Stage	Route	Location
SAFE-18	2020-2025	MS 18	@ Greenway Dr
SAFE-19	2020-2025	US 80	@ Springridge Rd/Clinton Pkwy
SAFE-20	2020-2025	State St	@ Woodrow Wilson Ave
SAFE-21	2020-2025	Siwell Rd	@ Terry Rd
SAFE-22	2020-2025	US 80	@ Ellis Ave
LI-1	2020-2025	Line Item Funding	Various
LI-2	2020-2025	Line Item Funding	Various
LI-3	2020-2025	Line Item Funding	Various
LI-4	2020-2025	Line Item Funding	Various
LI-5	2020-2025	Line Item Funding	Various
LI-6	2020-2025	Line Item Funding	Various
LI-7	2026-2035	Line Item Funding	Various
LI-8	2026-2035	Line Item Funding	Various
LI-9	2026-2035	Line Item Funding	Various
LI-10	2026-2035	Line Item Funding	Various
LI-11	2026-2035	Line Item Funding	Various
LI-12	2026-2035	Line Item Funding	Various
LI-13	2036-2045	Line Item Funding	Various
LI-14	2036-2045	Line Item Funding	Various
LI-15	2036-2045	Line Item Funding	Various
LI-16	2036-2045	Line Item Funding	Various
LI-17	2036-2045	Line Item Funding	Various
LI-18	2036-2045	Line Item Funding	Various

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

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

	Improvement Type	Length (mi)	Type	Cost (YOE)
	Safety Study	--		TBD
	Safety Study	--		TBD
	Safety Study	--		TBD
	Safety Study	--		TBD
	Safety Study	--		TBD
	Reconstruction	Various		$119,964,294
	Overlay	Various		$112,001,701
	Bridge	Various		$50,683,490
	Enhancement	Various		$18,456,045
	Safety	Various		$38,382,301
	Maintenance	Various		$36,912,090
	Reconstruction	Various		$216,564,064
	Overlay	Various		$249,881,612
	Bridge	Various		$99,952,645
	Enhancement	Various		$33,317,548
	Safety	Various		$83,293,871
	Maintenance	Various		$66,635,097
	Reconstruction	Various		$239,221,457
	Overlay	Various		$276,024,758
	Bridge	Various		$110,409,903
	Enhancement	Various		$36,803,301
	Safety	Various		$92,008,253
	Maintenance	Various		$73,606,602

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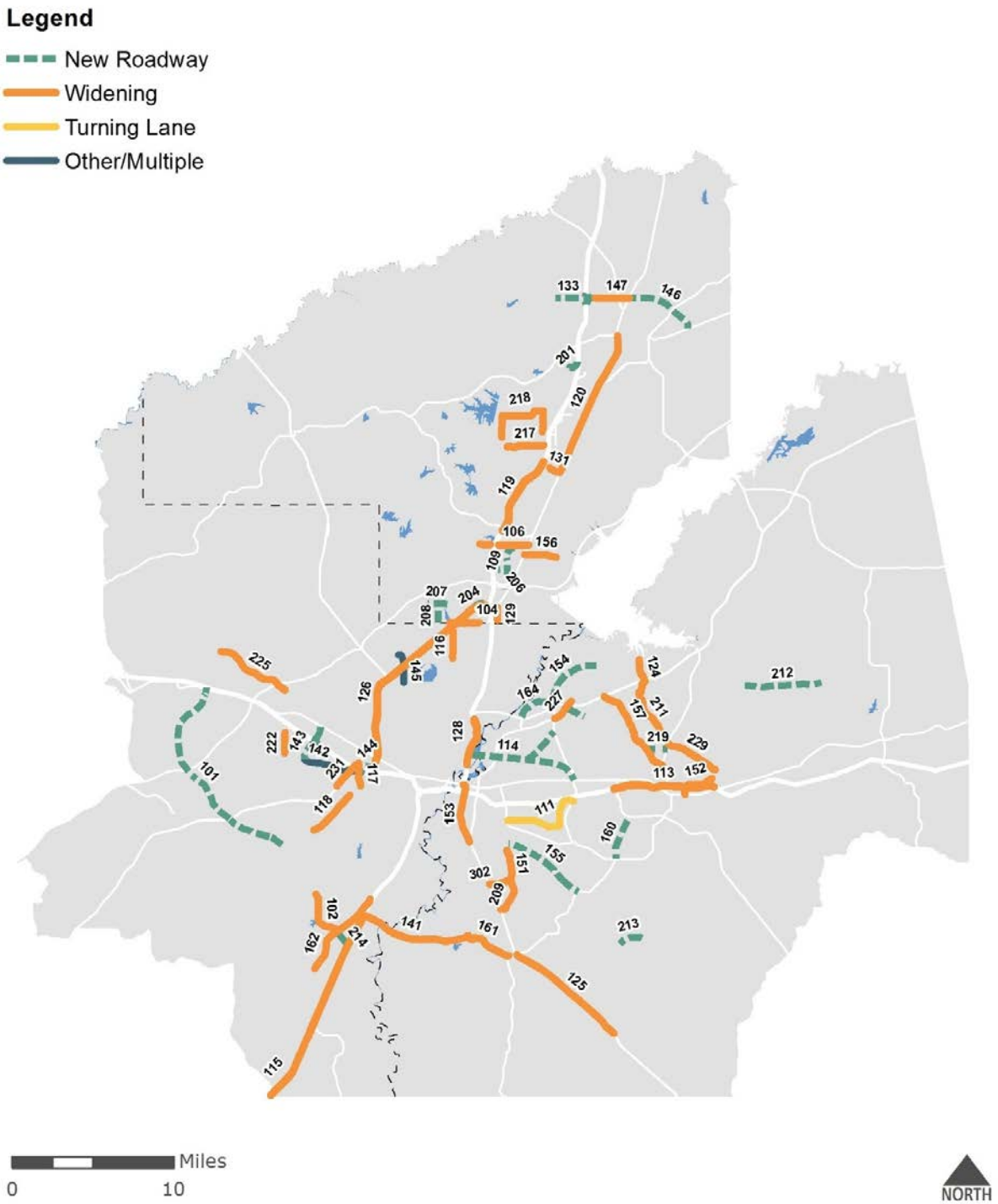
Visionary Roadway Capacity Projects



Visionary Roadway Capacity Projects

Project ID	Funding	Stage	Route	Location
213	Local/MPO	Vision	Shell Oil Rd Extension	Thomasville Rd to Star Rd
129	Local/MPO	Vision	Ridgewood Rd	Centre Street to US 51
151	Local/MPO	Vision	S Pearson Rd	Monterey Rd to 0.4 miles north of E Harper St
229	Local/MPO	Vision	Grants Ferry Rd	MS 471 to Trickham Bridge Rd
148	Local/MPO	Vision	Steed Rd Extension	Sunnybrook Rd to N Wheatley St
156	Local/MPO	Vision	St. Augustine Dr	US 51 to Rice Rd
102	Local/MPO	Vision	Gary Rd	Terry Rd to Davis Rd
124	Local/MPO	Vision	Grants Ferry Rd	MS 25 (Lakeland Dr) to Spillway Rd
227	Local/MPO	Vision	Flowood Dr	Airport Rd to Liberty Rd
206	Local/MPO	Vision	Madison Dr-US 51 Connector	Madison Dr to US 51
214	Local/MPO	Vision	Gary Rd Extension	Terry Rd to I-55 Frontage Rd
302	Local/MPO	Vision	Monterey Rd	US 49 to Old Pearson Rd
157	Local/MPO	Vision	Luckney Rd	MS 471 to MS 25
209	Local/MPO	Vision	Old Pearson Rd	US 49 to S Pearson Rd
217	Local/MPO	Vision	Stribling Rd Extension	Catlett Rd to Calhoun Station Pkwy
162	Local/MPO	Vision	Terry Rd	Springridge Rd to Bounds Rd
218	Local/MPO	Vision	Catlett Rd/Stout Rd/Calhoun Station Pkwy	Stribling Rd to Sowell Rd
225	Local/MPO	Vision	Northside Dr	Williamson Rd to Pinehaven Dr
101	Local/MPO	Vision	Hinds Pkwy	I-20 to Parks Rd
212	Local/MPO	Vision	Baker Ln Extension	Andrew Chapel Rd to Lake Rd
160	MDOT	Vision	MS 469 Extension	MS 468 to MS 18
161	MDOT/Local	Vision	Florence-Byram Rd/W Main St	Cleary Rd to MS 469
164	Local/MPO	Vision	Treetops Blvd	MS 25 to Liberty Rd
144	Local/MPO	Vision	Greenway Ln Extension	Robinson Rd to John R Lynch St

Improvement	Length (mi)	Type	Cost (2019 $)	Design Considerations
New 2 Lane Roadway	1.36	●	$8,024,000	
Widen to 5 Lanes	0.68	●	$2,380,000	EJ | EC
Widen to 4 Lanes	2.37	●	$8,295,000	EJ | EC
Widen to 4 Lanes Divided	2.68	●	$9,380,000	
New 3 Lane Roadway	0.50	●	$2,950,000	EJ | EC
Widen to 3 Lanes	1.65	●	$5,362,500	
Widen to 4 Lanes	2.54	●	$8,890,000	EC
Widen to 5 Lanes	1.08	●	$3,780,000	EJ | EC
Widen to 4 Lanes	1.23	●	$4,305,000	EC
New 2 Lane Roadway	0.33	●	$1,947,000	EJ
New 2 Lane Roadway	0.85	●	$5,015,000	
Widen to 4 Lanes	1.10	●	$3,850,000	
Widen to 5 Lanes	4.87	●	$17,045,000	EC
Widen to 4 Lanes	1.89	●	$6,615,000	EJ | EC
Widen to 4 Lanes	1.93	●	$6,755,000	EC
Widen to 5 Lanes	4.68	●	$16,380,000	EJ | EC
Widen to 4 Lanes	4.45	●	$15,575,000	
Widen to 4 Lanes	3.95	●	$13,825,000	EJ
New 4 Lane Roadway	10.61	●	$127,320,000	EJ | EC
New 2 Lane Roadway	3.89	●	$22,951,000	
New 4 Lane Divided	2.28	●	$27,360,000	EC
Widen to 4 Lanes	3.36	●	$11,760,000	
New 2 Lane Roadway	2.04	●	$12,036,000	EC
New 4 Lane Divided and I-20 Overpass	0.82	●	$9,840,000	EJ | EC

Visionary Roadway Capacity Projects (Continued)

Project ID	Funding	Stage	Route	Location
131	Local/MPO	Vision	Weisenberger Rd	Parkway East to US 51
153	Local/MPO	Vision	Old Hwy 49	US 80 to US 49
152	Local/MPO	Vision	Trickham Bridge Rd	US 80 to Grants Ferry Pkwy
109	Local/MPO	Vision	N Wheatley St Extension	W Ridgeland Ave to Colony Park Blvd
106	Local/MPO	Vision	Madison Ave	Highland Colony Pkwy to US 51
207	Local/MPO	Vision	Ridgeland Connector	N Livingston Rd to Highland Colony Pkwy
228	Local/MPO	Vision	Flowood-E Metro Connector	Flowood Dr to E Metro Corridor
117	Local/MPO	Vision	Robinson Rd	Raymond Rd to MS 18
146	Local/MPO	Vision	Green Acres Rd East Extension	US 51 to MS 16 (Peace St)
201	Local/MPO	Vision	Feather Ln Extension	Nissan Pkwy to Soldier Colony Rd
118	Local/MPO	Vision	Raymond Rd	Siwell Rd to McDowell Rd
142	Local/MPO	Vision	Greenway Dr	McRaven Rd to Robinson Rd
111	Local/MPO	Vision	Old Whitfield Rd	MS 468 to MS 475
222	Local/MPO	Vision	Springridge Rd	McRaven Rd to Woodchase Park Dr
116	Local/MPO	Vision	Hanging Moss Rd	Meadow Rd to Woodhill Rd
211	Local/MPO	Vision	Grants Ferry Pkwy	MS 471 to MS 25
104	Local/MPO	Vision	W County Line Rd	Highland Colony Pkwy to Tougaloo Blvd
145	Local/MPO	Vision	Methodist Farm Rd	W Northside Dr to Hilda Dr
208	Local/MPO	Vision	Watkins Dr Extension	W County Line Rd to Ridgeland Connector
114	MDOT	Vision	Airport Pkwy	I-55 to Weather Service Dr and I-55 to MS 475
119	MDOT	Vision	I-55	MS 463 to Gluckstadt Rd
154	Local/MPO	Vision	N Airport Rd Extension	Liberty Rd to Old Fannin Rd
113	MDOT	Vision	I-20	Crossgates Blvd to US 80 east of Brandon

Improvement	Length (mi)	Type	Cost (2019 $)	Design Considerations
Widen to 5 Lanes	0.59		$2,065,000	
Widen to 4 Lanes	3.09		$10,815,000	EC
Widen to 5 Lanes	2.32		$8,120,000	
New 4 Lane Divided	1.62		$19,440,000	
Widen to 4 Lanes Divided	2.01		$7,035,000	
New 2 Lane Roadway	1.08		$6,372,000	EJ
New 4 Lane Roadway	1.06		$12,720,000	EC
Widen to 4 Lanes	1.21		$4,235,000	EJ | EC
New 4 Lane Divided	3.68		$44,160,000	EJ | EC
New 2 Lane Roadway	0.62		$3,658,000	EC
Widen to 4 Lanes	2.57		$8,995,000	EJ | EC
Widen to 4 Lanes Divided and New 4 Lane Divided	1.40, 1.53		$23,260,000	EC
Center Turn Lane	4.63		$15,047,500	EJ
Widen to 4 Lanes	0.99		$3,465,000	EJ
Widen to 4 Lanes	1.40		$4,900,000	EC
Widen to 4 Lanes	3.97		$13,895,000	
Widen to 4 Lanes	1.46		$5,110,000	EJ | EC
Widen to 4 Lanes and New Interchange	1.53		$29,355,000	EJ | EC
New 2 Lane Roadway	1.00		$5,900,000	
New 6 Lane Toll Road and New 4 Lane Toll Road	5.62, 1.95		$90,840,000	EJ | EC
Widen to 8 Lanes, Widen to 6 Lanes	1.88, 2.04		$71,928,000	EJ | EC
New 2 Lane Roadway	3.26		$19,234,000	EJ
Widen to 6 Lanes	5.14		$50,886,000	EC

Visionary Roadway Capacity Projects (Continued)

Project ID	Funding	Stage	Route	Location
128	MDOT	Vision	I-55	E Pascagoula St to E Woodrow Wilson Ave
115	MDOT	Vision	I-55	Copiah County Line to Siwell Rd
120	MDOT	Vision	US 51	Weisenberger Rd to MS 16
126	MDOT	Vision	I-220	I-20 to I-55
125	MDOT	Vision	US 49 S	Star Rd to Main St in Florence
155	Local/MPO	Vision	Petros Rd	S Pearson Rd to MS 469
147	Local/MPO	Vision	Green Acres Rd	King Ranch Rd to US 51
219	Local	Vision	Warner Dr	Luckney Rd to MS 471
133	Local/MPO	Vision	Green Acres Rd Extension	Old Yazoo City Rd to King Ranch Rd
141	MDOT	Vision	Siwell Rd/Florence-Byram Rd	I-55 to Cleary Rd
143	MDOT/Local	Vision	Siwell Rd Extension	McRaven Rd to US 80
204	MDOT/Local	Vision	I-220 Frontage Rd	Cole Rd to Brame Rd
231	MDOT	Vision	MS 18	I-20 to McDowell Rd

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

Improvement	Length (mi)	Type	Cost (2019 $)	Design Considerations
Widen to 8 Lanes	2.50	●	$24,750,000	EJ | EC
Widen to 6 Lanes	10.26	●	$101,574,000	EJ | EC
Widen to 4 Lanes	7.63	●	$26,705,000	EJ | EC
Widen to 6 Lanes	10.74	●	$106,326,000	EJ | EC
Widen to 6 Lanes	6.41	●	$22,435,000	EC
New 4 Lane Divided	4.37	●	$52,440,000	
Widen to 4 Lanes Divided	1.74	●	$6,090,000	EJ | EC
Widen to 4 Lanes and New 4 Lane Roadway	0.58, 0.55	●	$8,630,000	
New 4 Lane Divided and New Interchange	2.01	●	$48,120,000	
Widen to 4 Lanes with Toll Bridge	4.76	●	$16,660,000	EJ | EC
New 4 Lane Divided and New Interchange	1.93	●	$47,160,000	EJ | EC
New Frontage Road	2.39	●	$14,101,000	EC
Widen to 6 Lanes	1.05	●	$3,675,000	

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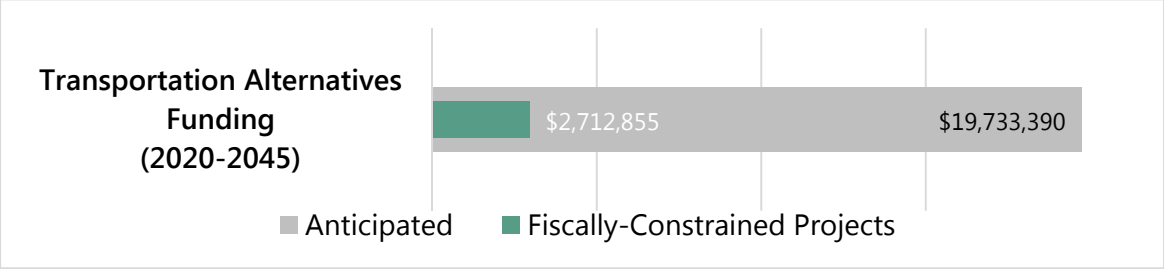
Bicycle and Pedestrian Projects

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

Financial Plan

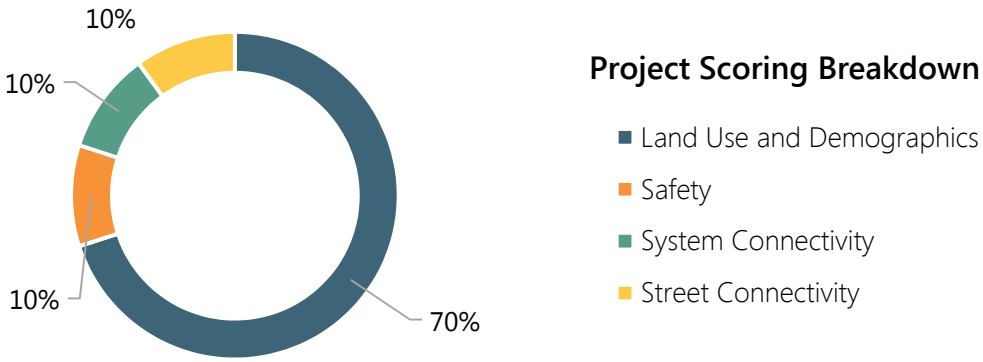
The major federal source for bicycle and pedestrian projects is the Transportation Alternatives (TA) Set-Aside program, which the MPO administers for the region. Based on historical funding levels and the region's share of the state population, this plan assumes that approximately $19.73 million in federal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

While the MTP does not identify specific bicycle and pedestrian projects, the MPO will encourage local agencies to make improvements along the high-priority bicycle and pedestrian corridors.

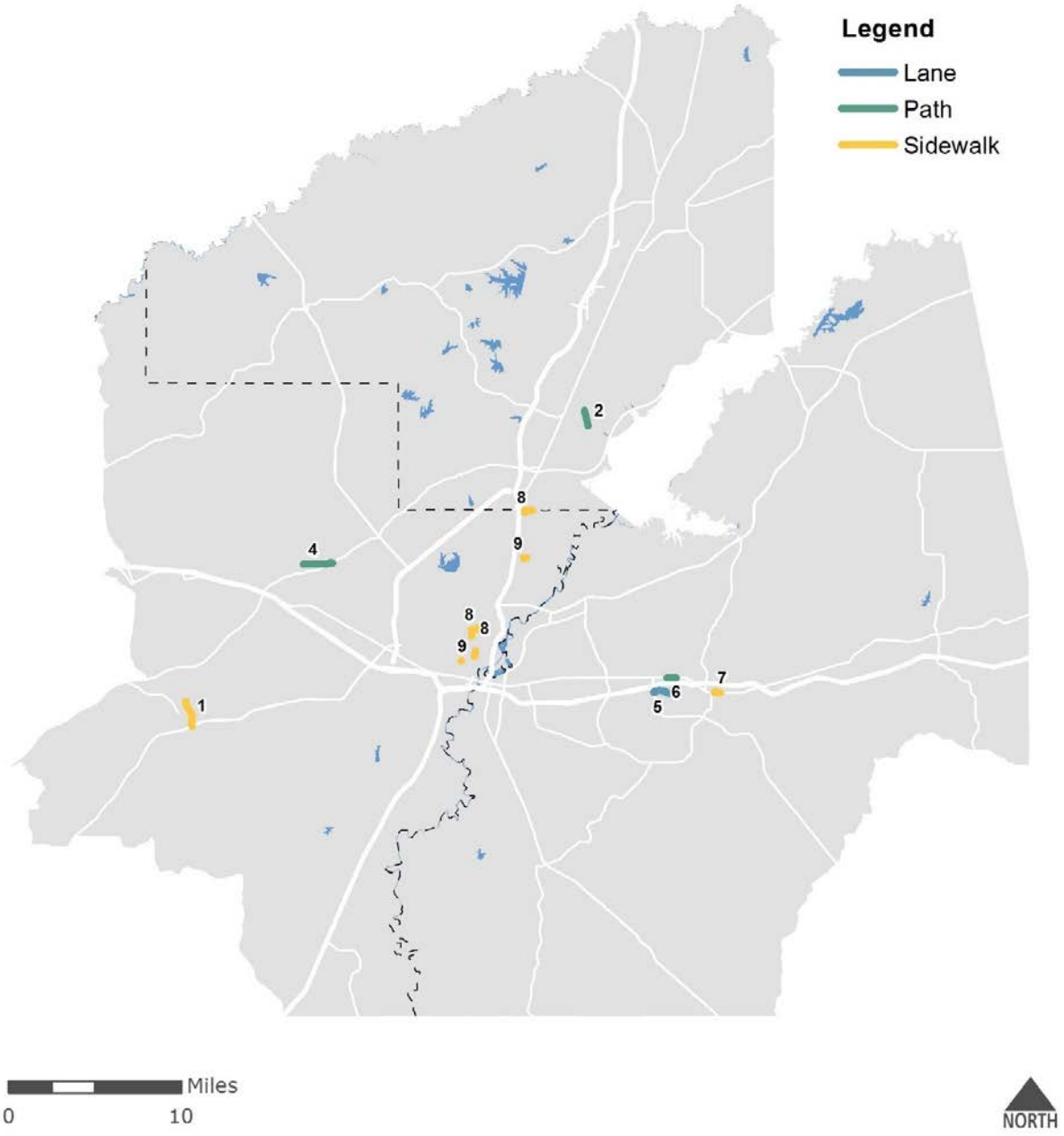


High-Priority, Visionary Project Corridors

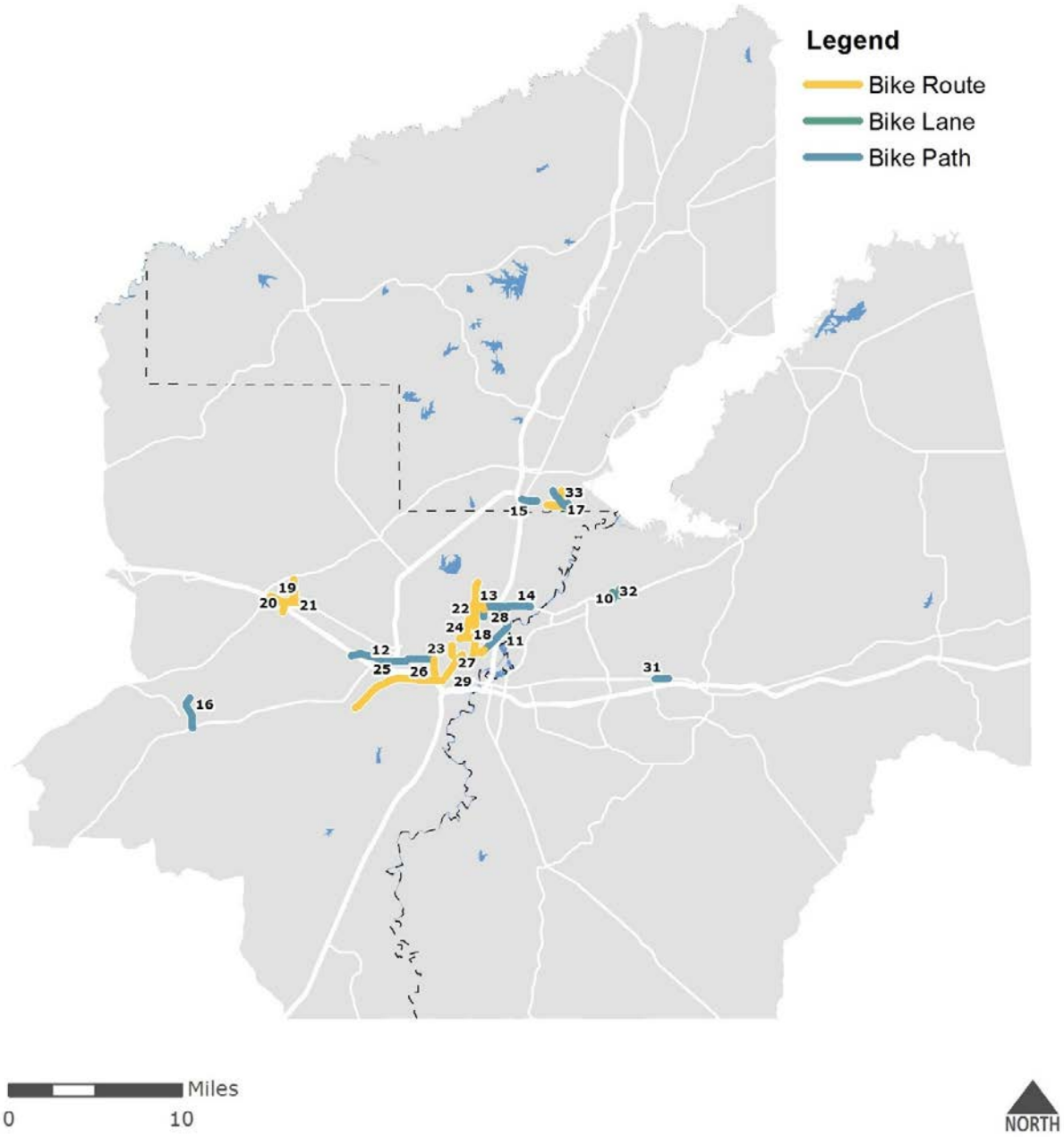
All bicycle and pedestrian projects identified in the MTP were prioritized based on the criteria below, resulting in a list of visionary bicycle and pedestrian project corridors. Local governments should prioritize projects in these corridors for TA funding.



Fiscally Constrained Bicycle and Pedestrian Project Corridors



Visionary, High-Priority Bicycle and Pedestrian Project Corridors



Fiscally Constrained List of Bicycle and Pedestrian Projects

Project ID	Description
BP-1	Hinds Blvd Sidewalk and Pedestrian Improvements
BP-2	Rice Road/Tisdale Road Multi-Use Path
BP-4	Arrow Dr/Cynthia Rd Multi-Use Path
BP-5	Boyce Thompson Drive Bike Lanes
BP-6	Woodgate Drive to Brandon Library Multi-Use Path
BP-7	Downtown Brandon Hwy 80 Sidewalk Connectivity
BP-8	County Line Rd, Lamar St, Marshall/Webster St and Gallatin at South St Sidewalks
BP-9	President St and Old Canton Rd Sidewalk Improvements

[1]Funds for this project were committed through the Mississippi Department of Transportation (MDOT)

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

Facility Type: ● Bicycle ● Pedestrian ● Bicycle and Pedestrian

	Type	Responsible LPA	Fiscal Year	Total Cost (YOE)	Federal Cost (YOE)
	●	Hinds Community College	2020	$1,200,000[1]	$960,000[1]
	●	City of Madison	2020	$473,000	$378,000
	●	City of Clinton	2020	$662,800	$472,900
	●	City of Brandon	2020	$277,035	$180,073
	●	City of Brandon	2020	$916,647	$550,000
	●	City of Brandon	2020	$406,252	$264,064
	●	City of Jackson	2020	$646,481	$484,861
	●	City of Jackson	2020	$643,943	$482,957

Visionary, High-Priority Bicycle and Pedestrian Project Corridors

Project ID	Responsible LPA	Route
BP-10	City of Flowood	Old Fannin Rd
BP-11	City of Jackson	Fairgrounds to Riverside Park Path
BP-12	City of Jackson	John R Lynch St
BP-13	City of Jackson	Lakeland Dr
BP-14	City of Jackson	Lakeland Dr
BP-15	City of Ridgeland	Entergy Line Route
BP-16	City of Raymond	Hinds Blvd
BP-17	City of Ridgeland	Northpark Dr
BP-18	City of Jackson	Mill St
BP-19	City of Clinton	I-20 Frontage Rd/College St/Old Hwy 80
BP-20	City of Clinton	Clinton-Raymond Rd
BP-21	City of Clinton	Jefferson St to Neal St
BP-22	City of Jackson	N West St
BP-23	City of Jackson	Rose St
BP-24	City of Jackson	Fortification St
BP-25	City of Jackson	Raymond Rd
BP-26	City of Jackson	Valley St
BP-27	City of Jackson	Mississippi St
BP-28	City of Jackson	N State St/Old Canton Rd
BP-29	City of Jackson	University Blvd
BP-30	City of Jackson	N State St
BP-31	City of Brandon	US 80 (W Government St)
BP-32	City of Flowood	Lakeland Commons Connection
BP-33	City of Ridgeland	School Creek Run

Facility Type: Bicycle Path Bicycle Route Bicycle Lane

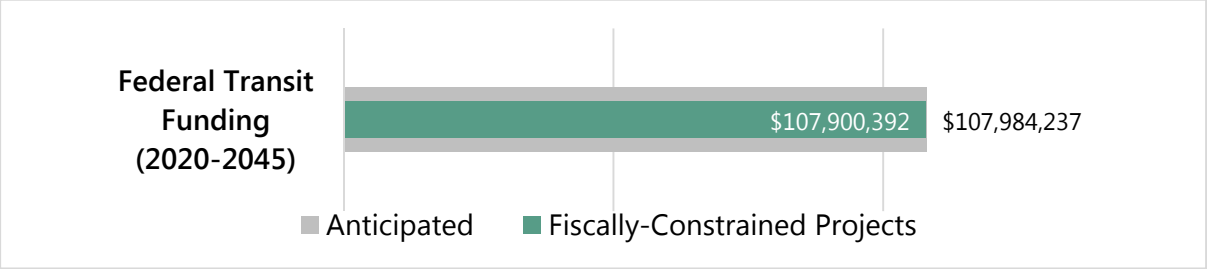
Location	Length (mi)	Type	Cost
Ridge Way to Flowood Dr	0.31		TBD
High St by Mississippi State Fair to LeFleur's Bluff State Park	2.38		TBD
Maddox Rd to Wiggins St	3.93		TBD
Old Canton Rd to I-55 Frontage Rd	0.86		TBD
Cool Papa Bell/Museum Blvd to Ridgewood Rd	1.59		TBD
Hwy 51 to S Wheatley St	0.73		TBD
Clinton Rd to Hwy 18	1.55		TBD
S Pear Orchard Rd to Lake Harbor Dr	1.39		TBD
W Mitchell Ave to Taft St	1.48		TBD
Natchez Trace Pkwy to Cedar Grove Cemetery	1.66		TBD
W College St to Brighton Park Dr	0.51		TBD
W College St to E Northside Dr	1.20		TBD
E Capitol St to Meadowbrook Rd	3.54		TBD
Metro Pkwy to W Capitol St	0.48		TBD
MLK Jr Dr to N Jefferson St	1.15		TBD
Maddox Rd to Terry Rd	4.63		TBD
US 80 to John R Lynch St	0.71		TBD
N Congress St to Museum to Market Trail	0.52		TBD
E Woodrow Wilson Ave to Lakeland Dr	0.52		TBD
US 80 to W Capitol St	1.37		TBD
Old Canton Rd to Hartfield St	0.41		TBD
Crossgates Blvd to Woodgate Dr	0.65		TBD
Lakeland Dr to Flowood Dr	0.32		TBD
Lake Harbour Dr to Old Canton Rd	1.00		TBD

Public Transit Projects

Over the next 25 years, the region 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.

Financial Plan

If recent funding levels continue, the region will have enough federal funding to continue operating its service at current levels. The main limitation to expanding service will be local funding to match and exceed federal funding.

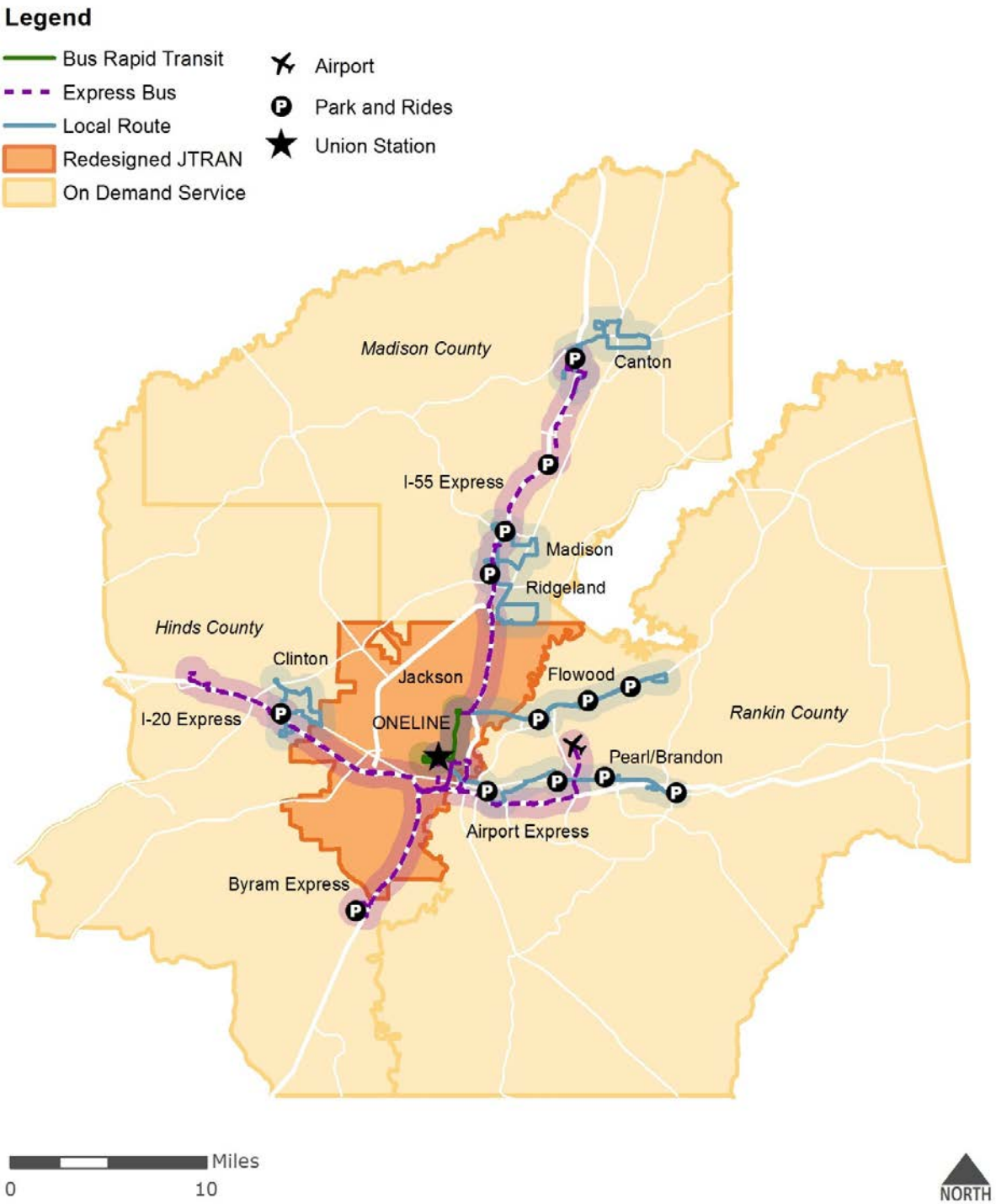


Visionary Regional Transit Framework

The MTP process 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.
- Implement the ONELINE Project.
- Introduce Suburban Local and Express Routes.
- Maintain and Improve On-Demand Services.

Visionary Regional Transit Framework



Fiscally Constrained List of Transit Projects

Project ID	TIP ID	Description
JT-1	480031	SECTION 5307 TRANSIT PREVENTATIVE MAINTENANCE
JT-2	480032	SECTION 5307 TRANSIT NON FIXED ROUTE ADA PARATRANSIT SERVICE
JT-3	480035	SECTION 5307 TRANSIT ASSOCIATED TRANSIT ENHANCEMENTS
JT-4	480034	SECTION 5307 TRANSIT OPERATIONS ASSISTANCE
JT-5	480038	SECTION 5307 TRANSIT SECURITY ENHANCEMENTS
JT-6	480044	SECTION 5307 TRANSIT ACQUIRE LIGHT DUTY ACCESSIBLE BUSES AND EQUIPMENT
JT-7	480046	SECTION 5307 TRANSIT ACQUIRE MEDIUM TO HEAVY DUTY ACCESSIBLE TRANSIT BUSES AND EQUIPMENT
JT-8	480047	SECTION 5307 TRANSIT OTHER THIRD PARTY CONTRACTUAL
JT-9	480050	SECTION 5307 TRANSIT DISPATCHING & SCHEDULING SOFTWARE AND EQUIPMENT
JT-10	480051	SECTION 5307 TRANSIT ACQUIRE ADA ACCESSIBLE VEHICLES
JT-11	480052	SECTION 5307 TRANSIT AUTOMATIC VEHICLE MAINTENANCE SOFTWARE AND EQUIPMENT
JT-12	480053	SECTION 5307 TRANSIT PROGRAM SUPPORT ADMINISTRATION
JT-13	480056	SECTION 5307 TRANSIT MOBILE SURVEILLANCE CAMERA SYSTEM
JT-14	480057	SECTION 5307 TRANSIT PROJECT ADMINISTRATION CAPITAL PROJECTS
JT-15	480058	SECTION 5307 TRANSIT REBRANDING PROJECT
JT-16	480046	SECTION 5339 BUSES
JT-17	480031	SECTION 5307 TRANSIT PREVENTATIVE MAINTENANCE
JT-18	480032	SECTION 5307 TRANSIT NON FIXED ROUTE ADA PARATRANSIT SERVICE
JT-19	480035	SECTION 5307 TRANSIT ASSOCIATED TRANSIT ENHANCEMENTS
JT-20	480034	SECTION 5307 TRANSIT OPERATIONS ASSISTANCE

	Type	Sponsor	Fiscal Year	Total Cost (YOE)	Federal Cost (YOE)
	●	JTRAN	2020	$444,829	$556,037
	●	JTRAN	2020	$388,394	$310,715
	●	JTRAN	2020	$35,543	$28,434
	●	JTRAN	2020	$2,503,966	$1,251,983
	●	JTRAN	2020	$36,609	$29,287
	●	JTRAN	2020	$339,360	$271,488
	●	JTRAN	2020	$903,814	$723,051
	●	JTRAN	2020	$182,855	$146,284
	●	JTRAN	2020	$437,500	$350,000
	●	JTRAN	2020	$210,000	$168,000
	●	JTRAN	2020	$562,500	$450,000
	●	JTRAN	2020	$405,000	$324,000
	●	JTRAN	2020	$10,000	$8,000
	●	JTRAN	2020	$129,188	$103,350
	●	JTRAN	2020	$93,750	$75,000
	●	JTRAN	2020	$458,673	$366,938
	●	JTRAN	2021	$600,520	$480,416
	●	JTRAN	2021	$407,814	$326,251
	●	JTRAN	2021	$37,320	$29,856
	●	JTRAN	2021	$2,629,164	$1,314,582

Fiscally Constrained List of Transit Projects (Continued)

Project ID	TIP ID	Description
JT-21	480038	SECTION 5307 TRANSIT SECURITY ENHANCEMENTS
JT-22	480044	SECTION 5307 TRANSIT ACQUIRE LIGHT DUTY ACCESSIBLE BUSES AND EQUIPMENT
JT-23	480046	SECTION 5307 TRANSIT ACQUIRE MEDIUM TO HEAVY DUTY ACCESSIBLE TRANSIT BUSES AND EQUIPMENT
JT-24	480047	SECTION 5307 TRANSIT OTHER THIRD PARTY CONTRACTUAL
JT-25	480050	SECTION 5307 TRANSIT DISPATCHING & SCHEDULING SOFTWARE AND EQUIPMENT
JT-26	480051	SECTION 5307 TRANSIT ACQUIRE ADA ACCESSIBLE VEHICLES
JT-27	480052	SECTION 5307 TRANSIT AUTOMATIC VEHICLE MAINTENANCE SOFTWARE AND EQUIPMENT
JT-28	480053	SECTION 5307 TRANSIT PROGRAM SUPPORT ADMINISTRATION
JT-29	480056	SECTION 5307 TRANSIT MOBILE SURVEILLANCE CAMERA SYSTEM
JT-30	480057	SECTION 5307 TRANSIT PROJECT ADMINISTRATION CAPITAL PROJECTS
JT-31	480058	SECTION 5307 TRANSIT REBRANDING PROJECT
JT-32	480046	SECTION 5339 BUSES
JT-33	480031	SECTION 5307 TRANSIT PREVENTATIVE MAINTENANCE
JT-34	480032	SECTION 5307 TRANSIT NON FIXED ROUTE ADA PARATRANSIT SERVICE
JT-35	480035	SECTION 5307 TRANSIT ASSOCIATED TRANSIT ENHANCEMENTS
JT-36	480034	SECTION 5307 TRANSIT OPERATIONS ASSISTANCE
JT-37	480038	SECTION 5307 TRANSIT SECURITY ENHANCEMENTS
JT-38	480044	SECTION 5307 TRANSIT ACQUIRE LIGHT DUTY ACCESSIBLE BUSES AND EQUIPMENT
JT-39	480046	SECTION 5307 TRANSIT ACQUIRE MEDIUM TO HEAVY DUTY ACCESSIBLE TRANSIT BUSES AND EQUIPMENT
JT-40	480047	SECTION 5307 TRANSIT OTHER THIRD PARTY CONTRACTUAL

	Type	Sponsor	Fiscal Year	Total Cost (YOE)	Federal Cost (YOE)
	●	JTRAN	2021	$38,439	$30,751
	●	JTRAN	2021	$356,328	$285,062
	●	JTRAN	2021	$949,005	$759,204
	●	JTRAN	2021	$191,998	$153,598
	●	JTRAN	2021	$68,750	$55,000
	●	JTRAN	2021	$220,500	$176,400
	●	JTRAN	2021	$68,750	$55,000
	●	JTRAN	2021	$437,400	$349,920
	●	JTRAN	2021	$10,000	$8,000
	●	JTRAN	2021	$125,313	$100,250
	●	JTRAN	2021	$93,750	$75,000
	●	JTRAN	2021	$383,819	$307,055
	●	JTRAN	2022	$648,561	$518,849
	●	JTRAN	2022	$428,204	$342,563
	●	JTRAN	2022	$39,185	$31,348
	●	JTRAN	2022	$2,760,624	$1,380,312
	●	JTRAN	2022	$40,360	$32,288
	●	JTRAN	2022	$374,145	$299,316
	●	JTRAN	2022	$996,455	$797,164
	●	JTRAN	2022	$201,597	$161,278

Fiscally Constrained List of Transit Projects (Continued)

Project ID	TIP ID	Description
JT-41	480050	SECTION 5307 TRANSIT DISPATCHING & SCHEDULING SOFTWARE AND EQUIPMENT
JT-42	480051	SECTION 5307 TRANSIT ACQUIRE ADA ACCESSIBLE VEHICLES
JT-43	480052	SECTION 5307 TRANSIT AUTOMATIC VEHICLE MAINTENANCE SOFTWARE AND EQUIPMENT
JT-44	480053	SECTION 5307 TRANSIT PROGRAM SUPPORT ADMINISTRATION
JT-45	480056	SECTION 5307 TRANSIT MOBILE SURVEILLANCE CAMERA SYSTEM
JT-46	480057	SECTION 5307 TRANSIT PROJECT ADMINISTRATION CAPITAL PROJECTS
JT-47	480058	SECTION 5307 TRANSIT REBRANDING PROJECT
JT-48	480046	SECTION 5339 BUSES
JT-49	480058	SECTION 5307 TRANSIT REBRANDING PROJECT
JT-50	n/a	SECTION 5307 TRANSIT OPERATIONS ASSISTANCE
JT-51	n/a	SECTION 5307 TRANSIT PREVENTATIVE MAINTENANCE
JT-52	n/a	SECTIONS 5307 & 5339 TRANSIT CAPITAL
JT-53	n/a	SECTION 5307 TRANSIT OPERATIONS ASSISTANCE
JT-54	n/a	SECTION 5307 TRANSIT PREVENTATIVE MAINTENANCE
JT-55	n/a	SECTIONS 5307 & 5339 TRANSIT CAPITAL
JT-56	n/a	SECTION 5307 TRANSIT OPERATIONS ASSISTANCE
JT-57	n/a	SECTION 5307 TRANSIT PREVENTATIVE MAINTENANCE
JT-58	n/a	SECTIONS 5307 & 5339 TRANSIT CAPITAL

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

Improvement: ● Operating ● Capital

	Type	Sponsor	Fiscal Year	Total Cost (YOE)	Federal Cost (YOE)
	●	JTRAN	2022	$75,625	$60,500
	●	JTRAN	2022	$231,525	$185,220
	●	JTRAN	2022	$75,625	$60,500
	●	JTRAN	2022	$472,392	$377,914
	●	JTRAN	2022	$10,000	$8,000
	●	JTRAN	2022	$121,554	$97,243
	●	JTRAN	2022	$31,250	$25,000
	●	JTRAN	2022	$403,010	$322,408
	●	JTRAN	2023	$31,250	$25,000
	●	JTRAN	2023-2025	$5,280,385	$4,224,308
	●	JTRAN	2023-2025	$1,984,858	$1,587,886
	●	JTRAN	2023-2025	$6,592,450	$5,273,960
	●	JTRAN	2026-2035	$18,784,356	$15,027,484
	●	JTRAN	2026-2035	$7,060,900	$5,648,720
	●	JTRAN	2026-2035	$23,451,872	$18,761,497
	●	JTRAN	2036-2045	$20,759,615	$16,599,692
	●	JTRAN	2036-2045	$7,799,626	$6,239,701
	●	JTRAN	2036-2045	$25,905,456	$20,724,365

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Next Steps

Implementation Timeline

Ongoing

Right now...

COORDINATE

- Continue coordinating with MDOT to advance projects in the TIP and MTP.
- Dedicate upcoming planning funding for corridor and intersection studies.

Short-Term

In the next 2 years...

ADVANCE PROJECTS

- Conduct corridor and intersection studies.
- Advance the Regional Transit Framework
- Begin funding high-priority bike/ped projects.
- Update performance targets and report.

Long-Term

In the next 5 years...

UPDATE THE PLAN

- Adjust Metropolitan Planning Area following 2020 Census.
- Update MTP, incorporating new projects from studies and other planning efforts.