

2050 Metropolitan Transportation Plan



Technical Report #5
Plan Development

November 2025

Prepared by:



Central Mississippi Planning & Development District **2050 Metropolitan Transportation Plan**

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 IIJA, Sections 11201 and 11525, October 1, 2021. The contents of this document do not necessarily reflect the official views or policies of the USDOT.

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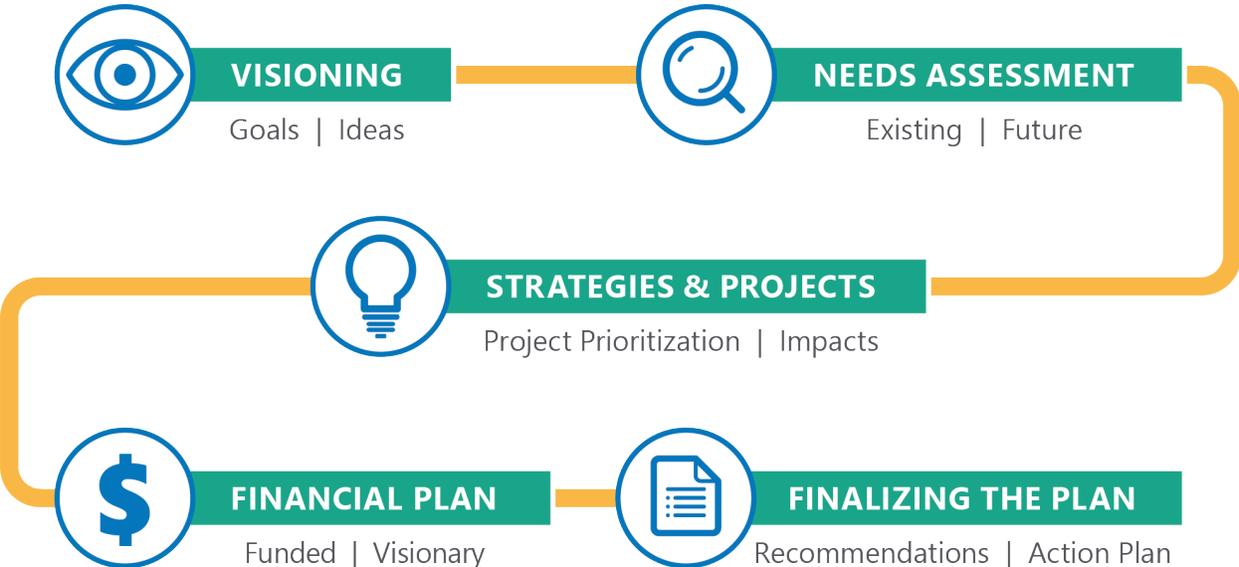
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1.0 Introduction

The purpose of this report is to provide additional data and technical information that describes the Central Mississippi Planning and Development District (CMPDD) 2050 Metropolitan Transportation Plan (MTP) development process.

The plan development process, as illustrated in **Figure 1.1**, begins with visioning and identifying plan goals and big-picture ideas. This step provides a foundation for the remaining project phases, creating a strategic path forward towards the end result of finalizing the MTP.

Figure 1.1: Metropolitan Transportation Plan Process



Each step within the process informs and provides a foundation for the next, allowing for the cumulation of data collection, research, and analysis to identify the projects and funding strategies needed to address the region’s transportation needs.

This report details the steps and actions taken throughout the plan development process to address:

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

2.0 Public and Stakeholder Involvement

Public and stakeholder involvement is crucial to ensuring all potential needs are identified, appropriate recommendations are selected, and the resulting prioritized enhancements best support the region’s transportation goals. This chapter describes the three rounds of public and stakeholder involvement, including a summary on the purpose, approach, and input received for each round of engagement.

2.1 Round 1

Round 1 of public and stakeholder involvement began in October 2024 and ended in March 2025. This round focused on introducing the planning process, listening to the public, and learning about community concerns. Input received was used to help identify the community’s needs and priorities, as well as revise the existing Vision Statement, Goals, and Objectives which guide the planning process.

Primary Community Involvement Goals

- Inform the public that reside within the MPO region that the Metropolitan Transportation Plan planning process is underway.
- Educate the public on the Metropolitan Transportation Plan and its impact on community and economic development.
- Provide opportunities for the public to participate in the planning process and inform them of these opportunities.
- Encourage and collect meaningful feedback from stakeholders and the public to better understand community transportation system needs, identify improvement recommendations, and prioritize identified improvements.

Approach to Outreach

To reach a broad representation of the residents within the MPO planning area, input was sought from the following groups through Round 1 outreach:

- local officials
- planners, engineers, and other professionals
- transportation service providers
- community leaders
- nonprofit advocacy organizations
- the business community
- the general public

Consistent with the Public Participation Plan, the plan development process provided the public with both virtual engagement and in-person options including:

- online input survey
- public outreach events
- digital communication resources
- two in-person public meetings

Additionally, one of the in-person public meetings was held jointly with MDOT to help inform the public of the Statewide 2050 Mississippi's Unified Long-Range Transportation Infrastructure Plan (MULTIPLAN) update. Locations and dates of the in-person public meetings are listed in **Table 2.1**.

Public input received for the MPO 2050 Metropolitan Transportation Plan update will also inform Statewide transportation priorities.



Virtual Engagement

Virtual Survey

A virtual public input survey, shown in **Appendix A**, was launched to gather insight into regional transportation priorities. The survey prompted participants to:

- rank transportation goals
- budget transportation priorities
- identify where improvements were needed
- provide a short answer on what ideas they had on improving the transportation system in the MPO planning area

Additionally, the online survey asked participants to identify how they most frequently travel within the MPO region.

The survey had a soft launch, which allowed it to be available before the first round of public engagement started in October. Although it was not advertised until the first round began, the survey was available to receive input starting on September 12th, and it remained open through November 25, 2024. To inform the public of the survey, CMPDD promoted through their social media accounts and outreach events starting on October 1st. It was also distributed by MDOT and CMPDD via mailing lists and through direct email to their stakeholder databases.

Virtual Meetings

A virtual town hall was conducted online, via Zoom, on October 17, 2024, at 6:00 pm by MDOT to provide a virtual option for public and stakeholder participation. Attendees were invited to this meeting via emails sent by MDOT. During the meeting, MDOT presented on the Statewide MULTIPLAN update, the planning process, and how those interested can get involved via their local MPO and 2050 MTP update.

In-Person Events

In-person events included community engagement opportunities and open house meetings. The public was informed and invited to these events through emails from both CMPDD and MDOT, news releases, digital ads, and posts on official social media pages. Locations for these in-person events were placed in areas that were easy for the public to access and central to different communities around the MPO region. The event times and locations are listed in **Table 2.1**.

During each event, staff spoke about the Metropolitan Transportation Plan, the different ways to get involved, and how the public input would be used. The public was also invited to participate in four different exercises to provide input on the transportation needs and priorities within the region. For those who would prefer to submit their responses virtually, a link to the online survey and survey instructions were also provided. Participants were also given the opportunity to fill out an optional demographic survey card to provide additional information, such as their age, race, gender, disability status, and household income.

Throughout Round 1, a total of 399 virtual and 157 in-person survey responses were submitted.

Table 2.1: Round 1 In-Person Outreach and Engagement Events

Date	Time	Event	Location
Oct. 2, 2024	9:00 am - 10:00 am	Mayors Fun Walk	NorthPark Mall 1200 E. County Line Rd. Ridgeland
Oct. 9, 2024	2:30 pm - 4:30 pm	Public Meeting	Union Station 300 W Capitol Street, Jackson
Oct. 10, 2024*	4:00 pm - 6:00 pm	Public Meeting	CMPDD 1020 Centre Pointe Blvd., Pearl
Oct. 12, 2024	10:00 am - 2:00 pm	Oktoberfest and Gumbo Festival	Pearl City Park Mary Ann Dr., Hwy 80, Pearl
Oct. 24, 2024	10:00 am - 11:00 am	Diabetes Day	Canton Public Library 102 Priestly St., Canton
Oct. 25, 2024	9:00 am - 2:00 pm	Senior Appreciation Day	Jackson Medical Mall 2441 Bailey Ave, Jackson

*Joint public engagement event with MDOT present to discuss the 2050 MULTIPLAN update along with the 2050 CMPDD Metropolitan Transportation Plan Update.

[In-Person Public Engagement Exercises](#)

At each of the in-person public engagement events, participants were asked to participate in exercises to determine:

- where improvements are most needed
- how they would allocate limited transportation funding
- what transportation goals are most important to them
- their most desired transportation improvement project

Images of these boards, optional demographics cards filled out, and additional photos from the in-person events can be found in **Appendix A**. Results from these engagement exercises were combined with those received from the online survey and are described in this section.

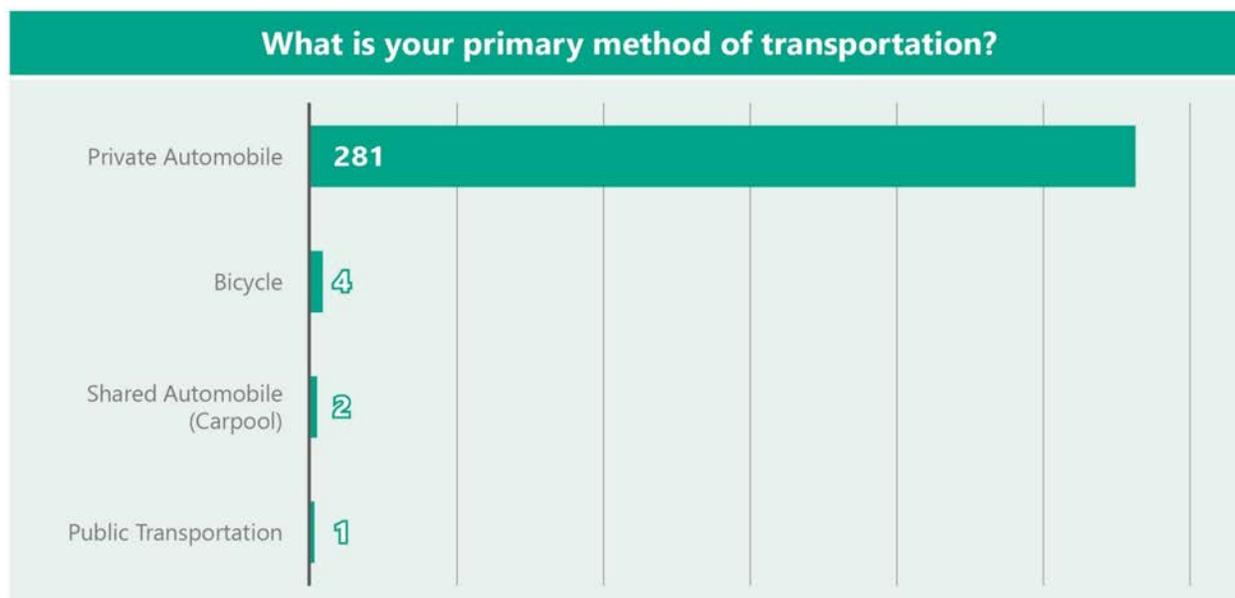
Round 1 Engagement Results

[Primary Method of Transportation Results](#)

Within the online survey, participants were asked to identify their primary mode of transportation. While not every survey participant answered this question, those that did overwhelmingly identified a private automobile (97.6%) as their primary mode. This was followed by bicycle (1.4%), carpool (0.7%), and public transportation (0.3%).

The results by total number of responses, with options which did not receive a vote excluded, are illustrated in **Figure 2.1**.

Figure 2.1: Primary Method of Transportation Results (Online Survey Only)



Note: Modes of transportation which did not receive a vote, such as "other", "walk", and "motorcycle", are not portrayed within the graph.

Budget Allocation Exercise Results

The budget allocation exercise asked participants to "spend" \$100 across multiple priorities. The total budget allocated per priority was then divided by the number of participants who answered the survey. This was then ranked by the average budget to identify the top priorities identified by the public.

As shown in **Figure 2.2**, respondents elected to "spend" more money on improving pavement and bridge conditions than any other category. Adding and widening lanes was the next highest, followed by implementing safety improvements. Participants allocated fewer funds to freight infrastructure and additional transit options.

Figure 2.2: Transportation Budget Allocation Exercise Results



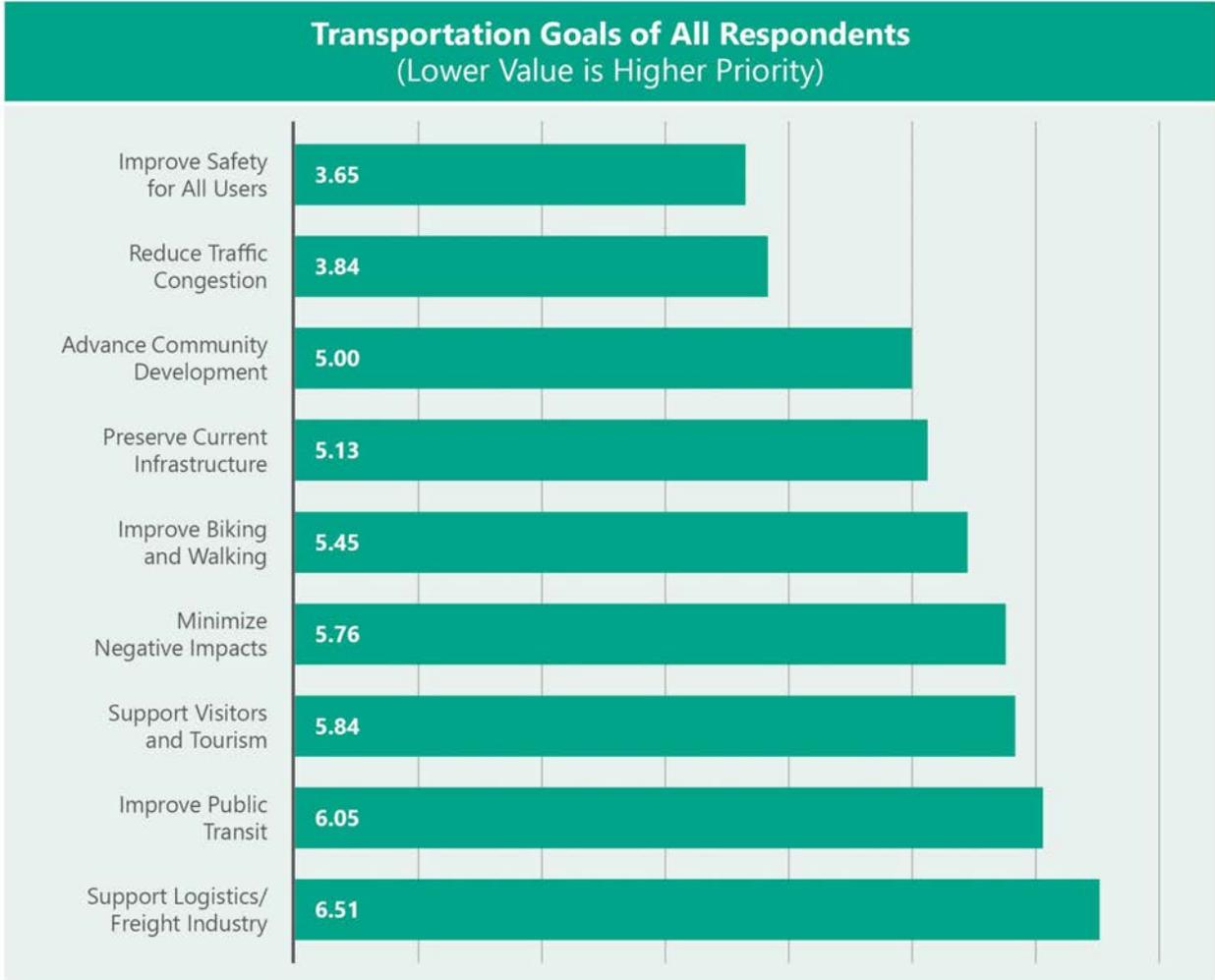
Transportation Goal Ranking Results

During the goal ranking exercise, participants were presented with nine transportation goals and asked to select five and rank them based on relative priority. The ranked goals for each response were assigned a score according to their ranking, with a score of one going to the top priority, to a score of five for the lowest priority. Goals that were not ranked were given a score of seven to reduce the bias a “zero” score would have on the ranked list.

The total score was then divided by the number of participants who answered the survey to calculate the average score and relative goal priority. These results are displayed in **Figure 2.3**.

With the goal ranking exercise, the lower the average score, the higher it was prioritized.

Figure 2.3: Transportation Goals Exercise Results



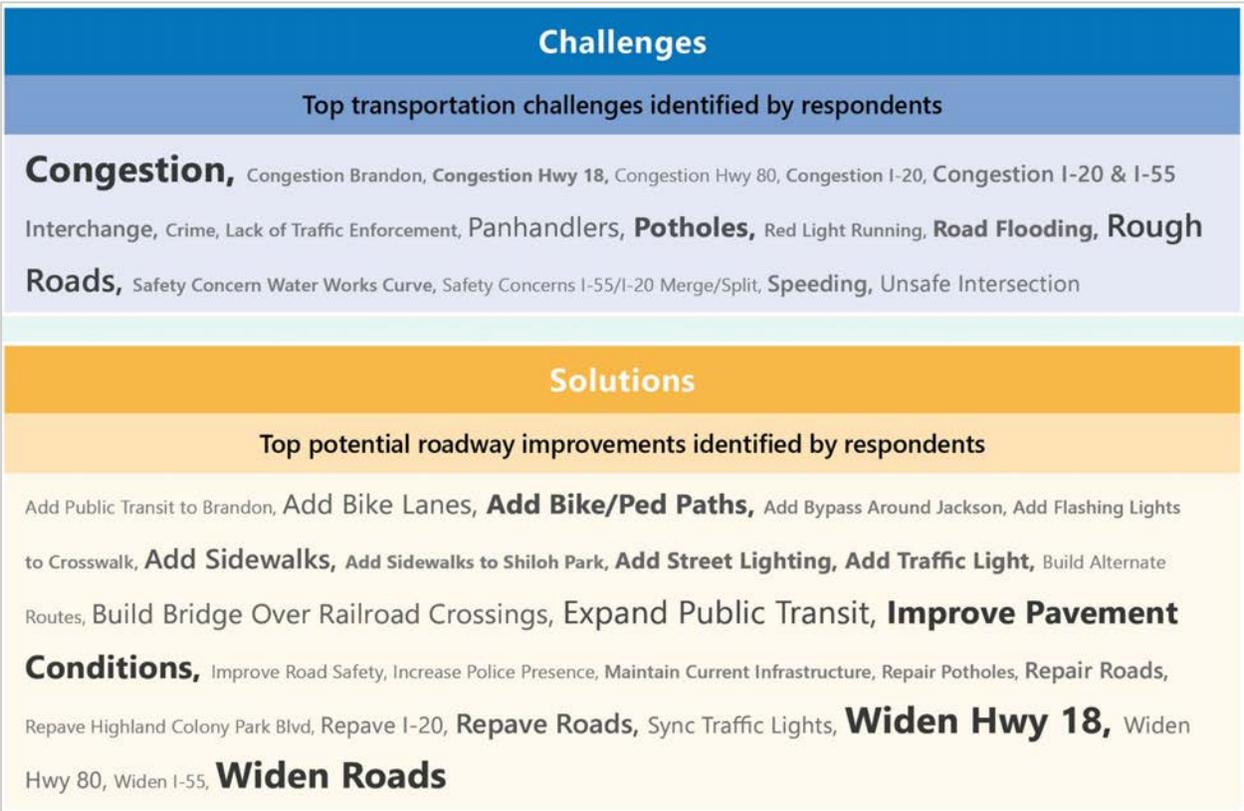
As seen in the above graph, respondents identified the following as their top five transportation priorities:

1. improve safety for all users
2. reduce traffic congestion
3. advance community development
4. preserve current infrastructure
5. improve biking and walking

Additional Results

With both the virtual and in-person engagement options, short answer survey responses were analyzed to provide a word cloud, highlighting the most mentioned key words and phrases. This was divided into challenges and potential solutions, as seen in **Figure 2.4**, and helps to support the results and findings from the other survey exercises.

Figure 2.4: Short Answer Response Word Cloud



2.2 Round 2

Round 2 of community engagement ran from April to August 2025. This round focused on building off the first round of engagement results and continuing public engagement to ensure progress on the Metropolitan Transportation Plan update was promoted and available. Additionally, the public and stakeholders were also encouraged to review potential projects and submit their relative priority.

Round 2 Engagement Summary

Requests for public input were promoted through email lists, social media posts, and a press release to local media included in **Appendix B**. During this period, 74 responses were received. Information from this round was used to determine the public sentiment on where their greatest congestion relief priorities were located. This survey also included congestion definition and strategies questions. Input received was then incorporated into the project prioritization process.

Additionally, the CMPDD bicycle and pedestrian stakeholder group was asked to provide feedback on local, non-motorized transportation projects. The group was

informed and invited to complete an online survey through email, and feedback was collected from February 4 to February 19, 2025.

Within the survey, stakeholders were prompted to leave markers showing which non-motorized projects they felt were a high, medium, or low priority. During this round of engagement, a total of 34 stakeholder responses were received. The survey is shown in **Appendix B**.

Round 2 Results

Round 2 public input results provided additional insight into how people who live in the MPO planning area experience congestion and what strategies are preferred to address congestion.

Survey respondents identified the following as the top non-single occupancy vehicle strategies:

- public transportation
- telecommuting/work from home
- carpool/vanpool

Additionally, the top implementation strategies identified by the public include:

- expanding public transportation
- adding capacity through new or widened roadways
- intersection enhancements
- improving signal coordination

These results are detailed in **Figure 2.5** and **Figure 2.6**, respectively.

Figure 2.5: Non-Single Occupancy Vehicle Strategies Response Summary

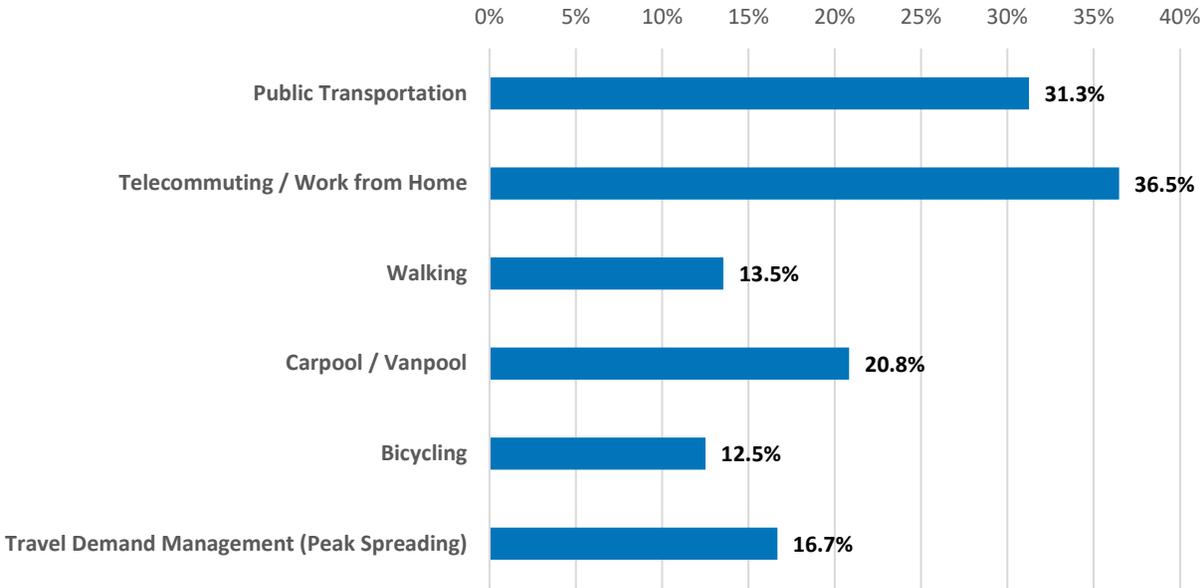
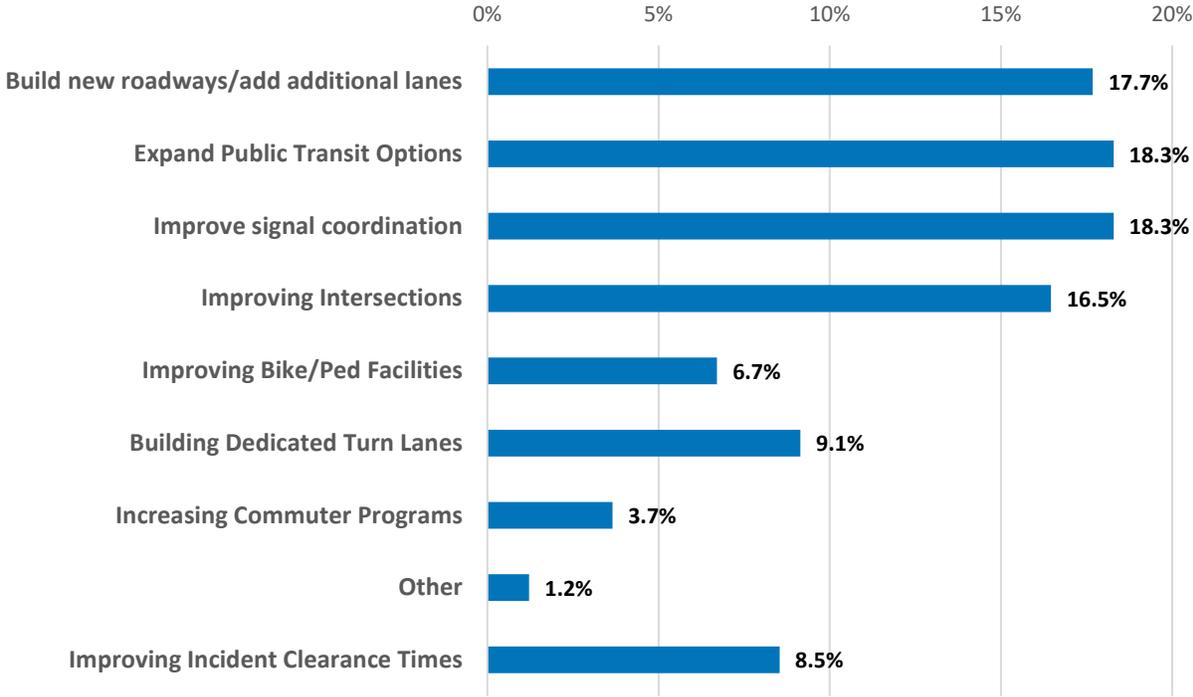


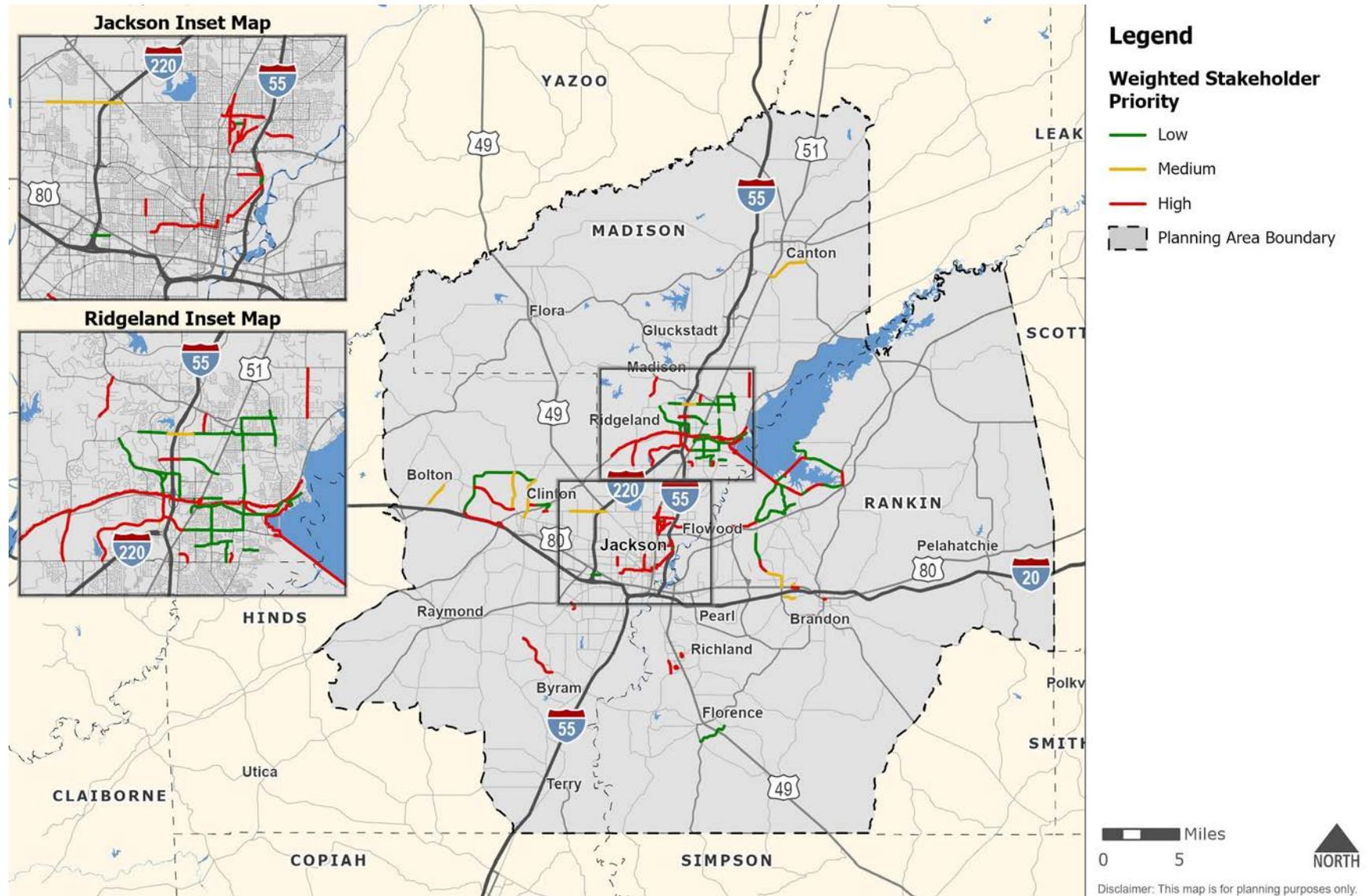
Figure 2.6: Implementation Strategies Response Summary



Public input collected during this round was used to inform the development of some of the plan’s strategies, discussed later in this report.

Additionally, identified stakeholders received a survey to provide their input on non-motorized transportation projects, ranking them either a low, medium, or high priority. The mapped results of this survey can be seen in Figure 2.7, and the full list of projects that were reviewed can be seen in *Technical Report 4: Needs Assessment*.

Figure 2.7: Bicycle and Pedestrian Stakeholder Engagement Results



2.3 Round 3

Round 3 of the public and stakeholder involvement process began on September 17 and continued through November 5, 2025. This outreach largely focused on informing the public about the draft plan and receiving final input. Public input efforts for this round included both in-person and virtual opportunities to review the draft and submit comments. Outreach materials used in round 3 as well as comments received from the public are outlined in **Appendix C**.

Round 3 Engagement Summary

To provide a good-faith effort in ensuring the public was aware of the engagement opportunity, advertisements were posted on the CMPDD webpage and CMPDD and MULTIPLAN social media accounts, and covered by news media, including the:

- Clarion Ledger
- Jackson Advocate
- Madison County Journal
- Rankin County News

Additionally, multiple in-person engagement events were held to both increase public awareness of the plan and request input. The locations and dates of these events are summarized in **Table 2.2**.

Table 2.2: Round 3 In-Person Outreach and Engagement Events

Date	Event	Location
Sept. 16, 2025	Hinds County Wellness Health Fair	MS Ag. and Forestry Museum 1150 Lakeland Dr, Jackson, MS 39216
Oct. 1, 2025	Madison County Mayor’s Fun Walk	North Park Mall 1200 E County Line Rd, Ridgeland, MS 39157
Oct. 1, 2025	Public Meeting	Hinds County Medgar Evers Library 4215 Medgar Evers Blvd, Jackson, MS 39213
Oct. 7, 2025	Public Meeting	Madison Co. Public Services Complex 1239 Highway 51, Madison, MS 39110
Oct. 11, 2025	Rankin County Octoberfest	Trustmark Park 1 Monsters Aly, Pearl, MS 39208
Oct. 27, 2025	Public Meeting	CMPDD 1020 Centre Pointe Blvd. Pearl, MS 39208

MDOT also participated in the public meeting held at CMPDD to provide the opportunity for the public to review and comment on the Statewide MULTIPLAN effort.

Public input received during the draft plan review period were consolidated into three categories: concerns, improvement recommendations, and roadways. These are summarized in **Table 2.3**.

Table 2.3: Round 3 Comment Summary

Comment Type	Comment Summary Words and Phrases	
Concern	<ul style="list-style-type: none"> • Bottleneck/Congestion • Aging Public Transit Vehicles • Pollution • Roadway Flooding 	<ul style="list-style-type: none"> • Sprawl (Residential and Industrial) • Protection of Historic Structures
Improvement Recommendation	<ul style="list-style-type: none"> • Road Widening • Signal Timing • Additional Pedestrian Infrastructure • Expanding Public Transit Hours of Operation 	<ul style="list-style-type: none"> • Re-painting Pavement Markings • Transit-Oriented Development • Interstate/Interchange Improvements • Pavement Resurfacing
Roadways	<ul style="list-style-type: none"> • I-20 • I-55 • County Line Rd • Hwy 51 	<ul style="list-style-type: none"> • Reunion Pkwy • Hwy 463 • Hwy 80

Many of the comments received were in support for projects identified within the plan or highlighted areas where additional coordination between agencies could be conducted to address input which went beyond the scope of the MTP. Responses to received comments were sent as applicable, and both the full comment and the response sent are included in **Appendix C**.



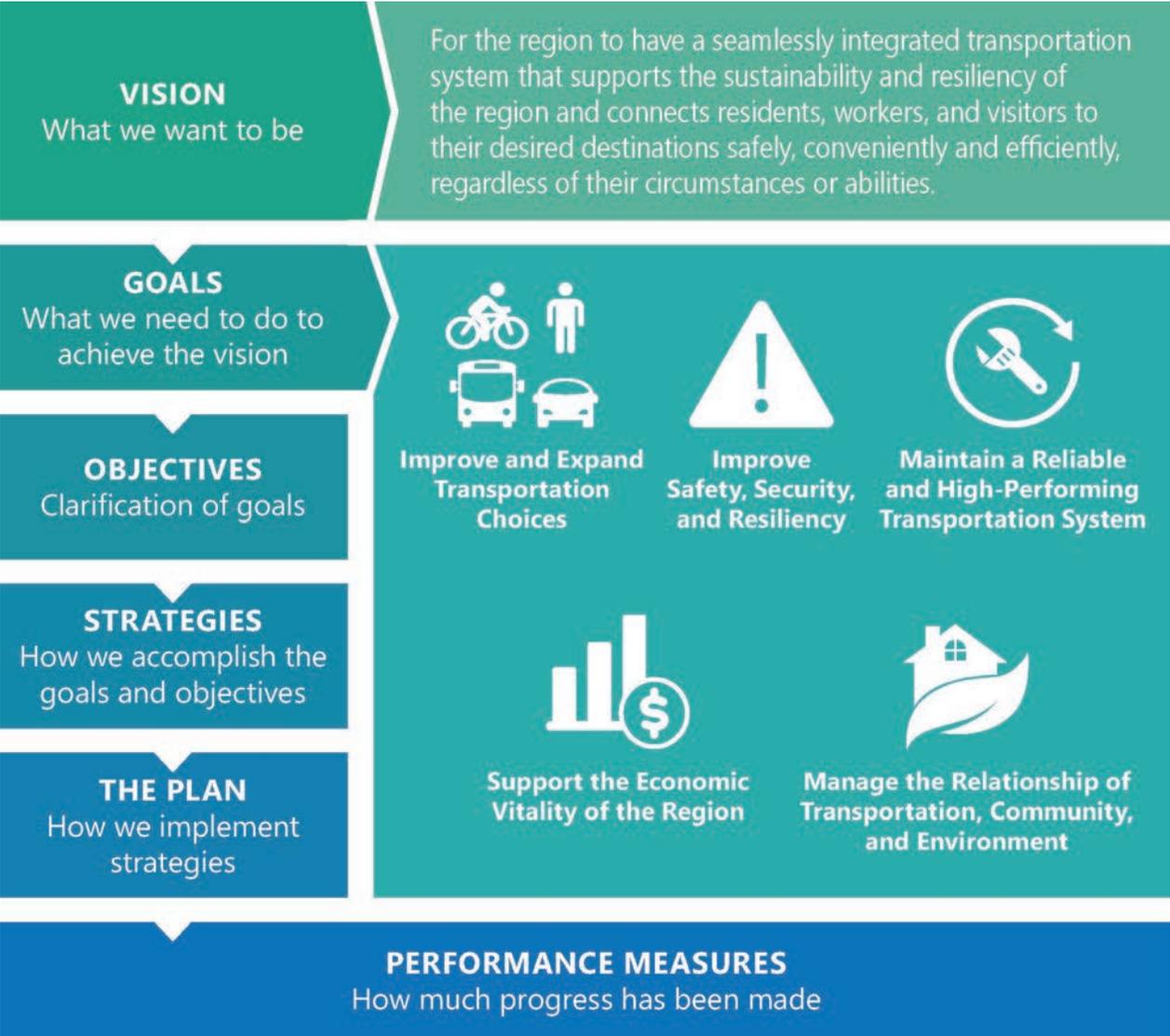
3.0 Goals, Objectives, and Strategies

Public and stakeholder input were used to review and revise the goals and objectives from the 2045 Metropolitan Transportation Plan. These updated goals and objectives are consistent with national goals set forth in the Infrastructure Investment and Jobs Act.

3.1 Strategic Framework

In addition to the Metropolitan Transportation Plan’s revised Vision Statement, **Figure 3.1** illustrates the plan’s five over-arching goals, the overall strategic framework, and how the goals and objectives support the greater vision. Strategies to address these goals and objectives are discussed in **Section 3.5**.

Figure 3.1: Metropolitan Transportation Plan 2050 Strategic Framework



3.2 Goals and Objectives

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

Goal #1: Improve and Expand Transportation Choices

- **TC.1** Improve mobility and access across the region for pedestrians and bicyclists.
- **TC.2** Enhance public transportation to increase its viability as a mode of transportation.
- **TC.3** Support shared mobility options to reduce the number of vehicles on the roadways.
- **TC.4** Support convenient and affordable access to local and regional air, rail, and water transportation.

Goal #2: Improve Safety, Security, and Resiliency

- **SS.1** Coordinate with local and state Strategic Highway Safety Plan partners to reduce the number and rate of highway-related crashes, fatalities, and serious injuries.
- **SS.2** Reduce pedestrian and bicycle crash fatalities and serious injuries.
- **SS.3** Redesign corridors and areas with existing safety and security needs, strategically enhancing them for safety, security, and context.
- **SS.4** Support coordination among local and state stakeholders to improve enforcement of traffic regulations, transportation safety education, and emergency response.
- **SS.5** Encourage the use of Intelligent Transportation Systems and other technology during disruptive incidents, including evacuation events.
- **SS.6** 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: Maintain a Reliable and High Performing System

- **RH.1** Enhance regional connectivity.
- **RH.2** Maintain transportation infrastructure and assets in a good state of repair.
- **RH.3** Improve mobility by reducing traffic congestion and delay.
- **RH.4** Reduce demand for roadway expansion by using technology to efficiently and dynamically manage roadway capacity.

Goal #4: Support the Economic Vitality of the Region

- **SE.1** Pursue transportation improvements that are consistent with local plans for growth and economic development and support vibrant activity centers that are consistent with local plans for growth and economic development.
- **SE.2** Support local businesses and industry by ensuring efficient movement of freight by truck, rail, and other modes.
- **SE.3** Address the unique needs of visitors to the region and the impacts of tourism.
- **SE.4** Support a fiscally constrained 25-year Metropolitan Transportation Plan that addresses existing and future needs while maximizing projected revenues.
- **SE.5** Select infrastructure improvements based on a mix of local priorities, a good benefit-to-cost ratio, and community benefits.

Goal #5: Manage the Relationship of Transportation, Community, And Environment

- **CE.1** Minimize or avoid adverse impacts from transportation improvements to the natural environment and the human environments (historic sites, recreational areas, communities, etc.)
- **CE.2** Make the transportation system resilient and encourage proven Green Infrastructure and other design approaches that effectively manage and mitigate stormwater runoff.
- **CE.3** Improve mobility for underserved communities.
- **CE.4** Increase the percentage of workers commuting by carpooling, transit, walking, and biking.
- **CE.5** Support the reduction of transportation-related emissions and the improvement of air quality through fleet fuel management and the reduction of congestion.
- **CE.6** Provide access to active transportation options and community destinations such as grocery stores, parks, and healthcare facilities.

3.3 Relationship with Planning Factors

Federal legislation requires the Metropolitan Transportation Plan to consider 10 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
- 10) Enhance travel and tourism

Table 3.1 shows how these planning factors are addressed by each goal.

Table 3.1: Relationship between Goals, Objectives, Performance Measures, and Federal Planning Factors

Goal	Objectives	Federal Planning Factors Addressed	Federal Performance Measures
<p>Goal #1: Improve and Expand Transportation Choices</p>	<p>TC.1 Improve mobility and access across the region for pedestrians and bicyclists.</p> <p>TC.2 Enhance public transportation to increase its viability as a mode of transportation.</p> <p>TC.3 Support shared mobility options to reduce the number of vehicles on the roadways.</p> <p>TC.4 Support convenient and affordable access to local and regional air, rail, and water transportation.</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>(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation</p>	<p>National Highway System Travel Time Reliability</p> <ul style="list-style-type: none"> > 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>Freight Reliability</p> <ul style="list-style-type: none"> > Truck Travel Time Reliability (TTTR) Index
<p>Goal #2: Improve Safety, Security, and Resiliency</p>	<p>SS.1 Coordinate with local and state Strategic Highway Safety Plan partners to reduce the number and rate of highway-related crashes, fatalities, and serious injuries.</p> <p>SS.2 Reduce pedestrian and bicycle crash fatalities and serious injuries.</p> <p>SS.3 Redesign corridors and areas with existing safety and security needs, strategically enhancing them for safety, security, and context.</p> <p>SS.4 Support coordination among local and state stakeholders to improve enforcement of traffic regulations, transportation safety education, and emergency response.</p> <p>SS.5 Encourage the use of Intelligent Transportation Systems and other technology during disruptive incidents, including evacuation events.</p> <p>SS.6 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>(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> <p>(7) Promote efficient system management and operation</p> <p>(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation</p>	<p>Safety</p> <ul style="list-style-type: none"> > Number of fatalities > Rate of fatalities > Number of serious injuries > Rate of serious injuries > Number of non-motorized fatalities and serious injuries <p>Transit Safety</p> <ul style="list-style-type: none"> > Number of Fatalities by Mode > Rate of Fatalities per 100,000 Total Vehicle Revenue Miles by Mode > Number of Injuries by Mode > Rate of Injuries per 100,000 Total Vehicle Revenue Miles by Mode > Number of Safety Events by Mode > Rate of Safety Events per 100,000 Total Vehicle Revenue Miles by Mode > Mean Distance Between Major Mechanical Failures by Mode

Goal	Objectives	Federal Planning Factors Addressed	Federal Performance Measures
<p>Goal #3: Maintain a Reliable and High Performing Transportation System</p>	<p>RH.1 Enhance regional connectivity.</p> <p>RH.2 Maintain transportation infrastructure and assets in a good state of repair.</p> <p>RH.3 Improve mobility by reducing traffic congestion and delay.</p> <p>RH.4 Reduce demand for roadway expansion by using technology to efficiently and dynamically manage roadway capacity.</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>Bridge Conditions</p> <ul style="list-style-type: none"> > Percentage of NHS bridges by deck area in Good condition > Percentage of NHS bridges by deck area in Poor condition <p>Pavement Conditions</p> <ul style="list-style-type: none"> > 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>Transit Asset Management</p> <ul style="list-style-type: none"> > 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>National Highway System Travel Time Reliability</p> <ul style="list-style-type: none"> > 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>Freight Reliability</p> <ul style="list-style-type: none"> > Truck Travel Time Reliability (TTTR) Index

Goal	Objectives	Federal Planning Factors Addressed	Federal Performance Measures
<p>Goal #4: Support the Economic Vitality of the Region</p>	<p>SE.1 Pursue transportation improvements that are consistent with local plans for growth and economic development and support vibrant activity centers that are consistent with local plans for growth and economic development.</p> <p>SE.2 Support local businesses and industry by ensuring efficient movement of freight by truck, rail, and other modes.</p> <p>SE.3 Address the unique needs of visitors to the region and the impacts of tourism.</p> <p>SE.4 Support a fiscally constrained 25-year Metropolitan Transportation Plan that addresses existing and future needs while maximizing projected revenues.</p> <p>SE.5 Select infrastructure improvements based on a mix of local priorities, a good benefit-to-cost ratio, and community benefits.</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>	<p>These are process-related objectives and do not have any associated federal performance measures.</p>
<p>Goal #5: Manage the Relationship of Transportation, Community, And Environment</p>	<p>CE.1 Minimize or avoid adverse impacts from transportation improvements to the natural environment and the human environments (historic sites, recreational areas, communities, etc.)</p> <p>CE.2 Make the transportation system resilient and encourage proven Green Infrastructure and other design approaches that effectively manage and mitigate stormwater runoff.</p> <p>CE.3 Improve mobility for underserved communities.</p> <p>CE.4 Increase the percentage of workers commuting by carpooling, transit, walking, and biking.</p> <p>CE.5 Support the reduction of transportation-related emissions and the improvement of air quality through fleet fuel management and the reduction of congestion.</p> <p>CE.6 Provide access to active transportation options and community destinations such as grocery stores, parks, and healthcare facilities.</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>(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation</p>	<p>These are process-related objectives and do not have any associated federal performance measures.</p>

3.4 National Goals and Performance Measures

The Metropolitan Transportation Plan goals and objectives are consistent with the national goals and federal performance measures. Individual goals and their respective performance measures are detailed in **Table 3.1**.

Current Performance

As part of the planning effort, the CMPDD is supporting the established State of Mississippi performance measure targets and monitoring performance for these measures over time. Additional information is included in *Technical Report #3: Transportation Performance Management*.

3.5 Strategies

The following strategies were identified from a technical needs assessment, stakeholder and public input, and existing documents and policies. These strategies will enable the region to achieve the previously stated transportation goals and objectives.

Prioritize Maintenance (Short-Range)



Improving and maintaining the current system continues to be a priority for the region. This was also mentioned throughout plan development as a priority by local jurisdictions, stakeholders, and the public. In addition to capital improvements, funding maintenance projects will continue to be a priority for the region.

Responsibly Improve Roadway System (Long-Range)



Funding for new roadways or existing roadway widening is limited. Projects receive higher priority if they produce congestion reduction benefits for lesser cost, support non-motorized travel, increase safety, support economic development, and/or support freight movement. The region should focus on promoting projects that meet these criteria.

Redesign Key Corridors and Intersections (Short-Range)



This plan identified segments and intersections that can be redesigned or studied for improvements that increase safety, efficiency, and accessibility for all roadway users. The region also has a Safety Action Plan that can be used to determine locations most in need of general crash or bicycle and pedestrian safety improvements.

Address Freight Bottlenecks and Needs (Long-Range)



Several large employers within the region rely upon freight vehicles to move their products within the planning area. Strategies for maintaining or improving freight movement include implementing projects that reduce delay for freight vehicles, both intra-regional freight trips and trips that connect to other regions.

Expand Biking and Walking Infrastructure (Short-Range)



The use of bicycle and pedestrian facilities is encouraged to promote healthy activity, reduce traffic and congestion, and expand multi-modal transportation options. A desire for bicycle and pedestrian facility improvements was expressed often during public outreach and can be combined with roadway projects as they are constructed. Roadway improvement projects are also encouraged to incorporate Context Sensitive Solutions and Complete Streets approaches.

Support and Expand Public Transit (Short-Range)



The MPO supports the JTRAN initiatives and its projects. The MPO will work with the local governments in the region in an effort to advance a Regional Transit Framework that builds upon the recently redesigned JTRAN system and a potential expansion of transit services in suburban areas.

Monitor Emerging Technology Options (Short-Range)



Transportation technology is changing rapidly, affecting the infrastructure and the vehicles that use it. Trends such as increased Intelligent Transportation System (ITS) usage and connected and autonomous vehicles are consistently being monitored by the MPO.

Establish a Safety Management System (Short-Range)



Typical traffic safety programs include maintenance of a crash record system, identification of hazardous locations, engineering studies, selection of countermeasures, prioritization of projects, planning and implementation, and evaluation. Many of these activities are currently undertaken by CMPDD and its partner agencies. Additionally, the MPO can incorporate the findings and projects from its Safety Action Plan into future transportation projects and documents.

Transportation Demand Management (TDM) (Short-Range)



Continued use of existing TDM practices, such as expanded telecommuting, ridesharing, and transit usage, is encouraged. Additionally, the MPO can work with its partners to implement flex-time work schedules, staggered work hours among major employers, and the use of park-and-ride facilities.

4.0 Project Development

This chapter summarizes both committed and potential transportation projects, and corresponding cost estimates, that were developed as part of the plan.

4.1 Project Identification

Roadway Projects

A preliminary list of roadway projects was developed for both capacity and non-capacity improvements. This included:

- Projects included in the current Transportation Improvement Program
- Projects from the 2045 Metropolitan Transportation Plan
- Projects commonly requested during the public input phase
- Projects identified in existing plans
- Projects identified in the Needs Assessment

Bicycle and Pedestrian Projects

The 2050 Metropolitan Transportation Plan proposes several non-motorized transportation improvements, discussed in *Technical Report #4: Needs Assessment*. These improvements were developed from input received by CMPDD from their bicycle and pedestrian stakeholder group and commonly requested non-motorized projects in the public input phase.

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. 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

The 2050 Metropolitan Transportation Plan does not propose any new transit projects regarding operational changes or alignments to routes. At a minimum, the plan 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 MPO will continue to work with its local partner agencies and JTRAN to identify and prioritize future transit projects, including projects that JTRAN has identified.

4.2 Estimating Project Costs

Roadway Project Cost Estimates

For the proposed Metropolitan Transportation Plan projects, cost estimates were developed using order-of-magnitude costs from the 2045 plan and applying Consumer Price Index adjustment factors to obtain cost estimates in 2025 dollars. The typical cost estimates, which include design, engineering, right-of-way, and construction, for various types of improvements are shown in **Table 4.1**.

No cost estimates were developed for maintenance projects such as bridge and pavement projects.

Bicycle and Pedestrian Project Cost Estimates

Cost estimates for potential bicycle and pedestrian projects vary depending on the type of facilities needed, local and state ordinances, and more. While the plan does not include cost estimates for these non-motorized projects, a funding category is provided.

Transit Project Cost Estimates

The annual cost of operating public transit in the MPO was taken from the most recent ten years available in the National Transit Database and expressed in 2025 dollars.

Table 4.1: Typical Project Costs, 2025 Dollars

Improvement Type	Average Cost (2025 dollars)	Unit
New 4 Lane Freeway	\$25,600,000	Mile
New 2 Lane Roadway	\$8,350,000	Mile
New 4 Lane Arterial	\$13,750,000	Mile
Interstate Widening	\$18,950,000	Mile
Interstate Rehab - 2 Lane	\$2,550,000	Mile
Interstate Rehab - 4 Lane	\$3,350,000	Mile
Arterial Widening	\$13,850,000	Mile
Center Turn Lane	\$9,350,000	Mile
Overlay	\$845,000	Mile
ITS	\$845,000	Mile
New Bridge - 2 Lane	\$3,100,000	Each
New Bridge - 4 Lane	\$5,150,000	Each
Traffic Signal	\$1,450,000	Each
RR Crossing	\$141,000	Each
Intersection Improvement	\$1,600,000	Each
Interchange Improvement	\$25,750,000	Each
New Interchange	\$33,300,000	Each
Underpass	\$15,400,000	Each
RR Overpass	\$9,950,000	Each
Study	\$350,000	Each
Single Lane Roundabout	\$3,023,000	Each

5.0 Environmental Analysis and Mitigation

Environmental analysis and mitigation efforts are fundamental to project planning, design, and implementation. This chapter identifies the different environmental concerns and regulations applicable to the study area and discusses their relationship with the Metropolitan Transportation Plan.

5.1 The Environment and Metropolitan Transportation Plan

The environmental concerns which are typically considered in impact evaluations can be divided into two broad categories: resources to be protected and obstacles to be avoided. These resources and obstacles, listed in **Table 5.1**, can alter project costs, location, and feasibility depending on the severity of the concern.

Table 5.1: Potential Environmental Concerns

Resources	Importance
Air Quality	Public health, welfare, productivity, and the environment are degraded by air pollution
Wetlands and Waterways	Flood control, wildlife habitat, water purification; pollutants entering waterbodies from existing or in-construction roads can impact water quality and adversely affect the propagation and growth of aquatic life, recreation, and other designated uses
Threatened and Endangered Species	Loss of species can damage or destroy ecosystems, including the human food chain
Farmlands	Farmland conversion should be compatible 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
Hazards	Importance
HAZMAT Sites	Health hazards, costs, delays, liability for both state and federal projects on either existing or acquired right-of-way
Noise/Light	Noise and light pollution can irritate, interrupt, and disrupt, as well as generally diminish the quality of life
Floodplains	Encroaching on or changing the natural floodplain of a water course can result in catastrophic flooding of developed areas

To receive the most benefit from identifying environmental concerns, efforts to address concerns should begin early in the planning process. Potential benefits include opportunities for greater inter-agency coordination, expedited project delivery, and more environmentally sustainable outcomes. Additionally, some considerations are federally required, and identifying concerns early can help ensure the project aligns with applicable federal law, reducing the need for additional mitigation efforts and avoiding associated obstacles or delays.

5.2 Air Quality and Transportation

Common air pollutants related to transportation projects include nitrogen dioxide and Volatile Organic Compounds. These pollutants are released into the atmosphere when fossil fuels are burned and are known or suspected to cause serious health effects, including cancer, and environmental concerns. These pollutants can also form ground-level ozone, which can exacerbate existing health conditions, such as asthma, and can negatively impact sensitive ecosystems. The Environmental Protection Agency (EPA) identifies highway vehicles and non-road equipment as mobile sources of air pollution.

To reduce the release of these pollutants, the EPA regulates vehicle emissions and fuel efficiency through its vehicle Corporate Average Fuel Economy standards. It also regulates and monitors pollutants considered harmful to public health and the environment through the National Ambient Air Quality Standards, authorized by the Clean Air Act of 1970.

Through the National Ambient Air Quality Standards, the EPA set standards for six principal “criteria” pollutants, listed in **Table 5.2**. If an MPO is in attainment, this signifies that pollution levels are equal to or less than the set standards, while nonattainment signifies that at least some portion within the MPO planning area exceeds at least one of these standards. MPOs with areas not in attainment are required to ensure that transportation plans, programs, and projects that are funded or approved by the FHWA in these areas conform with the STIP. Currently, the MPO region is in attainment for these EPA standards, although updates to EPA standards or worsening pollution could change this in the future.

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 awarded to transportation activities that are consistent with air quality goals.

Table 5.2: National Ambient Air Quality Standards (2025)

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 μ g/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	1 year	53 ppb	Annual mean
Ozone	Primary and Secondary	8 hours	0.070 ppm	Annual fourth-highest daily maximum 8-hr concentration, averaged over 3 years
Particle Pollution	Primary	1 year	9 μ g/m ³	Annual mean, averaged over 3 years
	PM2.5 Secondary	1 year	15 μ g/m ³	Annual mean, averaged over 3 years
	Primary and Secondary	24 hours	35 μ g/m ³	98th percentile, averaged over 3 years
	PM10 Primary and Secondary	24 hours	150 μ g/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	1 Year	10 ppb	Annual mean, averaged over 3 years

Source: EPA1, July 2025

Note: ppm - parts per million
ppb - parts per billion
 μ g/m³ - micrograms per cubic meter

¹ <https://www.epa.gov/criteria-air-pollutants/naqs-table>

5.3 Environmental Regulations

Planning Requirements

Federal regulations (23 C.F.R. §450) require the Metropolitan Transportation Plan to address environmental concerns by consulting with relevant stakeholder agencies and discussing potential environmental mitigation activities. The planning process should include consultation with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. If the information is available, the Metropolitan Transportation Plan should include a comparison of the plan with State conservation plans or maps and inventories of natural or historic resources.

The plan must discuss potential environmental mitigation activities related to its implementation including 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. While mitigation activities do not have to be project-specific and can instead have a broader focus, they must involve consultation with federal, state, and tribal land management, as well as 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. According to Section 1508.1(s) of the National Environmental Policy Act implementing regulations, mitigation means measures that avoid, minimize, or compensate for effects caused by a proposed action or alternatives as described in an environmental document or record of decision and that have a nexus to those effects.

Mitigation efforts include:

- 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

5.4 The Natural Environment

Wetlands, Waterways, and Flooding

To protect both the natural environment and reduce the risk of flooding hazards, transportation projects in this plan have been evaluated in accordance with the Clean Water Act. While project planning should be sensitive to all bodies of water, special consideration is given to projects in proximity to:

- wetlands
- navigable waterways
- impaired waters

Wetlands

According to the EPA, wetlands are areas where water covers the soil for at least some portion of the year, have soil and plant characteristics unique to wetland areas, and which may support both terrestrial and aquatic species². While not specifically recognized as a body of water, wetlands are also protected by the Clean Water Act due to their transitional relationship with the natural environment and the many benefits they provide, including:

- water purification
- flood protection
- shoreline stabilization
- groundwater recharge
- streamflow maintenance
- fish and wildlife habitat

To ensure any impacts to these areas are addressed, wetlands identified within the National Wetlands Inventory are illustrated along with study region test projects in **Figure 5.1**. Individual project factsheets, located in **Appendix D**, list if a project might impact an identified wetland area.

Navigable Waterways

Navigable waterways are defined in the Code of Federal Regulations as:

“Navigable waters of the United States are those waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce. A determination of navigability, once made, applies laterally over the entire surface of the waterbody, and is not extinguished by later actions or events which impede or destroy navigable capacity.”

² <https://www.epa.gov/wetlands/what-wetland>

Additionally, structures built across navigable waterways must be designed in consultation with the Coast Guard, as required by the Coast Guard Authorization Act of 1982.

While there are no navigable waterways within the MPO planning area, the Ross Barnett Reservoir is listed as a navigable waterway, as defined by the US Army Corps of Engineers, and is nearly surrounded by the MPO planning boundary. Projects which are in close proximity to this reservoir may have additional requirements to ensure the waterway is not impacted.

Impaired Waters

Impaired waters are bodies of water which are already too polluted or otherwise degraded to meet state water quality standards. In efforts to restore impaired waters, the Clean Water Act requires waterbodies with this designation to be under a Total Maximum Daily Load, which specifies the maximum amount of a pollutant that can enter the water body from direct and indirect pollutant sources. This would impact what can be developed in the area surrounding impaired waters to reduce additional pollutants that come from project construction and future development.

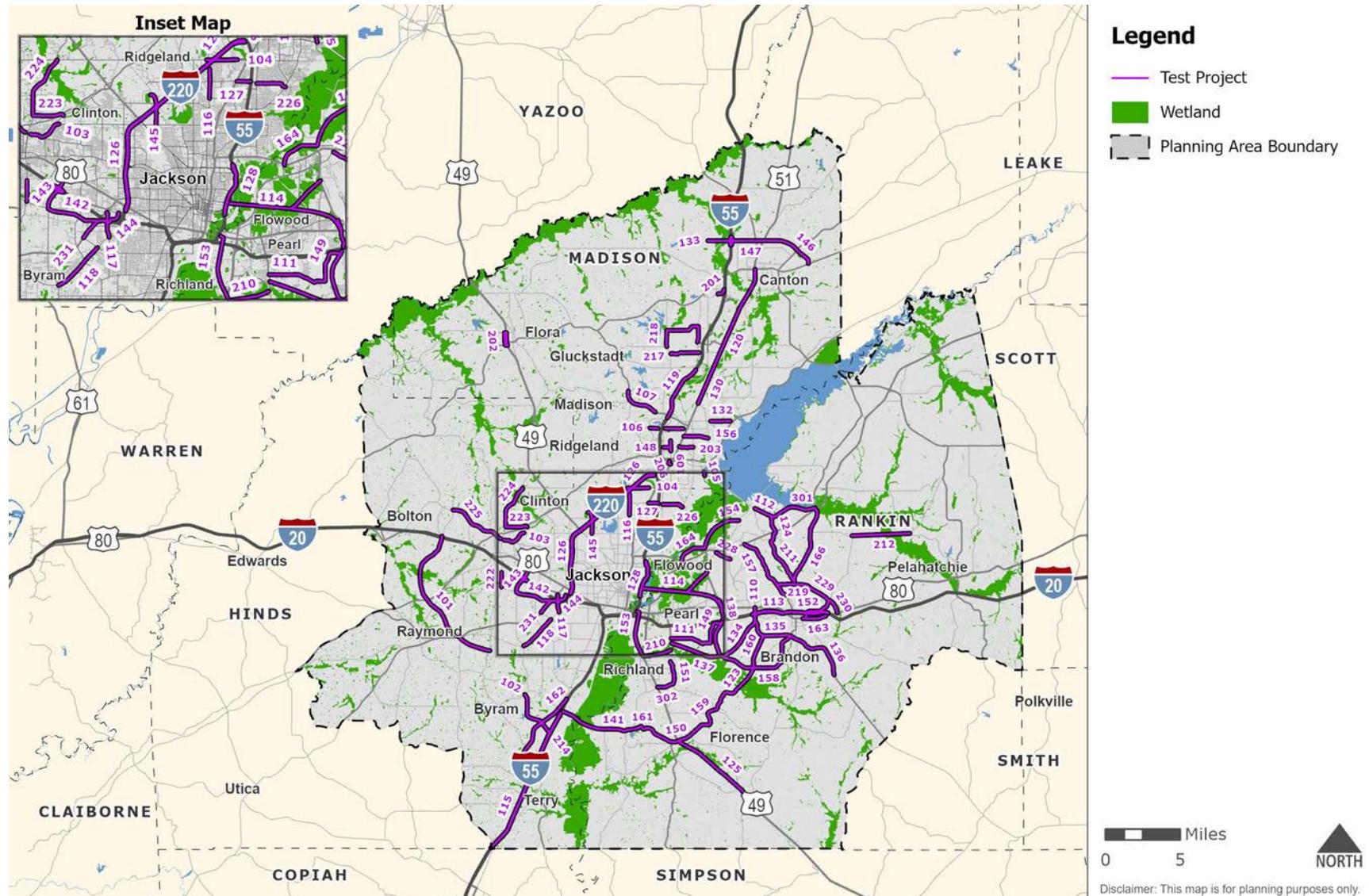
According to the Mississippi Department of Environmental Quality, the following waterbodies have been identified as having some portion designated as impaired and are located within Hinds, Madison, or Rankin County³:

- Ashlog Creek
- Clear Creek
- Fivemile Creek
- Fleetwood Creek
- Hobuck Creek
- Hollybush Creek
- Little Bear Creek
- Line Creek
- Parker Creek
- Persimmon Creek
- Pellaphalia Creek
- Porter Creek
- Purvis Creek
- Strong River
- White Oak Creek

Although these impaired waters are located within MPO counties, not all may be located within the MPO planning area. Additionally, even if the waterbody is present, the portion designated as impaired may be outside of MPO planning boundaries. As the impaired water list is updated to both add new and remove successfully treated impaired waters, care should be taken to both review project proximity to the waterbodies listed and verify if new impaired waters have been identified before project implementation.

³ <https://www.mdeq.ms.gov/wp-content/uploads/2024/05/Adopted-2024-303d-List-of-Impaired-Water-Bodies.pdf>

Figure 5.1: National Wetlands and MTP Test Projects Locations



Source: National Wetlands Inventory, 2025

Mitigation

While project level impacts are not assessed in the early stages of planning, mitigation efforts can be identified for potential environmental concerns. To mitigate these potential impacts, as individual projects proceed through the project delivery and National Environmental Policy Act processes, 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
- Consider measures to improve the quality of impaired waters when located near projects.
 - Such measures should be coordinated with the state environmental agency.

In addition to mitigation efforts to reduce environmental impact and preserve wetlands and water bodies, it is also important to address stormwater and its impact on the surrounding area. This is especially true with roadway projects that increase impermeable surfaces, which can exacerbate stormwater concerns, including excessive flooding, leaching of contaminants, and other hazards. To mitigate stormwater concerns during project planning, transportation related strategies can be incorporated into applicable project phases.

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.
- Adopt ordinances that include stormwater mitigation practices.
- Develop a Standard Urban Stormwater Mitigation Plan at multiple levels, including state, region, and municipal. Efforts should be made to coordinate these plans into project development.

Wildlife

The Endangered Species Act of 1973 was created to preserve endangered and threatened species by providing protection for the ecosystems required for their survival. All federal agencies or projects utilizing federal funding are required to implement protection programs for designated species. Additionally, Section 4(f) of the Department of Transportation (DOT) Act of 1966, codified within 49 U.S.C. §303 and 23 U.S.C. §138, affords protection to wildlife or waterfowl refuges when USDOT funds are invested in a project.

Species may be considered endangered or threatened when any of these five criteria occur:

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

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

Information is not readily available regarding which species within the MPO region are classified as endangered, threatened, or recovered. However, information about the identified at-risk species which may be located within the State of Mississippi can be found at: <https://www.fws.gov/program/endangered-species>.

5.5 The Human Environment

Historic and Recreational Resources

Proposed projects within the Metropolitan Transportation Plan were evaluated for proximity to historic sites and publicly owned recreational facilities. Federal regulations (49 U.S.C. §303 and 23 U.S.C. §138) also afford protection to publicly

owned parks and recreation areas and all historic sites listed or eligible for listing on the National Register of Historic Places when USDOT funds are invested in a project.

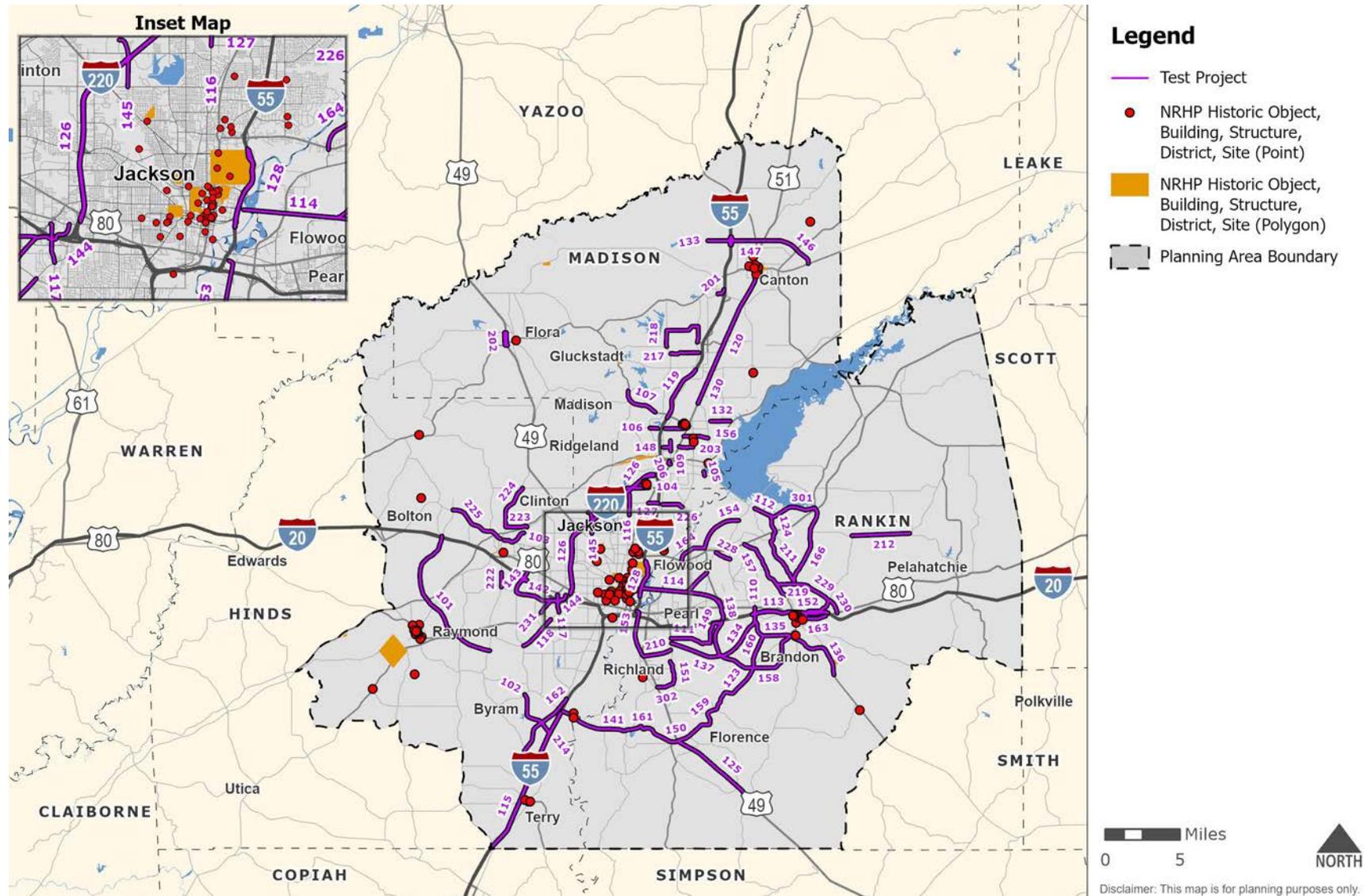
Districts, sites, buildings, structures, and/or objects that are listed in the National Register of Historic Places, include those that⁴:

- Are associated with events that have made a significant contribution to the broad patterns of our history
- Are associated with the lives of significant persons in our past
- Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
- Have yielded or may be likely to yield, information important in history or prehistory

Figure 5.2 displays the Metropolitan Transportation Plan test projects and National Register of Historic Places properties within the study area. The individual project factsheets, located in **Appendix D**, include projects that could impact a property on the National Register of Historic Places. To protect historic features deemed 'restricted' or 'sensitive', such as sensitive archaeological sites, these are not listed.

⁴ [How to List a Property - National Register of Historic Places \(U.S. National Park Service\)\(nps.gov\)](https://www.nps.gov/learn/management/how-to-list-a-property)

Figure 5.2: National Register of Historic Places and MTP Test Projects Locations



Source: National Register of Historic Places, 2025

Mitigation

Projects are developed in consultation with the State Historic Preservation Office and, to the extent practicable, actions which adversely impact National Register of Historic Places 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 property. When publicly owned recreation areas are adversely affected, appropriate compensation will be provided to the owner.

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, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted in 1980 to:

- Establish prohibitions and requirements concerning closed and abandoned hazardous waste sites
- Provide liability for persons responsible for any release of hazardous waste at these sites
- Establish a trust fund 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. The National Priorities List includes 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.

There are three sites⁵ listed on the National Priorities List in the planning area. These are:

- the Southeastern Wood Preserving property in Canton
- the Sonford Products property in Flowood
- the Flowood Site property in Flowood

To note, while the Flowood Site property is on the National Priorities List, it maintains the status of “deleted” and has a hazard ranking system score of 0.00.

⁵ [Superfund National Priorities List \(NPL\) Where You Live Map](#)

Other Community Impacts

In addition to the previously mentioned concerns, other community impacts were also considered. These include impacts to public spaces, residences, and businesses through changes in air quality, noise, or other transportation-related issues. Although some of these issues may be difficult to predict, some mitigation efforts can be incorporated to reduce their impact on the community.

Mitigation

Impacts associated with specific projects will be assessed in conformance with local, state, and federal regulations, including National Environmental Policy Act guidance and project delivery processes. Certain impacts, such as increased traffic-related noise, can potentially be mitigated after project implementation. Where practical, projects should be developed using Context Sensitive Solutions⁶.

The individual project factsheets located in **Appendix D** display projects which have been identified as being likely to have an adverse impact on communities within the MPO planning area or other parts of the human environment.

⁶ [Context Sensitivity | FHWA \(dot.gov\)](https://www.fhwa.dot.gov/infrastructure/context-sensitive-design/)

6.0 Project Prioritization

Roadway capacity projects for the plan were prioritized based on the goals and objectives stated earlier. Within the Metropolitan Transportation Plan, most non-capacity projects, non-motorized transportation improvements, and other line-item funds are set-aside in separate funding categories to be used on an as-needed basis instead of prioritizing individual projects. These projects include:

- safety
- transit
- bridge repair
- bicycle and pedestrian improvements
- operations,
- maintenance, and
- minor reconstruction

To maximize the number of projects with the limited available planning area funding, roadway capacity projects were prioritized by a variety of factors. **Table 6.1** shows the criteria and weights that were utilized to prioritize the identified capital projects. This methodology is intended to support the previously stated goals and objectives and was developed using input received during the Listening and Learning phase of public outreach.

Table 6.1: Project Prioritization Methodology for Capital Projects

Criterion	Rationale	Measure	Scoring Scale (Points Possible)			
			0	5	10	15
Congestion Reduction	Prioritize projects that reduce delay on congested corridors and are consistent with the CMP	Reduction in Vehicle Hours of Delay when compared to 2050 Existing + Committed network baseline conditions.	No change in VHD or increases VHD	Points awarded based upon VHD reduction. Larger reductions in VHD award more points. Projects that address existing or forecasted congested segments automatically receive maximum points. Projects that are located on a congested corridor identified in the Congestion Management Process automatically receive maximum points.		
Pavement and System Preservation	Prioritize projects that maintain the existing system and operational efficiency, including new roadways that alleviate stress on the existing system	Roadway pavement condition, bridge conditions, presence of ITS (consistent with MPO's ITS Architecture), and Travel Time Index.	Pavement, Bridge not monitored on NHS AND no ITS.	Pavement/Bridge in "Good" condition OR has partial existing ITS OR $1.0 > TTI < 1.25$	Pavement/Bridge in "Fair" condition OR has full existing ITS OR $1.25 > TTI < 1.50$	Pavement/Bridge in "Poor" condition OR has planned ITS OR $TTI > 1.50$
Benefit Cost Ratio	Prioritize projects where congestion reduction benefits are greater than construction costs.	Benefit/Cost Ratio: annual dollars saved from delay reduction divided by project cost.	$B/C \leq 0.00$	$0.01 \leq B/C \leq 0.50$	$B/C > 0.50$	
Safety Benefits	Prioritize projects that address safety issues	Annual crash frequency, per mile, by severity or non-motorized presence. New roadway projects scored by parallel routes it will affect.	No fatalities, serious injuries, or non-motorized crashes.	$0.01 \leq \text{fatalities} \leq 0.74$ OR $0.01 \leq \text{serious injuries} \leq 0.74$ OR $0.01 \leq \text{non-motorized crashes} \leq 0.14$	$0.75 \leq \text{fatalities} \leq 1.49$ OR $0.75 \leq \text{serious injuries} \leq 1.49$ OR $0.15 \leq \text{non-motorized crashes} \leq 0.49$	$\text{fatalities} \geq 1.50$ OR $\text{serious injuries} \geq 1.50$ OR $\text{non-motorized crashes} \geq 0.50$
Security Benefits	Prioritize projects that address security concerns	Project located along a corridor identified as part of the federal Strategic Highway Network (STRAHNET) or along an Interstate highway	Not on STRAHNET	On STRAHNET or Interstate		
Bicycle and Pedestrian Benefits	Prioritize projects that implement bike/ped improvements.	Project includes, or is located on, a bike/ped plan roadway.	Project contains no pedestrian or bikeway facilities.	Project contains pedestrian or bikeway facilities or is listed in the local Safety Action Plan for bike/ped crashes.	Project contains a roadway or intersection listed as one of the Top 10 bike/ped crash locations.	
Supports Transit	Prioritize projects the support existing transit or future transit growth.	Qualitative assessment of current transit system or future plans.	Not on current or future transit route.	On current transit route.	Connects existing transit routes.	
Freight and Economic Vitality Benefits	Prioritize projects that benefit the movement of goods and support the economic vitality of the metropolitan area.	Reduction in Truck Hours of Delay from 2050 baseline conditions, part of state freight network, or support areas with large employment development.		Points awarded based upon truck VHD reduction. Larger reductions in truck VHD award more points. Projects that are part of the state freight network, serving 500 or more jobs, or expected to result in large economic development receive 5 points.		
Supports Existing Plans	Prioritize projects that have been vetted in locally-adopted plans or existing studies and plans.	In locally-adopted plan, previous MTP, or existing study/plan.	Not in previous plan or study	In previous MTP OR existing study/plan		
Protect the Natural and Human Environment	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 for having no, or fewer, impacts on or close to environmentally sensitive issues. Projects near communities that reduce travel costs, reduce travel time, or increase access to key destinations receive more points.			

7.0 Financial Plan

The Metropolitan Transportation Plan is required by federal legislation to be financially constrained. This means that the total costs of programmed projects must not exceed the expected amount of available funding. This chapter both reviews the available funding sources and forecasts the anticipated amount of funding that will be available for use on transportation projects and programs within the MPO region through the year 2050.

It is important to note that forecasted funding amounts in this chapter are for planning purposes only. While they are helpful in establishing the cost of improvements, they do not commit any jurisdiction or agency to provide a specific level of funding.

7.1 Roadway Funding

Federal Funding Sources

Federal funding for transportation projects is authorized through the Infrastructure Investment and Jobs Act. This authorized funding includes several major “formula” and discretionary programs, including many that have been authorized by previous legislation. Of the available programs, formula programs have been relatively stable over time and rarely experience large funding increases, although they are susceptible to change in future transportation bills. The following list includes the most common federal funding sources for transportation projects.

Funding Source: National Highway Performance Program (NHPP)

Purpose: Provides support for the condition, performance, and resilience of the National Highway System (NHS).

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.

Funding Source: Surface Transportation Block Grant Program (STBG)

Purpose: Provides flexible funding to support a wide range of state and local transportation needs.

Eligible Activities: Most transportation projects are eligible for STBG funding. See 23 U.S.C. 133(b) (22) for details.

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

Funding Source: Highway Safety Improvement Program (HSIP)

Purpose: 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.

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.

Funding Source: Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Purpose: Provides flexible funding to reduce congestion and improve air quality for areas that do not meet the requirements of the Clean Air Act.

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.

Funding Source: Congestion Relief Program

Purpose: Provides discretionary grants to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States.

Eligible Activities: Projects that reduce congestion in urban areas such as the implementation of an integrated congestion management system, mobility services, and incentive programs.

Federal Share: 80 percent.

Funding Source: Federal Lands Access Program (FLAP)

Purpose: Provides funds for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to Federal lands.

Eligible Activities: Transportation projects eligible for assistance under 23 U.S.C. that are within or adjacent to, or that provide access to, Federal land.

Federal Share: Up to 100 percent.

Funding Source: Federal Lands Transportation Program (FLTP)

Purpose: Provides funds for projects on Federal lands transportation facilities, which are facilities within or adjacent to, or that provide access to lands which appear in the national Federal Lands transportation inventory.

Eligible Activities: Projects on facilities within or adjacent to, or that provide access to Federal lands such as national forests, national parks, national wildlife refuges, national recreation areas, and other Federal public lands

Federal Share: 100 percent.

Funding Source: National Highway Freight Program (NHFP)	
Purpose:	Seeks to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support national freight related goals.
Eligible Activities:	Funds must contribute to the efficient freight movement 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.
Funding Source: Bridge Investment Program (BIP)	
Purpose:	Provides grants to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges.
Eligible Activities:	Projects to replace, rehabilitate, or preserve bridges and culverts on the National Bridge Inventory.
Federal Share:	Up to 50 percent for “Large Bridge Projects”; up to 80 percent for other BIP projects; and up to 90 percent for off-system bridges.
Funding Source: Bridge Formula Program (BFP)	
Purpose:	Provides funds to replace, rehabilitate, preserve, protect, and construct highway bridges.
Eligible Activities:	Projects involving highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads.
Federal Share:	90 percent for most projects on the Interstate System and 100 percent for Tribal transportation bridges or off-system bridges owned by a local agency or federally-recognized Tribe.
Funding Source: Accelerated Implementation and Deployment of Advanced Digital Construction Management Systems (ADCMS)	
Purpose:	Provides discretionary grants to accelerate the adoption of advanced technology that may be applied throughout the construction lifecycle that maximizes interoperability with other systems, products, tools, or applications; boosts productivity; manages complexity; reduces project delays and cost overruns; and enhances safety and quality.
Eligible Activities:	Projects that promote, implement, deploy, demonstrate, showcase, support, and document the application of advanced digital construction management systems, practices, performance, and benefits.
Federal Share:	80 percent.
Funding Source: Transportation Alternatives (TA)	
Purpose:	Provides set-aside funds for a variety of smaller-scale transportation projects under the Surface Transportation Block Grant Program.
Eligible Activities:	Projects related to pedestrian and bicycle facilities, recreational trails, safe routes to school, community improvements, and environmental mitigation.
Federal Share:	90 percent except as provided in 23 U.S.C. 206 (f).

Funding Source: Railway-Highway Crossings Program (RHCP)

Purpose: Provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.

Eligible Activities: Projects that aim to eliminate the hazards of railway-highway crossings.

Federal Share: 100 percent.

Funding Source: Rural Surface Transportation Grant Program

Purpose: Provides funds for projects to improve and expand the surface transportation infrastructure in rural areas, defined as areas that are outside of urbanized areas with a population of over 200,000.

Eligible Activities: Most transportation projects that increase connectivity and improve the reliability of the movement of people and freight are eligible.

Federal Share: 80 percent except if the eligible project fulfils the requirements provided in 40 U.S.C. 14501 or 23 U.S.C. 173(j).

State and Local Funding Sources

State and local funding sources may also be used for funding transportation improvements. **Figure 7.1** lists and provides a short overview of the most common sources of funding for transportation projects on the State and local levels.

Figure 7.1: Common State and Local Funding Sources



State Funding

- Collected from motor fuel taxes and fees and vehicles taxes and fees.
- The gasoline excise tax is the state's largest funding source for roadway projects.



Property, Sales, and Income Taxes

- The most common and largest sources of local government tax revenue.
- Taxes may be levied by states, counties, municipalities, or other authorities.



User Fees

- Collected from individuals who utilize a service or facility.
- They pay for the cost of a facility, finance the cost of operations, and/or generate revenue for other uses.
- Those who directly benefit from these services pay the cost to build and/or operate them.



Special Assessments

- Generating funds for public improvements by billing those who directly benefit from the improvements.
- Property owners located adjacent to a new street may be assessed a portion of the street cost based on the amount of frontage they own.
- May be paid over an established period of time rather than as a lump sum payment.



Impact Fees

- Development impact fees place a portion of the burden of funding improvements on developers who are creating or increasing the need for improvements.



Bond Issues

- Effectively a loan provided to the local government by its citizens for the purposes of conducting improvements.
- Issued by local governments upon approval of the voting public.

Forecasting Available Funds

The forecasted funds expected to be available for regional transportation improvements were developed by analyzing the last three Transportation Improvement Programs within the study area, which included local, transit, state, and MPO funds. This task was done by:

1. Determining the total amount of funds received, by type (capital, transit, and operating & maintenance, etc.), year, and funding source over the last three Transportation Improvement Programs
2. Applying Consumer Price Index factors to account for inflation and obtain values in 2025 dollars
3. Developing the annual average funding for each type and source
4. Applying a two percent annual inflation factor to account for growth of funding

The projected revenue available for transportation improvement projects, by funding source is displayed in **Table 7.1**.

7.2 Bicycle and Pedestrian Funding

This section addresses funding for independent or stand-alone bicycle and pedestrian projects. Bicycle and pedestrian improvements that are included within other projects are addressed throughout the plan.

Federal Funding Sources

Transportation Alternatives Set-Aside

This set-aside program within the Surface Transportation Block Grant program includes all projects and activities previously eligible under the Transportation Alternatives Program. Funding for this category is reflected in Transportation Alternatives in **Table 7.1**.

"Flex" Funding

Some federal roadway and public transit funding sources have a degree of flexibility which allows them to be used for the construction of bicycle and pedestrian facilities. Though rare, these sources may fund some 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.

7.3 Public Transit Funding

Federal Funding Sources

Many federal funding sources are available for public transit capital and operations. While most programs are funded by the Federal Transit Administration (FTA), FHWA also offers funds that can be flexed to FTA for transit projects. Within the region, providers receive funding through programs available under the FTA Sections 5307⁷, 5310⁸, and 5311⁹. Additional information about FTA grant programs that may apply to transit within the region can be found at [Bipartisan Infrastructure Law | FTA \(dot.gov\)](https://www.fhwa.dot.gov/bipartisan-infrastructure-law-fta/).

Flexible, Non-FTA Funds

Similar to how non-motorized projects can be funded with “flex” spending, transit projects can also be provided with those same funds through the following programs.

- Congestion Mitigation and Air Quality Program
- National Highway Performance Program
- Rebuilding American Infrastructure with Sustainability and Equity Program
- Surface Transportation Block Grant Program

Additional information related to FHWA grant programs that may have some applicability to transit is available on FHWA’s IJJA website¹⁰.

State and Local Funding Sources

State funding for transit projects is provided by MDOT. The primary local funding source for JTRAN and other public transit providers in the region is fare revenue.

Forecasting Available Funds

The forecasted funds expected to be available for funding transit were developed the same way as roadway forecasts and are included in **Table 7.1**.

⁷ [Urbanized Area Formula Grants - 5307 | FTA](https://www.fhwa.dot.gov/urbanized-area-formula-grants-5307-fta/)

⁸ [Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310 | FTA](https://www.fhwa.dot.gov/enhanced-mobility-of-seniors-individuals-with-disabilities-section-5310-fta/)

⁹ [Formula Grants for Rural Areas - 5311 | FTA](https://www.fhwa.dot.gov/formula-grants-for-rural-areas-5311-fta/)

¹⁰ <https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/>

Table 7.1: Transportation Improvement Revenue by Source

	Stage 1 (2025 - 2030)	Stage 2 (2031 - 2040)	Stage 3 (2041 - 2050)	Total Plan
Pavement Management	\$52,283,483	\$215,969,532	\$263,265,654	\$531,518,669
Congestion Mitigation	\$211,613,002	\$469,005,960	\$571,715,648	\$1,252,334,610
Safety Improvements	\$24,518,762	\$103,404,994	\$126,050,110	\$253,973,866
Bridge Repair	\$9,678,790	\$32,014,819	\$39,025,885	\$80,719,494
Transportation Alternatives	\$6,951,660	\$36,607,850	\$44,624,764	\$88,184,274
Local	\$53,379,672	\$174,087,480	\$174,675,885	\$402,143,037
Total Capital Improvements	\$358,425,369	\$1,031,090,635	\$1,219,357,946	\$2,608,873,950
Transit	\$63,920,908	\$148,493,077	\$181,012,231	\$393,426,216
FTA 5307	\$36,744,671	\$85,360,635	\$104,054,137	\$226,159,443
FTA 5339	\$27,176,237	\$63,132,442	\$76,958,094	\$167,266,773
Total MTP	\$422,346,277	\$1,179,583,712	\$1,400,370,177	\$3,002,300,166

8.0 Staged Improvement Program

Based on the funding amounts anticipated in the financial plan, this section presents the recommended Staged Improvement Program. This plan advances the strategies previously outlined and incorporates the results of the project prioritization process.

8.1 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 as visionary projects.

Roadways

The MPO and its partner agencies plan to implement a variety of roadway projects over the next 25 years. These projects, including the existing plus committed projects and non-capacity projects, are listed in **Table 8.1** and illustrated, along with identified recommendations, in **Figure 8.1**.

Table 8.2 displays the revenue balance table, showing fiscal constraint. Funds that are not used in the Staged Improvement Program can instead be used as capital or line-item funding using the remaining balance. The Staged Annual plan performance is displayed in **Figure 8.2**.

Bicycle and Pedestrian

The region will continue to fund stand-alone bicycle and pedestrian projects as identified by the Bicycle and Pedestrian Facilities Subcommittee. For additional projects, local agencies are encouraged to make improvements and seek funding or grants based on local priorities and along regionally significant corridors.

The primary federal source for bicycle and pedestrian projects is the Transportation Alternatives Set-Aside program.

Public Transit

Over the next 25 years, JTRAN plans to continue providing transit services and is currently looking at route changes. At a minimum, the Metropolitan Transportation Plan assumes that existing transit services will continue to operate at current or improved levels based on the new routes and that vehicles will be kept in a good state of repair.

Table 8.1: Fiscally Constrained Projects

MTP_50_ID	Roadway	Limits	Project Description	Total Cost 2025 \$	Length (Mi)	Jurisdiction(s)	Stage/Tier	Program Stage (YOE) Cost	Funding Category
101	Reunion Pkwy	Parkway East to Hwy 51	New construction roadway	\$24,000,000	1.44	Madison County	1	COMPLETE	Congestion Mitigation
102	Bozeman Rd	MS 463 to Gluckstadt Rd	Widening from 2 lanes to 4 lanes	\$34,180,000	1.75	Madison	1	\$34,180,000	Congestion Mitigation
103	Catlett Rd	Stribling Rd to Red Fox Rd	Addition of CTL	\$3,239,964	0.13	Madison County	1	\$3,239,964	Congestion Mitigation
105	Reunion Pkwy	Bozeman Rd to Parkway East	New construction roadway	\$26,000,000	1.19	Madison County	1	\$26,000,000	Congestion Mitigation
106	Pearl/Richland Intermodal Connector	E Harper St to S Pearson Rd	Phase II will continue the Intermodal Connector by widening Pearson Road to 4-lanes and constructing a new 4-lane road to connect with US 49	\$31,250,000	3.13	Richland, Pearl, & Rankin County	1	\$31,250,000	Congestion Mitigation
107	Gunter Rd Ext	Florence-Byram Rd to US 49	New 2-lane roadway	\$22,778,654	3.42	Cleary, Florence, & Rankin County	1	\$22,778,654	Congestion Mitigation
109	Gluckstadt Rd	Catlett Rd to Calhoun Station Pkwy	Widen to 4 lanes	\$20,683,022	1.49	Gluckstadt, Madison County	1	COMPLETE	Congestion Mitigation
110	I-55	0.26 miles north of W County Line Rd to 0.36 miles south of Natchez Trace Pkwy	Add 1 lane northbound	\$1,232,203	0.07	Ridgeland & Madison County	1	COMPLETE	Congestion Mitigation
111	West Rankin Pkwy	US 80 to Flowood Dr	New 4-lane roadway	\$50,630,635	3.68	Flowood & Pearl	1	\$50,630,635	Congestion Mitigation
112	Hoy Rd	Old Canton Rd to Mockingbird Ln	Widen to 4 lanes with center turn lane	\$28,019,545	1.21	Madison	1	COMPLETE	Congestion Mitigation
113	East Northside Dr	0.1 miles west of Clinton Pkwy to 0.14 miles east of Clinton Pkwy	Widen to 4 lanes	\$3,239,667	0.23	Clinton	1	COMPLETE	Congestion Mitigation
114	I-55	SR 463 to Gluckstadt Rd	Add 2 lanes	\$75,800,000	0.34	Madison, Gluckstadt & Madison County	1	\$75,800,000	Congestion Mitigation
115	SR 25	Grants Ferry to MS 471 South	Add 2 lanes	\$4,500,000	8.10	Flowood	1	\$4,500,000	Congestion Mitigation
118	Highland Commerce Dr Connector	Highland Colony Pkwy to Lake Harbour Dr Ext	Widening/New Construction w/ multi-use trail	\$2,500,000	2.36	Ridgeland	1	\$2,500,000	Congestion Mitigation
119	Gluckstadt Rd	I-55 to Planters Row	Widening with geometric intersection improvements	\$9,012,000	0.19	Gluckstadt	1	\$9,012,000	Congestion Mitigation
120	Madison Ave	CN Railroad to US 51	Widening	\$4,625,000	0.24	Madison	1	\$4,625,000	Congestion Mitigation
122	Green Oak Ln	@ US 51	Widen to 4-Lanes	\$20,921,699	1.51	Madison County & Madison	1	COMPLETE	Congestion Mitigation
TRAN-1	Transit	Varies	Transit Services	--	--	--	1	\$63,920,908	Transit
TRANS_ALT-1	Transportation Alternatives	Varies	Bike and Pedestrian Infrastructure Enhancements	--	--	--	1	\$6,951,660	Bike and Pedestrian
PAVE_MAN-1	Pavement Management	Varies	Pavement Management Improvements	--	--	--	1	\$52,283,483	Pavement Management
SAFETY-1	Safety Improvements	Varies	Roadway Safety Improvements	--	--	--	1	\$24,518,762	Safety Improvements
BRIDGE-1	Bridge Repair	Varies	Repair of Bridge Infrastructure	--	--	--	1	\$9,678,790	Bridge Repair
1076	Gary Rd Extension Phase I	Terry Rd to I-55 Frontage Rd	New 2-lane roadway	\$6,249,334	0.89	Byram	2	\$8,524,561	Congestion Mitigation
1212	Yandell Rd	Hwy 51 to Smith Carr Rd	Widen to 5 lanes	\$15,134,602	1.62	Madison County	2	\$20,644,734	Congestion Mitigation
1034	MS 18	Star Rd to Mohr Rd	Widen to 4 lanes	\$18,143,630	4.14	Brandon & Rankin County	2	\$24,749,275	Congestion Mitigation
1072	Pearl/Richland Intermodal Connector Phase II	US 49 to Pearl	Widen to 4 lanes and new 4-lane roadway	\$28,411,728	1.99	Pearl & Richland	2	\$38,755,732	Congestion Mitigation
1124	MS 468	@ Greenfield Rd	Roundabout	\$3,023,000	--	Rankin County	2	\$4,123,599	Safety Improvements
1093	Spillway Rd	Grants Ferry Rd to Old MS 471	Widen to 4 lanes	\$13,825,795	3.18	Rankin County	2	\$18,859,423	Congestion Mitigation

Staged Improvement Program

MTP_50_ID	Roadway	Limits	Project Description	Total Cost 2025 \$	Length (Mi)	Jurisdiction(s)	Stage/Tier	Program Stage (YOE) Cost	Funding Category
1033	MS 18	Greenfield Rd to Star Rd	Widen to 4 lanes	\$15,003,386	3.38	Brandon	2	\$20,465,746	Congestion Mitigation
1060	Terry Rd	Springridge Rd to Bounds Rd	Widen to 5 lanes	\$20,411,584	4.67	Byram	2	\$27,842,934	Congestion Mitigation
1211	Weisenberger Rd	Parkway East to Hwy 51	Widen to 5 lanes	\$13,583,693	0.59	Gluckstadt	2	\$18,529,177	Congestion Mitigation
1029	US 51	Tisdale Rd to Weisenberger Rd	Widen to 5 lanes	\$9,682,418	2.22	Madison, Gluckstadt & Madison County	2	\$13,207,546	Congestion Mitigation
1027	I-55	E Pascagoula St to E Woodrow Wilson Ave	Widen to 8 lanes	\$30,841,679	6.27	Jackson	2	\$42,070,367	Congestion Mitigation
1003	E Northside Dr	Huntcliff Way to Cynthia Rd	Widen to 5 lanes	\$7,196,392	1.62	Clinton	2	\$9,816,419	Congestion Mitigation
1019	US 51	Weisenberger Rd to MS 16	Widen to 4 lanes	\$33,277,860	7.41	Gluckstadt, Canton & Madison County	2	\$45,393,501	Congestion Mitigation
1009	MS 18 (Greenfield Rd)	US 80 to Greenfield Rd	Widen to 6 lane divided	\$3,794,461	0.92	Brandon	2	\$5,175,930	Congestion Mitigation
1085	Pinehaven Dr	Arrow Dr to Kickapoo Rd	Widen to 4 lanes	\$13,302,421	3.04	Clinton	2	\$18,145,502	Congestion Mitigation
1078	Stribling Rd Ext.	Catlett Rd to Calhoun Pkwy	Widen to 4 lanes	\$8,417,598	1.93	Gluckstadt & Madison County	2	\$11,482,236	Congestion Mitigation
1113	I-20	E McDowell Rd to US 49	Roadway maintenance	\$3,028,447	3.44	Jackson, Richland & Pearl	2	\$4,131,029	Pavement Management
1213	Yandell Rd	Smith Carr Rd to Hwy 43	Widen to 5 lanes	\$90,209,418	3.89	Madison County	2	\$123,052,424	Congestion Mitigation
1091	Grants Ferry Pkwy	Trickham Bridge Rd to Paige McDill Rd	New 4-lane roadway	\$16,000,289	1.06	Brandon	2	\$21,825,596	Congestion Mitigation
1215	Stribling Rd	Hwy 463 to Dewees Rd	Widen to 5 lanes	\$49,343,361	2.13	Madison County	2	\$67,308,051	Congestion Mitigation
1128	MS 18	@ Marquette Rd	Bridge over the railroad	\$9,950,000	--	Brandon	2	\$13,572,547	Congestion Mitigation
1210	Calhoun Station Pkwy	Stout Rd to Hwy 22	Widen to 4 lanes	\$26,921,228	1.94	Madison County	2	\$36,722,578	Congestion Mitigation
1125	MS 469	@ MS 468	Roundabout	\$3,023,000	--	Rankin County	2	\$4,123,599	Safety Improvements
TRAN-2	Transit	Varies	Transit Services	--	--	--	2	\$148,493,077	Transit
TRANS_ALT-2	Transportation Alternatives	Varies	Bike and Pedestrian Infrastructure Enhancements	--	--	--	2	\$36,607,850	Bike and Pedestrian
PAVE_MAN-2	Pavement Management	Varies	Pavement Management Improvements	\$4,248,065	--	--	2	\$215,969,532	Pavement Management
SAFETY-2	Safety Improvements	Varies	Roadway Safety Improvements	\$6,597,759	--	--	2	\$103,404,994	Safety Improvements
BRIDGE-2	Bridge Repair	Varies	Repair of Bridge Infrastructure	--	--	--	2	\$32,014,819	Bridge Repair
1005	Harbour Dr	Lake Harbour Dr to 0.35 miles north of Lake Harbour Dr	Widen to 4 lanes	\$1,264,820	0.29	Ridgeland	3	\$2,318,672	Congestion Mitigation
1129	I-20 On/Off-Ramps	@ MS 18	Interchange improvement	\$25,750,000	--	Brandon	3	\$47,204,975	Pavement Management
1006	Madison Ave	Grandview Blvd to CN Railroad	Widen to 4 lanes divided	\$34,300,000	1.24	Madison	3	\$62,878,860	Congestion Mitigation
1118	US 80	E Mark Dr to Louis Wilson Dr	Widen from 2 lanes to 4 lanes; roadway maintenance; bike/ped improvements	\$18,923,305	1.23	Brandon	3	\$34,690,258	Congestion Mitigation
1032	Greenfield Rd	MS 468 to MS 18	Widen to 4 lanes	\$14,392,784	3.26	Brandon, Pearl & Rankin County	3	\$26,384,893	Congestion Mitigation
1024	US 49 S	Star Rd to Main St in Florence, MS	Widen to 6 lanes	\$27,956,892	6.40	Florence & Rankin County	3	\$51,250,655	Congestion Mitigation
1001	Hinds Pkwy	I-20 to Parks Rd	New 4-lane divided	\$158,657,073	11.61	Clinton, Raymond, Byram & Hinds County	3	\$290,850,607	Congestion Mitigation
1002	Gary Rd	Terry Rd to Davis Rd	Widen to 4 lanes	\$11,078,082	2.55	Byram	3	\$20,308,372	Congestion Mitigation
1011	Spillway Rd	Hugh Ward Blvd to Grants Ferry Rd	Widen to 5 lanes	\$5,277,354	1.21	Rankin County	3	\$9,674,461	Congestion Mitigation

Staged Improvement Program

MTP_50_ID	Roadway	Limits	Project Description	Total Cost 2025 \$	Length (Mi)	Jurisdiction(s)	Stage/Tier	Program Stage (YOE) Cost	Funding Category
1217	Catlett Rd	Stribling Rd Ext to Gluckstadt Rd	Widen to 5 lanes	\$21,887,066	0.94	Madison County	3	\$40,123,432	Congestion Mitigation
1214	Bozeman Rd Phase II	Reunion Pkwy to Gluckstadt Rd	Widen to 4 lanes	\$20,190,765	1.46	Madison County	3	\$37,013,770	Congestion Mitigation
1202	East Loop I-20 Connector	MS 18 to I-20	New 5-lane Roadway	\$59,423,064	2.57	Brandon, Rankin County	3	\$108,934,533	Congestion Mitigation
1084	Arrow Dr	Pinehaven Dr to Cynthia Rd	Widen to 4 lanes	\$6,454,945	1.48	Clinton	3	\$11,833,225	Congestion Mitigation
1120	Airport Rd S	@ I-20	Interchange improvement	\$25,750,000	--	Pearl	3	\$47,204,975	Pavement Management
1004	W County Line Rd Segment 1	Tougaloo Blvd to Watkins Drive	Widen to 4 lanes divided	\$6,367,716	2.07	Jackson	3	\$11,673,316	Congestion Mitigation
TRAN-3	Transit	Varies	Transit Services	--	--	--	3	\$181,012,231	Transit
TRANS_ALT-3	Transportation Alternatives	Varies	Bike and Pedestrian Infrastructure Enhancements	--	--	--	3	\$44,624,764	Bike and Pedestrian
PAVE_MAN-3	Pavement Management	Varies	Pavement Management Improvements	\$75,527,960	--	--	3	\$263,265,654	Pavement Management
SAFETY-3	Safety Improvements	Varies	Roadway Safety Improvements	--	--	--	3	\$126,050,110	Safety Improvements
BRIDGE-3	Bridge Repair	Varies	Repair of Bridge Infrastructure	--	--	--	3	\$39,025,885	Bridge Repair

Table 8.2: Financial Summary

	Stage 1 (2025 - 2030 TIP)			Stage 2 (2031-2040)			Stage 3 (2041-2050)			Total Staged Program		
	Program Cost	Revenue	Balance	Program Cost	Revenue	Balance	Program Cost	Revenue	Balance	Program Cost	Revenue	Balance
Pavement Management (includes overlay and reconstruction)	\$52,283,483	\$52,283,483	\$0	\$215,969,532	\$215,969,532	\$0	\$263,265,654	\$263,265,654	\$0	\$531,518,669	\$531,518,669	\$0
Congestion Mitigation (widening or new construction)	\$211,613,002	\$211,613,002	\$0	\$468,915,423	\$469,005,960	\$90,537	\$566,348,042	\$571,715,648	\$5,367,606	\$1,246,876,468	\$1,252,334,610	\$5,458,143
Safety Improvements	\$24,518,762	\$24,518,762	\$0	\$103,404,994	\$103,404,994	\$0	\$126,050,110	\$126,050,110	\$0	\$253,973,866	\$253,973,866	\$0
Bridge Repair	\$9,678,790	\$9,678,790	\$0	\$32,014,819	\$32,014,819	\$0	\$39,025,885	\$39,025,885	\$0	\$80,719,494	\$80,719,494	\$0
Transportation Alternatives	\$6,951,660	\$6,951,660	\$0	\$36,607,850	\$36,607,850	\$0	\$44,624,764	\$44,624,764	\$0	\$88,184,274	\$88,184,274	\$0
Local	\$52,903,251	\$53,379,672	\$476,421	\$119,940,312	\$174,087,480	\$54,147,168	\$160,469,000	\$174,675,885	\$14,206,885	\$333,312,563	\$402,143,037	\$68,830,474
Total Capital Improvements	\$357,948,948	\$358,425,369	\$476,421	\$976,852,930	\$1,031,090,635	\$54,237,705	\$1,199,783,455	\$1,219,357,946	\$19,574,491	\$2,534,585,333	\$2,608,873,950	\$74,288,617
Transit	\$63,920,908	\$63,920,908	\$0	\$148,493,077	\$148,493,077	\$0	\$181,012,231	\$181,012,231	\$0	\$393,426,216	\$393,426,216	\$0
Total MTP	\$421,869,856	\$422,346,277	\$476,421	\$1,125,346,007	\$1,179,583,712	\$54,237,705	\$1,380,795,686	\$1,400,370,177	\$19,574,491	\$2,928,011,549	\$3,002,300,166	\$74,288,617

* Includes Stage 1 TIP and STIP funding for Fiscal Constraint

Figure 8.1: Fiscally Constrained Roadway Capacity Projects

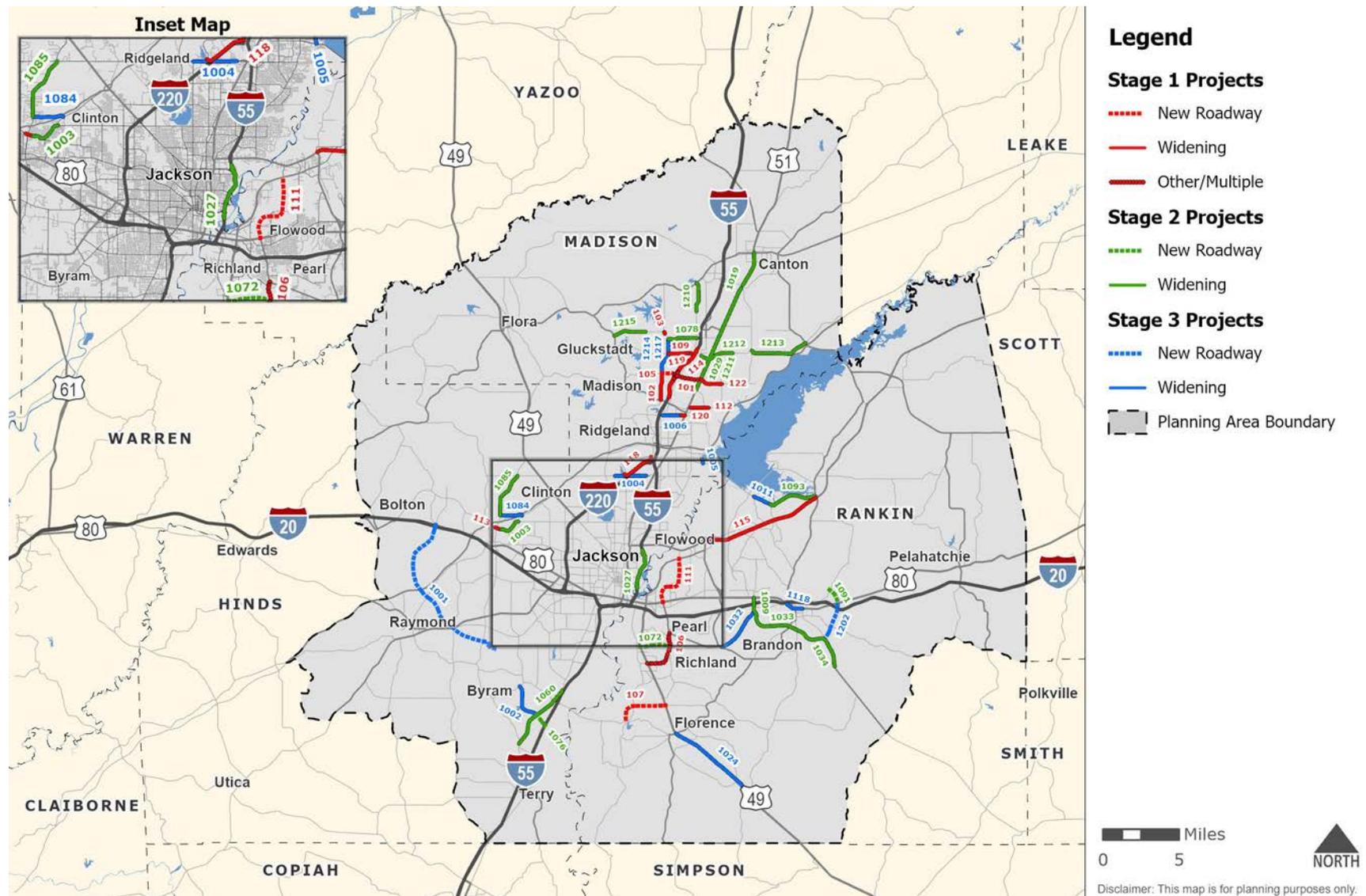


Figure 8.2: Staged Improvement Program Performance



8.2 Visionary (Unfunded) Projects

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

Visionary Roadway Capacity Projects

While unfunded roadway capacity projects are not necessarily less important or effective, they cannot be accommodated within the fiscally constrained budget due to project costs, priority, or overall feasibility.

Table 8.3 shows the list of visionary roadway capacity projects.

Table 8.3: Visionary Roadway Projects

MTP_50_ID	Roadway	Limits	Project Description	Total Cost 2025 \$	Length (Mi)	Jurisdiction	Funding Category
1219	Value Road realignment and widening	US 80 to Old Hwy 471	Widen to 3 lanes	\$8,139,035	0.87	Brandon	Congestion Mitigation
1051	Old Hwy 49	US 80 to US 49	Widen to 4 lanes	\$13,476,879	2.96	Richland	Congestion Mitigation
1013	Airport Pkwy	I-55 to Weather Service Dr and I-55 to MS 475	New 6 lane road and new 4 lane	\$113,198,308	7.54	Jackson, Flowood & Pearl	Congestion Mitigation
1103	US 51	I-55 to Natchez Trace Pkwy	Access management; bike/ped improvements	TBD	1.69	Ridgeland	Safety Improvements
1056	MS 468	MS 475 to MS 18	Widen to 4 lanes	\$28,480,266	6.51	Brandon & Rankin County	Congestion Mitigation
1055	Luckney Rd	MS 471 to MS 25	Widen to 5 lanes	\$21,240,259	4.89	Brandon, Flowood & Rankin County	Congestion Mitigation
1094	Monterey Rd	US 49 to Old Pearson Rd	Widen to 4 lanes	\$4,797,595	1.20	Richland & Rankin County	Congestion Mitigation
1073	Grants Ferry Pkwy	MS 471 to MS 25	Widen to 4 lanes	\$17,314,955	3.97	Brandon, Flowood & Rankin County	Congestion Mitigation
1007	MS 463	Park Place Blvd. to Reunion Pkwy	Widen to 5 lanes	\$101,751,627	2.58	Madison	Congestion Mitigation
1204	West County Line Road Segment 2	Watkins Drive to N County Line Road	Widen to 4 lanes divided	\$41,647,144	3.01		Congestion Mitigation
1052	N Airport Rd Extension	Liberty Rd to Old Fannin Rd	New 2-lane roadway	\$23,968,034	3.26	Madison County & Hinds County	Congestion Mitigation
1031	Green Acres Rd Extension	Old Yazoo City Rd to King Ranch Rd	New 4-lane divided and new interchange	\$59,963,701	3.18	Madison County	Congestion Mitigation
1041	Siwell Rd Extension	McRaven Rd to US 80	New 4-lane divided and new interchange	\$58,767,417	1.96	Jackson & Clinton	Congestion Mitigation
1074	Baker Ln Extension	Andrew Chapel Rd to Lake Rd	New 2-lane roadway	\$28,599,894	3.91	Rankin County	Congestion Mitigation
1064	Feather Ln Extension	Nissan Pkwy to Soldier Colony Rd	New 2-lane roadway	\$4,558,338	0.63	Canton	Congestion Mitigation
1059	Florence-Byram Rd/ W Main St	Cleary Rd to MS 469	Widen to 4 lanes	\$14,654,470	3.40	Florence & Rankin County	Congestion Mitigation
1080	Warner Dr	Luckney Rd to MS 471	Widen to 4 lanes and new 4-lane roadway	\$10,754,088	1.10	Brandon	Congestion Mitigation
1111	I-55	E Woodrow Wilson Ave to Lakeland Dr	Safety study	\$350,000	0.33	Jackson	Safety Improvements
1079	Catlett Rd/Stout Rd/ Calhoun Station Pkwy	Stribling Rd to Sowell Rd	Widen to 4 lanes	\$19,408,450	4.40	Madison County	Congestion Mitigation
1048	MS 469 (E Main St)	MS 469 (S Church St) to US 49	Widen to 5 lanes	\$1,919,038	0.45	Florence	Congestion Mitigation
1061	US 80 (Brandon)	Trickhambridge Rd to I-20	Center Turn lane	\$6,439,369	1.58	Brandon	Congestion Mitigation
1063	MS 471	Grants Ferry Rd to MS 25	Widen to 5 lanes	\$29,700,000	5.26	Brandon, Flowood & Rankin County	Congestion Mitigation
1057	MS 469 (E Main St)	US 49 to Monterey Rd	Widen to 4 lanes	\$16,966,039	3.89	Florence & Rankin County	Congestion Mitigation
1030	Hoy Rd	W Bradford Lane to Old Rice Rd	Widen to 5 lanes	\$5,844,342	1.34	Madison	Congestion Mitigation
1201	Madison Ave Bypass	Madison Ave to Saint Augustine Dr	New 4-lane roadway	\$16,340,596	1.19	Madison	Congestion Mitigation
1089	Flowood-E Metro Connector	Flowood Dr to E Metro Corridor	New 4-lane roadway	\$15,850,754	1.04	Flowood	Congestion Mitigation

Staged Improvement Program

MTP_50_ID	Roadway	Limits	Project Description	Total Cost 2025 \$	Length (Mi)	Jurisdiction	Funding Category
1205	West County Line Road Segment 3	N County Line Road to US 49	Widen to 4 lanes with grade separation bridge	\$32,105,161	1.95		Congestion Mitigation
1220	I-20 Loop Interchange	US 80 (Exit 59)	Interchange improvement	\$25,750,000	--	Madison County & Hinds County	Pavement Management
1047	MS 475	MS 468 to I-20	Widen to 6 lanes	\$10,685,551	2.42	Rankin County & Pearl	Congestion Mitigation
1216	Stribling Rd	Deweese Rd to Catlett Rd	Widen to 5 lanes	\$28,529,713	1.23		Congestion Mitigation
1221	N Shore Pkwy	Fannin Landing Cir to MS 471	Widen to 4 lanes	\$35,626,064	2.57	Madison County	Congestion Mitigation
1090	Grants Ferry Pkwy	MS 471 to Trickham Bridge Rd	Widen to 4 lanes divided	\$11,688,685	2.71	Brandon	Congestion Mitigation
1132	US 80	@ MS 468 (S College St)	Intersection study	\$350,000	--	Brandon	Local
1114	MS 471	E Value Rd to Grants Ferry Rd	Safety study	\$350,000	1.60	Brandon	Safety Improvements
1133	US 80	@ MS 18	Intersection study	\$350,000	--	Brandon	Local
1106	Ridgewood Rd	Lakeland Dr to Old Canton Rd	Roadway maintenance; bike/ped improvements	\$7,193,955	2.25	Jackson	Pavement Management
1008	N Wheatley St Extension	W Ridgeland Ave to Colony Park Blvd	New 4-lane divided	\$24,224,737	0.70	Ridgeland	Congestion Mitigation
1014	I-55	Copiah County Line to Siwell Rd	Widen to 6 lanes	\$126,574,250	3.09	Hinds County, Terry & Byram	Congestion Mitigation
1068	Madison Dr-US 51 Connector	Madison Dr to US 51	New 2-lane roadway	\$2,426,212	0.76	Ridgeland	Congestion Mitigation
1025	I-220	I-20 to I-55	Widen to 6 lanes	\$132,495,853	12.66	Jackson & Ridgeland	Congestion Mitigation
1040	Greenway Dr	McRaven Rd to Robinson Rd	Widen to 4 lanes divided and new 4-lane divided	\$28,984,948	2.93	Jackson	Congestion Mitigation
1044	Green Acres Rd East Extension	US 51 to MS 16 (Peace St)	New 4-lane divided	\$55,029,032	3.70	Canton & Madison County	Congestion Mitigation
1045	Green Acres Rd	King Ranch Rd to US 51	Widen to 4 lanes divided	\$7,588,922	1.74	Canton & Madison County	Congestion Mitigation
1026	E Beasley Rd	US 51 to I-55	Widen to 5 lanes	\$2,878,557	0.65	Jackson	Congestion Mitigation
1039	Siwell Rd/Florence-Byram Rd	I-55 to Cleary Rd	Widen to 4 lanes	\$20,760,500	4.71	Byram, Hinds County & Rankin County	Congestion Mitigation
1066	McClellan Dr/Ridgecrest Dr	Hite B Wolcott Park to Old Canton Rd	Widen to 3 lanes	\$3,928,420	0.97	Madison & Ridgeland	Congestion Mitigation
1207	Davis Road	S Siwell Rd to Gary Rd	Widen to 4 lanes	\$4,730,648	0.34	Byram	Congestion Mitigation
1109	E Capitol St	N Lamar St to State St	Multimodal improvements	TBD	0.33	Jackson	Congestion Mitigation
1058	MS 469 Extension	MS 468 to MS 18	New 4-lane divided	\$34,094,074	2.30	Brandon & Rankin County	Congestion Mitigation
1218	Gluckstadt Rd	Planters Row to Hwy 463	Widen to 4 lanes	\$49,637,860	3.58	Gluckstadt, Madison County	Congestion Mitigation
1035	MS 468 (Pearl)	S Pearson Rd to MS 475	Widen to 4 lanes	\$15,047,001	3.42	Pearl & Rankin County	Congestion Mitigation
1010	Old Whitfield Rd	MS 468 to MS 475	Center Turn lane	\$18,751,118	4.61	Pearl	Congestion Mitigation
1022	MS 469	Monterey Rd to MS 468	Widen to 4 lanes	\$17,794,714	4.08	Rankin County	Congestion Mitigation
1023	Grants Ferry Rd	MS 25 (Lakeland Dr) to Spillway Rd	Widen to 5 lanes	\$4,710,366	1.08	Flowood & Rankin County	Congestion Mitigation
1115	N State St	E Woodrow Wilson Ave to Old Canton Rd	Bike/ped improvements; roadway maintenance	\$7,034,694	0.36	Jackson	Pavement Management
1049	S Pearson Rd	Monterey Rd to 0.4 miles north of E Harper St	Widen to 4 lanes	\$10,336,635	1.58	Rankin County	Congestion Mitigation

Staged Improvement Program

MTP_50_ID	Roadway	Limits	Project Description	Total Cost 2025 \$	Length (Mi)	Jurisdiction	Funding Category
1117	S College St	MS 18 to US 80	Widen from 2 lanes to 4 lanes	\$18,702,514	1.35	Brandon	Congestion Mitigation
1222	Airport Rd Connector	Orleans Way to MS 475	New 4-lane roadway	\$32,526,464	2.37	Rankin County	Congestion Mitigation
1046	Steed Rd Extension	Sunnybrook Rd to N Wheatley St	New 3-lane roadway	\$3,676,079	0.50	Ridgeland	Congestion Mitigation
1208	Old Brandon Rd	Pemberton Dr to Bierdeman Rd	Widen to 4 lanes	\$15,136,125	1.09	Pearl	Congestion Mitigation
1112	I-55	I-20 to E Pascagoula St	Corridor study	\$350,000	1.41	Jackson	Local
1062	Treetops Blvd	MS 25 to Liberty Rd	New 2-lane roadway	\$14,998,402	2.01	Flowood	Congestion Mitigation
1083	Springridge Rd	McRaven Rd to Woodchase Park Dr	Widen to 4 lanes	\$4,317,835	0.99	Clinton	Congestion Mitigation
1102	E College St	Clinton Pkwy to Madison St	Roadway maintenance; bike/ped improvements	\$4,478,793	0.53	Clinton	Pavement Management
1206	Gary Rd Extension Phase II	Frontage Road to I-55	New interchange	\$33,300,000	0.36	Byram	Congestion Mitigation
1127	MS 18	@ Sunset Dr	Intersection study	\$350,000	--	Brandon	Local
1087	Adkins Blvd/Colonial Cir	Ridgewood Rd to Old Canton Rd	Widen to 4 lanes	\$6,236,873	1.42	Jackson	Congestion Mitigation
1012	I-20	Crossgates Blvd to US 80 east of Brandon	Widen to 6 lanes	\$63,410,492	7.76	Brandon	Congestion Mitigation
1092	MS 18	I-20 to McDowell Rd	Widen to 6 lanes	\$4,579,522	1.04	Jackson	Congestion Mitigation
1043	Methodist Farm Rd	W Northside Dr to Hilda Dr	Widen to 4 lanes and new interchange	\$36,580,100	1.53	Jackson	Congestion Mitigation
1110	N State St	Barksdale St to Arlington St	Multimodal improvements; roadway maintenance; safety study	\$638,621	0.74	Jackson	Congestion Mitigation
1015	Hanging Moss Rd	Meadow Rd to Woodhill Rd	Widen to 4 lanes	\$6,106,029	1.40	Jackson	Congestion Mitigation
1042	Greenway Ln Extension	Robinson Rd to John R Lynch St	New 4 lane divided and I-20 overpass	\$12,261,904	0.83	Jackson	Congestion Mitigation
1054	St. Augustine Dr	US 51 to Rice Rd	Widen to 3 lanes	\$6,682,364	1.64	Madison	Congestion Mitigation
1016	Robinson Rd	Raymond Rd to MS 18	Widen to 4 lanes	\$5,277,354	1.24	Jackson	Congestion Mitigation
1086	Northside Dr	Williamson Rd to Pinehaven Dr	Widen to 4 lanes	\$17,227,726	3.95	Clinton	Congestion Mitigation
1017	Raymond Rd	Siwell Rd to McDowell Rd	Widen to 4 lanes	\$11,208,925	2.54	Jackson	Congestion Mitigation
1050	Trickham Bridge Rd	US 80 to Grants Ferry Pkwy	Widen to 5 lanes	\$10,118,563	2.31	Brandon	Congestion Mitigation
1065	US 49 Frontage Roads	Peach St to Cox Ferry Rd	New frontage roads	\$12,939,798	1.76	Flora	Congestion Mitigation
1036	MS 475	I-20 to Old Brandon Rd	Widen to 6 lanes	\$5,713,499	1.28	Pearl	Congestion Mitigation
1104	Pinehurst St	N State St to Olive St	Multimodal improvements	TBD	0.51	Jackson	Congestion Mitigation
1105	New Manssdale Rd	Park Place Blvd to I-55	Multimodal improvements;safety study	TBD	0.95	Madison	Safety Improvements
1122	I-55	@ I-20	Interchange improvement	\$25,750,000	--	Jackson	Pavement Management
1119	Colony Park Blvd	Highland Colony Pkwy to US 51	Roadway maintenance; bike/ped improvements	\$2,418,282	1.84	Ridgeland	Pavement Management
1116	N West St	E Fortification St to E Woodrow Wilson Ave	Roadway maintenance	\$3,449,419	1.01	Jackson	Pavement Management
1135	I-20	@ S Pearson Rd	Interchange improvement	\$25,750,000	--	Pearl	Pavement Management
1123	I-20	@ I-55 and US 51	Interchange improvement	\$25,750,000	--	Jackson	Pavement Management

MTP_50_ID	Roadway	Limits	Project Description	Total Cost 2025 \$	Length (Mi)	Jurisdiction	Funding Category
1121	Calhoun Station Pkwy	@ Gluckstadt Rd	Intersection study	\$350,000	--	Gluckstadt	Local
1126	US 80	@ MS 475	Intersection study	\$350,000	--	Pearl	Local
1131	S College St	@ Sunset Dr	Safety study	\$350,000	--	Brandon	Safety Improvements
1130	MS 18	@ Provonce Park	Intersection study	\$350,000	--	Brandon	Local
1134	MS 18	@ MS 468	Intersection study	\$350,000	--	Brandon	Local
1223	I-55	County Line Rd to Old Agency Rd	Add 4 Lanes	\$81,500,000	--	MDOT	Congestion Mitigation
1224	I-20	Pearl River to I-220	Add 2 Lanes	\$566,472,290	--	MDOT	Congestion Mitigation
1228	MS 16	Canton to Philadelphia	Add 2 Lanes	\$779,993,509	--	MDOT	Congestion Mitigation
1229	MS 18	Port Gibson to Raymond	Add 2 Lanes	\$740,163,256	--	MDOT	Congestion Mitigation

The following MDOT projects may go to construction in the indicated timeframes if future funding becomes available:

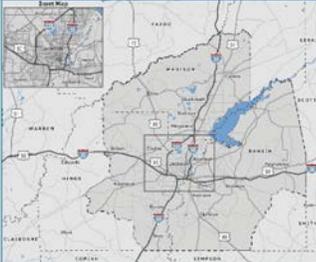
- I-55 from County Line Road to Old Agency Road [add 4 lanes]; 2041-2050
- Madison Connector; 2041-2050
- SR 463 I-55 to SR 22; 2041-2050
- SR 18 Brandon Bypass; 2031-2040
- MS 471 from Grants Ferry Road to MS 25; 2041-2050
- I-20 Widening from Natchez Trace to SR 18; 2041-2050
- I-55 from SR 463 to Gluckstadt; 2031-2040
- SR 25 from Grants Ferry to SR 471 (add 2 lanes); 2031-2040

Appendix A: Round 1 Public and Stakeholder Outreach Documentation

Display Posters




About CMPDD & the Metropolitan Transportation Plan



CMPDD MPO
Includes portions of
Hinds, Madison, and
Rankin Counties

342,145
Employees within
the Planning Area

473,310
People living within
the Planning Area

Source: 2010 Census, Transportation Planning

MPO	UNITED STATES
81.6% DRIVE ALONE	71.7%
10.1% CARPOOL	8.5%
0.3% PUBLIC TRANSPORTATION	3.8%
1.1% WALK	2.4%
6.0% WORK AT HOME	11.7%
0.9% OTHER	1.9%

Source: American Community Survey 2012, 1st Release

METROPOLITAN TRANSPORTATION PLAN (MTP)

- Identifies goals, priorities, and projects for all modes
- A project must be in the MTP to receive federal funding

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- Short-term implementation program showing all funding sources
- Projects planned in the MTP move into the TIP for design and construction

PROJECT/PROGRAM IMPLEMENTATION

- Project maintenance begins once construction is complete

Federal legislation requires the MTP to consider the following 10 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.

<https://mdot.ms.gov/multiplan2050>




Goals

Which 5 goals are most important? Please use the provided stickers to rank your top five transportation goals for the MPO.
1 is your highest goal and 5 is your fifth-highest goal.

TRANSPORTATION GOAL	STICKERS
Improve Safety for All Users	
Reduce Traffic Congestion	
Improve Biking and Walking	
Advance Community Development	
Improve Public Transit	
Support Visitors and Tourism	
Preserve Current Infrastructure	
Minimize Negative Impacts	
Support Freight Movement	

<https://mdot.ms.gov/multiplan2050>



Budget Priorities

Assuming you have a budget of \$100, how would you invest these limited funds in the transportation system?

Please distribute the stickers among the improvement options to show how you would allocate transportation funds.

TRANSPORTATION GOAL	STICKERS
Add Roadway Connections	
Add/Widen Lanes	
Build Sidewalks and Pedestrian Trails	
Build/Designate Bicycle Lanes	
Implement Safety Improvements	
Provide More Transit Options	
Improve Pavement/Bridge Conditions	
Improve Freight Infrastructure	
Use Technology to Improve Traffic Operations	

<https://mdot.ms.gov/multiplan2050>



What Areas Need Improvement?

This plan will recommend a variety of transportation projects. Help identify different types of transportation needs by placing a sticky note on the board with the current transportation challenges you experience.



<https://mdot.ms.gov/multiplan2050>




Ideal Transportation Improvement

If you would like to see **ONE Transportation Project or Strategy** to be implemented in the region, what would that be?



<https://mdot.ms.gov/multiplan2050>




Connect with Us!

 How did you hear about today's meeting? (1 sticker)	TV/News	Newsletter	Email	Website/Calendar		
	Poster/Flyer	Social Media	Newspaper	Word of Mouth		
 In general, how do you tend to hear about news/events in your community? (2 stickers)	Local Government	Newspaper	Neighborhood Associations	TV/News	Place of Worship	
	Website	Social Media	Community Organizations	Radio	Other	
 How would you most likely provide your input to CMPDD? (1 sticker)	Online Surveys	Social Media	Public Meetings/ Comment Cards	Email/Letter	Website	Focus Group/ Steering Committee
	Online for review/download in advance	Live presentation at meeting or workshop	Brochure, flier, or printed material	Maps, charts, or other visual aids		
 How would you prefer to have detailed or complicated material presented to you? (1 sticker)	Online Surveys	Social Media	Public Meetings/ Comment Cards	Email/Letter	Website	Focus Group/ Steering Committee
	Online for review/download in advance	Live presentation at meeting or workshop	Brochure, flier, or printed material	Maps, charts, or other visual aids		
 How are you currently connected to CMPDD? (1 sticker)	Emails/Newsletter	Attend MPD Meetings	Provided Public Comments	Social Media	Other	Not Connected
	Online Surveys	Social Media	Public Meetings/ Comment Cards	Email/Letter	Website	Focus Group/ Steering Committee

<https://mdot.ms.gov/multiplan2050>

Outreach Event Photos

10/2/2024 Mayors Fun Walk



Goals

Which 5 goals are most important? Please use the provided stickers to rank your top five transportation goals for the MPO.
1 is your highest goal and 5 is your fifth-highest goal.

TRANSPORTATION GOAL	STICKERS
Improve Safety for All Users	15
Reduce Traffic Congestion	12
Improve Biking and Walking	10
Advance Community Development	8
Improve Public Transit	10
Support Visitors and Tourism	5
Preserve Current Infrastructure	10
Minimize Negative Impacts	6
Support Freight Movement	5

<https://mcdot.ms.gov/en/Plan2050>



10/10/2024 Centre Pointe Blvd

2050 MULTIPLAN Community Meeting Sign-In Sheet

Central Mississippi Planning & Development District Metropolitan Planning Organization | Thursday, October 10, 4-6 p.m.
 Central Mississippi Planning & Development District | 1020 Centre Pointe Blvd | Pearl, MS



Name	Affiliation	Email	Telephone
Rossy Burt	CMPDD		
Lindsey Diamond	MDOT		
Nicholas Brasseur	NSI		
Sammy Holcomb	MDOT		
Kelsie Sullivan	MDOT		
Lesley Callender	CMPDD		
Scott Burge	CMPDD		

2050 MULTIPLAN Community Meeting Sign-In Sheet

Central Mississippi Planning & Development District Metropolitan Planning Organization | Thursday, October 10, 4-6 p.m.
 Central Mississippi Planning & Development District | 1020 Centre Pointe Blvd | Pearl, MS



Name	Affiliation	Email	Telephone
Dan Hart	Madison Co.		
NEIL PATTERSON	MDOT		
Jonathan Russell	Noel-Schaffar		
Melissa McGee-Collier	EPA		
Manning McPhillips	MS Railroad Assoc		
Matthea Miller	Brandon		
Scott Berry	Rankin County		
Erica Sittler	Beyond Communicat		
Mark Sorrell	Noel-Schaffar		
Hayden Overby	Waggoner		
Necole Bahner	FHHA		
Janae J. Strick	Beyond Comm.		
Paul Foster	City of Flowood		
Shannon Hughes	HNTIS		
Fel Seranwright	Bike Walk MS		

<http://mdot.ms.gov/multiplan2050>






MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

2050 **MULTIPLAN** THE FUTURE IN MOTION

What are your priorities?

Place a dot to let us know what Mississippi's top 3 priorities should be for 2050

Adequately maintaining the systems that we already have	Providing more walking and bicycling options	Providing more public transit choices	Connecting Mississippi communities to each other and to other states	Reducing traffic congestion
Protecting cultural, historical, and natural resources	Improving visitor and recreational travel needs	Making the economy more competitive by making freight more efficient	Supporting the economy by ensuring labor force access and mobility	Improving safety when traveling by car, bus, bike, or foot
Improving connections when traveling between bike and bus or car and train	Preparing for self-driving cars and trucks	Preparing for electric cars, trucks, bikes, and buses	Protecting infrastructure against extreme weather events	Ensuring the security of the transportation system

<https://mdot.ms.gov/multiplan2050>

2050 **MULTIPLAN** THE FUTURE IN MOTION

DATA COLLECTION FORM (OPTIONAL)

The Mississippi Department of Transportation and Mississippi's Metropolitan Planning Organizations as recipients of federal funding are required to administer programs and activities without regard to race, color, national origin, sex, age, or socioeconomic status. This OPTIONAL information will only be used to monitor attendance at public meetings or other engagement events for affirmative action and compliance reporting as specified by law. CFR 49.219(b)

Location (City/County): Brandon Aankw Public Meeting/Event Date: 10.10.24

Sex/Gender: Male Age: 21-40 41-60 Over 60 Are you disabled? Yes No

Race/National Origin: American Indian/Alaskan Native Asian/Pacific Islander Black White Hispanic Other

Household Income Level: Under \$20,000 \$20,000 - \$40,000 \$40,000 - \$60,000 Over \$60,000

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

CMPDD PROMOTING REGIONAL EXCELLENCE SINCE 1988 CENTRAL MISSISSIPPI PLANNING AND DEVELOPMENT DISTRICT

MP PARTNERSHIP FOR PROGRESS

Gulf Regional Planning Commission

<https://mdot.ms.gov/multiplan2050> 2050 Mississippi Unified Long-Range Transportation Infrastructure Plan



DATA COLLECTION FORM (OPTIONAL)

The Mississippi Department of Transportation and Mississippi's Metropolitan Planning Organizations as recipients of federal funding are required to administer programs and activities without regard to race, color, national origin, sex, age, or socioeconomic status. This OPTIONAL information will only be used to monitor attendance at public meetings or other engagement events for affirmative action and compliance reporting as specified by law. CFR 49.21.9(b)

Location (City/County):
Pearl/Rankin

Public Meeting/Event Date:
10.10.2024

Sex/Gender: **Female** Age: 21-40 41-60 Over 60 Are you disabled? Yes No

Race/National Origin: American Indian/Alaskan Native Asian/Pacific Islander Black White Hispanic Other

Household Income Level: Under \$20,000 \$20,000 - \$40,000 \$40,000 - \$60,000 Over \$60,000






<https://mdot.ms.gov/multiplan2050>
2050 Mississippi Unified Long-Range Transportation Infrastructure Plan



DATA COLLECTION FORM (OPTIONAL)

The Mississippi Department of Transportation and Mississippi's Metropolitan Planning Organizations as recipients of federal funding are required to administer programs and activities without regard to race, color, national origin, sex, age, or socioeconomic status. This OPTIONAL information will only be used to monitor attendance at public meetings or other engagement events for affirmative action and compliance reporting as specified by law. CFR 49.21.9(b)

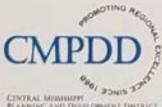
Location (City/County):
[REDACTED]

Public Meeting/Event Date:

Sex/Gender: **Female** Age: 21-40 41-60 Over 60 Are you disabled? Yes No

Race/National Origin: American Indian/Alaskan Native Asian/Pacific Islander Black White Hispanic Other

Household Income Level: Under \$20,000 \$20,000 - \$40,000 \$40,000 - \$60,000 Over \$60,000



<https://mdot.ms.gov/multiplan2050>
2050 Mississippi Unified Long-Range Transportation Infrastructure Plan



DATA COLLECTION FORM (OPTIONAL)

The Mississippi Department of Transportation and Mississippi's Metropolitan Planning Organizations as recipients of federal funding are required to administer programs and activities without regard to race, color, national origin, sex, age, or socioeconomic status. This OPTIONAL information will only be used to monitor attendance at public meetings or other engagement events for affirmative action and compliance reporting as specified by law. CFR 49.21.9(b)

Location (City/County):

Public Meeting/Event Date:

Sex/Gender: Female

Age: 46 21-40 41-60 Over 60

Are you disabled? Yes No

Race/National Origin: American Indian/Alaskan Native Asian/Pacific Islander Black White Hispanic Other

Household Income Level: Under \$20,000 \$20,000 - \$40,000 \$40,000 - \$60,000 Over \$60,000






<https://mdot.ms.gov/multiplan2050>

2050 Mississippi Unified Long-Range Transportation Infrastructure Plan



DATA COLLECTION FORM (OPTIONAL)

The Mississippi Department of Transportation and Mississippi's Metropolitan Planning Organizations as recipients of federal funding are required to administer programs and activities without regard to race, color, national origin, sex, age, or socioeconomic status. This OPTIONAL information will only be used to monitor attendance at public meetings or other engagement events for affirmative action and compliance reporting as specified by law. CFR 49.21.9(b)

Location (City/County):

Public Meeting/Event Date:

Sex/Gender: Male

Age: 21-40 41-60 Over 60

Are you disabled? Yes No

Race/National Origin: American Indian/Alaskan Native Asian/Pacific Islander Black White Hispanic Other

Household Income Level: Under \$20,000 \$20,000 - \$40,000 \$40,000 - \$60,000 Over \$60,000






<https://mdot.ms.gov/multiplan2050>

2050 Mississippi Unified Long-Range Transportation Infrastructure Plan

10/12/2024 Oktoberfest and Gumbo Festival



10/24/2024 Canton Public Library



10/25/2024 Jackson Medical Mall







DATA COLLECTION FORM (OPTIONAL)

The Mississippi Department of Transportation and Mississippi's Metropolitan Planning Organizations as recipients of federal funding are required to administer programs and activities without regard to race, color, national origin, sex, age, or socioeconomic status. This OPTIONAL information will only be used to monitor attendance at public meetings or other engagement events for affirmative action and compliance reporting as specified by law. CFR 49.21.9(b)

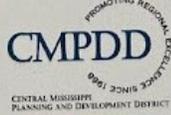
Location (City/County): Jacksn **Public Meeting/Event Date:** 10/25/24

Sex/Gender: Male **Age:** 21-40 41-60 Over 60 **Are you disabled?** Yes No

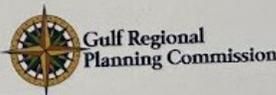
Race/National Origin: American Indian/Alaskan Native Asian/Pacific Islander Black White Hispanic Other

Household Income Level: Under \$20,000 \$20,000 - \$40,000 \$40,000 - \$60,000 Over \$60,000









<https://mdot.ms.gov/multiplan2050>
2050 Mississippi Unified Long-Range Transportation Infrastructure Plan

2050
MULTIPLAN
 THE FUTURE IN MOTION

DATA COLLECTION FORM (OPTIONAL)

The Mississippi Department of Transportation and Mississippi's Metropolitan Planning Organizations as recipients of federal funding are required to administer programs and activities without regard to race, color, national origin, sex, age, or socioeconomic status. This OPTIONAL information will only be used to monitor attendance at public meetings or other engagement events for affirmative action and compliance reporting as specified by law. CFR 49.21.9(b)

Location (City/County): JN Public Meeting/Event Date: 10/29

Sex/Gender: _____ Age: 21-40 41-60 Over 60 Are you disabled? Yes No

Race/National Origin: American Indian/Alaskan Native Asian/Pacific Islander Black White Hispanic Other

Household Income Level: Under \$20,000 \$20,000 - \$40,000 \$40,000 - \$60,000 Over \$60,000

MDOT **CMPDD** **MP** **Gulf Regional Planning Commission**

<https://mdot.ms.gov/multiplan2050> 2050 Mississippi Unified Long-Range Transportation Infrastructure Plan

2050
MULTIPLAN
 THE FUTURE IN MOTION

DATA COLLECTION FORM (OPTIONAL)

The Mississippi Department of Transportation and Mississippi's Metropolitan Planning Organizations as recipients of federal funding are required to administer programs and activities without regard to race, color, national origin, sex, age, or socioeconomic status. This OPTIONAL information will only be used to monitor attendance at public meetings or other engagement events for affirmative action and compliance reporting as specified by law. CFR 49.21.9(b)

Location (City/County): Jackson, Hinds Public Meeting/Event Date: _____

Sex/Gender: Female Age: 21-40 41-60 Over 60 Are you disabled? Yes No

Race/National Origin: American Indian/Alaskan Native Asian/Pacific Islander Black White Hispanic Other

Household Income Level: Under \$20,000 \$20,000 - \$40,000 \$40,000 - \$60,000 Over \$60,000

MDOT **CMPDD** **MP** **Gulf Regional Planning Commission**

<https://mdot.ms.gov/multiplan2050> 2050 Mississippi Unified Long-Range Transportation Infrastructure Plan

Outreach Collaterals

Email Invitation

2050

MULTIPLAN
THE FUTURE IN MOTION

YOU'RE INVITED
Join the conversation
MULTIPLAN 2050

CMPDD
PROMOTING REGIONAL EXCELLENCE SINCE 1969
CENTRAL MISSISSIPPI
PLANNING AND DEVELOPMENT DISTRICT

MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

The Central Mississippi Planning and Development District (CMPDD) Metropolitan Planning Organization and the Mississippi Department of Transportation (MDOT) invite you to participate in the development of CMPDD's metropolitan transportation plan and the state's long-range transportation plan, which are key components of Mississippi's Unified Long-Range Transportation Infrastructure Plan (MULTIPLAN 2050).

Join the conversation, and let planners know your transportation needs. All Mississippians are encouraged to participate, so please, spread the word!

Wednesday, October 9

2:30 – 4:30 pm

Union Station

300 W Capitol Street

Jackson, MS

Hosted by CMPDD

Thursday, October 10

4 – 6 pm

CMPDD

1020 Centre Pointe Blvd.

Pearl, MS

Hosted by CMPDD and MDOT

During the come-and-go community meetings, you will have opportunities to participate in hands-on exercises and make suggestions for transportation strategies and improvements in the urbanized areas of Hinds, Madison, and Rankin counties as well as statewide.

MULTIPLAN 2050 is a coordinated effort to develop MDOT’s statewide long-range transportation plan and CMPDD’s regional transportation plan for the Jackson Urbanized Area .

Individuals requiring auxiliary aids or alternative languages who wish to participate should contact CMPDD at 601.981.1511 at least 7 days prior to the meeting. For more information, contact CMPDD by email at mpo@cmpdd.org or visit <https://mdot.ms.gov/multiplan2050>.



CMPDD MPO | 1020 Centre Pointe Blvd | Pearl, MS 39208 US

Online Survey Email



CENTRAL MISSISSIPPI
PLANNING & DEVELOPMENT DISTRICT

2050 Mississippi Unified Long-Range Transportation Infrastructure Plan THE FUTURE IN MOTION



2050
MULTIPLAN
THE FUTURE IN MOTION

The Central Mississippi Planning and Development District (CMPDD) invites you to participate in the development of the Metropolitan Planning Organization's (MPO's) 2050 Metropolitan Transportation Plan by taking a short survey.

The online survey allows local users of the regional transportation system the opportunity to engage in the development of the region's long-range transportation plan by providing valuable input on topics such as traffic congestion, bike and pedestrian pathways, transit needs, safety improvements, and funding prioritization. Your participation is essential for ensuring the long-range plan reflects the community's needs and priorities. To access the survey please click the link below.



Don't wait to share your transportation needs and ideas. The survey ends November 15, 2024.

Federal planning regulations require MPO's to update Metropolitan Transportation Plans, also known as long-range transportation plans, every five years to reflect new planning priorities and account for changes in population or economic growth that may impact travel demand. The 2050 Metropolitan Transportation plan will establish a vision for all modes of travel for the region's transportation system and will guide both capital investments and engineering studies in the region for the next 25 years.

CMPDD is working to develop the 2050 Metropolitan Transportation Plan for the Jackson Urbanized Area as part of MULTIPLAN 2050 which is a coordinated effort to develop MDOT's statewide long-range transportation plan and regional plans for the MPO at CMPDD, the Hattiesburg-Petal-Forrest-Lamar MPO, and the Gulf Regional Planning Commission MPO. For questions or additional information regarding the transportation planning process please contact **Lesley** Callender at 601-321-2152.

1020 Centre Pointe Boulevard • Pearl Mississippi 39208

601-981-1511 • www.cmpdd.org

News Release



2050 Mississippi Unified Long-Range Transportation Infrastructure Plan

THE FUTURE IN MOTION

NEWS RELEASE | for Immediate Release

Mississippians Invited to Participate in Long-Range Transportation Planning

JACKSON, MISS., Sept. 25, 2024 ---The Central Mississippi Planning and Development District (CMPDD) Metropolitan Planning Organization (MPO) and the Mississippi Department of Transportation (MDOT) invite citizens to participate in the development of CMPDD’s metropolitan transportation plan and the state’s long-range transportation plan, which are key components of Mississippi’s Unified Long-Range Transportation Infrastructure Plan (MULTIPLAN 2050).

Come-and-go community meetings are scheduled as follows:

***Wednesday, Oct. 9, 2:30 – 4:30 p.m.**
Union Station
300 W Capitol Street
Jackson, MS 39201

****Thursday, Oct. 10, 4:00 – 6:00 p.m.**
Central Mississippi Planning and Development District
1020 Centre Pointe Blvd
Pearl, MS 39208

*Hosted by CMPDD

**Hosted by CMPDD and MDOT

During the community meetings, people will have an opportunity to participate in hands-on exercises and make suggestions for transportation strategies and improvements. This input will help guide the development of MULTIPLAN 2050. MULTIPLAN is a coordinated effort to develop MDOT’s statewide, long-range transportation plan and the plans for the CMPDD MPO, the Hattiesburg-Petal-Forrest-Lamar MPO, and the Gulf Regional Planning Commission MPO. This coordinated effort helps answer the questions “What do we want from our transportation system over the next 25 years, and how can we achieve it?”

The CMPDD MPO is responsible for transportation planning in the Jackson urbanized area of the state. It coordinates the transportation planning processes and programs for Hinds, Madison, and Rankin counties.

“We invite the public to participate and to express any transportation needs,” said CMPDD Chief Executive Officer Mike Monk. “By working together, we are better able to develop goals that safely meet the region’s mobility needs and strengthen our economy.”

Individuals requiring auxiliary aids or alternative languages who wish to participate should contact CMPDD at 601-981-1511 at least 7 days prior to the meeting. For more information, contact CMPDD by email at mpo@cmpdd.org.

Visit <https://mdot.ms.gov/multiplan2050> to learn more and stay engaged.

###



<https://mdot.ms.gov/multiplan2050>

Display Ad



Mississippi's Unified Long-Range Transportation Infrastructure Plan Public Meetings



The Central Mississippi Planning and Development District [CMPDD] Metropolitan Planning Organization [MPO] and the Mississippi Department of Transportation [MDOT] invite you to participate in the development of CMPDD's metropolitan transportation plan and the state's long-range transportation plan, which are key components of Mississippi's Unified Long-Range Transportation Infrastructure Plan [MULTIPLAN 2050].

Join the conversation and let planners know your transportation needs:

Wednesday, Oct. 9, 2:30 - 4:30 pm Union Station 300 W Capitol Street Jackson, MS Hosted by CMPDD	Thursday, Oct. 10, 4 - 6 pm CMPDD 1020 Centre Pointe Blvd Pearl, MS Hosted by CMPDD and MDOT
---	---

During the come-and-go community meetings, people will have opportunities to participate in hands-on exercises and make suggestions for transportation strategies and improvements. Interested individuals may also leave comments or ask questions by emailing planning@mdot.ms.gov.

Public input helps guide the development of MULTIPLAN 2050, which is a coordinated effort to develop MDOT's statewide long-range transportation plan and the plans for the CMPDD MPO, the Hattiesburg-Petal-Forrest-Lamar MPO, and the Gulf Regional Planning Commission MPO.

This coordinated effort helps answer the questions "What do we want from our transportation system over the next 25 years, and how can we achieve it?"

Individuals requiring auxiliary aids or alternative languages who wish to participate should contact CMPDD at 601-981-1511 at least 7 days prior to the meeting. For more information, contact CMPDD by email at mpl@cmpdd.org.

Visit <https://mdot.ms.gov/multiplan2050> to learn more and stay engaged.

Publication Dates:

[CMPDD Website:](#)

September 17, 2024

Clarion Ledger:

September 25, 2024

Jackson Advocate:

September 26 - October 1, 2024

Appendix B: Round 2 Public and Stakeholder Outreach Documentation

Online Survey Email



CMPDD PROMOTING REGIONAL EXCELLENCE SINCE 1968
CENTRAL MISSISSIPPI
PLANNING & DEVELOPMENT DISTRICT

2050 Mississippi Unified Long-Range Transportation Infrastructure Plan THE FUTURE IN MOTION

2050
MULTIPLAN
THE FUTURE IN MOTION

The Central Mississippi Planning and Development District (CMPDD) invites you to participate in the development of the Metropolitan Planning Organization's (MPO's) 2050 Metropolitan Transportation Plan by taking a short survey related specifically to bicycle and pedestrian needs.

The online survey allows you the opportunity to prioritize non-motorized transportation projects as well as the ability to identify challenges and proposed solutions related to bicycle and pedestrian needs. To access the survey please click the link below.

Click here to **TAKE OUR SURVEY** 

Don't wait to share your bicycle and pedestrian needs.

The survey ends February 19, 2025.

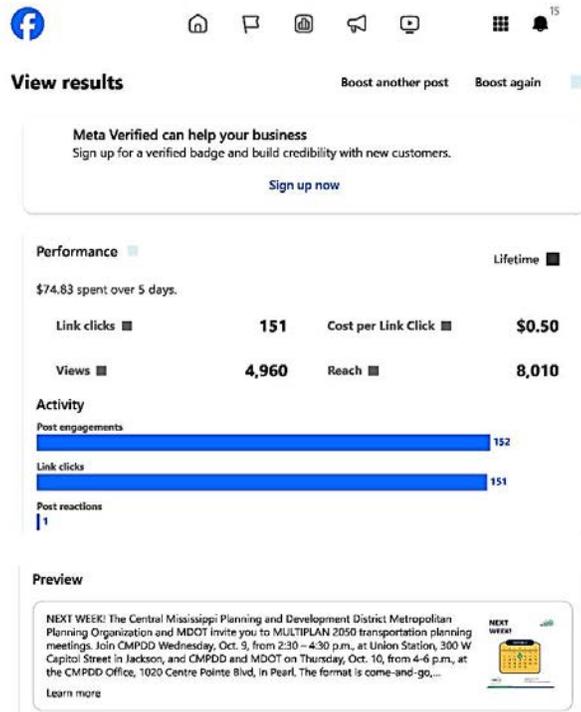
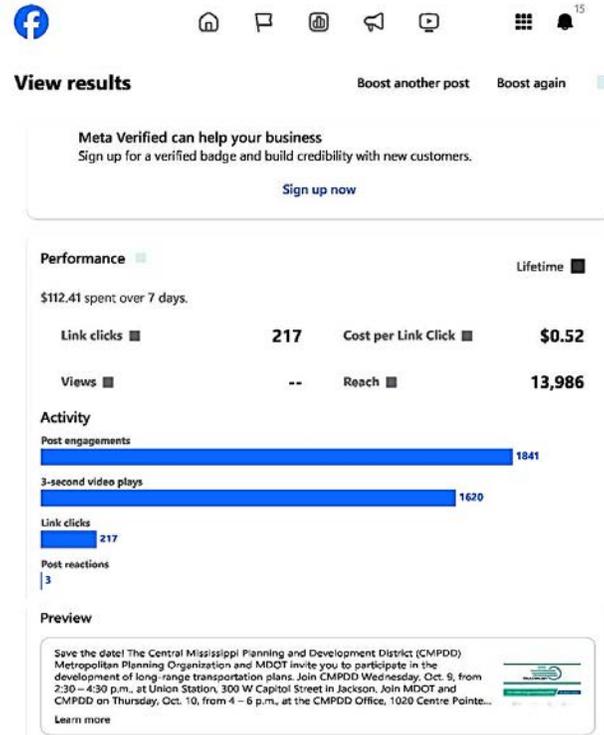
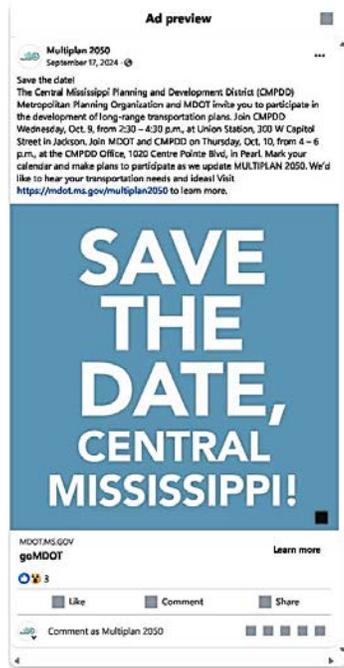
Federal planning regulations require MPO's to update Metropolitan Transportation Plans, also known as long-range transportation plans, every five years to reflect new planning priorities and account for changes in population or economic growth that may impact travel demand. The 2050 Metropolitan Transportation Plan will establish a vision for all modes of travel for the region's transportation system and will guide both capital investments and engineering studies in the region for the next 25 years.

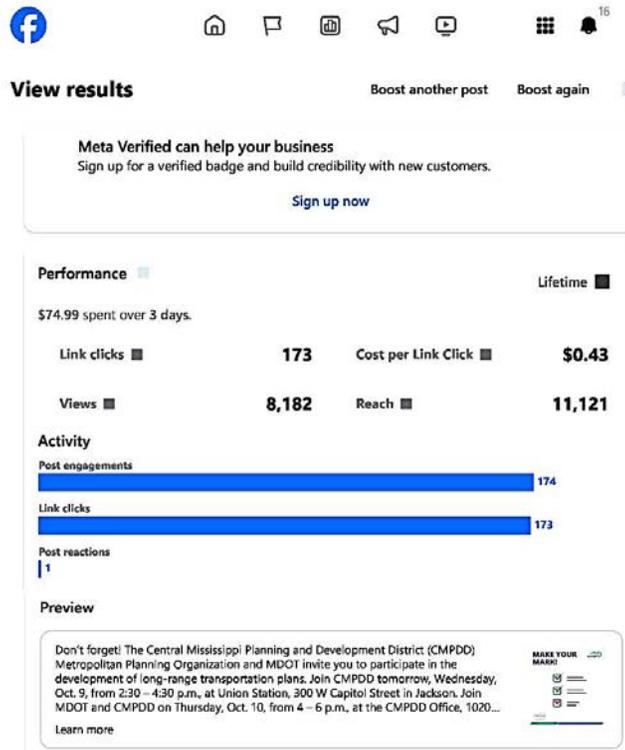
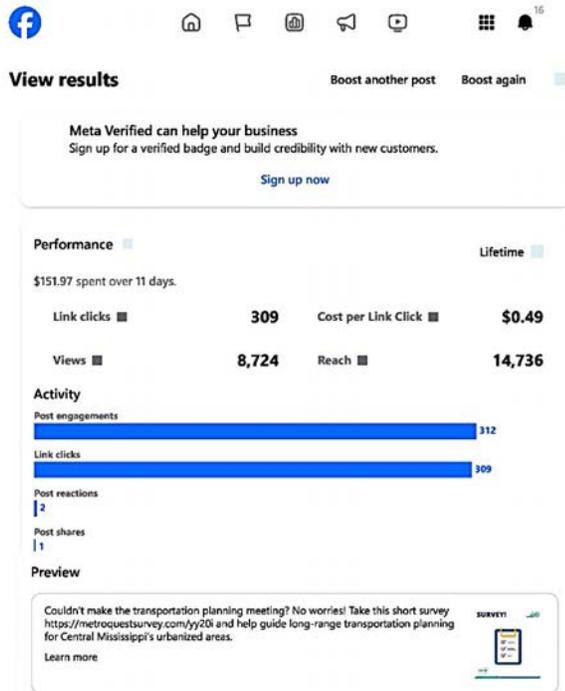
For questions or additional information regarding the transportation planning process please contact CMPDD or visit the [project website](#).

1020 Centre Pointe Boulevard • Pearl Mississippi 39208

601-981-1511 • www.cmpdd.org

Social Media Statistics





Insights



PUBLIC RESULTS

Multiplan Resources - Multiplan Transportation Survey - Jackson - Wave 2 Insights Brief - 7/19/25

OVERVIEW

- On behalf of Multiplan, our texting program reached **24,437** Jackson residents to inquire about their transportation needs!
- We generated a much higher-than-average **8.65%** click through rate with **2,183** folks checking out the survey link! On similar campaigns, click rates tend to vary between 1% and 3%.
- Full data can be found [here](#). You now own this data and can use it for your outreach going forward.

SCRIPTS

Hey Central Mississippi! There's still time to let us know your transportation priorities, but we need to act fast - our survey closes Monday. Help develop our future transportation system at: [{individualLink}](#)
-Multiplan/CN,
Stop to end

CAMPAIGN OVERVIEW

SUMMARY				
Unique Contacts	Unique Clicks	Click Rate	Opt Outs	Opt Out Rate
24,437	2,183	8.65%	249	1.02%

Questions? christophermagallona@publicresults.us

Stakeholder Engagement Survey

CMPDD Bike/Ped Stakeholder Input

More at: <https://cmpdd.org/transportation/plans-and-programs/long-ran>

1

Share Your Opinion

2

WELCOME

Help shape the region's transportation future.

The Central Mississippi Planning & Development District is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in the Jackson Urbanized Area which includes portions of Hinds, Madison, and Rankin Counties over the next 25 years, including non-motorized transportation. Help us plan for the future by participating in this brief survey!

[→ Next](#)

BIKE LANE PROJECTS

The MTP considers **all surface transportation modes** - driving, bicycling, walking, riding transit, and moving freight. It includes a dedicated analysis of the region's bicycle and pedestrian infrastructure and potential projects to address its needs.



CMPDD Bike/Ped Stakeholder Input

More at: <https://cmpdd.org/transportation/plans-and-programs/long-ran>

<

2 Bike Lane Priorities

>>

WELCOME

Please drop the markers to show how you prioritize the proposed bike lane projects.


 High


 Medium


 Low


 No Opinion

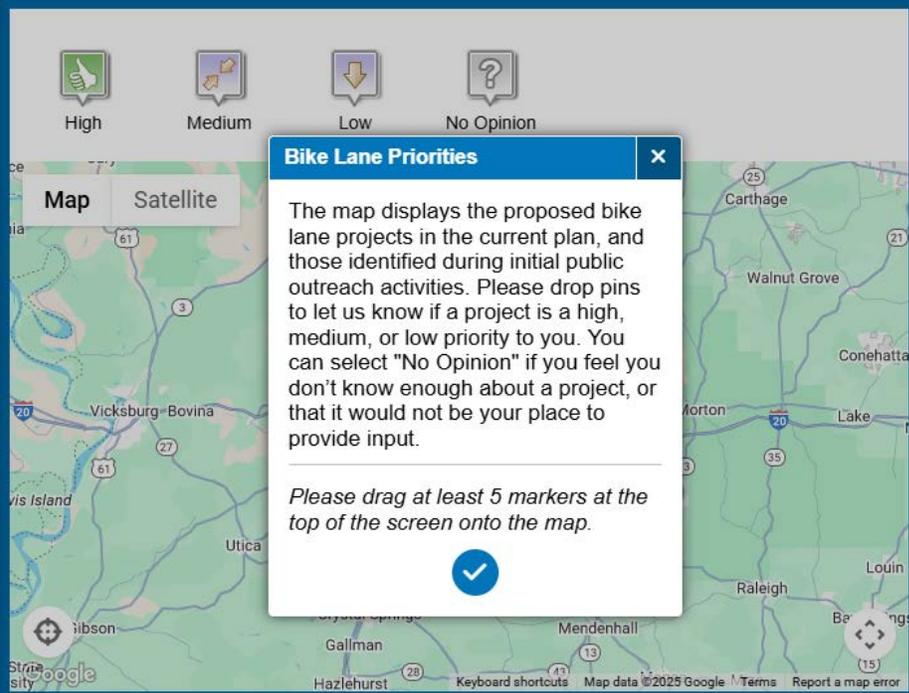
Map Satellite

Bike Lane Priorities
×

The map displays the proposed bike lane projects in the current plan, and those identified during initial public outreach activities. Please drop pins to let us know if a project is a high, medium, or low priority to you. You can select "No Opinion" if you feel you don't know enough about a project, or that it would not be your place to provide input.

Please drag at least 5 markers at the top of the screen onto the map.



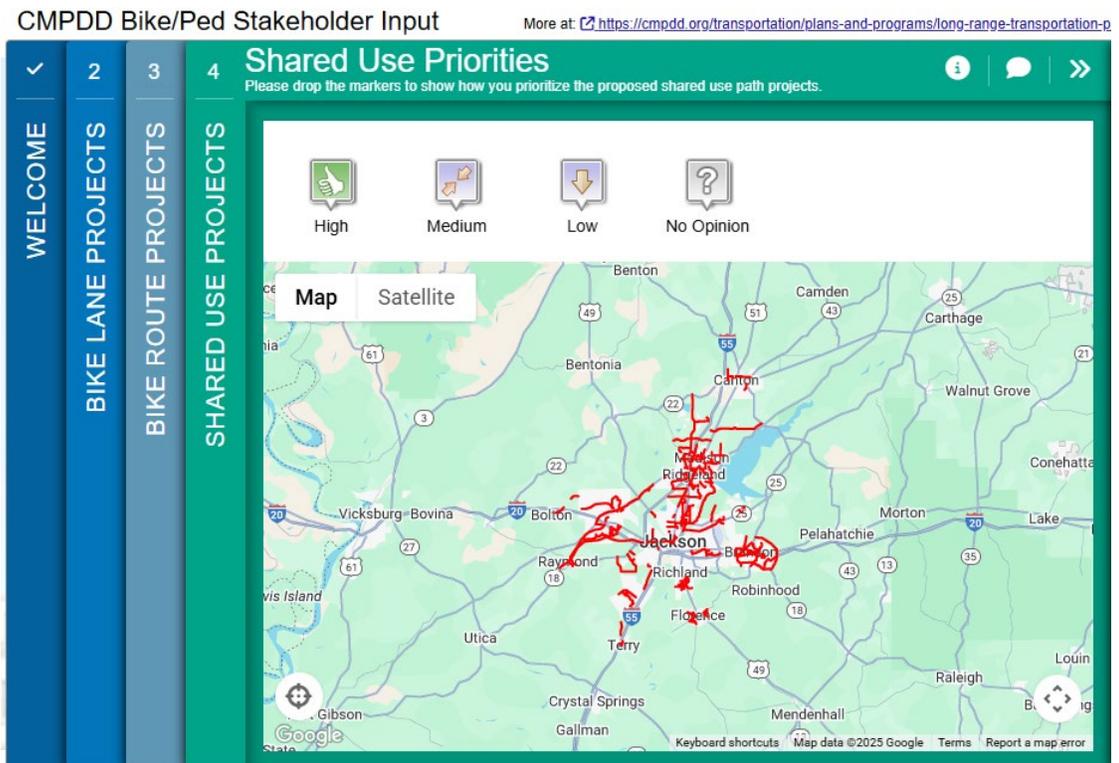
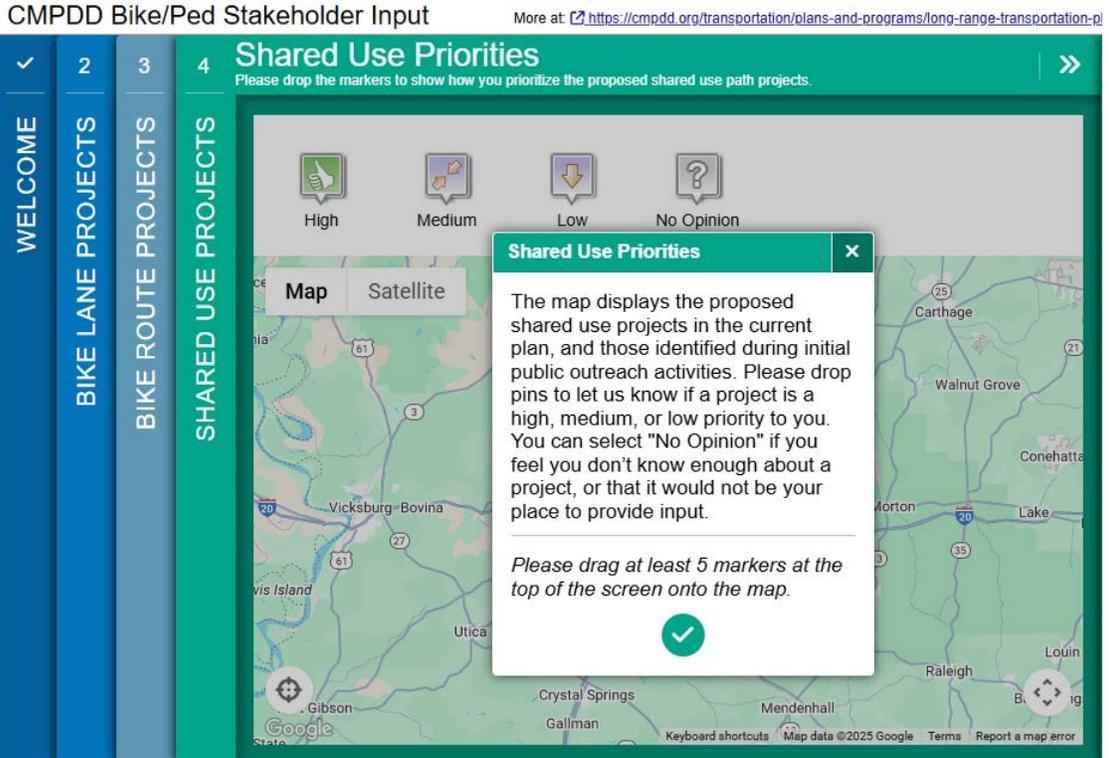


CMPDD Bike/Ped Stakeholder Input

More at <https://cmpdd.org/transportation/plans-and-programs/long-range-transp>

CMPDD Bike/Ped Stakeholder Input

More at <https://cmpdd.org/transportation/plans-and-programs/long-rang>



CMPDD Bike/Ped Stakeholder Input

More at: <https://cmpdd.org/transportation/plans-and-programs/long-range-transportation-plan-lrtp/>

The screenshot shows a survey interface with a vertical navigation bar on the left containing five items: 'WELCOME', 'BIKE LANE PROJECTS', 'BIKE ROUTE PROJECTS', 'SHARED USE PROJECTS', and 'FINAL QUESTIONS'. The 'FINAL QUESTIONS' item is highlighted in green. The main content area is titled 'Final Questions' and includes the sub-header 'Where are the greatest challenges and what solutions do you recommend?'. It contains four numbered questions, each with a text input field and a character count of 0/500. The questions are:

- Within the Jackson Urbanized Area, where do you feel the greatest safety challenges exist for bicycling and walking?
- Are there any areas or corridors within the region that feel unsafe due to vehicular interaction with bicyclists and/or pedestrians?
- Are there any areas or corridors within the region that feel unsafe due to poor infrastructure condition? If so, what makes it feel unsafe?
- Where would you like to see intersection crossings, pedestrian signals, or mid-block crossings added?

 To the right of the questions is a 'Thank You!' section with a message: 'Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.' Below this message is a 'Project Site' button, contact information for CMPDD (mpo@cmpdd.org and 601-981-1511), and a 'Finish' button. A note at the bottom of the 'Thank You!' section says 'Click the Finish button below when you are done.'

CMPDD Bike/Ped Stakeholder Input

More at: <https://cmpdd.org/transportation/plans-and-programs/long-range-transportation-plan-lrtp/>

This screenshot shows the same survey interface as above, but with questions 5-7 visible. The 'SHARED USE PROJECTS' item in the navigation bar is highlighted in green. The questions are:

- Are there any roadways or areas that you feel have a high demand for biking and walking, but insufficient infrastructure to do so safely?
- Are there any areas you feel need to add additional bicycle and pedestrian infrastructure to improve connections to transit services?
- Are there any additional bicycle and pedestrian projects you feel should be considered? If so, please describe the desired improvement.

 The 'Thank You!' section on the right is identical to the previous screenshot, including the 'Project Site' button, contact information, and 'Finish' button.

Appendix C: Round 3 Public and Stakeholder Outreach Documentation

Advertising and Marketing

Public Meeting Notice


**Mississippi's Unified Long-Range Transportation Infrastructure Plan
Public Meetings**





Proposed 2050 Metropolitan Transportation Plan Available for Review

The Central Mississippi Planning and Development District (CMPDD) Metropolitan Planning Organization is hosting a 45-day comment period for the public to review and provide comments on the proposed 2050 Metropolitan Transportation Plan (MTP).

The MTP is a long-range planning document that acts as a comprehensive blueprint for guiding transportation investments over the next 25 years for the Jackson Urbanized Area which includes portions of Hinds, Madison, and Rankin Counties. It identifies transportation needs, policies, strategies, and projects that aim to improve the quality of life for all residents in the region. To ensure consistency, development of the MTP is coordinated with [MULTIPLAN 2050](#), Mississippi's Unified Long-Range Transportation Infrastructure Plan.

The comment period will begin September 17, 2025, and end November 5, 2025. The proposed MTP is available for review and comment at www.cmpdd.org/public-notices/ and in hard copy at CMPDD, 1020 Centre Pointe Blvd., Pearl, MS. Citizens are invited to submit comments to CMPDD by email mpp@cmpdd.org, phone [601] 981-1511, mail CMPDD, Metropolitan Transportation Plan, 1020 Centre Pointe Blvd., Pearl, MS 39208, or by using the online comment card www.cmpdd.org/public-notices/.

Additionally, citizens are invited to attend come-and-go community meetings listed below to review the draft plan with transportation officials and provide comments.

<p>Wednesday, Oct. 1, 11am - 1pm Medgar Evers Library 4215 Medgar Evers Blvd Jackson, MS 39213 Hosted by CMPDD</p>	<p>Tuesday, Oct. 7, 4pm – 6pm Madison Public Services Complex 1239 Highway 51 Madison, MS 39110 Hosted by CMPDD</p>	<p>Tuesday, Oct. 21, 4pm – 6 pm Central Mississippi Planning and Development District 1020 Centre Pointe Blvd Pearl, MS 39208 Hosted by CMPDD and MDOT</p>
--	---	--

Individuals requiring auxiliary aids or alternative languages who wish to participate should contact CMPDD at 601-981-1511 at least 7 days prior to the meeting.

The proposed MTP will be considered for adoption by the CMPDD Metropolitan Planning Organization during its November meeting. All comments received during the comment period will be reviewed and considered prior to adoption. For additional information contact CMPDD at mpp@cmpdd.org.

Visit <https://mdot.ms.gov/multiplan2050> to learn more and stay engaged.

YOUR INPUT

will help guide the vision and direction of transportation investments over the next 25 years.

HURRY!
The comment period ends Nov. 5, 2025.

Visit
www.cmpdd.org/public-notice/
email mpo@cmpdd.org
or call **601.981.1511**
to learn more.





We are updating the region's **long-range transportation plan** and you are invited to provide feedback.

Scan. Review. Comment.



www.cmpdd.org/public-notice/



Social Media Posts and Statistics

Ad preview

Multiplan 2050
July 7 · 🌐

Central Mississippi!
Prioritize your transportation needs!
To continue planning for our transportation needs, we'd like to hear from you! Visit <https://mdot.ms.gov/portal/multiplan> and take our quick survey. We want to hear YOUR priorities.

**PRIORITIZE
YOUR
TRANSPORTATION
NEEDS!**

View results

Meta Verified can help your business
Sign up for a verified badge and build credibility with new customers.
[Sign up now](#)

Performance

\$83.86 spent over 7 days.

Link clicks	206	Cost per Link Click	\$0.41
Views	1,853	Reach	10,044

Activity

Post engagements: 163

3-second video plays: 375

Link clicks: 206

Post comments: 1

[See all](#)

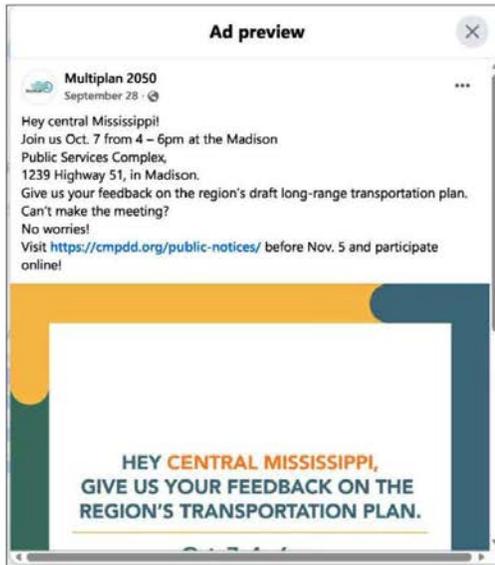
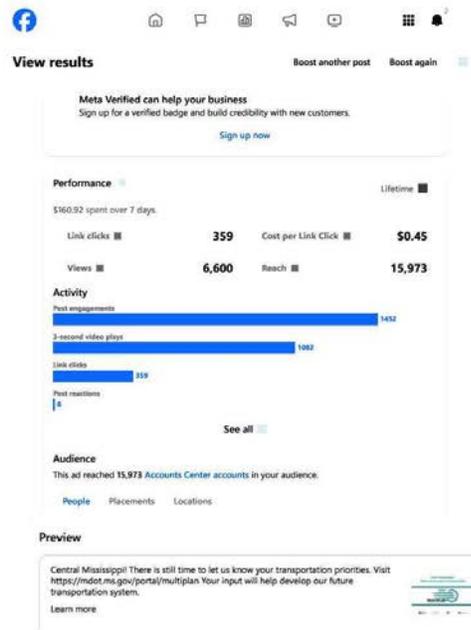
Audience
This ad reached 10,044 Accounts Center accounts in your audience.

Preview

Central Mississippi! Prioritize your transportation needs! To continue planning for our transportation needs, we'd like to hear from you! Visit <https://mdot.ms.gov/portal/multiplan> and take our quick survey. We want to hear YOUR priorities.

[Learn more](#)





Ad preview

Multiplan 2050
October 28 at 9:31 PM · 🌐

Hey central Mississippi, you still have time to give your feedback on the region's draft long-range transportation plan. Visit <http://cmpdd.org/public-notice/> and participate online. Your input helps guide planning efforts for our transportation network.

VISIT
cmpdd.org/public-notice
BEFORE NOV. 5 AND
PARTICIPATE ONLINE!

View results

Meta Verified can help your business
Sign up for a verified badge and build credibility with new customers.
[Sign up now](#)

Performance Lifetime

\$199.29 spent over 8 days.

Link clicks	409	Cost per Link Click	\$0.49
Views	13,408	Reach	21,091

Activity

Post engagements 17M

3-second video plays 1344

Link clicks 409

Landing page views 70

[See all](#)

Audience

Preview

Hey central Mississippi, you still have time to give your feedback on the region's draft long-range transportation plan. Visit <http://cmpdd.org/public-notice/> and participate online. Your input helps guide planning efforts for our transportation network.
[Learn more](#)

[View ad](#) [Edit ad](#)

Ad preview

Multiplan 2050
October 17 at 4:48 PM · 🌐

Join CMPDD and MDOT Oct. 21, 4-6pm at 1020 Centre Point Blvd., in Pearl to review local and state draft long-range transportation plans. Your input will guide future decisions in Hinds, Madison and Rankin county communities as well as the entire state! Can't make the meeting? No worries! Visit <https://cmpdd.org/public-notice/> to learn more!

JOIN CMPDD AND MDOT
IN PEARL TO REVIEW LOCAL
AND STATE DRAFT LONG-RANGE
TRANSPORTATION PLANS.

Oct. 21, 4 - 6pm
1020 Centre Pointe Blvd., Pearl

View results

Meta Verified can help your business
Sign up for a verified badge and build credibility with new customers.
[Sign up now](#)

Performance Lifetime

\$199.73 spent over 4 days.

Link clicks	336	Cost per Link Click	\$0.59
Views	7,193	Reach	12,199

Activity

Post engagements 294

3-second video plays 2584

Link clicks 336

Landing page views 87

[See all](#)

Preview

Join CMPDD and MDOT Oct. 21, 4-6pm at 1020 Centre Point Blvd., in Pearl to review local and state draft long-range transportation plans. Your input will guide future decisions in Hinds, Madison and Rankin county communities as well as the entire state! Can't make the meeting? No worries! Visit <https://cmpdd.org/public-notice/> to learn more!
[Learn more](#)

[View ad](#) [Edit ad](#)



PUBLIC RESULTS

Multiplan Resources - Central MS Transit Survey Insights Brief - 10/2/25

OVERVIEW

- On behalf of Multiplan, our texting program reached **17,278** contacts in order to provide plans and opportunities for public comment to Mississippi residents. A sample of counties surveyed can be found [here](#).
- We generated a **4.14%** click through rate with **716** folks checking out the survey link. On similar campaigns, click rates tend to vary between 1% and 3%.
- Full data can be found [here](#). You now own this data and can use it for your outreach going forward.

SCRIPTS

Hey Y'all, Central Mississippi Planning and Development District would like your feedback on the region's draft long-range transportation plan. Your input helps guide planning efforts for Central MS's transportation network. Visit [\[individualLink\]](#) before Nov. 5 to let us know your thoughts.

- CMPD/ML, stop2end

CAMPAIGN OVERVIEW

SUMMARY				
Unique Contacts	Unique Clicks	Click Rate	Opt Outs	Opt Out Rate
17,278	716	4.14%	292	1.69%

Questions? christophermagallona@publicresults.us

Meeting Information

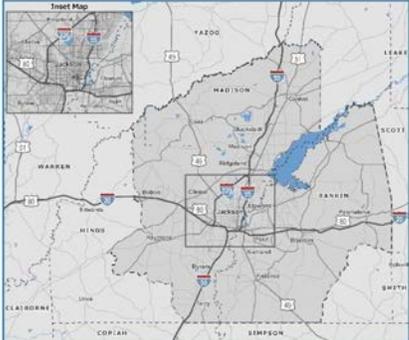
Handouts



Display Boards




About CMPDD & the Metropolitan Transportation Plan



METROPOLITAN TRANSPORTATION PLAN (MTP)	<ul style="list-style-type: none"> Identifies goals, priorities, and projects for all modes A project must be in the MTP to receive federal funding
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)	<ul style="list-style-type: none"> Short-term implementation program showing all funding sources Projects planned in the MTP move into the TIP for design and construction
PROJECT/PROGRAM IMPLEMENTATION	<ul style="list-style-type: none"> Project maintenance begins once construction is complete

229,430
People working within the Planning Area

473,310
People living within the Planning Area

Source: CMPDD Travel Demand Model



20+ YEAR OUTLOOK



UPDATED EVERY 5 YEARS



FISCALLY-CONSTRAINED



10 PLANNING FACTORS

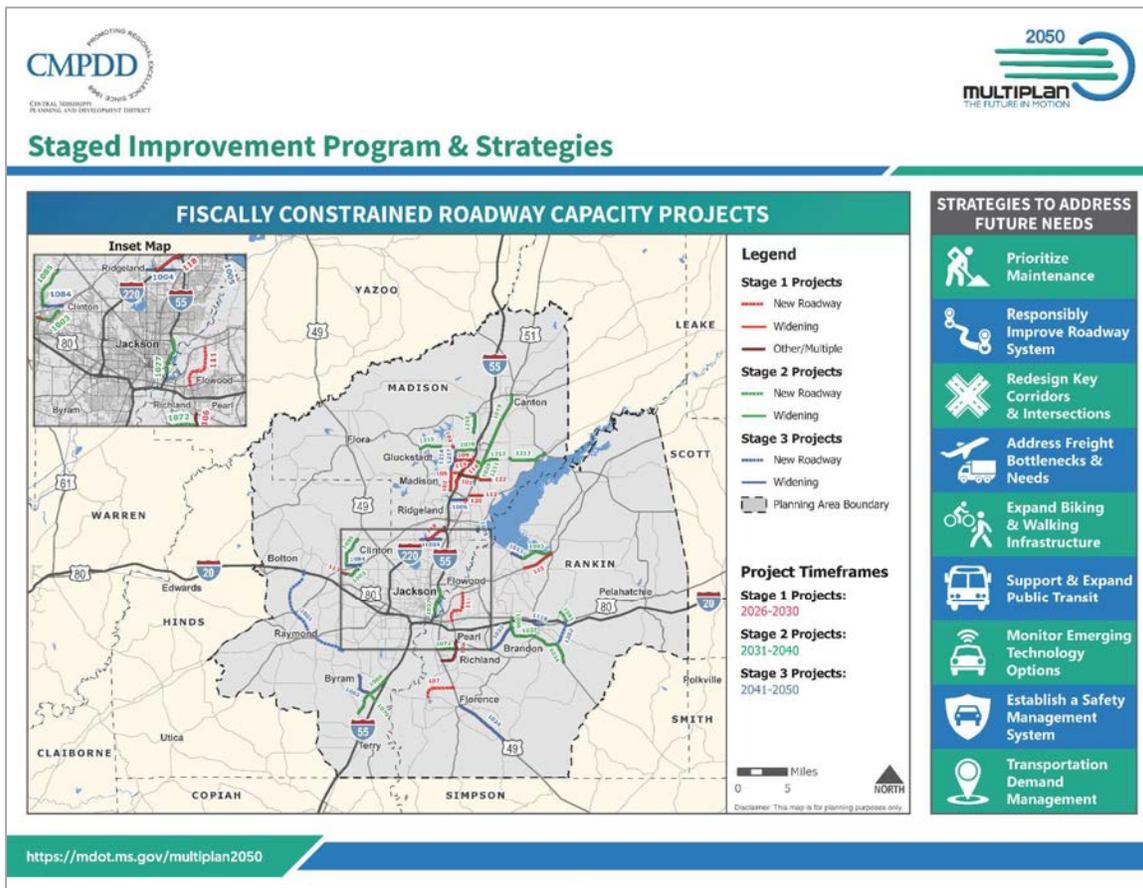
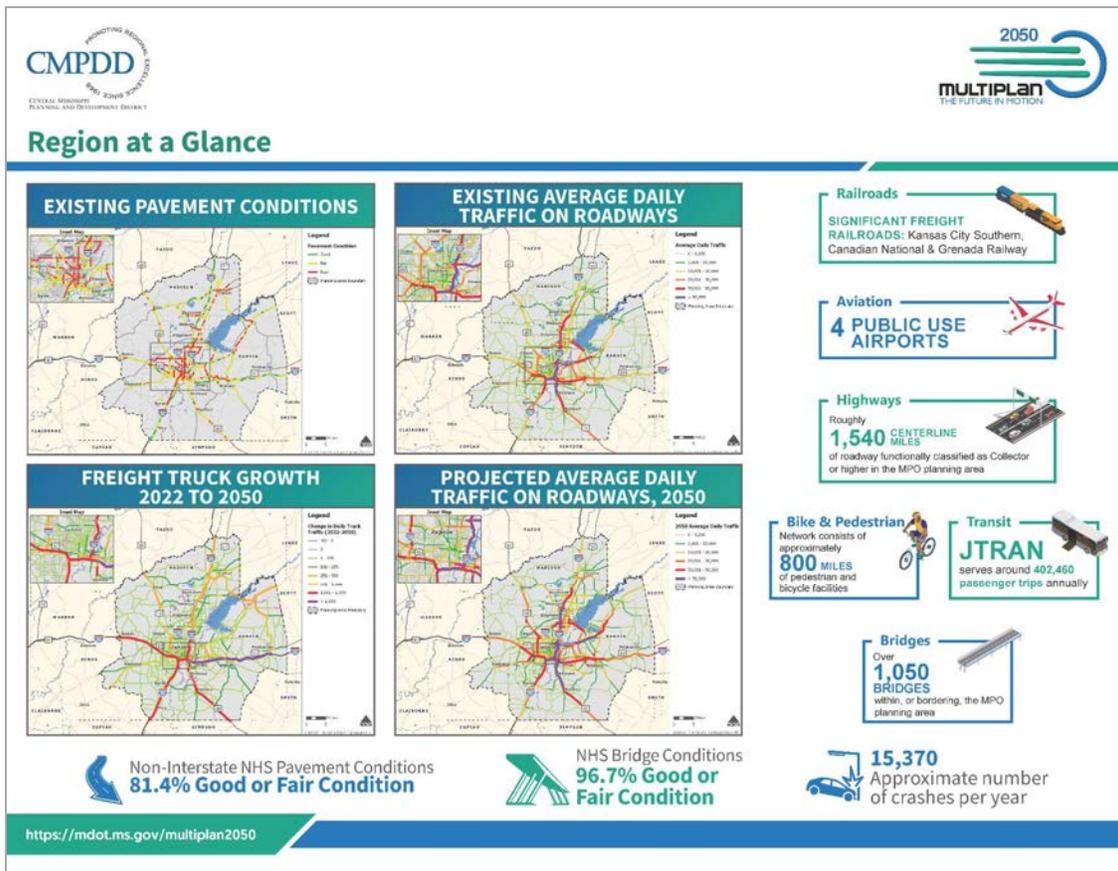


PERFORMANCE MANAGEMENT

CMPDD MPO Includes portions of Hinds, Madison, and Rankin Counties



<https://mdot.ms.gov/multiplan2050>



Outreach Events

September 16th Public Input Event

**MULTIPLAN 2050
CMPDD Round 3 Engagement Event
Summary**



Motivating Wellness Health Fair
Mississippi Agriculture Museum
1150 Lakeland Drive, Jackson, MS 39216
9:30 a.m. – 1:30 p.m.
Tuesday, Sept. 16, 2025

Members of the MULTIPLAN 2050 outreach team attended a wellness fair targeting representatives of Mississippi state agencies. Approximately 50 state employees, vendors and event organizers were informed of the opportunity to comment on the Central Mississippi Planning and Development District Metropolitan Planning Organization's proposed 2050 Metropolitan Transportation Plan.

The outreach team provided a quick overview of the plan update process, indicated CMPDD's desire to receive public comments prior to finalization, and explained how comments could easily be made by scanning the provided QR code. Agency representatives were invited to take copies of fliers and business cards with the QR code to their agencies for dissemination. They understood that all comments would be reviewed and considered prior to plan adoption.



Twenty business card and 15 fliers were taken by conference attendees. No written comments were received during the event.

Images of informational materials, including posters, are provided on the next several pages.



October 1st Public Meeting

**MULTIPLAN 2050
CMPDD Round 3 Public Meeting
Summary**



Public Meeting
Medgar Evers Library
4215 Medgar Evers Boulevard
Jackson, MS 39213
11 a.m. – 1 p.m.
Wednesday, Oct. 1, 2025

Representatives of the Central Mississippi Planning and Development District (CMPDD) Metropolitan Planning Organization hosted a public meeting Wednesday, Oct. 2, 2025, at the Medgar Evers Library in Jackson, Miss. The purpose of the meeting was to provide opportunities for Jackson residents to review and make comments on the proposed 2050 Metropolitan Transportation Plan.

The Medgar Evers Library is an active community hub located in an historically underserved community within Jackson. The meeting was held in



conjunction with Story Hour and a sewing class, both of which helped to increase traffic and participation.

Twenty-four individuals attended the meeting and were provided with a quick overview of the draft plan’s purpose and the update process as well as notification of ways to review and make comments. Each participant was encouraged to ask questions and discuss transportation issues with representatives from CMPDD. Meeting attendees



**MULTIPLAN 2050
CMPDD Round 3 Public Meeting
Summary**



were also made aware of the Nov. 5 comment period deadline and encouraged to invite family members and neighbors to participate by passing along business cards and a flier, both of which included a Quick Response (QR) code linking directly to the draft plan.

Approximately 30 business cards and 10 fliers were provided to attendees and others who happened to walk through the Library. No written comments were received during the meeting.

Images of the sign-in sheets are depicted next. (Emails and phone numbers have been redacted.) Additionally, all informational materials made available during the event are also documented.



2050 MULTIPLAN Community Meeting Sign-In Sheet
Central Mississippi Planning & Development District MPO | Wednesday, October 1, 2025, 11 a.m. - 1 p.m.
Medgar Evers Library | 4215 Medgar Evers Blvd | Jackson, MS

Name	Affiliation
James Hamilton III	Jackson/Hinds Library Sys
Ernest McCall	Jackson/Hinds Library Sys
Gene Sanders	Jackson/Hinds Library Sys
Tamara Atkinson	local resident
Mikaela Bennett	Jackson/Hinds Library Sys
Frederica Blair	local resident
Ramona T. Brown	Local resident
Jerome Myers	Jackson/Hinds
Victoria Condit	Jackson resident
Dana Lynn Sistrunk	self
Brae Barnett	Jackson/self
John Kenneth Davis	US EPA
Earline Brown	Local Resident
Rose Walker	Resident
Johnny Hawkins	Resident



2050 MULTIPLAN Community Meeting Sign-In Sheet
Central Mississippi Planning & Development District MPO | Wednesday, October 1, 2025, 11 a.m. - 1 p.m.
Medgar Evers Library | 4215 Medgar Evers Blvd | Jackson, MS

Name	Affiliation	Email	Telephone
Cystal McDowell	Self		
Phyllis Walton	Local Resident		
Spal Booker	Self		
JACQUELINE JONES	SELF-FOUNDER/RESIDENT		
Carl Ellis	Self		
Pertina McCreary	Self		
Sharon Anthony	Self		
adessa Chispm	Self		
Jessica McDaniel	Self		

<http://mdot.ms.gov/multiplan2050>



October 1st Engagement Event

**MULTIPLAN 2050
CMPDD Round 3 Engagement Event
Summary**



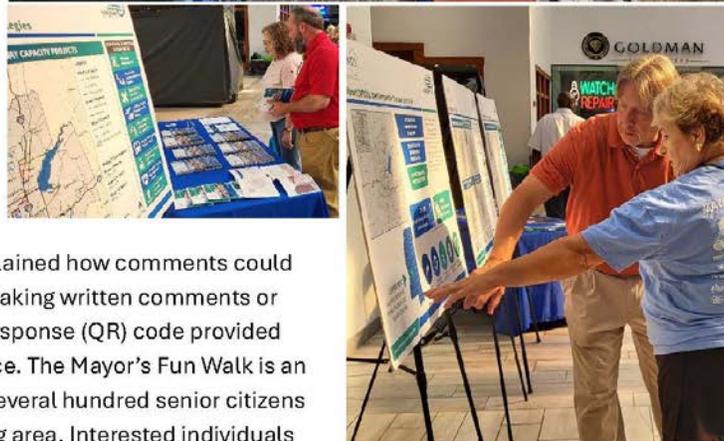
Mayor's Fun Walk

North Park Mall, Center Court
1200 E County Line Road, Ridgeland, MS 39157
9 a.m. – 12 p.m.
Wednesday, Oct. 1, 2025

Representatives of the MULTIPLAN 2050 outreach team attended the annual Mayor's Fun Walk held in North Park Mall, 1200 E County Line Road in Ridgeland, MS. Team members provided opportunities for participants to comment on the Central Mississippi Planning and Development District (CMPDD) Metropolitan Planning Organization's proposed 2050 Metropolitan Transportation Plan.



Team members provided a quick overview of the plan update process, indicated CMPDD's desire to receive public comments prior to finalization, and explained how comments could easily be made by making written comments or scanning a Quick Response (QR) code provided during the conference. The Mayor's Fun Walk is an event that attracts several hundred senior citizens from the surrounding area. Interested individuals were invited to take copies of fliers or business cards that contained the QR code and invited to ask questions of agency representatives.



October 7th Public Meeting

**MULTIPLAN 2050
CMPDD Round 3 Public Meeting
Summary**



Public Meeting

Madison Public Services Complex
1239 Highway 51
Madison, MS 39110
4 – 6 p.m.
Tuesday, Oct. 7, 2025

Representatives of the Central Mississippi Planning and Development District (CMPDD) Metropolitan Planning Organization hosted a public meeting at the Madison Public Services Complex in Madison, Miss. The purpose of the meeting was to provide opportunity for Madison residents to review and make comments on the proposed 2050 Metropolitan Transportation Plan.

Six individuals attended the meeting and were provided with a quick overview of the draft plan’s purpose and the update process as



well as notification of ways to review and make comments. Each participant was encouraged to ask questions and discuss transportation issues with representatives from CMPDD. Meeting attendees were also made aware of the comment period deadline and encouraged to invite family members and neighbors to participate by passing along



**MULTIPLAN 2050
CMPDD Round 3 Public Meeting
Summary**



business cards and a flier, both of which included a Quick Response (QR) code linking directly to the draft plan. No written comments were received during the meeting.

An images of the sign-in sheet is depicted below. Email addresses and phone numbers have been redacted. Additionally, all informational materials are also provided.

Event Images



2050 MULTIPLAN Community Meeting Sign-In Sheet

Central Mississippi Planning & Development District MPO | Tuesday, October 7, 2025, 4-6 p.m.
 Madison Public Services Complex | 1239 Highway 51 | Madison, MS



Name	Affiliation	Email	Telephone
Beth Dunnett	City of Madri		
Pete Vozzo	City of Madison		
Tori Oliver	City of Madison		
Anna Cannon	City of Madison		
Donna Sistrunk	self		
Crystal McDowell	self		

<http://mdot.ms.gov/multiplan2050>



October 11th Public Engagement Event

**MULTIPLAN 2050
CMPDD Round 3 Engagement Event
Summary**



Oktoberfest
Trustmark Park
1 Monsters Aly, Pearl, MS
9 – 11 am
Saturday, Oct. 11, 2025

Representatives of the Central Mississippi Planning and Development District (CMPDD) Metropolitan Planning Organization attended the Pearl Oktoberfest and provided interested individuals with information about the proposed 2050 Metropolitan Transportation Plan.

Those engaged were informed of the draft nature of the plan, its purpose and need, and then invited to provide input before finalization.

To assist individuals in locating the draft, business cards including a Quick Response (QR) code were provided. Citizens were invited to scan the code, review the draft plan online and make comments before Nov. 5, 2025.

Approximately 100 business cards and 15 fliers were disseminated during the festival.



October 21st Public Meeting

MULTIPLAN 2050 CMPDD/MDOT Round 3 Joint Public Meeting Summary



CMPDD Office

1020 Centre Pointe Blvd, Pearl, MS 39208

4 – 6 pm

Tuesday, Oct. 21, 2025

Representatives of the Central Mississippi Planning and Development District (CMPDD) Metropolitan Planning Organization and the Mississippi Department of Transportation (MDOT) held a joint public meeting providing people an opportunity to review and discuss draft transportation plans with subject matter experts. Draft plans available for review and comment included the following:

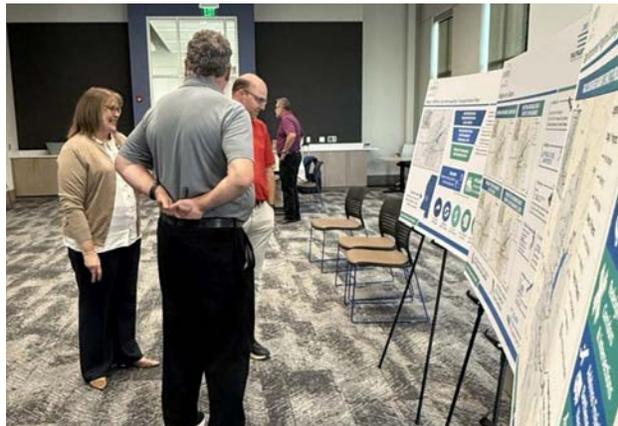
- CMPDD Metropolitan Transportation Plan
- MDOT Long-Range Transportation Plan
- MDOT Public Participation Process and Plan
- MDOT Local Consultation Process and Plan
- MDOT Statewide Transit Plan and Intercity Bus Study



During the come-and-go meeting, organizers provided a quick overview of the long-range transportation plan update processes and indicated their desire to receive public comments prior to the finalization of the plans. Citizens were encouraged to review informational materials, including a summary of the draft plans and graphic-driven informational boards. Transportation representatives discussed the drafts in detail and made themselves available should anyone wish to learn more. No formal comments were received during the meeting.



Event Photos



2050 MULTIPLAN Community Meeting Sign-In Sheet



Central Mississippi Planning & Development District MPO | Tuesday, October 21, 2025, 4-6 p.m.
 Central Mississippi Planning & Development District | 1020 Centre Pointe Blvd | Pearl, MS

Name	Affiliation	Email	Telephone
Jeffrey Altman	Neel-Schoffo		
Josh Tillery	MDOT		
NEIL PATTERSON	MDOT		
Crystal McDowell	Self		
Adam McDaniel	MDOT		
Fronk Hill	MEMA		
Butch Lee	City of Brandon		
R. CHAD WALLACE	HDR (MDOT PUBLIC TRANSIT DIVISION)		
Pam Forster	City of Bogalusa		
Wm. Kenneth Deason	ERA		
Tommy Worch	CMPDD		
MEGAN D. STEWART			
MARK BENEA	PRVUSD		
Kelsie Sullivan	MDOT		
April Farley	MDOT		

<http://mdot.ms.gov/multiplan2050>

2050 MULTIPLAN Community Meeting Sign-In Sheet



Central Mississippi Planning & Development District MPO | Tuesday, October 21, 2025, 4-6 p.m.
 Central Mississippi Planning & Development District | 1020 Centre Pointe Blvd | Pearl, MS

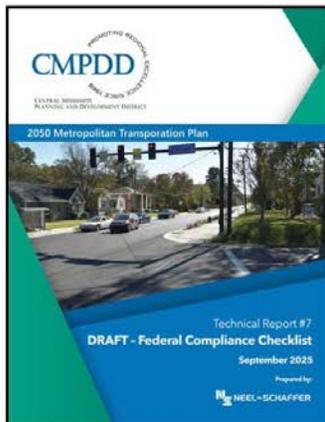
Name	Affiliation	Email	Telephone
Diana J. Sisk	Self		
MIKE MONK	CMPDD		
Colby Ewingburg	MDOT		
Tony Trilk	MDOT		
Hunter Roberts	DRMS		
David White	CMPDD		
NEW R SMITH	Superior DOT S		
Rick Ferguson	Pickering Firm		
Christine Welch	CDJ		
Marilyn Guice	COJ		
Lacey Diamond	MDOT		
Lesley Callender	CMPDD		

<http://mdot.ms.gov/multiplan2050>



Round 3 Outreach Summary Report with Written Comments Received by CMPDD

45-Day Comment Period Public Outreach Summary Proposed 2050 Metropolitan Transportation Plan



- ✓ 45- Day Comment Period: September 17 – November 5, 2025
- ✓ Advertisements:
 - **CMPDD.org:** September 17 – November 5, 2025
 - **Clarion Ledger:** September 17, 2025
 - **Jackson Advocate:** September 18-24, 2025
 - **Madison County Journal:** September 25, 2025
 - **Rankin County News:** October 8, 2025
 - **CMPDD Social Media Posts:** Sept. 18; Sept. 22; Sept. 29; Sept. 30; Oct. 6; Oct. 15; Oct. 20, 2025; Nov. 4, 2025
 - **MULTIPLAN Social Media Posts:** Sept. 17; Sept. 28; Sept. 28; Oct. 17, 2025; Oct. 29, 2025

- ✓ Public Community Meetings:

- **Hinds County Medgar Evers Library:** October 1, 2025
- **Madison County Madison's Public Services Complex:** October 7, 2025
- **Rankin County CMPDD:** October 21, 2025

- ✓ Community "Pop-up" Events:

- **Hinds County Wellness Health Fair MS Ag Museum:** September 16, 2025
- **Madison County Mayor's Fun Walk North Park Mall:** October 1, 2025
- **Rankin County Octoberfest Trustmark Park:** October 11, 2025

- ✓ Committee Meetings:

- **Stakeholders:** October 21, 2025
- **Intermodal Technical:** November 5, 2025
- **Metropolitan Planning Policy:** November 12, 2025

11 Written Comments Received:

- 1) September 17, 2025 by email from Jackson, Hinds County Resident

Comment: We really need to separate I-20 from I-55 between Terry Road and the stack. This section is always a bottleneck. The two highways should never occupy the same road. They need to remain distinct. There appears

Proposed 2050 Metropolitan Transportation Plan 45-Day Comment Period Public Participation Summary

to be enough land just north of I-20 that we could add lanes to keep I-55 separate from I-20. Or better yet, continue I-55 south of the stack and reconnect at Byram. There appears to be plenty of open land.

Response:

Thank you for taking the time to review and provide comments on the region's proposed long-range transportation plan. While the plan does not include separating I-55 and I-20, it does identify other improvements to the regional interstate system aimed at enhancing travel time reliability. One of the primary challenges associated with separating I-20 and I-55 in this area involves the Pearl River and the environmental considerations involved in working around such a major waterway. Any relocation of I-55 or I-20 would require a significant and costly environmental study. Additionally, the substantial cost of construction, coupled with the limited transportation funding currently available statewide, presents another major challenge. CMPDD has shared your suggestions with officials from the Mississippi Department of Transportation for their consideration. Thank you again for your feedback. Please continue to visit our website at www.cmpdd.org for future updates and additional review and comment opportunities.

2) September 29, 2025 by email from Ridgeland, Madison County Resident

Comment: I could address so many issues. I guess some of this is more wish than reality. County Line Road is inadequate for the traffic flow and light timings need to be adjusted. False left turn signals at a couple of lights. I-55 needs to be widened in many places mainly I would say 2 lanes in each direction between Madison and Canton MS 22. What is the completion time frame of the stack in South Jackson, I think the state has been working on that most of my life and I am 48. 5 lane US 51 from Madison to Nissan Parkway. And please no round-a-bouts.

Response:

Thank you for taking the time to review and provide comments on the region's proposed long-range transportation plan. We have shared your concerns regarding the traffic signals on County Line Road with officials from the City of Jackson, who are responsible for maintaining these signals. Capacity needs on state-maintained roadways are evaluated and prioritized statewide based on limited available funding. A project to add two lanes to I-55 from State Route 463 in Madison to Gluckstadt Road is currently planned to move toward construction in 2026. Additional details about this project can be found in the [Transportation Improvement Program](#) on page 184. Information on ongoing projects, such as routine preservation and maintenance along I-20 and I-55, is also available online and can be found [here](#). Thank you again for sharing your feedback. CMPDD has also forwarded your comments to state officials for their consideration. Please continue to visit our website at www.cmpdd.org for future updates and additional review and comment opportunities.

3) October 1, 2025 by email from Jackson, Hinds County Resident

Comment: The public transportation buses should run later. Maybe until midnight. Also Jackson needs more sidewalks for pedestrians.

Proposed 2050 Metropolitan Transportation Plan 45-Day Comment Period Public Participation Summary

Response:

Thank you for taking the time to review and provide comments on the region's proposed long-range transportation plan. The plan includes several recommendations aimed at improving public transit availability, increasing ridership, enhancing operational efficiency, and strengthening collaboration among stakeholders.

Thank you again for sharing your feedback. CMPDD has also forwarded your comments to state officials conducting the statewide public transit study, as well as to JTRAN officials, for their consideration. Please continue to visit our website at www.cmpdd.org for future updates and additional review and comment opportunities.

4) October 2, 2025 by email from Brandon, Rankin County Resident

Comment: Thank you for the work you do. I really enjoy the progress we've made in Mississippi with more trails, bike lanes and multi-use paths. We know the negatives about Mississippi but I think as a state we are improving and places to walk, ride, and run are very much a part of our progress. Thank you and keep up the good work!

Response:

Thank you for taking the time to review and provide comments on the region's proposed long-range transportation plan. The CMPDD recognizes the importance of developing safe and accessible bicycle and pedestrian facilities and remains committed to supporting a connected network that enhances mobility and quality of life across the region. We hope you had an opportunity to review the list of more than 400 proposed bicycle and pedestrian projects included in the plan. The CMPDD will continue to encourage local jurisdictions to pursue funding to help advance these improvements. Thank you again for sharing your feedback. Please continue to visit our website at www.cmpdd.org for future updates and additional review and comment opportunities.

5) October 14, 2025 by email from Jackson, Hinds County Resident

Comment: It's so sad how Jackson has gone down the drain! I've been here for over 30 years and I've watch the decline of the city of Jackson. Ppl want to blame the ppl who live here but when we see that the government doesn't really care about us. Then what are we to do? Our pockets are not deep like y'all. Some of us don't have a choice Bc the choices come with strings or it's just so hard to Bc the govt is working against us. The streets of Jackson are just pitiful! Especially in the lower income parts of the city like they just forgot about us. Can't see the lines on the street. They're not even being painted anymore. Have lights where we don't even need them or they are so wack it still messes up the flow of traffic. We have the highest taxes in the state but it seems like our dollars are going to Madison.

Response:

Thank you for taking the time to share your thoughts and concerns regarding conditions in the City of Jackson and the region's transportation system. We understand and share your frustration with roadway maintenance challenges and the need for improvements in all areas of the city, including those most in need of investment.

Proposed 2050 Metropolitan Transportation Plan 45-Day Comment Period Public Participation Summary

The Metropolitan Transportation Plan is a long-range planning document that helps identify regional transportation priorities and guides future funding decisions. While the Metropolitan Planning Organization does not directly maintain or repair roads, the plan works to ensure that local jurisdictions maintain eligibility for federal transportation funds which can be used to support projects that improve safety, mobility, and overall quality of life for all residents.

Your comments will be shared with local and state transportation partners who are responsible for maintaining streets and traffic signals within the City of Jackson. Thank you again for taking the time to participate in the planning process and for voicing your concerns.

6) October 14, 2025 by email from Pearl, Rankin County Resident

Comment RANKIN COUNTY HIGHWAY WIDENING PROJECTS THAT NEED TO BE DONE:

- A 4-lane bridge over the train tracks at Whitfield/Greenfield Road train tracks
- Hwy 468 - from Pearson Road to Hwy 18
- Airport Rd - from I-20 to Hwy 468
- Hwy 469 - from Hwy 468 to Hwy 49
- Hwy 18 - from Brandon to Puckett
- Greenfield Road - from Hwy 468 to Hwy 18

These all need to be full 4-lane highways with useable shoulders due to ever increasing population and traffic. This is a very large safety issue for police, fire trucks, ambulances, and first responders. These projects will make the highways safer for everyone and attract more businesses and population for Rankin County.

I'm a Class A truck driver with Haz-Mat, Doubles and Triples and 38 years over the road experience. I see these problems everyday. Thank you for seeking and considering my input.

Response:

Thank you for taking the time to review and provide comments on the region's proposed 2050 Metropolitan Transportation Plan (MTP). We appreciate your input and your perspective as a professional truck driver with many years of experience on the road. The 2050 MTP identifies several improvement projects within Rankin County aimed at addressing growing traffic demands and enhancing safety for all roadway users, including first responders. Several of the projects you mentioned are outlined in the plan as proposed projects including:

- **Widening improvements to State Route (Hwy) 18** from Hwy 80 to Mohr Road which is near the Robinhood Fire Station
- **I-20 improvements** at I-20 and State Route 18
- **Improvements at State Route 469 and State Route 468**
- **Improvements to Greenfield Road** from State Route 18 to State Route 468

These projects are included based on identified capacity and safety needs within the area and will be considered for advancement as funding becomes available. We appreciate your detailed feedback and commitment to roadway safety. Your comments help guide transportation priorities and planning efforts for Rankin County and the region as a whole.

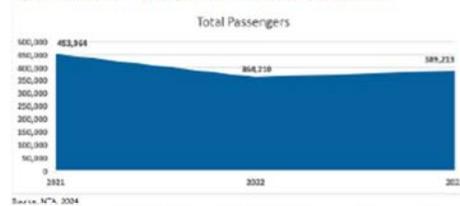
[Proposed 2050 Metropolitan Transportation Plan 45-Day Comment Period Public Participation Summary](#)

7) October 21, 2025 letter sent by email from Jackson, Hinds County Resident

A 17-page letter that contains notes he prepared to highlight the contents of the plan for the City of Jackson's ADA Council as well as remarks he noted as comments.

- Third, improving public transit was next to last, but that raises the question of how many transit users were surveyed (what percentage)? My thinking here is that Transit users and people with disabilities are harder to survey for a number of reasons.
- IMPORTANT Comment: To achieve many of the subgoals that I've listed here, a metro-regional public transportation system seems not merely preferable, but *Mandatory*. I believe that we cannot and will not ever meet the listed subgoals without one. That is what I would tell the leaders of our suburbs.
- COMMENT: Regarding the 56% of buses exceed their useful life benchmark. Ms. Welch and Ms. Guice reported to me that this is "old" (2023) data that includes some very old buses from Kansas City, and that the fleet is significantly "younger" now. Please speak with them about more accurate 2025 numbers. I asked, and Ms. Guice said that she believes that the fleet should never rise above 20% ULB, so that there is an adequate "spare ratio" to rotate buses for preventative maintenance.

Figure 6.2: Jackson Transit System Annual Ridership, 2021-2023



- The above graph is more of a snapshot because it only includes 3 years. It will be more illustrative/helpful to know what the long-term (10 year) trend has been. I fully expect that ridership has gone down due to the declining city population and decreased shopping and outpatient medical facilities. The trend toward urban sprawl in the MPO is deeply *UNWISE* (putting it mildly) and only makes transit less useful. I've noted elsewhere that the environmental ramifications are dire (i.e., escalating climate crisis).
- There are multi-page tables of proposed Bicycle and Pedestrian Projects. Most are outside the city of Jackson and involve enhancing connectedness, filling in gaps that currently exist.
- My "Bottom Line" Comment: The Climate Crisis is only escalating, made worse by the current Federal Regime's ignorance of science and false claims that it is a "hoax". We (at least here in the Jackson MPO) need to be better/smarter than that. Reducing carbon emissions and reversing urban sprawl and deforestation are essential for the long-term survival of human civilization. It is incumbent upon us to act immediately to reverse dependence on single-occupancy vehicles, increase population density, revitalize our urban center (Jackson), and create transit-oriented development with subsidized affordable and accessible housing along corridors within Jackson. This will inherently address pollution, mitigate climate collapse, and improve community integration for people of all ages and abilities.

Proposed 2050 Metropolitan Transportation Plan 45-Day Comment Period Public Participation Summary

Response:

Thank you for taking the time to review the region's proposed 2050 Metropolitan Transportation Plan (MTP) and for sharing your comments as well as discussing the document with the ADA Council. We appreciate your thoughtful feedback and continued interest in the regional transportation planning process.

Page 3 – Transit User Participation in the Survey

In response to your comment regarding the number of transit users who participated in the initial survey, while specific demographic data identifying individual transit users was not collected, efforts were made to encourage participation from this group. As part of our outreach, CMPDD hosted an event at Union Station to allow transit riders the opportunity to complete the survey in person or access it online. In total, we received 399 online responses and 157 in-person responses gathered from six public events—two held in each county within the metropolitan area.

Page 7 – Awareness of Transit Needs Among Regional Leaders

Regarding your observation that leaders in surrounding jurisdictions need to be informed about the importance of public transit, please note that all public comments received, including yours, will be shared with members of both the Intermodal Technical Committee and the Metropolitan Planning Policy Committee for consideration prior to adoption of the plan.

Page 8 – Data Used for Buses Useful Life Benchmarks

Your comment about the data used to establish useful life benchmarks for buses is appreciated. The MTP is updated every five years. The previous plan, the 2045 MTP, was the first to incorporate federal performance measure requirements addressing useful life benchmarks. The 2045 MTP covered the period 2014–2018. The proposed 2050 MTP now updates that information to reflect the period 2019–2023, ensuring consistency with the data between each report.

Page 14 – JTRAN Ridership Trends

With respect to your request for additional years of JTRAN ridership data, the analysis was limited to three years due to significant changes in 2024 to the transit system. JTRAN implemented a route redesign in 2024, and ridership levels were also affected by the COVID-19 pandemic beginning in 2020. For these reasons, only 3 years of data was included.

Page 16 – Bicycle and Pedestrian Projects in the City of Jackson

In reference to your comment that many proposed bicycle and pedestrian projects appear to be located outside the City of Jackson, please note that the plan includes more than 140 proposed projects within the City of Jackson. These projects begin with Project ID #1103 and continue through Project ID #1249 in the project listing in Technical Report 4 beginning on page 75.

Again, thank you for reviewing the proposed plan and providing your feedback. The Metropolitan Planning Organization values your participation and your commitment to improving regional mobility for all residents.

8) October 24, 2025 by email from Madison, Madison County Resident

Comment 2050 TIP

The proposed plan shows five lanes on Highway 463 to Highway 22 in Madison County. We have The Chapel of the Cross Church, listed on the National Historic Register, Gateway to History which is a MS Scenic Byway and

Proposed 2050 Metropolitan Transportation Plan 45-Day Comment Period Public Participation Summary

other notable historic structures located in the Byway, that will be wiped off the map if you allow five lanes of traffic. Originally, the plan was to add more lanes from Reunion Parkway going south to the City of Madison.

Response:

Thank you for taking the time to review and provide comments on the region's proposed 2050 Metropolitan Transportation Plan. You are correct, and we appreciate you bringing this to our attention. The project description will be corrected before the plan is adopted. The intent of the project is to **widen MS 463 (Mannsdale Road) from Park Place Boulevard to Reunion Parkway**—not to Highway 22. This project was also included in the previous **2045 Metropolitan Transportation Plan** under Project #107 with the same limits of Park Place Blvd. to Reunion Pkwy.

It appears that during data entry, the project description was inadvertently mixed up with a separate proposed **mill and overlay project** on MS 463 extending to Highway 22. We appreciate your diligence in catching this error and helping ensure the plan's accuracy. Thank you again for your valuable input and for your interest in the planning process.

9) October 27, 2025 by email from Madison, Madison County Resident

Comment I may have missed it in the report, but I didn't see any mention of the Reunion Parkway & I-55 interstate interchange with exit and entry ramps both north and south. This is very important to the future flow of traffic as the Highway 463 & I-55 interchange is already overloaded. Can this be added to the report for priority? If there is a MTP ID for this need please advise.

Response:

Thank you for taking the time to review and provide comments on the region's proposed 2050 Metropolitan Transportation Plan (MTP). The proposed widening of Interstate 55 from State Route 463 to Gluckstadt Road, along with the addition of northbound and southbound ramps to Reunion Parkway, is identified in the 2050 MTP as part of the network's Existing Plus Committed Projects. This means the project is already committed to move forward and is not included among the proposed future projects identified in the 2050 MTP.

This project is currently included in the Statewide Transportation Improvement Program (STIP), which lists all transportation projects that have an active commitment of federal funding. Additional information regarding this project may be found in the STIP on page 184, where it is listed as being scheduled for construction in 2026. The Metropolitan Planning Organization appreciates your valuable input and continued interest in the regional transportation planning process.

10) October 30, 2025 by email from Brandon, Rankin County Resident

Comment Looking through your plans, almost all of the Brandon issues are addressed but one issue that is not addressed is the need for resurfacing on Hwy 80 between the intersection I-20 and College Street in downtown Brandon. This is a very rough section of roadway and very highly traveled. It gets dangerous in heavy rain with ponding and runoff. It has been brought up to the mayor but he says this is MDOT maintained stretch of

Proposed 2050 Metropolitan Transportation Plan 45-Day Comment Period Public Participation Summary

highway. I did see that this section was in project plans for widening but honestly, that could take years. Please add this as a higher priority.

Response:

Thank you for taking the time to review and provide comments on the region's proposed 2050 Metropolitan Transportation Plan. The plan includes a range of projects in and around the City of Brandon aimed at addressing congestion issues identified in our existing conditions analysis, as well as concerns raised during our public outreach efforts. While the plan does not specify individual future overlay projects, it does emphasize the ongoing need for roadway maintenance and allocates funding to support pavement management and related maintenance activities. Your comments will be shared with local and state transportation partners who are responsible for maintaining Highway 80. Thank you again for taking the time to participate in the planning process and for voicing your concerns.

11) October 31, 2025 by email from Jackson, Hinds County Resident

Comment: I have lived in Jackson, Mississippi going on 30 years. One of the most disturbing things about Central Mississippi is how development is no longer centralized. We are pushing further business further to the outskirts of the contiguous counties, which only benefits people in those areas, instead of the tri-county areas.

Response:

Thank you for taking the time to review and provide comments on the region's proposed 2050 Metropolitan Transportation Plan. We appreciate your perspective regarding development patterns in the Jackson metropolitan area. Through ongoing planning efforts, the Metropolitan Planning Organization (MPO) works with local governments across the tri-county area to promote coordinated land use and transportation strategies that support balanced growth, reinvestment in existing communities, and improved regional connectivity. Thank you again for taking the time to participate in the planning process and for voicing your concerns.

12) November 5, 2025 by email from City of Flowood

Comment: The City of Flowood requests that an extension to Underwood Drive from the end of Underwood Drive to Fox Hall Road be added to the plan as a potential roadway for congestion mitigation.

Response:

Thank you for taking the time to review and provide comments on the region's proposed 2050 Metropolitan Transportation Plan. While the project you mentioned to extend Underwood Drive to Fox Hall Road did not receive comments during the plan development process, we will recommend to the Policy Committee that the project be added to the Vision List of future projects.

Appendix D: Project Factsheets

Gary Rd Extension Phase I: Terry Rd to I-55 Frontage Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1076	0.89	\$6,249,334	2	55	High
Name			Limits		
Gary Rd Extension Phase I			Terry Rd to I-55 Frontage Rd		
Description					
New 2-lane roadway					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	15	5	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
5	0	5	5	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Yandell Rd: Hwy 51 to Smith Carr Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1212	1.62	\$15,134,602	2	45	High
Name			Limits		
Yandell Rd			Hwy 51 to Smith Carr Rd		
Description					
Widen to 5 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	15	5	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

MS 18: Star Rd to Mohr Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1034	4.14	\$18,143,630	2	45	High
Name			Limits		
MS 18			Star Rd to Mohr Rd		
Description					
Widen to 4 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	5	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
5	0	5	5	5	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	YES		[Blank] – No Consideration Concerns Found		

Pearl/Richland Intermodal Connector Phase II: US 49 to Pearl

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1072	1.99	\$28,411,728	2	40	High
Name			Limits		
Pearl/Richland Intermodal Connector Phase II			US 49 to Pearl		
Description					
Widen to 4 lanes and new 4-lane roadway					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	5	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

MS 468: @ Greenfield Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1124	--	\$3,023,000	2	20	High
Name			Limits		
MS 468			@ Greenfield Rd		
Description					
Roundabout					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	5	0	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	0	0	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

Spillway Rd: Grants Ferry Rd to Old MS 471

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1093	3.18	\$13,825,795	2	55	Medium-High

Name

Spillway Rd

Limits

Grants Ferry Rd to Old MS 471

Description

Widen to 4 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	5	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

MS 18: Greenfield Rd to Star Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1033	3.38	\$15,003,386	2	50	Medium-High

Name

MS 18

Limits

Greenfield Rd to Star Rd

Description

Widen to 4 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
9	10	10	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	6

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	YES		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Terry Rd: Springridge Rd to Bounds Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1060	4.67	\$20,411,584	2	50	Medium-High
Name			Limits		
Terry Rd			Springridge Rd to Bounds Rd		
Description					
Widen to 5 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	15	5	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Weisenberger Rd: Parkway East to Hwy 51

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1211	0.59	\$13,583,693	2	37	Medium-High
Name			Limits		
Weisenberger Rd			Parkway East to Hwy 51		
Description					
Widen to 5 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	5	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	7	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

US 51: Tisdale Rd to Weisenberger Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1029	2.22	\$9,682,418	2	60	Medium
Name			Limits		
US 51			Tisdale Rd to Weisenberger Rd		
Description					
Widen to 5 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	15	5	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
10	0	5	5	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

I-55: E Pascagoula St to E Woodrow Wilson Ave

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1027	6.27	\$30,841,679	2	56	Medium

Name	Limits
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I-55 E Pascagoula St to E Woodrow Wilson Ave

Description

Widen to 8 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
9	10	5	10	5
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	7

Environmental Screening			
Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

E Northside Dr: Huntcliff Way to Cynthia Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1003	1.62	\$7,196,392	2	55	Medium

Name

E Northside Dr

Limits

Huntcliff Way to Cynthia Rd

Description

Widen to 5 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	5	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

US 51: Weisenberger Rd to MS 16

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1019	7.41	\$33,277,860	2	55	Medium

Name

US 51

Limits

Weisenberger Rd to MS 16

Description

Widen to 4 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	5	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	YES		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

MS 18 (Greenfield Rd): US 80 to Greenfield Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1009	0.92	\$3,794,461	2	54	Medium

Name

MS 18 (Greenfield Rd)

Limits

US 80 to Greenfield Rd

Description

Widen to 6 lane divided

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	10	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	5	9

Environmental Screening

Wetlands	Historic Property	Design Considerations	
NO	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Pinehaven Dr: Arrow Dr to Kickapoo Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1085	3.04	\$13,302,421	2	50	Medium

Name	Limits
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Pinehaven Dr

Arrow Dr to Kickapoo Rd

Description

Widen to 4 lanes

Project Scoring				
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Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
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5

15

5

0

0

Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
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5

0

5

5

10

Environmental Screening			
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Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Stribling Rd Extension: Catlett Rd to Calhoun Pkwy

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1078	1.93	\$8,417,598	2	50	Medium

Name

Stribling Rd Extension

Limits

Catlett Rd to Calhoun Pkwy

Description

Widen to 4 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	5	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

I-20: E McDowell Rd to US 49

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1113	3.44	\$3,028,447	2	47	Medium
Name			Limits		
I-20			E McDowell Rd to US 49		
Description					
Roadway maintenance					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
0	15	0	10	5	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	7	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Yandell Rd: Smith Carr Rd to Hwy 43

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1213	3.89	\$90,209,418	2	45	Medium

Name

Yandell Rd

Limits

Smith Carr Rd to Hwy 43

Description

Widen to 5 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	0	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Grants Ferry Pkwy: Trickham Bridge Rd to Paige McDill Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1091	1.06	\$16,000,289	2	44	Medium

Name

Grants Ferry Pkwy

Limits

Trickham Bridge Rd to Paige McDill Rd

Description

New 4-lane roadway

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	9

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Stribling Rd: Hwy 463 to Dewees Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1215	2.13	\$49,343,361	2	40	Medium

Name

Stribling Rd

Limits

Hwy 463 to Dewees Rd

Description

Widen to 5 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	0	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

MS 18: @ Marquette Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1128	--	\$9,950,000	2	30	Medium
Name			Limits		
MS 18			@ Marquette Rd		
Description					
Bridge over the railroad					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
10	5	0	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	0	0	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

Calhoun Station Pkwy: Stout Rd to Hwy 22

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1210	1.94	\$26,921,228	2	29	Medium

Name

Calhoun Station Pkwy

Limits

Stout Rd to Hwy 22

Description

Widen to 4 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	0	9

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

MS 469: @ MS 468

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1125	--	\$3,023,000	2	20	Medium
Name			Limits		
MS 469			@ MS 468		
Description					
Roundabout					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	5	0	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	0	0	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

Harbor Dr: Lake Harbor Dr to 0.35 miles north of Lake Harbor Dr

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1005	0.29	\$1,264,820	3	54	High

Name

Harbor Dr

Limits

Lake Harbor Dr to 0.35 miles north of Lake Harbor Dr

Description

Widen to 4 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	10	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	5	9

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

I-20 On/Off-Ramps: @ MS 18

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1129	--	\$25,750,000	3	30	High
Name			Limits		
I-20 On/Off-Ramps			@ MS 18		
Description					
Interchange improvement					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	0	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
5	0	0	0	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

US 80: E Mark Dr to Louis Wilson Dr

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1118	1.23	\$18,923,305	3	45	Medium-High
Name			Limits		
US 80			E Mark Dr to Louis Wilson Dr		
Description					
Widen from 2 lanes to 4 lanes; roadway maintenance; bike/ped improvements					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	15	5	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
5	0	5	0	5	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	YES		[Blank] – No Consideration Concerns Found		

Greenfield Rd: MS 468 to MS 18

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1032	3.26	\$14,392,784	3	45	Medium-High

Name	Limits
Greenfield Rd	MS 468 to MS 18

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	10

Environmental Screening			
Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

US 49 S: Star Rd to Main St in Florence, MS

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1024	6.40	\$27,956,892	3	41	Medium-High

Name

US 49 S

Limits

Star Rd to Main St in Florence, MS

Description

Widen to 6 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	6

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Hinds Pkwy: I-20 to Parks Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1001	11.61	\$158,657,073	3	50	Medium
Name			Limits		
Hinds Pkwy			I-20 to Parks Rd		
Description					
New 4-lane divided					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	5	10	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Gary Rd: Terry Rd to Davis Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1002	2.55	\$11,078,082	3	45	Medium
Name			Limits		
Gary Rd			Terry Rd to Davis Rd		
Description					
Widen to 4 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	5	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
5	0	5	5	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Spillway Rd: Hugh Ward Blvd to Grants Ferry Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1011	1.21	\$5,277,354	3	45	Medium

Name

Spillway Rd

Limits

Hugh Ward Blvd to Grants Ferry Rd

Description

Widen to 5 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	10	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	5	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Catlett Rd: Stribling Rd Ext to Gluckstadt Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1217	0.94	\$21,887,066	3	45	Medium

Name	Limits
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Catlett Rd

Stribling Rd Ext to Gluckstadt Rd

Description

Widen to 5 lanes

Project Scoring				
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Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
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5

10

5

5

0

Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
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5

0

5

0

10

Environmental Screening			
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Wetlands	Historic Property	Design Considerations	
NO	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Bozeman Rd Phase II: Reunion Pkwy to Gluckstadt Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1214	1.46	\$20,190,765	3	44	Medium
Name			Limits		
Bozeman Rd Phase II			Reunion Pkwy to Gluckstadt Rd		
Description					
Widen to 4 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	5	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
5	0	5	0	9	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

East Loop I-20 Connector: MS 18 to I-20

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1202	2.57	\$59,423,064	3	43	Medium

Name	Limits
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East Loop I-20 Connector MS 18 to I-20

Description

New 5-lane Roadway

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	0	5	8

Environmental Screening			
Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Arrow Dr: Pinehaven Dr to Cynthia Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1084	1.48	\$6,454,945	3	50	Medium-Low

Name

Arrow Dr

Limits

Pinehaven Dr to Cynthia Rd

Description

Widen to 4 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	5	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Airport Rd S: @ I-20

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1120	--	\$25,750,000	3	30	Medium-Low
Name			Limits		
Airport Rd S			@ I-20		
Description					
Interchange improvement					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	0	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	0	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

Value Road realignment and widening: US 80 to Old Hwy 471

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1219	0.87	\$8,139,035	4	47	High

Name

Value Road realignment and widening

Limits

US 80 to Old Hwy 471

Description

Widen to 3 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	0	7

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Old Hwy 49: US 80 to US 49

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1051	2.96	\$13,476,879	4	43	High

Name	Limits
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Old Hwy 49 US 80 to US 49

Description

Widen to 4 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	8

Environmental Screening			
Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Airport Pkwy: I-55 to Weather Service Dr and I-55 to MS 475

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1013	7.54	\$113,198,308	4	55	Medium-High

Name

Airport Pkwy

Limits

I-55 to Weather Service Dr and I-55 to MS 475

Description

New 6 lane road and new 4 lane

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
15	10	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

US 51: I-55 to Natchez Trace Pkwy

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1103	1.69	TBD	4	52	Medium-High
Name			Limits		
US 51			I-55 to Natchez Trace Pkwy		
Description					
Access management; bike/ped improvements					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	15	0	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
10	0	5	5	7	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

MS 468: MS 475 to MS 18

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1056	6.51	\$28,480,266	4	48	Medium-High
Name			Limits		
MS 468			MS 475 to MS 18		
Description					
Widen to 4 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
8	10	5	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Luckney Rd: MS 471 to MS 25

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1055	4.89	\$21,240,259	4	48	Medium-High
Name			Limits		
Luckney Rd			MS 471 to MS 25		
Description					
Widen to 5 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	5	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
5	0	5	5	8	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Monterey Rd: US 49 to Old Pearson Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1094	1.20	\$4,797,595	4	45	Medium-High

Name	Limits
Monterey Rd	US 49 to Old Pearson Rd

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	10

Environmental Screening			
Wetlands	Historic Property	Design Considerations	
NO	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Grants Ferry Pkwy: MS 471 to MS 25

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1073	3.97	\$17,314,955	4	42	Medium-High

Name

Grants Ferry Pkwy

Limits

MS 471 to MS 25

Description

Widen to 4 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	7

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

MS 463: Park Place Blvd. to Reunion Pkwy

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1007	2.58	\$101,751,627	4	40	Medium-High

Name	Limits
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MS 463 Park Place Blvd. to Reunion Pkwy

Description

Widen to 5 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	10

Environmental Screening			
Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

West County Line Road Segment 2: Watkins Drive to N County Line Road

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1204	3.01	\$41,647,144	4	37	Medium-High
Name			Limits		
West County Line Road Segment 2			Watkins Drive to N County Line Road		
Description					
Widen to 4 lanes divided					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	15	5	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	0	7	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

N Airport Rd Extension: Liberty Rd to Old Fannin Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1052	3.26	\$23,968,034	4	50	Medium
Name			Limits		
N Airport Rd Extension			Liberty Rd to Old Fannin Rd		
Description					
New 2-lane roadway					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	15	5	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Green Acres Rd Extension: Old Yazoo City Rd to King Ranch Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1031	3.18	\$59,963,701	4	50	Medium

Name

Green Acres Rd Extension

Limits

Old Yazoo City Rd to King Ranch Rd

Description

New 4-lane divided and new interchange

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	10	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Siwell Rd Extension: McRaven Rd to US 80

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1041	1.96	\$58,767,417	4	50	Medium
Name			Limits		
Siwell Rd Extension			McRaven Rd to US 80		
Description					
New 4-lane divided and new interchange					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
0	10	5	15	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Baker Ln Extension: Andrew Chapel Rd to Lake Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1074	3.91	\$28,599,894	4	49	Medium
Name			Limits		
Baker Ln Extension			Andrew Chapel Rd to Lake Rd		
Description					
New 2-lane roadway					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	15	5	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	9	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Feather Ln Extension: Nissan Pkwy to Soldier Colony Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1064	0.63	\$4,558,338	4	49	Medium
Name			Limits		
Feather Ln Extension			Nissan Pkwy to Soldier Colony Rd		
Description					
New 2-lane roadway					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	5	10	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	9	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Warner Dr: Luckney Rd to MS 471

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1080	1.10	\$10,754,088	4	45	Medium

Name

Warner Dr

Limits

Luckney Rd to MS 471

Description

Widen to 4 lanes and new 4-lane roadway

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

I-55: E Woodrow Wilson Ave to Lakeland Dr

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1111	0.33	\$350,000	4	45	Medium

Name	Limits
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I-55 E Woodrow Wilson Ave to Lakeland Dr

Description

Safety study

Project Scoring				
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Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
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0 10 0 15 5

Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
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0 5 0 0 10

Environmental Screening			
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Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO		

Catlett Rd/Stout Rd/Calhoun Station Pkwy: Stribling Rd to Sowell Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1079	4.40	\$19,408,450	4	44	Medium

Name	Limits
Catlett Rd/Stout Rd/Calhoun Station Pkwy	Stribling Rd to Sowell Rd

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	9

Environmental Screening			
Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

MS 469 (E Main St): MS 469 (S Church St) to US 49

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1048	0.45	\$1,919,038	4	44	Medium

Name

MS 469 (E Main St)

Limits

MS 469 (S Church St) to US 49

Description

Widen to 5 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	10	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	5	4

Environmental Screening

Wetlands	Historic Property	Design Considerations	
NO	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

MS 471: Grants Ferry Rd to MS 25

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1063	5.26	\$29,700,000	4	42	Medium
Name			Limits		
MS 471			Grants Ferry Rd to MS 25		
Description					
Widen to 5 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	5	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	7	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

MS 469 (E Main St): US 49 to Monterey Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1057	3.89	\$16,966,039	4	41	Medium
Name			Limits		
MS 469 (E Main St)			US 49 to Monterey Rd		
Description					
Widen to 4 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	5	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	6	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Hoy Rd: W Bradford Lane to Old Rice Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1030	1.34	\$5,844,342	4	40	Medium

Name

Hoy Rd

Limits

W Bradford Lane to Old Rice Rd

Description

Widen to 5 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Madison Ave Bypass: Madison Ave to Saint Augustine Dr

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1201	1.19	\$16,340,596	4	40	Medium
Name			Limits		
Madison Ave Bypass			Madison Ave to Saint Augustine Dr		
Description					
New 4-lane roadway					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	15	5	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	0	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Flowood-E Metro Connector: Flowood Dr to E Metro Corridor

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1089	1.04	\$15,850,754	4	39	Medium
Name			Limits		
Flowood-E Metro Connector			Flowood Dr to E Metro Corridor		
Description					
New 4-lane roadway					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
0	15	5	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	9	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

West County Line Road Segment 3: N County Line Road to US 49

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1205	1.95	\$32,105,161	4	39	Medium
Name			Limits		
West County Line Road Segment 3			N County Line Road to US 49		
Description					
Widen to 4 lanes with grade separation bridge					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	15	5	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	0	9	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

I-20 Loop Interchange: US 80 (Exit 59)

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1220	--	\$25,750,000	4	39	Medium
Name			Limits		
I-20 Loop Interchange			US 80 (Exit 59)		
Description					
Interchange improvement					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	5	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	0	9	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

MS 475: MS 468 to I-20

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1047	2.42	\$10,685,551	4	38	Medium
Name			Limits		
MS 475			MS 468 to I-20		
Description					
Widen to 6 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	5	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	8	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Stribling Rd: Dewees Rd to Catlett Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1216	1.23	\$28,529,713	4	35	Medium

Name	Limits
Stribling Rd	Dewees Rd to Catlett Rd

Description
Widen to 5 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	0	10

Environmental Screening			
Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

N Shore Pkwy: Fannin Landing Cir to MS 471

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1221	2.57	\$35,626,064	4	35	Medium
Name			Limits		
N Shore Pkwy			Fannin Landing Cir to MS 471		
Description					
Widen to 4 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
0	10	5	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
5	0	5	0	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Grants Ferry Pkwy: MS 471 to Trickham Bridge Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1090	2.71	\$11,688,685	4	34	Medium
Name			Limits		
Grants Ferry Pkwy			MS 471 to Trickham Bridge Rd		
Description					
Widen to 4 lanes divided					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
0	10	5	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	9	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

US 80: @ MS 468 (S College St)

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1132	--	\$350,000	4	25	Medium

Name	Limits
US 80	@ MS 468 (S College St)

Description
 Intersection study

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
0	5	0	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	0	0	10

Environmental Screening			
Wetlands	Historic Property	Design Considerations	
NO	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

MS 471: E Value Rd to Grants Ferry Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1114	1.60	\$350,000	4	25	Medium

Name	Limits
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MS 471	E Value Rd to Grants Ferry Rd
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Description

Safety study

Project Scoring				
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Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
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0	10	0	5	0
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Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
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0	0	0	0	10
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Environmental Screening			
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Wetlands	Historic Property	Design Considerations	
NO	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

US 80: @ MS 18

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1133	--	\$350,000	4	20	Medium
Name			Limits		
US 80			@ MS 18		
Description					
Intersection study					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
0	5	0	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
5	0	0	0	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

Ridgewood Rd: Lakeland Dr to Old Canton Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1106	2.25	\$7,193,955	4	55	Medium-Low
Name			Limits		
Ridgewood Rd			Lakeland Dr to Old Canton Rd		
Description					
Roadway maintenance; bike/ped improvements					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	15	0	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
5	10	5	0	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	YES		[Blank] – No Consideration Concerns Found		

N Wheatley St Extension: W Ridgeland Ave to Colony Park Blvd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1008	0.70	\$24,224,737	4	55	Medium-Low

Name

N Wheatley St Extension

Limits

W Ridgeland Ave to Colony Park Blvd

Description

New 4-lane divided

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	15	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

I-55: Copiah County Line to Siwell Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1014	3.09	\$126,574,250	4	53	Medium-Low

Name	Limits
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I-55 Copiah County Line to Siwell Rd

Description

Widen to 6 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	10	5
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	8

Environmental Screening			
Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Madison Dr-US 51 Connector: Madison Dr to US 51

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1068	0.76	\$2,426,212	4	52	Medium-Low

Name	Limits
Madison Dr-US 51 Connector	Madison Dr to US 51

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	10	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	7

Environmental Screening			
Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

I-220: I-20 to I-55

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1025	12.66	\$132,495,853	4	50	Medium-Low
Name			Limits		
I-220			I-20 to I-55		
Description					
Widen to 6 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
8	10	5	5	5	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	7	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Greenway Dr: McRaven Rd to Robinson Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1040	2.93	\$28,984,948	4	50	Medium-Low

Name

Greenway Dr

Limits

McRaven Rd to Robinson Rd

Description

Widen to 4 lanes divided and new 4-lane divided

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
0	10	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	10	5	5	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Green Acres Rd East Extension: US 51 to MS 16 (Peace St)

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1044	3.70	\$55,029,032	4	50	Medium-Low

Name

Green Acres Rd East Extension

Limits

US 51 to MS 16 (Peace St)

Description

New 4-lane divided

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Green Acres Rd: King Ranch Rd to US 51

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1045	1.74	\$7,588,922	4	49	Medium-Low

Name	Limits
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Green Acres Rd

King Ranch Rd to US 51

Description

Widen to 4 lanes divided

Project Scoring				
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Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
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5

15

5

5

0

Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
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0

0

5

5

9

Environmental Screening				
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Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration	
YES	NO		[Blank] – No Consideration Concerns Found	

E Beasley Rd: US 51 to I-55

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1026	0.65	\$2,878,557	4	48	Medium-Low

Name

E Beasley Rd

Limits

US 51 to I-55

Description

Widen to 5 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	10	5	5	8

Environmental Screening

Wetlands	Historic Property	Design Considerations	
NO	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Siwell Rd/Florence-Byram Rd: I-55 to Cleary Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1039	4.71	\$20,760,500	4	46	Medium-Low

Name

Siwell Rd/Florence-Byram Rd

Limits

I-55 to Cleary Rd

Description

Widen to 4 lanes with

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	6

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	YES		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

McClellan Dr/Ridgecrest Dr: Hite B Wolcott Park to Old Canton Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1066	0.97	\$3,928,420	4	46	Medium-Low

Name

McClellan Dr/Ridgecrest Dr

Limits

Hite B Wolcott Park to Old Canton Rd

Description

Widen to 3 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	5	6

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Davis Road: S Siwell Rd to Gary Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1207	0.34	\$4,730,648	4	46	Medium-Low

Name	Limits
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Davis Road

S Siwell Rd to Gary Rd

Description

Widen to 4 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
10	0	5	0	6

Environmental Screening			
Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

E Capitol St: N Lamar St to State St

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1109	0.33	TBD	4	45	Medium-Low
Name			Limits		
E Capitol St			N Lamar St to State St		
Description					
Multimodal improvements					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	0	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
5	10	5	0	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

MS 469 Extension: MS 468 to MS 18

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1058	2.30	\$34,094,074	4	45	Medium-Low
Name			Limits		
MS 469 Extension			MS 468 to MS 18		
Description					
New 4-lane divided					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	5	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Gluckstadt Rd: Planters Row to Hwy 463

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1218	3.58	\$49,637,860	4	45	Medium-Low

Name

Gluckstadt Rd

Limits

Planters Row to Hwy 463

Description

Widen to 4 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	0	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

MS 468 (Pearl): S Pearson Rd to MS 475

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1035	3.42	\$15,047,001	4	43	Medium-Low

Name

MS 468 (Pearl)

Limits

S Pearson Rd to MS 475

Description

Widen to 4 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	8

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Old Whitfield Rd: MS 468 to MS 475

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1010	4.61	\$18,751,118	4	42	Medium-Low

Name

Old Whitfield Rd

Limits

MS 468 to MS 475

Description

Center Turn lane

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	7

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

MS 469: Monterey Rd to MS 468

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1022	4.08	\$17,794,714	4	42	Medium-Low
Name			Limits		
MS 469			Monterey Rd to MS 468		
Description					
Widen to 4 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	5	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	7	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Grants Ferry Rd: MS 25 (Lakeland Dr) to Spillway Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1023	1.08	\$4,710,366	4	42	Medium-Low

Name

Grants Ferry Rd

Limits

MS 25 (Lakeland Dr) to Spillway Rd

Description

Widen to 5 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	7

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

N State St: E Woodrow Wilson Ave to Old Canton Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1115	0.36	\$7,034,694	4	41	Medium-Low

Name	Limits
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N State St

E Woodrow Wilson Ave to Old Canton Rd

Description

Bike/ped improvements; roadway maintenance

Project Scoring				
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Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
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5

15

0

0

0

Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
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5

5

5

0

6

Environmental Screening			
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Wetlands	Historic Property	Design Considerations	
NO	YES		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

S Pearson Rd: Monterey Rd to 0.4 miles north of E Harper St

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1049	1.58	\$10,336,635	4	40	Medium-Low

Name	Limits
S Pearson Rd	Monterey Rd to 0.4 miles north of E Harper St

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	10

Environmental Screening			
Wetlands	Historic Property	Design Considerations	
NO	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

S College St: MS 18 to US 80

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1117	1.35	\$18,702,514	4	40	Medium-Low

Name

S College St

Limits

MS 18 to US 80

Description

Widen from 2 lanes to 4 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	0	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
NO	YES		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Airport Rd Connector: Orleans Way to MS 475

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1222	2.37	\$32,526,464	4	40	Medium-Low

Name

Airport Rd Connector

Limits

Orleans Way to MS 475

Description

New 4-lane roadway

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	0	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Steed Rd Extension: Sunnybrook Rd to N Wheatley St

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1046	0.50	\$3,676,079	4	39	Medium-Low

Name

Steed Rd Extension

Limits

Sunnybrook Rd to N Wheatley St

Description

New 3-lane roadway

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
0	15	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	9

Environmental Screening

Wetlands	Historic Property	Design Considerations	
NO	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Old Brandon Rd: Pemberton Dr to Bierdeman Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1208	1.09	\$15,136,125	4	39	Medium-Low

Name	Limits
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Old Brandon Rd

Pemberton Dr to Bierdeman Rd

Description

Widen to 4 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	10	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	0	4

Environmental Screening			
Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

I-55: I-20 to E Pascagoula St

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1112	1.41	\$350,000	4	39	Medium-Low

Name

I-55

Limits

I-20 to E Pascagoula St

Description

Corridor study

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
0	15	0	5	5
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	0	5	9

Environmental Screening

Wetlands	Historic Property	Design Considerations	
NO	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Treetops Blvd: MS 25 to Liberty Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1062	2.01	\$14,998,402	4	38	Medium-Low
Name			Limits		
Treetops Blvd			MS 25 to Liberty Rd		
Description					
New 2-lane roadway					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	5	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	8	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Springridge Rd: McRaven Rd to Woodchase Park Dr

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1083	0.99	\$4,317,835	4	38	Medium-Low

Name

Springridge Rd

Limits

McRaven Rd to Woodchase Park Dr

Description

Widen to 4 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	8

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

E College St: Clinton Pkwy to Madison St

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1102	0.53	\$4,478,793	4	38	Medium-Low

Name	Limits
E College St	Clinton Pkwy to Madison St

Description
Roadway maintenance; bike/ped improvements

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	0	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	0	8

Environmental Screening			
Wetlands	Historic Property	Design Considerations	
NO	YES		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Gary Rd Extension Phase II: Frontage Road to I-55

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1206	0.36	\$33,300,000	4	30	Medium-Low
Name			Limits		
Gary Rd Extension Phase II			Frontage Road to I-55		
Description					
New interchange					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	5	5	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	0	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

MS 18: @ Sunset Dr

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1127	--	\$350,000	4	20	Medium-Low
Name			Limits		
MS 18			@ Sunset Dr		
Description					
Intersection study					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
0	5	0	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	0	0	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

Adkins Blvd/Colonial Cir: Ridgewood Rd to Old Canton Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1087	1.42	\$6,236,873	4	60	Low
Name			Limits		
Adkins Blvd/Colonial Cir			Ridgewood Rd to Old Canton Rd		
Description					
Widen to 4 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	15	5	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	10	5	5	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

I-20: Crossgates Blvd to US 80 east of Brandon

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1012	7.76	\$63,410,492	4	59	Low
Name			Limits		
I-20			Crossgates Blvd to US 80 east of Brandon		
Description					
Widen to 6 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
15	15	5	5	5	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	4	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	YES		[Blank] – No Consideration Concerns Found		

MS 18: I-20 to McDowell Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1092	1.04	\$4,579,522	4	58	Low
Name			Limits		
MS 18			I-20 to McDowell Rd		
Description					
Widen to 6 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	5	15	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	5	5	5	8	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Methodist Farm Rd: W Northside Dr to Hilda Dr

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1043	1.53	\$36,580,100	4	57	Low

Name

Methodist Farm Rd

Limits

W Northside Dr to Hilda Dr

Description

Widen to 4 lanes and new interchange

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	10	5	5	7

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

N State St: Barksdale St to Arlington St

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1110	0.74	\$638,621	4	50	Low

Name

N State St

Limits

Barksdale St to Arlington St

Description

Multimodal improvements; roadway maintenance; safety study

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	0	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	5	5	0	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
NO	YES		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Hanging Moss Rd: Meadow Rd to Woodhill Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1015	1.40	\$6,106,029	4	50	Low
Name			Limits		
Hanging Moss Rd			Meadow Rd to Woodhill Rd		
Description					
Widen to 4 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	15	5	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Greenway Ln Extension: Robinson Rd to John R Lynch St

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1042	0.83	\$12,261,904	4	48	Low

Name

Greenway Ln Extension

Limits

Robinson Rd to John R Lynch St

Description

New 4 lane divided and I-20 overpass

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	8

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

St. Augustine Dr: US 51 to Rice Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1054	1.64	\$6,682,364	4	48	Low

Name	Limits
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St. Augustine Dr

US 51 to Rice Rd

Description

Widen to 3 lanes

Project Scoring				
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Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
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5

15

5

0

0

Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
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5

0

5

5

8

Environmental Screening			
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Wetlands	Historic Property	Design Considerations	
YES	YES		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Robinson Rd: Raymond Rd to MS 18

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1016	1.24	\$5,277,354	4	47	Low
Name			Limits		
Robinson Rd			Raymond Rd to MS 18		
Description					
Widen to 4 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	5	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	5	5	5	7	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

Northside Dr: Williamson Rd to Pinehaven Dr

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1086	3.95	\$17,227,726	4	47	Low

Name

Northside Dr

Limits

Williamson Rd to Pinehaven Dr

Description

Widen to 4 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	5	7

Environmental Screening

Wetlands	Historic Property	Design Considerations	
NO	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

Raymond Rd: Siwell Rd to McDowell Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1017	2.54	\$11,208,925	4	45	Low
Name			Limits		
Raymond Rd			Siwell Rd to McDowell Rd		
Description					
Widen to 4 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	5	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

US 49 Frontage Roads: Peach St to Cox Ferry Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1065	1.76	\$12,939,798	4	44	Low
Name			Limits		
US 49 Frontage Roads			Peach St to Cox Ferry Rd		
Description					
New frontage roads					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	5	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	9	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

MS 475: I-20 to Old Brandon Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1036	1.28	\$5,713,499	4	43	Low
Name			Limits		
MS 475			I-20 to Old Brandon Rd		
Description					
Widen to 6 lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	5	5	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	5	8	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

Pinehurst Pl: N State St to Olive St

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1104	0.51	TBD	4	40	Low

Name	Limits
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Pinehurst Pl

N State St to Olive St

Description

Multimodal improvements

Project Scoring				
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Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
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5

15

0

0

0

Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
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5

0

5

0

10

Environmental Screening			
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Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO		

New Mannsdale Rd: Park Place Blvd to I-55

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1105	0.95	TBD	4	40	Low
Name			Limits		
New Mannsdale Rd			Park Place Blvd to I-55		
Description					
Multimodal improvements;safety study					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	15	0	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
5	0	5	0	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

2050 Metropolitan Transportation Plan Project Factsheets

I-55: @ I-20

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1122	--	\$25,750,000	4	39	Low
Name			Limits		
I-55			@ I-20		
Description					
Interchange improvement					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	15	0	0	5	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	0	9	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

Colony Park Blvd: Highland Colony Pkwy to US 51

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1119	1.84	\$2,418,282	4	38	Low
Name			Limits		
Colony Park Blvd			Highland Colony Pkwy to US 51		
Description					
Roadway maintenance; bike/ped improvements					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	15	0	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
5	0	5	0	8	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
YES	NO		[Blank] – No Consideration Concerns Found		

N West St: E Fortification St to E Woodrow Wilson Ave

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1116	1.01	\$3,449,419	4	37	Low

Name

N West St

Limits

E Fortification St to E Woodrow Wilson Ave

Description

Roadway maintenance

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
0	15	0	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	5	0	0	7

Environmental Screening

Wetlands	Historic Property	Design Considerations	
NO	YES		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

I-20: @ S Pearson Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1135	--	\$25,750,000	4	35	Low
Name			Limits		
I-20			@ S Pearson Rd		
Description					
Interchange improvement					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	5	5	0	5	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	5	0	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

I-20: @ I-55 and US 51

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1123	--	\$25,750,000	4	30	Low
Name			Limits		
I-20			@ I-55 and US 51		
Description					
Interchange improvement					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
5	10	0	0	5	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	0	0	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

Calhoun Station Pkwy: @ Gluckstadt Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1121	--	\$350,000	4	30	Low
Name			Limits		
Calhoun Station Pkwy			@ Gluckstadt Rd		
Description					
Intersection study					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
0	5	0	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
10	0	0	5	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

US 80: @ MS 475

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1126	--	\$350,000	4	20	Low

Name

US 80

Limits

@ MS 475

Description

Intersection study

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
0	5	0	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	0	0	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
NO	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

S College St: @ Sunset Dr

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1131	--	\$350,000	4	20	Low

Name

S College St

Limits

@ Sunset Dr

Description

Safety study

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
0	5	0	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	0	0	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
NO	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

MS 18: @ Provence Park

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1130	--	\$350,000	4	15	Low
Name			Limits		
MS 18			@ Provence Park		
Description					
Intersection study					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
0	5	0	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	0	0	10	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

MS 18: @ MS 468

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1134	--	\$350,000	4	15	Low

Name

MS 18

Limits

@ MS 468

Description

Intersection study

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
0	5	0	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	0	0	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
NO	NO		EM- Environmental Mitigation COM – Community Consideration [Blank] – No Consideration Concerns Found

I-55: County Line Rd to Old Agency Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1223	--	\$81,500,000	4	0	N/A
Name			Limits		
I-55			County Line Rd to Old Agency Rd		
Description					
Add 4 Lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
0	0	0	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	0	0	0	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

I-20: Pearl River to I-220

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1224	--	\$566,472,290	4	0	N/A
Name			Limits		
I-20			Pearl River to I-220		
Description					
Add 2 Lanes					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
0	0	0	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	0	0	0	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		

Underwood Dr: Maple St to Fox Hall Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1230	--	\$20,624,500	4	0	N/A
Name			Limits		
Underwood Dr			Maple St to Fox Hall Rd		
Description					
New 2 lane roadway					
Project Scoring					
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security	
0	0	0	0	0	
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score	
0	0	0	0	0	
Environmental Screening					
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation COM – Community Consideration		
NO	NO		[Blank] – No Consideration Concerns Found		