CMPDD

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CENTRAL MISSISSIPPI
PLANNING AND DEVELOPMENT DISTRICT

2050
Metropolitan Transportation Plan

DRAFT – Main Report
September 2025

Prepared by:

NEEL-SCHAFFER

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Reserved for adoption resolution.

Central Mississippi Planning and Development District
Metropolitan Planning Organization
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This document was prepared and published by the Central Mississippi Planning and Development District (CMPDD) Metropolitan Planning Organization (MPO), in coordination with and funded through Mississippi's Unified Long-Range Transportation Infrastructure Plan (MULTIPLAN) 2050 update, and was developed in cooperation with:

- U.S. Department of Transportation (USDOT)
- Federal Transit Administration (FTA)
- Federal Highway Administration (FHWA)
- Mississippi Department of Transportation (MDOT)
- Local City and County Government Agencies

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.

Note: The photographs used in this document are for illustrative purposes only.

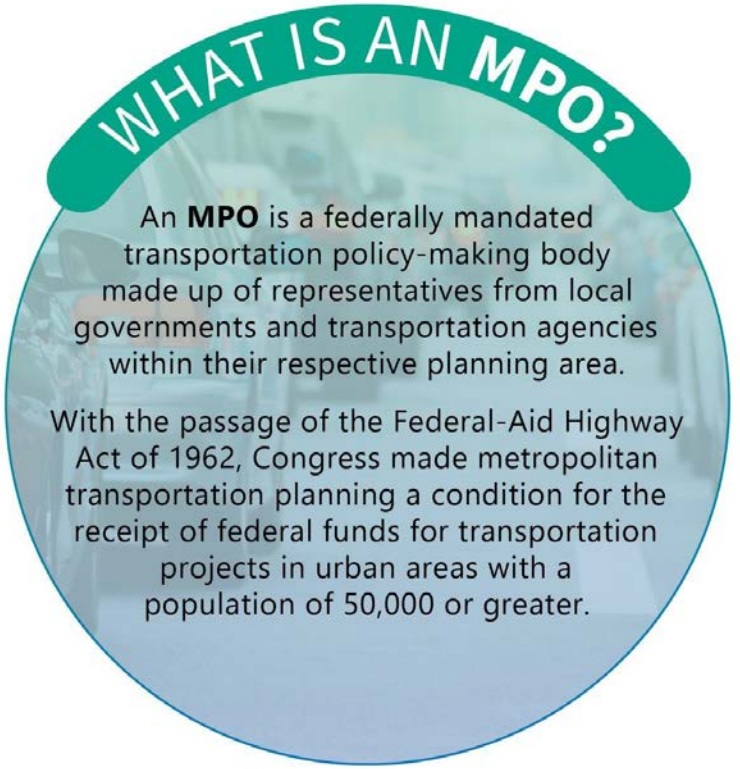
Table of Contents

1.0 The MPO and the Metropolitan Transportation Plan

The 2050 Metropolitan Transportation Plan is the defining vision for the region's transportation system and establishes long-term goals, objectives, and transportation priorities over the next 25 years. The plan is updated every five years to reflect new trends and priorities, incorporate new funding assumptions, and maintain compliance with Federal Regulations.

Considerations for travel on roads, rail, transit systems, bicycle/pedestrian trails, airports, and waterways are included in the plan, helping to ensure that expanding and diverse transportation networks are supported with a multi-modal planning approach.

The CMPDD serves as the Metropolitan Planning Organization (MPO) for the urbanized areas, and areas anticipated to be urbanized by the Year 2050, within Hinds, Madison, and Rankin Counties. The MPO planning area is illustrated in **Figure 1.1**.

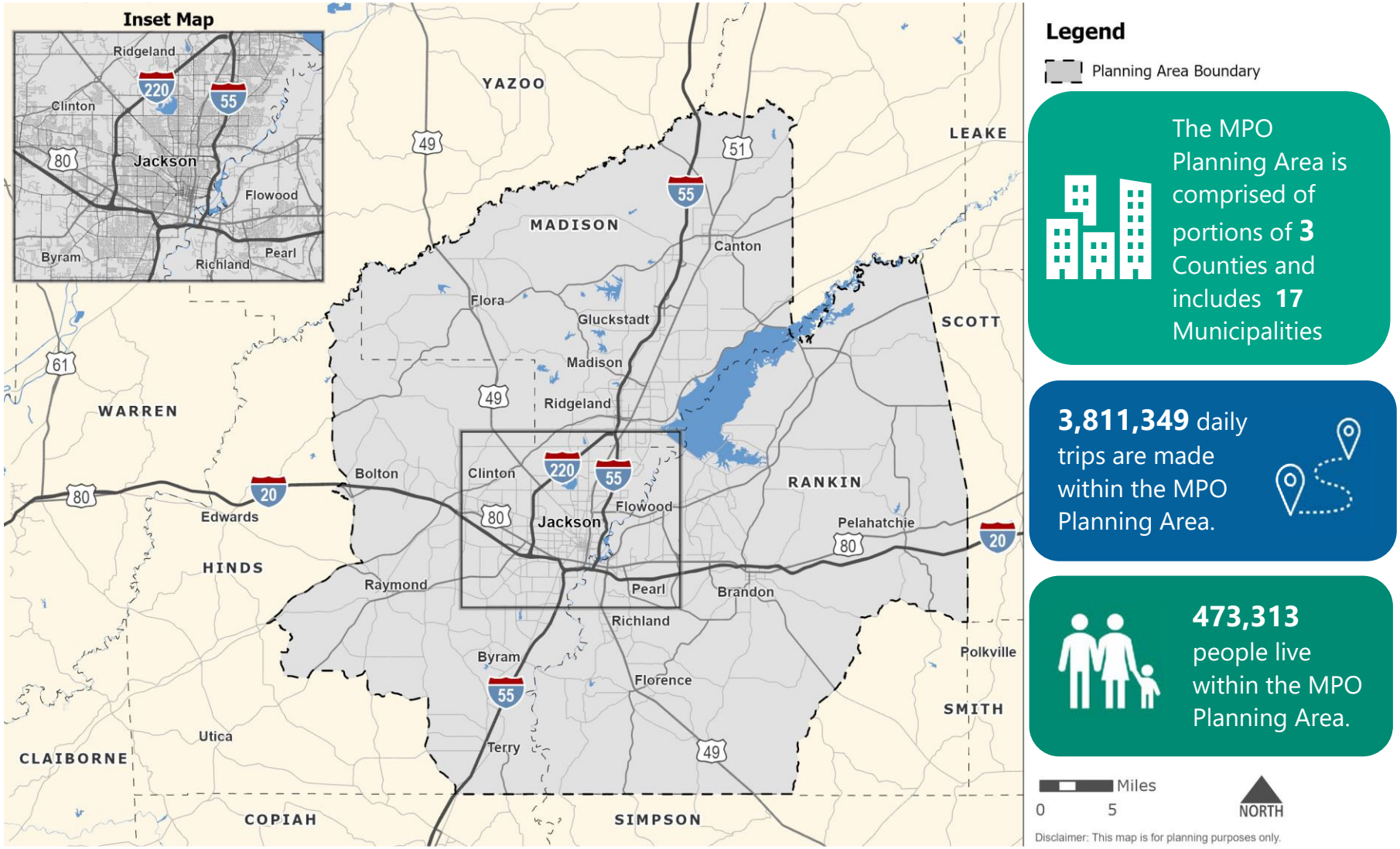


The MPO operates under a committee structure which includes the:

- Metropolitan Planning Policy Committee
- Intermodal Technical Committee
- Bicycle and Pedestrian Subcommittee
- Stakeholders Committee
- Other Committees as needed for specific projects

The Metropolitan Planning Policy Committee serves as the official governing authority for the MPO, and the three remaining committees serve in an advisory capacity to review and make recommendations on all transportation planning process procedures and products.

Figure 1: Metropolitan Transportation Plan 2050 MPO Planning Area



1.1 A Long-Range Plan for the Region's Multimodal Transportation System

The Metropolitan Transportation Plan builds from previous planning efforts and grows from the foundation set in the previous Metropolitan Transportation Plan. To ensure the plan aligns and considers the goals and progress of partner agencies, CMPDD coordinated with MDOT, local jurisdictions, and multiple federal, state, and local agencies throughout the planning process. Plans identified and reviewed during the plan development include the:

The Metropolitan Transportation Plan consists of seven technical reports that provide additional detail on the different aspects of the plan and its development. These are summarized below.

Analysis of the region's transportation infrastructure and details about the Metropolitan Transportation Plan development are discussed in the following Technical Reports:

1. **Model Development Report** – Updates to the model's inputs and forecast data for the region's Travel Demand Model
2. **State of the Current Systems** – Inventory and assessment of the existing infrastructure
3. **Transportation Performance Management** – Existing performance targets and regional performance
4. **Needs Assessment** – Discussion of anticipated growth and analysis of existing and future needs
5. **Plan Development** – Review of public outreach, forecast funding, project prioritization, and selection of Metropolitan Transportation Plan projects
6. **Congestion Management Process** – Updates the region's Congestion Management Process based on plan results
7. **Federal Compliance Checklist** – Review of federal requirements and Metropolitan Transportation Plan compliance

1.2 What Guides the Metropolitan Transportation Plan?

Federal law requires each MPO to prepare and update a fiscally constrained long-range Metropolitan Transportation Plan. This is done in accordance with the ten planning factors outlined by federal legislation.

1.3 Metropolitan Transportation Plan Revisions

Periodically, as needs and conditions change, it becomes necessary to revise the Metropolitan Transportation Plan. There are two forms of revision – administrative modifications and amendments. Information on how the MPO defines the procedures for revision is outlined in the MPO's Participation Plan.

Federal legislation requires the MTP to consider
10 PLANNING FACTORS:


Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency


Increase the safety of the transportation system for motorized and non-motorized users


Increase the security of the transportation system for motorized and non-motorized users


Increase accessibility and mobility of people and freight


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


Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

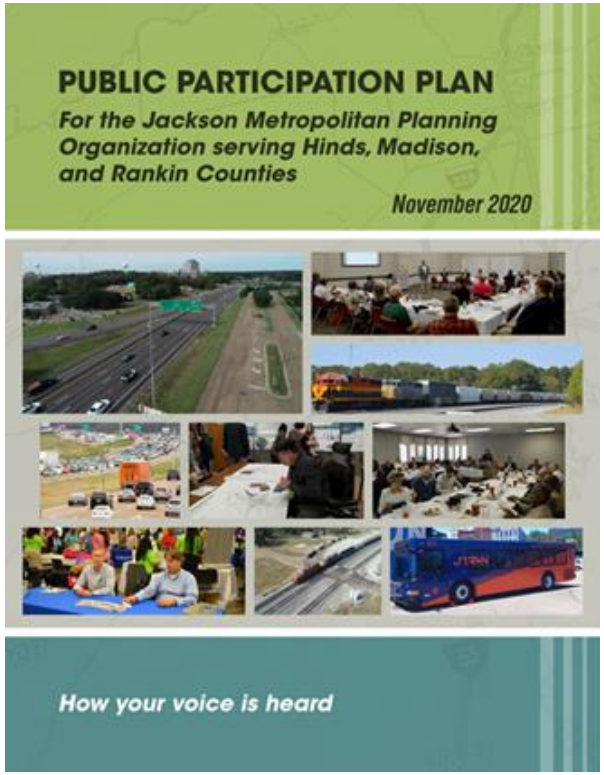

Promote efficient system management and operation


Emphasize the preservation of the existing transportation system


Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation


Enhance travel and tourism

1.4 Community Involvement



Community involvement was a key component in the development of the 2050 Metropolitan Transportation Plan. This involvement was guided by the MPO's Public Participation Plan which outlines strategies for public involvement in developing and maintaining transportation planning documents. It emphasizes transparency and ensures ample opportunities for public review and comment were provided to maintain an open participation process.

Details on how the plan addressed community involvement throughout the planning development process can be found in *Technical Report #5: Plan Development*.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TRANSPORTATION GOAL
Budget Priorities


GOLDMAN
MAYOR'S FUN
WALK


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

2.0 Planning Process and Outreach

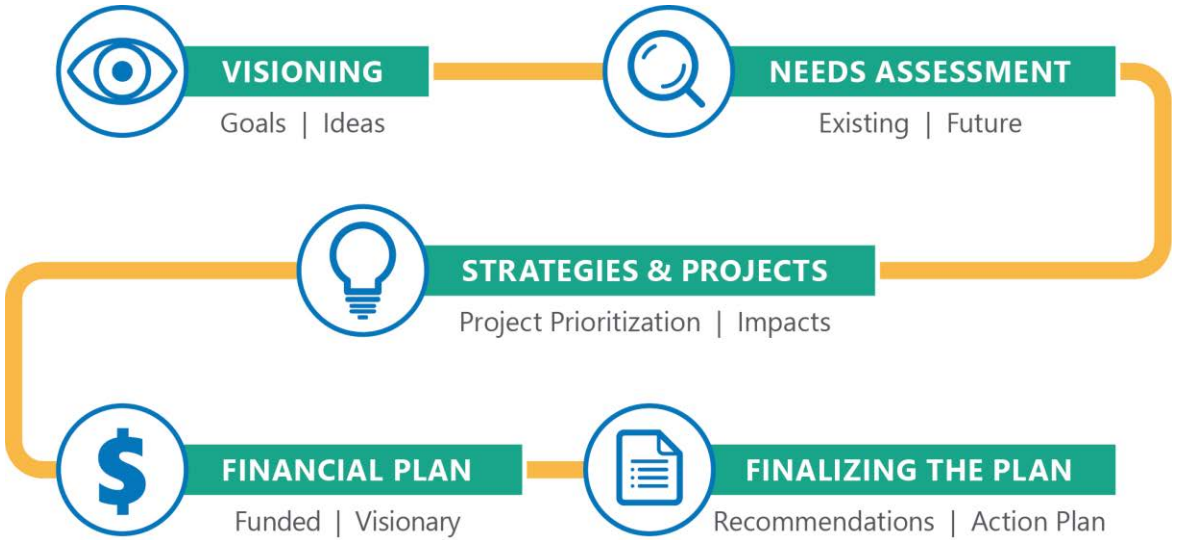
2.1 Metropolitan Transportation Plan Planning Process

The primary purpose of metropolitan transportation planning is to ensure transportation planning in urbanized areas is executed to meet federal requirements and incorporate a 3-C (Continuing, Cooperative, and Comprehensive) planning process with key participants and stakeholders. As a result, long-range transportation plans:

- ☑ Are based on the most current information
- ☑ Reflect regional needs and priorities that are consistent with those of the state
- ☑ Considers all modes of transportation
- ☑ Are consistent with other planning efforts

2.2 Outreach and Engagement

Development of the Metropolitan Transportation Plan was guided by input from the general public, stakeholders, and MPO partners. These groups provided important insight into local and regional transportation concerns and priorities. An overview of engagement results is included in **Section 2.3**, and a detailed summary of the outreach process is discussed in *Technical Report #5: Plan Development*.



2.3 Establishing Transportation Priorities

During the outreach phase, multiple in-person and virtual opportunities were held to gather public input. This was done across three rounds of engagement, each with their own goals for participation.

The first round, in addition to requesting input, focused on public education and information efforts. The second built from the first and requested input to better clarify transportation concerns and potential solutions. The third and final round provided the draft plan for review and input.

Federal regulations combined with input from the public, stakeholders, and MPO partners helped to establish the transportation priorities. A summary of engagement and results from each round is included in the following pages.

Round 1 of outreach occurred at the beginning of plan development, and key findings from this round helped guide the planning process. In-person and virtual events were used to inform and encourage the public to take a survey and provide feedback. Survey elements included short answer identification of challenges and solutions, a goal ranking exercise, and a budget allocation exercise.

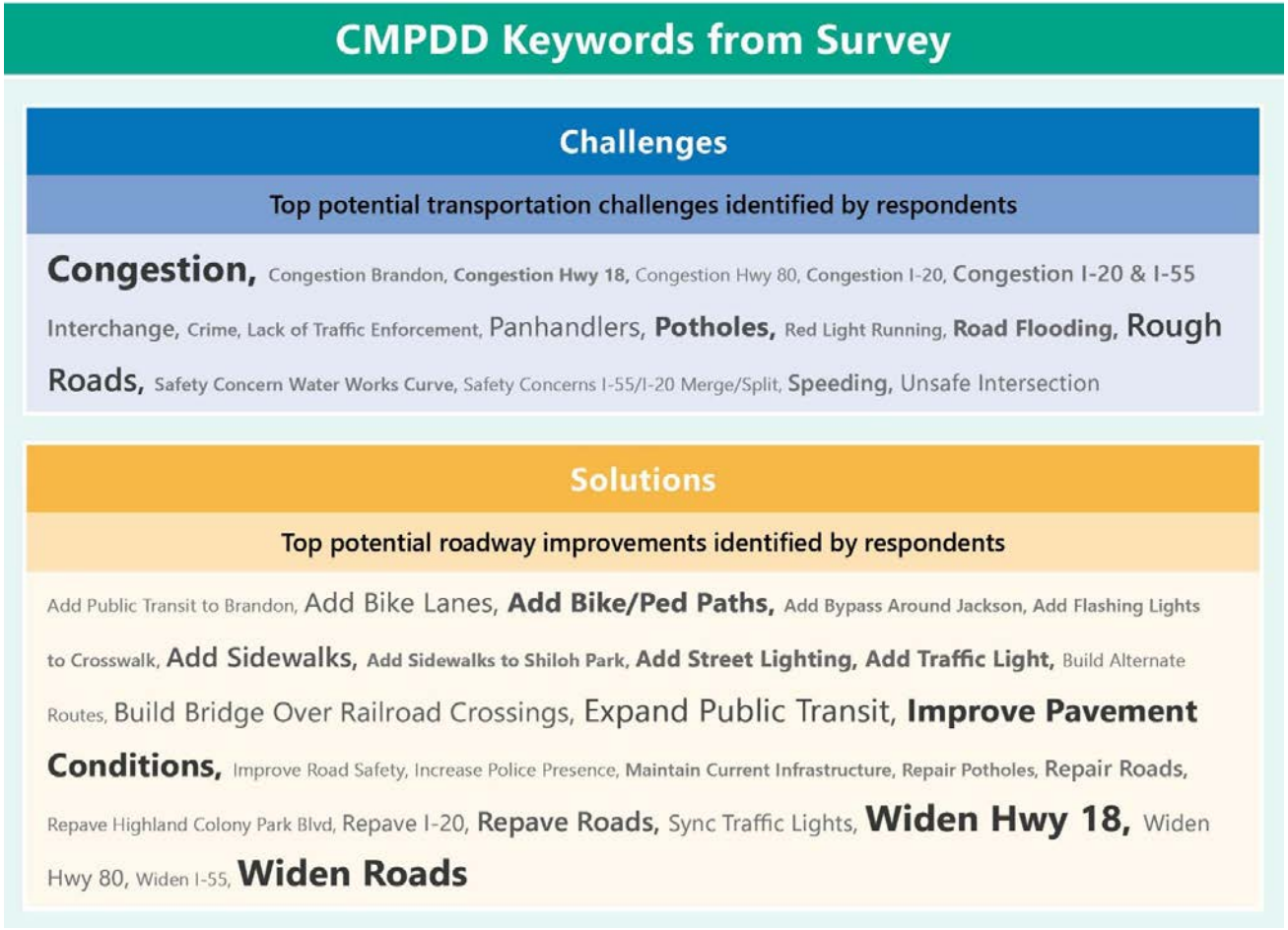
The short-answer question allowed for the identification of commonly used words, or keywords, from both the challenges and solutions responses. The identification of these keywords allows for a general overview of public sentiment on what are the most common transportation challenges that need to be addressed, and what potential solutions the public may support.

Challenges Keywords

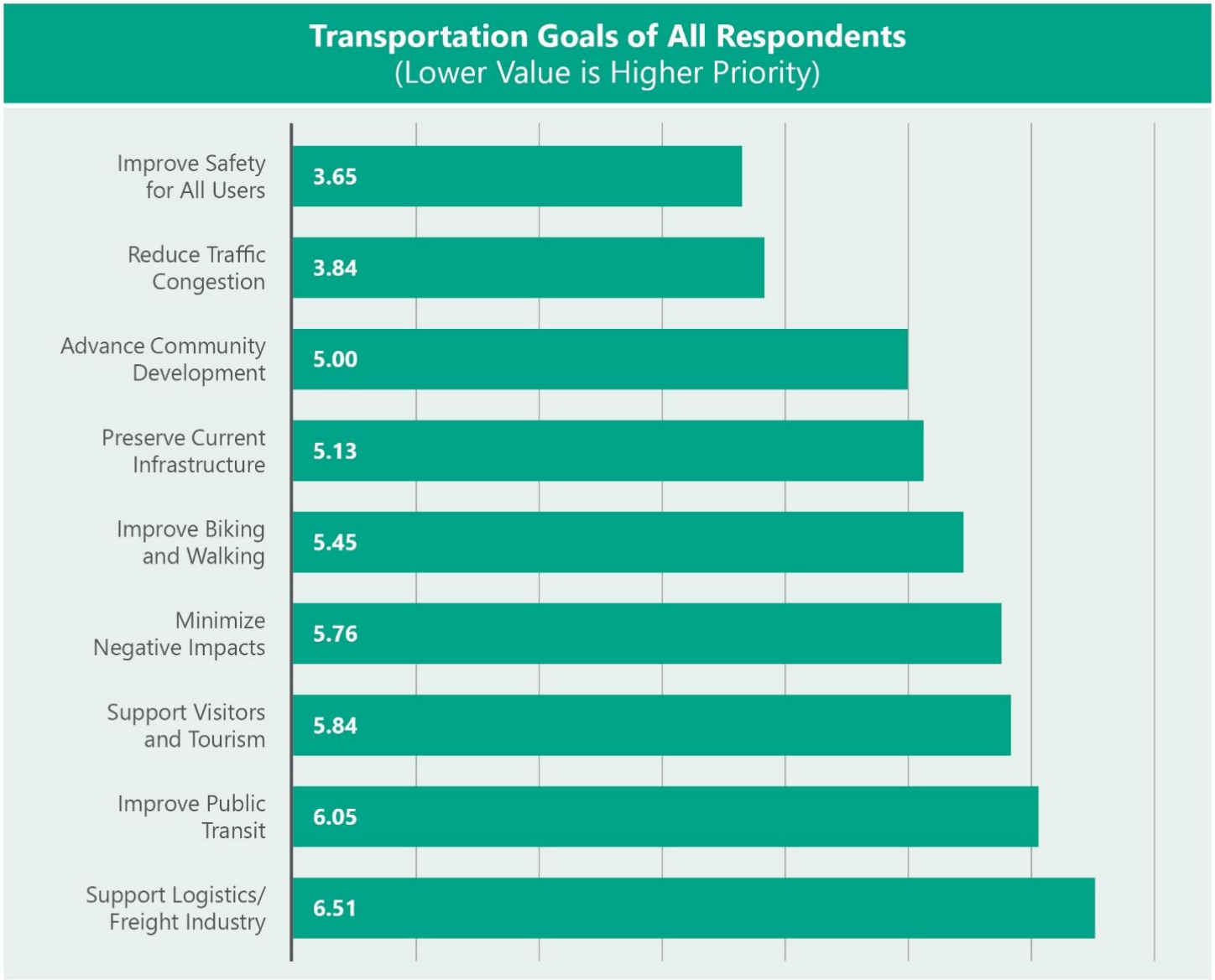
- congestion
- poor pavement conditions
- potholes

Solutions Keywords

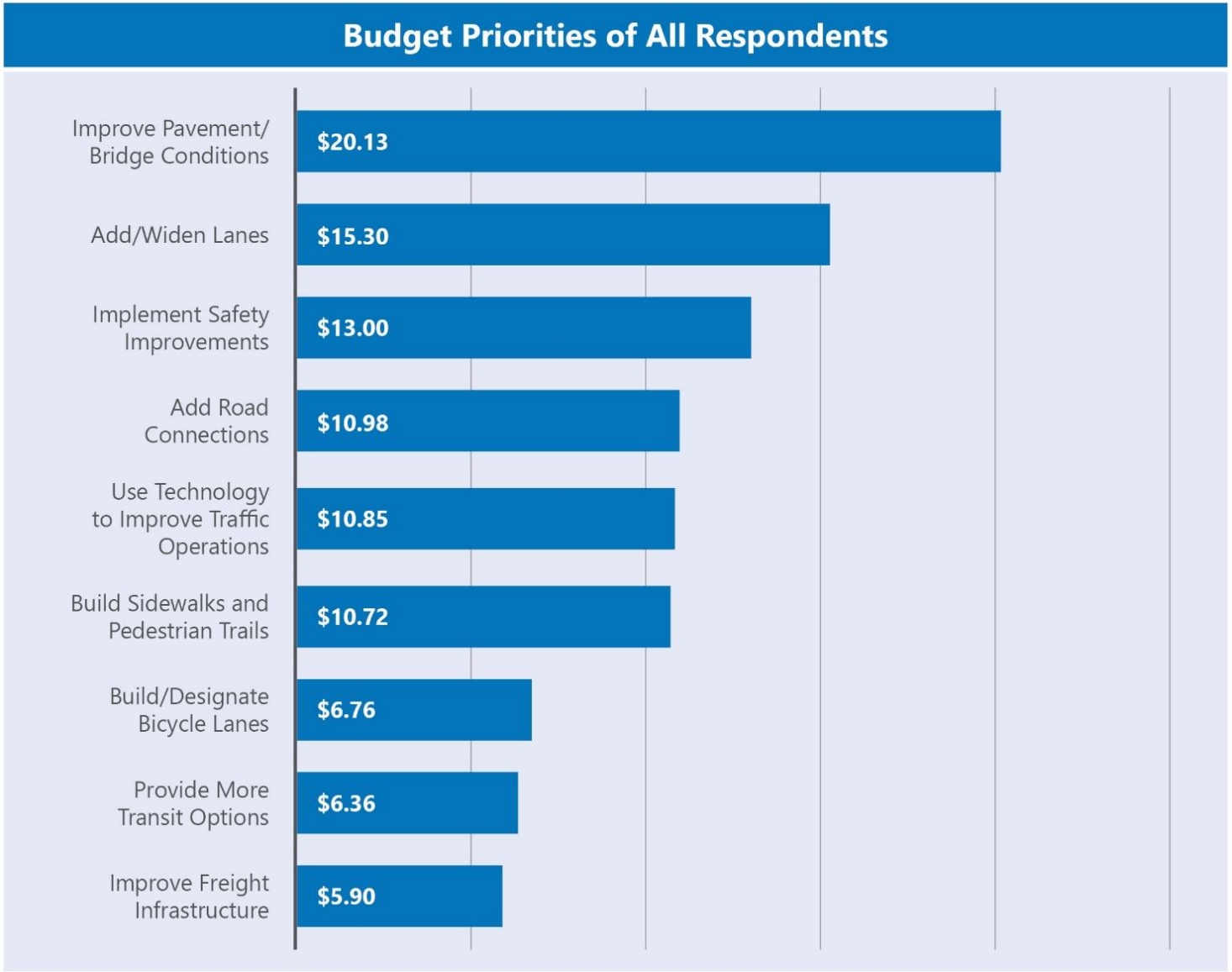
- widen roads (generally)
- widen Hwy 18
- improve pavement conditions
- expand public transit
- expand multimodal infrastructure



When asked to rank transportation goal priorities, survey participants identified safety improvements for all users, reducing traffic congestion, and advancing community development as the greatest priorities for regional goals.

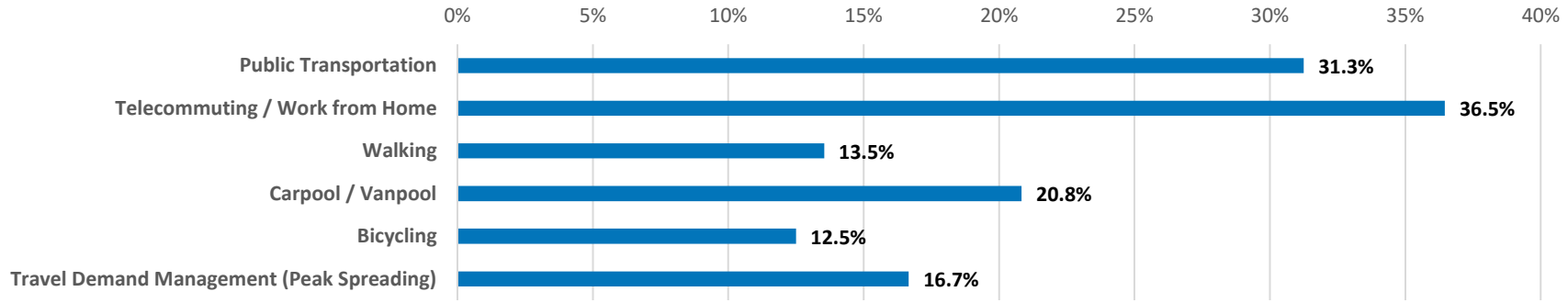


When asked to budget priorities, participants allocated the most budget to improving pavement and bridge conditions and adding/widening lanes.



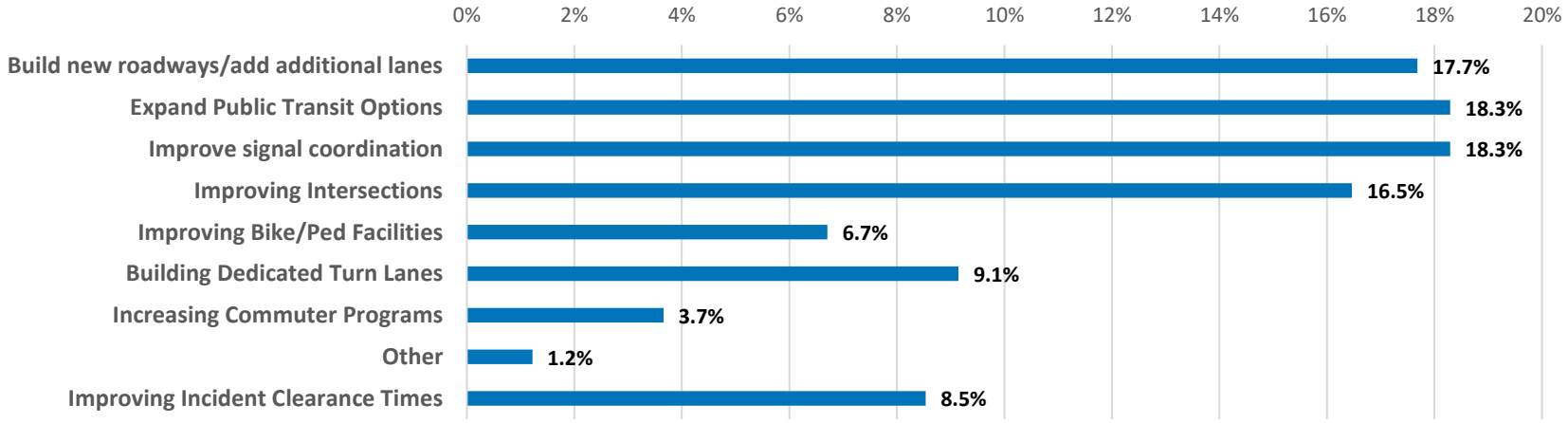
Round 2 of community engagement focused on building off the first round of engagement results and encouraged the public to review and provide input on transportation strategies to reduce congestion. Survey respondents identified their top non-single occupancy vehicle strategies as:

- public transportation
- telecommuting or work from home
- carpool or 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



In addition to the public input gathered in **Round 2**, bicycle and pedestrian stakeholders were asked to review and prioritize non-motorized transportation projects. The results from both the public and stakeholder input gathered, detailed in *Technical Report 5: Plan Development*, helped to inform some of the strategies identified in the Metropolitan Transportation Plan.

Round 3 focused on informing the public about the draft plan and receiving final input. Community meetings for this round were held in each of the MPO's counties.

2050 MULTIPLAN
THE FUTURE IN MOTION

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

MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

CMPDD
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CENTRAL MISSISSIPPI PLANNING AND DEVELOPMENT DISTRICT

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 mpo@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.

Wednesday, Oct. 1, 11am - 1pm
Medgar Evers Library
4215 Medgar Evers Blvd
Jackson, MS 39213
Hosted by CMPDD

Tuesday, Oct. 7, 4pm – 6pm
Madison Public Services Complex
1239 Highway 51
Madison, MS 39110
Hosted by CMPDD

Tuesday, Oct. 21, 4pm – 6 pm
Central Mississippi Planning and Development District
1020 Centre Pointe Blvd
Pearl, MS 39208
Hosted by CMPDD and MDOT

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 mpo@cmpdd.org.

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

3.0 Plan Vision, Goals, and Objectives Statements

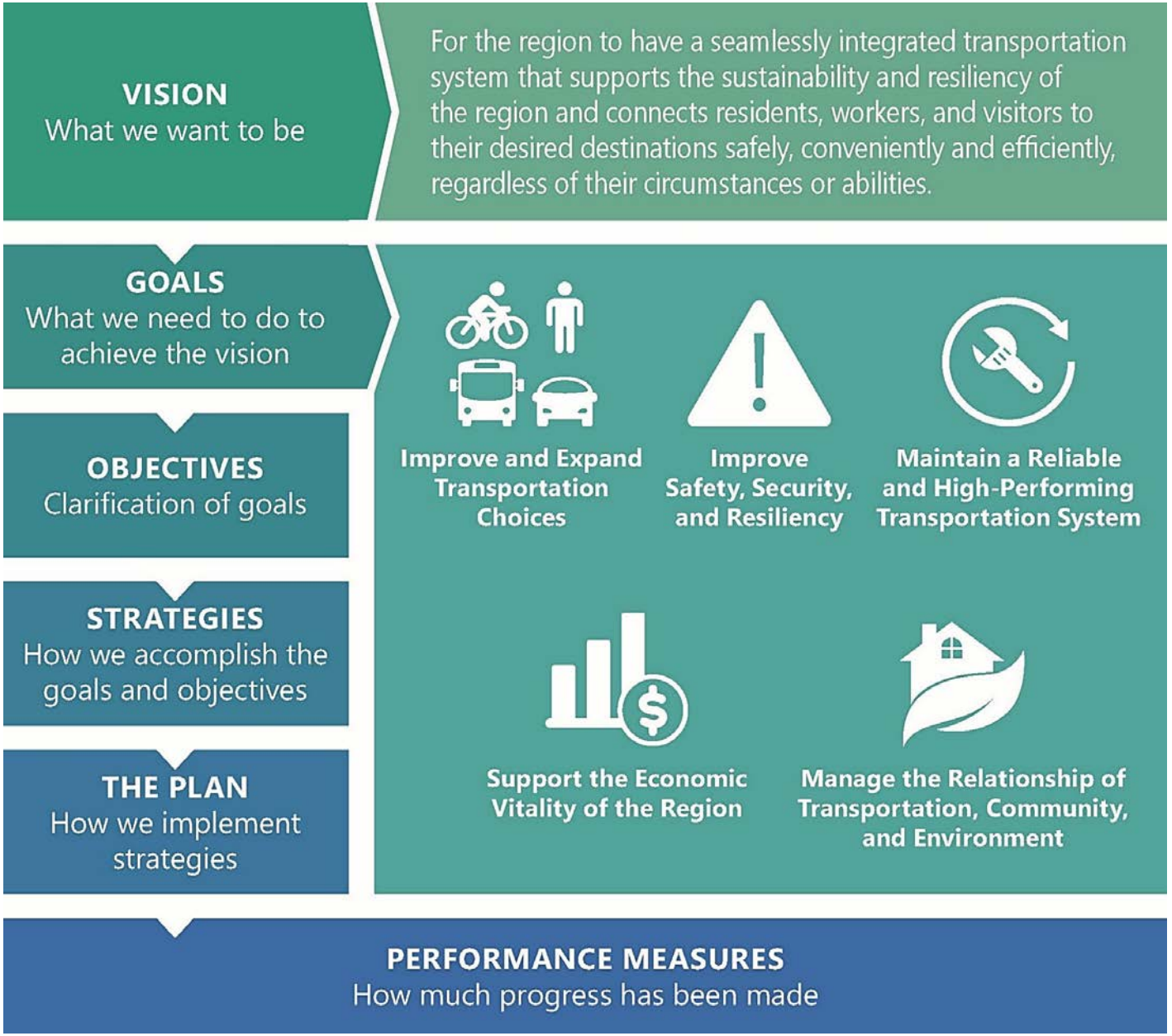
The following statements were crafted to provide guidance throughout plan development and support the region's future transportation system. These goals are consistent with previous plan updates and directly align with federal planning factors. The plan's strategic framework, goals and objectives, and their relationship to the national planning goals are discussed in *Technical Report #5: Plan Development*.

3.1 Goals and Objectives

During this process, five goals and their respective objectives were identified to help support the overarching transportation vision of the MPO planning region. The goals include:

1. Improve and Expand Transportation Choices
2. Improve Safety, Security, and Resiliency
3. Maintain a Reliable and High-Performing Transportation System
4. Support the Economic Vitality of the Region
5. Manage the Relationship of Transportation, Community, and Environment

Objectives for each, which were used to help determine if a project was consistent with planning area vision and goals, are detailed in the following pages.


VISION
What we want to be
For the region to have a seamlessly integrated transportation system that supports the sustainability and resiliency of the region and connects residents, workers, and visitors to their desired destinations safely, conveniently and efficiently, regardless of their circumstances or abilities.
GOALS
What we need to do to achieve the vision
OBJECTIVES
Clarification of goals
STRATEGIES
How we accomplish the goals and objectives
THE PLAN
How we implement strategies
Improve and Expand Transportation Choices
Improve Safety, Security, and Resiliency
Maintain a Reliable and High-Performing Transportation System
Support the Economic Vitality of the Region
Manage the Relationship of Transportation, Community, and Environment
PERFORMANCE MEASURES
How much progress has been made

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 Transportation 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.

4.0 Transportation Investment Needs

High-quality and well-connected multimodal transportation systems are vital to support the region's growing economy and vibrant communities. Sustained investments to these systems help promote the safe and efficient travel for all users, whether they are local residents, commuting workers, or visiting tourists. Although preserving, modernizing, and expanding transportation infrastructure requires significant investment, it is necessary to consistently meet the changing needs presented by population and economic growth.

Key Benefits of Transportation Investment

- Safer travel
- Shorter and more reliable travel times
- Increased accessibility
- Expanded access to jobs
- Improved quality of life
- Enhanced economic competitiveness

4.1 A Multimodal System Snapshot

The following graphics and illustrations provide an overview of the multimodal system within the MPO planning area. This includes information on the different types of transportation infrastructure, how much each are used, and, generally, their performance or condition.

Railroads

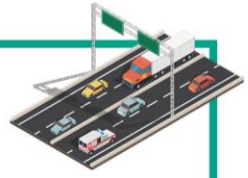
3 SIGNIFICANT FREIGHT RAILROADS: Kansas City Southern, Canadian National & Grenada Railway

Aviation

4 PUBLIC USE AIRPORTS

Jackson-Evers International, Hawkins Field, Bruce Campbell Field, and John Bell Williams Airports

Highways



Roughly **1,540 CENTERLINE MILES** of roadway functionally classified as Collector or higher in the MPO planning area

Bike & Pedestrian

Network consists of approximately **800 MILES** of pedestrian and bicycle facilities

Transit

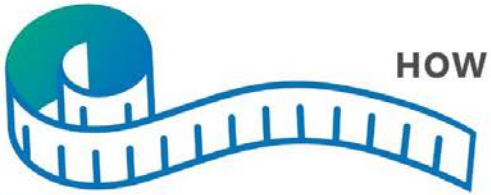
JTRAN serves around **402,460 passenger trips** annually

Bridges

Over **1,050 BRIDGES** within, or bordering, the MPO planning area

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

Source: *American Community Survey 2022 5-Year Estimates*



HOW DOES THE REGION'S TRANSPORTATION MEASURE UP?

Roadway Safety

83.2 **FATALITIES** per year | **589.0** **SERIOUS INJURIES** per year

Bicyclist/Pedestrian Safety

52.2 **FATALITIES** or **SERIOUS INJURIES** among non-motorized users per year

Transit Safety

0.2 **FATALITIES** | **17** **INJURIES** among transit users per year

Transit Condition

56% of buses exceed their **USEFUL LIFE BENCHMARK (ULB)**

Interstate Pavements

71.8% of interstate pavements are in **GOOD** condition

0.2% of interstate pavements are in **POOR** condition

Non-Interstate NHS Pavements

13.5% of non-interstate pavements are in **GOOD** condition

18.6% of non-interstate pavements are in **POOR** condition

Bridge Quality

49.7% of bridges are in **GOOD** condition

3.3% of bridges are in **POOR** condition

Interstate Reliability

100% reliable Interstate routes

Roadway Reliability

84.9% reliable non-interstate NHS routes

Freight

Truck Travel Time Reliability Index on the Interstate is **1.18**

NHS - National Highway System

4.2 Growth Fueling Transportation Demand

Changing economic and population characteristics, energy regulations, environmental concerns, and new technologies can each impact trends in transportation, travel behavior, and revenue over time. The presence of people and their access to jobs, goods, and/or services, however, has the most direct influence on transportation demand. Consequently, total population is usually a prime indicator of overall system use for a region.

Population

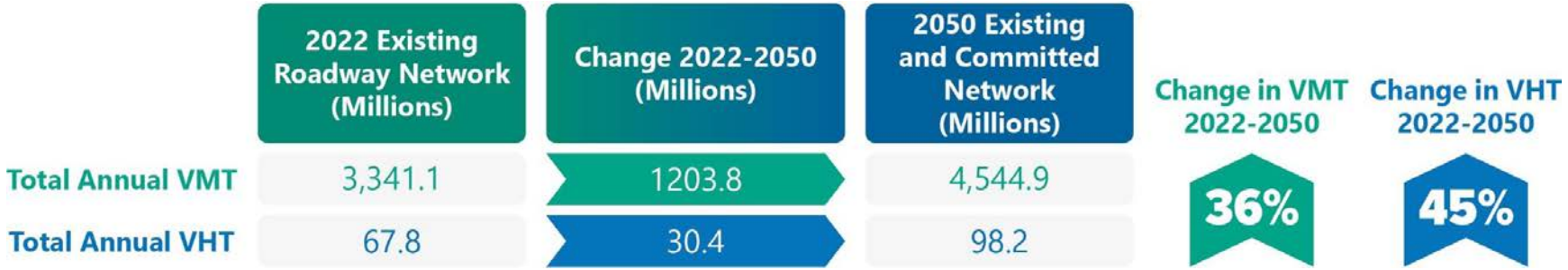
Future population projections show that the region will continue to grow from just over 473,000 persons in 2022 to just over 606,000 in 2050, a growth of approximately 133,000 additional residents.

Economy

Between 2023 and 2050, the total number of employees is expected to increase from about 229,500 in 2022 to just under 303,000 in 2050, a growth of approximately 73,500 employees.

Vehicle Miles Traveled and Vehicle Hours Traveled

Vehicle Miles Traveled measures the total number of miles traveled by all vehicles on the region's roadways. An increase in miles traveled represents an increase in either the number of vehicles travelling or length of chosen route, such as to avoid congestion. Increases in Vehicle Miles Traveled over time are the result of population and employment growth, limited infrastructure improvements, and transportation policy changes. With only the anticipated additional projects that comprise the Existing + Committed Transportation Network, the Vehicle Miles Traveled is expected to increase by 36 percent, while Vehicle Hours Traveled is expected to increase by 45 percent. A deeper analysis of the changes to the roadway network is discussed in *Technical Report #4: Needs Assessment*.



Environmental Factors

Environmental factors can greatly impact transportation infrastructure and operations. Within the MPO planning area, natural events; such as flooding, tornadoes, and extreme winter weather; and infrastructure hazards, such as dam and levee failure, were noted as posing a moderate or higher risk to the region. Mitigating these events requires maintaining existing infrastructure, so it can withstand deterioration, and providing alternative routes when roadway or bridge failure does occur.

Urbanization of the Population

Changes in travel behavior are mainly driven by the evolving needs and wants of people and where they wish to live or work. The desire for convenient access to housing, jobs, school, social gatherings, and more, can increase the demand on transportation networks. A focus on higher density development, especially mixed-use development, can help to address this. Increased population density promotes non-single occupancy vehicle trips and supports non-motorized and cost-effective transit trips, reducing congestion and the need for more costly highway infrastructure. Mixed use development also allows for the development of non-residential community destinations, such as shops, restaurants, medical centers, grocery stores, and other similar facilities near where people live.

Global Policy and Transportation Investments

Global markets rely heavily on connected and well-maintained transportation networks. Freight projections indicate that commerce and trade will continue to grow throughout the region from 2022 to 2050, leading to an increase in transported freight tonnage, value, and volume. Increases in freight traffic will also increase the demand for transportation facilities. This can create new or exacerbate existing roadway congestion concerns as more freight vehicles are needed to move the goods to another freight mode, destination, or other location.

5.0 Funding Availability

Transportation investments are necessary to maintain existing infrastructure, modernize and/or upgrade existing assets, and provide additional roadway capacity. Investment sources, their anticipated contribution to funding transportation projects, and the timeline of funding availability were identified.

To best match transportation funding to future multimodal transportation projects, the MPO used the anticipated funding data to prepare a staged anticipated funding list, shown in **Table 1**. This list informed the staged improvement program, detailed in **Chapter 6**.

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.

Table 1: Anticipated Revenues by Source and Transportation Improvement Program Stage

Funding Source	Transportation Improvement Program Stage			Total Staged Program
	Stage 1 (2025 - 2030)	Stage 2 (2031 - 2040)	Stage 3 (2041 - 2050)	
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**

6.0 Staged Improvement Program

The staged improvement program includes the identified capital and maintenance transportation projects that best address the needs of the region which can be implemented within the anticipated available funding. This allows for the region's priorities to be addressed in line with budgetary and financial constraints. *Technical Report #5: Plan Development* describes project development, cost estimates, prioritization, and implementation.

6.1 Roadway Capital and Maintenance Projects

Projects planned for implementation are prioritized and outlined in the fiscally constrained list displayed in **Table 2**. Stage 1 projects form the Existing Plus Committed (E+C) Transportation Network and include projects which are open for traffic, currently under construction, or are identified in the Transportation Improvement Program with programmed funding. The remaining projects, identified in Stages 2 and 3, are projects local agencies within the MPO region wish to construct using the funds forecasted to be available in the future.

The visionary projects, shown in **Table 3**, are unfunded or unprogrammed in the fiscally constrained list of projects. Although no funding was identified for visionary projects, these are included as identified projects in the case that additional funding does become available. The Metropolitan Transportation Plan's financial summary is displayed in **Table 4**.

Figure 6.1: Fiscally Constrained Capacity Projects

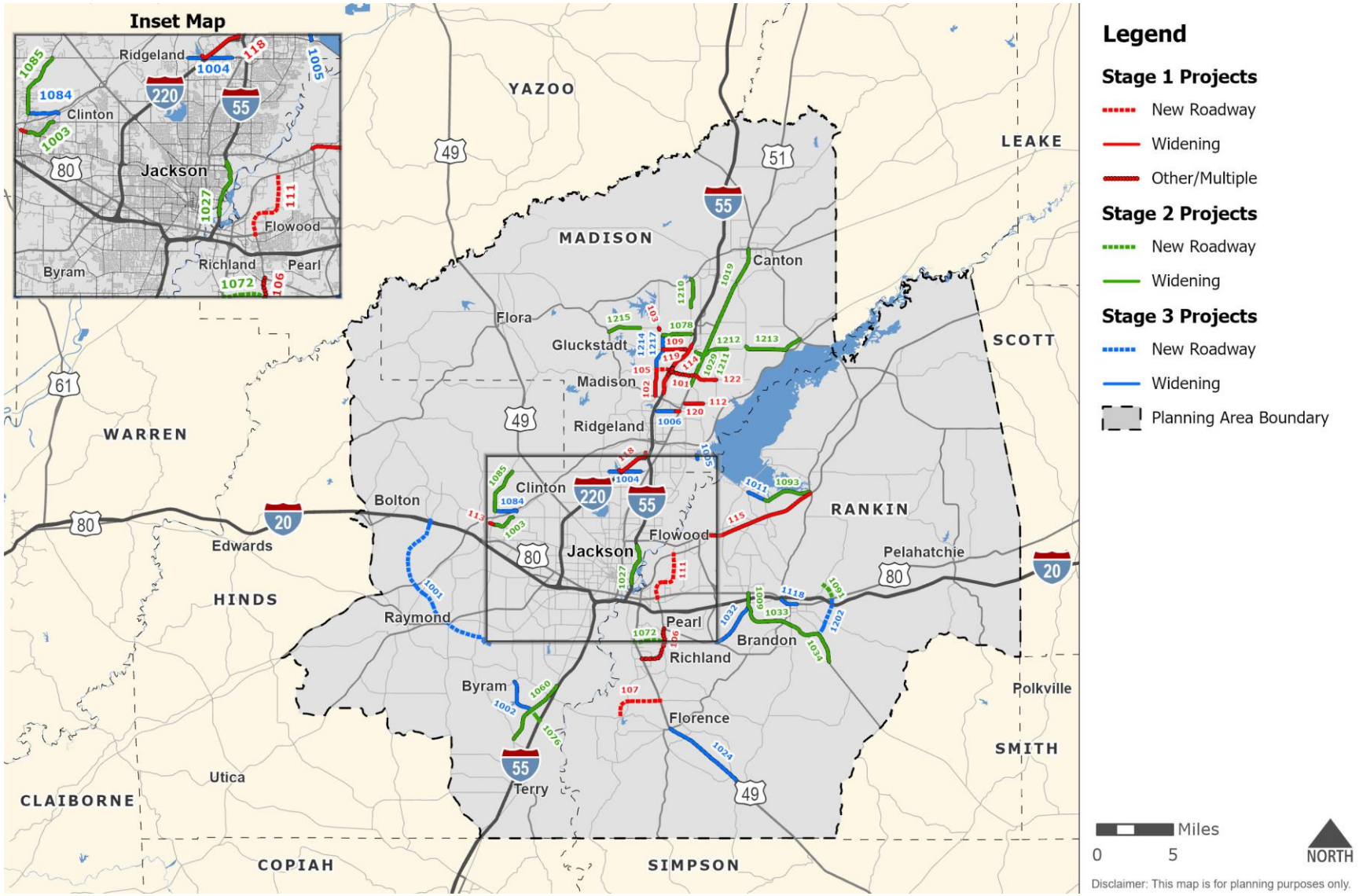


Table 2: Fiscally Constrained Projects

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

MTP_50 ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction(s)	Stage /Tier	Program Stage (YOE) Cost	Funding Category
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
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

MTP_50 ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction(s)	Stage /Tier	Program Stage (YOE) Cost	Funding Category
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	Harbor Dr	Lake Harbor Dr to 0.35 miles north of Lake Harbor 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

MTP_50 ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction(s)	Stage /Tier	Program Stage (YOE) Cost	Funding Category
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
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 3: Visionary Project Listing

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	Reunion Pkwy to SR 22	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	Hinds County & Madison County	Congestion Mitigation
1052	N Airport Rd Extension	Liberty Rd to Old Fannin Rd	New 2-lane roadway	$23,968,034	3.26	Flowood & Rankin County	Congestion Mitigation

MTP_ 50 ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
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

MTP_ 50 ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
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
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	Madison County & Hinds County	Congestion Mitigation
1220	I-20 Loop Interchange	US 80 (Exit 59)	Interchange improvement	$25,750,000	--	Brandon, Rankin 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	Dewees Rd to Catlett Rd	Widen to 5 lanes	$28,529,713	1.23	Madison County	Congestion Mitigation
1221	N Shore Pkwy	Fannin Landing Cir to MS 471	Widen to 4 lanes	$35,626,064	2.57	Rankin 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

MTP_ 50 ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
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

MTP_ 50 ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
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
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

MTP_50 ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
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

MTP_ 50 ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
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 Mannsdale 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

MTP_ 50 ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
1123	I-20	@ I-55 and US 51	Interchange improvement	$25,750,000	--	Jackson	Pavement Management
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

Table 4: Metropolitan Transportation Plan Financial Summary

	Stage 1 (2025 – 2030 TIP)			Stage 2 (2031-2040)		
	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
Congestion Mitigation (widening or new construction)	$211,613,002	$211,613,002	$0	$468,915,423	$469,005,960	$90,537
Safety Improvements	$24,518,762	$24,518,762	$0	$103,404,994	$103,404,994	$0
Bridge Repair	$9,678,790	$9,678,790	$0	$32,014,819	$32,014,819	$0
Transportation Alternatives	$6,951,660	$6,951,660	$0	$36,607,850	$36,607,850	$0
Local	$52,903,251	$53,379,672	$476,421	$119,940,312	$174,087,480	$54,147,168
Total Capital Improvements	**$357,948,948**	**$358,425,369**	**$476,421**	**$976,852,930**	**$1,031,090,635**	**$54,237,705**
Transit	$63,920,908	$63,920,908	$0	$148,493,077	$148,493,077	$0
Total MTP	**$421,869,856**	**$422,346,277**	**$476,421**	**$1,125,346,007**	**$1,179,583,712**	**$54,237,705**

Table 4: Metropolitan Transportation Plan Financial Summary, Cont.

	Stage 3 (2041-2050)			Total Staged Program		
	Program Cost	**Revenue**	**Balance**	**Program Cost**	**Revenue**	**Balance**
Pavement Management (includes overlay and reconstruction)	$263,265,654	$263,265,654	$0	$531,518,669	$531,518,669	$0
Congestion Mitigation (widening or new construction)	$566,348,042	$571,715,648	$5,367,606	$1,246,876,468	$1,252,334,610	$5,458,143
Safety Improvements	$126,050,110	$126,050,110	$0	$253,973,866	$253,973,866	$0
Bridge Repair	$39,025,885	$39,025,885	$0	$80,719,494	$80,719,494	$0
Transportation Alternatives	$44,624,764	$44,624,764	$0	$88,184,274	$88,184,274	$0
Local	$160,469,000	$174,675,885	$14,206,885	$333,312,563	$402,143,037	$68,830,474
Total Capital Improvements	**$1,199,783,455**	**$1,219,357,946**	**$19,574,491**	**$2,534,585,333**	**$2,608,873,950**	**$74,288,617**
Transit	$181,012,231	$181,012,231	$0	$393,426,216	$393,426,216	$0
Total MTP	**$1,380,795,686**	**$1,400,370,177**	**$19,574,491**	**$2,928,011,549**	**$3,002,300,166**	**$74,288,617**

6.2 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. As the timeframe of each strategy may vary, these are also identified as either short- or long-range.

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. Additionally, the MPO can assist with obtaining funds or applying for grants.

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. While many of these activities are currently undertaken by CMPDD and its partner agencies, the MPO can serve as a liaison between 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 Transportation Demand Management 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.

7.0 Plan Performance and Summary

7.1 Staged Improvement Program Impacts

To understand the impact of the staged improvement program on the transportation network, annual measures of effectiveness were projected utilizing the anticipated growth and the implementation of the committed roadway projects. The results of this analysis indicate that vehicle miles traveled will increase by over 5.3 million miles between 2025 and 2050. This is anticipated to increase travel time by nearly 149,000 hours and delay by over 27,000 by 2050.

By implementing the Staged Improvement Program, the MPO planning area could experience a reduction in the expected travel time and delay increases, as illustrated below, when compared to a network with no further improvements.

7.2 Environmental Screening

Environmental screening was conducted to determine what impacts, if any, identified transportation projects may have on the natural environment within the MPO region. These impacts are project-specific and depend on the type, scope, and location of the project. By considering environmental impacts in early stages of project planning and development, potential obstacles can be identified and avoided. Additionally, early coordination on project development can bolster inter-agency coordination, support expedited project delivery, and lead to more sustainable outcomes.

During the development of the Metropolitan Transportation Plan, each project was screened for potential impacts to community resources. Projects which are likely to have a negative impact on the natural environment or community resources received fewer points during project prioritization. The number of projects that could potentially impact these resources is displayed in **Table 5**.

Table 5: Number Of Projects with Potential Direct Impacts by Resource Type

Resource Type	Projects with Potential Impacts
Wetlands	93
Airports	4
Park, Reserve, Public Land	10
State Park	2
Wildlife Management Area	0
National Register of Historic Places Property or District	14
Churches/Cemeteries	63
Critical Habitat	9
Superfund Sites	1
Communities	84

The MPO works with resource agencies when appropriate during the long-range planning and project development processes. As each project will vary in how it may impact environmentally sensitive areas, different mitigation measures will be selected as appropriate to address the project-specific impact type and severity of impact.

Mitigation measures, including changes to potential transportation projects to reduce these impacts, are also described in *Technical Report #5: Plan Development*.

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For more information on the 2050 Metropolitan Transportation Plan, visit www.cmpdd.org.

This plan was developed as part of the Mississippi Unified Long-Range Transportation Infrastructure Plan (MULTIPLAN), sponsored by the **Mississippi Department of Transportation.** MULTIPLAN is a coordinated effort to develop MDOT's statewide long-range transportation plan and the plans for three of the Metropolitan Planning Organizations across the state.

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