

Federal Fiscal Years 2012-2015

STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM

STIP



Presented by the
Mississippi Department of Transportation

**MDOT STIP
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEAR 2012-2015**

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MDOT STIP

Mississippi Department of Transportation
Statewide Transportation Improvement
Program

Fiscal Years 2012-2015

The Statewide Transportation Improvement Program as amended constitutes the State Section 105 Program required under 23 U. S. C. Section 105

Statewide Transportation Improvement Program

Introduction

The Mississippi Department of Transportation's (MDOT) *Statewide Transportation Improvement Program* (STIP) is a planning tool that serves as the framework for the development of the state's transportation system. It is a four-year listing of planned transportation improvement activities and expenditures in Mississippi. It encourages efficient, safe, cost-effective, and environmentally sensitive facilities by embracing statewide, metropolitan and rural initiatives. Management systems and innovative financing are used to the maximum extent possible. The STIP is formally updated every four years at a minimum.

Certain types of projects are not normally included in the STIP. These include certain safety projects, most emergency relief projects, and most planning and research activities.

In accordance with the United States Code of Federal Regulations, Title 23, Part 450, MDOT's Planning Division is charged with the development and oversight of the STIP at the state level. Federal legislation was amended by the *Intermodal Surface Transportation Efficiency Act* (ISTEA). It was later strengthened by the *Transportation Equity Act for the 21st Century* (TEA-21) and the 2005 *Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users* (SAFETEA-LU). The regulations identify the following eight important Planning Factors:

- Support the economic vitality of the United States, the States, metropolitan areas, and non-metropolitan areas, 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 throughout the State, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

Projects in the STIP are normally funded by matching of federal dollars with either state or local funding sources. The matching ratios are generally 90 percent federal and 10

percent state for projects on the Interstate Highway System and 80 percent federal and 20 percent state on most other road projects. In the case of some safety-related improvements, such as the installation of traffic signals or railroad crossing protection devices, federal funds may be used to cover the entire cost. FTA will normally cover up to 80 percent of the cost incurred for transit capital projects, while funding guidelines for transit operating assistance require that state and local sources cover at least half of the total amount required to operate the system. A substantial portion of Mississippi's state funding is used on projects where limited federal funds are available.

MDOT is responsible for state-wide transportation planning and works cooperatively with the Metropolitan Planning Organizations (MPO) in the development of *Transportation Improvement Plans* (TIP) for urbanized areas. An urbanized area is defined as an area with a population greater than 50,000. Each urbanized area develops and staffs a MPO to conduct a continuing, comprehensive, and multimodal transportation planning process. There are four urbanized areas in Mississippi: Jackson, the Gulf Coast, Hattiesburg and the northern part of DeSoto County. DeSoto County is part of the Memphis, Tennessee MPO. Each MPO is governed by a Policy Board which consists of local elected officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan planning area, and appropriate State transportation officials.

Listed below is contact information for Mississippi's MPOs and for the Memphis, Tennessee, MPO:

Jackson Metropolitan Planning Organization
Central Mississippi Planning and Development District
Larry Smith, Planning Director
1170 Lakeland Drive
P. O. Box 4935
Jackson MS 39296-4935
(601) 981-1511

Gulf Coast Metropolitan Planning Organization
Gulf Regional Planning Commission
Elaine Wilkinson, Executive Director
1232 Pass Road
Gulfport, MS 39501
(228) 864-1167

Hattiesburg Metropolitan Planning Organization
Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization
Director
P. O. Box 1898
Hattiesburg, MS 39403-1898
(601) 545-4591

Memphis Metropolitan Planning Organization
Department of Regional Services
Pragati Srivastava, Administrator
1075 Mullins Station
Memphis, TN 38134

FUNDING

Funding for transportation activities comes from many sources. These include federal, state, and local dollars. Sources of transportation funding available to Mississippi include:

Appalachian Development Highway Program (ADHS) - Provides funding to the Appalachian Regional Commission (ARC) for projects to complete the Appalachian Development Highway System.

Bridge Replacement (BR) - The Bridge Replacement and Rehabilitation Program can provide funding for any bridge on a public road. Federal law allows between 15 and 35 percent of federal funds to be used on local bridges. Funding for bridges in this category are matched at an 80 percent federal and 20 percent state or local ratio. In some instances 100 percent of federal dollars are eligible when Bridge Credits are available. Bridge Credits are generated as a result of the State spending its own dollars to rehabilitate bridges located on the Federal Highway System. Bridge Credits may be used as a substitute for the 20 percent match required by States in obligating the annual appropriation of Bridge Replacement Funds. The Bridge Replacement Program is further divided into separate funding categories for bridges *on* and *off* the Federal-aid System.

Community Development Block Grant Program - This is a flexible program under the Department of Housing and Urban Development that provides communities with resources to address a wide range of community development needs.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) - States are apportioned funding based on county populations residing within ozone and carbon monoxide (CO) non-attainment and maintenance areas and the severity of the areas' air quality problems. If a state has no ozone or carbon monoxide non-attainment or maintenance areas (Mississippi has none), the funds may be used for Surface Transportation Program (STP) or CMAQ eligible purposes.

Congressional Earmarks – funds appropriated by Congress for specific projects including any anticipated grants awarded to MDOT, Office of State Aid Road Construction, or local entities.

Delta Regional Authority Transportation Development Program (DRA) - Provides Federal-aid funding for highway planning, development or construction in counties/parishes in the 8 state area within the jurisdiction of the Delta Regional Authority. Projects must have a multi-state impact.

Equity Bonus Program (formerly Minimum Guarantee) - The Equity Bonus ensures that each State receives a specific share of the aggregate funding for major highway programs, with every State guaranteed at least a specified percentage of that State's share of contributions to the Highway Account of the Highway Trust Fund. The specified percentage, referred to as the relative rate of return, is 92% for 2008 and 2009, the final years of SAFETEA-LU.

Federal Lands Highway Programs - This program provides funding for improvements for any roads serving Federal and Indian lands. The programs funded under this category are:

- The U.S. Army Corps of Engineers
- The National Park Service
- The U.S. Bureau of Land Management
- The General Services Administration
- The U.S. Fish and Wildlife Service
- The U.S. Armed Forces
- The U.S. Forest Service
- The U.S. Department of Agriculture
- The Bureau of Indian Affairs

FTA Discretionary Grant Program (Section 5309) - Section 5309 funding comes from the Mass Transit Account of the Highway Trust Fund. It provides assistance for buses and related equipment and construction projects, the modernization of rail systems with capital acquisitions, and the construction of new fixed guide way systems. Urbanized and non-urbanized areas are eligible to receive Section 5309 funding.

FTA Job Access/Reverse Commute Program (5316) - Job Access grants provide new transit service for low income individuals to get to jobs, training, and child care. Reverse Commute grants support service to transport workers to suburban job sites. Projects must be included in a *Coordinated Human Service Transportation Plan*. Local matching requirements apply.

FTA New Freedom Program (5317) - The Federal Transit Administration's New Freedom Program (5317) makes funds available to support capital and operating costs for service and facility improvements to address the transportation needs of persons with disabilities that go beyond the requirements of the *Americans with Disabilities Act*. Projects must be included in a *Coordinated Human Service Transportation Plan*. Local match requirements apply.

FTA Rural Transit Program (Section 5311) - Rural Transit Program (Section 5311) funds are apportioned on a population based formula and are used for capital,

administrative, and operating expenses for approved local transportation programs. Section 5311 transit systems must serve the general public in non-urbanized areas. Users of the transit system are charged a fee to offset operating expenses.

FTA Rural Transit Assistance Program (RTAP) Section 5311(B) (2) - The FTA allocates RTAP funds to undertake research, training, technical assistance, and other support services to meet the needs of transit operators in non-urbanized areas. Non-urbanized areas are defined as cities and rural areas with a population under 50,000. These funds are used in conjunction with the State's administration of the Section 5311 Program explained below.

FTA Transportation Planning Program (Section 5303) - The Federal Transit Administration Transportation Planning Program (Section 5303) provides funds for the use by Metropolitan Planning Organizations in urbanized areas. These funds are distributed to states based on urbanized area populations.

Handicapped Transportation Program (Section 5310) FTA Elderly - The Elderly and Handicapped Transportation Program provides assistance meeting the transportation needs of elderly and handicapped persons where public transportation services are unavailable, insufficient, or inappropriate. Section 5310 funding authorizes capital purchase grants to private non-profit corporations and associations for the specific purpose of helping to meet the needs of elderly and handicapped persons.

High Risk Rural Roads (HRRR) - Provides funding for achieving a significant reduction in the number and severity of crashes and decreasing the potential for crashes on all highways.

Highway Safety Improvement Program (HSIP) - HSIP funds may be used to carry out highway safety improvement projects on any public road or publicly owned bicycle or pedestrian pathway or trail.

Highway Safety Improvement Program - Rail (HSIP-R) - Provides funding for reducing the number of fatalities and injuries at public highway-rail grade crossings through the elimination of hazards and/or the installation/upgrade of protective devices at crossings.

Interstate Maintenance Program (IM) - In Mississippi, the *Dwight D. Eisenhower System of Interstate and Defense Highways* consists of six completed routes: I-10, I-20, I-55, I-59, I-110 and I-220. Also included in this group is a recently completed portion of I-69, a new interstate highway project currently under construction in various states between Canada and Mexico. The federal government generally matches funding for interstate improvements at a 90 percent federal and 10 percent state match.

The Mississippi Development Authority (MDA) - the economic development agency for the state of Mississippi contributes funds to transportation projects that provide economic benefits.

National Highway Performance Program (NHPP) – Provides for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State’s asset management plan for the NHS.

National Highway System (NHS) - The National Highway System (NHS) consists of roads designated by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 to be important to interstate travel and national defense. The NHS also includes roads that connect other modes of transportation (airports, water ports and railroads) and provide essential paths for international commerce. NHS funds are generally matched at an 80 percent federal and 20 percent state or local ratio.

National Scenic Byways Program (NSBP) - Funds may be used to undertake eligible projects along All-American Roads, National Scenic Byways, State Scenic Byways and Indian Tribe Scenic Byways and for the planning, design and development of State Scenic Byways Programs.

National Recreational Trails Program (NRTP) - Provides funding for the creation, rehabilitation and maintenance of multi-use recreational trails.

Safe Routes to School Program (SRTS) - Funds are made available for infrastructure and non-infrastructure projects, and to administer Safe Routes to School programs that benefit elementary and middle school children in grades K-8.

Surface Transportation Program (STP) - Surface Transportation Program (STP) funds may be used for projects on the Federal-aid System, which include the National Highway System and all other roads that are eligible to receive Federal-aid funding. STP funds are used on several large highway programs that the State of Mississippi has adopted. They include the *1987 Four-Lane Highway Program*, the *Gaming Roads Program*, and the *Vision 21 Program*.

Surface Transportation Program > 200,000 (STP>200,000) - These funds are provided to Metropolitan Planning Organizations for projects within their urbanized area boundaries.

Surface Transportation Program > 5,000 (STP>5,000) - These funds are used on projects in small urban areas with population between 5,000 and 200,000.

Transportation Alternatives (TA) – This program provides for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. The activities in this program include Transportation Enhancements (TE), Recreational Trails, and Safe Routes to School (SRTS) programs.

Transportation Enhancements (TE) - This program provides funding for pedestrian and bicycle facilities; pedestrian and bicycle safety and educational activities; acquisition of

scenic easements and scenic or historic sites; scenic or historic highway programs; landscaping and other scenic beautification activities; historic preservation; rehabilitation of historic transportation buildings, structures or facilities; preservation of abandoned railway corridors; control and removal of outdoor advertising; archeological planning and research; environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; and the establishment of transportation museums.

State Funded Project (SFP) – Projects with this funding source utilize state funds in addition to any other sources that may be listed.

STATE PROGRAMS

The following transportation programs were established by the Mississippi Legislature:

The 1987 Four-Lane Highway Program - A \$1.6 billion highway bill enacted by the Mississippi Legislature that provided for the four-lane construction of over 1,077 miles of highway during a 14-year period. Since passage of the original program, the Legislature has added additional mileage to address other corridors. Factors that set the Four-Lane Highway Program apart from other construction programs are listed below:

- The program is funded with a pay-as-you-go philosophy.
- It sets tangible, long-range goals.
- The program prioritizes which highway segments should be constructed first.

As of June 30, 2008, 1035.8 miles of *1987 Four-Lane Highway Program* were in place and an additional 46.3 miles were under contract. Only 5.9 miles remain to be let to contract.

The Gaming Roads Program - an act passed by the Mississippi Legislature to improve highways leading to and from the state's gaming facilities. This program was specifically designed to address transportation needs in counties affected by the presence of casinos.

Vision 21 – an act passed by the Mississippi Legislature to enable funding in excess of \$6 billion for the upgrading of existing highways or the building of new highways where they were needed most. In essence, Vision 21 provides the following:

- The completion of phases I, II and III of the 1987 Four-Lane Highway Program ('87 Program)
- Prioritization of Phase IV of the '87 Program and the Gaming Roads Program
- Funding for special projects that are contingent upon federal dollars such as the Interstate Highway 69 project.

No new taxes were imposed on the people of Mississippi to pay for Vision 21. The pay-as-you-go strategy was continued for Vision 21 and user-fees were dedicated to the program. This legislation also allows MDOT the flexibility to maximize the use of federal funding by allowing the substitution of federal dollars for state dollars on gaming and maintenance projects.

INNOVATIVE FINANCING

In addition to these traditional sources, innovative funding strategies available to Mississippi include the following:

- **HELP Bonds**– Highway Enhancements through Local Partnerships (HELP) is a financing strategy where local governmental entities sell bonds to fund a project. Through an agreement between MDOT and the local government, MDOT will

retire the debt using federal and state funds. One example of a project for which this type of funding strategy was used is the paving of a portion of the new Interstate Highway 69 in northwest Mississippi. STIP entries for HELP projects show expenditures as the monies projected each year to retire the bonds.

- Advance Construction - a technique which allows a state to initiate a project using non-Federal funds while preserving eligibility for future Federal-aid funds. Eligibility means that FHWA has determined that the project technically qualifies for Federal-aid although no present or future Federal funds are committed to the project. After an advance construction project is authorized, the state may convert the project to regular Federal-aid funding provided Federal funds are made available for the project.
- Tolls - The State Legislature recently gave MDOT the authority to construct and operate toll roads.
- Special Match Credit – Local Public Agencies (LPA) may qualify to use the costs of right-of-way, preliminary engineering and/or other eligible costs as all or part of their local match for Transportation Enhancement Projects.
- Private Activity Bonds (PABs) – Tax exempt bonds issued by a state or local government to an entity other than the government issuing the bonds. For Surface Transportation Infrastructure, these bonds may be issued for certain privately developed and operated facilities. Highway facilities eligible for financing under the program consist of any surface transportation project eligible for Federal assistance under title 23 of the United States Code.
- Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) – This act established a Federal credit program for eligible transportation projects of national or regional significance. Three types of credit assistance may be provided by the U.S. DOT – secured loans, loan guarantees and standby lines of credit. The goal is to leverage Federal funds by attracting substantial private and other non-Federal co-investment in critical improvements to the nation's surface transportation system.

FISCAL CONSTRAINT

Federal regulations implementing provisions of the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users”—or SAFETEA-LU (Public Law 109-59)—require that financial constraint of the Statewide Transportation Improvement Program “shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally-supported facilities are being adequately operated and maintained (Code of Federal Regulations, Title 23, Section 450.216(m)). The purpose of this section is to meet that basic requirement with respect to the 2012-2015 STIP. For each year of the STIP, the charts following this section list the aggregate cost of anticipated project phases and amounts expected to be available from local, state and federal funding sources.

Pursuant to an explicit requirement of the federal regulations, project costs are expressed not in real dollars but in “year of expenditure dollars.” An inflation factor of one percent per annum was used in projecting capital and operating costs beyond the current year (2012). Projected obligations for the period from 2012 through 2012 were then compared to the amounts expected to be made available from all funding sources over the same period so that a fiscally constrained program of improvements could be assembled. As SAFETEA-LU only authorized funding for federally administered transportation programs through Fiscal Year 2011, it was necessary to make assumptions about appropriations likely to be made for subsequent years. Again, one percent per annum was used.

While it is probably reasonable to assume that the levels of state and federal funding for transportation projects in the years ahead will be generally consistent with amounts which have been made available in the past, local funding presents a much more complex and less easily resolved picture. Funding from local sources tends to be less regular and therefore less predictable, especially in the smaller municipalities which are more susceptible to the vagaries of fiscal administration. This was especially true in the wake of Hurricane Katrina which profoundly affected revenue generation in some of the smaller cities in the State. At the same time, the massive infusion of state and federal assistance for emergency repairs in the wake of the storm has somewhat skewed the historical data, making it necessary to consider not just near-term conditions but to adopt a longer perspective on past investment in transportation infrastructure and operations. An overview of the future funding situation, identifying and discussing probable sources, is provided in the section which follows.

The Federal funding sources used to fund transportation projects in Mississippi are listed in the previous section. Matching funds for MDOT projects come primarily from the departmental budget funded by the Mississippi Legislature. Match for small urban and urbanized-area STP projects is supplied through local city and county appropriations. Sometimes federal funds awarded to state or local government by agencies other than

those within the U. S. DOT may be eligible for use in matching grants made by FHWA, FTA or the FRA.

The regulations require that the program advanced in the STIP be affordable, that is, that it not go beyond the means expected to be available for its realization. This makes necessary the adoption of sound budgetary principles and practices; above all, a realistic forecast of future funding capabilities. The regulations also require that the STIP budgets are based not on the real value of goods and services but on their actual cost in the marketplace: hence, the requirement that revenue and cost estimates reflect “year of expenditure dollars.” MDOT has applied an inflation rate of four percent per annum to derive the ‘year of expenditure dollars,’ the cost to implement STIP projects within their programmed year. The inflation rate will be examined with each new STIP to adjust to the economy and the value of the dollar.

The principle of financial constraint requires that if projected resources are fully budgeted, the addition of a project would require new funding sources or the deletion of another project. In order to ease the burden of fiscal constraint, the STIP lists a *Grouped Project* in the *Statewide* section titled *Unanticipated Program/Project Cost Escalations*, which begins each year with a balance of reserve funds that serves as a contingency fund. Funds will be moved in and out of this group as needed to prevent MDOT from having to remove projects from the STIP because of project cost overruns, the addition of new projects, or if an anticipated earmark is not received.

If a new project is added to an adopted STIP with an estimated cost that cannot be covered by the *Unanticipated Program/Project Cost Escalations* group, either additional funds will be identified to finance the project; or other previously approved projects with funds equal to or greater than the estimated cost of the new project will be removed from the STIP. If a project is removed from the STIP, thereby leaving a balance of unobligated funds, the additional funds will be placed in the *Unanticipated Program/Project Cost Escalations* group for future use.

If additional funding is needed for a project in an urbanized area, the sponsoring local public agency (LPA) will have to cover the increased cost unless the Transportation Policy Committee (TPC), acting in its capacity as decision-making body of the MPO, is willing to reprogram funds allotted to another project (or projects). Alternatively, the LPA may decide its project is no longer affordable and abandon it, freeing scarce funds for reallocation. In the less likely event that a project requires less funding than the amount programmed in the TIP, the surplus may be reserved for future use, redirected to another active project or committed for use in connection with a project previously not included in the program due to insufficient funding. The TIP for each MPO has a section detailing fiscal constraint for STP funds dedicated to the MPO area. The following chart shows the initial anticipated allocation of STP funds for each MPO for the years 2012-2015.

MPO	Carryover	2012	2013	2014	2015
Jackson	\$33,481,778	\$7,633,166	\$7,938,493	\$8,256,033	\$8,586,275
Gulf Coast					
Hattiesburg	\$919,049	\$928,239	\$937,521	946,896	\$956,364

MPO	Carryover	2011	2012	2013	2014
Memphis	\$9,515,486	\$1,335,834	\$1,335,834	\$1,335,834	\$1,335,834

The MPOs will use the figures in this chart as the starting point to develop their fiscal constraint for the STP>200K funds in their area.

MDOT also constructs transportation projects inside the urbanized areas. Each MPO Policy Board must include MDOT projects in their TIP before MDOT can use Federal funds on the projects. MDOT works with each MPO to ensure that adequate federal funding is available. The STIP shows statewide fiscal constraint for all MDOT sponsored projects, which includes MDOT sponsored projects within the MPO areas.

For small urban areas, the Small Urban Street Program is constrained by the limits of Federal-aid funding for the program. MDOT uses a population-based formula to distribute STP funds for areas under 200,000 in population (STP>5000) to cities in Mississippi with populations between 5,000 and 200,000. If a local public agency (LPA) submits a project for which they do not have adequate federal funding, the local entity must commit to make up the funding shortfall with local funds in order for the project to be approved.

Because a transportation project takes several years to complete, it would be impossible for a state to conduct its highway program without the guarantee of funding over future years. This creates a problem for United States Congress because they can only spend funds that are available from the Highway Trust Fund, which varies from year to year depending on the amount generated from the 18.4 cents per gallon Federal Fuel Tax. Congress addresses this through two actions. First, Congress passes a new *Transportation Bill* approximately every six years, the latest of which is entitled the *Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)*. The Transportation Bill authorizes to each state a certain amount for each funding category (STP, NHS, etc.) for each of the next six years. These authorizations are based on the funds expected to be available in the Highway Trust Fund, and they give the states the *contract authority* to begin or continue projects. Congress then passes an *Appropriation Bill* near the beginning of each year that establishes the exact amounts that the states can actually spend in their highway program. The Appropriation Bill establishes a certain percentage of the total authorization for the states, which is referred to as an *Obligation Limitation*. For purposes of programming projects, MDOT assumes that the Obligation Limitation for future years will be 95%.

This limitation can be applied to any of the core programs as needed, as long as the total amount obligated doesn't exceed the limitation. For instance, assume that a state was authorized \$100,000,000 in NHS funds and \$80,000,000 in STP funds. If the limitation was 95%, a total of \$171,000,000 could be spent from the two programs.

$$\$180,000,000 * .95 = \$171,000,000$$

If the state elected to spend the entire allocation of NHS funds (\$100,000,000), they would only be able to spend \$71,000,000 from the STP funds.

This gives the states some flexibility in funding projects, and also presents some uncertainty in programming. Congress eases this uncertainty by allowing the state to move funds between *NHS*, *STP*, *CMAQ* or *Equity Bonus* to cover cost overruns when the limits of certain authorizations are exceeded.

The tables on the following pages will demonstrate that the MDOT projects listed in the STIP are financially constrained. The initial values for each funding category under the *Federal Amt* column were derived from the actual 2011 appropriation, after the Obligation Limitation was applied. Funds for the 2012 tables are based on the amounts authorized in SAFETEA-LU, with an obligation limitation equal to that in 2011. Since SAFETEA-LU expired in 2009, the anticipated revenues for each funding category for 2012 through 2015 were escalated at one percent per year. The tables also show a *Carry Over* field which includes funding from a fiscal year prior to 2012. These two fields combined represent the amount of federal funds available for obligation in any given funding category.

**FISCAL CONSTRAINT
FOR PROJECTS FUNDED THROUGH
THE FEDERAL HIGHWAY
ADMINISTRATION**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
AVAILABLE FUNDS AND ESTIMATED COSTS
2012

FUNDING SOURCE	CARRYOVER	ESTIMATED AVAILABLE FUNDS		
		FEDERAL	STATE/LOCAL/OTHER	TOTAL
Interstate Maintenance		83,296,014	9,255,113	92,551,127
Bridge Replacement/On Sys		54,974,724	13,743,681	68,718,405
Bridge Replacement/Off Sys		9,701,422	2,425,356	12,126,778
National Highway System		112,083,630	28,020,908	140,104,538
Congestion Mitigation and Air Quality		11,114,742	2,778,686	13,893,428
STP - Rural		11,657,388	2,914,347	14,571,735
STP - Small Urban		41,784,990	10,446,248	52,231,238
STP - Flexible		40,014,548	10,003,637	50,018,185
STP - Enhancement	29,800,000	11,851,824	2,962,956	44,614,780
Earmark/Discretionary Project Funding	361,646,424			361,646,424
Tiger Grant		468,700	45,988	514,688
Bond Proceeds			220,000,000	220,000,000
Equity Bonus		22,520,968	5,630,242	28,151,210
Forest Highways Bridge Program		2,115,707		2,115,707
Eastern Federal Lands Highway Division TIP		7,952,000		7,952,000
Indian Reservation Roads TIP		916,000		916,000
Highway Safety Improvement Program		23,137,568	2,570,841	25,708,409
Rail/Hwy Hazard Elimination		3,182,800		3,182,800
Safe Routes to School	5,949,151	1,724,984	191,665	7,865,800
High Risk Rural Roads		1,691,580	187,953	1,879,533
Recreational Trails	149,111	1,490,670	372,668	2,012,449
Appalachian Highway Development System	3,495,816	4,685,835		8,181,651
State/Local Construction Funds			151,634,502	151,634,502
TOTAL	401,040,502	446,366,094	463,184,788	1,310,591,384

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
AVAILABLE FUNDS AND ESTIMATED COSTS
2013

FUNDING SOURCE	CARRYOVER	ESTIMATED AVAILABLE FUNDS		
		FEDERAL	STATE/LOCAL/OTHER	TOTAL
National Highway Performance Program		283,855,184	70,963,796	354,818,980
Surface Transportation Program		130,564,472	32,641,118	163,205,590
Highway Safety Improvement Program		31,192,877	7,798,219	38,991,096
Congestion Mitigation and Air Quality	952,000	10,777,315	2,694,329	14,423,644
Transportation Alternatives		10,472,229	2,618,057	13,090,286
Interstate Maintenance				0
Bridge Replacement/On Sys	10,000,000			10,000,000
Bridge Replacement/Off Sys	1,000,000			1,000,000
National Highway System	26,000,000			26,000,000
STP - Rural	2,422,000			2,422,000
STP - Small Urban	4,700,000			4,700,000
STP - Flexible	2,600,000			2,600,000
STP - Enhancement	41,000,000			41,000,000
Earmark/Discretionary Project Funding	347,180,567			347,180,567
Tiger Grant		9,346,000	873,762	10,219,762
Bond Proceeds			244,832,100	244,832,100
Equity Bonus	750,000			750,000
Forest Highways Bridge Program		2,136,864		2,136,864
Eastern Federal Lands Highway Division TIP		8,031,520		8,031,520
Indian Reservation Roads TIP		925,160		925,160
Rail/Hwy Hazard Elimination	3,500,000			3,500,000
Safe Routes to School	7,400,000			7,400,000
High Risk Rural Roads				0
Recreational Trails	1,500,000			1,500,000
Appalachian Highway Development System	1,100,000			1,100,000
State/Local Construction Funds			153,150,847	153,150,847
TOTAL	450,104,567	487,301,621	515,572,228	1,452,978,416

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
AVAILABLE FUNDS AND ESTIMATED COSTS
2014

FUNDING SOURCE	CARRYOVER*	ESTIMATED AVAILABLE FUNDS		
		FEDERAL	STATE/LOCAL/OTHER	TOTAL
National Highway Performance Program		286,254,077	71,563,519	357,817,596
Surface Transportation Program		131,667,888	32,916,972	164,584,860
Highway Safety Improvement Program		31,456,492	7,864,123	39,320,615
Congestion Mitigation and Air Quality		10,868,396	2,717,099	13,585,495
Transportation Alternatives		10,616,475	2,654,119	13,270,594
Earmark/Discretionary Project Funding	333,293,344			333,293,344
Bond Proceeds			83,200,000	83,200,000
Forest Highways Bridge Program		2,158,233		2,158,233
Eastern Federal Lands Highway Division TIP		8,111,835		8,111,835
Indian Reservation Roads TIP		934,412		934,412
State/Local Construction Funds			151,634,502	151,634,502
TOTAL	333,293,344	482,067,808	352,550,334	1,167,911,486

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
AVAILABLE FUNDS AND ESTIMATED COSTS
2015

FUNDING SOURCE	CARRYOVER*	ESTIMATED AVAILABLE FUNDS		
		FEDERAL	STATE/LOCAL/OTHER	TOTAL
National Highway Performance Program		289,116,618	72,279,154	361,395,772
Surface Transportation Program		132,984,567	33,246,142	166,230,709
Highway Safety Improvement Program		31,771,057	7,942,764	39,713,821
Congestion Mitigation and Air Quality		10,977,080	2,744,270	13,721,350
Transportation Alternatives		10,722,640	2,680,660	13,403,300
Earmark/Discretionary Project Funding	319,961,611			319,961,611
Bond Proceeds			110,700,000	110,700,000
Forest Highways Bridge Program		2,179,815		2,179,815
Eastern Federal Lands Highway Division TIP		8,192,954		8,192,954
Indian Reservation Roads TIP		943,756		943,756
State/Local Construction Funds			151,634,502	151,634,502
TOTAL	319,961,611	486,888,486	381,227,492	1,188,077,589

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
COMMITTED FUNDS**

2012

	Federal Funds	State/Local	Total
MDOT STATEWIDE			
Statewide Bridge Replacement	\$54,000,000	\$13,500,000	\$67,500,000
Statewide Earmarks	\$267,976,841	\$66,994,210	\$334,971,051
Statewide Enhancement/Recreational Trails/LPA/SRTS	\$22,576,000	\$5,644,000	\$28,220,000
Statewide ITS	\$12,880,848	\$1,686,286	\$14,567,134
Statewide Operation/Maintenance/Minor Reconstruction	\$136,333,566	\$24,058,865	\$160,392,431
Statewide Safety/RR Crossing Improvements	\$27,239,560	\$2,050,289	\$29,289,849
Statewide Wetlands Mitigation	\$1,871,774	\$467,943	\$2,339,717
Statewide Listed Projects	\$102,486,453	\$69,734,600	\$172,221,053
Statewide Unanticipated Program/Project Cost Escalation	\$32,528,598	\$40,881,578	\$73,410,176
Subtotal MDOT Statewide	\$657,893,640	\$225,017,771	\$882,911,411
Jackson MPO			
Listed Projects	\$76,061,876	\$3,026,872	\$79,088,748
Bridge Replacement	\$4,910,880	\$1,227,720	\$6,138,600
Enhancement/Recreational Trails/SRTS	\$2,000,000	\$500,000	\$2,500,000
ITS	\$80,000	\$20,000	\$100,000
Operation/Maintenance/Minor Reconstruction	\$10,000,000	\$2,500,000	\$12,500,000
Safety/RR Crossing Improvements	\$1,080,000	\$120,000	\$1,200,000
GRPC MPO			
Listed Projects	\$42,172,409	\$20,035,671	\$62,208,080
Bridge Replacement	\$3,200,000	\$800,000	\$4,000,000
Enhancement/Recreational Trails/SRTS	\$2,960,000	\$740,000	\$3,700,000
ITS	\$80,000	\$20,000	\$100,000
Operation/Maintenance/Minor Reconstruction	\$8,000,000	\$2,000,000	\$10,000,000
Safety	\$2,727,573	\$25,450	\$2,753,023
HPFL MPO			
Listed Projects	\$7,353,000	\$817,000	\$8,170,000
Bridge Replacement	\$880,000	\$220,000	\$1,100,000
Enhancement/Recreational Trails/SRTS	\$368,000	\$92,000	\$460,000
ITS	\$80,000	\$20,000	\$100,000
Operation/Maintenance/Minor Reconstruction	\$1,632,000	\$408,000	\$2,040,000
Safety	\$450,000	\$50,000	\$500,000
Memphis MPO			
Listed Projects	\$23,077,218	\$204,944,304	\$228,021,522
Operation/Maintenance/Minor Reconstruction	\$2,400,000	\$600,000	\$3,000,000
Subtotal Transfers to MPOs	\$189,512,956	\$238,167,017	\$427,679,973
FEDERAL AGENCIES			
Individual listed projects*	\$7,952,000	\$0	\$7,952,000
Forest Highway Bridge Replacement	\$2,115,707	\$0	\$2,115,707
Indian Roads Reservation	\$916,000	\$0	\$916,000
Subtotal Federal Agencies	\$10,983,707	\$0	\$3,031,707
TOTAL FY 2012	\$847,406,596	\$463,184,788	\$1,310,591,384

*State or local matching funds not shown in the Eastern Federal Lands Highways Division TIP.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
COMMITTED FUNDS**

2013

	Federal Funds	State/Local	Total
MDOT STATEWIDE			
Statewide Bridge Replacement	\$54,540,000	\$13,635,000	\$68,175,000
Statewide Earmarks	\$260,000,000	\$65,000,000	\$325,000,000
Statewide Enhancement/Recreational Trails/LPA/SRTS	\$22,801,760	\$5,700,440	\$28,502,200
Statewide ITS	\$2,948,219	\$737,054	\$3,685,273
Statewide Operation/Maintenance/Minor Reconstruction	\$137,696,902	\$24,299,454	\$161,996,356
Statewide Safety/RR Crossing Improvements	\$27,511,956	\$2,070,792	\$29,582,748
Statewide Wetlands Mitigation	\$1,890,491	\$472,623	\$2,363,114
Statewide Listed Projects	\$47,271,350	\$164,356,237	\$211,627,587
Statewide Unanticipated Program/Project Cost Escalation	\$238,850,768	\$78,689,083	\$317,539,851
Subtotal MDOT Statewide	\$793,511,446	\$354,960,683	\$1,148,472,129
Jackson MPO			
Listed Projects	\$82,510,000	\$49,833,350	\$132,343,350
Bridge Replacement	\$4,960,000	\$1,240,000	\$6,200,000
Enhancement/Recreational Trails/SRTS	\$2,020,000	\$505,000	\$2,525,000
ITS	\$80,800	\$20,200	\$101,000
Operation/Maintenance/Minor Reconstruction	\$10,100,000	\$2,525,000	\$12,625,000
Safety/RR Crossing Improvements	\$1,090,800	\$121,200	\$1,212,000
GRPC MPO			
Listed Projects	\$0	\$84,392,125	\$84,392,125
Bridge Replacement	\$3,232,000	\$808,000	\$4,040,000
Enhancement/Recreational Trails/SRTS	\$2,989,600	\$747,400	\$3,737,000
ITS	\$80,800	\$20,200	\$101,000
Operation/Maintenance/Minor Reconstruction	\$8,080,000	\$2,020,000	\$10,100,000
Safety	\$2,836,675	\$28,678	\$2,865,353
HPFL MPO			
Listed Projects	\$0	\$3,235,000	\$3,235,000
Bridge Replacement	\$6,560,000	\$1,640,000	\$8,200,000
Enhancement/Recreational Trails/SRTS	\$459,860	\$114,965	\$574,825
ITS	\$80,800	\$20,200	\$101,000
Operation/Maintenance/Minor Reconstruction	\$2,500,000	\$625,000	\$3,125,000
Safety	\$454,500	\$50,500	\$505,000
Memphis MPO			
Listed Projects	\$13,858,907	\$12,164,727	\$26,023,634
Operation/Maintenance/Minor Reconstruction	\$2,000,000	\$500,000	\$2,500,000
Subtotal Transfers to MPOs	\$143,894,742	\$160,611,545	\$304,506,287
FEDERAL AGENCIES			
Individual listed projects*	\$14,060,000	\$0	\$14,060,000
Forest Highway Bridge Replacement	\$1,210,000	\$0	\$1,210,000
Indian Roads Reservation	\$916,000	\$0	\$916,000
Subtotal Federal Agencies	\$16,186,000	\$0	\$2,126,000
TOTAL FY 2013	\$937,406,188	\$515,572,228	\$1,452,978,416

*State or local matching funds not shown in the Eastern Federal Lands Highways Division TIP.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
COMMITTED FUNDS**

2014

	Federal Funds	State/Local	Total
MDOT STATEWIDE			
Statewide Bridge Replacement	\$55,085,400	\$13,771,350	\$68,856,750
Statewide Earmarks	\$240,000,000	\$60,000,000	\$300,000,000
Statewide Enhancement/Recreational Trails/LPA/SRTS	\$23,029,778	\$5,757,444	\$28,787,222
Statewide ITS	\$3,066,148	\$766,536	\$3,832,684
Statewide Operation/Maintenance/Minor Reconstruction	\$139,073,871	\$24,542,449	\$163,616,320
Statewide Safety/RR Crossing Improvements	\$27,787,076	\$2,091,500	\$29,878,576
Statewide Wetlands Mitigation	\$1,909,396	\$477,349	\$2,386,745
Statewide Listed Projects	\$10,240,000	\$39,713,313	\$49,953,313
Statewide Unanticipated Program/Project Cost Escalation	\$201,969,421	\$31,155,858	\$233,125,279
Subtotal MDOT Statewide	\$702,161,090	\$178,275,799	\$880,436,889
Jackson MPO			
Listed Projects	\$41,417,980	\$78,060,745	\$119,478,725
Bridge Replacement	\$5,009,600	\$1,252,400	\$6,262,000
Enhancement/Recreational Trails/SRTS	\$2,040,200	\$510,050	\$2,550,250
ITS	\$81,608	\$20,402	\$102,010
Operation/Maintenance/Minor Reconstruction	\$10,201,000	\$2,550,250	\$12,751,250
Safety/RR Crossing Improvements	\$1,101,708	\$122,412	\$1,224,120
GRPC MPO			
Listed Projects	\$16,000,000	\$75,192,750	\$91,192,750
Bridge Replacement	\$3,240,320	\$810,080	\$4,050,400
Enhancement/Recreational Trails/SRTS	\$3,019,496	\$754,874	\$3,774,370
ITS	\$81,608	\$20,402	\$102,010
Operation/Maintenance/Minor Reconstruction	\$8,160,800	\$2,040,200	\$10,201,000
Safety	\$2,950,142	\$29,826	\$2,979,968
HPFL MPO			
Listed Projects	\$0	\$0	\$0
Bridge Replacement	\$960,000	\$240,000	\$1,200,000
Enhancement/Recreational Trails/SRTS	\$397,600	\$99,400	\$497,000
ITS	\$81,608	\$20,402	\$102,010
Operation/Maintenance/Minor Reconstruction	\$2,540,000	\$635,000	\$3,175,000
Safety	\$459,045	\$51,005	\$510,050
Memphis MPO			
Listed Projects	\$13,857,347	\$11,464,337	\$25,321,684
Operation/Maintenance/Minor Reconstruction	\$1,600,000	\$400,000	\$2,000,000
Subtotal Transfers to MPOs	\$113,200,062	\$174,274,535	\$287,474,597
FEDERAL AGENCIES			
Individual listed projects*	\$4,242,000	\$0	\$4,242,000
Forest Highway Bridge Replacement	\$1,210,000	\$0	\$1,210,000
Indian Roads Reservation	\$916,000	\$0	\$916,000
Subtotal Federal Agencies	\$6,368,000	\$0	\$2,126,000
TOTAL FY 2014	\$815,361,152	\$352,550,334	\$1,167,911,486

*State or local matching funds not shown in the Eastern Federal Lands Highways Division TIP.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
COMMITTED FUNDS**

2015

	Federal Funds	State/Local	Total
MDOT STATEWIDE			
Statewide Bridge Replacement	\$55,636,254	\$13,909,064	\$69,545,318
Statewide Earmarks	\$210,000,000	\$52,500,000	\$262,500,000
Statewide Enhancement/Recreational Trails/LPA/SRTS	\$23,260,075	\$5,815,019	\$29,075,094
Statewide ITS	\$3,188,794	\$797,198	\$3,985,992
Statewide Operation/Maintenance/Minor Reconstruction	\$140,464,610	\$24,787,873	\$165,252,483
Statewide Safety/RR Crossing Improvements	\$28,064,947	\$2,112,415	\$30,177,362
Statewide Wetlands Mitigation	\$1,928,490	\$482,122	\$2,410,612
Statewide Listed Projects	\$29,560,000	\$42,411,513	\$71,971,513
Statewide Unanticipated Program/Project Cost Escalation	\$205,587,582	\$103,779,282	\$309,366,864
Subtotal MDOT Statewide	\$697,690,752	\$246,594,486	\$944,285,238
Jackson MPO			
Listed Projects	\$0	\$77,706,250	\$77,706,250
Bridge Replacement	\$5,059,696	\$1,264,924	\$6,324,620
Enhancement/Recreational Trails/SRTS	\$2,060,600	\$515,150	\$2,575,750
ITS	\$82,424	\$20,606	\$103,030
Operation/Maintenance/Minor Reconstruction	\$10,303,008	\$2,575,752	\$12,878,760
Safety/RR Crossing Improvements	\$1,112,724	\$123,636	\$1,236,360
GRPC MPO			
Listed Projects	\$69,760,000	\$48,031,875	\$117,791,875
Bridge Replacement	\$3,296,963	\$824,241	\$4,121,204
Enhancement/Recreational Trails/SRTS	\$3,049,691	\$762,423	\$3,812,114
ITS	\$82,424	\$20,606	\$103,030
Operation/Maintenance/Minor Reconstruction	\$8,242,408	\$2,060,602	\$10,303,010
Safety	\$3,068,148	\$31,020	\$3,099,168
HPFL MPO			
Listed Projects	\$0	\$0	\$0
Bridge Replacement	\$1,000,000	\$250,000	\$1,250,000
Enhancement/Recreational Trails/SRTS	\$413,600	\$103,400	\$517,000
ITS	\$82,424	\$20,606	\$103,030
Operation/Maintenance/Minor Reconstruction	\$1,081,600	\$270,400	\$1,352,000
Safety	\$463,635	\$51,515	\$515,150
Memphis MPO			
Listed Projects	\$0	\$0	\$0
Operation/Maintenance/Minor Reconstruction	\$0	\$0	\$0
Subtotal Transfers to MPOs	\$109,159,345	\$134,633,006	\$243,792,351
FEDERAL AGENCIES			
Individual listed projects*	\$500,000	\$0	\$500,000
Forest Highway Bridge Replacement	\$1,210,000	\$0	\$1,210,000
Indian Roads Reservation	\$0	\$0	\$0
Subtotal Federal Agencies	\$1,710,000	\$0	\$1,710,000
TOTAL FY 2015	\$806,850,097	\$381,227,492	\$1,188,077,589

*State or local matching funds not shown in the Eastern Federal Lands Highways Division TIP.

**FISCAL CONSTRAINT FOR PROJECTS
FUNDED THROUGH
THE FEDERAL TRANSIT ADMINISTRATION**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Available Funds and Estimated Costs
Rural Transit System

Year Apportioned 2012

Fund Code	Estimated Available Funds	Federal Share	State/Local Share	Estimated Total Costs
5304	\$310,638	\$248,510	\$62,128	\$310,638
5309	\$1,200,000	\$960,000	\$240,000	\$1,200,000
5310	\$1,842,301	\$1,503,919	\$338,382	\$1,842,301
5311	\$16,903,678	\$11,762,705	\$5,140,973	\$16,903,678
5316	\$2,524,934	\$1,364,829	\$1,160,105	\$2,524,934
5317	\$1,283,368	\$693,712	\$589,656	\$1,283,368
Total	\$24,064,919	\$16,533,675	\$7,531,244	\$24,064,919

Year Apportioned 2013

Fund Code	Estimated Available Funds	Federal Share	State/Local Share	Estimated Total Costs
5304	\$323,138	\$258,510	\$64,628	\$323,138
5309	\$1,200,000	\$960,000	\$240,000	\$1,200,000
5310	\$1,867,107	\$1,524,169	\$342,938	\$1,867,107
5311	\$16,874,496	\$11,782,955	\$5,091,541	\$16,874,496
5316	\$2,491,878	\$1,374,829	\$1,117,049	\$2,491,878
5317	\$1,275,478	\$703,712	\$571,766	\$1,275,478
Total	\$24,032,097	\$16,604,175	\$7,427,922	\$24,032,097

Year Apportioned 2014

Fund Code	Estimated Available Funds	Federal Share	State/Local Share	Estimated Total Costs
5304	\$335,638	\$268,510	\$67,128	\$335,638
5309	\$1,200,000	\$960,000	\$240,000	\$1,200,000
5310	\$1,892,220	\$1,544,669	\$347,551	\$1,892,220
5311	\$16,873,795	\$11,782,955	\$5,090,840	\$16,873,795
5316	\$2,510,003	\$1,384,829	\$1,125,174	\$2,510,003
5317	\$1,293,603	\$713,712	\$579,891	\$1,293,603
Total	\$24,105,259	\$16,654,675	\$7,450,584	\$24,105,259

Year Apportioned 2015

Fund Code	Estimated Available Funds	Federal Share	State/Local Share	Estimated Total Costs
5304	\$348,138	\$278,510	\$69,628	\$348,138
5309	\$1,200,000	\$960,000	\$240,000	\$1,200,000
5310	\$1,917,332	\$1,565,169	\$352,163	\$1,917,332
5311	\$16,911,297	\$11,803,455	\$5,107,842	\$16,911,297
5316	\$2,528,128	\$1,394,829	\$1,133,299	\$2,528,128
5317	\$1,311,728	\$723,712	\$588,016	\$1,311,728
Total	\$24,216,623	\$16,725,675	\$7,490,948	\$24,216,623

MAINTAINING THE EXISTING SYSTEM

Investing in the preservation and maintenance of Mississippi's surface transportation system makes the system last longer and saves the cost of reconstruction. Routine maintenance includes restoring roadway surfaces by patching potholes, patching and shaping roadway shoulders; clearing ditches and making drainage improvements; controlling roadside vegetation; making emergency repairs; painting and repairing bridges; replacing pavement markings and traffic control devices; and overlaying roads with hot mix asphalt or seal coats.

MDOT maintains approximately 11,000 miles of roadway statewide. This includes close to 700 miles of interstate highway, over 2,500 miles of U.S. Highway, and nearly 7,600 miles of State Routes. Mileage for the connector roads that link the National Highway System to other modes of transportation, like ports, airports and railroads, is included in these figures. MDOT spent approximately \$177 million in 2011 to maintain the existing system with a cost per mile of \$16,091. A similar amount adjusted for inflation will be spent each year of the STIP to maintain the existing system.

The maintenance activities for roadways under the jurisdiction of local governments are the responsibility of each entity. Each local government appropriates adequate funding in their respective budgets to operate and maintain the facilities under their jurisdiction.

PROJECT SELECTION PROCEDURES

Typically highway project proposals are evaluated using capacity analyses, traffic counting, traffic projections, cost estimation, benefit-cost analyses, user cost analyses, land use projections, environmental studies, and public input. Similar analyses and projections determine the volume to capacity ratio, future volume to capacity ratio, level of service, future level of service, and year of need. The first determinant for construction of highway segments is the year of need. "Year of need" is the year in which the level of service on a segment is projected to deteriorate to an unacceptable level. For segments with the same year of need, prioritization is based on the volume to capacity ratio and the daily traffic volume.

The criteria to qualify as a safety project are based on the MDOT Highway Safety Improvement Program. Candidate projects are identified by the Traffic Engineering Division and the MDOT District Engineers as well as other entities. The list of projects is then evaluated based on several factors including total crashes, crash rate (the number of crashes compared to the level of exposure, which increases as the traffic count increases), severity of the crashes (the severity index - a weighted average for a location on injury severity of the crashes), the percentage of crashes occurring on wet pavement (including snow and ice), and the percentage of crashes at night (unlit conditions). The sites are then reviewed to determine appropriate safety countermeasures and to estimate the costs of the proposed improvements. Upon completion of the review, safety projects are ranked according to their benefit to cost ratio based on the proposed treatments. This allows the

MDOT to use the limited amount of safety funds in order to improve the maximum number of locations.

Transit projects in the *New Freedom* and *Job Access/Reverse Commute* programs are selected from the *Coordinated Human Service Transportation Plan*.

PUBLIC INVOLVEMENT

MDOT seeks to strengthen the transportation planning participation process by consulting with Federal and State transportation and land management agencies, local officials, American Indian Tribes, and the public. MDOT presents the Draft STIP to federal and state resource agencies and other government representatives with a responsibility or interest in transportation and hosts meetings with them to make sure that the listed projects have a minimal effect on the resources that they protect. While all groups have an opportunity to provide input, the draft STIP is placed on the GoMDOT.com website for a 45-day public review and comment period.

In addition to paid newspaper advertisements, news releases, and personalized communication informing the public of the opportunity to view the STIP online and to become involved in the development process, MDOT holds open-house meetings within each of the Transportation Commission Districts to gather public and local officials' input. The state's Metropolitan Planning Organizations (MPOs) support these meetings by sending representatives to discuss projects from local perspectives.

Representatives of public transportation employees, freight shippers, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of minority groups, representatives of the disabled, providers of freight transportation services, representatives of low-income groups, and various special interest groups receive personalized communication explaining the purpose and need for public involvement and inviting them to participate in the meetings. Organizations such as the Mississippi Black Caucus of Supervisors, the Mississippi Hispanic Association, Catholic Charities, the Mississippi Baptist Convention Board, and LIFE (Living Independence for Everyone) are also contacted and invited to participate.

MDOT uses internet technology to provide information and to receive feedback from the public. Individuals unable to attend the scheduled meetings are encouraged to email comments through the www.GoMDOT.com website or to consult directly with MDOT Planning Division personnel. If they prefer, individuals can stop by any one of MDOT's District Offices to review the STIP and make comments there. Written correspondence should be directed to:

Mississippi Department of Transportation
Planning Division
P.O. Box 1850
Jackson, MS 39215-1850

Provisions are also made for any individuals needing special assistance to participate. All meetings are held in centrally located facilities that will accommodate disabled individuals or others with special needs.

MDOT routinely conducts surveys to gauge the effectiveness of MDOT's public involvement process and find ways to improve it. MDOT also reinforces its communication with the public by providing a personal response to each individual who submits a comment.

In an effort to strengthen their working relationships with all the interested individuals in their respective areas, the MPOs take part in all of these consultation activities. For detailed information concerning the STIP and TIP public involvement processes, you may contact the Planning Division and review MDOT's and the MPO's Public Participation Plans.

STIP AMENDMENT PROCEDURES

The STIP may be amended as the needs and views of the traveling public change. When major changes to the STIP occur, such as the addition or deletion of a project, a major change in project cost or initiation dates, or a major change in design concept or scope, MDOT will actively seek public comment on the proposed amendment before official action is taken. MDOT will:

- Post the proposed amendment on the GoMDOT.com website for 10 days with a request for public comments prior to official action.
- Place an advertisement in the *Clarion Ledger* and in select minority or regional newspapers informing the public of the proposed change and directing them to the GoMDOT.com website to submit comments. The website also allows individuals to join a mailing list so that they can be notified of changes in the future.
- Send a letter or email to individuals on the existing mailing list in areas impacted by the change requesting comment. This mailing list will include citizens, federal and state resource and land management agencies, American Indian tribes, affected public agencies, representatives of public transportation employees, freight shippers, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of minority groups, representatives of the disabled, providers of freight transportation services, representatives of low-income groups, and other interested parties.
- Offer the opportunity for a public meeting in the geographic area of the proposed project.
- Document all comments and concerns and MDOT responses.

If suggestions from the public or from other agencies are found to be in the best interest of the citizens of Mississippi, MDOT may elect to withdraw or modify the proposed change to the STIP. If the public response shows that the individuals, stakeholders, and other interested parties support the amendment, MDOT will:

- Seek approval of the amendment from the Mississippi Transportation Commission at the semi-monthly Transportation Commission Meeting.
- Send a letter to the Federal Highway Administration and the Federal Transit Administration seeking final approval of the amendment.

If the proposed amendment involves a transportation facility inside a Metropolitan Planning Area, the MPO Policy Board for that area will be responsible for undertaking a similar public involvement and approval action to include the amendment in their Transportation Improvement Plan. Upon Policy Board approval, the amendment will be sent to the Mississippi Transportation Commission and then to the Federal Highway Administration and the Federal Transit Administration for inclusion into the STIP.

Changes considered as minor administrative adjustments may be executed by MDOT staff. No public comment and review period is required for an “adjustment” to the STIP. The adjustments will be posted on the MDOT website. Reasons for minor adjustments include the following:

- Small changes in project cost.
- Minor changes in project scope including the funding sources, limits, description, turning lanes, intersection modifications, shoulders, etc.
- Adjustments to project scheduling which do not affect other projects or funds.
- Correction for omissions or errors in an approved project, provided the action does not affect other projects.

STATEWIDE AND LOCAL GROUPED PROJECTS

Funding allocations are made by MDOT, the Federal Land Management Agencies, the MPO’s and the Division of State Aid Road Construction for groups of anticipated projects that normally have no significant impacts on the natural or human environment. A list of activities that can be grouped is found at 23 CFR 771.117. Use of such groups is optional. In the TIP for the Memphis MPO, the groups are called *buckets*.

These grouped projects are listed by fiscal year in the first section of the STIP in the MDOT Construction and Maintenance Program, within the TIP’s for the Federal Land Management Agencies and MPO’s electing to group their projects. These projects can usually be completed in the existing right of way or by acquiring minimal amounts of additional right of way. They belong to groups of categories of work where experience has shown that there are rarely any significant environmental impacts. They do not require detailed environmental analysis. The categories of types of work that are normally categorically excluded from detailed environmental review are listed in 23 CFR 771. The groups in the STIP are:

Bridge Replacement - Routine bridge replacements involving minimal rights-of-way and having no significant environmental impacts.

Earmarks/Discretionary – Projects that are funded through Earmark funding or Discretionary funding that have not been programmed.

Enhancement/Recreational Trails/Safe Routes to School –

- Enhancement - Community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historical, aesthetic, and environmental aspects of the transportation system.
- Recreational Trails Program - Projects to develop or improve recreational trails for both non-motorized and motorized uses.
- Safe Routes to School – Activities to provide safe routes to schools.

Intelligent Transportation Systems (ITS) - Intelligent Transportation Systems (ITS) is an umbrella term for a range of technologies including processing, control, communication and electronics that are applied to a transportation system. It also includes an advanced approach to traffic management.

Operations/Maintenance/Minor Reconstruction - Routine operation and maintenance of the transportation system. This includes both planned and emergency work that addresses preservation and upkeep of rights of way, roadside facilities, and pavement; the repair or replacement of structures such as culverts, lighting, safety devices, and traffic control devices; and the maintenance of the highway rights of way. Minor reconstruction projects provide for the modernization of an existing highway by resurfacing, restoring, rehabilitating the riding surface or by the addition of shoulders, or adding auxiliary lanes.

Railroad Crossing Improvements - Provides for the construction and/or installation of devices to prevent vehicles from crossing rails as a train is approaching. This group also includes projects to improve the roadway surface at railroad crossings.

Safety - Projects to improve road safety in order to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Included in this section are improvements to or installation of signalization projects. Also included are activities to improve safety in work zones.

Unanticipated Program/Project Cost Escalations - This group begins each federal fiscal year with funds in reserve to be used as a contingency fund throughout the year. This will prevent MDOT from having to remove projects from the STIP because of project cost overruns, the addition of new projects, or if an anticipated congressional earmarks is not received.

Wetlands Mitigation - Activities designed to benefit the environment through preservation and enhancement of wetlands and streambanks.

STIP VOLUMES (I-IV)

Volume I: MDOT, State Aid, and Local Public Agencies Construction and Maintenance Program

MDOT Construction and Maintenance Program

The MDOT Construction and Maintenance Program is the largest program in the STIP and accounts for 64 percent of the available funding. Mississippi's *State Designated and State Maintained Highway System* carries the bulk of traffic in the state and includes all of the interstate roadways, 85 percent of the arterial roadways (those that connect cities and towns) and 27 percent of the collector system (roads that move traffic between primary roads such as Highway 49 and the Interstate System).

With the exception of State Maintained Highway System, a few federally controlled roads like the Natchez Trace Parkway and roads constructed through the Office of State Aid Road Construction, all other roads in Mississippi are constructed and maintained by local governmental or private entities.

To efficiently administer the MDOT Construction and Maintenance Program, the state is divided into six transportation districts. The map located on page I-3, depicts MDOT's district boundary lines and identifies the District Engineer responsible for that geographic area. Each District Engineer reports to MDOT's Chief Engineer who reports to the Executive Director. Direct representation of the public is provided by the elected State Transportation Commission. Commissioners are elected from the northern, central, and southern portions of the state respectively. Contact information for the Mississippi Transportation Commission and the MDOT District Engineers is listed with the MDOT District maps.

State Aid to Counties Construction Program

The objective of the State Aid Program is to construct roads that connect to the State Designated and State Maintained Highway System to other State Aid routes. This forms a network of collector roads. Collector roads move traffic between primary roads like Highway 49 and the Interstate System.

This program is governed on the local level by the Mississippi Boards of Supervisors for each county who are responsible for the 18,848 miles of road in the State Aid Roadway System. The Boards of Supervisors adopt annual construction programs, acquire rights-of-way, advertise for bids, award contracts, and maintain the completed projects after construction.

Local Public Agencies Construction Program

Small urban areas with a population greater than 5,000 are allotted Surface Transportation Program funds based upon population from the most recent census. The

small urban projects in the STIP, while not located on the State Designated/State Maintained Highway System, are primarily financed with 80 percent Surface Transportation Program Funds and a 20 percent match from the local government. These funds may be used for any road on the Federal-aid System, except those functionally classified as local or rural minor collectors. These are city streets or rural roads and thus are not considered major movers of traffic.

Volume II: Transit Program

MDOT's transit program provides capital assistance, operating assistance, and administration for various Federal Transit Administration (FTA) programs. Transit Programs provide for the transportation of persons from one place to another on public transportation systems. Transportation for getting to work, to shopping, and to medical services in both rural and urban areas is provided for the general public, and for the elderly and handicapped. Funds are spent for administration, planning, research, transit feasibility and location studies, and technical assistance. Proposed funding is outlined in the Metropolitan Planning Organization's *Annual Unified Planning Work Programs* and the TIP's.

MDOT has taken the lead role in meeting the requirements for developing and implementing "local" Coordinated Human Service Transportation Plans (CHTP). MDOT has developed a *Statewide Coordinated Human Service Transportation Plan*. This plan is based on statewide and regional *United We Ride Community Assessments* and research conducted by Jackson State University to identify service gaps and needs. The Statewide plan has been adopted by the Mississippi Transportation Commission and will be updated based in part on further analyses and on regional plans in progress through six regional advisory groups.

Volume III: Urbanized Area Construction

Metropolitan Planning Organizations (MPOs), are designated for those areas where the population reaches 50,000 or greater. MPO staff members are responsible for a continuing, cooperative, and comprehensive transportation planning process for all jurisdictions within their boundaries. This process, which seeks input from the public, results in the development of a *Transportation Improvement Plan (TIP)* that addresses local transportation needs within the boundaries of the metropolitan area. When TIPs are adopted by the MPO Policy Boards, MDOT includes them in the STIP. Federal funds are matched by state and local funds depending upon the scope of the project. Usually the match is 80 percent federal and 20 percent state or local.

MDOT relies heavily on the MPO's efforts for input into the Statewide Transportation Improvement Program (STIP) and works diligently to build and maintain a partnership with MPO members. Each MPO solicits input from other agencies, groups, officials, and individuals that include but are not limited to Native American Tribes, non-metropolitan officials, officials of small urban areas within their boundaries, and special interest groups in the development of their transportation plans and programs.

Volume IV: Federal Land Agencies

The Federal Lands Highway Program provides funding for use by the Federal Land Management Agencies (FLMAs) and Federal Highway Administration's Federal Land Divisions for the planning, design, construction, or reconstruction of designated public roads that provide access to, through, or within Federal and Tribal lands. The Federal Land Management Agencies include the U.S. Army Corps of Engineers, the National Park Service, the USDA Forest Services, the U.S. Bureau of Land Management, the General Services Administration, the U.S. Fish and Wildlife Service, the U.S. Armed Forces, the U.S. Forest Service, the U.S. Department of Agriculture, and the Bureau of Indian Affairs.

The Federal Lands Highway Division and the FLMAs jointly develop transportation projects based on need and on the availability of funds. All regionally significant FLMA projects, regardless of funding source, are coordinated with the appropriate State or local agencies responsible for planning implementation of transportation improvements.

DEFINITIONS

Projects listed in the STIP are divided by Volume and Chapter as listed in the Table of Contents. To assist the reader, a key for understanding technical terms and/or abbreviations is provided here.

STIP ID - This is an arbitrary number assigned to each project for the purpose of formatting the STIP.

On System - This is a funding program for projects constructed on a roadway that is included in the Federal-aid Highway System (FAS)

Off System - This is a funding program for construction projects which impact a roadway included in the FAS. An example would be an overpass over a roadway not on the National Highway System (NHS), or an overpass over an interstate roadway or other road on the FAS.

Phases of a project:

1. ENV - Environmental Studies
2. Design - Preparation of Construction Plans
3. ROW - Acquiring the land or right of way on which to build the project
4. CON - Construction

Scope of work

1. Widening - Adding travel lanes
2. GR - Project Grading
3. DR - Drainage Construction
4. BR - Bridge Construction
5. Pave - Roadway Paving

Funding - Monies listed in the STIP are shown as expenditures in the year they are anticipated to be obligated. They may be spent over a period of subsequent years that reflect no funding. Costs estimates are adjusted for inflation to reflect projected costs in the year they are to be obligated. The costs for bonded projects are the annual payments to retire the bonds. Costs for advanced funding projects are the costs to repay the advanced monies. Should a project be listed in the 2012 – 2015 STIP with no funding, the reader should understand that money for that phase was obligated prior to 2012. An asterisk beside the Fiscal Year in a project listing denotes that the project is using Advance Construction.

MDOT STIP

Mississippi Department of Transportation
Statewide Transportation Improvement
Program

Fiscal Years 2012-2015

VOLUME I

MDOT, State Aid, and Local Public Agencies
Construction and Maintenance Program

For Additional Information Contact
Programming Manager Mississippi
Department of Transportation P. O. Box
1850
Jackson, MS 39215-1850
Telephone: (601) 359-7029

District 2 Engineer
Richard Allen
(662) 563-4541

**NORTHERN
COMMISSIONER**
Districts 1 & 2
Mike Tagert
(662) 680-3323

District 1 Engineer William
M. (Bill) Jamieson (662)
842-1122

**CENTRAL
COMMISSIONER**
Districts 3 & 5
Dick Hall
(601) 359-7035

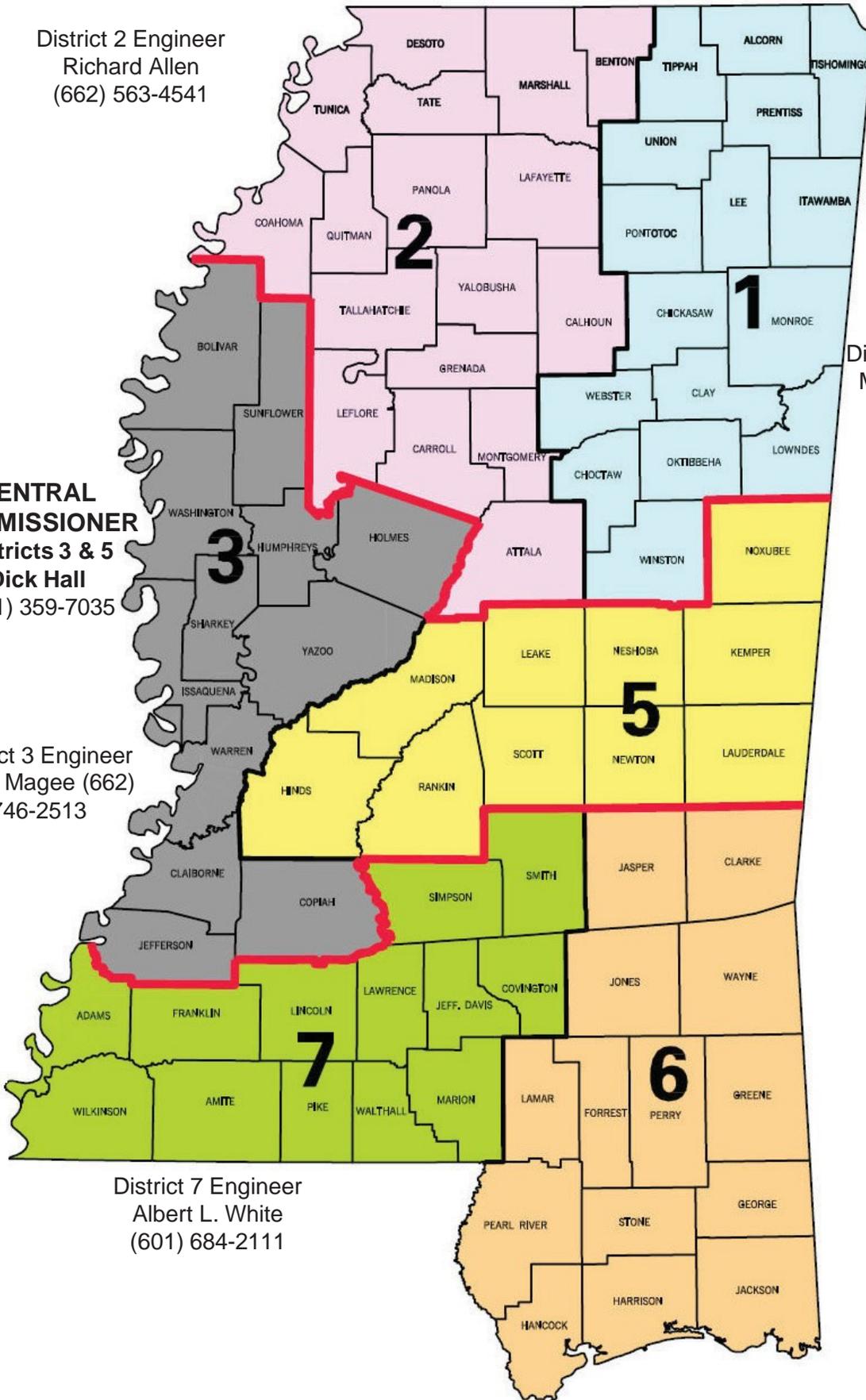
District 5 Engineer
David Foster (601)
683-3341

District 3 Engineer
Kevin Magee (662)
746-2513

**SOUTHERN
COMMISSIONER**
Districts 6 & 7
Tom King
(601) 583-0859

District 7 Engineer
Albert L. White
(601) 684-2111

District 6 Engineer
Kelly Castleberry
(601) 544-6511





**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
STATEWIDE GROUPED PROJECTS**

BRIDGE REPLACEMENT

Fiscal Year	Agency	Fund Source	Federal Share	State Share	Total Funds
2012	MDOT/Local Agencies	BR/STP/NHS/IM/SFP/Earmark/NHPP	\$54,000,000	\$13,500,000	\$67,500,000
2013	MDOT/Local Agencies	BR/STP/NHS/IM/SFP/Earmark/NHPP	\$54,540,000	\$13,635,000	\$68,175,000
2014	MDOT/Local Agencies	BR/STP/NHS/IM/SFP/Earmark/NHPP	\$55,085,400	\$13,771,350	\$68,856,750
2015	MDOT/Local Agencies	BR/STP/NHS/IM/SFP/Earmark/NHPP	\$55,636,254	\$13,909,064	\$69,545,318
SUB-TOTAL FOR BRIDGE REPLACEMENT			\$219,261,654	\$54,815,414	\$274,077,068

EARMARKS/DISCRETIONARY

Fiscal Year	Agency	Fund Source	Federal Share	State Share	Total Funds
2012	MDOT/Local Agencies	Earmark/Local	\$267,976,841	\$66,994,210	\$334,971,051
2013	MDOT/Local Agencies	Earmark/Local	\$276,250,000	\$48,750,000	\$325,000,000
2014	MDOT/Local Agencies	Earmark/Local	\$238,000,000	\$42,000,000	\$280,000,000
2015	MDOT/Local Agencies	Earmark/Local	\$223,125,000	\$39,375,000	\$262,500,000
SUB-TOTAL FOR EARMARKS/DISCRETIONARY			\$1,005,351,841	\$197,119,210	\$1,202,471,051

Estimated balance remaining from previous fiscal years.

ENHANCEMENT/RECREATIONAL TRAILS/LPA/SRTS

Fiscal Year	Agency	Fund Source	Federal Share	State Share	Total Funds
2012	MDOT/Local Agencies/Direct Fed Recipients	STP/SFP/Earmark/Local/TA	\$22,576,000	\$5,644,000	\$28,220,000
2013	MDOT/Local Agencies/Direct Fed Recipients	STP/SFP/Earmark/Local/TA	\$22,801,760	\$5,700,440	\$28,502,200
2014	MDOT/Local Agencies/Direct Fed Recipients	STP/SFP/Earmark/Local/TA	\$23,029,778	\$5,757,444	\$28,787,222
2015	MDOT/Local Agencies/Direct Fed Recipients	STP/SFP/Earmark/Local/TA	\$23,260,075	\$5,815,019	\$29,075,094
SUB-TOTAL FOR ENHANCEMENT/RECREATIONAL TRAILS/LPA/SRTS			\$91,667,613	\$22,916,903	\$114,584,516

ITS

Fiscal Year	Agency	Fund Source	Federal Share	State Share	Total Funds
2012	MDOT/Local Agencies	NHS/STP/Earmark/TIGER Grant/NHPP	\$12,880,848	\$1,686,286	\$14,567,134
2013	MDOT/Local Agencies	NHS/STP/Earmark/TIGER Grant/NHPP	\$2,948,219	\$737,054	\$3,685,273
2014	MDOT/Local Agencies	NHS/STP/Earmark/NHPP	\$3,066,148	\$766,536	\$3,832,684
2015	MDOT/Local Agencies	NHS/STP/Earmark/NHPP	\$3,188,794	\$797,198	\$3,985,992
SUB-TOTAL FOR ITS			\$22,084,009	\$3,987,074	\$26,071,083

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

**Project selection and design will be performed by the respective Small Urban Public Agency. MDOT will perform all Construction Engineering and Inspection for the select projects. See Appendix A for project details.*



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
STATEWIDE GROUPED PROJECTS**

OPERATION/MAINTENANCE/MINOR RECONSTRUCTION

Fiscal Year	Agency	Fund Source	Federal Share	State Share	Total Funds
2012	MDOT/Local Agencies	IM/NHS/STP/SFP/Local/Earmark/NHPP	\$136,333,566	\$24,058,865	\$160,392,431
2013	MDOT/Local Agencies	IM/NHS/STP/SFP/Local/Earmark/NHPP	\$137,696,902	\$24,299,454	\$161,996,356
2014	MDOT/Local Agencies	IM/NHS/STP/SFP/Local/Earmark/NHPP	\$139,073,871	\$24,542,449	\$163,616,320
2015	MDOT/Local Agencies	IM/NHS/STP/SFP/Local/Earmark/NHPP	\$140,464,610	\$24,787,873	\$165,252,483
SUB-TOTAL FOR OPERATION/MAINTENANCE/MINOR RECONSTRUCTION			\$553,568,949	\$97,688,641	\$651,257,590

SAFETY/RAILROAD CROSSING IMPROVEMENTS

Fiscal Year	Agency	Fund Source	Federal Share	State Share	Total Funds
2012	MDOT	HSIP/STP	\$27,239,560	\$2,050,289	\$29,289,849
2013	MDOT	HSIP/STP	\$27,511,956	\$2,070,792	\$29,582,748
2014	MDOT	HSIP/STP	\$27,787,076	\$2,091,500	\$29,878,576
2015	MDOT	HSIP/STP	\$28,064,947	\$2,112,415	\$30,177,362
SUB-TOTAL FOR SAFETY/RAILROAD CROSSING IMPROVEMENTS			\$110,603,539	\$8,324,996	\$118,928,535

UNANTICIPATED PROGRAM/PROJECT COST ESCALATIONS

Fiscal Year	Agency	Fund Source	Federal Share	State Share	Total Funds
2012	MDOT/Local Agencies	ALL++	\$26,360,598	\$38,660,970	\$65,021,568
2013	MDOT/Local Agencies	ALL++	\$194,709,577	\$150,714,679	\$345,424,256
2014	MDOT/Local Agencies	ALL++	\$199,669,421	\$45,775,858	\$245,445,279
2015	MDOT/Local Agencies	ALL++	\$190,162,582	\$116,904,282	\$307,066,864
SUB-TOTAL FOR UNANTICIPATED PROGRAM/PROJECT COST ESCALATIONS			\$610,902,178	\$352,055,789	\$962,957,967

WETLANDS MITIGATION

Fiscal Year	Agency	Fund Source	Federal Share	State Share	Total Funds
2012	MDOT	STP/SFP/NHPP/CMAQ	\$1,871,774	\$467,943	\$2,339,717
2013	MDOT	STP/SFP/NHPP/CMAQ	\$1,890,491	\$472,623	\$2,363,114
2014	MDOT	STP/SFP/NHPP/CMAQ	\$1,909,396	\$477,349	\$2,386,745
2015	MDOT	STP/SFP/NHPP/CMAQ	\$1,928,490	\$482,122	\$2,410,612
SUB-TOTAL FOR WETLANDS MITIGATION			\$7,600,151	\$1,900,037	\$9,500,188

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

**Project selection and design will be performed by the respective Small Urban Public Agency. MDOT will perform all Construction Engineering and Inspection for the select projects. See Appendix A for project details.*



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT LISTED PROJECTS

County: Bolivar

STIP ID: 060144 **STIP ID Title:**SR 8 FROM CLEVELAND TO RULEVILLE (ADD 2 LANES) **Total STIP ID Cost:** \$43,000,000
Route: MS 8 **Project Length:** 2.857 **Fund Source:** STP/SFP/NHPP

Project spans multiple counties: Bolivar, Sunflower

Project Number/Detail	Fiscal Year	Scope Of Work	Resp Agcy	Phase	Federal Share	State/Local Share	Total Cost Estimate
102155-303000	2012	Pave Bridge 2 Lanes	MDOT	CON	\$2,014,880	\$503,720	\$2,518,600
Termini:	SR 8 FROM CLEVELAND TO SUNFLOWER C.L. (ADD 2 LANES) [I-29]						
SUB-TOTAL FOR STIP ID 060144:					\$2,014,880	\$503,720	\$2,518,600

SUB-TOTAL FOR BOLIVAR COUNTY: **\$2,014,880** **\$503,720** **\$2,518,600**



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name **COAHOMA**

Need ID: 600100	Responsible Agency: MDOT	Total Project Cost: \$230,000,000
Route: MS 6	Project Length: 40.00	Fund Source: DRA/BR/EARMARK/SFP/STP/NHPP
Termini: SR 6 FROM US 61 IN COAHOMA COUNTY TO 3.11 MILES EAST OF I-55		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
102733/001000	2012	GRADE BRIDGE PAVE 2 LANE	PE	\$0	\$0	\$0
102733/201000	2014	GRADE BRIDGE PAVE 2 LANE	ROW	\$1,651,436	\$0	\$1,651,436
102733/308000	2015	GRADE BRIDGE PAVE 2 LANE	CON	\$2,700,000	\$0	\$2,700,000
SUB-TOTAL FOR NEED 600100				\$4,351,436	\$0	\$4,351,436
SUB-TOTAL FOR COAHOMA COUNTY				\$4,351,436	\$0	\$4,351,436



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Southern Commission District

County Name COVINGTON

Need ID: 160100	Responsible Agency: MDOT	Total Project Cost: \$150,000,000
Route: US 49	Project Length: 33.00	Fund Source: NHS/SFP/STP/NHPP
Termini: FORREST COUNTY LINE TO SIMPSON COUNTY LINE		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
106326/101000	2013	RECONSTRUCTION	PE	\$400,000	\$100,000	\$500,000
106326/102000	2013	RECONSTRUCTION	PE	\$400,000	\$100,000	\$500,000
SUB-TOTAL FOR NEED 160100				\$800,000	\$200,000	\$1,000,000
SUB-TOTAL FOR COVINGTON COUNTY				\$800,000	\$200,000	\$1,000,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Central Commission District

County Name HOLMES

Need ID: 260011	Responsible Agency: MDOT	Total Project Cost: \$25,000,000
Route: US 49E	Project Length: 1.30	Fund Source: STP/SFP/NHPP/RR SAFETY FUNDS
Termini: US 49E RAILROAD OVERPASS AT BEE LAKE		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
102127/301000	2015	GRADE BRIDGE 2 LANES	CON	\$10,000,000	\$2,500,000	\$12,500,000
SUB-TOTAL FOR NEED 260011				\$10,000,000	\$2,500,000	\$12,500,000
SUB-TOTAL FOR HOLMES COUNTY				\$10,000,000	\$2,500,000	\$12,500,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name **ITAWAMBA**

Need ID: 290521	Responsible Agency: MDOT	Total Project Cost: \$5,430,000
Route: MS 25	Project Length: 1.00	Fund Source: STP/SFP/NHPP
Termini: SR 25 FROM THE MONROE CL/ITAWAMBA CL NORTH		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
102615/201000	2012	GRADE BRIDGE 2 LANE	ROW	\$200,000	\$50,000	\$250,000
102615/201000	2013	GRADE BRIDGE 2 LANE	ROW	\$1,000,000	\$250,000	\$1,250,000
SUB-TOTAL FOR NEED 290521				\$1,200,000	\$300,000	\$1,500,000

Need ID: 290600	Responsible Agency: MDOT	Total Project Cost: \$3,500,000
Route: SPRING ST	Project Length: 1.00	Fund Source: STP/NHPP/CMAQ/EARMARK
Termini: SPRING STREET INDUSTRIAL ACCESS ROAD		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
104861/201000	2013	GR DR PAVE	ROW	\$800,000	\$200,000	\$1,000,000
104861/301000	2015	GR DR PAVE	CON	\$2,300,000	\$0	\$2,300,000
SUB-TOTAL FOR NEED 290600				\$3,100,000	\$200,000	\$3,300,000
SUB-TOTAL FOR ITAWAMBA COUNTY				\$4,300,000	\$500,000	\$4,800,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT LISTED PROJECTS

County: Jefferson_Davis

STIP ID: 330068 **STIP ID Title:**US 84 RECONSTRUCTION OF EXISTING LANES B **Total STIP ID Cost:** \$12,800,000
Route: US 84 **Project Length:** 6.92 **Fund Source:** NHS/SFP/NHPP

Project Number/Detail	Fiscal Year	Scope Of Work	Resp Agcy	Phase	Federal Share	State/Local Share	Total Cost Estimate
102921-202000	2012	RECONSTRUCTION	MDOT	ROW	\$176,000	\$44,000	\$220,000
Termini: US 84 BTW PRENTISS AND THE COVINGTON CL (STIP PG I-45)							
SUB-TOTAL FOR STIP ID 330068:					\$176,000	\$44,000	\$220,000

SUB-TOTAL FOR JEFFERSON_DAVIS COUNTY **\$176,000** **\$44,000** **\$220,000**



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Southern Commission District

County Name **JONES**

Need ID: 340100	Responsible Agency: MDOT	Total Project Cost: \$32,000,000
Route: I-59	Project Length: 2.00	Fund Source: IM/STP/SFP/NHPP
Termini: I-59 BETWEEN 16TH AND 4TH AVE S-CURVE L		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
501561/603000	2012	REALIGN	OTH	\$17,014,091	\$1,890,455	\$18,904,546
501561/603000	2013	REALIGN	OTH	\$2,422,350	\$269,150	\$2,691,500
501561/603000	2014	REALIGN	OTH/CONV	\$2,422,125	\$269,125	\$2,691,250
501561/603000	2015	REALIGN	OTH/CONV	\$2,423,138	\$269,237	\$2,692,375
SUB-TOTAL FOR NEED 340100				\$24,281,704	\$2,697,967	\$26,979,671
This project details the repayment of debt service on a HELP bond issue to be used to improve the safety of the "I-59 S-Curve" in Laurel.						
SUB-TOTAL FOR JONES COUNTY				\$24,281,704	\$2,697,967	\$26,979,671



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name **LAFAYETTE**

Need ID: 360100	Responsible Agency: MDOT	Total Project Cost: \$49,000,000
Route: MS 6	Project Length: 0.40	Fund Source: NHS/SFP/NHPP/STP
Termini: SR 6 AT JACKSON AVENUE		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
102221/102000	2012	INTERCHANGE CONSTRUCTION	PE	\$0	\$0	\$0
102221/202000	2013	INTERCHANGE CONSTRUCTION	ROW	\$969,024	\$242,256	\$1,211,280
102221/302000	2014	INTERCHANGE CONSTRUCTION	CON	\$0	\$4,000,000	\$4,000,000
SUB-TOTAL FOR NEED 360100				\$969,024	\$4,242,256	\$5,211,280

Need ID: 360516	Responsible Agency: MDOT	Total Project Cost: \$47,100,000
Route: MS 7	Project Length: 6.40	Fund Source: STP/SFP/NHPP
Termini: SR 7 BETWEEN SR 9 AND 2 MILES NORTH OF SR 6 WITH INTERCHANGE		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
102168/202100	2013	GRADE BRIDGE PAVE 4 LANES	ROW	\$1,600,000	\$400,000	\$2,000,000
102168/201/202	2014	GRADE BRIDGE PAVE 4 LANES	ROW	\$14,400,000	\$3,600,000	\$18,000,000
102168/201100	2014	GRADE BRIDGE PAVE 4 LANES	ROW	\$4,000,000	\$1,000,000	\$5,000,000
102168/201/202	2015	GRADE BRIDGE PAVE 4 LANES	ROW/CONV	\$14,244,928	\$3,561,232	\$17,806,160
SUB-TOTAL FOR NEED 360516				\$34,244,928	\$8,561,232	\$42,806,160

SUB-TOTAL FOR LAFAYETTE COUNTY				\$35,213,952	\$12,803,488	\$48,017,440
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name LAFAYETTE

Need ID: 360516	Responsible Agency: MDOT	Total Project Cost: \$47,100,000
Route: MS 7	Project Length: 5.80	Fund Source: STP/SFP/NHPP
Termini: REPLACE BRIDGE AT BURNEY BRANCH		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
102168/302000	2014	REPLACE BRIDGE	CON	\$0	\$5,910,000	\$5,910,000
SUB-TOTAL FOR NEED 360516				\$0	\$5,910,000	\$5,910,000
SUB-TOTAL FOR LAFAYETTE COUNTY				\$0	\$5,910,000	\$5,910,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name LAFAYETTE

Need ID: 360516	Responsible Agency: MDOT	Total Project Cost: \$47,100,000
Route: MS 7	Project Length: 5.80	Fund Source: STP/SFP/NHPP
Termini: SR 7 FRONTAGE ROAD		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
102168/303000	2014	GRADE BRIDGE PAVE 4 LANES	CON	\$0	\$2,490,000	\$2,490,000
SUB-TOTAL FOR NEED 360516				\$0	\$2,490,000	\$2,490,000
SUB-TOTAL FOR LAFAYETTE COUNTY				\$0	\$2,490,000	\$2,490,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name LAFAYETTE

Need ID: 360517	Responsible Agency: MDOT	Total Project Cost: \$4,500,000
Route: OLD TAYLOR RD	Project Length: 5.00	Fund Source: STP/SFP/EARMARK/NHPP
Termini: OLD TAYLOR RD ROUNDABOUT AT SR 6 INTERCHANGE		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
106296/101000	2012	INTERCHANGE	PE	\$250,000	\$0	\$250,000
106296/201000	2013	INTERCHANGE	ROW	\$2,000,000	\$500,000	\$2,500,000
106296/301000	2014	INTERCHANGE	CON	\$5,520,000	\$1,380,000	\$6,900,000
SUB-TOTAL FOR NEED 360517				\$7,770,000	\$1,880,000	\$9,650,000
SUB-TOTAL FOR LAFAYETTE COUNTY				\$7,770,000	\$1,880,000	\$9,650,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2010 - 2013 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL PUBLIC AGENCIES

County: LAFAYETTE

Need ID: 99094	Agency: UNIVERSITY OF MS	Total Project Cost: \$702,500				
Route: COLISEUM DR/HATHORN RD	Project Length: 0.00	Fund Source: EARMARK/LOCAL				
Termini: INTERSECTION OF COLISEUM DRIVE AND HATHORN ROAD						
Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
N/A	2013	INTERSECTION IMPROVEMENTS	ENV	\$0	\$40,000	\$40,000
N/A	2013	INTERSECTION IMPROVEMENTS	DESIGN	\$75,000	\$0	\$75,000
N/A	2013	INTERSECTION IMPROVEMENTS	CON	\$424,915	\$162,585	\$587,500
SUB-TOTAL FOR NEED 99094				\$499,915	\$202,585	\$702,500
SUB-TOTAL FOR UNIVERSITY OF MS				\$499,915	\$202,585	\$702,500



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

County Name LAUDERDALE

STIP ID: 38217		Responsible Agency: MDOT		Total Project Cost: \$35,000,000		
Route: I-20/I-59		Project Length: 1.95		Fund Source: NH/EARMARK/LOCAL/SFP/ARRA/NHPP		
Termini: I-20/I-59 HAWKINS CROSSING & 23RD AVENUE EAST BETWEEN SR 19 AND US 80						
Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
104423/301000	2012	INTERCHANGE	CON	\$2,000,000	\$500,000	\$2,500,000
SUB-TOTAL FOR STIP ID 38217				\$2,000,000	\$500,000	\$2,500,000
SUB-TOTAL FOR LAUDERDALE COUNTY				\$2,000,000	\$500,000	\$2,500,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Central Commission District

County Name LAUDERDALE

Need ID: 380364	Responsible Agency: MDOT	Total Project Cost: \$3,750,000
Route: SR 493	Project Length: 7.15	Fund Source: STP/NHPP
Termini: SR 493 FROM BROADMOOR TO BAILEY		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
100589/201000	2013	CONSTRUCT 5 LANES	ROW	\$3,000,000	\$750,000	\$3,750,000
SUB-TOTAL FOR NEED 380364				\$3,000,000	\$750,000	\$3,750,000
SUB-TOTAL FOR LAUDERDALE COUNTY				\$3,000,000	\$750,000	\$3,750,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Central Commission District

County Name LAUDERDALE

Need ID: 380366	Responsible Agency: MDOT	Total Project Cost: \$36,918,500
Route: MS 19	Project Length: 5.60	Fund Source: STP/EARMARK/NHPP
Termini: SR 19 FROM COLLINSVILLE TO NEWTON C.L.		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
101648/301000	2013	GRADE BRIDGE PAVE 2 LANE	CON	\$1,500,000	\$375,000	\$1,875,000
SUB-TOTAL FOR NEED 380366				\$1,500,000	\$375,000	\$1,875,000
SUB-TOTAL FOR LAUDERDALE COUNTY				\$1,500,000	\$375,000	\$1,875,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Southern Commission District

County Name **LAWRENCE**

Need ID: 390011	Responsible Agency: MONTICELLO	Total Project Cost: \$3,000,000
Route: US 84	Project Length: 1.09	Fund Source: LOCAL/OTHER
Termini: SR 27 TO OLD HIGHWAY 27		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
	2014	GR, DR, BR, PAVE	CON	\$2,400,000	\$600,000	\$3,000,000
	2014	GR, DR, BR, PAVE	ROW	\$0	\$25,000	\$25,000
	2014	GR, DR, BR, PAVE	DESIGN	\$0	\$60,000	\$60,000
	2014	GR, DR, BR, PAVE	ENV	\$0	\$25,000	\$25,000
SUB-TOTAL FOR NEED 390011				\$2,400,000	\$710,000	\$3,110,000
SUB-TOTAL FOR LAWRENCE COUNTY				\$2,400,000	\$710,000	\$3,110,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name **LEE**

Need ID: 410139	Responsible Agency: MDOT	Total Project Cost: \$58,000,000
Route: US 278/MS 6	Project Length: 6.40	Fund Source: APL/NHS/EARMARK/SFP/STP/NHPP
Termini: SR 6 FROM MS PONTOTOC CL TO SR 145 (GLOSTER ST)		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
100078/306000	2014	PAVE	CON	\$4,917,888	\$1,229,472	\$6,147,360
100078/306000	2015	PAVE	CON/AC CONV	\$6,753,825	\$1,688,456	\$8,442,281
SUB-TOTAL FOR NEED 410139				\$11,671,713	\$2,917,928	\$14,589,641
SUB-TOTAL FOR LEE COUNTY				\$11,671,713	\$2,917,928	\$14,589,641



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name LEE

Need ID: 410400	Responsible Agency: MDOT	Total Project Cost: \$13,200,000
Route: US 78	Project Length: 0.39	Fund Source: STP/NHS/SFP/NHPP
Termini: US 78 INTERCHANGE AT COLEY RD		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
105420/301000	2014	INTERCHANGE	CON	\$10,560,000	\$2,640,000	\$13,200,000
SUB-TOTAL FOR NEED 410400				\$10,560,000	\$2,640,000	\$13,200,000
SUB-TOTAL FOR LEE COUNTY				\$10,560,000	\$2,640,000	\$13,200,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name **LOWNDES**

Need ID: 440062	Responsible Agency: MDOT	Total Project Cost: \$46,322,000
Route: US 45	Project Length: 5.00	Fund Source: NHS/STP/EB/SFP/NHPP
Termini: US 45 FROM CARSON RD TO 4 MILES SOUTH OF US 82		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
102090/201000	2012	ADD 2 LANES	ROW	\$0	\$0	\$0
102090/302000	2013	ADD 2 LANES	CON/AC CONV	\$7,520,000	\$1,880,000	\$9,400,000
102090/302000	2013	ADD 2 LANES	CON/AC CONV	\$7,520,000	\$1,880,000	\$9,400,000
102090/303000	2014	ADD 2 LANES	CON	\$1,200,000	\$300,000	\$1,500,000
SUB-TOTAL FOR NEED 440062				\$16,240,000	\$4,060,000	\$20,300,000
SUB-TOTAL FOR LOWNDES COUNTY				\$16,240,000	\$4,060,000	\$20,300,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name **LOWNDES**

Need ID: 440182	Responsible Agency: MDOT	Total Project Cost: \$4,735,058
Route: US 45	Project Length: 3.13	Fund Source: STP/SFP/NHPP
Termini: US 45 FROM 4.0 MILES SOUTH OF US 82 TO US 82		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
102087/201000	2013	GR DR BR PAVE 4 LANES	ROW	\$1,000,000	\$250,000	\$1,250,000
SUB-TOTAL FOR NEED 440182				\$1,000,000	\$250,000	\$1,250,000
SUB-TOTAL FOR LOWNDES COUNTY				\$1,000,000	\$250,000	\$1,250,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL PUBLIC AGENCIES

County: **LOWNDES**

Need ID: 990207		Agency: LOWNDES COUNTY		Total Project Cost: \$1,429,100		
Route: ARTESIA ROAD		Project Length: 4.00		Fund Source: EARMARK		
Termini: HWY 45 FROM GUERRY RD TO 0.6 MILES WEST OF INDUSTRIAL ROAD						
Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
N/A	2013	RECONSTRUCTION	ENV/DES	\$611,000	\$0	\$611,000
N/A	2013	RECONSTRUCTION	ROW	\$400,000	\$0	\$400,000
N/A	2014	RECONSTRUCTION	CON	\$938,829	\$0	\$938,829
SUB-TOTAL FOR NEED 990207				\$1,949,829	\$0	\$1,949,829
SUB-TOTAL FOR LOWNDES COUNTY				\$1,949,829	\$0	\$1,949,829



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Southern Commission District

County Name **MARION**

Need ID: 460206	Responsible Agency: MDOT	Total Project Cost: \$16,780,000
Route: MS 44	Project Length: 4.50	Fund Source: STP/EARMARK/SFP/NHPP/CMAQ
Termini: SR 44 FROM SR 198 TO PIERCE RD		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
104004/201000	2012	RECONSTRUCTION	ROW	\$4,112,800	\$1,028,200	\$5,141,000
104004/301000	2014	RECONSTRUCTION	CON	\$6,400,000	\$1,600,000	\$8,000,000
SUB-TOTAL FOR NEED 460206				\$10,512,800	\$2,628,200	\$13,141,000
SUB-TOTAL FOR MARION COUNTY				\$10,512,800	\$2,628,200	\$13,141,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name **MARSHALL**

Need ID: 470052	Responsible Agency: MDOT	Total Project Cost: \$60,000,000
Route: US 72	Project Length: 3.70	Fund Source: STP/SFP/NHPP
Termini: US 72 FROM 302 TO TENNESSEE STATE LINE		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
100174/302000	2015	GR DR BR PAVE	CON	\$0	\$8,000,000	\$8,000,000
100174/302000	2015	GR DR BR PAVE	CON	\$18,560,000	\$4,640,000	\$23,200,000
SUB-TOTAL FOR NEED 470052				\$18,560,000	\$12,640,000	\$31,200,000
SUB-TOTAL FOR MARSHALL COUNTY				\$18,560,000	\$12,640,000	\$31,200,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name **MARSHALL**

Need ID: 470103	Responsible Agency: MDOT	Total Project Cost: \$150,000,000
Route: I-269	Project Length: 28.60	Fund Source: STP/SFP/NHPP
Termini: I-269 MARSHALL COUNTY-DEBT SERVICE		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
501561/606000	2012	GRADE BRIDGE 4 LANES	OTH	\$22,201,544	\$5,550,386	\$27,751,930
501561/606000	2013	GRADE BRIDGE 4 LANES	OTH	\$13,939,760	\$3,484,940	\$17,424,700
501561/606000	2014	GRADE BRIDGE 4 LANES	OTH/CONV	\$13,937,469	\$3,484,367	\$17,421,837
501561/606000	2015	GRADE BRIDGE 4 LANES	OTH/CONV	\$13,940,629	\$3,485,157	\$17,425,787
SUB-TOTAL FOR NEED 470103				\$64,019,402	\$16,004,850	\$80,024,254
This project details the repayment of debt service on a HELP bond issue to be used to improve the safety of I-269 in Marshall County.						
SUB-TOTAL FOR MARSHALL COUNTY				\$64,019,402	\$16,004,850	\$80,024,254



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name **MARSHALL**

Need ID: 170014	Responsible Agency: MDOT	Total Project Cost: \$556,886,127
Route: I-269	Project Length: 28.60	Fund Source: STP/BONDS/SFP/NHPP
Termini: SR 304/I-269 FROM EAST OF I-55 TO TENNESSEE STATE LINE		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
102556/117000	2012	GRADE BRIDGE 4 LANES	PE	\$0	\$205,000	\$205,000
102556/314000	2012	GRADE BRIDGE 4 LANES	CON	\$0	\$8,437,800	\$8,437,800
102556/315000	2012	GRADE BRIDGE 4 LANES	CON	\$0	\$36,799,100	\$36,799,100
102556/304000	2013	GRADE BRIDGE 4 LANES	CON	\$0	\$80,600,000	\$80,600,000
102556/308000	2014	PAVE	CON	\$0	\$23,000,000	\$23,000,000
SUB-TOTAL FOR NEED 170014				\$0	\$149,041,900	\$149,041,900
SUB-TOTAL FOR MARSHALL COUNTY				\$0	\$149,041,900	\$149,041,900



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name **MONROE**

Need ID: 480147	Responsible Agency: MDOT	Total Project Cost: \$58,704,682
Route: MS 25	Project Length: 5.20	Fund Source: STP/SFP/NHPP
Termini: SR 25 FROM 5.2 MILES SOUTH OF US 278 TO EXISTING SR 278		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
101635/301000	2013	GRADE BRIDGE 2 LANES	CON	\$13,000,000	\$3,250,000	\$16,250,000
101635/002000	2014	PAVE	PE	\$160,000	\$40,000	\$200,000
101635/301000	2014	GRADE BRIDGE 2 LANES	CON/AC CONV	\$1,036,440	\$259,110	\$1,295,550
SUB-TOTAL FOR NEED 480147				\$14,196,440	\$3,549,110	\$17,745,550
SUB-TOTAL FOR MONROE COUNTY				\$14,196,440	\$3,549,110	\$17,745,550



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT LISTED PROJECTS

County: Monroe

Need ID: 480148		Responsible Agency: MDOT		Total Project Cost: \$91,000,000		
Route: MS 25		Project Length: 5.70		Fund Source: STP/SFP/NHPP		
Termini: SR 25 FROM US 278 TO SR 25 CONNECTOR						
Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
101634-201000	2013	GRADE BRIDGE PAVE 2 LANE	ROW	\$4,644,695	\$1,161,173	\$5,805,868
SUB-TOTAL FOR NEED 480148				\$4,644,695	\$1,161,173	\$5,805,868
This project uses Advance Construction. See the explanation in the Introduction for a description of this funding technique.						
SUB-TOTAL FOR MONROE COUNTY				\$20,599,975	\$5,149,993	\$25,749,968



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Central Commission District

County Name **NESHOBA**

Need ID: 500510	Responsible Agency: MDOT	Total Project Cost: \$75,000,000
Route: MS 19	Project Length: 10.60	Fund Source: STP/SFP/NHPP
Termini: SR 19 FROM SR 492 TO PHILADELPHIA		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
101649-201000	2012	GRADE BRIDGE PAVE 2 LANE	ROW	\$7,100,000	\$2,275,000	\$9,375,000
101649-201000	2013	GRADE BRIDGE PAVE 2 LANE	ROW	\$851,520	\$212,880	\$1,064,400
SUB-TOTAL FOR NEED 500510				\$8,751,520	\$2,687,880	\$11,439,400
This project uses Advance Construction. See the explanation in the Introduction for a description of this funding technique.						
SUB-TOTAL FOR NESHOBA COUNTY				\$8,751,520	\$2,687,880	\$11,439,400



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2010 - 2013 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL PUBLIC AGENCIES

County: OKTIBBEHA

Need ID: 530017		Agency: MSU		Total Project Cost: \$20,500,000		
Route: MSU SOUTH ENTRANCE		Project Length: 4.00		Fund Source: EARMARK/LOCAL		
Termini: MSU SOUTH ENTRANCE - BLACK JACK ROAD FROM LOCKSLEY WAY TO OKTOC ROAD						
Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
104857/802000	2012	GR DR PAVE	CON	\$844,800	\$0	\$844,800
SUB-TOTAL FOR NEED 530017				\$844,800	\$0	\$844,800
SUB-TOTAL FOR MSU				\$844,800	\$0	\$844,800



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name **PANOLA**

Need ID: 540507	Responsible Agency: MDOT	Total Project Cost: \$175,200,000
Route: MS 6	Project Length: 8.15	Fund Source: STP/SFP/NHPP/EARMARK
Termini: SR 6 FROM WEST END OF BATESVILLE BYPASS TO WEST OF I-55		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
101643/105000	2012	INTERCHANGE IMPROVEMENTS	DESIGN	\$240,000	\$60,000	\$300,000
101643/205000	2012	INTERCHANGE IMPROVEMENTS	ROW	\$129,600	\$32,400	\$162,000
101643/305000	2013	INTERCHANGE IMPROVEMENTS	CON/AC CONV	\$2,944,000	\$736,000	\$3,680,000
SUB-TOTAL FOR NEED 540507				\$3,313,600	\$828,400	\$4,142,000

Need ID: 540508	Responsible Agency: MDOT	Total Project Cost: \$8,200,000
Route: SR 6	Project Length: 1.00	Fund Source: NHPP/STP/SFP
Termini: SR 6 OVER TALLAHATCHIE RIVER & RELIEF		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
103164/201000	2015	REPLACE BRIDGE	ROW	\$500,000	\$0	\$500,000
SUB-TOTAL FOR NEED 540508				\$500,000	\$0	\$500,000
SUB-TOTAL FOR PANOLA COUNTY				\$3,813,600	\$828,400	\$4,642,000



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT LISTED PROJECTS**

County: Pearl_River

STIP ID: 230132 **STIP ID Title:**SR 607 FROM NASA TO I-59 **Total STIP ID Cost:** \$22,040,000
Route: MS 607 **Project Length:** 10 **Fund Source:** STP/MDA/SFP/NHPP

Project Number/Detail	Fiscal Year	Scope Of Work	Resp Agcy	Phase	Federal Share	State/Local Share	Total Cost Estimate
105425-202000	2012	Grade Bridge Pave 2 Lanes Parallel	MDOT	ROW	\$0	\$0	\$0
Termini: SR 607 FROM NASA TO I-59 [I-46]							
105425-302000	2013	Grade Bridge Pave 2 Lanes Parallel	MDOT	CON	\$0	\$5,900,000	\$5,900,000
Termini: SR 607 FROM NASA TO I-59							
SUB-TOTAL FOR STIP ID 230132:					\$0	\$5,900,000	\$5,900,000

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

County Name PEARL RIVER

Need ID: 550133 **Responsible Agency:** MDOT **Total Project Cost:** \$14,600,000
Route: US 11 **Project Length:** 2.00 **Fund Source:** STP/NHS/MDA/LOCAL/NHPP
Termini: US 11 FROM HOBOLOCHITTO CREEK TO HIDE-A-WAY LAKE ROAD

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
102246/204000	2013	CONSTRUCT 5 LANES	ROW	\$3,200,000	\$800,000	\$4,000,000
102246-204000	2013	CONSTRUCT 5 LANES	ROW	\$3,000,000	\$750,000	\$3,750,000
SUB-TOTAL FOR NEED 550133				\$6,200,000	\$1,550,000	\$7,750,000

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

SUB-TOTAL FOR PEARL RIVER COUNTY \$6,200,000 \$7,450,000 \$13,650,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Southern Commission District

County Name PEARL RIVER

Need ID: 550133	Responsible Agency: MDOT	Total Project Cost: \$15,600,000
Route: US 11	Project Length: 2.00	Fund Source: STP/NHS/MDA/LOCAL/NHPP
Termini: US 11 FROM HOBOLOCHITTO CREEK TO HIDE-A-WAY LAKE RD		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
102246/202000	2015	REPLACE BRIDGE	ROW	\$1,100,000	\$0	\$1,100,000
SUB-TOTAL FOR NEED 550133				\$1,100,000	\$0	\$1,100,000
SUB-TOTAL FOR PEARL RIVER COUNTY				\$1,100,000	\$0	\$1,100,000



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT LISTED PROJECTS**

County: Pontotoc

STIP ID: 580138 **STIP ID Title:**SR 6 FROM SR 342 TO LEE COUNTY LINE **Total STIP ID Cost:** \$75,051,155
Route: US 278/MS 6 **Project Length:** 3.506 **Fund Source:** NHS/APL/SFP/NHPP/STP

Project Number/Detail	Fiscal Year	Scope Of Work	Resp Agcy	Phase	Federal Share	State/Local Share	Total Cost Estimate
100078-305000	2012	PAVE	MDOT	CON	\$7,564,720	\$1,891,180	\$9,455,900
Termini: * MS 6 FR MS 342 TO LEE C.L. [EARMARK] [I-21]							
SUB-TOTAL FOR STIP ID 580138:					\$7,564,720	\$1,891,180	\$9,455,900

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

STIP ID: 580519 **STIP ID Title:**SR 15 FROM APD CORR "V" IN PONTOTOC CO TO KINGS CREEK **Total STIP ID Cost:** \$102,872,350
Route: MS 15 **Project Length:** 12.22 **Fund Source:** STP/SFP/NHPP

Project spans multiple counties: Pontotoc, Union

Project Number/Detail	Fiscal Year	Scope Of Work	Resp Agcy	Phase	Federal Share	State/Local Share	Total Cost Estimate
102607-201000	2012*	ADD 2 LANES	MDOT	ROW	\$18,310,560	\$4,577,640	\$22,888,200
Termini: SR 15 FROM APD CORR "V" [SR 6] TO UNION CL [I-21] [10-13 STIP Amend# 24]							
102607-201000	2013*	ADD 2 LANES	MDOT	ROW	\$6,710,560	\$1,677,640	\$8,388,200
Termini: SR 15 FROM APD CORR "V" [SR 6] TO UNION CL [I-21] [10-13 STIP Amend# 24]							
SUB-TOTAL FOR STIP ID 580519:					\$25,021,120	\$6,255,280	\$31,276,400

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

SUB-TOTAL FOR PONTOTOC COUNTY:	\$32,585,840	\$8,146,460	\$40,732,300
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name **PONTOTOC**

Need ID: 580100	Responsible Agency: MDOT	Total Project Cost: \$220,000,000
Route: MS 9	Project Length: 13.00	Fund Source: STP/SFP/EARMARK/NHPP
Termini: PONTOTOC TO SHERMAN		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
105094/301000	2013	ADD 2 LANES	CON	\$2,000,000	\$500,000	\$2,500,000
SUB-TOTAL FOR NEED 580100				\$2,000,000	\$500,000	\$2,500,000
SUB-TOTAL FOR PONTOTOC COUNTY				\$2,000,000	\$500,000	\$2,500,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name **QUITMAN**

Need ID: 600101	Responsible Agency: MDOT	Total Project Cost: \$2,000,000
Route: SR 6	Project Length: 1.00	Fund Source: EARMARK/NHPP
Termini: SR 6 REPLACE 4 BRIDGES FROM COAHOMA COUNTY LINE TO SR 316		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
102625/201000	2013	REPLACE BRIDGE	ROW	\$1,200,000	\$0	\$1,200,000
SUB-TOTAL FOR NEED 600101				\$1,200,000	\$0	\$1,200,000
SUB-TOTAL FOR QUITMAN COUNTY				\$1,200,000	\$0	\$1,200,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT LISTED PROJECTS

County: Sunflower

STIP ID: 060144 **STIP ID Title:**SR 8 FROM CLEVELAND TO RULEVILLE (ADD 2 LANES) **Total STIP ID Cost:** \$43,000,000
Route: MS 8 **Project Length:** 2.857 **Fund Source:** STP/SFP/NHPP

Project spans multiple counties: Bolivar, Sunflower

Project Number/Detail	Fiscal Year	Scope Of Work	Resp Agcy	Phase	Federal Share	State/Local Share	Total Cost Estimate
102155-304000	2012	Pave Bridge 2 Lanes	MDOT	CON	\$14,776,240	\$3,694,060	\$18,470,300
Termini:	SR 8 FROM BOLIVAR C.L. TO RULEVILLE ADD 2 LANES [I-36]						
SUB-TOTAL FOR STIP ID 060144:					\$14,776,240	\$3,694,060	\$18,470,300

SUB-TOTAL FOR SUNFLOWER COUNTY:	\$14,776,240	\$3,694,060	\$18,470,300
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name TATE

Need ID: 690151	Responsible Agency: MDOT	Total Project Cost: \$750,000
Route: SR 3	Project Length: 6.00	Fund Source: STP/NHPP/SFP
Termini: SR 3 FROM PANOLA CL TO TUNICA CL		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
103330/201000	2015	REPLACE BRIDGE	ROW	\$750,000	\$0	\$750,000
SUB-TOTAL FOR NEED 690151				\$750,000	\$0	\$750,000
SUB-TOTAL FOR TATE COUNTY				\$750,000	\$0	\$750,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name TIPP AH

Need ID: 700504	Responsible Agency: MDOT	Total Project Cost: \$1,000,000
Route: SR 15	Project Length: 8.44	Fund Source: STP/SFP/NHPP
Termini: SR 15 FROM 1 MILE N OF SR4 TO N OF FALKNER		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
101632/101000	2013	GR DR BR	PE	\$400,000	\$100,000	\$500,000
SUB-TOTAL FOR NEED 700504				\$400,000	\$100,000	\$500,000
SUB-TOTAL FOR TIPP AH COUNTY				\$400,000	\$100,000	\$500,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name **TUNICA**

Need ID: 720100	Responsible Agency: MDOT	Total Project Cost: \$55,000,000
Route: MS 304/I-69	Project Length: 14.20	Fund Source: STP/EQUITY BONDS/SFP/NHPP
Termini: SR 304/I-69 FROM I-55 TO US 61		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
501561/601000	2012	PAVE	OTH	\$31,149,924	\$7,357,012	\$38,506,936
501561/601000	2013	PAVE	OTH	\$2,977,440	\$744,360	\$3,721,800
501561/601000	2014	PAVE	OTH/CONV	\$2,977,740	\$744,435	\$3,722,175
501561/601000	2015	PAVE	OTH/CONV	\$2,973,840	\$743,460	\$3,717,300
SUB-TOTAL FOR NEED 720100				\$40,078,944	\$9,589,267	\$49,668,211
This project details the repayment of debt service on a HELP bond issue to be used to improve the safety of 304/I-69 in Tunica County.						
SUB-TOTAL FOR TUNICA COUNTY				\$40,078,944	\$9,589,267	\$49,668,211



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name UNION

Need ID: 580519	Responsible Agency: MDOT	Total Project Cost: \$102,872,350
Route: MS 15	Project Length: 12.22	Fund Source: STP/SFP/NHPP
Termini: SR 15 FROM APD CORR "V" IN PONTOTOC CO TO KINGS CREEK		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
102607/202100	2012	ADD 2 LANES	ROW	\$4,800,000	\$1,200,000	\$6,000,000
102607/202100	2013	ADD 2 LANES	ROW	\$2,800,000	\$700,000	\$3,500,000
102607/202100	2014	ADD 2 LANES	ROW	\$2,800,000	\$700,000	\$3,500,000
SUB-TOTAL FOR NEED 580519				\$10,400,000	\$2,600,000	\$13,000,000
SUB-TOTAL FOR UNION COUNTY				\$10,400,000	\$2,600,000	\$13,000,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Northern Commission District

County Name UNION

Need ID: 730499	Responsible Agency: MDOT	Total Project Cost: \$4,000,000
Route: SR 15	Project Length: 4.30	Fund Source: STP/SFP/NHPP
Termini: SR 15 FROM KINGS CR S OF NEW ALBANY		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
101630/201000	2013	GRADE BRIDGE 2 LANES PARALLE	ROW	\$400,000	\$100,000	\$500,000
101630/301000	2013	GRADE BRIDGE 2 LANES PARALLE	CON	\$1,600,000	\$400,000	\$2,000,000
SUB-TOTAL FOR NEED 730499				\$2,000,000	\$500,000	\$2,500,000
SUB-TOTAL FOR UNION COUNTY				\$2,000,000	\$500,000	\$2,500,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Central Commission District

County Name WASHINGTON

Need ID: 760119	Responsible Agency: MDOT	Total Project Cost:	\$12,000,000
Route: US 82	Project Length: 6.30	Fund Source: NHPP/STP/SFP	
Termini: US 82 GVL BYP FROM MS RVR BR TO SR 1			

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
102134/301000	2013	GR DR BR 4 LANE	CON	\$2,400,000	\$600,000	\$3,000,000
SUB-TOTAL FOR NEED 760119				\$2,400,000	\$600,000	\$3,000,000
SUB-TOTAL FOR WASHINGTON COUNTY				\$2,400,000	\$600,000	\$3,000,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Southern Commission District

County Name **WAYNE**

Need ID: 770161	Responsible Agency: MDOT	Total Project Cost:	\$49,638,873
Route: US 84	Project Length: 10.99	Fund Source: STP/NHPP	
Termini: US 84 FROM WAYNESBORO TO ALABAMA STATE LINE			

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
102668/302000	2013	PAVE	CON	\$2,400,000	\$600,000	\$3,000,000
SUB-TOTAL FOR NEED 770161				\$2,400,000	\$600,000	\$3,000,000
SUB-TOTAL FOR WAYNE COUNTY				\$2,400,000	\$600,000	\$3,000,000

MDOT STIP

Mississippi Department of Transportation
Statewide Transportation Improvement
Program

Fiscal Years 2012-2015

VOLUME II
Transit Program

For Additional Information Contact
Public Transit Manager Mississippi
Department of Transportation P. O. Box
1850
Jackson, MS 39215-1850
Telephone: (601) 359-7017



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
 PUBLIC TRANSIT PROGRAM

Year Apportioned 2012

FTA Section 5304

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
MDOT	STATEWIDE	PLANNING	\$124,255	\$31,064	\$155,319
REGIONAL TRANSIT ADVISORY	STATEWIDE	PLANNING	\$124,255	\$31,064	\$155,319
Sub-total for FTA Section 5304			\$248,510	\$62,128	\$310,638

FTA Section 5309

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
TRANSIT PROVIDERS	STATEWIDE	STATEWIDE CAPITAL	\$960,000	\$240,000	\$1,200,000
Sub-total for FTA Section 5309			\$960,000	\$240,000	\$1,200,000

FTA Section 5310

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
MDOT	STATEWIDE	STATE ADMINISTRATION	\$150,392	\$0	\$150,392
TRANSIT PROVIDERS	STATEWIDE	CAPITAL	\$1,353,527	\$338,382	\$1,691,909
Sub-total for FTA Section 5310			\$1,503,919	\$338,382	\$1,842,301

FTA Section 5311

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
MDOT	STATEWIDE	STATE ADMINISTRATION	\$1,737,592	\$0	\$1,737,592
MDOT/TRANSIT PROVIDERS	STATEWIDE	RTAP	\$178,758	\$0	\$178,758
TRANSIT PROVIDERS	STATEWIDE	ADMINISTRATION	\$2,985,865	\$746,466	\$3,732,331
TRANSIT PROVIDERS	STATEWIDE	CAPTIAL	\$1,550,385	\$387,596	\$1,937,981
TRANSIT PROVIDERS	STATEWIDE	INTERCITY BUS	\$1,737,592	\$434,398	\$2,171,990
TRANSIT PROVIDERS	STATEWIDE	OPERATING	\$3,572,513	\$3,572,513	\$7,145,026
Sub-total for FTA Section 5311			\$11,762,705	\$5,140,973	\$16,903,678



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
PUBLIC TRANSIT PROGRAM

Year Apportioned 2012 (continued)

FTA Section 5316

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
TRANSIT PROVIDERS	STATEWIDE	CAPITAL	\$272,966	\$68,242	\$341,208
TRANSIT PROVIDERS	STATEWIDE	OPERATING	\$1,091,863	\$1,091,863	\$2,183,726
Sub-total for FTA Section 5316			\$1,364,829	\$1,160,105	\$2,524,934

FTA Section 5317

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
TRANSIT PROVIDERS	STATEWIDE	CAPITAL	\$138,742	\$34,686	\$173,428
TRANSIT PROVIDERS	STATEWIDE	OPERATING	\$554,970	\$554,970	\$1,109,940
Sub-total for FTA Section 5317			\$693,712	\$589,656	\$1,283,368

Sub-total for Year Apportioned 2012			\$16,533,675	\$7,531,244	\$24,064,919
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
 PUBLIC TRANSIT PROGRAM

Year Apportioned 2013

FTA Section 5304

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
MDOT	STATEWIDE	PLANNING	\$129,255	\$32,314	\$161,569
REGIONAL TRANSIT ADVISORY	STATEWIDE	PLANNING	\$129,255	\$32,314	\$161,569
Sub-total for FTA Section 5304			\$258,510	\$64,628	\$323,138

FTA Section 5309

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
TRANSIT PROVIDERS	STATEWIDE	STATEWIDE CAPITAL	\$960,000	\$240,000	\$1,200,000
Sub-total for FTA Section 5309			\$960,000	\$240,000	\$1,200,000

FTA Section 5310

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
MDOT	STATEWIDE	STATE ADMINISTRATION	\$152,417	\$0	\$152,417
TRANSIT PROVIDERS	STATEWIDE	CAPITAL	\$1,371,752	\$342,938	\$1,714,690
Sub-total for FTA Section 5310			\$1,524,169	\$342,938	\$1,867,107

FTA Section 5311

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
MDOT	STATEWIDE	STATE ADMINISTRATION	\$1,737,592	\$0	\$1,737,592
MDOT/TRANSIT PROVIDERS	STATEWIDE	RTAP	\$181,258	\$0	\$181,258
TRANSIT PROVIDERS	STATEWIDE	ADMINISTRATION	\$3,075,441	\$768,860	\$3,844,301
TRANSIT PROVIDERS	STATEWIDE	CAPTIAL	\$1,550,385	\$387,596	\$1,937,981
TRANSIT PROVIDERS	STATEWIDE	INTERCITY BUS	\$1,737,592	\$434,398	\$2,171,990
TRANSIT PROVIDERS	STATEWIDE	OPERATING	\$3,500,687	\$3,500,687	\$7,001,374
Sub-total for FTA Section 5311			\$11,782,955	\$5,091,541	\$16,874,496



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
 PUBLIC TRANSIT PROGRAM

Year Apportioned 2013 (continued)

FTA Section 5316

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
TRANSIT PROVIDERS	STATEWIDE	CAPITAL	\$343,707	\$85,927	\$429,634
TRANSIT PROVIDERS	STATEWIDE	OPERATING	\$1,031,122	\$1,031,122	\$2,062,244
Sub-total for FTA Section 5316			\$1,374,829	\$1,117,049	\$2,491,878

FTA Section 5317

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
TRANSIT PROVIDERS	STATEWIDE	CAPITAL	\$175,928	\$43,982	\$219,910
TRANSIT PROVIDERS	STATEWIDE	OPERATING	\$527,784	\$527,784	\$1,055,568
Sub-total for FTA Section 5317			\$703,712	\$571,766	\$1,275,478

Sub-total for Year Apportioned 2013			\$16,604,175	\$7,427,922	\$24,032,097
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
 PUBLIC TRANSIT PROGRAM

Year Apportioned 2014

FTA Section 5304

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
MDOT	STATEWIDE	PLANNING	\$134,255	\$33,564	\$167,819
REGIONAL TRANSIT ADVISORY	STATEWIDE	PLANNING	\$134,255	\$33,564	\$167,819
Sub-total for FTA Section 5304			\$268,510	\$67,128	\$335,638

FTA Section 5309

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
TRANSIT PROVIDERS	STATEWIDE	STATEWIDE CAPITAL	\$960,000	\$240,000	\$1,200,000
Sub-total for FTA Section 5309			\$960,000	\$240,000	\$1,200,000

FTA Section 5310

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
MDOT	STATEWIDE	STATE ADMINISTRATION	\$154,467	\$0	\$154,467
TRANSIT PROVIDERS	STATEWIDE	CAPITAL	\$1,390,202	\$347,551	\$1,737,753
Sub-total for FTA Section 5310			\$1,544,669	\$347,551	\$1,892,220

FTA Section 5311

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
MDOT	STATEWIDE	STATE ADMINISTRATION	\$1,739,880	\$0	\$1,739,880
MDOT/TRANSIT PROVIDERS	STATEWIDE	RTAP	\$183,758	\$0	\$183,758
TRANSIT PROVIDERS	STATEWIDE	ADMINISTRATION	\$3,167,704	\$791,926	\$3,959,630
TRANSIT PROVIDERS	STATEWIDE	CAPTIAL	\$1,450,385	\$362,596	\$1,812,981
TRANSIT PROVIDERS	STATEWIDE	INTERCITY BUS	\$1,739,880	\$434,970	\$2,174,850
TRANSIT PROVIDERS	STATEWIDE	OPERATING	\$3,501,348	\$3,501,348	\$7,002,696
Sub-total for FTA Section 5311			\$11,782,955	\$5,090,840	\$16,873,795



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
 PUBLIC TRANSIT PROGRAM

Year Apportioned 2014 (continued)

FTA Section 5316

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
TRANSIT PROVIDERS	STATEWIDE	CAPITAL	\$346,207	\$86,552	\$432,759
TRANSIT PROVIDERS	STATEWIDE	OPERATING	\$1,038,622	\$1,038,622	\$2,077,244
Sub-total for FTA Section 5316			\$1,384,829	\$1,125,174	\$2,510,003

FTA Section 5317

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
TRANSIT PROVIDERS	STATEWIDE	CAPITAL	\$178,428	\$44,607	\$223,035
TRANSIT PROVIDERS	STATEWIDE	OPERATING	\$535,284	\$535,284	\$1,070,568
Sub-total for FTA Section 5317			\$713,712	\$579,891	\$1,293,603

Sub-total for Year Apportioned 2014			\$16,654,675	\$7,450,584	\$24,105,259
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
PUBLIC TRANSIT PROGRAM

Year Apportioned 2015

FTA Section 5304

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
MDOT	STATEWIDE	PLANNING	\$139,255	\$34,814	\$174,069
REGIONAL TRANSIT ADVISORY	STATEWIDE	PLANNING	\$139,255	\$34,814	\$174,069
Sub-total for FTA Section 5304			\$278,510	\$69,628	\$348,138

FTA Section 5309

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
TRANSIT PROVIDERS	STATEWIDE	STATEWIDE CAPITAL	\$960,000	\$240,000	\$1,200,000
Sub-total for FTA Section 5309			\$960,000	\$240,000	\$1,200,000

FTA Section 5310

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
MDOT	STATEWIDE	STATE ADMINISTRATION	\$156,517	\$0	\$156,517
TRANSIT PROVIDERS	STATEWIDE	CAPITAL	\$1,408,652	\$352,163	\$1,760,815
Sub-total for FTA Section 5310			\$1,565,169	\$352,163	\$1,917,332

FTA Section 5311

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
MDOT	STATEWIDE	STATE ADMINISTRATION	\$1,742,580	\$0	\$1,742,580
MDOT/TRANSIT PROVIDERS	STATEWIDE	RTAP	\$186,258	\$0	\$186,258
TRANSIT PROVIDERS	STATEWIDE	ADMINISTRATION	\$3,262,735	\$815,684	\$4,078,419
TRANSIT PROVIDERS	STATEWIDE	CAPTIAL	\$1,350,385	\$337,596	\$1,687,981
TRANSIT PROVIDERS	STATEWIDE	INTERCITY BUS	\$1,742,580	\$435,645	\$2,178,225
TRANSIT PROVIDERS	STATEWIDE	OPERATING	\$3,518,917	\$3,518,917	\$7,037,834
Sub-total for FTA Section 5311			\$11,803,455	\$5,107,842	\$16,911,297



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
 PUBLIC TRANSIT PROGRAM

Year Apportioned 2015 (continued)

FTA Section 5316

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
TRANSIT PROVIDERS	STATEWIDE	CAPITAL	\$348,707	\$87,177	\$435,884
TRANSIT PROVIDERS	STATEWIDE	OPERATING	\$1,046,122	\$1,046,122	\$2,092,244
Sub-total for FTA Section 5316			\$1,394,829	\$1,133,299	\$2,528,128

FTA Section 5317

Agency	County	Work Type	Federal Funds	State/Local Funds	Total Cost
TRANSIT PROVIDERS	STATEWIDE	CAPITAL	\$180,928	\$45,232	\$226,160
TRANSIT PROVIDERS	STATEWIDE	OPERATING	\$542,784	\$542,784	\$1,085,568
Sub-total for FTA Section 5317			\$723,712	\$588,016	\$1,311,728

Sub-total for Year Apportioned 2015			\$16,725,675	\$7,490,948	\$24,216,623
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MDOT STIP

Mississippi Department of Transportation
Statewide Transportation Improvement
Program

Fiscal Years 2012-2015

VOLUME III

Urbanized Area
Transportation Improvement Program

Chapter 1: Jackson Urbanized Area

The Jackson Metropolitan Planning Organization (MPO) has developed and adopted a Transportation Plan which meets requirements of the Intermodal Surface Transportation Efficiency Act of 1991. The Transportation Improvement Program (TIP), based upon the adopted Transportation Plan, is developed and adopted annually, the adopted Transportation Improvement Program is incorporated directly into the Statewide Transportation Improvement Program.

For Additional Information Contact
Planning Director
Jackson Metropolitan Planning Organization
Central Mississippi Planning & Development District
1170 Lakeland Drive, P. O. Box 4935
Jackson, MS 39296-4935
Telephone: (601) 981-1511

transportation improvement Program for the Jackson urbanized area

Fiscal Years 2012 through 2015



Prepared by

Central Mississippi Planning and development district

1170 Lakeland drive - P.o. Box 4935

Jackson, Mississippi 39296-4935

Phone: 601-981-1511 Fax: 601-981-1515

**TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE
JACKSON URBANIZED AREA: FISCAL YEARS 2012-2015**

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INTRODUCTION

Jackson Urbanized Area Metropolitan Planning Organization (MPO)

The MPO is a federally mandated planning body responsible for transportation planning in the Jackson Metropolitan Area. The Central Mississippi Planning and Development District (CMPDD) serves as the MPO for the Jackson Metropolitan Area, coordinating transportation programs for all jurisdictions within the urbanized areas of Hinds, Madison, and Rankin Counties. It is the lead agency responsible for developing and administering plans and programs to maintain eligibility and receive federal funds for the transportation systems in the Jackson Metropolitan Area. The primary mission of the MPO is to develop and maintain a transportation planning process that is compliant with federal and state requirements, and supports the development and enhancement of sustainable multimodal facilities, programs and systems in the area. The Transportation Improvement Program (TIP) is one of the most important products of the MPO's planning process.

What is the TIP?

The Transportation Improvement Program (TIP) is a financially constrained four-year program for addressing short-term transportation priorities that are consistent with the area's long-range transportation plan (LRTP). The TIP allocates the limited transportation resources among the various capital and operating needs of the area, based on locally developed priorities.

The TIP:

Covers a minimum four-year period of investment

- Is an agreed upon list of priority projects for the region
- Is updated every two years
- May be amended quarterly
- Is realistic in terms of available funding
- Is approved by the MPO and the Governor of Mississippi
- Will be financially constrained
- Is incorporated into the Statewide Transportation Improvement Program (STIP)

What role does the MPO play?

The TIP is developed and approved by the MPO and is included, without modification, in the Statewide Transportation Improvement Program (STIP) following approval by the Governor. The TIP can be modified at any time subject to approval of the MPO Intermodal Technical Committee and the Metropolitan Planning Organization.

How is the TIP funded?

Federal funding made available through the Surface Transportation Program (STP) is transferred first to the Mississippi Department of Transportation (MDOT), and then allocated to the MPO in a population-based formula. The funds are allocated through the MPO to local public agencies for eligible transportation improvement projects.

What roads are eligible in the Jackson Metropolitan Area?

Any road within the urbanized area that is functionally classified as an arterial or collector is eligible for Federal funding.

What are the funding requirements?

- Safety projects may be 100% federally funded but may not exceed 10% of the annual STP allocation
- Other projects are eligible for 80% federal funding, except for traffic signal improvements which are financed at 100% federal funds (signal only).

Eligible Projects Include:

Projects that improve traffic flow, reduce congestion, enhance safety, reduce vehicle idling, reduce vehicle miles traveled, provide access to public transit, and improve the modal options and intermodal connectivity for people and goods.

- New signals, signal upgrades, signal systems
- Turn lanes, intersection geometry improvements
- Access management
- Reconstruction
- Construction of additional lanes or new facilities
- Bicycle and pedestrian facilities
- Facilities for park and ride programs
- Public transit programs and facilities

TIP Development Process:

- TIP is updated every 2-years and may be amended quarterly
- Submittal of project application
- Letter of request from Mayor, President of Board of Supervisors, or Director of Planning for MPO recommending project be incorporated into the TIP based on a project evaluation process that reflects the MPO's objectives
- Public comment period for draft TIP in accordance with Participation Plan
- Metropolitan Planning Organization adoption of the TIP

Project Evaluation Process

For street widening projects or new street alignments (Capacity Deficiency Projects):

- Projects must be consistent with the adopted Jackson Urbanized Area Transportation Plan.
- As outlined in the MPO Prospectus, a point scoring system is utilized based on the existing volume to capacity ratio to determine level of need.

For proposed traffic operational improvements (e.g. new traffic signals, signal upgrades, geometric improvements and traffic signal systems):

- The MPO utilizes traffic signal warrants specified in the latest edition of the *Manual on Uniform Traffic Control Devices for Streets and Highways* published by the Federal Highway Administration.
- As outlined in the MPO Prospectus, a weighted system is used to evaluate projects based on scoring in the eight (8) warrants.

For proposed pavement management projects the MPO utilizes a Pavement Management System (Road Surface Management System) to rank projects. The MPO conducts a visual inventory of all eligible roadways in the Jackson Urbanized Area on a three-year cycle for Hinds, Madison and Rankin Counties. The data is compiled using the Road Surface Management System (RSMS) developed by the New Hampshire Technology Transfer Center. Using “weights” assigned by the MPO, an index value computed to rank the roadways in need of improvements.

Policies

- All proposed projects must clearly demonstrate that they help achieve MPO objectives
- Project sponsor will be held responsible for implementing project in a timely manner
- Project sponsor will provide a project status update at meetings of the Intermodal Technical Committee
- Projects must be consistent with the long-range transportation plan

Funding

Federal funding for projects in the TIP is provided through the Surface Transportation Program (STP) and is administered through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). These funds are apportioned to each State’s urbanized area through the Metropolitan Planning Organization (MPO). A formula is developed to apportion these funds to each state based on that State’s urbanized area population as a ratio of the nation’s total urbanized area population. With the exception of safety projects and some projects funded through congressional earmarks, which may receive 100% federal funding, TIP projects are generally funded using an 80% federal/20% local-match ratio. For a project to be considered for inclusion

in the TIP, a commitment from the sponsoring agency to provide the required local matching funds is required.

TIP Development and Consultation Process

The Jackson Urbanized Area MPO's goal for its public participation activities and agency consultation is to ensure that the area's transportation plans and projects reflect the region's values and benefit all communities within the planning area equally. This document considers Federal regulations outlined in 23 CFR 450.316, and outlines how the public participation activities are administered by the Jackson Urbanized Area MPO as they relate to the development of specific planning documents, policies and programs.

Full TIP Update

Every two years, the MPO notifies local public agencies (LPAs) that a new TIP is under development, and that STP funding anticipated to be available to the MPO is being made available for allocation to transportation improvement projects within the region.

- Local Public Agencies and resource agencies for consultation are notified that a full update to the TIP has been initiated.
- Local Public Agencies (LPAs) are asked to review the existing TIP and notify the MPO of any necessary additions or deletions of projects.
- The MPO begins the 45 day review and comment period by placing a public hearing notice and draft TIP on the CMPDD website (www.cmpdd.org) for public review and comment. MPO staff utilizes direct mailings to consult with the Stakeholders Committee for input regarding the proposed projects for the Transportation Improvement Program. The Stakeholders Committee consists of agencies, organizations, or individuals that are not represented on the Intermodal Technical Committee, but are important to the transportation planning process. These "stakeholders" are invited to attend all public hearings that are scheduled in conjunction with meetings of the Intermodal Technical Committee.
- In order to meet the needs of the visually impaired citizens, the MPO will make the public hearing notice and TIP available in RTF format to improve access by a screen reader.
- The MPO publishes a display ad in the statewide and local minority newspapers within the urbanized area 14 days prior to the scheduled public hearing. The ad informs the public of relevant upcoming MPO public hearing time, date, and location, includes a brief explanation of what the TIP is, and directs the public to locations where they may view the proposed projects for the Transportation Improvement Program.
- The MPO will hosts county-wide summit meetings. These meetings will be held in each of the three (3) metropolitan area counties (Hinds, Madison and Rankin) for all new TIP's.
- The MPO will hosts a final public hearing at the conclusion of 45 day review period concerning the proposed projects for the draft TIP. The public hearing is conducted in conjunction with the Intermodal Technical Committee and

Stakeholders Committee meeting. MPO staff review and respond to public comments in conjunction with the affected cities and counties.

- Minutes of the combined Stakeholders Committee, Intermodal Technical Committee, and public hearing are provided to the Metropolitan Planning Organization for review and consideration.
- If there is a “significant” difference from what was proposed on the draft TIP and the final TIP from comment received during the public comment and review period an additional public hearing will be held on the final TIP in accordance with procedures adopted in the Participation Plan.
- The TIP is then sent to the Metropolitan Planning Organization for their approval. Upon approval, the amendments are added and the final TIP is submitted to MDOT and FHWA.

Amendments

Between full updates to the TIP, the need may arise to amend the program to include new projects or change existing projects. All proposed amendments to the TIP may be considered at each meeting of the Intermodal Technical Committee and Metropolitan Planning Organization held quarterly, provided that the following conditions are met:

- Proposed amendments must be posted on the CMPDD website (www.cmpdd.org) for a period of not less than 10 days prior to the date of the next scheduled Intermodal Technical Committee meeting.
- The CMPDD website will advise the public of the time, date, and location of the next Intermodal Technical Committee meeting to comment on the proposed amendment(s).
- In order to meet the needs of the visually impaired citizens, the MPO will make the TIP amendment information available in RTF format to improve access by a screen reader.
- Should any person not agree with the recommendation(s) of the Intermodal Technical Committee regarding the proposed amendment(s) they may appear before the Metropolitan Planning Organization to provide comments.
- Upon Metropolitan Planning Organization approval, the amendments are included in the TIP and it is submitted to MDOT and FHWA.

Administrative Adjustment

Changes considered as minor TIP administrative adjustments may be executed by MPO staff. No public comment and review period is required for an “adjustment” to the TIP. The adjustments will be posted on the MPO website. Reasons for minor adjustments include as follows:

- Increases in Congressional earmarks above the level originally anticipated.
- Change of project cost that requires less than 15% increase to STP funding.
- Minor changes in project scope including the funding sources, limits, description, turning lanes, intersection modifications, shoulders, etc.
- Adjustments to project scheduling which do not affect other agencies projects or funds.

- Correction for omissions or errors in an approved project provided the action does not affect other agency's projects.

Financial Constraint for Jackson Urbanized Area STP Funds

The Jackson Urbanized Area MPO is apportioned Surface Transportation Program (STP) funds to be distributed to the jurisdictions within the Jackson Urbanized Area. The Transportation Improvement Program (TIP) outlines 4 years of transportation improvements to which STP funding has been allocated. The Mississippi Department of Transportation (MDOT) provides annual apportionment figures to the MPO to be used to financially constrain the TIP. This amount varies from year to year; therefore estimates are made for the availability of funds for years FY 2012 – FY 2015 in the TIP.

In an effort to present reasonable estimates of available funding for future year projects, the Jackson Urbanized Area Metropolitan Planning Organization has elected to use the amount proportioned to the MPO in FY 2011 as the base amount (\$7,333,813) for future year projections. The FY 2012 – 2015 TIP includes the following funding that is used for project allocation:

Fiscal Year	STP Apportionment	Description
	\$33,481,778	Amount remaining from previous years.
FY 2012	\$7,633,166	Base plus 4% annual
FY 2013	\$7,938,493	Base plus 4% annual
FY 2014	\$8,256,033	Base plus 4% annual
FY 2015	\$8,586,275	Base plus 4% annual

The current apportionment of funds is allocated to projects within the Jackson Urbanized Area through the year 2015. The MPO assumes a 4% annualized growth rate when allocating funding to projects in future years. The revenue assumptions are based on the last FY 2011 STP apportionment of \$7,333,813.

A complete discussion of the Financial Plan for the Jackson Urbanized Area is included in the next section of this TIP.

Jackson Urbanized Area Metropolitan Planning Organization
FY 2012-2015 Transportation Improvement Program
Financial Plan

Introduction

Federal regulations implementing provisions of the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users”—or SAFETEA-LU (Public Law 109-59)—require that the Transportation Improvement Program “include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs” (*Code of Federal Regulations*, Title 23, Section 450.324(h)). The purpose of the present document is to meet that basic requirement with respect to the Jackson Urbanized Area Transportation Improvement Program (TIP) for fiscal years 2012-2015. For each individual project listed in the TIP it identifies the sources of funding for its implementation and indicates the amount expected to be available from local, state and federal contributors. Similarly, the Financial Plan presents the aggregate costs associated at a system-wide level with operating and maintaining the multimodal transportation system.

Pursuant to an explicit requirement of the federal regulations, project costs are expressed not in real dollars but in “year of expenditure dollars.” In order to be consistent with the assumption regarding future funding made for the state as a whole, an inflation factor of four percent per annum was used in projecting capital and operating costs beyond the current year (2011). Projected expenditures for the period from 2012 through 2015 were then compared to the amounts expected to be made available from all funding sources over the same period so that a fiscally constrained program of improvements could be assembled. As SAFETEA-LU only authorized funding for federally administered transportation programs through Fiscal Year 2009, it was necessary to make assumptions about appropriations likely to be made for subsequent years (i.e., 2010 through 2015). Again the primary consideration was to be consistent with the approach adopted for the state as a whole.

In developing this Financial Plan, information regarding proposed projects was based primarily on a review of the following documents:

- *Statewide Transportation Improvement Program: Fiscal Years 2010-2013* (Mississippi Department of Transportation, 2010);
- *2035 Jackson Urbanized Area Transportation Plan: (Central Mississippi Planning & Development District, March, 2011).*

As the Mississippi Department of Transportation (MDOT), in assembling the Statewide Transportation Improvement Program (STIP), operates under the same requirement regarding fiscal constraint as do the metropolitan planning organizations, the projected costs for state projects listed in that document are consistent with the “year of expenditure” stipulation in the federal regulations.

While it is probably reasonable to assume that the levels of state and federal funding for transportation projects in the years ahead will be generally consistent with amounts which have been made available in the past, local funding presents a much more complex and less easily resolved picture. Funding from local sources tends to be less regular and therefore less predictable, especially in the smaller municipalities which are more susceptible to the vagaries of fiscal administration. An overview of the future funding situation, identifying and discussing probable sources, is provided in the section which follows.

Funding Overview

The principal sources of funding for transportation operations and improvements in the Jackson Urbanized Area include the following:

- Programs funded by the U. S. Congress and administered by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) or other agencies of the U. S. Department of Transportation (DOT);
- Federal grants from other (non-DOT) agencies that are eligible to be used as matching funds for FHWA or FTA awards;
- Programs funded by the Mississippi Legislature and administered by MDOT;
- Special appropriations made by Congress or by the Mississippi Legislature;
- Local funds budgeted by counties and municipalities for transportation operations and improvements;
- Operating revenues (e.g., those generated by transit fares, advertising or paratransit fees); and
- Contributions from private and other non-governmental sources.

Among the more important federal sources of funding for roads and bridges are the Bridge Replacement, National Highway System and Interstate Maintenance programs. The Surface Transportation Program (STP) provides funding on a formula basis for street improvements in urban areas. STP funds are allocated by the state department of transportation and programmed by the metropolitan planning organization (MPO). Other federal programs include Transportation Enhancement Funds, Safe Routes to School, the Highway Safety Improvement Program and the Strategic Highway Safety Program.

The principal programs administered by FTA include the Transportation Planning Program (Section 5303) which provides funds for the use of MPOs in urbanized areas; the Urbanized Area Formula Grants Program (Section 5307); and the Discretionary Grant Program (Section 5309) for buses and related equipment and construction projects. Other programs include the New Freedom Program (Section 5317) which supports capital and operating expenditures for service and facility improvements to address the transportation needs of persons with disabilities that go beyond the requirements of the Americans with Disabilities Act; and the Job Access/Reverse Commute Program (Section 5316) which provides grants for new transit service intended to transport low-income individuals to jobs, training sites or child-care facilities.

The Federal Railroad Administration (FRA) administers programs that support the installation of railroad crossing protective devices at highway-rail grade crossings, the rehabilitation of crossing surfaces and the implementation of other measures designed to enhance public safety.

Most federal programs will cover up to 80 percent of the cost of a given project, with state or local funding sources required to provide the other 20 percent. A notable exception is the Interstate Maintenance Program which will cover up to 90 percent of expenses incurred. In addition, in the case of some safety-related improvements, such as the installation of traffic signals or crossing protection devices, federal funds may be used to cover the entire cost. Matching funds for MDOT projects come primarily from the departmental budget funded by the Mississippi Legislature. Match for urban-area STP projects are supplied through local city and county appropriations. And, as noted above, sometimes federal funds awarded to state or local government by agencies other than those within the U.S. DOT may be eligible for use in matching grants made by FHWA, FTA or the FRA.

Fiscal Constraint

As previously noted, the federal rules regarding the development and content of the TIP require that a Financial Plan be prepared in order to demonstrate “how the approved TIP can be implemented” and to indicate “resources from public and private sources that are reasonably expected to be made available to carry out the TIP” (23 CFR 450.324(h)). It should also recommend “any additional financing strategies for needed projects and programs.” The MPO, state and public transportation operator(s) are directed to “cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation.” The regulations specifically require that any projects for which funds are not reasonably expected to be available not be included in the TIP. However, the Financial Plan may “for illustrative purposes ... include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available.” Finally, the MPO, state and public transportation operator(s), in preparing revenue and cost estimates for the

TIP, “must use an inflation rate(s) to reflect ‘year of expenditure dollars,’ based on reasonable financial principles and information, developed cooperatively ...” by the parties involved.

There are two fundamental principles at work in these regulations. The first is the principle of fiscal constraint. The regulations require that the program advanced in the TIP be affordable, that is, that it not go beyond the means expected to be available for its realization. This makes necessary the adoption of sound budgetary principles and practices; above all, a realistic forecast of future funding capabilities. The second principle is that budgets are based not on the real value of goods and services but on their actual cost in the marketplace: hence, the requirement that revenue and cost estimates reflect “year of expenditure dollars.” The MPO has applied an inflation rate of four per cent per annum to derive the ‘year of expenditure dollars,’ the cost to implement TIP projects within their programmed year. Four percent per annum is consistent with the inflation rate that the state department of transportation has applied to their STIP. The inflation rate will be examined annually to adjust to the economy and the value of the dollar.

The principle of financial constraint requires that if projected resources are fully budgeted, the addition of a new project (or projects) not previously included in the TIP will necessitate either the identification of new or expanded funding capabilities or the downsizing or deletion of a project (or projects) currently included in the program. If the cost of a listed project exceeds the amount programmed, the sponsoring local public agency (LPA) will have to cover the increased cost unless the Metropolitan Planning Organization (MPO), the decision-making body, is willing to reprogram funds allotted to another project (or projects). Alternatively, the LPA may decide its project is no longer affordable and abandon it, freeing scarce funds for reallocation. In the less likely event that a project requires less funding than the amount programmed in the TIP, the surplus may be reserved for future use, redirected to another active project or committed for use in connection with a project previously not included in the program due to insufficient funding.

Plan Overview

The Financial Plan addresses only those projects listed in the Jackson Urbanized Area Transportation Improvement Program (TIP). MDOT projects listed in the STIP, but not included in the urbanized area component, are not part of this plan. The assumption is that MDOT has determined what resources are likely to be available for state-sponsored projects within Hinds, Madison and Rankin Counties comprising the Jackson Urbanized Area and thus that the program for building and maintaining state-maintained highways is fiscally constrained in conformance with the requirements of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the DOT regulations.

The Financial Plan assumes the availability of over \$33,481,778 million in Surface Transportation Program (STP) funds carried over from previous years to Fiscal Year 2011. The

further assumption is made that the \$7,333,813 in STP funds apportioned for the Jackson Urbanized Area in fiscal year 2011 will increase by four percent per annum in future years.

Current Projects

SAFETEA-LU was signed by President Bush on August 10, 2005, and provided \$286.4 billion for roads, bridges, and public transit through September 30, 2009. In May, 2006, the MPO committed Federal STP funding made available through SAFETEA-LU to counties and municipalities in the Jackson Urbanized Area. Projects for which STP funds were allocated in 2006 included traffic capacity deficiency projects, traffic operational improvement projects, pavement management (reconstruction) projects and funding for pavement resurfacing projects in small cities (under 3,500 population according to the 2000 Census). Although funding authorized by SAFETEA-LU ended on September 30, 2009, and Congress has not passed a Transportation Reauthorization Act, additional funding has been made available beyond September, 2009, through continuing resolutions passed by Congress. Thus, it is anticipated that STP funding above the \$33,481,778 currently available to the Jackson MPO will be provided as indicated in the table below and as shown in the introduction of this TIP.

Fiscal Year STP Apportionment Description

	\$33,481,778	Amount remaining from previous years.
FY 2012	\$7,633,166	Base plus 4% annual
FY 2013	\$7,938,493	Base plus 4% annual
FY 2014	\$8,256,033	Base plus 4% annual
FY 2015	\$8,586,275	Base plus 4% annual

As of August, 2011, there were several projects to which STP funds have been committed by the MPO that have not been “obligated”---that is, authority to advertise for bids on the project has not been issued by MDOT to the responsible local jurisdiction. The table on the next page lists those unobligated projects. The total funding committed to all of these unobligated projects is \$35,779,154. Thus, with the additional STP funds being provided by continuing resolution, and based upon the above table of anticipated funds through FY 2015, this TIP can be considered financially constrained.

CITY/ COUNTY	PROJECT	COMMITTED
Jackson	Reconstruct Fortification Street	\$3,509,032
Jackson	West County Line Road Improvements	\$2,928,048
Clinton	Hampstead Road Improvements	\$3,000,000
Clinton	Arrow Drive Improvements	\$1,270,356
Clinton	Clinton Parkway @ Fairmont Street: Traffic Operational Improvements	\$300,000
Madison	Hoy Road-Widening	\$6,881,895
Madison	Old Canton Road-Widening	\$3,200,000
Rankin County	Old Fannin Road-Widening	\$4,152,052
Ridgeland	Lake Harour Drive-Widening	\$8,730,155
Jackson	Fortification Street Traffic Operational Improvements	\$540,000
Florence	Williams Road Improvements	\$715,616
Pelahatchie	Brooks Street Improvements	\$552,000
TOTAL UNOBLIGATED		\$35,779,154

City of Jackson/JATTRAN Transportation Improvement Program's Financial Plan for FY 2012-2015

The passage of the *Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU)* in 2005 resulted in the February 14, 2007 issuance by the Federal Highway Administration and the Federal Transit Administration of a Final Rule on the revisions to the Statewide Transportation Planning and Metropolitan Transportation Planning regulations included in *Title 23, Code of Federal Regulations, Parts 450 and 500 and Title 49, Code of Federal Regulations, Part 613*. These new regulations are effective as of March 16, 2007 and require that **“The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.”**

A written Transportation Improvement Program Financial Plan (TFP) benefits elected officials, staff personnel, and citizens in many ways. Specifically, it (1) provides the City/JATTRAN with a budgeting tool that anticipates expenditure levels, revenue needs, and appropriate financing strategies several years in advance; (2) helps coordinate staged timing of projects to benefit the citizens and implement City Plans in a logical manner; (3) provides information for credit analysis for future debt; and (4) provides the public with specific information on how their tax dollars are being put to use to improve the quality of life in Jackson, Mississippi.

The City of Jackson/JATTRAN Transportation Improvement Program's Financial Plan (TFP) is a four year plan that identifies mass transit capital projects and coordinates

the financing and timing of these projects. Projects scheduled for subsequent years in the program are approved only on a planning basis and do not receive expenditure authority until they are incorporated into a City of Jackson/JATRAM capital budget. As with any plan, circumstances which arise during the program period may require the TFP to be altered.

There are two types of capital transit projects contained in the TFP, the first is a major non-recurring capital transit project expenditure that includes one or more of the following:

1. An acquisition of land for a mass transit or transit-related purpose.
2. Construction of a new transit or transit-related facility, including architectural and engineering cost.
3. Non-recurring rehabilitation or major repair of all or part of a building, its grounds, or a facility, or of equipment, provided that the cost is \$50,000 or more and the improvement will have a useful life of 10 years or more.
4. Purchase of major equipment (i.e., items with a cost – individually or in total – of 50,000 or more, which have a useful life of 10 years or more).

The second type of capital transit project contain in the TFP is a major recurring capital transit project expenditure that would include one of the following:

1. Preventive Maintenance Cost for JATRAM.
2. Non-Fixed Route ADA Paratransit Service Operational Cost.
3. Historic Transportation Facility (Union Station) Operational Cost.

This second type of capital transit project expenditure is actually the capitalization of certain allowable (by FTA) operational cost associated with providing mass transit services.

Attached to and incorporated as part of this TFP is a copy of the City of Jackson/JATTRAN's Transportation Improvement Program for fiscal years 2012-2015. It contains a listing of the specific capital transit projects the City of Jackson/JATTRAN proposes to carry out during the next four years. Each of these projects falls into one of the two types of capital project expenditures discussed above.

The funding of the City of Jackson/JATTRAN capital transit projects is dependent upon available grant funding from the Federal Transit Administration. The City of Jackson is a designated recipient of FTA Section 5307 Formula Grant Funds each year. These funds once obligated into a grant provide the City of Jackson/JATTRAN with 80% of the cost of expenditures for the recurring capital transit projects described in this document.

Additionally, depending on available balances of the 5307 funds they can be and have been programmed to cover the 80% cost of some of the non-recurring capital transit projects as well. The City of Jackson/JATTRAN has also been fortunate to receive several congressional earmarks of Section 5309 Discretionary Capital Grant Funds which have and will continue to fund various major non-recurring capital transit projects. One recent example will be the Mill Street Viaduct Improvement Project Phase II.

Although the City of Jackson/JATTRAN has a dependable source of federal funds to rely on, either through formula appropriations or discretionary earmarks, to fund 80% of a capital transit project's cost, it still has to pull together the financial resources to fund the required 20% match. For those capital transit projects of a recurring nature and

sometimes those of a non-recurring nature, the City of Jackson/JATTRAN funds its required 20% match funds through the current year's operating budget applicable to the incurred expense for the capital transit project using current revenues from taxation, fees, service charges, or special assessment on a pay-as-you-go basis. Additionally, the City of Jackson/JATTRAN utilizes a capital lease purchase program to help finance its 20% match. This program provides the City with the required match to pay the purchase of major equipment (i.e., buses, paratransit vans, and service vehicles) with a long-term payback schedule to offset the financial burden for the major equipment purchases over all residents, present and future who will benefit from the projects. Capital transit projects of a non-recurring nature that will require multi-year financing are sometimes funded through long-term debt instruments, such as bonds. Use of such long-term financing methods permits the City to pursue large-scale projects while simultaneously providing needed services to citizens on a consistent basis with funds in the operating budget. The benefits from the capital transit improvement projects are long term; thus, issuing bonds spreads the financing burden out as well. There are several types of bonds that might be considered as funding instruments to cover the City's 20% match requirement for the capital transit improvement projects listed in the attached City of Jackson/JATTRAN Transportation Improvement Program, they are: general obligation bonds, revenue bonds, and Jackson Redevelopment Authority bonds.

General Obligation (GO) Bonds are authorized by a general referendum; if required, and retired through collection of property (ad valorem) taxes, GO bonds are backed by the full faith and credit of the City. Mississippi State Statute limits the issuance of GO bonds to a total bonded indebtedness that does not exceed fifteen (15) percent of

the assessed valuation of property within the municipality or ten (10) percent of the assessment upon which taxes were levied for its fiscal year ended September 30, 1983, whichever is greatest.

Revenue bonds are used for and payable by, revenue collected from enterprise operation such as transit. A portion of the revenue generated from enterprise funds is pledged to pay the principal and interest of the revenue bonds. Revenue bond indebtedness does not have any claim on the general credit or taxing power of the municipality that issues them. Rates must be established to retire the bonds.

The Jackson Redevelopment Authority (JRA) was created in 1968 as the official urban renewal agency for the City, as authorized by State Statute. Capital projects geographically located with the boundaries of an urban renewal area are eligible for funding through the issuance of JRA bonds. Although the bonds are issued through JRA, the City of Jackson is responsible for retiring the debt incurred as a result of the bond issuance on projects that benefit the City. These bonds are retired from the City's General Fund.

A table at the end of this document illustrates the planned financing instruments to be utilized for the projects contained in the City of Jackson/JATTRAN's Transportation Improvement Program.

All the projects enumerated within the City of Jackson's Transportation Improvement Program (TIP) for fiscal years 2012-2015 are important to the safe, efficient and professional provision of transit and transit-related facilities and services that are deserved by the citizens of Jackson, Mississippi. Development of the City of

Jackson/JATTRAN's TIP and TFP documents represent the accomplishment of an important transportation planning milestone in our attempts to become SAFETEA-LU compliant. For this reason, the City of Jackson/JATTRAN is presenting the TIP and TFP for approval by our Metropolitan Planning Organization's Technical and Policy Committees.

City of Jackson/Transit

TIP

2012 - 2015

	Project Name (Scope of Work)	SOURCES OF FUNDS						Total Cost Estimates
		FTA Section 5307	FTA Section 5309	COJ Funds	JRA Bonds	G.O. Bonds	Revenue Bonds	
2012	Preventative Maintenance	1,500,000		375,000				1,875,000
2013	Preventative Maintenance	1,500,000		375,000				1,875,000
2014	Preventative Maintenance	1,500,000		375,000				1,875,000
2015	Preventative Maintenance	1,500,000		375,000				1,875,000
2012	ADA Non-Fixed Route Paratransit Operational Cost	245,240		61,310				306,550
2013	ADA Non-Fixed Route Paratransit Operational Cost	245,240		61,310				306,550
2014	ADA Non-Fixed Route Paratransit Operational Cost	245,240		61,310				306,550
2015	ADA Non-Fixed Route Paratransit Operational Cost	245,240		61,310				306,550
2012	Union Station Operational Cost	20,000		5,000				25,000
2013	Union Station Operational Cost	20,000		5,000				25,000
2014	Union Station Operational Cost	20,000		5,000				25,000
2015	Union Station Operational Cost	20,000		5,000				25,000
2012	Purchase Vehicles	-	313,722	78,430				392,152
2013	Purchase Vehicles	-	320,000	80,000				400,000
2014	Purchase Vehicles		336,000	84,000				420,000
2015	Purchase Vehicles		352,000	88,000				440,000
2012	Purchase and Install Passenger Amenities	118,750		29,688				148,438
2013	Purchase and Install Passenger Amenities	118,750		29,688				148,438
2014	Purchase and Install Passenger Amenities	118,750		29,688				148,438
2015	Purchase and Install Passenger Amenities	118,750		29,688				148,438
2012	New JATRAM Administrative and Maintenance Facility (ARRA Funds)	3,461,148		-				3,461,148

City of Jackson/Transit

TIP

2012 - 2015

	Project Name (Scope of Work)	SOURCES OF FUNDS						Total Cost Estimates
		FTA Section 5307	FTA Section 5309	COJ Funds	JRA Bonds	G.O. Bonds	Revenue Bonds	
2013	New JATLAN Administrative and Maintenance Facility	1,965,978		491,495				2,457,473
2014	New JATLAN Administrative and Maintenance Facility	668,000		167,000				835,000
2012	Purchase and Install Routing & Scheduling/AVL System	125,000		31,250				156,250
2013	Purchase and Install Routing & Scheduling/AVL System AVL System	125,000		31,250				156,250
2012	(JATLAN Bus Stop Improvement Project) ADA Transit Enhancements/Access	425,400		106,350				531,750
2013	(JATLAN Bus Stop Improvement Project) ADA Transit Enhancements/Access	425,400		106,350				531,750
2014	(JATLAN Bus Stop Improvement Project) ADA Transit Enhancements/Access	425,400		106,350				531,750
2012	Acquire Mobile/Surv Security Equipment	69,330		17,333				86,663
2013	Acquire Mobile/Surv Security Equipment	69,330		17,333				86,663
2014	Acquire Mobile/Surv Security Equipment	69,330		17,333				86,663
2012	Mill Street Viaduct Improvement Project	345,808		86,452				432,260
TOTALS		\$ 15,711,084	\$ 1,321,722	\$ 3,392,914	\$ -	\$ -	\$ -	\$ 20,425,720

9/9/2011



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM
GROUPED PROJECTS**

BRIDGE REPLACEMENT

Agency: Fund Source:

Year Apportioned:	Federal Share:	State/Local Share:	Total Funds
2012	\$6,200,000	\$0	\$6,200,000
2013	\$1,300,000	\$250,000	\$1,550,000
2014	\$0	\$0	\$0
2015	\$300,000	\$0	\$300,000
SUB-TOTAL	\$7,800,000	\$250,000	\$8,050,000

ENHANCEMENT/RECREATIONAL TRAILS/SAFE ROUTES TO SCHOOL

Agency: Fund Source:

Year Apportioned:	Federal Share:	State/Local Share:	Total Funds
2012	\$8,000	\$2,000	\$10,000
2013	\$539,177	\$134,794	\$673,971
2014	\$264,426	\$71,774	\$336,200
2015	\$881,135	\$262,815	\$1,143,950
SUB-TOTAL	\$1,692,738	\$471,383	\$2,164,121

ITS

Agency: Fund Source:

Year Apportioned:	Federal Share:	State/Local Share:	Total Funds
2012	\$8,000	\$2,000	\$10,000
2013	\$8,000	\$2,000	\$10,000
2014	\$8,000	\$2,000	\$10,000
2015	\$8,000	\$2,000	\$10,000
SUB-TOTAL	\$32,000	\$8,000	\$40,000

OPERATIONS/MAINTENANCE/MINOR RECONSTRUCTION

Agency: Fund Source:

Year Apportioned:	Federal Share:	State/Local Share:	Total Funds
2012	\$9,900,000	\$1,000,000	\$10,900,000
2013	\$32,940,000	\$3,660,000	\$36,600,000
2014	\$10,929,459	\$2,372,003	\$13,301,462
2015	\$2,861,035	\$2,871,035	\$5,732,070
SUB-TOTAL	\$56,630,494	\$9,903,038	\$66,533,532

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



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM
GROUPED PROJECTS**

SAFETY

Agency:

Fund Source:

Year Apportioned:	Federal Share:	State/Local Share:	Total Funds
2012	\$10,000	\$0	\$10,000
2013	\$10,000	\$0	\$10,000
2014	\$390,000	\$0	\$642,562
2015	\$830,428	\$130,107	\$707,973
SUB-TOTAL	\$1,240,428	\$130,107	\$1,370,535

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



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

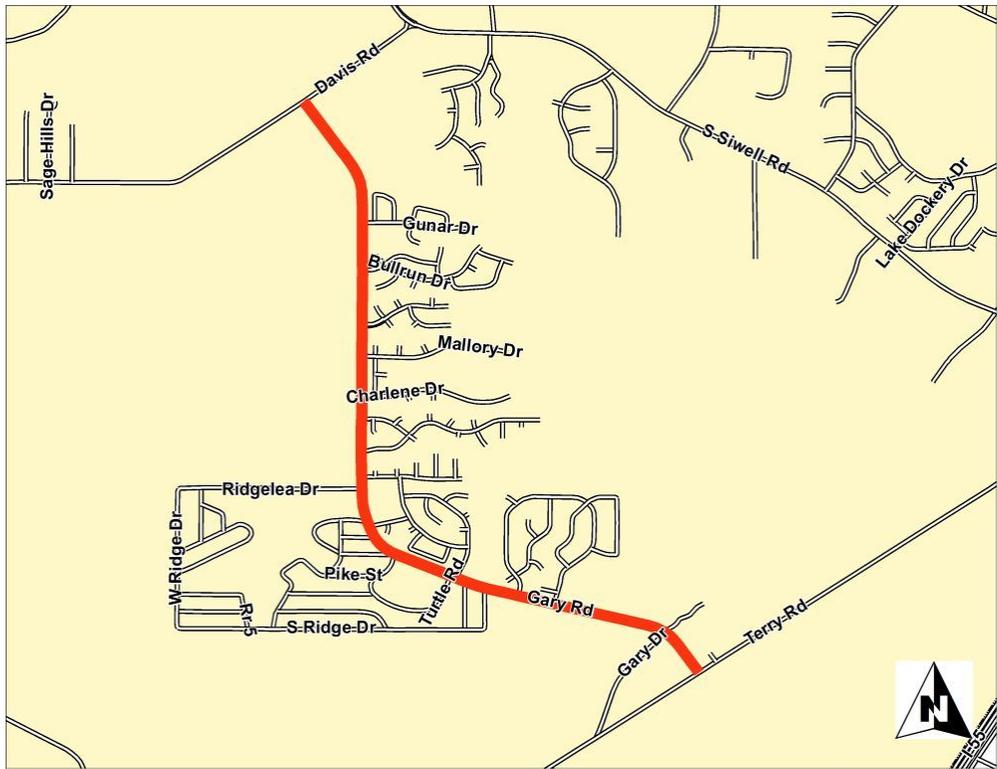
Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length:

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480060/0001	2013	CON	\$700,000	\$1,000,000	\$1,700,000
SUB-TOTAL FOR PROJECT 480060			\$700,000	\$1,000,000	\$1,700,000



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

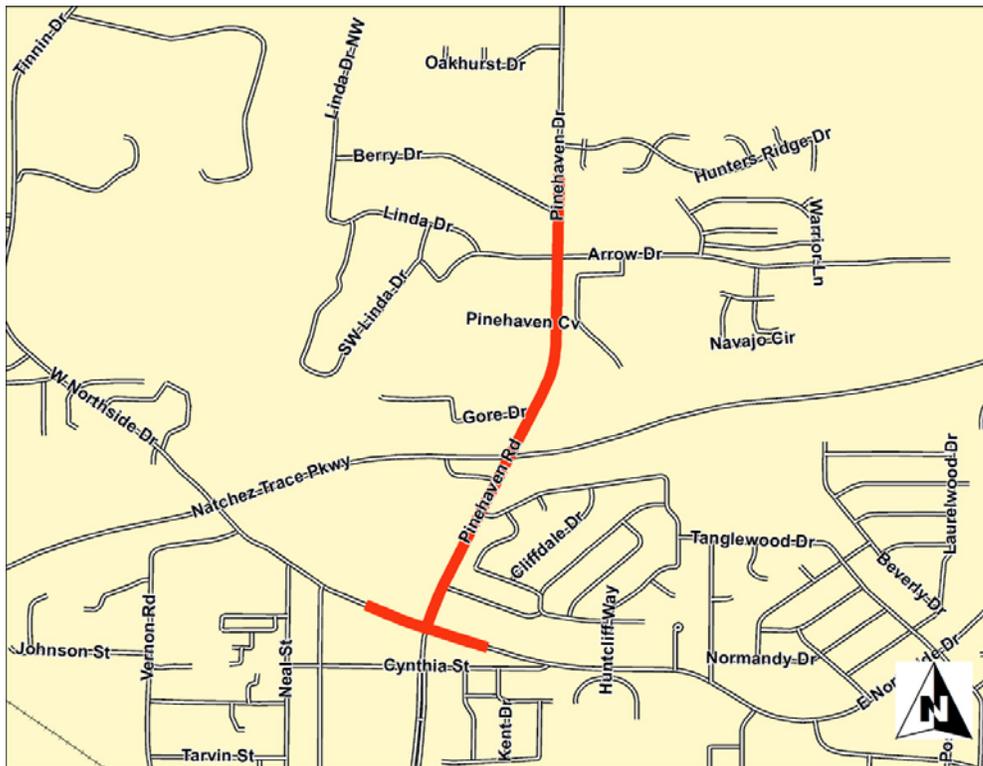
Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480001/0001	2012	CON	\$3,000,000	\$0	\$3,000,000
480001/0001	2013	CON	\$3,641,442	\$143,361	\$3,784,803
SUB-TOTAL FOR PROJECT 480001			\$6,641,442	\$143,361	\$6,784,803



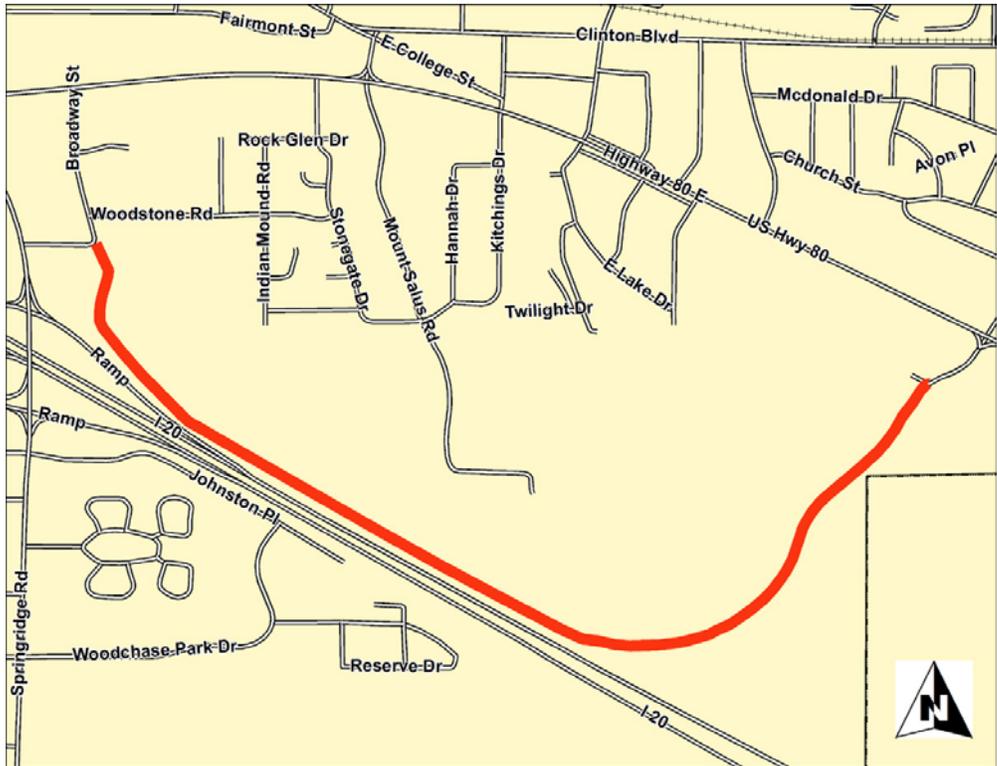
Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:
 Project: Responsible Agency: Total Project Cost:
 Route: Fund Source: Project Length
 Termini:
 Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480003/001	2012	DESIGN	\$0	\$150,000	\$150,000
480003/001	2012	ROW	\$0	\$153,000	\$153,000
480003/001	2014	CON	\$3,000,000	\$800,000	\$3,800,000
SUB-TOTAL FOR PROJECT 480003			\$3,000,000	\$1,103,000	\$4,103,000



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

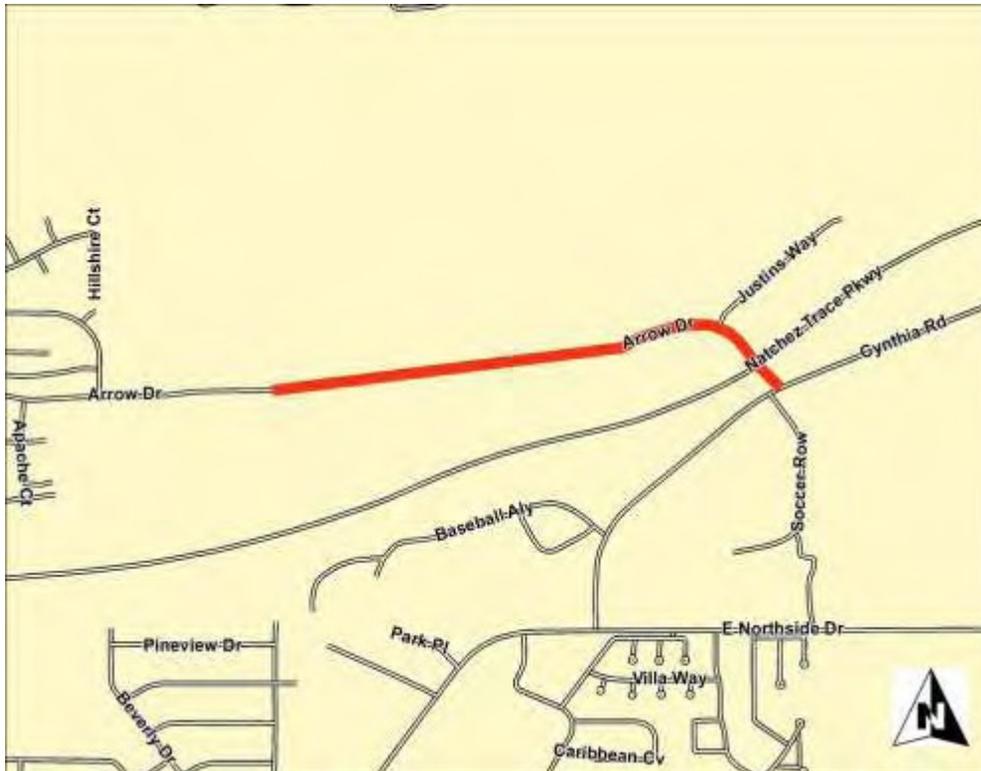
Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480005/0001	2012	ENV	\$0	\$10,000	\$10,000
480005/0001	2012	DESIGN	\$0	\$158,795	\$158,795
480005/0001	2012	ROW	\$0	\$10,000	\$10,000
480005/0001	2012	CON	\$1,270,356	\$317,589	\$1,587,945
SUB-TOTAL FOR PROJECT 480005			\$1,270,356	\$496,384	\$1,766,740



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

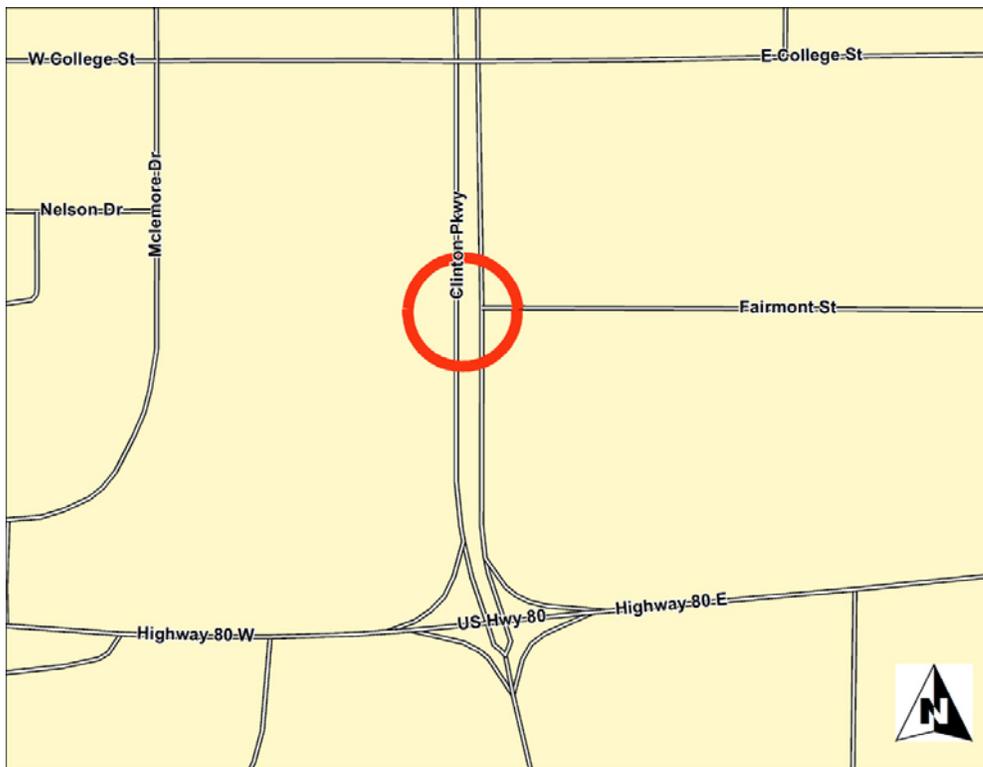
Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480006/0001	2012	DESIGN	\$0	\$25,000	\$25,000
480006/0001	2013	CON	\$222,000	\$53,000	\$275,000
SUB-TOTAL FOR PROJECT 480006			\$222,000	\$78,000	\$300,000



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

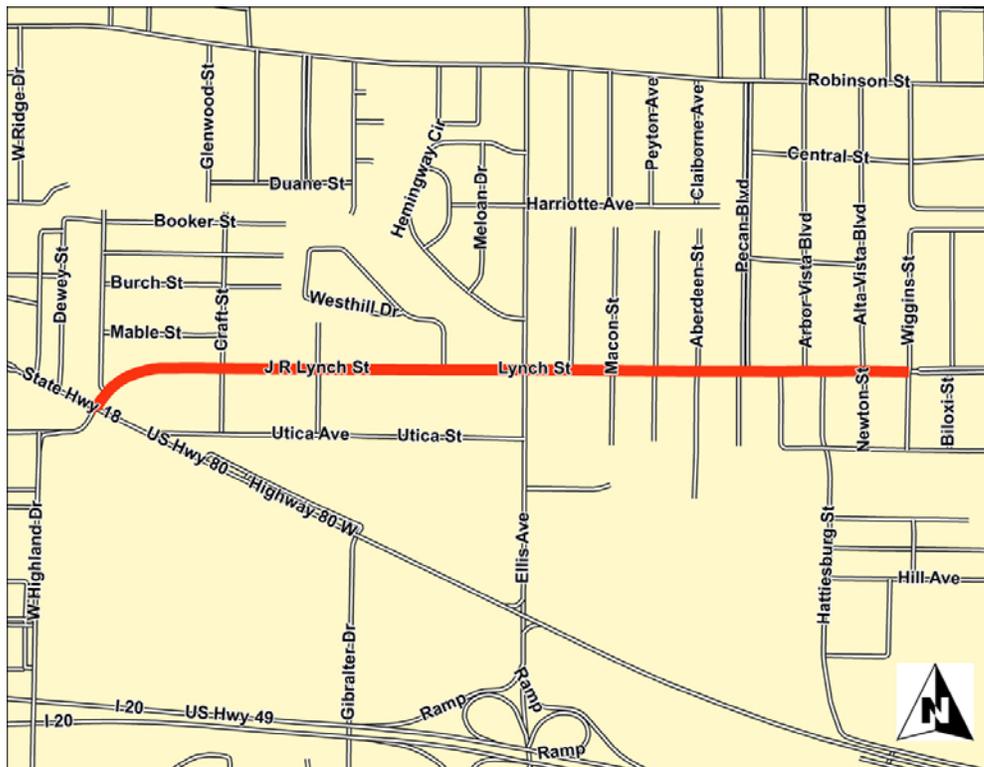
Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length:

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480020/811000	2012	DESIGN	\$240,000	\$600,000	\$840,000
480020/811000	2013	CON	\$2,960,000	\$740,000	\$3,700,000
480020/812000	2013	DESIGN	\$240,000	\$60,000	\$300,000
480020/812000	2013	ROW	\$1,200,000	\$300,000	\$1,500,000
480020/812000	2014	CON	\$367,375	\$3,632,625	\$4,000,000
SUB-TOTAL FOR PROJECT 480020			\$5,007,375	\$5,332,625	\$10,340,000



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480021/360001	2014	CON	\$500,000	\$210,932	\$710,932
SUB-TOTAL FOR PROJECT 480021			\$500,000	\$210,932	\$710,932



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480023/0001	2012	CON	\$540,000	\$0	\$540,000
SUB-TOTAL FOR PROJECT 480023			\$540,000	\$0	\$540,000



Remarks:



JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO) 2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

County:

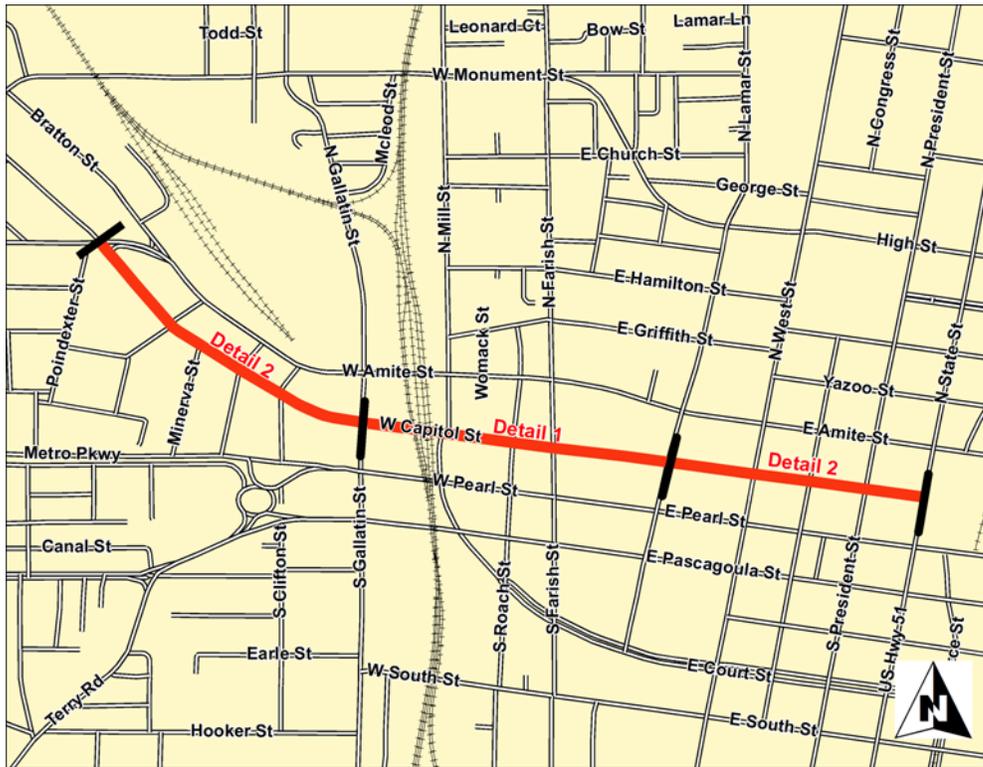
Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length:

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480024/0001	2012	DESIGN	\$0	\$650,000	\$650,000
480024/0001	2012	CON	\$3,512,590	\$2,150,410	\$5,663,000
480024/0002	2013	DESIGN	\$0	\$957,450	\$957,450
480024/0002	2013	CON	\$0	\$6,383,000	\$6,383,000
SUB-TOTAL FOR PROJECT 480024			\$3,512,590	\$10,140,860	\$13,653,450



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

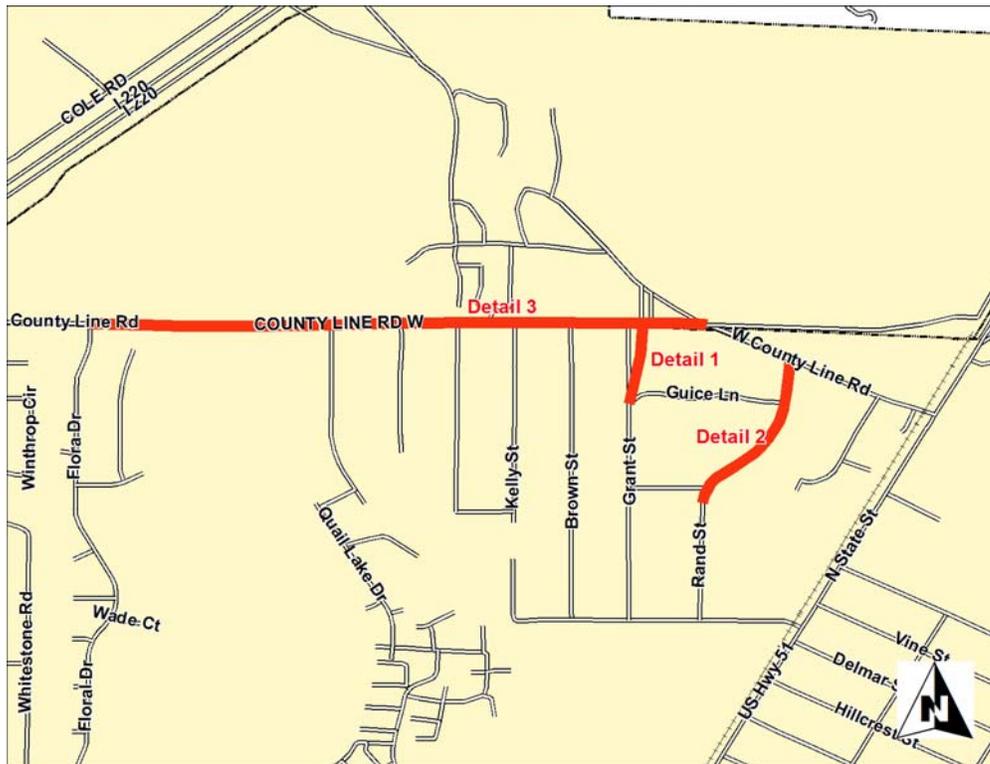
Termini: (Detail 1): W County Line Rd south 450 ft (Project Length 0.08 mi).
 (Detail 2): Brown St to Tougaloo Village Rd (Project Length 0.50 mi).
 (Detail 3): Floral Dr to Tougaloo Village Rd (Project Length 0.80 mi).

Scope of Work: (Detail 1): Realign 450 ft of Grant St to intersect existing signal at W County Line Rd & Tougaloo College entrance.
 (Detail 2) Reconstruct and connect Rand St and Guice Ln between Brown St and Tougaloo Village Rd.
 (Detail 3): Widen W County Line Rd from two lanes to a four lanes boulevard with sidewalks and multi-use path from Floral Dr to Brown St. Widen existing 5' sidewalk to 10' multi-use path from Brown St. to Tougaloo Village Rd.

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480026/0001	2013	ROW	\$0	\$150,000	\$150,000
480026/0002	2013	ROW	\$0	\$150,000	\$150,000
480026/0001	2015	CON	\$350,000	\$0	\$350,000
SUB-TOTAL FOR PROJECT 480026			\$350,000	\$300,000	\$650,000

The following phases have been moved out of the 2012-2015 TIP because their new Fiscal Years do not fall within the 2012-2015 time range of the current TIP.

- 480026/0002 CON \$1,000,000 Fed/\$0 Local to FY 2016
- 480026/0003 DESIGN \$0 Fed/\$600,000 Local to FY 2016
- 480026/0003 ROW \$0 Fed/\$400,000 Local to FY 2017
- 480026/0003 CON \$5,000,000 Fed/\$1,000,000 Local to FY 2018



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length:

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480030/0001	2012	TRANSIT	\$313,722	\$78,430	\$392,152
480030/0001	2013	TRANSIT	\$820,000	\$205,000	\$1,025,000
480030/0001	2014	TRANSIT	\$336,000	\$84,000	\$420,000
480030/0001	2015	TRANSIT	\$352,000	\$88,000	\$440,000
SUB-TOTAL FOR PROJECT 480030			\$1,821,722	\$455,430	\$2,277,152



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480031/0001	2012	TRANSIT	\$1,500,000	\$375,000	\$1,875,000
480031/0001	2013	TRANSIT	\$1,500,000	\$375,000	\$1,875,000
480031/0001	2014	TRANSIT	\$1,730,023	\$432,506	\$2,162,529
480031/0001	2015	TRANSIT	\$1,730,023	\$432,506	\$2,162,529
SUB-TOTAL FOR PROJECT 480031			\$6,460,046	\$1,615,012	\$8,075,058



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

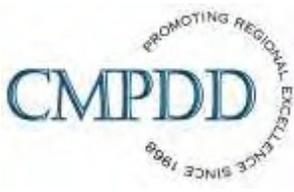
Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480032/0001	2012	TRANSIT	\$245,240	\$61,310	\$306,550
480032/0001	2013	TRANSIT	\$245,240	\$61,310	\$306,550
480032/0001	2014	TRANSIT	\$270,800	\$67,700	\$338,500
480032/0001	2015	TRANSIT	\$270,800	\$67,700	\$338,500
SUB-TOTAL FOR PROJECT 480032			\$1,032,080	\$258,020	\$1,290,100



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480032/0001	2012	TRANSIT	\$20,000	\$5,000	\$25,000
480032/0001	2013	TRANSIT	\$20,000	\$5,000	\$25,000
480032/0001	2014	TRANSIT	\$20,000	\$5,000	\$25,000
480032/0001	2015	TRANSIT	\$20,000	\$5,000	\$25,000
SUB-TOTAL FOR PROJECT 480033			\$80,000	\$20,000	\$100,000



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

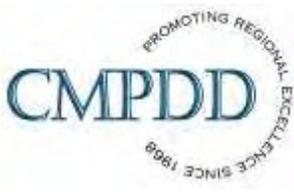
Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480034/0001	2012	TRANSIT	\$3,461,148	\$0	\$3,461,148
480034/0002	2013	TRANSIT	\$1,965,978	\$491,495	\$2,457,473
480034/0002	2014	TRANSIT	\$968,000	\$3,449,483	\$4,417,483
SUB-TOTAL FOR PROJECT 480034			\$6,395,126	\$3,940,978	\$10,336,104



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480035/0001	2012	TRANSIT	\$118,750	\$29,688	\$148,438
480035/0001	2013	TRANSIT	\$118,750	\$29,668	\$148,438
480035/0001	2014	TRANSIT	\$118,750	\$29,668	\$148,438
480035/0001	2015	TRANSIT	\$118,750	\$29,668	\$148,438
SUB-TOTAL FOR PROJECT 480035			\$475,000	\$118,692	\$593,752



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

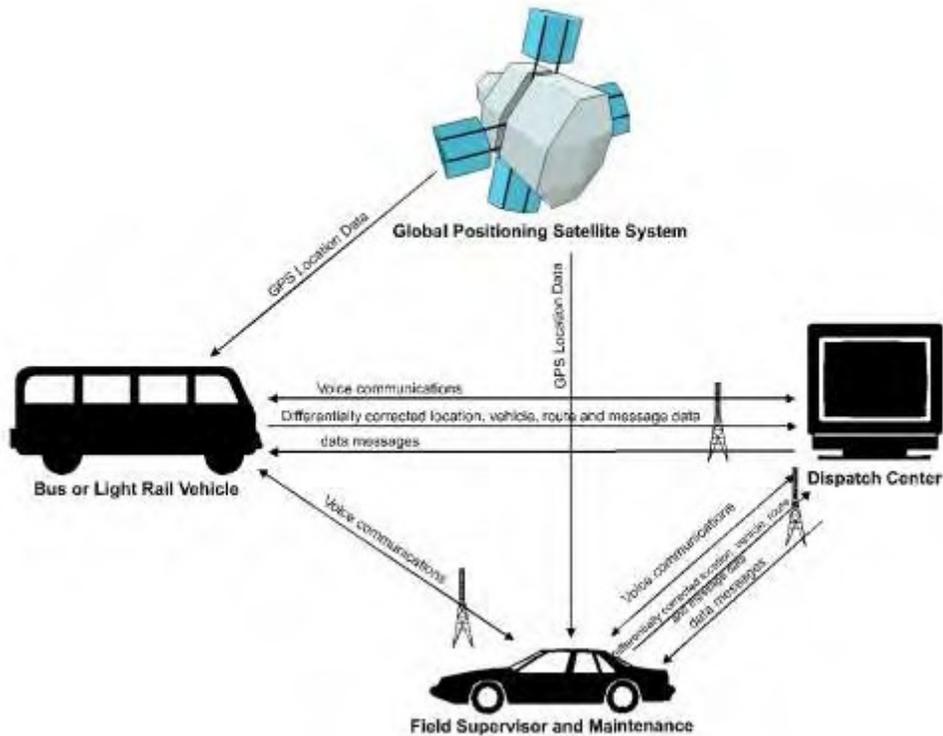
Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

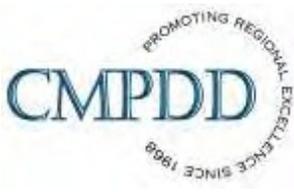
Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480036/0001	2012	TRANSIT	\$125,000	\$31,250	\$156,250
480036/0001	2013	TRANSIT	\$125,000	\$31,250	\$156,250
SUB-TOTAL FOR PROJECT 480036			\$250,000	\$62,500	\$312,500



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480037/0001	2012	TRANSIT	\$425,400	\$106,350	\$531,750
480037/0001	2013	TRANSIT	\$425,400	\$106,350	\$531,750
480037/0001	2014	TRANSIT	\$425,400	\$106,350	\$531,750
SUB-TOTAL FOR PROJECT 480037			\$1,276,200	\$319,050	\$1,595,250



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480038/0001	2012	TRANSIT	\$69,330	\$17,333	\$86,663
480038/0001	2013	TRANSIT	\$69,330	\$17,333	\$86,663
480038/0001	2014	TRANSIT	\$69,330	\$17,333	\$86,663
SUB-TOTAL FOR PROJECT 480038			\$207,990	\$51,999	\$259,989



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480041/0001	2014	TRANSIT	\$410,400	\$102,600	\$513,000
480041/0001	2015	TRANSIT	\$89,600	\$22,400	\$112,000
SUB-TOTAL FOR PROJECT 480041			\$500,000	\$125,000	\$625,000



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
480045/0001	2012	TRANSIT	\$25,509	\$6,377	\$31,886
480045/0001	2013	TRANSIT	\$25,509	\$6,377	\$31,886
480045/0001	2014	TRANSIT	\$25,509	\$6,377	\$31,886
480045/0001	2015	TRANSIT	\$25,509	\$6,377	\$31,886
SUB-TOTAL FOR PROJECT 480045			\$102,036	\$25,508	\$127,544

Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

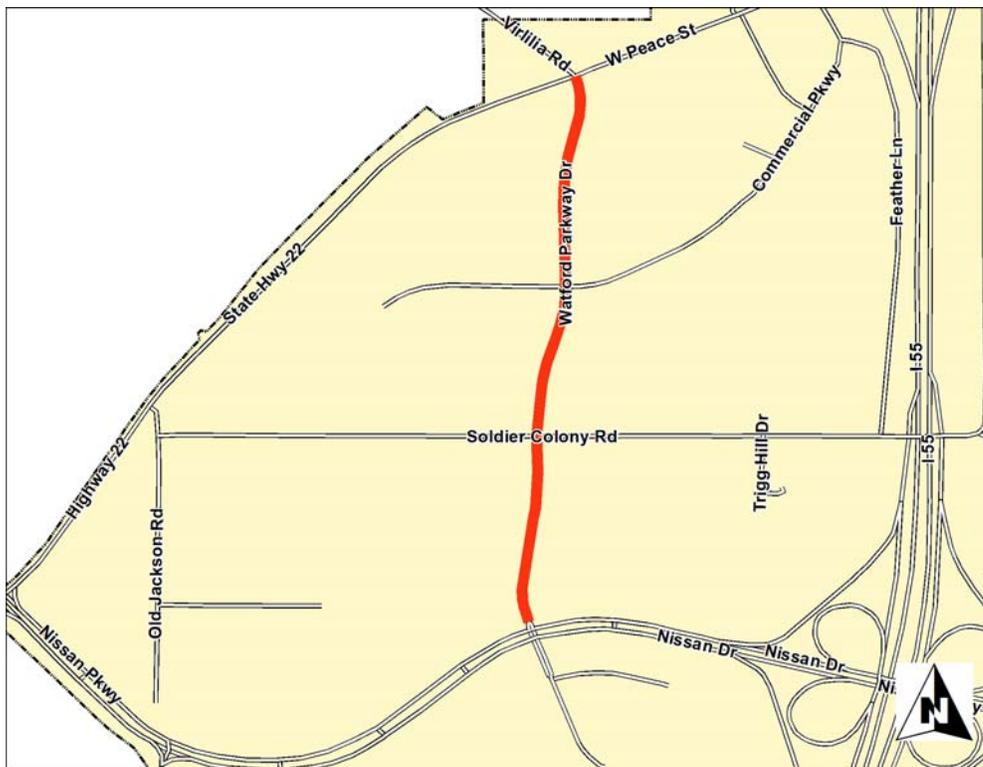
Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
510020/0001	2013	DESIGN	\$0	\$50,000	\$50,000
510020/0001	2014	CON	\$404,000	\$101,000	\$505,000
SUB-TOTAL FOR PROJECT 510020			\$404,000	\$151,000	\$555,000



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

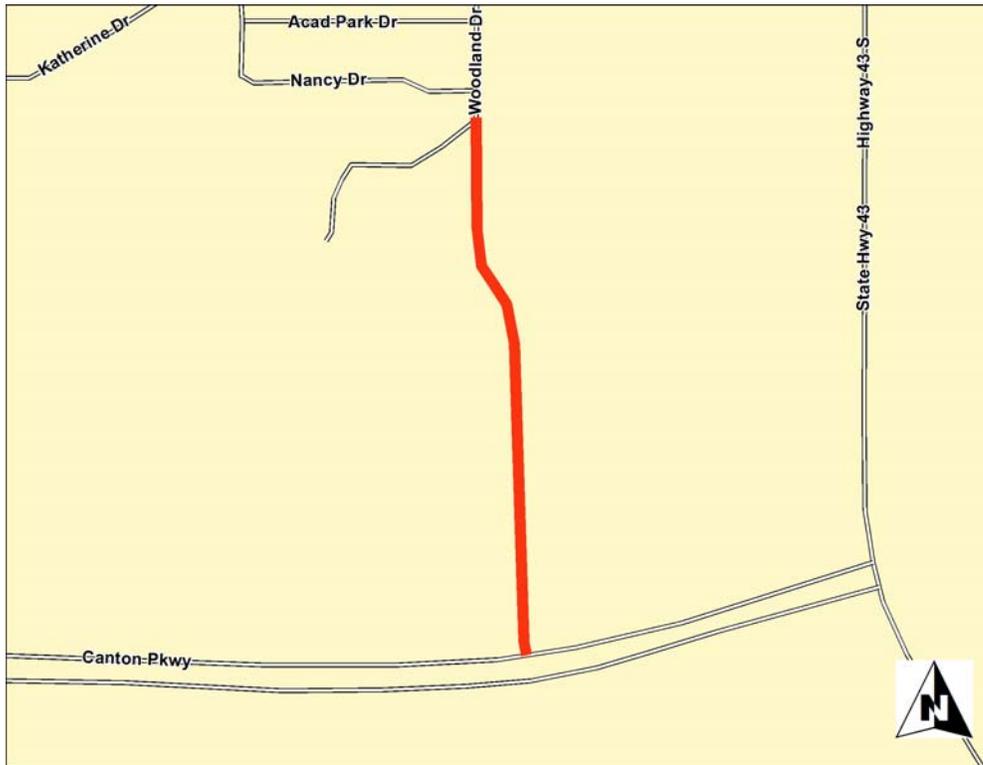
Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
510021/0001	2013	ENV	\$0	\$50,000	\$50,000
510021/0001	2014	DESIGN	\$0	\$80,000	\$80,000
510021/0001	2014	ROW	\$0	\$0	\$0
510021/0001	2014	CON	\$640,000	\$160,000	\$800,000
SUB-TOTAL FOR PROJECT 510021			\$640,000	\$290,000	\$930,000

ANTICIPATE REQUIRED RIGHT-OF-WAY TO BE DONATED



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

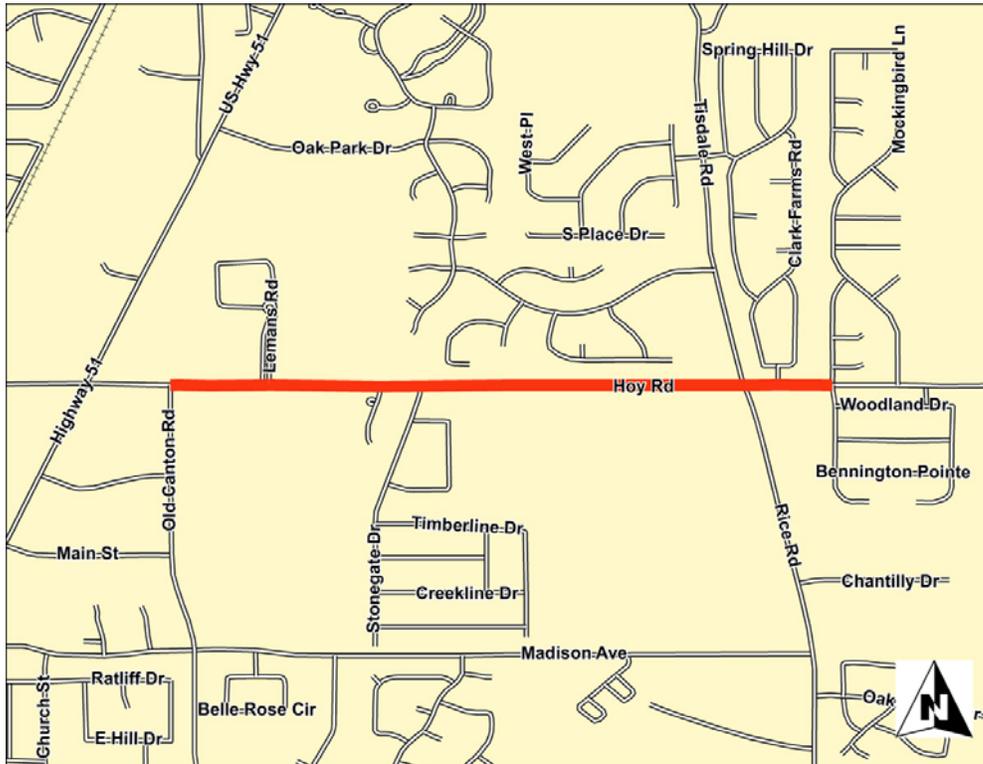
Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
510001/0002	2012	ENV	\$0	\$340,000	\$340,000
510001/0002	2014	DESIGN	\$0	\$660,000	\$660,000
SUB-TOTAL FOR PROJECT 510001			\$0	\$1,000,000	\$1,000,000

The following phases have been moved out of the 2012-2015 TIP because their new Fiscal Years do not fall within the 2012-2015 time range of the current TIP.

- 510001/0002 ROW \$0 Fed/\$3,500,000 Local to FY 2016
- 510001/0002 CON \$6,881,895 Fed/\$2,331,105 Local to FY 2017



Remarks:



JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO) 2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

County:

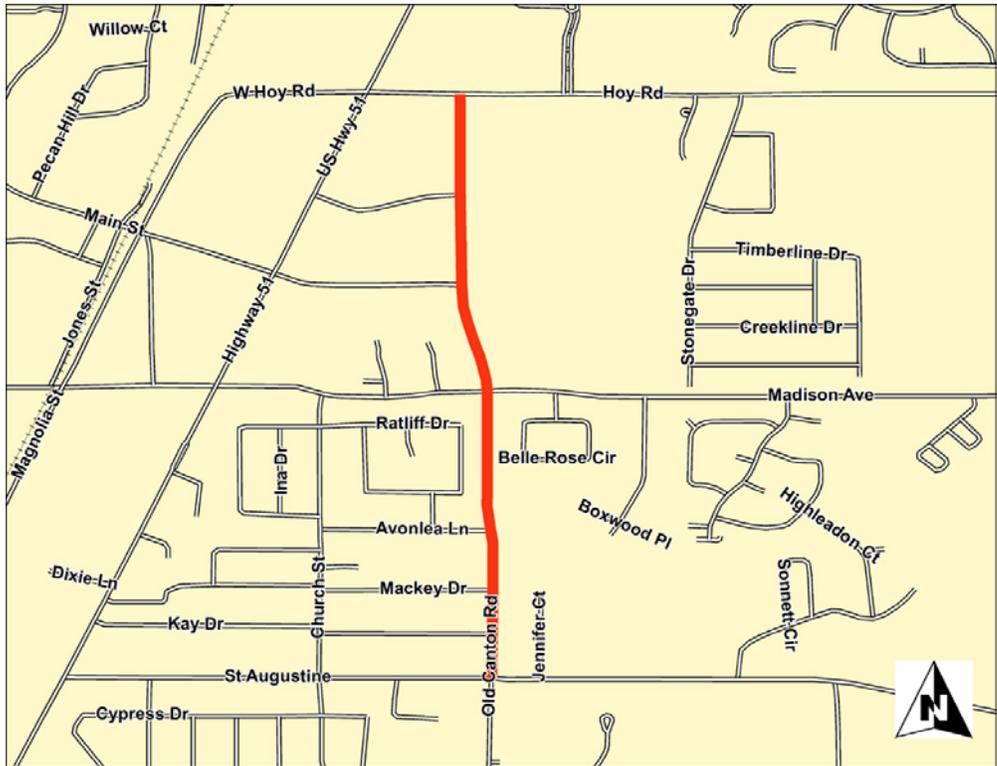
Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
510002/0001	2013	DESIGN	\$0	\$450,000	\$450,000
510002/0001	2014	ROW	\$0	\$250,000	\$250,000
510002/0001	2015	CON	\$3,200,000	\$800,000	\$4,000,000
SUB-TOTAL FOR PROJECT 510002			\$3,200,000	\$1,500,000	\$4,700,000



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
510010/0001	2012	ENV	\$325,243	\$81,311	\$406,554
510010/0001	2012	DESIGN	\$599,212	\$149,804	\$749,016
510010/0001	2014	ROW	\$8,160,000	\$2,040,000	\$10,200,000
SUB-TOTAL FOR PROJECT 510010			\$9,084,455	\$2,271,115	\$11,355,570

The following phase has been moved out of the 2012-2015 TIP because it's new Fiscal Year does not fall within the 2012-2015 time range of the current TIP.

510010/0001 CON \$3,300,000 Fed/\$8,100,000 Local FY 2016



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

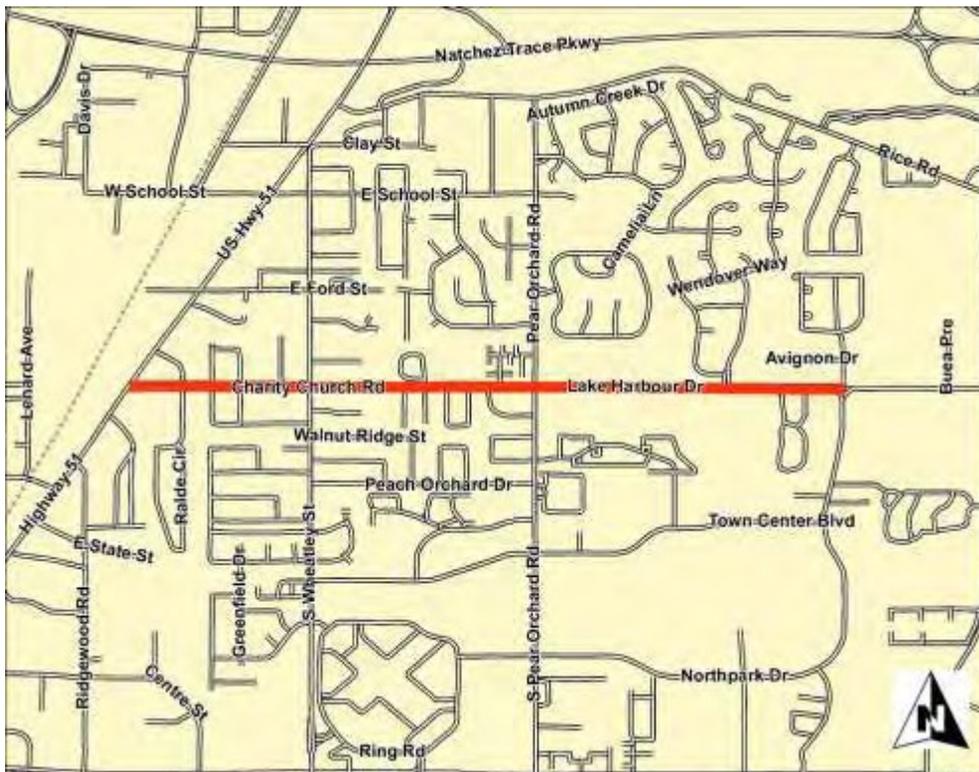
Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
510011/0001	2012	CON	\$8,730,155	\$2,892,895	\$11,623,050
SUB-TOTAL FOR PROJECT 510011			\$8,730,155	\$2,892,895	\$11,623,050

Construct 5 lane roadway with 10 foot wide multi-use path. R.O.W. is complete and relocation of utilities is almost complete.



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
510012/0001	2014	ROW	\$0	\$5,000,000	\$5,000,000
SUB-TOTAL FOR PROJECT 510012			\$0	\$5,000,000	\$5,000,000

THE MDOT WILL CONSTRUCT THIS ROADWAY AFTER THE CITY PURCHASES THE RIGHT OF WAY



Remarks:



JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO) 2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

County:

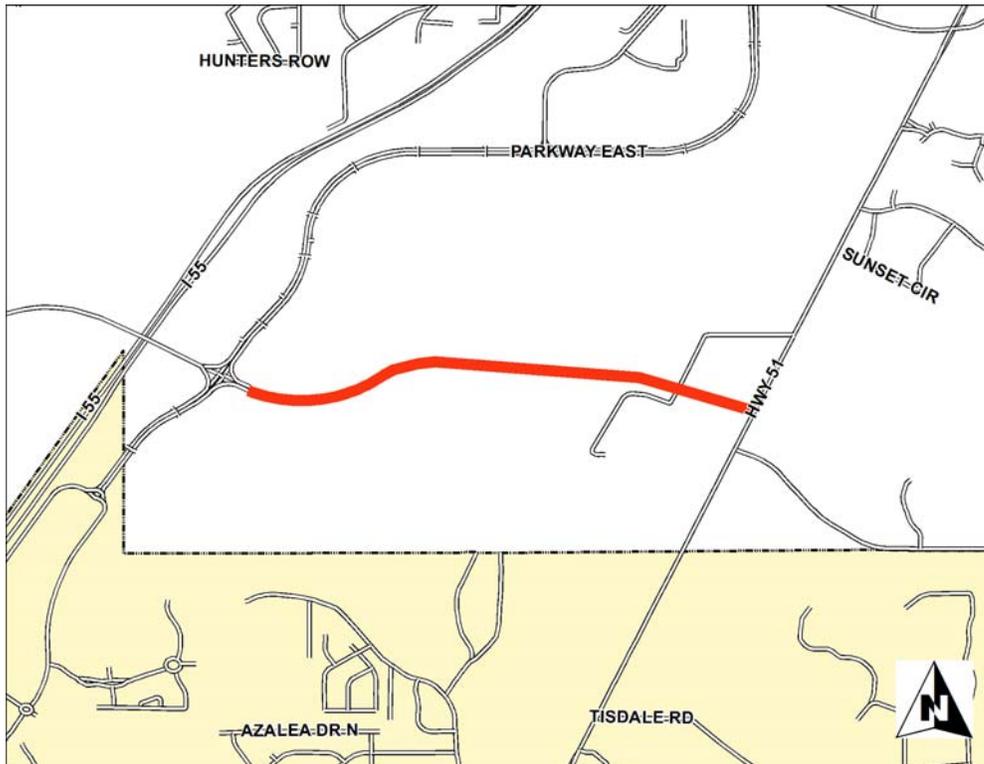
Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

The following phases of the project do not fall within the time frame established for the 2012-2015 TIP.
2016 CON \$4,400,00 Federal Share, \$4,400,000 State/Local Share.



Remarks:



JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO) 2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

County:

Project: Responsible Agency: Total Project Cost:

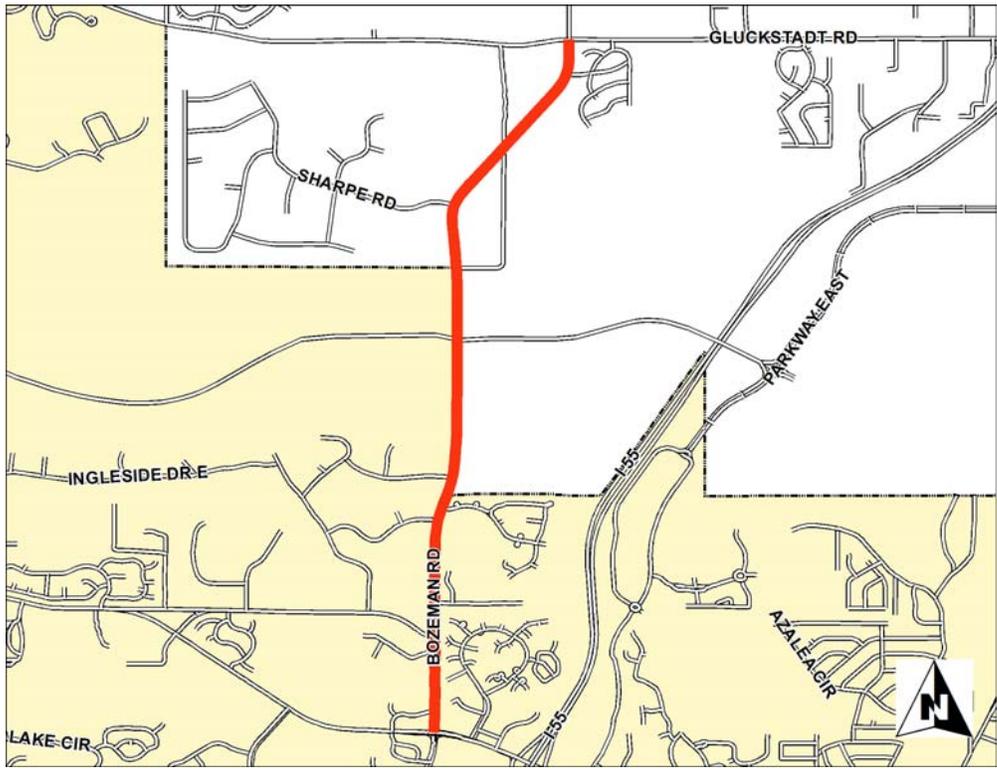
Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
510023/0001	2015	ENV	\$0	\$0	\$0
SUB-TOTAL FOR PROJECT 510023			\$0	\$0	\$0

The following phases of the project do not fall within the time frame established for the 2012-2015 TIP.
 2016 DESIGN State/Local Share \$840,000.
 2016 ROW State/Local Share \$2,000,000.
 2017 CON \$4,400,000 Federal Share, \$8,800,000 State/Local Share.



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County: RANKIN

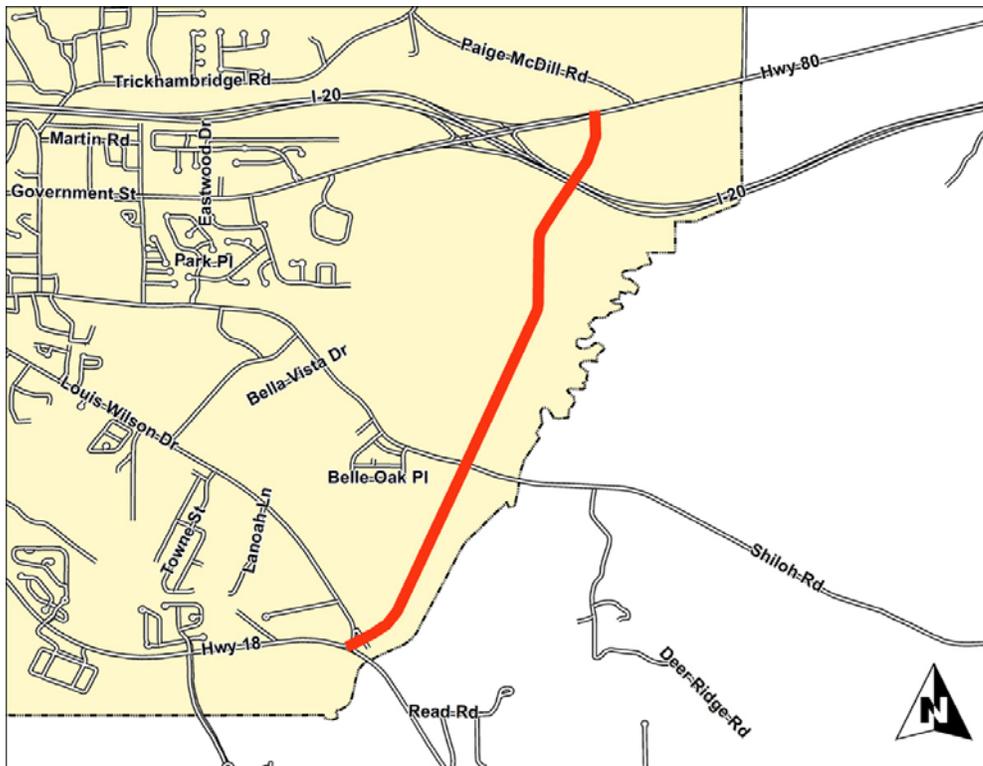
Project: 540001 Responsible Agency: CITY OF BRANDON Total Project Cost: \$26,150,000

Route: EAST BRANDON BYPASS Fund Source: EARMARK/LOCAL Project Length 2.60

Termini: SR 18 N of Richland Creek to US 80 approx 2500' E of I-20

Scope of Work: NEW 4-LANE ROADWAY WITH MULTI-PURPOSE TRAIL

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
540001/0001	2012	ENV	\$0	\$200,000	\$200,000
540001/0001	2013	DESIGN	\$735,000	\$0	\$735,000
SUB-TOTAL FOR PROJECT 540001			\$735,000	\$200,000	\$935,000



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

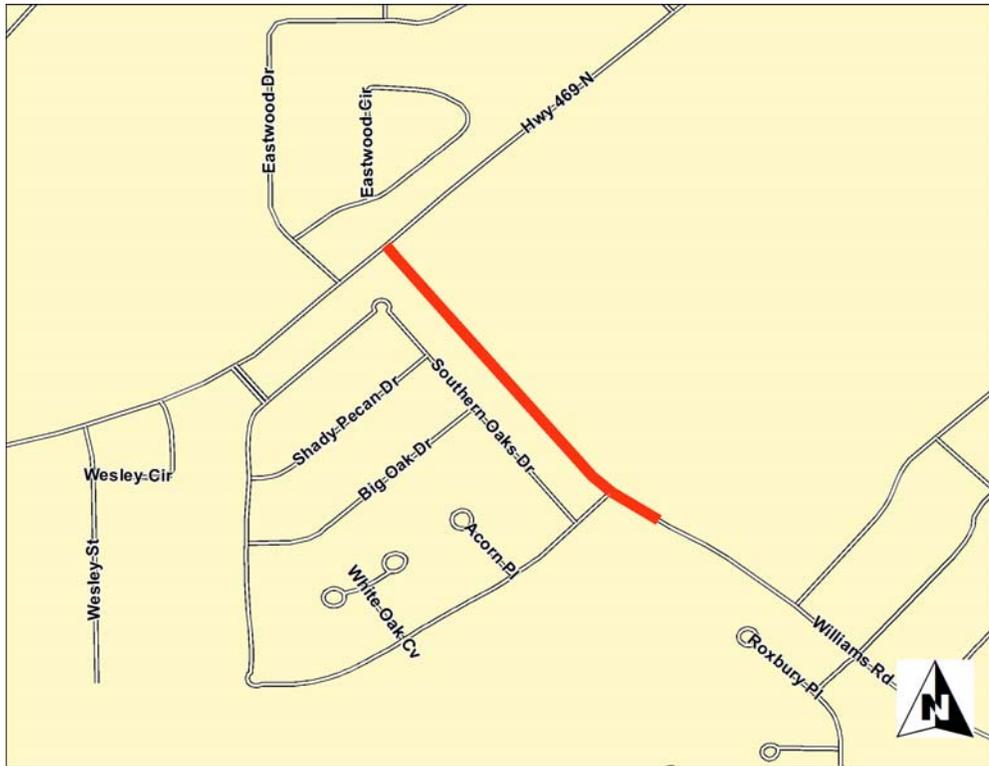
Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
540010/0001	2012	DESIGN	\$0	\$83,056	\$83,056
540010/0001	2012	ROW	\$0	\$10,000	\$10,000
540010/0001	2014	CON	\$715,616	\$178,904	\$894,520
SUB-TOTAL FOR PROJECT 540010			\$715,616	\$271,960	\$987,576



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
540021/0001	2014	ROW	\$80,000	\$20,000	\$100,000
540021/0001	2015	CON	\$4,927,375	\$1,231,843	\$6,159,218
SUB-TOTAL FOR PROJECT 540021			\$5,007,375	\$1,251,843	\$6,259,218



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

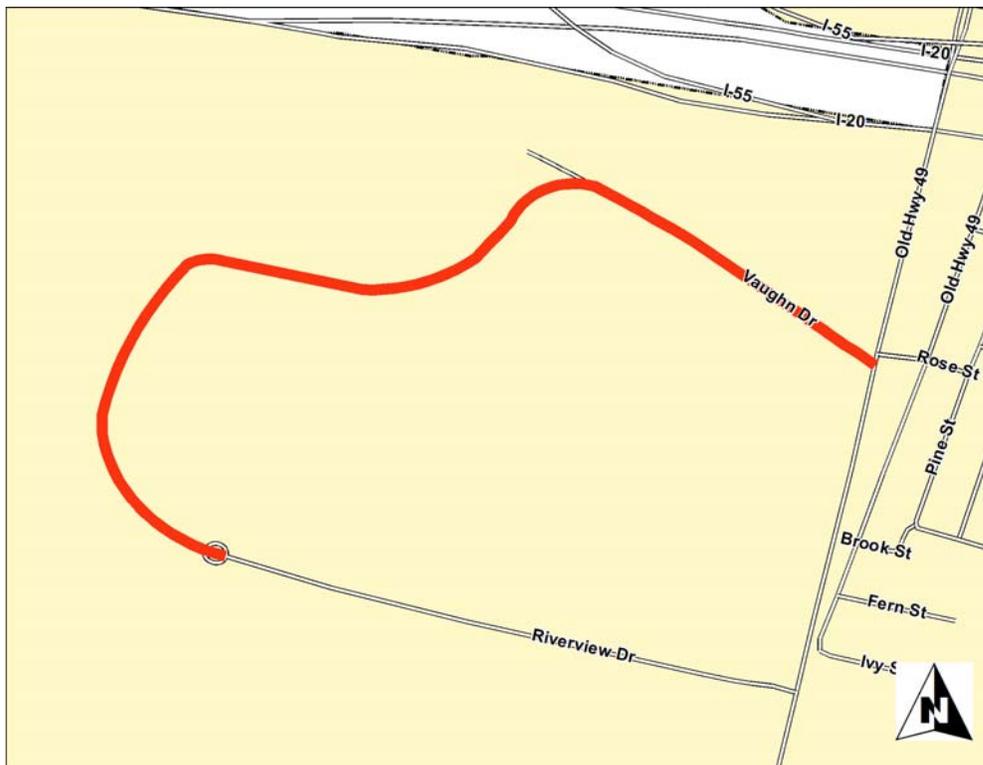
Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
540030/0001	2012	ENV	\$104,472	\$0	\$104,472
540030/0001	2012	PLANNING	\$123,500	\$0	\$123,500
540030/0001	2013	DESIGN	\$140,500	\$0	\$140,500
540030/0001	2014	DESIGN, ROW	\$210,956	\$0	\$210,956
540030/0001	2015	ROW,CON	\$300,000	\$0	\$300,000
SUB-TOTAL FOR PROJECT 540030			\$879,428	\$0	\$879,428

The following phase has been moved out of the 2012-2015 TIP because it's new Fiscal Year does not fall within the 2012-2015 time range of the current TIP.

540030/0001 CON \$1,393,572 Fed/\$0 Local FY 2016



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:
 Project: Responsible Agency: Total Project Cost:
 Route: Fund Source: Project Length
 Termini:
 Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
540040/201000	2014	ROW	\$1,555,134	\$0	\$1,555,134
SUB-TOTAL FOR PROJECT 540040			\$1,555,134	\$0	\$1,555,134



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
540041/0001	2015	CON	\$4,322,198	\$691,766	\$5,013,964
SUB-TOTAL FOR PROJECT 540041			\$4,322,198	\$691,766	\$5,013,964



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
540050/0001	2012	TRANSIT	\$1,200,000	\$300,000	\$1,500,000
SUB-TOTAL FOR PROJECT 540050			\$1,200,000	\$300,000	\$1,500,000



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
540051/0001	2012	TRANSIT	\$181,747	\$45,436	\$227,183
SUB-TOTAL FOR PROJECT 540051			\$181,747	\$45,436	\$227,183



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Fiscal Year:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
540052/0001	2012	DESIGN	\$80,000	\$20,000	\$100,000
540052/0001	2013	CON	\$480,000	\$120,000	\$600,000
SUB-TOTAL FOR PROJECT 540052			\$560,000	\$140,000	\$700,000



Remarks:



JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO) 2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
540060/0001	2014	ROW	\$4,000,000	\$1,000,000	\$5,000,000
SUB-TOTAL FOR PROJECT 540060			\$4,000,000	\$1,000,000	\$5,000,000

The following phase has been moved out of the 2012-2015 TIP because it's new Fiscal Year does not fall within the 2012-2015 time range of the current TIP.

540060/0001 CON \$10,014,751 Fed/\$2,503,688 Local FY 2016



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

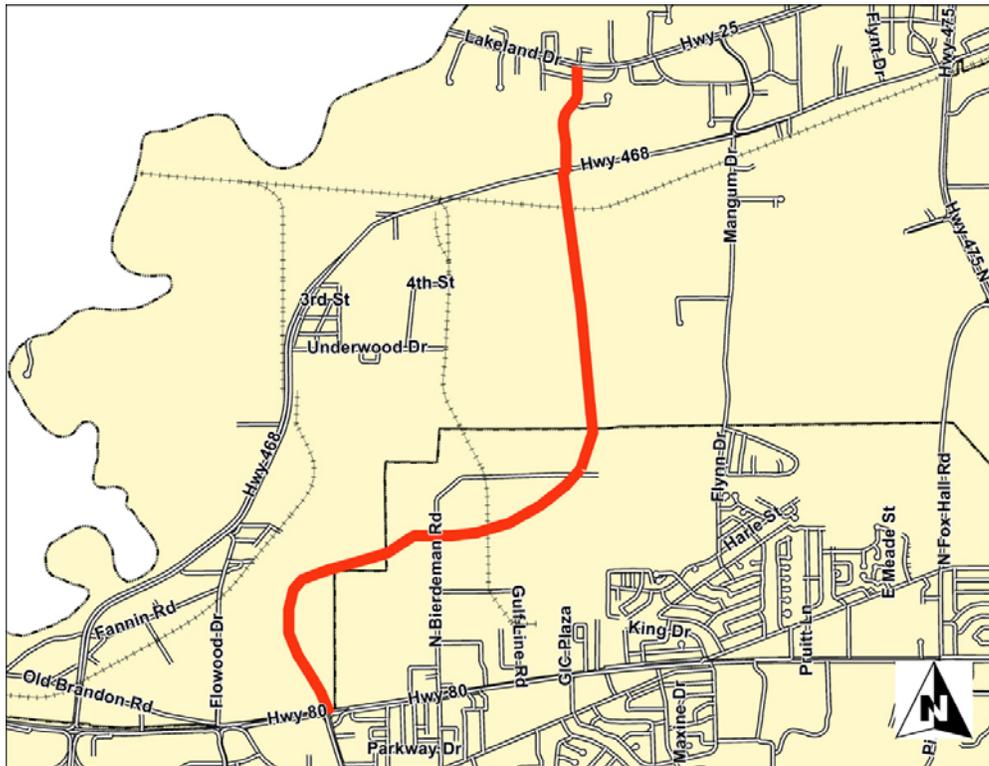
Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
540070/301000	2014	CON	\$8,600,000	\$2,150,000	\$10,750,000
SUB-TOTAL FOR PROJECT 540070			\$8,600,000	\$2,150,000	\$10,750,000



Remarks:



JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO) 2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

County:

Project: Responsible Agency: Total Project Cost:

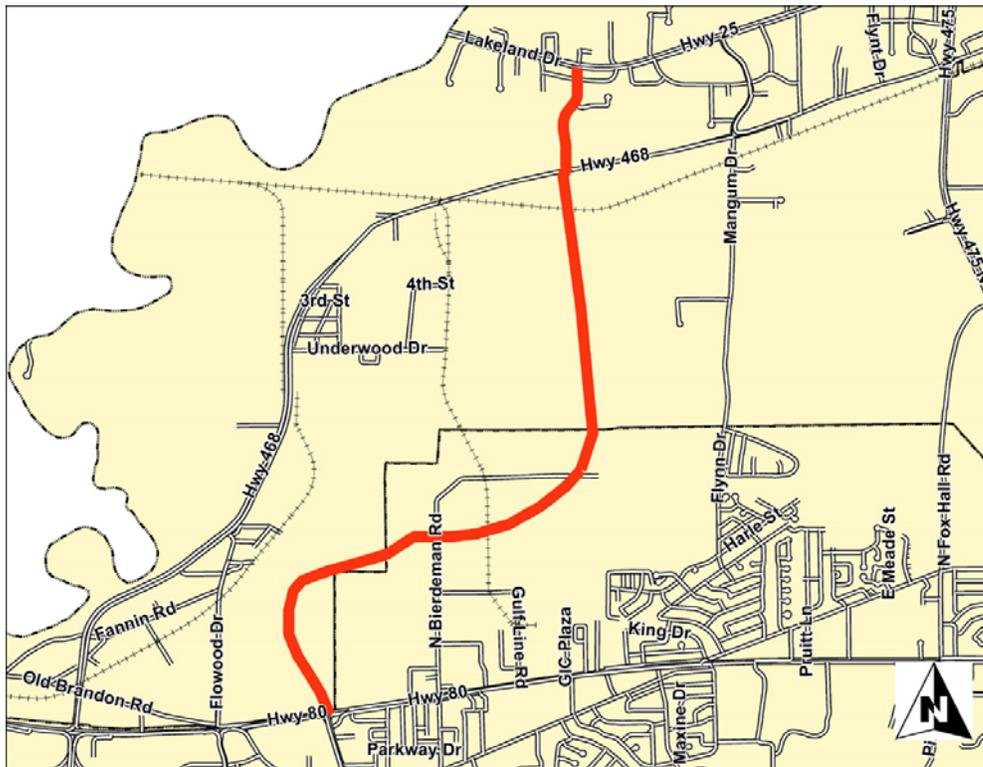
Route: Fund Source: Project Length

Termini:

Scope of Work:

The following phase has been moved out of the 2012-2015 TIP because it's new Fiscal Year does not fall within the 2012-2015 time range of the current TIP.

540071/301000 CON \$0 Federal/\$9,000,000 Local FY 2017



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

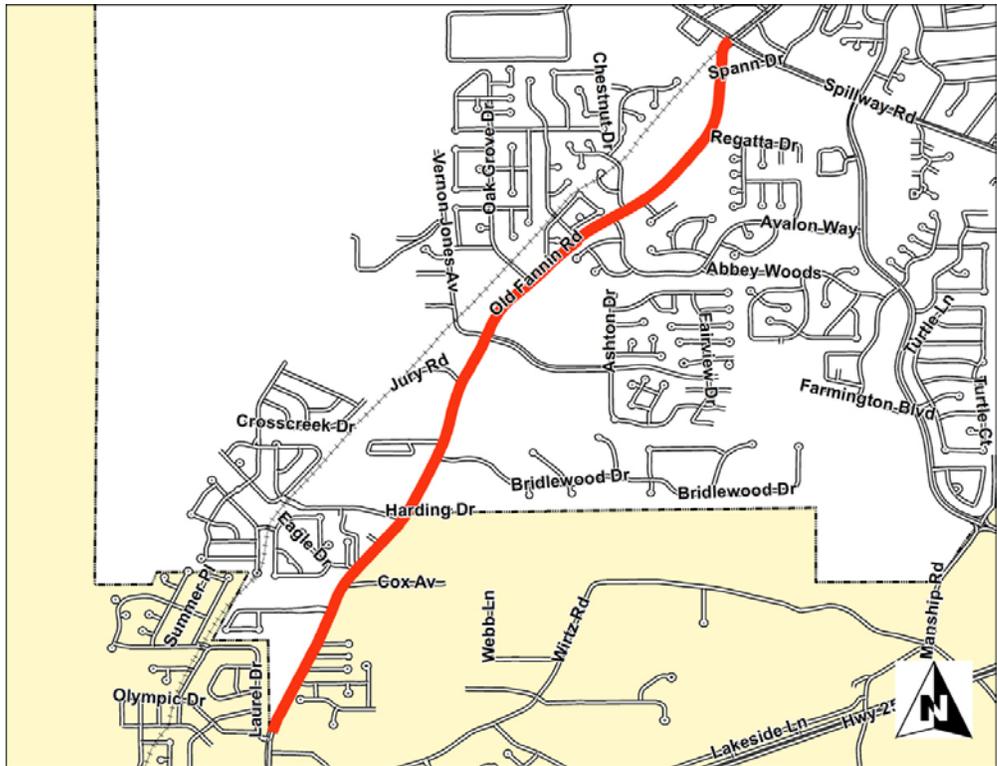
Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length:

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
540080/0001	2012	CON	\$4,152,052	\$1,038,013	\$5,190,065
540080/0001	2012	CON	\$6,409,440	\$1,602,360	\$8,011,800
SUB-TOTAL FOR PROJECT 540080			\$10,561,492	\$2,640,373	\$13,201,865



Remarks:



**JACKSON METROPOLITAN PLANNING ORGANIZATION (MPO)
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

County:

Project: Responsible Agency: Total Project Cost:

Route: Fund Source: Project Length

Termini:

Scope of Work:

Project Detail:	Year Apportioned:	Description:	Federal Share:	State/Local Share:	Total Cost Estimate:
540090/0001	2013	CON	\$552,000	\$138,000	\$690,000
SUB-TOTAL FOR PROJECT 540090			\$552,000	\$138,000	\$690,000



Remarks:



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
JACKSON URBANIZED AREA GROUPED PROJECTS**

BRIDGE REPLACEMENT

Fiscal Year	Agency	Fund Source	Federal Share	State/Local Share	Total Cost
2012	MDOT/State Aid/Local Agencies	BR/STP/NHS/IM/EARMARK/SFP/NHPP	\$4,910,880	\$1,227,720	\$6,138,600
2013	MDOT/State Aid/Local Agencies	BR/STP/NHS/IM/EARMARK/SFP/NHPP	\$4,960,000	\$1,240,000	\$6,200,000
2014	MDOT/State Aid/Local Agencies	BR/STP/NHS/IM/EARMARK/SFP/NHPP	\$5,009,600	\$1,252,400	\$6,262,000
2015	MDOT/State Aid/Local Agencies	BR/STP/NHS/IM/EARMARK/SFP/NHPP	\$5,056,969	\$1,264,924	\$6,324,620
SUB-TOTAL FOR BRIDGE REPLACEMENT			\$19,937,449	\$4,985,044	\$24,925,220

ENHANCEMENT/RECREATIONAL TRAILS/SRTS

Fiscal Year	Agency	Fund Source	Federal Share	State/Local Share	Total Cost
2012	MDOT/State Aid/Local Agencies	STP/SFP/EARMARK/LOCAL/TA	\$2,000,000	\$500,000	\$2,500,000
2013	MDOT/State Aid/Local Agencies	STP/SFP/EARMARK/LOCAL/TA	\$2,020,000	\$505,000	\$2,525,000
2014	MDOT/State Aid/Local Agencies	STP/SFP/EARMARK/LOCAL/TA	\$2,040,200	\$510,050	\$2,550,250
2015	MDOT/State Aid/Local Agencies	STP/SFP/EARMARK/LOCAL/TA	\$2,060,600	\$515,150	\$2,575,750
SUB-TOTAL FOR ENHANCEMENT/RECREATIONAL TRAILS/SRTS			\$8,120,800	\$2,030,200	\$10,151,000

ITS

Fiscal Year	Agency	Fund Source	Federal Share	State/Local Share	Total Cost
2012	MDOT/State Aid/Local Agencies	NHS/STP/SFP/NHPP	\$80,000	\$20,000	\$100,000
2013	MDOT/State Aid/Local Agencies	NHS/STP/SFP/NHPP	\$80,800	\$20,200	\$101,000
2014	MDOT/State Aid/Local Agencies	NHS/STP/SFP/NHPP	\$81,608	\$20,402	\$102,010
2015	MDOT/State Aid/Local Agencies	NHS/STP/SFP/NHPP	\$82,424	\$20,606	\$103,030
SUB-TOTAL FOR ITS			\$324,832	\$81,208	\$406,040

OPERATION/MAINTENANCE/MINOR RECONSTRUCTION

Fiscal Year	Agency	Fund Source	Federal Share	State/Local Share	Total Cost
2012	MDOT/State Aid/Local Agencies	BR/STP/NHS/IM/SFP/EARMARK/LOCAL/NHPP	\$10,000,000	\$2,500,000	\$12,500,000
2013	MDOT/State Aid/Local Agencies	BR/STP/NHS/IM/SFP/EARMARK/LOCAL/NHPP	\$10,100,000	\$2,525,000	\$12,625,000
2014	MDOT/State Aid/Local Agencies	BR/STP/NHS/IM/SFP/EARMARK/LOCAL/NHPP	\$10,201,000	\$2,550,250	\$12,751,250
2015	MDOT/State Aid/Local Agencies	BR/STP/NHS/IM/SFP/EARMARK/LOCAL/NHPP	\$10,303,008	\$2,575,752	\$12,878,760
SUB-TOTAL FOR OPERATION/MAINTENANCE/MINOR RECONSTRUCTION			\$40,604,008	\$10,151,002	\$50,755,010

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



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
JACKSON URBANIZED AREA GROUPED PROJECTS

SAFETY/RAILROAD CROSSING IMPROVEMENTS

Fiscal Year	Agency	Fund Source	Federal Share	State/Local Share	Total Cost
2012	MDOT/State Aid/Local Agencies	HSIP/NHS/STP/EARMARK/LOCAL/NHPP	\$1,080,000	\$120,000	\$1,200,000
2013	MDOT/State Aid/Local Agencies	HSIP/NHS/STP/EARMARK/LOCAL/NHPP	\$1,090,800	\$121,200	\$1,212,000
2014	MDOT/State Aid/Local Agencies	HSIP/NHS/STP/EARMARK/LOCAL/NHPP	\$1,101,708	\$122,412	\$1,224,120
2015	MDOT/State Aid/Local Agencies	HSIP/NHS/STP/EARMARK/LOCAL/NHPP	\$1,112,724	\$123,636	\$1,236,360
SUB-TOTAL FOR SAFETY/RAILROAD CROSSING IMPROVEMENTS			\$4,385,232	\$487,248	\$4,872,480

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



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - JACKSON URBANIZED AREA

County Name HINDS

Need ID: 250075	Responsible Agency: MDOT	Total Project Cost: \$102,000,000
Route: I-55	Project Length: 14.00	Fund Source: NHS/STP/SFP/EARMARK/NHPP
Termini: I-55 FROM TERRY TO BYRAM		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
106023/102000	2013	RECONSTRUCTION	PE	\$1,600,000	\$400,000	\$2,000,000
SUB-TOTAL FOR NEED 250075				\$1,600,000	\$400,000	\$2,000,000
SUB-TOTAL FOR HINDS COUNTY				\$1,600,000	\$400,000	\$2,000,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - JACKSON URBANIZED AREA

County Name **HINDS**

Need ID: 250076	Responsible Agency: MDOT	Total Project Cost: \$102,000,000
Route: I-55	Project Length: 7.00	Fund Source: NHS/STP/SFP/EARMARK/NHPP
Termini: I-55 FROM BYRAM TO MCDOWELL RD		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
106023/301000	2013	RECONSTRUCTION	CON	\$14,400,000	\$1,600,000	\$16,000,000
106023/301000	2014	RECONSTRUCTION	CON/CONV	\$24,000,000	\$6,000,000	\$30,000,000
106023/301000	2015	RECONSTRUCTION	CON/CONV	\$24,000,000	\$6,000,000	\$30,000,000
SUB-TOTAL FOR NEED 250076				\$62,400,000	\$13,600,000	\$76,000,000
This project uses Advance Construction. See the explanation in the introduction for a description of this funding technique.						
SUB-TOTAL FOR HINDS COUNTY				\$62,400,000	\$13,600,000	\$76,000,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - JACKSON URBANIZED AREA

County: Madison

STIP ID: 450065 **STIP ID Title:**I-55 FM COUNTY LINE ROAD TO OLD AGENCY RD **Total STIP ID Cost:** \$49,900,000
Route: I-55 **Project Length:** 2.243 **Fund Source:** NHS/SFP/STP/NHPP

Project Number/Detail	Fiscal Year	Scope Of Work	Resp Agcy	Phase	Federal Share	State/Local Share	Total Cost Estimate
102315-201000	2015	ADD 2 LANES	MDOT	ROW	\$3,520,000	\$880,000	\$4,400,000
Termini:	I-55 FM COUNTY LINE ROAD TO OLD AGENCY ROAD [ADD 4 LANES]						
SUB-TOTAL FOR STIP ID 450065:					\$3,520,000	\$880,000	\$4,400,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - JACKSON URBANIZED AREA

County Name MADISON

Need ID: 450110	Responsible Agency: MDOT	Total Project Cost: \$50,000,000
Route: I-55	Project Length: 2.00	Fund Source: NHS/STP/SFP/NHPP
Termini: I-55 RECONSTRUCT GLUCKSTADT INTERCHANGE		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
103063/201000	2012	INTERCHANGE CONSTRUCTION	ROW	\$2,260,310	\$0	\$2,260,310
103063/201000	2013	INTERCHANGE CONSTRUCTION	ROW/CONV	\$2,400,000	\$600,000	\$3,000,000
103063/301000	2013	INTERCHANGE CONSTRUCTION	CON/CONV	\$19,350,000	\$2,150,000	\$21,500,000
SUB-TOTAL FOR NEED 450110				\$24,010,310	\$2,750,000	\$26,760,310
SUB-TOTAL FOR MADISON COUNTY				\$24,010,310	\$2,750,000	\$26,760,310



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - JACKSON URBANIZED AREA

County Name **MADISON**

Need ID: 450703	Responsible Agency: MDOT	Total Project Cost: \$30,000,000
Route: US 51/SR 43	Project Length: 2.89	Fund Source: STP/EARMARK/NHPP
Termini: US 51/SR 43 CONNECTOR IN CANTON		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
104137/301000	2013	GR BR PAVE 4 LANES	CON/CONV	\$3,400,000	\$850,000	\$4,250,000
104137/301000	2013	GR BR PAVE 4 LANES	CON	\$2,000,000	\$500,000	\$2,500,000
SUB-TOTAL FOR NEED 450703				\$5,400,000	\$1,350,000	\$6,750,000
This project uses Advance Construction. See the explanation in the introduction for a description of this funding technique.						
SUB-TOTAL FOR MADISON COUNTY				\$5,400,000	\$1,350,000	\$6,750,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - JACKSON URBANIZED AREA

County Name **MADISON**

Need ID: 450250	Responsible Agency: MDOT	Total Project Cost: \$150,000,000
Route: I-55	Project Length: 3.20	Fund Source: IM/NHS/STP/SFP/NHPP
Termini: I-55 FROM OLD AGENCY TO MS 463 W/HIGHLAND COLONY CONN		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
501561/604000	2012	RECONSTRUCTION	OTH	\$52,875,859	\$9,330,757	\$62,206,616
501561/604000	2013	RECONSTRUCTION	OTH	\$9,369,000	\$2,342,250	\$11,711,250
501561/604000	2014	RECONSTRUCTION	OTH	\$9,365,000	\$2,341,250	\$11,706,250
501561/604000	2015	RECONSTRUCTION	OTH	\$9,365,000	\$2,341,250	\$11,706,250
SUB-TOTAL FOR NEED 450250				\$80,974,859	\$16,355,507	\$97,330,366
This project details the repayment of debt service on a HELP bond issue. Includes improvements to MS 463 from Post Oak Road to US 51.						
SUB-TOTAL FOR MADISON COUNTY				\$80,974,859	\$16,355,507	\$97,330,366



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - JACKSON URBANIZED AREA**

County: Madison

STIP ID: 450702 **STIP ID Title: I-55 INTERCHANGE WITH CONNECTORS TO US 51** **Total STIP ID Cost: \$174,033,805**
Route: I-55 **Project Length: 2.8** **Fund Source: NHS/BOND PROCEEDS/STP/SFP/NHPP/RR Funds**

Project Number/Detail	Fiscal Year	Scope Of Work	Resp Agcy	Phase	Federal Share	State/Local Share	Total Cost Estimate
100486-101100	2012	INTERCHANGE	MDOT	PE	\$0	\$15,000	\$15,000
Termini: I-55 FROM OLD AGENCY TO SR 463 W/HIGHLAND COLONY CONNECTION PHASES I & II [Add 4 Lanes, Split Interchange, Frontage Roads]							
100486-203000	2012	INTERCHANGE	MDOT	ROW	\$629,200	\$157,300	\$786,500
Termini: I-55 'SPLIT-DIAMOND' INTERCHANGE - RIDGELAND CONNECTOR TO US 51 (STIP PG V-50)							
100486-301000	2012	INTERCHANGE	MDOT	CON	\$62,000,000	\$0	\$62,000,000
Termini: I-55 FROM OLD AGENCY TO SR 463 W/HIGHLAND COLONY CONNECTION PHASE II [Add 2 Lanes, Split Interchange, Frontage Roads]							
100486-301100	2012	INTERCHANGE	MDOT	CON	\$0	\$550,000	\$550,000
Termini: I-55 FROM OLD AGENCY TO SR 463 W/HIGHLAND COLONY CONNECTION PHASE II [Add 2 Lanes, Split Interchange, Frontage Roads]							
100486-301000	2013	INTERCHANGE	MDOT	CON/ AC	\$16,345,680	\$4,086,420	\$20,432,100
Termini: I-55 FROM OLD AGENCY TO SR 463 W/HIGHLAND COLONY CONNECTION PHASE II [Add 2 Lanes, Split Interchange, Frontage Roads]							
100486-301000	2014	INTERCHANGE	MDOT	CON/ AC	\$16,000,000	\$4,000,000	\$20,000,000
Termini: I-55 FROM OLD AGENCY TO SR 463 W/HIGHLAND COLONY CONNECTION PHASE II [Add 2 Lanes, Split Interchange, Frontage Roads]							
100486-103000	2015	RR Surface, Signals and Gates	MDOT	PE	\$10,000	\$0	\$10,000
Termini: I-55 - RIDGELAND CONNECTOR TO US 51-RR CROSSING SURFACE, LIGHTS AND GATES							
100486-303000	2015	INTERCHANGE	MDOT	CON	\$12,080,000	\$3,020,000	\$15,100,000
Termini: I-55 'SPLIT-DIAMOND' INTERCHANGE - RIDGELAND CONNECTOR TO US 51							
100486-303100	2015	RR Surface, Signals and Gates	MDOT	CON	\$500,000	\$0	\$500,000
Termini: I-55 - RIDGELAND CONNECTOR TO US 51-RR CROSSING SURFACE, LIGHTS AND GATES							
100486-304000	2015	INTERCHANGE	MDOT	CON	\$14,560,000	\$3,640,000	\$18,200,000
Termini: I-55 'SPLIT-DIAMOND' INTERCHANGE - MADISON CONNECTOR TO US 51							
SUB-TOTAL FOR STIP ID 450702:					\$122,124,880	\$15,468,720	\$137,593,600

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



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - JACKSON URBANIZED AREA

County Name **RANKIN**

Need ID: 610059	Responsible Agency: MDOT	Total Project Cost: \$74,143,749
Route: US 49	Project Length: 7.20	Fund Source: NHS/STP/SFP/EARMARK/NHPP
Termini: US 49 FROM FLORENCE TO SCALE AREA		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
102046/101000	2013	ADD 2 LANES	PE	\$2,000,000	\$500,000	\$2,500,000
102046/204000	2013	WIDEN TO 6 LANES	ROW	\$10,240,000	\$2,560,000	\$12,800,000
102046/204000	2014	WIDEN TO 6 LANES	ROW	\$0	\$3,618,799	\$3,618,799
102046/301000	2015	WIDEN TO 6 LANES	CON/CONV	\$16,000,000	\$4,000,000	\$20,000,000
102046/301000	2015	WIDEN TO 6 LANES	CON	\$800,000	\$200,000	\$1,000,000
SUB-TOTAL FOR NEED 610059				\$29,040,000	\$10,878,799	\$39,918,799
This project uses Advance Construction. See the explanation in the introduction for a description of this funding technique.						
SUB-TOTAL FOR RANKIN COUNTY				\$29,040,000	\$10,878,799	\$39,918,799



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - JACKSON URBANIZED AREA

County Name **RANKIN**

Need ID: 610172	Responsible Agency: MDOT	Total Project Cost: \$41,334,781
Route: MS 471	Project Length: 2.10	Fund Source: NHS/STP/SFP/NHPP
Termini: SR 471 FROM US 80 TO SR 25		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
100579/101000	2012	CONSTRUCT 5 LANES	PE	\$2,240,000	\$560,000	\$2,800,000
100579/301000	2014	CONSTRUCT 5 LANES	CON/CONV	\$720,000	\$180,000	\$900,000
100579/202100	2015	CONSTRUCT 5 LANES	ROW	\$9,200,000	\$2,300,000	\$11,500,000
100579/301000	2015	CONSTRUCT 5 LANES	CON/CONV	\$12,000,000	\$3,000,000	\$15,000,000
SUB-TOTAL FOR NEED 610172				\$24,160,000	\$6,040,000	\$30,200,000
This project uses Advance Construction. See the explanation in the introduction for a description of this funding technique.						
SUB-TOTAL FOR RANKIN COUNTY				\$24,160,000	\$6,040,000	\$30,200,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - JACKSON URBANIZED AREA

County Name **RANKIN**

Need ID: 610602	Responsible Agency: MDOT	Total Project Cost: \$52,000,000
Route: I-20	Project Length: 7.00	Fund Source: STP/SFP/NHS/NHPP
Termini: I-20 FM SR 468 TO GREENFIELD (ADD 2 LNS)		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
102170/301000	2012	GRADE PAVE 2 LANES	CON	\$23,975,926	\$5,993,982	\$29,969,908
102170/301000	2013	GRADE PAVE 2 LANES	CON	\$5,455,034	\$1,363,758	\$6,818,792
SUB-TOTAL FOR NEED 610602				\$23,975,926	\$12,812,774	\$36,788,700
SUB-TOTAL FOR RANKIN COUNTY				\$29,275,926	\$20,762,774	\$50,038,700

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



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - JACKSON URBANIZED AREA

County Name RANKIN

Need ID: 610600	Responsible Agency: MDOT	Total Project Cost: \$70,000,000
Route: MS 25	Project Length: 16.00	Fund Source: EARMARK/STP/NHPP
Termini: LAKELAND DRIVE FROM MS 475 TO MS 471		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
104101/201000	2015	ADD 2 LANES	ROW	\$10,600,000	\$2,650,000	\$13,250,000
SUB-TOTAL FOR NEED 610600				\$10,600,000	\$2,650,000	\$13,250,000
SUB-TOTAL FOR RANKIN COUNTY				\$10,600,000	\$2,650,000	\$13,250,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - JACKSON URBANIZED AREA

County Name **RANKIN**

Need ID: 610180	Responsible Agency: MDOT	Total Project Cost: \$45,000,000
Route: MS 468	Project Length: 3.10	Fund Source: STP/SFP/NHPP
Termini: 2.6 MILES NORTH OF US 80 TO MS 475		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
103408/101000	2013	ADD 2 LANES	PE	\$160,000	\$40,000	\$200,000
103408/301000	2013	ADD 2 LANES	CON	\$13,040,000	\$3,260,000	\$16,300,000
SUB-TOTAL FOR NEED 610180				\$13,200,000	\$3,300,000	\$16,500,000
SUB-TOTAL FOR RANKIN COUNTY				\$13,200,000	\$3,300,000	\$16,500,000

MDOT STIP

Mississippi Department of Transportation
Statewide Transportation Improvement
Program

Fiscal Years 2012-2015

VOLUME III

Urbanized Area
Transportation Improvement Program

Chapter 2: Gulf Coast Urbanized Area

The Gulf Coast Metropolitan Planning Organization (MPO) has developed and adopted a Transportation Plan which meets requirements of the Intermodal Surface Transportation Efficiency Act of 1991. The Transportation Improvement Program (TIP), based upon the adopted Transportation Plan, is developed and adopted annually, the adopted Transportation Improvement Program is incorporated directly into the Statewide Transportation Improvement Program

For Additional Information Contact
Executive Director
Gulf Coast Metropolitan Planning Organization
Gulf Regional Planning Commission
1232 Pass Rd
Gulfport, MS 39501
Telephone: (228) 864-1167

Mississippi Gulf Coast Metropolitan Planning Organization

Transportation Improvement Program

FY 2012-2015

September, 2012

Mississippi Gulf Coast Metropolitan Planning Organization (MPO)

The MPO is a federally mandated planning body responsible for transportation planning in the Mississippi Gulf Coast urbanized areas. The Gulf Regional Planning Commission (GRPC) serves as the MPO for the Mississippi Gulf Coast, coordinating transportation programs for all jurisdictions within the urbanized areas of Hancock, Harrison, and Jackson Counties. It is the lead agency responsible for developing and administering plans and programs to maintain eligibility and receive federal funds for the transportation systems in the Mississippi Gulf Coast area. The primary mission of the MPO is to develop and maintain a transportation planning process that is compliant with federal and state requirements, and supports the development and enhancement of sustainable multimodal facilities, programs and systems in the Mississippi Gulf Coast area. The Transportation Improvement Program (TIP) is one of the most important products of the MPO's planning process.

What is the TIP?

The Transportation Improvement Program (TIP) is a financially constrained four-year program for addressing short-term transportation priorities that are consistent with the area's long-range transportation plan (LRP). The TIP allocates the limited transportation resources among the various capital and operating needs of the area, based on locally developed priorities.

The TIP:

- Covers a minimum four-year period of investment
- Is an agreed upon list of priority projects for the region
- Is updated every two years
- May be amended every 6 months
- Is realistic in terms of available funding
- Is approved by the MPO and the governor
- Will be financially constrained
- Is incorporated into the Statewide Transportation Improvement Program

What role does the MPO play?

The TIP is developed and approved by the MPO and is included, without modification, in the Statewide Transportation Improvement Program (STIP) following approval by the Governor. The TIP can be modified at any time subject to approval of the MPO technical and policy committees.

How is the TIP funded?

Federal funding made available through the Surface Transportation Program (STP) is transferred first to the Mississippi Department of Transportation (MDOT), and then allocated to the MPO in a population-based formula. The funds are allocated through the MPO to local public agencies for eligible transportation improvement projects.

What roads are eligible on the Mississippi Gulf Coast?

Any functionally classified road within the urbanized area is eligible for Federal funding.

What are the funding requirements?

- Safety projects may be 100% federally funded but may not exceed 10% of the annual STP allocation
- Other projects are eligible for 80% federal funding

Eligible projects Include:

Projects that improve traffic flow, reduce congestion, enhance safety, reduce vehicle idling, reduce vehicle miles traveled, provide access to public transit, and improve the modal options and intermodal connectivity for people and goods.

- New signals, signal upgrades, signal systems
- Turn lanes, intersection geometry improvements
- Access management
- Reconstruction
- Construction of additional lanes or new facilities
- Bicycle and pedestrian facilities
- Facilities for park and ride programs
- Public transit programs and facilities

TIP development process

- TIP is updated every 2-years and may be amended every 6-months
- Submittal of project application
- Resolution from governing Board or Council for commitment of local match
- GRPC recommendation of projects to be incorporated into the TIP based on a project evaluation process that reflects the MPO's objectives
- Public comment period for draft TIP
- Technical Coordinating Committee (TCC) recommendation of the TIP
- Transportation Policy Committee (TPC) adoption of the TIP

Project evaluation process

- Projects will be ranked by type of improvement, deficiencies addressed and other MPO goals satisfied
- Level of congestion and safety deficiency will be assessed
- Cost, regional significance, project match, environmental justice impacts, etc. will be considered
- Project readiness will positively impact ranking
- Traffic operations projects will be highly ranked
- Projects that incorporate transit, pedestrian and/or bicycle facilities will receive additional points

Funding

Federal funding for projects in the TIP is provided through the Surface Transportation Program (STP) and is administered through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). These funds are apportioned to each state's urbanized area through the Metropolitan Planning Organization (MPO). A formula is developed to apportion these funds to each state based on that state's urbanized area population as a ratio of the nation's total urbanized area population.

With the exception of safety projects and some projects funded through congressional earmarks, which may receive 100% federal funding, TIP projects are generally funded using an 80% federal/20% local-match ratio. For a project to be considered for inclusion in the TIP, a commitment from the sponsoring agency to provide the required local matching funds is required.

For more information:

Download the MPO's TIP Handbook at

[http://www.grpc.com/PDF/TIP%20Handbook\(2011\).pdf](http://www.grpc.com/PDF/TIP%20Handbook(2011).pdf).

Mississippi Gulf Coast MPO
 Transportation Improvement Program (TIP)
 FY 2012-2015

Route/Category:	Pass Road		
Termini:	Eisenhower Drive to Iberville Drive		
Improvement Type:	Intersection Improvements	Responsible Agency:	City of Biloxi
Project Length:	N/A	County:	Harrison
Project Description:			

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
Complete		ENV			
Complete		DESIGN			
Complete		ROW	\$0	\$75,000	\$75,000
2012	STP	CON	\$1,500,000	\$375,000	\$1,875,000

Action History	Amend Adjust	Date	Remarks
Project added to TIP	Amend		
Funding Increase	Amend	3/11/2004	STP increase from \$2,174,600 to \$3,112,900

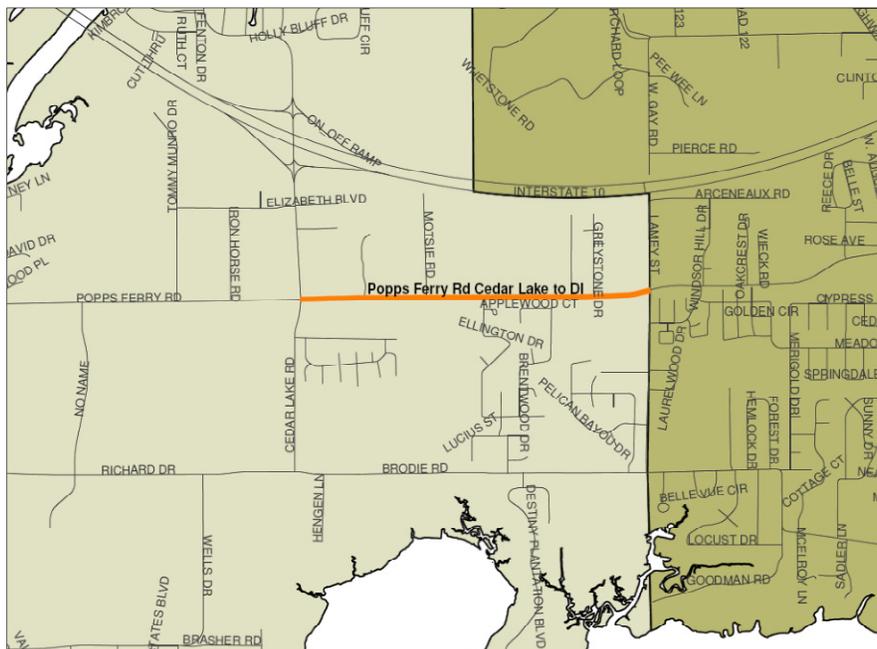


**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2012-2015**

Route/Category:	Popp's Ferry Road (Phase IV)		
Termini:	Cedar Lake Road to D'Iberville		
Improvement Type:	Add Lanes	Responsible Agency:	City of Biloxi
Project Length:	1.0 mile	County:	Harrison
Project Description:			

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
Complete		ENV	\$0	\$75,000	\$75,000
Complete		DESIGN	\$0	\$325,000	\$325,000
Complete		ROW	\$0	\$900,000	\$900,000
2015	STP	CON	\$2,204,800	\$551,200	\$2,756,000

Action History	Amend Adjust	Date	Remarks
Project added to TIP	Amend		
Move CON year	Mod	9/13/2013	Move from FY 2013 to FY 2015

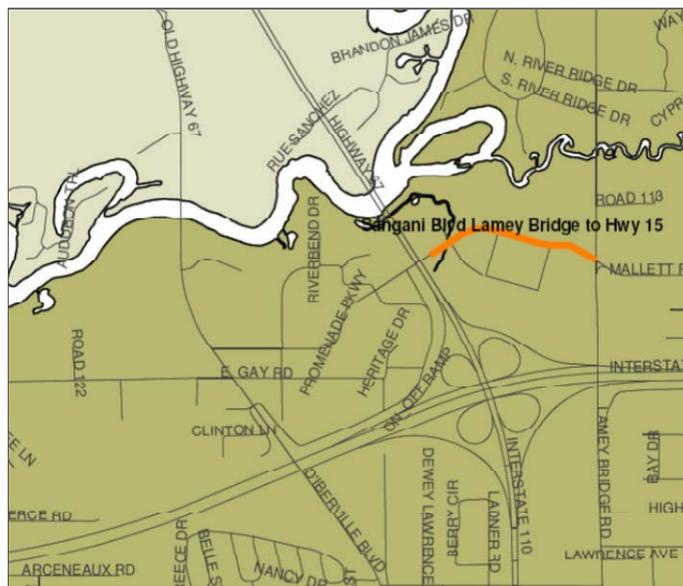


Mississippi Gulf Coast MPO
 Transportation Improvement Program (TIP)
 FY 2012-2015

Route/Category:	Sangani Boulevard		
Termini:	Hwy 15 to Lamey Bridge Road		
Improvement Type:	Capacity Improvements/Sidewalks	Responsible Agency:	City of D'Iberville
Project Length:	.5 miles	County:	Harrison County
Project Description:			

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
Complete		ENV			
Complete		DESIGN	\$0	\$195,000	\$195,000
Complete		ROW	\$0	\$0	\$0
2013	STP	CON	\$2,400,000	\$480,000	\$2,880,000

Action History	Amend Adjust	Date	Remarks
Project Addition	Amend	5/31/2007	\$2,000,000 STP
Funding Increase	Amend	5/27/2010	Add \$1,360,000 STP
Project Addition	Amend	12/2/2008	\$1,300,000 STP
Change FY	Mod	10/1/2012	Move from FY 2012 to FY 2013

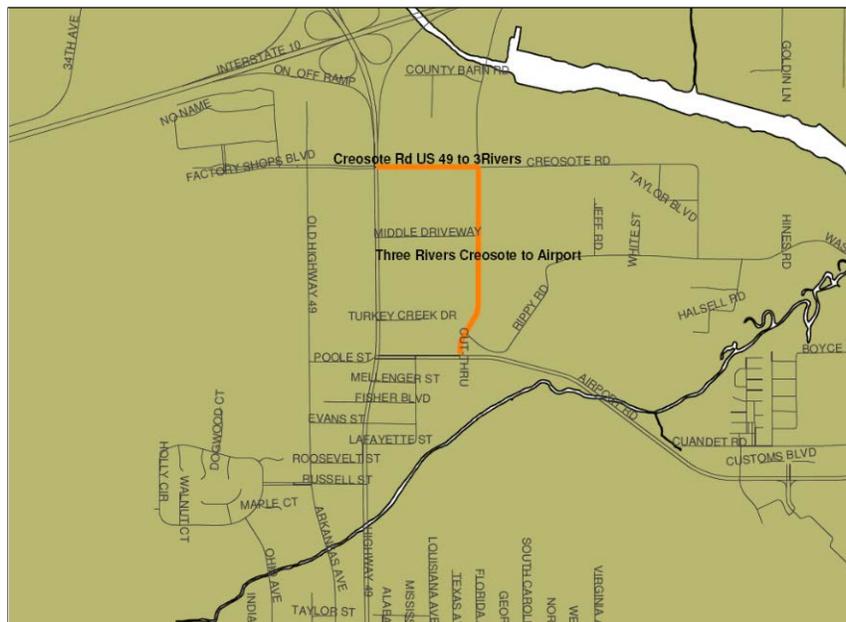


Mississippi Gulf Coast MPO
 Transportation Improvement Program (TIP)
 FY 2012-2015

Route/Category:	Creosote Road & Three Rivers Road		
Termini:	US 49 to Airport Road		
Improvement Type:	Capacity	Responsible Agency:	City of Gulfport
Project Length:	.99 miles	County:	Harrison County
Project Description:	Add Lanes		

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
Complete		ENV		\$165,000	\$165,000
Complete		DESIGN		\$165,000	\$165,000
Complete		ROW		\$175,000	\$175,000
2013	STP	CON	\$3,943,146	\$868,750	\$4,343,750

Action History	Amend Adjust	Date	Remarks
Funding Increase	Amend	5/31/2007	From \$1,605,192 STP to \$2,641,192 STP
Funding Increase	Amend	11/30/11	\$2,641,192 to \$3,475,000
Funding Increase	Adjust	3/2012	\$3,475,000 to \$3,943,146
Change FY	Mod	10/1/2012	Move from FY 2012 to FY 2013

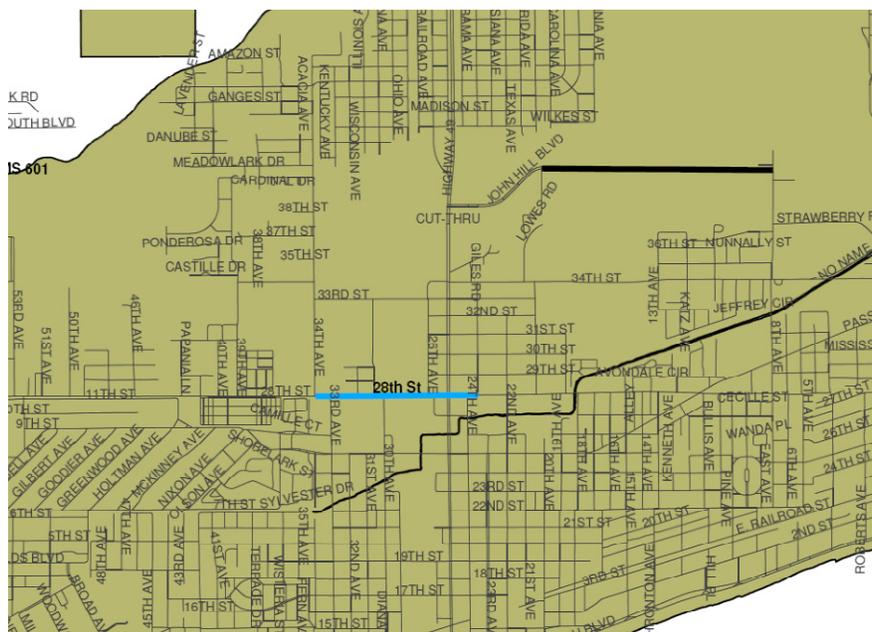


**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2012-2015**

Route/Category:	28 th Street		
Termini:	34 th Avenue to 23 rd Avenue		
Improvement Type:	Add lanes	Responsible Agency:	City of Gulfport
Project Length:	.7 miles	County:	Harrison County
Project Description:			

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
Complete		ENV	\$0	\$150,000	\$150,000
Complete		DESIGN	\$0	\$150,000	\$150,000
Complete		ROW	\$0	\$500,000	\$500,000
2014	STP	CON	\$4,500,000	\$1,125,000	\$5,625,000

Action History	Amend Adjust	Date	Remarks
Project Addition	Amend		
Funding Increase	Amend	11/30/11	\$2,392,000 to \$4,500,000
Change FY	Mod	10/1/2012	Move from FY 2012 to FY 2013
Change FY	Mod	9/13/2013	Move from 2013 to 2014

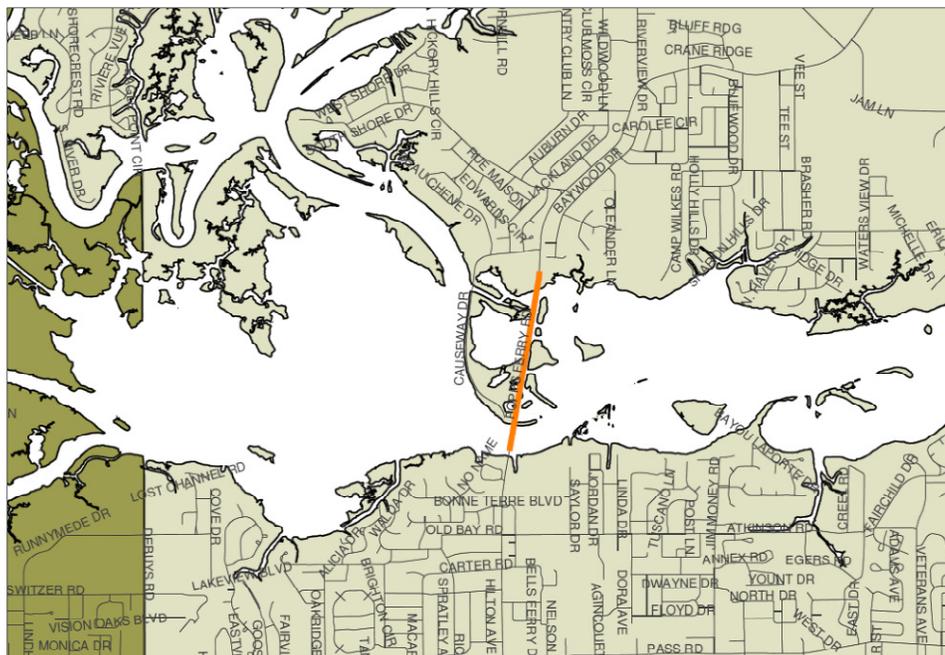


**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2012-2015**

Route/Category:	Popp's Ferry Bridge		
Termini:	Length of Popp's Ferry Bridge		
Improvement Type:	Submarine Cable Installation	Responsible Agency:	City of Biloxi
Project Length:		County:	Harrison County
Project Description:			

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
Complete		ENV			
Complete		DESIGN			
Complete		ROW			
2013	STP	CON	\$749,000	\$187,250	\$936,250

Action History	Amend Adjust	Date	Remarks
Project Addition	Amend	5/31/2007	\$560,000 STP
Change FY	Mod	10/1/2012	Move from FY 2012 to FY 2013
Increase Funding	Amend	3/28/2013	Increase from \$560,000 to \$749,000

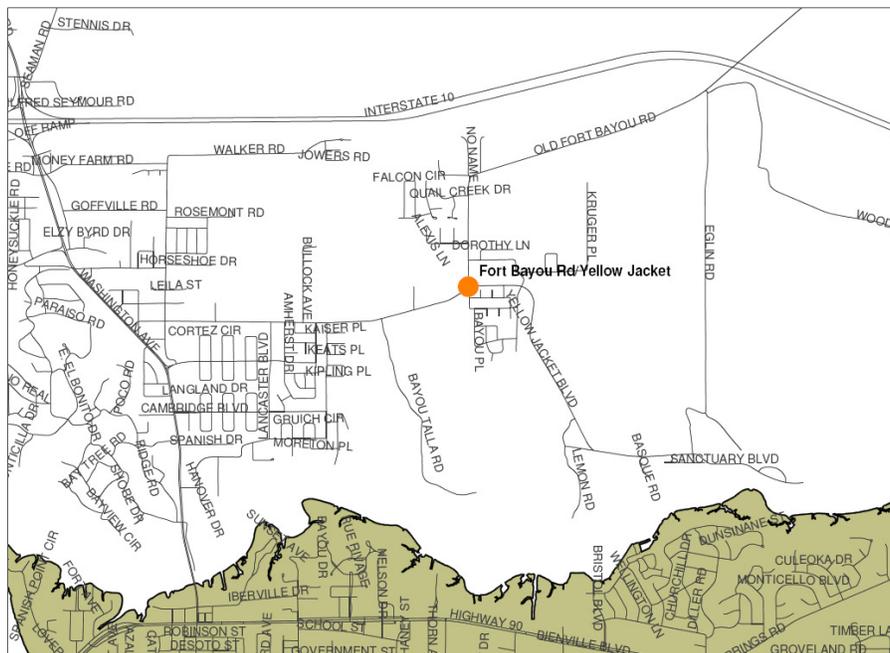


**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2012-2015**

Route/Category:	Old Fort Bayou Road		
Termini:	Yellow Jacket Road		
Improvement Type:	Intersection Improvement	Responsible Agency:	Jackson County
Project Length:		County:	Jackson County
Project Description:			

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
2012		ENV	\$0	\$60,000	\$60,000
2012		DESIGN	\$0	\$150,000	\$150,000
2012		ROW	\$0	\$600,000	\$600,000
2015	STP	CON	\$1,780,844	\$619,156	\$2,400,000

Action History	Amend Adjust	Date	Remarks
Project Addition	Amend	5/31/2007	\$1,489,000 STP
Change FY for CON	Mod	9/13/2013	Change from FY 2014 to FY 2015

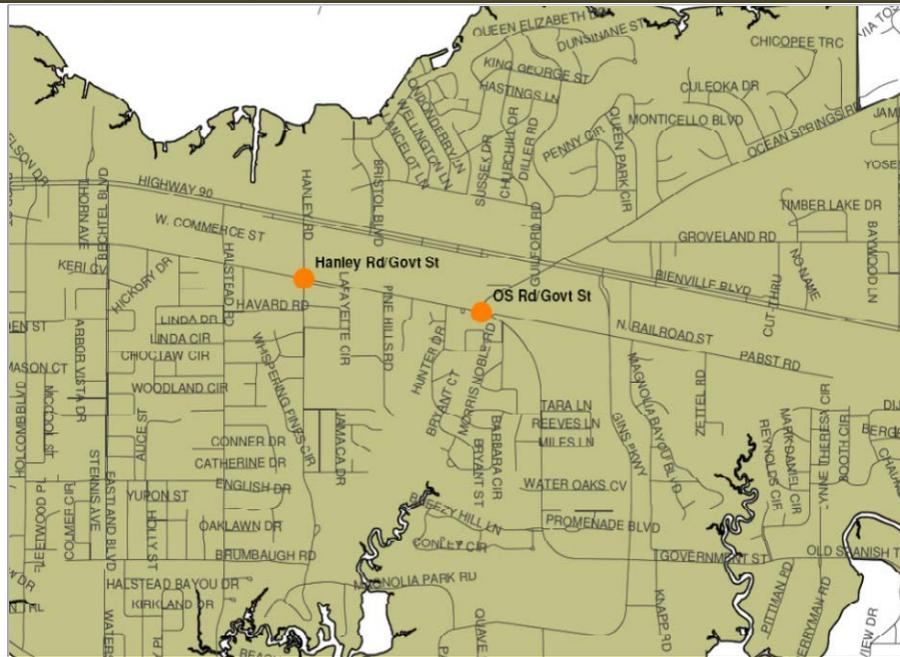


Mississippi Gulf Coast MPO
 Transportation Improvement Program (TIP)
 FY 2012-2015

Route/Category:	Government Street		
Termini:	Hanley Road to Ocean Springs Road		
Improvement Type:	Intersection Improvements	Responsible Agency:	City of Ocean Springs
Project Length:	1.2 miles	County:	Jackson County
Project Description:			

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
Complete		ENV	\$0	\$50,000	\$50,000
Complete		DESIGN	\$0	\$50,000	\$50,000
Complete		ROW	\$0	\$200,000	\$200,000
2012	STP	CON	\$916,160	\$229,040	\$1,145,200

Action History	Amend Adjust	Date	Remarks
Project added to TIP	Amend		
Terminus Change	Amend	10/1/2010	Change the eastern terminus from "Pine Street" to "Hanley Road"

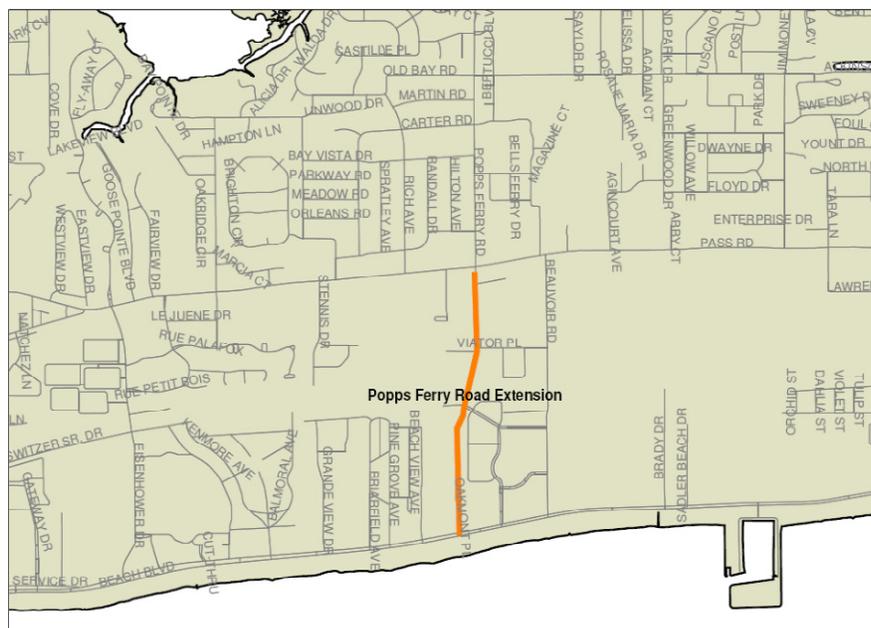


**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2012-2015**

Route/Category:	Popp's Ferry Road Extension		
Termini:	Pass Road to US 90		
Improvement Type:	New and Reconstruction	Responsible Agency:	City of Biloxi
Project Length:	.75 miles	County:	Harrison County
Project Description:			

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
2012	Earmark	ENV	\$550,000	\$137,500	\$687,500
2011	Earmark	DESIGN	\$400,000	\$100,000	\$500,000
2012	Earmark	ROW	\$4,560,000	\$1,140,000	\$5,700,000
2018	STP	CON	\$2,163,200	\$540,800	\$2,704,000
2014	Earmark	CON	\$890,000	\$4,406,000	\$5,296,000

Action History	Amend Adjust	Date	Remarks
Project Addition	Amend	11/29/2007	\$2,000,000 STP
Change Termini	Amend	5/2011	From "Coliseum to Pass Rd" to "Pass Rd to US 90"
Add Earmark	Amend	5/2011	ENV-\$550,000(federal) \$137,500(local)/DESIGN \$400,000(federal) \$100,000(local)/ROW \$4,560,000(federal) \$1,140,000(local)/CON \$890,000 (federal) \$4,406,000(local)
Move CON FY	Mod	9/13/2013	Move from FY 2012 to FY 2018



**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2014-2018**

Route/Category:		Seaway Road			
Termini:		Three Rivers Road to approximately 1 mile east			
Improvement Type:		Capacity improvements	Responsible Agency:		City of Gulfport
Project Length:		1 mile	County:		Harrison County
Project Description:		Add lanes			
Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
2011		ENV			
2011		DESIGN	\$0	\$380,000	\$380,000
2011		ROW			
2014	STP	CON	\$3,845,460	\$810,000	\$4,505,669
Action History		Amend Adjust	Date	Remarks	
Funding Increase		Amend	11/29/2007	\$2,095,200 STP to \$3,095,200 STP	
Termini Change		Amend	12/9/2010	Change to Three Rivers Rd. to apprx. 1 mile east.	
Funding Change		Amend	12/9/2010	From \$3,095,200 STP to \$2,516,314 STP	
Funding Increase		Amend	11/30/11	\$2,516,314 to \$3,006,441	
Change FY		Mod	10/1/2012	Move from FY 2012 to FY 2013	
Funding Increase		Mod	10/1/2012	\$3,006,441(STP) to \$3,429,022(STP)	
Change CON FY		Mod	9/13/2013	Move from FY 2013 to FY 2014	
Funding Increase		Mod	4/21/14	Add \$149,791 STP from grouped funds to total \$3,578,813 STP	
Funding Increase		Mod	8/4/2014	\$3,578,813 STP to \$3,845,460 STP	

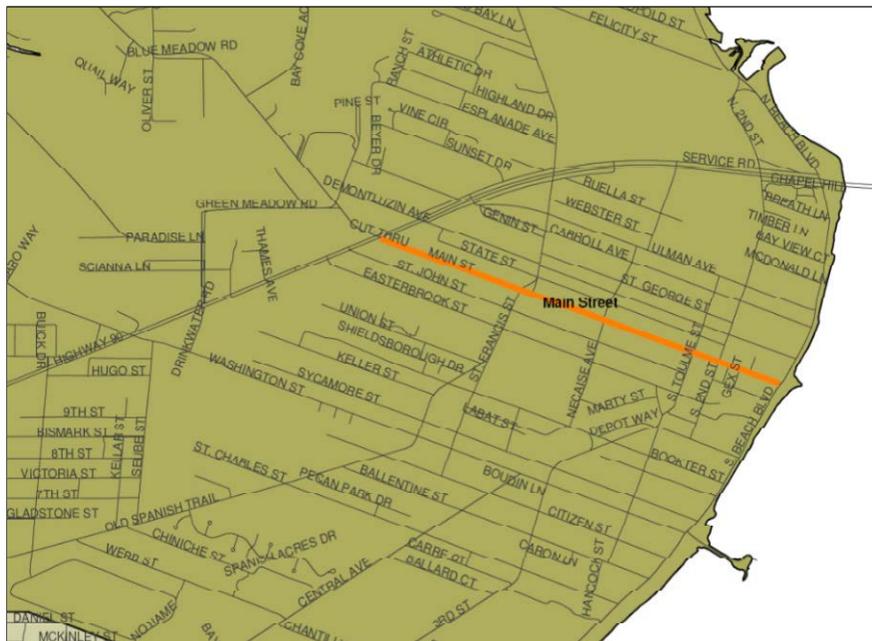


Mississippi Gulf Coast MPO
 Transportation Improvement Program (TIP)
 FY 2012-2015

Route/Category:	Main Street		
Termini:	Beach Boulevard to US 90		
Improvement Type:	Operations	Responsible Agency:	City of Bay St. Louis
Project Length:		County:	Hancock County
Project Description:	Lighting, pavement marking, emergency signal		

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
2012		ENV			
2012		DESIGN			
2012		ROW			
2012	STP	CON	\$878,749	\$290,287	\$1,098,436

Action History	Amend Adjust	Date	Remarks
Project Addition	Amend	10/1/2010	Re submittal of project \$878,749 STP
Scope Change	Adjust	7/2011	Change from "reconstruction" to "Lighting, pavement marking, emergency signal".

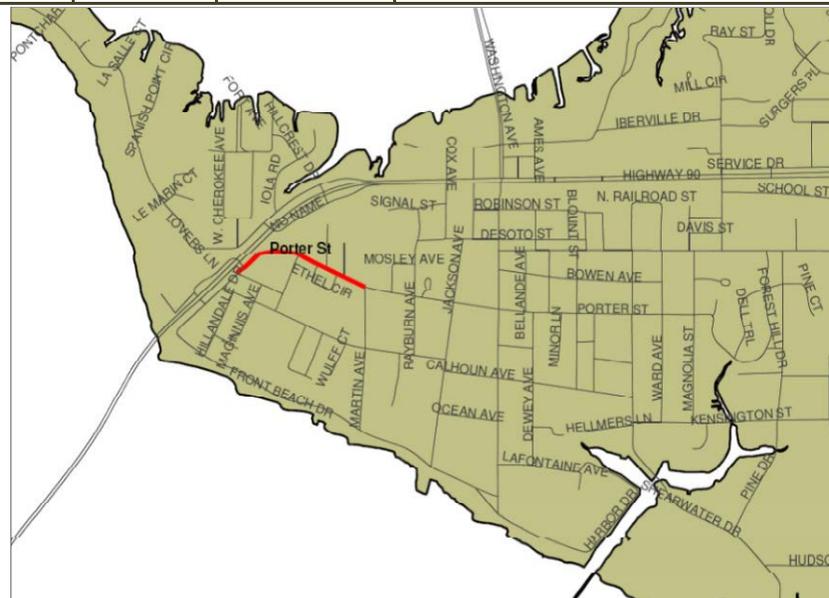


Mississippi Gulf Coast MPO
 Transportation Improvement Program (TIP)
 FY 2012-2015

Route/Category:	Porter Avenue		
Termini:	Martin Avenue to Howard Avenue		
Improvement Type:	Pedestrian	Responsible Agency:	City of Ocean Springs
Project Length:	.5 miles	County:	Jackson County
Project Description:	Sidewalks		

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
2012		ENV			
2012		DESIGN			
2012		ROW			
2013	STP	CON	\$913,788	\$228,447	\$1,142,235

Action History	Amend Adjust	Date	Remarks
Project Addition	Amend	12/11/2008	\$324,000 STP
Funding Change	Adjust	5/2011	\$600,000 STP to \$690,000 STP
Funding Change	Amend	8/2011	\$690,000 STP to \$913,788 STP
Change FY	Mod	10/1/2012	Move from FY 2012 to FY 2013

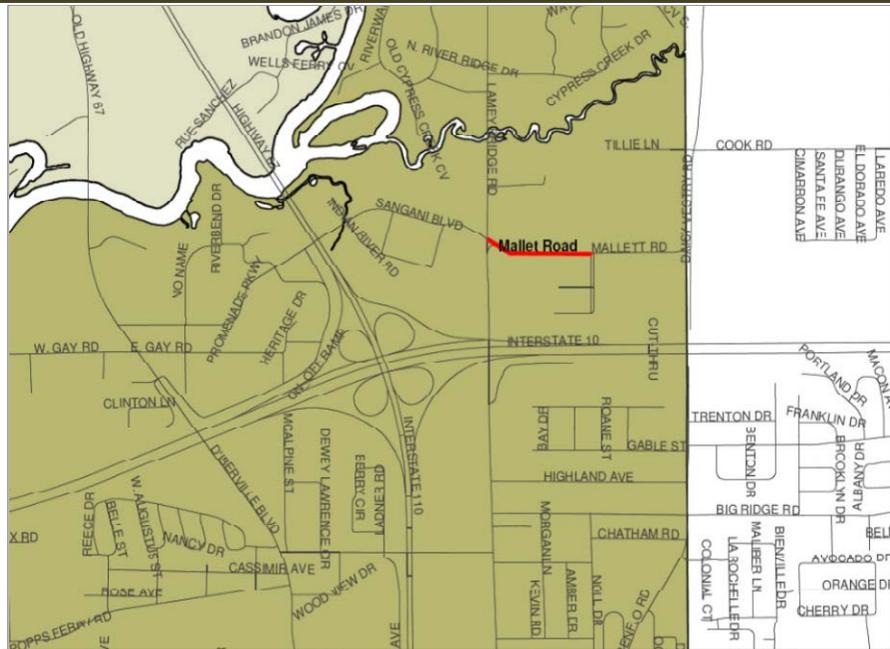


Mississippi Gulf Coast MPO
 Transportation Improvement Program (TIP)
 FY 2012-2015

Route/Category:	Mallet Road		
Termini:	Lamey Bridge Road to Cinema Drive		
Improvement Type:	Pedestrian	Responsible Agency:	City of D'Iberville
Project Length:	.93	County:	Jackson County
Project Description:	Sidewalks		

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
2012		ENV			
2012		DESIGN			
2012		ROW			
2012	STP	CON	\$225,000	\$56,250	\$281,250

Action History	Amend Adjust	Date	Remarks
Project added to TIP	Amend		
Error adjust	Adjust	10/1/2010	Adjust error in federal funding from \$200,000 to \$225,000

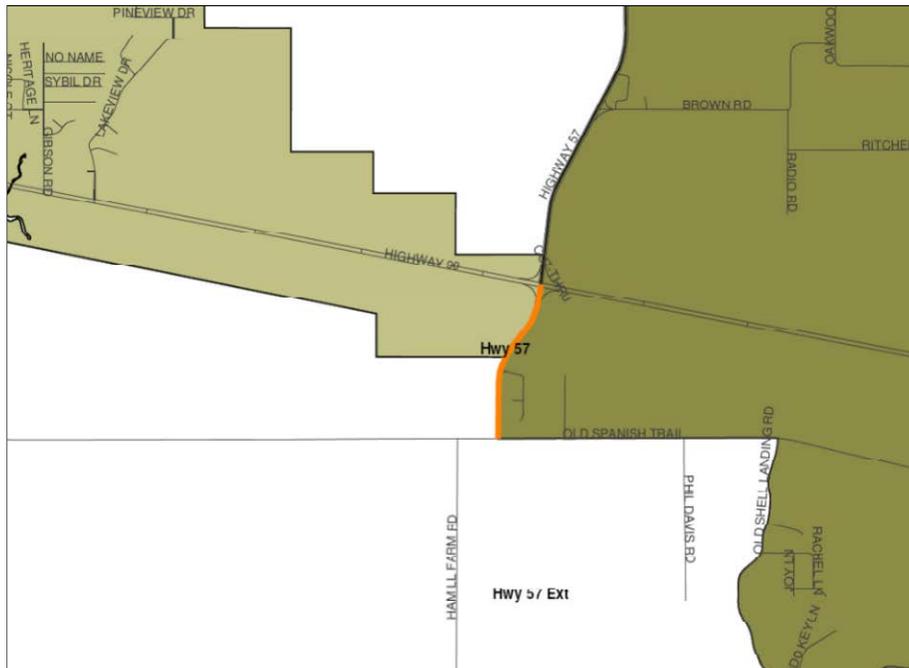


Mississippi Gulf Coast MPO
 Transportation Improvement Program (TIP)
 FY 2012-2015

Route/Category:	Hwy 57		
Termini:	Old Spanish Trail to US 90		
Improvement Type:	Reconstruction, Pedestrian	Responsible Agency:	Jackson County
Project Length:	.5 miles	County:	Jackson County
Project Description:	Sidewalks		

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
2012		ENV	\$0	150,000	\$150,000
2012		DESIGN	\$0	150,000	\$150,000
2012		ROW	\$0	120,000	\$120,000
2014	STP	CON	\$800,000	\$200,000	\$1,000,000

Action History	Amend Adjust	Date	Remarks
Project Addition	Amend	12/11/2008	\$800,000 STP

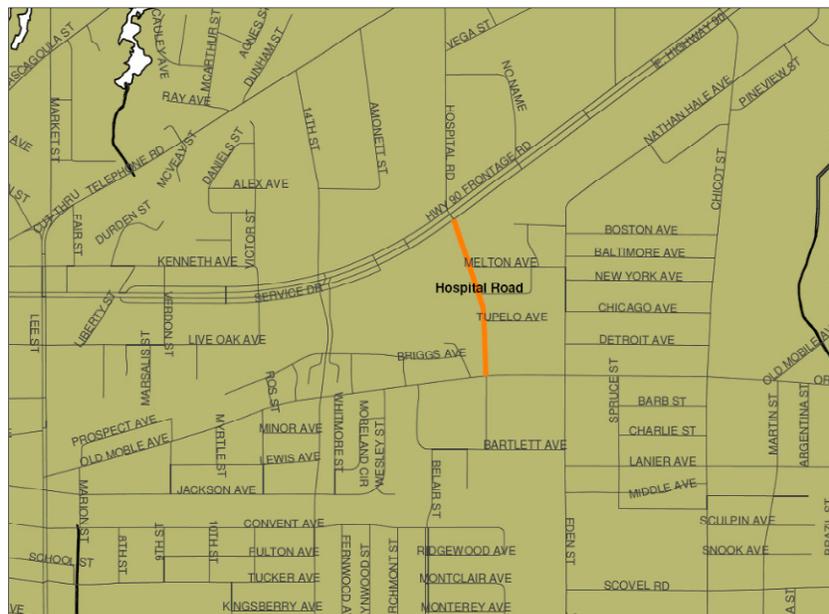


**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2012-2015**

Route/Category:	Hospital Road		
Termini:	Old Mobile Hwy to US 90		
Improvement Type:	Reconstruction	Responsible Agency:	City of Pascagoula
Project Length:	.5 miles	County:	Jackson County
Project Description:			

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
2013		ENV			
2013		DESIGN	\$0	\$57,000	\$57,000
2013		ROW	\$0	\$120,000	\$120,000
2016		CON	\$494,400	\$123,600	\$618,000

Action History	Amend Adjust	Date	Remarks
Project Addition	Amend	12/11/2008	\$494,400 STP
Change CON FY	Mod	9/13/2013	Change from FY 2015 to FY 2016



**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2012-2015**

Route/Category:	Old Spanish Trail		
Termini:	City Limits to Main St		
Improvement Type:	Pedestrian	Responsible Agency:	City of Bay St Louis
Project Length:		County:	Hancock County
Project Description:	Sidewalks		

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
2012		ENV			
2012		DESIGN			
2012		ROW			
2014	STP	CON	\$743,762	\$185,940	\$929,702

Action History	Amend Adjust	Date	Remarks
Project Addition	Amend	12/9/2010	\$491,362 STP
Combine 2 Projects	Adjust	4/2012	Combine two Bay St Louis projects – (Old Spanish Trl/City Limits to Washington St \$491,362 STP) and (Old Spanish Trl/Washington St to Main St \$252,400 STP)
Move CON FY	Mod	9/13/2013	Move from FY 2013 to FY 2014

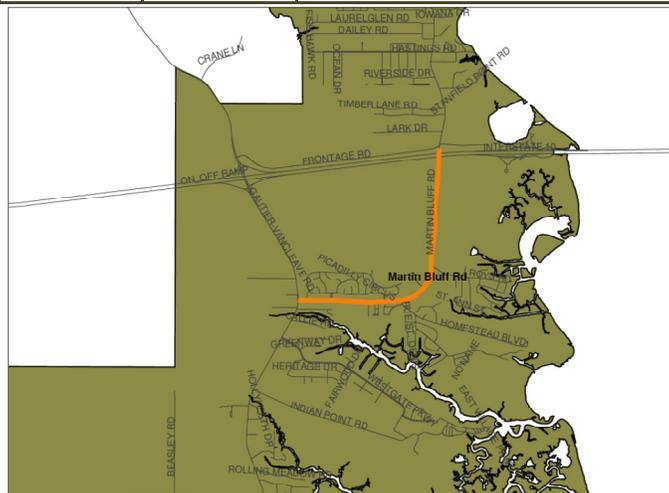


**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2012-2015**

Route/Category:	Martin Bluff Road		
Termini:	Gautier-Vancleave Road to Frontage Road		
Improvement Type:	Reconstruction	Responsible Agency:	City of Gautier
Project Length:	2.1 miles	County:	Jackson County
Project Description:			

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
2013	Earmark	ENV DESIGN ROW CON	\$1,700,000	\$0	\$1,700,000
2016	STP	CON	\$936,000	\$234,000	\$1,171,000
2013	Earmark	CON	\$2,400,000	\$600,000	\$3,000,000

Action History	Amend Adjust	Date	Remarks
Project Addition	Amend	12/9/2010	\$936,000 STP
Funding Addition	Amend	12/9/2010	\$1,700,000 earmark
Adjust Year	Adjust	2/10/2011	Change Earmark from 2010 to 2011/ Change STP from 2011 to 2012
Change FY	Mod	10/1/2012	Move from FY 2012 to FY 2013
Change CON FY	Mod	9/13/2013	Move from FY 2013 to FY 2016

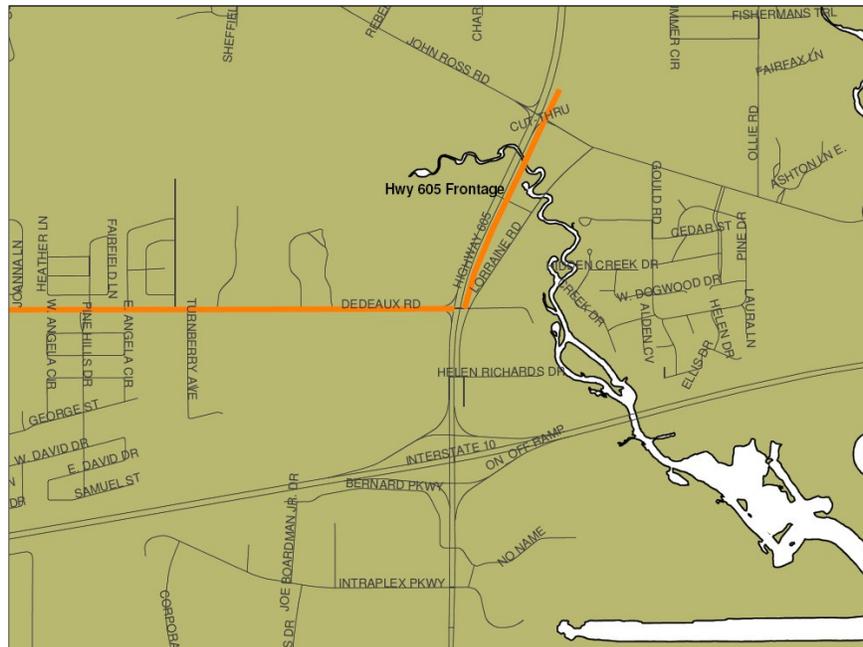


Mississippi Gulf Coast MPO
 Transportation Improvement Program (TIP)
 FY 2012-2015

Route/Category:	Hwy 605 Frontage Road		
Termini:	Lorraine Road to 2000' North – East Side		
Improvement Type:	Access Management	Responsible Agency:	Harrison County
Project Length:	2000 ft	County:	Harrison County
Project Description:			

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
2012		ENV			
2012		DESIGN			
2012		ROW			
2014	STP	CON	\$726,800	\$281,700	\$1,008,500

Action History	Amend Adjust	Date	Remarks
Project Addition	Amend	12/9/2010	\$726,800 STP

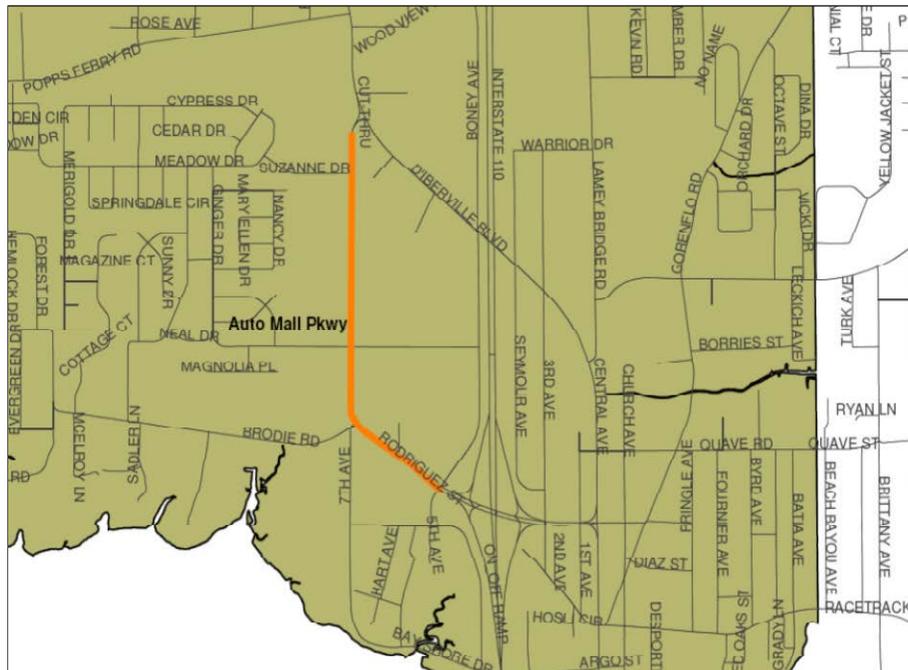


Mississippi Gulf Coast MPO
 Transportation Improvement Program (TIP)
 FY 2012-2015

Route/Category:	Automall Parkway & Rodriguez Street		
Termini:	D'Iberville Boulevard to I-110		
Improvement Type:	Reconstruction	Responsible Agency:	City of D'Iberville
Project Length:	.8 miles	County:	Harrison County
Project Description:			

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
2013		ENV			
2013		DESIGN			
2013		ROW	\$0	\$0	\$0
2013	STP	CON	\$200,000	\$50,000	\$250,000

Action History	Amend Adjust	Date	Remarks
Project Addition	Amend	5/26/2005	
	Amend	12/9/2010	

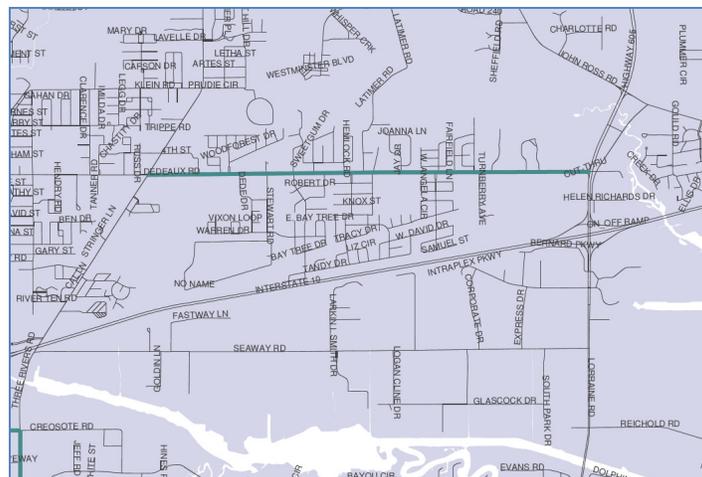


**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2012-2015**

Route/Category:	Deadeaux Road		
Termini:	Three Rivers Road to Hwy 605		
Improvement Type:	Capacity	Responsible Agency:	City of Gulfport
Project Length:	2.7 miles	County:	Harrison County
Project Description:	Add lanes		

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
2012	Earmark	DESIGN	\$1,025,871	\$0	\$1,025,871
2012	Earmark	ROW	\$1,760,915	\$1,318,980	\$3,079,895
2013	Earmark	CON	\$8,000,000	\$2,000,000	\$10,000,000
2015	STP	CON	\$3,000,000	\$750,000	\$3,750,000

Action History	Amend Adjust	Date	Remarks
Funding Change	Adjust	8/30/2007	Move \$239,085 of the \$2,000,000 (earmark) for construction to PE phase.
Funding Change	Amend	8/2011	2011 Preliminary Engineering (PE) phase to project. \$1,025,871 (Federal Earmark)
Add Phase	Amend	8/2011	Add 2011 Preliminary Engineering (PE) phase to project. \$1,025,871 (Federal Earmark)
Add STP funding	Amend	11/30/11	Add \$3,000,000 STP
Change CON FY	Mod	9/13/2013	Move from FY 2013 to FY 2015

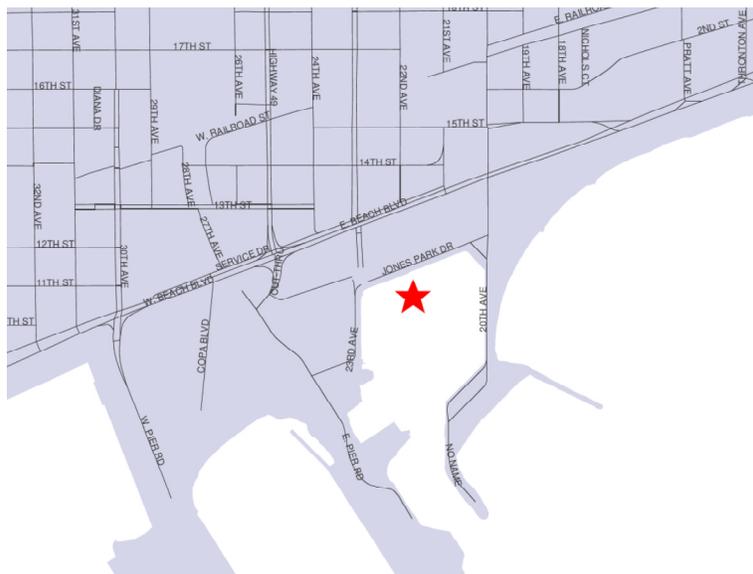


**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2012-2015**

Route/Category:	Ship Island Terminal Project		
Termini:	Bert Jones Yacht Basin		
Improvement Type:	Intermodal	Responsible Agency:	City of Gulfport
Project Length:		County:	Harrison County
Project Description:	A new elevated terminal building and pier where ferry boats will be docked for passenger boarding		

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
		ENV			
		DESIGN			
2013	Earmark	CON	\$496,750	\$124,199	\$620,949
2015	STP	CON	\$560,301	\$140,075	\$700,376

Action History	Amend Adjust	Date	Remarks
Project Addition	Amend	5/21/2009	ARRA Ferry Grant \$876,744
Add STP	Amend	11/30/11	Add \$560,301 STP
Change FY	Mod	10/1/2012	Move from FY 2012 to FY 2013
Remove funding	Mod	5/2/2013	ARRA Ferry Boat Discretionary funds
Change CON FY	Mod	9/13/2013	Move from FY 2013 to FY 2015

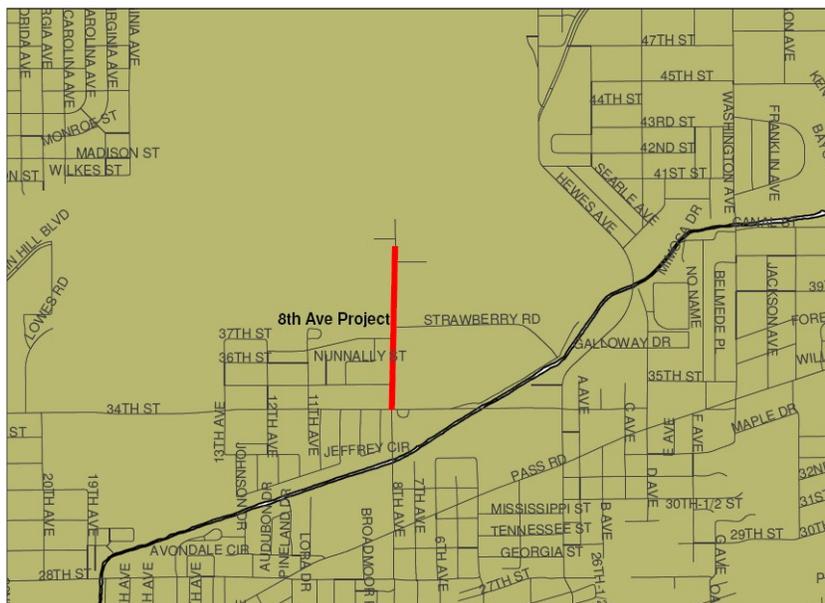


Mississippi Gulf Coast MPO
 Transportation Improvement Program (TIP)
 FY 2012-2015

Route/Category:	8 th Avenue Connector		
Termini:	Gulfport Biloxi International Airport to 34 th Street		
Improvement Type:	New	Responsible Agency:	Gpt-Blx Airport
Project Length:	.6 miles	County:	Harrison County
Project Description:			

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
		ENV			
		DESIGN			
		ROW			
2012	STP (MDOT)	CON	\$587,051	\$146,763	\$733,814

Action History	Amend Adjust	Date	Remarks
Project Addition	Amend	3/19/2009	ICIP program. \$763,216
Change Fund Source	Adjust	10/1/2010	Change from "ICIP" funds to "STP" (MDOT) funds.
Adjust Error	Adjust	2/10/2011	Federal funds and local funds were mixed up
Change FY	Adjust	5/2011	Change from 2010 to 2011



Mississippi Gulf Coast MPO
 Transportation Improvement Program (TIP)
 FY 2012-2015

Route/Category:	Harrison County Mulimodal Facility		
Termini:			
Improvement Type:	Modal	Responsible Agency:	CTA
Project Length:		County:	Harrison County
Project Description:	Construction of building		

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
		ENV			
2012	Earmark	DESIGN	\$500,000	\$0	\$500,000
		ROW			
2012	Earmark	CON	\$13,850,000	\$0	\$13,850,000

Action History	Amend Adjust	Date	Remarks
Project Addition	Amend		

Mississippi Gulf Coast MPO
 Transportation Improvement Program (TIP)
 FY 2012-2015

Route/Category:	Airport Road and Airport Exit		
Termini:	Airport Road and Airport Exit Road		
Improvement Type:	Intersection	Responsible Agency:	Gpt-Blx Int'l Airport
Project Length:		County:	Harrison
Project Description:	Intersection improvements and lighting		

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
		ENV			
		DESIGN			
		ROW			
2012	ICIP	CON	\$1,431,803	\$527,058	\$1,958,861

Action History	Amend Adjust	Date	Remarks
Project Addition	Amend		

Mississippi Gulf Coast MPO
 Transportation Improvement Program (TIP)
 FY 2012-2015

Route/Category:	Popp's Ferry Road Bridge		
Termini:	Bay of Biloxi		
Improvement Type:	Replace Bridge	Responsible Agency:	City of Biloxi
Project Length:		County:	Harrison County
Project Description:	Replace Bridge		

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
2013	Earmark/ STP	ENV/DES	\$4,000,000	\$1,000,000	\$5,000,000
		DESIGN			
		ROW			
2013		CON	\$8,000,000	\$2,000,000	\$10,000,000

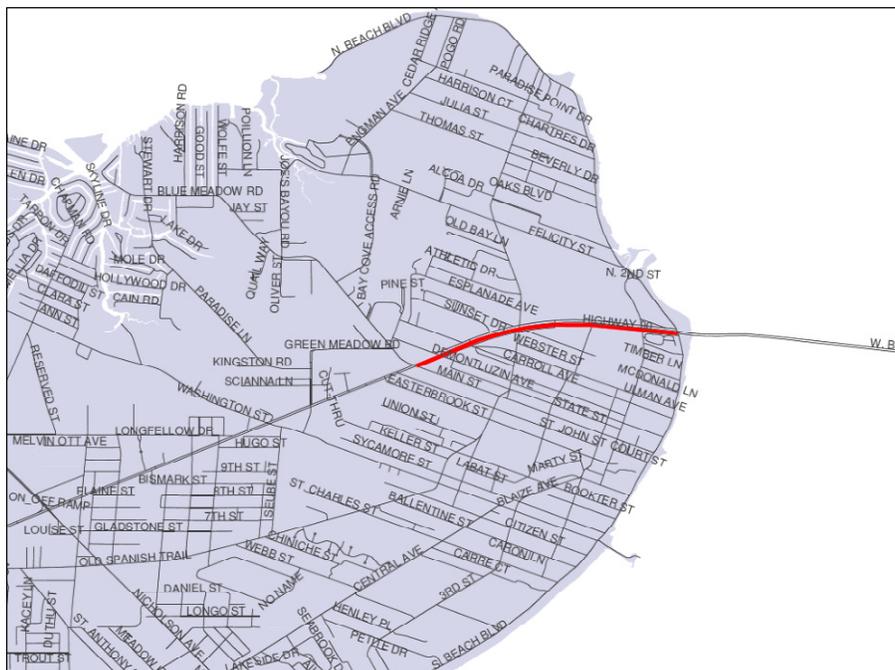
Action History	Amend Adjust	Date	Remarks
Project Addition	Amend		
Change FY	Mod	10/1/2012	Move from FY 2012 to FY 2013

**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2012-2015**

Route/Category:	US 90 Pedestrian Pathway		
Termini:	BSL Bridge to Main Street		
Improvement Type:	Pedestrian	Responsible Agency:	Bay St. Louis
Project Length:		County:	Hancock County
Project Description:	Pedestrian pathway along US 90		

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
		ENV			
		DESIGN			
		ROW			
2015	STP	CON	\$164,800	\$41,200	\$206,000

Action History	Amend Adjust	Date	Remarks
Added to TIP	Amend	11/30/11	
Change CON FY	Mod	9/13/2013	Move from FY 2013 to FY 2015

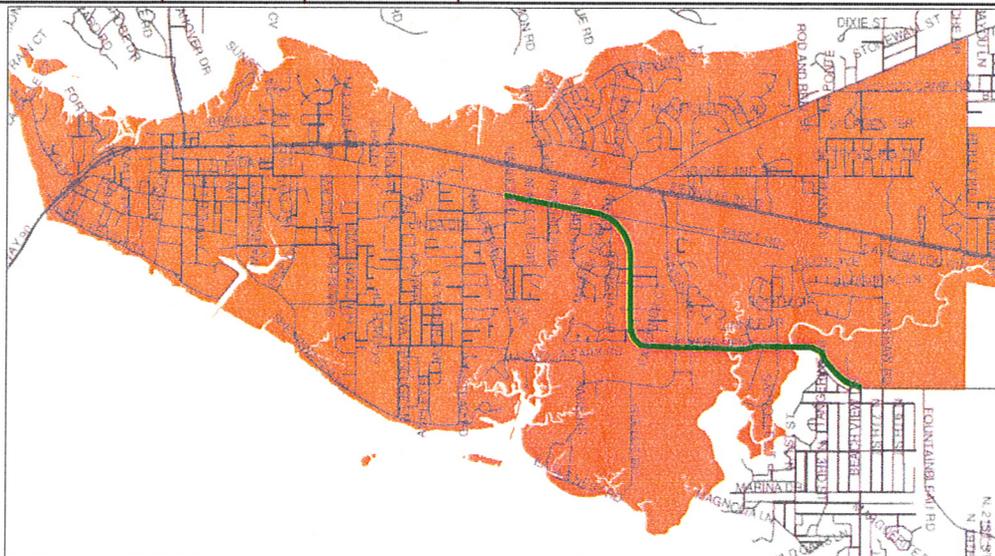


**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2014-2018**

Route/Category:	Government Street		
Termini:	Hanley Rd to Hanshaw Rd		
Improvement Type:	Reconstruction	Responsible Agency:	Ocean Springs
Project Length:	2.5 miles	County:	Jackson County
Project Description:	Improved sidewalks and pedestrian bridge over bayou		

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
		DESIGN			
		ROW			
2014	STP	CON	\$889,679	\$222,419	\$1,112,098
2014	STP	CON	\$167,300	\$41,825	\$209,125

Action History	Amend Adjust	Date	Remarks
Added to TIP	Amend	11/30/11	\$889,679 STP
Termini Change	Amend	1/2012	From "Hanley Rd to east side of Davis Bayou" to "Hanley Rd to Beachview Rd"
Termini Change	Amend	10/1/2012	From "Hanley Rd to Beachview Rd" to "Hanley Rd to Hanshaw Rd"
Change CON FY	Mod	9/13/2013	Move from FY 2013 to FY 2014
Funding Increase	Mod	4/2014	Add \$137,300 STP (signal) Add \$30,000 STP (sidewalks)

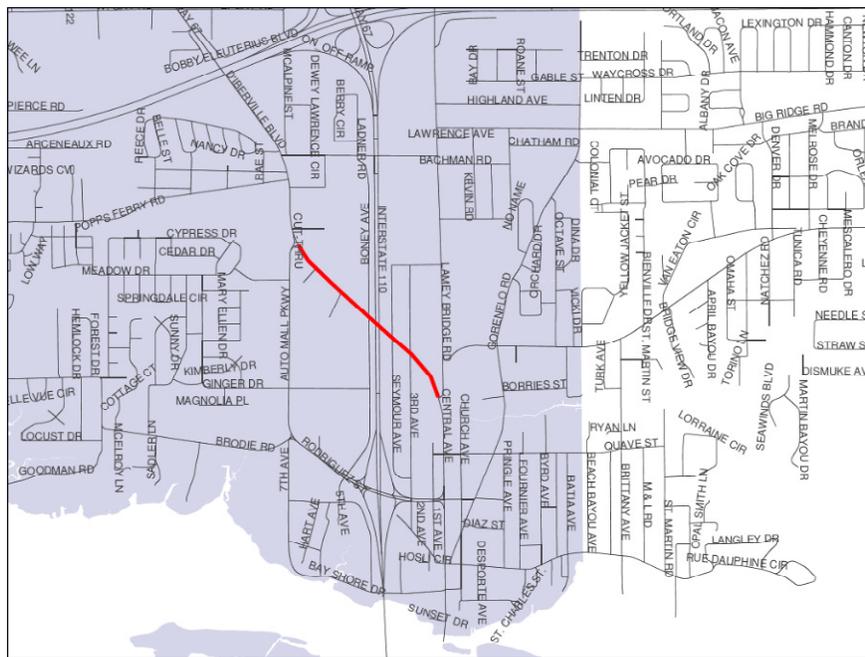


Mississippi Gulf Coast MPO Transportation Improvement Program (TIP) FY 2012-2015

Route/Category:	D'Iberville Boulevard		
Termini:	Central Avenue to Automall Parkway		
Improvement Type:	Pedestrian/Bike	Responsible Agency:	City of D'Iberville
Project Length:	7800 feet	County:	Harrison
Project Description:	Sidewalks within public ROW on north side of road. Pavement widening to create on-street travel space for bicycles		

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
		ENV			
		DESIGN			
		ROW			
2015	STP	CON	\$97,002	\$24,250	\$121,253

Action History	Amend Adjust	Date	Remarks
Added to TIP	Amend	11/30/11	
Change CON FY	Mod	9/13/2013	Move from FY 2013 to FY 2015

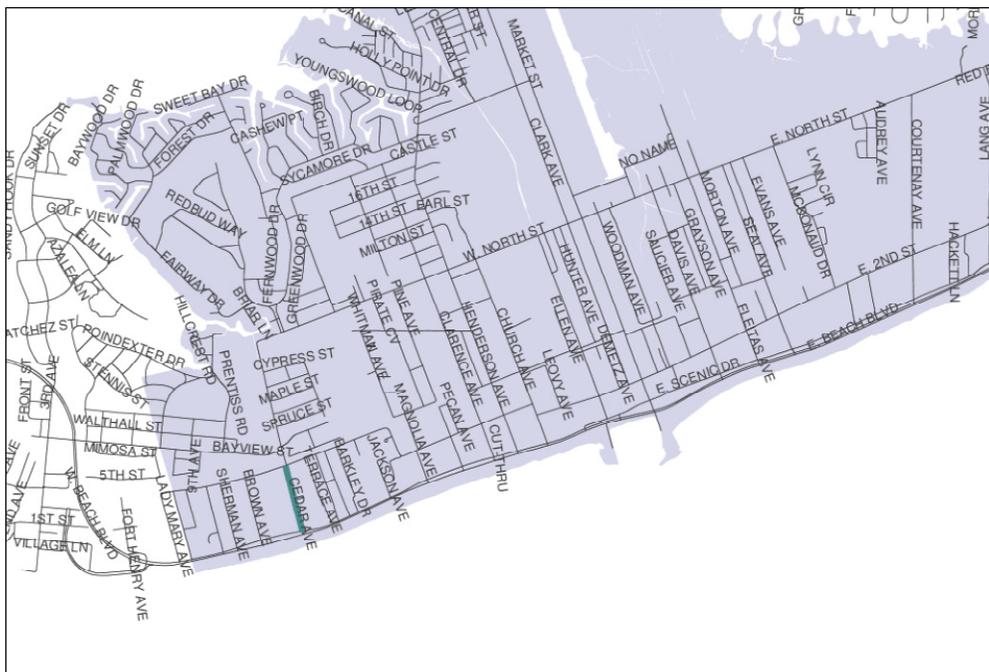


**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2012-2015**

Route/Category:	Cedar Avenue		
Termini:	Railroad to US 90		
Improvement Type:	Capacity	Responsible Agency:	Pass Christian
Project Length:		County:	Harrison County
Project Description:	Widen 20 foot, one-way street to accommodate two-way traffic. Sidewalks will be added.		

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
		ENV			
		DESIGN			
		ROW			
2018	STP	CON	\$163,570	\$40,892	\$204,463

Action History	Amend Adjust	Date	Remarks
Added to TIP	Amend	11/30/11	
Change CON FY	Mod	9/13/2013	Move from FY 2015 to FY 2018

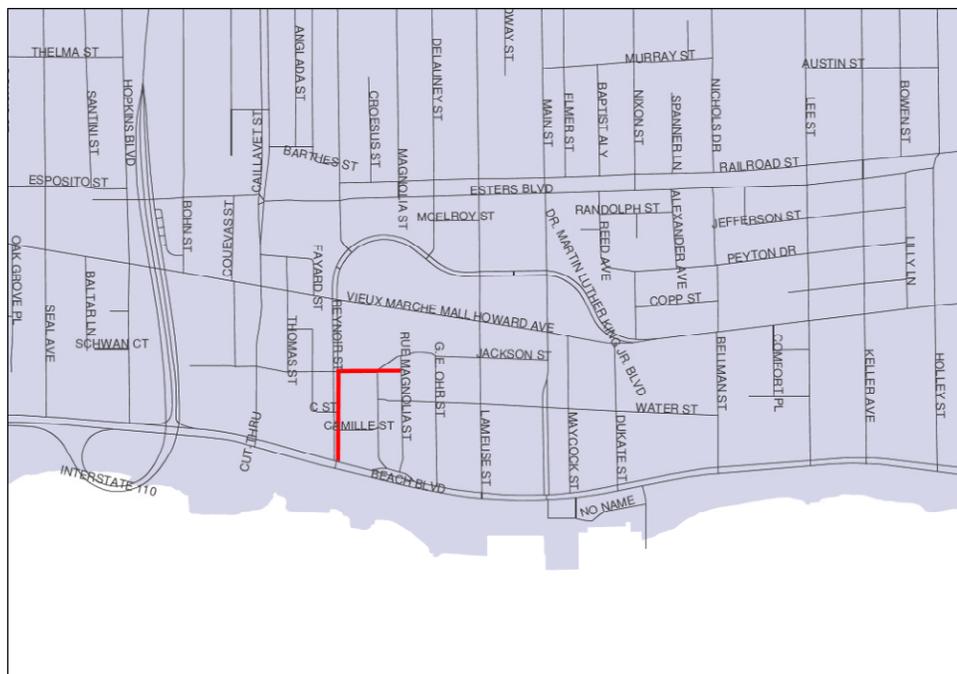


**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2012-2015**

Route/Category:	Reynoir Street and Jackson Street		
Termini:	Downtown Biloxi		
Improvement Type:	Pedestrian	Responsible Agency:	City of Biloxi
Project Length:		County:	Harrison County
Project Description:	Crosswalks and ADA compliance in project area		

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
		ENV			
		DESIGN			
		ROW			
2015	STP	CON	\$74,400	\$18,600	\$93,000

Action History	Amend Adjust	Date	Remarks
Added to TIP	Amend	11/30/11	
Change CON FY	Mod	9/13/2013	Move from FY 2014 to 2015

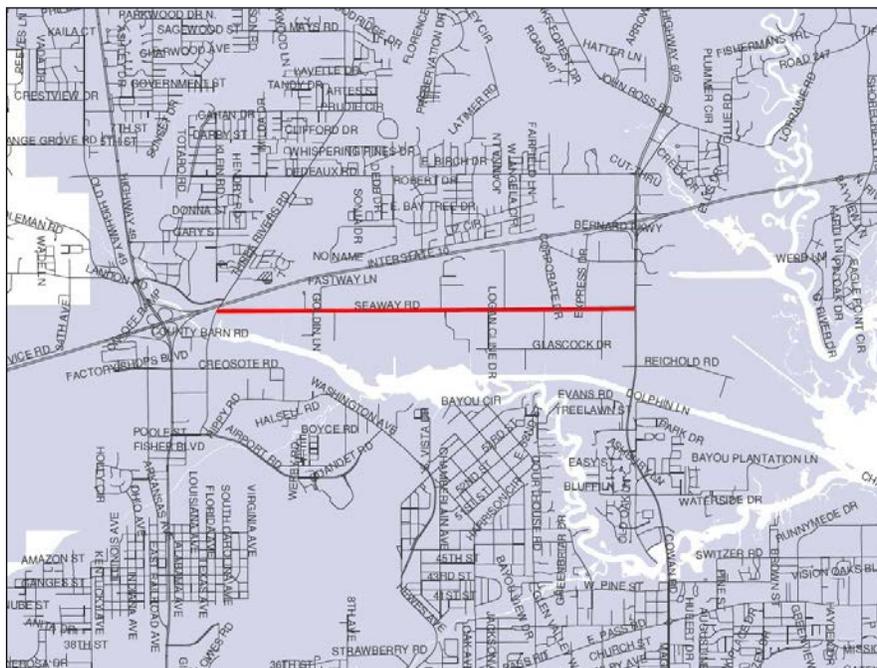


**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2012-2015**

Route/Category:	Seaway Road Pedestrian Path		
Termini:	Three Rivers Road to Lorraine Road		
Improvement Type:	Pedestrian/Bike	Responsible Agency:	City of Gulfport
Project Length:		County:	Harrison County
Project Description:	Walk and bike path on south side of the road		

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
		ENV			
		DESIGN			
		ROW			
2013	STP	CON	\$788,304	\$197,076	\$985,380

Action History	Amend Adjust	Date	Remarks
Added to TIP	Amend	11/30/11	

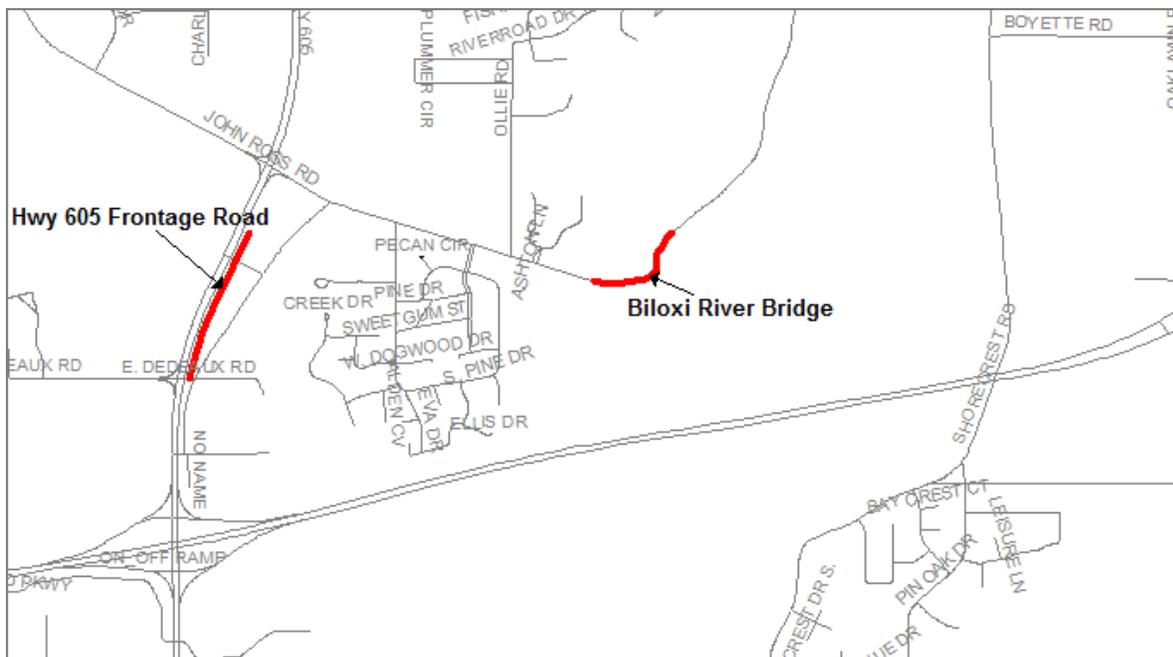


**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2012-2015**

Route/Category:	Biloxi River Bridge		
Termini:	Lorraine Road		
Improvement Type:	Bridge	Responsible Agency:	Harrison County
Project Length:	.25 mile	County:	
Project Description:	Bridge over the Biloxi River on Lorraine Road		

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
		ENV			
		DESIGN			
2013	State Aid	CON	\$3,000,000	\$750,000	
2014	STP	CON	\$4,155,200	\$1,038,800	\$9,774,000

Action History	Amend Adjust	Date	Remarks
Added to TIP	Amend	10/1/2012	
Change CON FY	Mod	9/13/2013	Move from FY 2013 to FY 2014

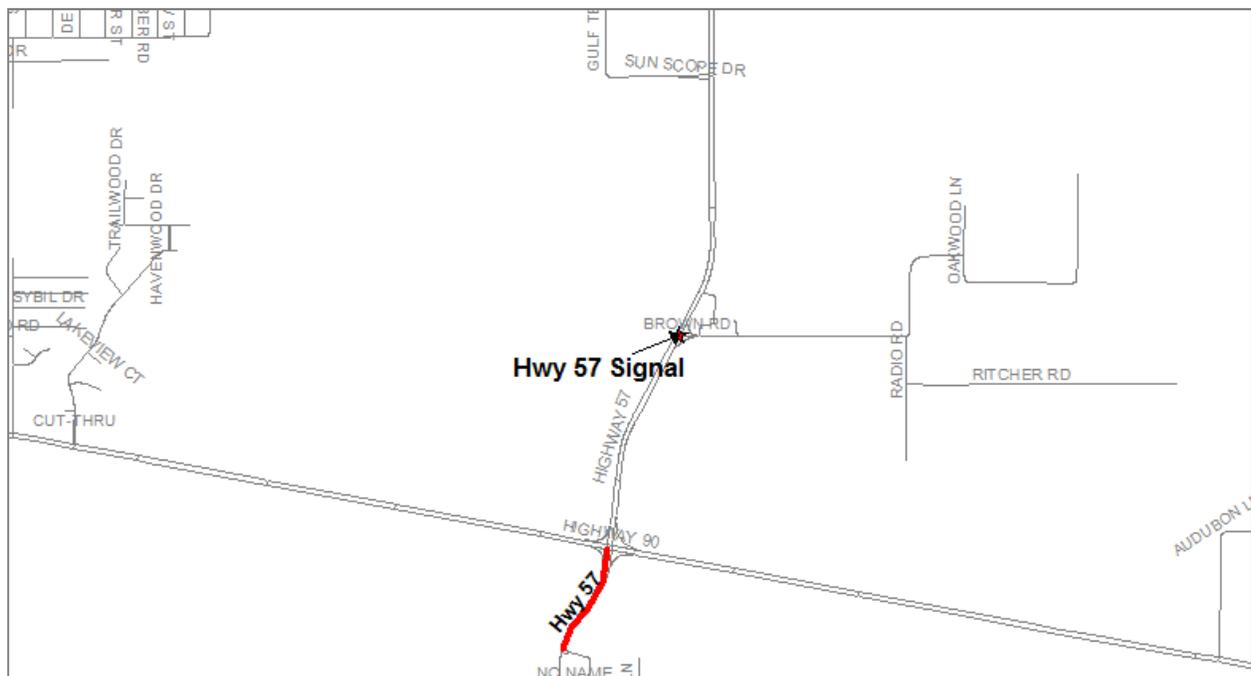


**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2012-2015**

Route/Category:	Hwy 57		
Termini:	Brown Road		
Improvement Type:	Intersection	Responsible Agency:	Gautier
Project Length:	N/A	County:	Jackson County
Project Description:	Signal		

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
		ENV			
		DESIGN			
		ROW			
2015	STP	CON	\$100,000	\$40,000	\$140,000

Action History	Amend Adjust	Date	Remarks
Added to TIP	Amend	10/1/2012	
Change CON FY	Mod	9/13/2013	Change from FY 2013 to FY 2015

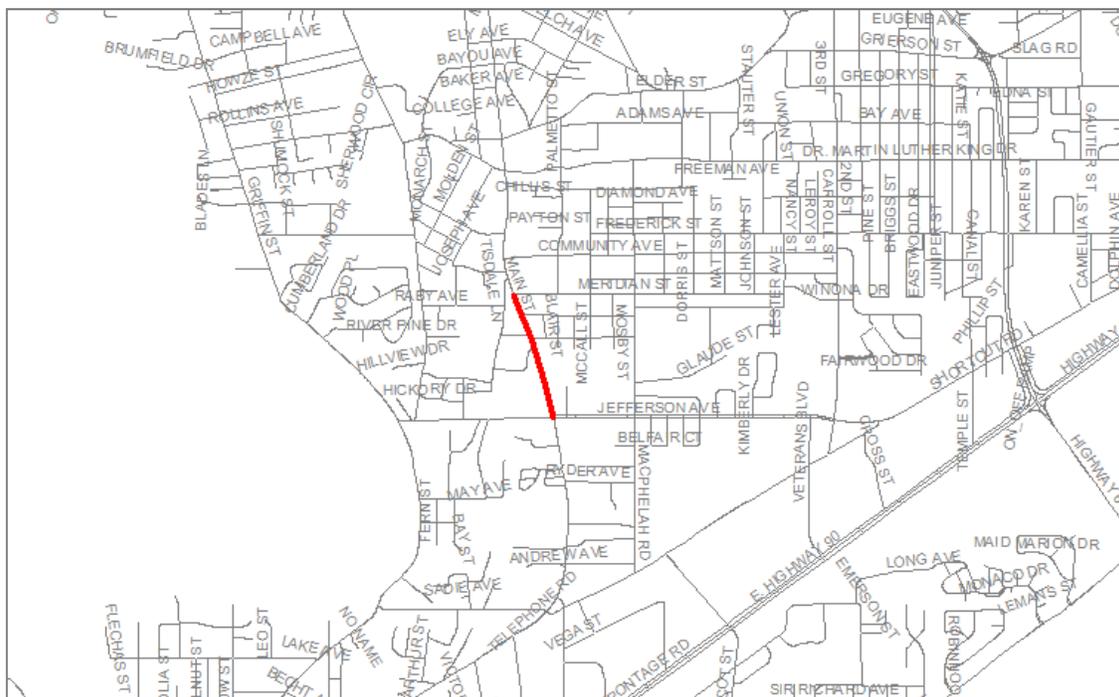


**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2012-2015**

Route/Category:	Main Street		
Termini:	Ely Street to Jefferson Street		
Improvement Type:	Sidewalks	Responsible Agency:	Moss Point
Project Length:	2300 ft	County:	Jackson
Project Description:	Extend sidewalks on Main Street in Moss Point		

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
		ENV			
		DESIGN			
		ROW			
2015	STP	CON	\$244,000	\$61,000	\$305,000

Action History	Amend Adjust	Date	Remarks
Added to TIP	Amend	10/1/2012	
Change CON FY	Mod	9/13/2013	Change from FY 2013 to FY 2015

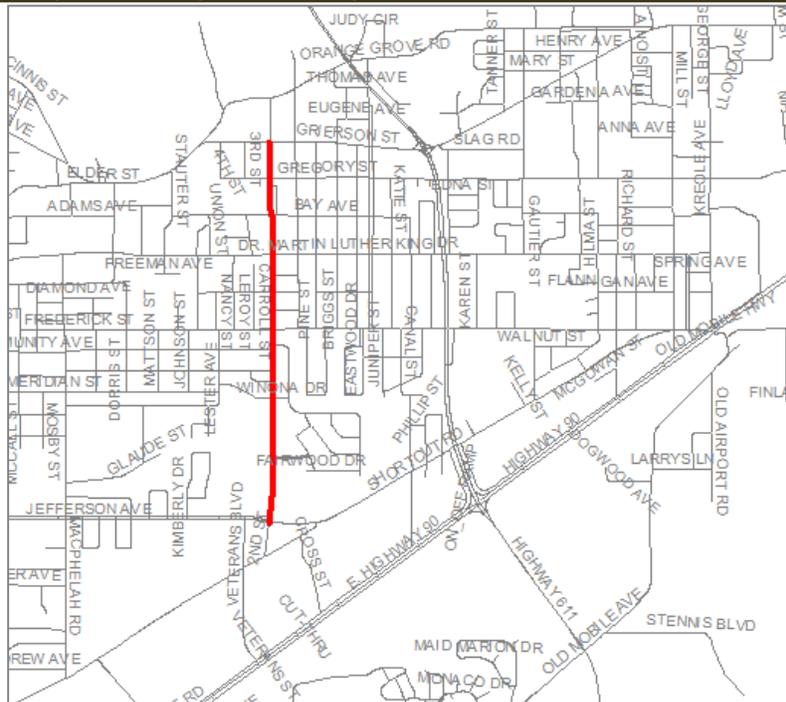


**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2012-2015**

Route/Category:	Second Street		
Termini:	Jefferson Street to Grierson Street		
Improvement Type:	Pedestrian/Bicycle	Responsible Agency:	Moss Point
Project Length:	6700 ft	County:	Jackson
Project Description:	Sidewalk project		

Fiscal Year	Fund Source	Phase	Federal Funds	Local Funds	Total Funds
		ENV			
		DESIGN			
		ROW			
2015	STP	CON	\$200,000	\$50,000	\$250,000

Action History	Amend Adjust	Date	Remarks
Added to TIP	Amend	10/1/2012	
Change CON FY	Mod	9/13/2013	Change from FY 2014 to FY 2015



Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2012-2015
Other Federal Projects

FY	Project	Responsible Agency	Fund Source	Federal Funds	Local Funds	Total Funds
2012	Desoto	US Forest Service	Public Lands Highway-Forest Highway	\$340,871	\$0	\$340,871
2012	Sandhill Crane National Wildlife Refuge	US Forest Service	Refuge Roads	\$4,643,455	\$0	\$4,643,455
2012	Gulf Island National Seashore	National Park Service	Park Roads and Parkways	\$598,200	\$0	\$598,200
2012	Hurricane Evacuation Information		Earmark	\$60,000	\$0	\$60,000
2012	Tri-County Automated System	USM	Earmark	\$1,000,000	\$0	\$1,000,000
2012	Mini Vans purchase	Singing River Hospital System	Section 5310	\$69,838	\$0	\$69,838
2012	ITS Deployment - Communications	Harrison County Sheriff	Earmark	\$1,163,659	\$0	\$1,163,659
2012	Port Bienville Intermodal Connector Study	Hancock County Port	Earmark	\$1,000,000	\$0	\$1,000,000
2012	Port Bienville Intermodal Connector Study	Hancock County Port	Earmark	\$2,400,000	\$570,000	\$2,970,000
2012	Bicycle Path	City of Pascagoula	Earmark	\$120,000	\$30,000	\$150,000
2012						
2012						
2012						
2012						

Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2012-2015

Coast Transit Authority Funding

Year Apportioned	Project	Fund Source	Federal Funds	Local Funds	Total Funds
2012	Operating Assistance For Period 10/01/11 Through 9/30/12	Sec 5307	\$2,125,000	\$2,125,000	\$4,250,000
2012	Preventive Maintenance	Sec 5307 or 5309	\$780,000	\$195,000	\$975,000
2012	Marketing/Planning	Sec 5307	\$80,000	\$20,000	\$100,000
2012	Computer Equipment	Sec 5307 or 5309	\$18,000	\$2,000	\$20,000
2012	Shop Equipment	Sec 5307 or 5309	\$8,000	\$2,000	\$10,000
2012	ADA Operating Expense	Sec 5307	\$260,000	\$65,000	\$325,000
2012	Transit Enhancements	Sec 5307 or 5309	\$40,000	\$10,000	\$50,000
2012	Facility Rehab & Renovations	Sec 5307 or 5309	\$160,000	\$40,000	\$200,000
2012	Purchase Office Equipment	Sec 5307 or 5309	\$8,000	\$2,000	\$10,000
2012	Purchase Farebox Equipment	Sec 5307 or 5309	\$40,000	\$10,000	\$50,000
2012	Purchase Communication Equipment	Sec 5307 or 5309	\$16,000	\$4,000	\$20,000
2012	Purchase Revenue Vehicles	Sec 5307 or 5309	\$400,000	\$100,000	\$500,000
2012	Gulfport Intermodal Center Construction	Sec 5309	\$5,812,800	\$1,453,200	\$7,266,000
2012	Purchased Transportation	5307 Capital	\$208,000	\$52,000	\$260,000
2012	JARC Purchased Transportation	Sec 5316	\$165,000	\$165,000	\$330,000
2012	New Freedom Services	Sec 5317	\$45,000	\$45,000	\$90,000
2013	Operating Assistance For Period 10/01/12 Through 9/30/13	Sec 5307	\$2,190,000	\$2,190,000	\$4,380,000
2013	Preventive Maintenance	Sec 5307 or 5309	\$804,000	\$201,000	\$1,005,000
2013	Marketing/Planning	Sec 5307	\$80,000	\$20,000	\$100,000
2013	Computer Equipment	Sec 5307 or 5309	\$18,000	\$2,000	\$20,000
2013	Shop Equipment	Sec 5307 or 5309	\$8,000	\$2,000	\$10,000
2013	ADA Operating Expense	Sec 5307	\$268,000	\$67,000	\$335,000
2013	Transit Enhancements	Sec 5307 or 5309	\$40,000	\$10,000	\$50,000
2013	Facility Rehab & Renovations	Sec 5307 or 5309	\$160,000	\$40,000	\$200,000
2013	Purchase Office Equipment	Sec 5307 or 5309	\$8,000	\$2,000	\$10,000
2013	Purchase Farebox Equipment	Sec 5307 or 5309	\$40,000	\$10,000	\$50,000
2013	Purchase Communication Equipment	Sec 5307 or 5309	\$16,000	\$4,000	\$20,000
2013	Purchase Revenue Vehicles	Sec 5307 or 5309	\$400,000	\$100,000	\$500,000
2013	Purchase Support Vehicles	Sec 5307 or 5309	\$24,000	\$6,000	\$30,000
2013	JARC Purchased Transportation	Sec 5316	\$165,000	\$165,000	\$330,000
2013	New Freedom Services	Sec 5317	\$45,000	\$45,000	\$90,000
2013	Hydrogen Fuel Cell Project	FTA Clean Fuels	\$5,000,000	\$1,250,000	\$6,250,000
2013	Purchase Support Vehicles	Sec 5307	\$150,000	\$30,000	\$12,000

**Mississippi Gulf Coast MPO
Transportation Improvement Program (TIP)
FY 2012-2015**

Coast Transit Authority Funding

Year	Project	Fund Source	Federal	Local Funds	Total Funds
2014	Operating Assistance For Period 10/01/13 Through 9/30/14	Sec 5307	\$2,257,500	\$2,257,500	\$4,515,000
2014	Preventive Maintenance	Sec 5307	\$828,800	\$207,200	\$1,036,000
2014	Marketing/Planning	Sec 5307	\$300,000	\$75,000	\$375,000
2014	Computer Equipment	Sec 5307 or 5309	\$18,000	\$2,000	\$20,000
2014	Shop Equipment	Sec 5307 or 5309	\$8,000	\$2,000	\$10,000
2014	ADA Operating Expense	Sec 5307	\$276,000	\$69,000	\$345,000
2014	Transit Enhancements	Sec 5307 or 5309	\$40,000	\$10,000	\$50,000
2014	Facility Rehab & Renovations	Sec 5307 or 5309	\$160,000	\$40,000	\$200,000
2014	Purchase Office Equipment	Sec 5307 or 5309	\$8,000	\$2,000	\$10,000
2014	Purchase Farebox Equipment	Sec 5307 or 5309	\$40,000	\$10,000	\$50,000
2014	Purchase Communication Equipment	Sec 5307 or 5309	\$16,000	\$4,000	\$20,000
2014	Purchase Revenue Vehicles	Sec 5307 or 5309	\$400,000	\$100,000	\$500,000
2014	Purchase Support Vehicles	Sec 5307 or 5309	\$36,000	\$9,000	\$45,000
2014	JARC Purchased Transportation	Sec 5316	\$165,000	\$165,000	\$330,000
2014	New Freedom Services	Sec 5317	\$72,000	\$18,000	\$90,000
2014	Mobility Manager	Sec 5307	\$40,000	\$10,000	\$50,000
2015	Operating Assistance For Period 10/01/14 Through 9/30/15	Sec 5307	\$2,327,500	\$2,327,500	\$4,655,000
2015	Preventive Maintenance	Sec 5307	\$854,400	\$213,600	\$1,068,000
2015	Marketing/Planning	Sec 5307	\$300,000	\$75,000	\$375,000
2015	Computer Equipment	Sec 5307 or 5309	\$18,000	\$2,000	\$20,000
2015	Shop Equipment	Sec 5307 or 5309	\$8,000	\$2,000	\$10,000
2015	ADA Operating Expense	Sec 5307	\$284,800	\$71,200	\$356,000
2015	Transit Enhancements	Sec 5307 or 5309	\$40,000	\$10,000	\$50,000
2015	Facility Rehab & Renovations	Sec 5307 or 5309	\$160,000	\$40,000	\$200,000
2015	Purchase Office Equipment	Sec 5307 or 5309	\$8,000	\$2,000	\$10,000
2015	Purchase Farebox Equipment	Sec 5307 or 5309	\$40,000	\$10,000	\$50,000
2015	Purchase Communication Equipment	Sec 5307 or 5309	\$16,000	\$4,000	\$20,000
2015	Purchase Revenue Vehicles	Sec 5307 or 5309	\$400,000	\$100,000	\$500,000
2015	Purchase Support Vehicles	Sec 5307 or 5309	\$36,000	\$9,000	\$45,000
2015	JARC Purchased Transportation	Sec 5316	\$165,000	\$165,000	\$330,000
2015	New Freedom Services	Sec 5317	\$72,000	\$18,000	\$90,000
2015	Mobility Manager	Sec 5307	\$40,000	\$10,000	\$50,000

Mississippi Gulf Coast MPO
 Transportation Improvement Program (TIP)
 FY 2012-2015
Grouped Projects

Bicycle, Pedestrian and Transit

FY	Agency	Fund Source	Federal Funds	Local Funds	Total Funds
2012	GRPC	STP	\$559,949	\$139,987	\$699,936
2013	GRPC	STP	\$559,949	\$139,987	\$699,936
2014	GRPC	STP	\$559,949	\$139,987	\$699,936
2015	GRPC	STP	\$559,949	\$139,987	\$699,936

Safety

FY	Agency	Fund Source	Federal Funds	Local Funds	Total Funds
2012	GRPC	STP	\$559,949	\$0	\$559,949
2013	GRPC	STP	\$559,949	\$0	\$559,949
2014	GRPC	STP	\$559,949	\$0	\$559,949
2015	GRPC	STP	\$559,949	\$0	\$559,949

MPO Studies/Projects

FY	Agency	Fund Source	Federal Funds	Local Funds	Total Funds
2012	GRPC	STP	\$400,000	\$100,000	\$500,000
2013	GRPC	STP	\$400,000	\$100,000	\$500,000
2014	GRPC	STP	\$400,000	\$100,000	\$500,000
2015	GRPC	STP	\$400,000	\$100,000	\$500,000

**Public Participation Summary Report:
2012-2015 Transportation Improvement Program
and the Public Participation Plan Update**

Fall 2011 TIP Update

PublicParticipationSummaryreport

The MS Gulf Coast MPO held four public open-houses providing an opportunity for community members to review and make comment on both the TIP (Transportation Improvement Program) and the PPP (Public Participation Plan). This report summarizes the events, lists the public comments received and documents some lessons learned for future planning activities. There are two appendix chapters. Appendix A is event photos and Appendix B is a blank copy of the public comment sheet.

PublicEngagementActivities

Public outreach encouraging awareness of and participation in the public open-houses was conducted through several methods including; print publications in local media, in person invitations, translated materials as appropriate, yard signs in project areas, email invitations and utilization of the GRPC website.

DATE	Activity(result)
10/4	Legal Notice in Sun Herald
10/4	TIP and PPP drafts available on GRPC website for review and comment
10/5	Public Open house Invitation flier posted on GRPC website
10/10	TIP and PPP at libraries for public review (Ocean Springs, Gulfport, Bay St. Louis, Pass Christian, Long Beach, Biloxi, D'Iberville)
10/12	Save the date distributed to MPO members via email
11/6	Display ad in Sun Herald
11/1-11/7	433 personally delivered fliers to businesses (13 were Spanish translated) and 47 yard signs were distributed throughout the proposed project areas
11/8	Harrison Co. Open House (21 guests, 7 MDOT reps, 1 FHWA Rep, 1 CTA Rep, 4 GRPC staff)
11/9	Jackson Co. Open House (5 guest, 2 MDOT reps, 3 GRPC staff)
11/10	Hancock Co. Open House (5 guest, 2 MDOT reps, 4 GRPC staff)
11/20	Article in MS Press promoting Ocean Springs meeting
11/18	Article in Sun Herald promoting Ocean Springs meeting
11/21	Ocean Springs Open House (2 guests, 2 GRPC staff)

Measuring Performance: Lessons learned/Action Items

The Sun Herald display ad received much better placement and was more informative to the public than the small legal ad placed at the beginning of the process. It needs to be discussed whether spending money on legal ads buried in columns is a worthwhile expense or if we should just focus on display ads in the future.

Opportunity notices will be published in the Sea Coast Echo for Hancock County projects and the MS Press for Jackson County projects in the future. We hope this will garner more local participation. MS Press was used to advertise the Ocean Springs Open House.

MGCCC in Jackson Co. is a difficult location to find. The campus is large and without the yard signs in place would be very confusing to the general public. The room was nice but in a less busy part of the campus so engaging the students was difficult. Also, the room is excessively large for our event purposes. We used tables to cut the room in half so that it looked full and interesting for guests. Lastly,

it is absolutely not allowed that we bring in any snacks or drinks for the guests. All food and beverages must be purchased through campus services. This is not cost effective for our needs so we end up having no refreshments for the guests or partners working the event with staff members. For future public meetings we will look at identifying other venue options.

We will target local interest groups for attendance in the future. This could help boost attendance and garner even greater useful feedback for proposed projects. We will compile a contact list of the local interest groups for future use.

PublicCommentsReceived

It is important to note that the PPP was available at each of the libraries listed above, at each open house and in the GRPC front office for public review and comment throughout the participation period. No comments were submitted for the PPP. Below are the comments submitted for the proposed TIP projects. All comments on the projects are combined below. Individual responses can be requested from the Public Involvement Coordinator, splancich@grpc.com and will be scanned as attachments to the 2012-2015 TIP.

The last page of this summary report is a blank copy of the Project Suggestion Card filled out by members of the public. From these sheets, I have extracted the public comments and have written them in below. There are three questions summarized for each project.

1. What is your desired outcome? What do you want the project to look like?
2. Do you feel this project supports your desired outcome?
 - a. No
 - b. Yes
3. What would make you unhappy at the end of the project?

NOTE: We received one public comment sheet on the MDOT- STIP materials presented during the Harrison County Open-House. "Well thought out, needed improvements." A copy of the completed form, including contact information, was forwarded to MDOT on 11/15/2011.

Allcommentsforprojectsrelevanttoajurisdiction/projectsponsorwillbeforwardedtothemfor their consideration

City of Gulfport: Ship Island

Build a new elevated terminal building and pier where ferry boats dock for passenger boarding

! Alternate plans and design options dropped off at GRPC. Available to view upon request.

1. What is your desired outcome?
 - Easy access to the ferry
 - Simple, straight forward building without over spending to raise it
 - Not overdone like transit shelters
 - Build the terminal at ground level
 - User friendly
 - Cost Effective
 - They provide, I appreciate the recreation
 - Ground level or only slightly raised structure
 - Should not have long ramps, will not serve well
 - Increased tourism of ferry trips that encourages shopping and eating downtown

2. Do you feel this project supports your desired outcome?
 - a. No
 - Having to use elevators and stairs is lengthy and inconvenient when traveling with an ice chest, chairs, etc.
 - Access to the restrooms, ticket sales, snack bar should be quick, easy and within sight of boarding location
 - Too hard to access if built on an elevated structure
 - Build at user friendly level
 - Removable during threat of storm
 - Ramp will inhibit use by people with limited strength and stamina
 - Single elevator will not solve the problem, since crowds arrive at once and are large

 - b. Yes
 - Fits my desire but only with signs, parking and pathways from downtown to terminal

3. What would make you unhappy at the end of the project?
 - A building that would cause inconvenience to customers
 - A raised building above the boarding location
 - Building another expensive two story building
 - Tall
 - Expensive
 - NOT user friendly bathrooms
 - Waste of tax payer money
 - Poorly spent money on a bad design
 - No increase in tourist use
 - No economic benefit for local business
 - No direct links to downtown
 - Expended funds with no payback

CityofGulfport:JonesPark

PedestrianwalkoverbridgeacrossHwy.90tolinktheparkwithdowntown

1. What is your desired outcome?

- Hope to see the crossover bridge connecting downtown with the Gulfport yacht harbor and Jones Park
- Provide safe access across Hwy 90
- Consistent style with downtown with pathways to Hwy 90
- Well signaled crosswalks at ship island terminal entrance and at CTA Station
- Connect Ship Island to downtown with a styled pathway and crosswalk
- Build Safe structures in Jones Park

2. Do you feel this project supports your desired outcome?

a. No

- Proposed solution not functional – providing a single crossing will rarely get used.
- Money spent on one bridge could pay for several at-grade crossing improvements
- Frivolous expenditure but idea for crossings is good

b. Yes

- Yes, Parking for visitors to Ship Island and the ferry service will be limited in the new Jones Park. A cross over will allow ferry customers to park downtown when the harbor is full during peak summer weekends

3. What would make you unhappy at the end of the project?

- Great project!
- Will be a huge stimulus to businesses in downtown while offering safe crossing of Hwy 90
- Overly expensive solution that provides very little benefit
- I will not use an over pass bridge so I don't expect others to
- Can't we get multiple well-lit/signaled crosswalks styled and landscaped for the same coast as one bridge?
- Won't it be easier and cheaper to repair a crosswalk rather than a bridge if we get another Katrina type storm?
- Build the harbor and buildings in a status that will resist hurricanes

City of Gulfport: Dedeaux Road Build a new elevated terminal building and pier where ferry boats dock for passenger boarding

1. What is your desired outcome?

- Widen the road in the least expensive and most expeditious manner as possible to a five lane/divided Blvd. with walking and biking paths
- Would like to see Road widened - 2 way road very dangerous at this time
- Safe and Clean sidewalks for bikes that link to Hwy 605 and Seaway for a loop
- More lanes for traffic
- Speed controls

2. Do you feel this project supports your desired outcome?

- a. No
- b. Yes

- Yes
- Yes
- Yes and No, will path be cleaned for use, will speed controls be installed

3. What would make you unhappy at the end of the project?

- Unhappy if it is not completed
- Construction needs to start on schedule (End of March 2013)
- Would like a left and right hand turn lane for my property – it will be difficult to do U-turns
- Will signs be installed for driver instruction of bike/walk/child safety?
- Will my driveway be blocked?
- Are there right of way needs? Where?
- How will my commute be affected?
- Will project be done in phases or all at once?
- Will there be support getting in and out of my neighborhood? Temporary all way stop signs?
- Will work be done during the day to control evening noise and dust?
- Where will crosswalks be added?
- Will we have full length bus service?
- Will this mirror what's been done from three rivers to Hwy 90?
- How is this being paid for?
- Lots of low-income and elderly, need to have bus service to hospital and mall.

CityofGulfport:SeawayRoad

PedestrianPathwayonSouthsideofSeawayRoad

1. What is your desired outcome?
 - A clean, safe path with crosswalks to services on North side of street
 - Link to other existing and planned pathways, ex. Hwy 605/Lorraine bike lanes
2. Do you feel this project supports your desired outcome?
 - a. No
 - b. Yes
 - Yes, but need to ensure paths are clean otherwise can't use them anyway
3. What would make you unhappy at the end of the project?
 - Unclean, therefore unsafe pathway = waste of money
 - Any thought to add/allow for high speed internet and cable for the businesses?
 - Will there be separation from traffic?
 - Will crosswalks with signals be added to cross the street?
 - Will there be bike racks and benches along the path?
 - Will speed limit increase? Will it be enforced?
 - Will clients & employees have trouble getting to my business?
 - Will side streets off seaway road ever be improved?
 - Will improved bus service be added with covered stops the length of Seaway for the Knight Center, MGCCC campus, Medicare office and businesses?
 - Will those in wheel chairs be able to use the pathway safely and cross the street?

CityofPassChristian:CedarAve

FromHwy90toEverettturnonewaystreetintotwolaneswithsidewalks

1. What is your desired outcome?
 - Landscaped with speed controls
 - Don't want to lose small town, safe feeling
2. Do you feel this project supports your desired outcome?
 - a. No
 - b. Yes
 - Don't know
3. What would make you unhappy at the end of the project?
 - Will you be taking any of my land along the street?
 - What speed controls?
 - Any landscaping?
 - Sidewalks on one side?
 - Crosswalk over Hwy 90?
 - When will this project happen?

CityofBayStLouis:Hwy90

AddawalkandbikepathtoSouthsidefromMainStreettoBSLBridge

1. What is your desired outcome?
 - A good size bike/walk loop from over the bridge down Hwy 90 through downtown then back up Beach Blvd. to bridge
 - Clean and safe place to ride a bike
 - Loop into beach Blvd.
 - Connected, walkable community with lighting and landscaping
2. Do you feel this project supports your desired outcome?
 - a. No
 - b. Yes (3)
3. What would make you unhappy at the end of the project?
 - Will a lane be closed during construction?
 - Where are the match funds coming from?
 - Will homes and businesses on services roads be blocked or difficult to get to?
 - Will crosswalks be added/improved across Hwy 90? If so, where?
 - Who will clean the pathway for users?
 - Will paths be on both sides of Hwy 90?
 - We need an environmental impact study to quantify the value of all the streetscape improvements
 - Diversions
 - Construction Waste

CityofBayStLouis:Old

SpanishTrail AddsidewalksfromWashingtonStreetto

MainStreet

1. What is your desired outcome?
 - A safe loop with the Beach Blvd and Hwy 90 projects
 - ADA compliant for the seniors in project area
 - Improve access to my business on corner of WA and OST
2. Do you feel this project supports your desired outcome?
 - a. No
 - Yes and No. It ends right before my business but gets people closer.
 - b. Yes
- Yes – if ADA
3. What would make you unhappy at the end of the project?
 - Not built for safe use of seniors and kids in neighborhood
 - Will there be any right of way concerns or needs?
 - Will there be sidewalks on both sides of the street?
 - Are there plans to extend the sidewalks further on OST?
 - Need sidewalks to Washington St. intersection businesses
 - Will there be a crosswalk with light?

CityofD'Iberville:D'IbervilleBlvd.

AddsidewalksandwidenedshoulderforbicyclertrafficfromAutomallPkwytoCentralAve

1. What is your desired outcome?
 - Complete the project without blocking access to my business. 10470 D'Iberville Blvd.
 - Smooth connection with project already being done [on central]
 - Safe road crossings between food and stores

2. Do you feel this project supports your desired outcome?
 - a. No

 - b. Yes
 - Yes, so long as there are enough crosswalks at street intersections between stores and restaurants. Ex. McDonalds and Win-Dixie shopping center

3. What would make you unhappy at the end of the project?
 - No crosswalks
 - No signals
 - No crosswalk at Automall
 - Traffic not respecting bicyclists

CityofBiloxi:ReynoirSt.andJacksonSt.

AddsidewalksandimproveADAcomplianceofexistingsidewalks

1. What is your desired outcome?

Easier access to hospital and walking streets to stores

2. Do you feel this project supports your desired outcome?
 - a. No

 - b. Yes
 - Yes

3. What would make you unhappy at the end of the project?
 - Will ROW affect the homes/offices?
 - What ADA improvements are planned?
 - Will it match existing walking area, brick pathway styles?

City of Ocean Springs: Government St.

Improve sidewalks and pedestrian bridge from Hanley road to East side of Davis Bayou

1. What is your desired outcome?
 - A complete, safe path for community members
2. Do you feel this project supports your desired outcome?
 - a. No
 - b. Yes
 - Yes – if there are safe crossings and sidewalks added where there are none
3. What would make you unhappy at the end of the project? Question?
 - Gaps in sidewalks left at the end of the project
 - Spending money on areas that don't require immediate repair

Comments Forwarded to CTA for their Consideration

We did not specifically collect public comments or seek feedback or suggestions on CTA services during this public review and comment period, however, some questions and comments were submitted.

All CTA related comments are listed below and were submitted to Kevin Coggin the CTA Executive Director CTA for consideration in their planning process.

- Gulfport: Dedeaux Road project - Will we have full length bus service?
- Gulfport: Dedeaux Road project - Lots of low-income and elderly, need to have bus service to hospital and mall.
- Gulfport: Seaway Road Pathway project - Will improved bus service be added with covered stops the length of Seaway for the Knight Center, MGCCC campus, Medicare office and businesses?
- Biloxi: Need bus services up Popps Ferry Road
- Gulfport: Need bus service along Dedeaux Road
- Need bus service until 8pm or later to all libraries 7 days per week

Measuring Performance: Lessons learned/Action Items

The personal invitation to the businesses in project areas took a large amount of time in both prep work and delivery. It did not result in huge numbers of event attendees but many of those who did come came because of the personal invitation. There were a total of 33 guests at the open-houses. We will add a column to the sign in sheets asking how they heard about the event in the future. This will provide a more accurate gauge for what strategies are working and which are not.

Some of the greatest benefits of the personal invitation strategy is that promotion of the event is focused on those most likely to be affected by the project, it increases public awareness of GRPC, it builds trust in the community and forms a basis for future participation activities. The greatest benefit though is the amount of public comments gathered during the one-on-one conversations. It was enlightening and effective to hear firsthand what the concerns and questions of the public are. Even though many did not attend the event, their comments were still recorded and provided to the appropriate jurisdiction and they were engaged. 421 businesses were met with and provided an opportunity to speak their concerns and were given an event flier for the meeting.

Submitted comment cards at the open houses were anonymous, so they can't be followed up on or clarified individually. Comments can be difficult to read or to understand. The one-on-one discussions require the staff member to record the comments so they can clarify meanings and understanding on the spot.

Smaller group meetings and personalized invitations, if chosen to be used again, need more time to work efficiently. It would be helpful if the deadline for project applications was moved up in the year. This will allow us to see where proposed projects are, identify groups in the local area and schedule the meetings instead of showing up on doorsteps randomly. Having smaller group sessions will also provide an opportunity for us to determine the best way to disseminate follow-up information on their suggestions, recommendations and questions. Currently we will post this information on the website and make it available upon the request of the public. There is no direct follow-up to maintain effective engagement with those who participated in this process.

Another benefit of having smaller meetings is the option to still have one final county meeting where results, responses and actions taken on the public comments will be displayed to participants. It is valuable that we not only ask for feedback but also demonstrate how it has been considered, discussed and utilized in the process. A justification for why a person's feedback will not affect a project's development is just as important to report back as why someone else's will be. This follow through on behalf of the MPO will develop trust in the organization and can lead to greater future public participation.

It was mentioned that a different schedule be applied in the future for MPO projects and program development to meet the requirement of "early and continuing" opportunities for the public to be involved in the transportation planning process. Although we had a larger than previous turnout, it was suggested that developing an annual calendar for public review and comment periods will help create a continuity of engagement and participatory opportunities. November may not be the best month for holding public meetings. The first meeting was the same day as voting and the weather was not cooperative the second two days.

The open-house style event was successful and allowed the guests to receive individual attention from GRPC, MPO, MDOT, CTA and FHWA staff members. We had interest from engineering and construction firms who were looking at potential bidding opportunities, business owners, homeowners and city

leadership attend. They could arrive when it was convenient for their schedules and leave without missing any information. The new layout of the TIP projects with the maps was a great addition commented upon by various staff members and reps. We will cut the event from 3 hours down to 2 hours until such a time as the need to stay longer is warranted.

StickerVoteResults:

We conducted a sticker vote during all three public meetings. Participants were asked to choose their top 3 priorities from a list of 11 improvement projects or activities. 1st choice was red worth 3 points, 2nd choice was yellow worth 2 points and green was the third choice worth 1 point. Below are the response results.

Color	Traffic Accident Reduction	Improve intersection lighting	Improve bike/Ped Safety	More safety Education	Improved bus services	Safe routes to schools
Red	5	0	5	0	1	5
Yellow	7	8	7	1	2	3
green	6	0	6	4	3	2
TOTALS	35	16	35	6	10	23

Color	Bicycle paths & Lanes	Protect/Improve air quality	Reduce traffic congestion	Add/Improve crosswalks	Add/Improve sidewalks	
Red	5	2	18	3	5	
Yellow	2	1	7	4	4	
green	6	7	3	3	4	
TOTALS	25	15	71	20	27	

Based on the above scores the public priorities are as follows:

1. **Reduce traffic congestion (Top priority: more than double the next highest score)**
2. Improve bike/pedestrian safety
3. Traffic Accident Reduction
4. Add/Improve sidewalks
5. Add Bicycle lanes & paths
6. Safe routes to schools
7. Add/Improve crosswalks
8. Improve intersection lighting
9. Protect/Improve air quality
10. Improve/Extend Bus services
11. More safety education

Long range plan comparison:

This result shows consistency with the public survey conducted for the 2035 Long Range Transportation plan. At the LRTP public meetings members of the public and other stakeholders identified traffic congestion and associated air pollution as the top priority of the region and were asked to suggest

solutions. The top three reduction options were improved public transit, high-occupancy lanes and flexible work schedules.

This sticker vote reaffirms the priority for traffic congestion reduction and also demonstrates a high priority for adding, improving pedestrian and bicycle facilities and ensuring the safety of those using these alternative transportation options.

Measuring Performance: Lessons learned/Action Items

The sticker board was a very large and colorful display that was meant to reengage guests after they had reviewed the project boards and PPP information. It was user friendly, had simple instructions and was fun. At the Harrison County open—house it became the center piece of the event and was the hub of conversation and roadway improvement discussions.

In each of the three events it was a success and people enjoyed participating. Many guest commented that it was harder than it looked by making them choose only their top three priorities from the listed options.

We will continue to take the board into the public throughout the year to gain valuable insight of the true priorities and values of the region’s community members. The results will be available to MPO members and jurisdiction to help them in selecting future projects.

The stickered sheets tallied above are saved in the TIP 2011 participation folder. Copies can be requested from Stephanie Plancich, the Public Involvement Coordinator; splancich@grpc.com





**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
GULF COAST URBANIZED AREA GROUPED PROJECTS**

BRIDGE REPLACEMENT

Fiscal Year	Agency	Fund Source	Federal Share	State/Local Share	Total Cost
2012	MDOT/MPO AGENCIES	BR/STP/NHS/IM/SFP/NHPP	\$3,200,000	\$800,000	\$4,000,000
2013	MDOT/MPO AGENCIES	BR/STP/NHS/IM/SFP/NHPP	\$3,232,000	\$808,000	\$4,040,000
2014	MDOT/MPO AGENCIES	BR/STP/NHS/IM/SFP/NHPP	\$3,240,320	\$810,080	\$4,050,400
2015	MDOT/STATE AID/MPO AGENCIES	BR/STP/NHS/IM/SFP/NHPP	\$3,296,963	\$824,241	\$4,121,204
SUB-TOTAL FOR BRIDGE REPLACEMENT			\$12,969,283	\$3,242,321	\$16,211,604

ENHANCEMENT/RECREATIONAL TRAILS/SRTS

Fiscal Year	Agency	Fund Source	Federal Share	State/Local Share	Total Cost
2012	MDOT/MPO AGENCIES	STP/SFP/LOCAL/TA	\$2,960,000	\$740,000	\$3,700,000
2013	MDOT/MPO AGENCIES	STP/SFP/LOCAL/TA	\$2,989,600	\$747,400	\$3,737,000
2014	MDOT/MPO AGENCIES	STP/SFP/LOCAL/TA	\$3,019,496	\$754,874	\$3,774,370
2015	MDOT/MPO AGENCIES	STP/SFP/LOCAL/TA	\$3,049,691	\$762,423	\$3,812,114
SUB-TOTAL FOR ENHANCEMENT/RECREATIONAL TRAILS/SRTS			\$12,018,787	\$3,004,697	\$15,023,484

ITS

Fiscal Year	Agency	Fund Source	Federal Share	State/Local Share	Total Cost
2012	MDOT/MPO AGENCIES	NHS/STP/SFP/NHPP	\$80,000	\$20,000	\$100,000
2013	MDOT/MPO AGENCIES	NHS/STP/SFP/NHPP	\$80,800	\$20,200	\$101,000
2014	MDOT/MPO AGENCIES	NHS/STP/SFP/NHPP	\$81,608	\$20,402	\$102,010
2015	MDOT/MPO AGENCIES	NHS/STP/SFP/NHPP	\$82,424	\$20,606	\$103,030
SUB-TOTAL FOR ITS			\$324,832	\$81,208	\$406,040

OPERATION/MAINTENANCE/MINOR RECONSTRUCTION

Fiscal Year	Agency	Fund Source	Federal Share	State/Local Share	Total Cost
2012	MDOT/MPO AGENCIES	IM/NHS/STP/SFP/LOCAL/NHPP	\$8,000,000	\$2,000,000	\$10,000,000
2013	MDOT/MPO AGENCIES	IM/NHS/STP/SFP/LOCAL/NHPP	\$8,080,000	\$2,020,000	\$10,100,000
2014	MDOT/MPO AGENCIES	IM/NHS/STP/SFP/LOCAL/NHPP	\$8,160,800	\$2,040,200	\$10,201,000
2015	MDOT/MPO AGENCIES	IM/NHS/STP/SFP/LOCAL/NHPP	\$8,242,408	\$2,060,602	\$10,303,010
SUB-TOTAL FOR OPERATION/MAINTENANCE/MINOR RECONSTRUCTION			\$32,483,208	\$8,120,802	\$40,604,010

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



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
GULF COAST URBANIZED AREA GROUPED PROJECTS

SAFETY/RAILROAD CROSSING IMPROVEMENTS

Fiscal Year	Agency	Fund Source	Federal Share	State/Local Share	Total Cost
2012	MDOT/MPO AGENCIES	HSIP/NHS/STP/LOCAL/NHPP	\$2,727,573	\$25,450	\$2,753,023
2013	MDOT/MPO AGENCIES	HSIP/NHS/STP/LOCAL/NHPP	\$2,836,675	\$28,678	\$2,865,353
2014	MDOT/MPO AGENCIES	HSIP/NHS/STP/LOCAL/NHPP	\$2,950,142	\$29,826	\$2,979,968
2015	MDOT/MPO AGENCIES	HSIP/NHS/STP/LOCAL/NHPP	\$3,068,148	\$31,020	\$3,099,168
SUB-TOTAL FOR SAFETY/RAILROAD CROSSING IMPROVEMENTS			\$11,582,538	\$114,974	\$11,697,512

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



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - GULF COAST URBANIZED AREA**

County: Forrest

STIP ID: 240200 **STIP ID Title:**SR 601/CANAL ROAD FROM PORT OF GULFPORT **Total STIP ID Cost:** \$102,000,000
Route: MS 601/CANAL ROAD **Project Length:** 5 **Fund Source:** STP/NHS/BOND/SFP/NHPP

Project spans multiple counties: Forrest, Harrison

Project Number/Detail	Fiscal Year	Scope Of Work	Resp Agcy	Phase	Federal Share	State/Local Share	Total Cost Estimate
101212-307000	2013	Not Assigned	MDOT	CON	\$0	\$500,000	\$500,000
Termini:	TEMF Addition at Hattiesburg U.S. Army Reserve Center - to help acquire ROW for Canal Rd						
SUB-TOTAL FOR STIP ID 240200:					\$0	\$500,000	\$500,000

This project details the repayment of debt service on a \$102,000,000 HELP bond issue for the construction of Canal Road..

SUB-TOTAL FOR FORREST COUNTY:	\$0	\$500,000	\$500,000
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - GULF COAST URBANIZED AREA

County Name **HANCOCK**

Need ID: 230132	Responsible Agency: MDOT	Total Project Cost: \$22,040,000
Route: MS 607	Project Length: 10.00	Fund Source: STP/MDA/SFP/NHPP
Termini: SR 607 FROM NASA TO I-59		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
105425/301000	2013	GRADE BRIDGE PAVE 2 LANES	CON	\$0	\$16,200,000	\$16,200,000
SUB-TOTAL FOR NEED 230132				\$0	\$16,200,000	\$16,200,000
This project uses Advance Construction. See the explanation in the Introduction for a description of this funding technique.						
SUB-TOTAL FOR HANCOCK COUNTY				\$0	\$16,200,000	\$16,200,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - GULF COAST URBANIZED AREA

County Name **HARRISON**

Amendment

Need ID: 240150	Responsible Agency: MDOT	Total Project Cost: \$92,000,000
Route: I-10/I-110	Project Length: 1.00	Fund Source: STP/NHPP/CMAQ/SFP
Termini: I-10/I-110 INTERCHANGE RECONSTRUCTION IN D'IBERVILLE		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
105281/101000	2012	RECONSTRUCTION	PE	\$1,600,000	\$400,000	\$2,000,000
105281/201000	2012	RECONSTRUCTION	ROW	\$27,599,998	\$5,519,996	\$33,119,994
105281/201000	2013	RECONSTRUCTION	ROW	\$5,600,000	\$1,400,000	\$7,000,000
105281/301000	2013	RECONSTRUCTION	CON	\$0	\$39,000,000	\$39,000,000
SUB-TOTAL FOR NEED 240150				\$34,799,998	\$46,319,996	\$81,119,994
SUB-TOTAL FOR HARRISON COUNTY				\$43,199,998	\$58,419,996	\$101,619,994



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - GULF COAST URBANIZED AREA

County Name **HARRISON**

Amendment

Need ID: 240150	Responsible Agency: MDOT	Total Project Cost:	\$92,000,000
Route: I-110	Project Length: 0.50	Fund Source: SFP/STP/NHPP	
Termini: I-110 POPPS FERRY RD AND BONEY AVENUE			

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
105281/302000	2013	INTERCHANGE CONSTRUCTION	CON	\$10,795,000	\$1,905,000	\$12,700,000
SUB-TOTAL FOR NEED 240150				\$10,795,000	\$1,905,000	\$12,700,000
SUB-TOTAL FOR HARRISON COUNTY				\$10,795,000	\$1,905,000	\$12,700,000



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - GULF COAST URBANIZED AREA**

County: Harrison

STIP ID: 240301 **STIP ID Title:**SR 67 AT THE SANGANI BOULEVARD **Total STIP ID Cost:** \$8,600,000
Route: MS 67 **Project Length:** 0.5 **Fund Source:** NHS/HSIP/SFP/STP/NHPP

Project Number/Detail	Fiscal Year	Scope Of Work	Resp Agcy	Phase	Federal Share	State/Local Share	Total Cost Estimate
105281-303000	2012*	Interchange Construction	MDOT	CON	\$3,362,856	\$100,000	\$3,462,856
Termini: SR 67 / SR 15 at Sangani Boulevard H660 = DEMO# MS088							
105281-303001	2012	Interchange Construction	MDOT	CON	\$1,229,910	\$0	\$1,229,910
Termini: I-10 AT I-110 NEW INTERCHANGE H660 = DEMO# MS089							
105281-303000	2013*	Interchange Construction	MDOT	CON	\$2,958,587	\$739,647	\$3,698,234
Termini: SR 67 / SR 15 at Sangani Boulevard H660 = DEMO# MS088							
SUB-TOTAL FOR STIP ID 240301:					\$7,551,353	\$839,647	\$8,391,000

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

SUB-TOTAL FOR HARRISON COUNTY:	\$71,635,401	\$149,609,408	\$221,244,809
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**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - GULF COAST URBANIZED AREA**

County Name HARRISON

Need ID: 240117	Responsible Agency: MDOT	Total Project Cost: \$52,202,500
Route: US 49	Project Length: 3.30	Fund Source: NHS/SFP/STP/NHPP
Termini: US 49 FROM O'NEAL RD TO N OF SCHOOL RD		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
102111/201000	2013	ADD 2 LANES	ROW	\$2,000,000	\$500,000	\$2,500,000
102111/301000	2015	ADD 2 LANES	CON	\$17,280,000	\$4,320,000	\$21,600,000
SUB-TOTAL FOR NEED 240117				\$19,280,000	\$4,820,000	\$24,100,000

Need ID: 240200	Responsible Agency: MDOT	Total Project Cost: \$192,000,000
Route: MS 601/CANAL RD	Project Length: 5.00	Fund Source: STP/NHS/BONDS/SFP/NHPP
Termini: SR 601/CANAL RD FROM PORT OF GULFPORT		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
501561/602000	2012	GR DR BR PAVE	OTH	\$47,862,635	\$11,965,659	\$59,828,294
501561/602000	2013	GR DR BR PAVE	OTH	\$11,850,345	\$2,962,586	\$14,812,932
501561/602000	2014	GR DR BR PAVE	OTH	\$9,467,404	\$2,366,851	\$11,834,255
101212/301000	2015	GRADE BRIDGE 4 LANES	CON	\$0	\$25,700,000	\$25,700,000
101212/302000	2015	INTERCHANGE CONSTRUCTION	CON	\$0	\$62,600,000	\$62,600,000
501561/602000	2015	GR DR BR PAVE	OTH	\$10,209,905	\$2,552,476	\$12,762,381
SUB-TOTAL FOR NEED 240200				\$79,390,289	\$108,147,572	\$187,537,862
SUB-TOTAL FOR HARRISON COUNTY				\$98,670,289	\$112,967,572	\$211,637,862



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - GULF COAST URBANIZED AREA

County Name JACKSON

Amendment

Need ID: 300079 Responsible Agency: MDOT Total Project Cost: \$51,473,055
Route: I-10 Project Length: 7.70 Fund Source: NHS/SFP/STP/NHPP
Termini: I-10 FROM HARRISON COUNTY LINE TO SR 57

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
101204/103000	2012	WIDEN TO 6 LANES	PE	\$400,000	\$100,000	\$500,000
101204/303000	2015	WIDEN TO 6 LANES	CON	\$24,000,000	\$6,000,000	\$30,000,000
SUB-TOTAL FOR NEED 300079				\$24,400,000	\$6,100,000	\$30,500,000



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - GULF COAST URBANIZED AREA**

County Name JACKSON

Need ID: 300010	Responsible Agency: MDOT	Total Project Cost: \$40,000,000
Route: SR 611	Project Length: 4.16	Fund Source: MDA/SFP/STP/NHPP
Termini: US 90 TO END OF ROUTE		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
100710/202000	2012	RECONSTRUCTION	ROW	\$0	\$0	\$0
100710/302000	2014	RECONSTRUCTION	CON	\$0	\$15,100,000	\$15,100,000
SUB-TOTAL FOR NEED 300010				\$0	\$15,100,000	\$15,100,000

Need ID: 300527	Responsible Agency: MDOT	Total Project Cost: \$156,900,000
Route: MS 57	Project Length: 6.80	Fund Source: STP/NHPP/EARMARK/CMAQ/SFP
Termini: SR 57 FROM I-10 TO VANCLEAVE		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
103060/102000	2012	ADD 2 LANES	PE	\$1,200,000	\$300,000	\$1,500,000
103060/201/202/203	2013	ADD 2 LANES	ROW	\$5,680,000	\$1,420,000	\$7,100,000
103060/204000	2014	ADD 2 LANES	ROW	\$14,480,000	\$3,620,000	\$18,100,000
103060/301000	2015	ADD 2 LANES	CON	\$69,760,000	\$17,440,000	\$87,200,000
SUB-TOTAL FOR NEED 300527				\$91,120,000	\$22,780,000	\$113,900,000

SUB-TOTAL FOR JACKSON COUNTY				\$91,120,000	\$37,880,000	\$129,000,000
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - GULF COAST URBANIZED AREA

County Name JACKSON

Need ID: 300082	Responsible Agency: MDOT	Total Project Cost: \$25,000,000
Route: US 90	Project Length: 6.00	Fund Source: NHS/SFP/STP/NHPP
Termini: US 90 FROM SR 609 TO DOLPHIN DRIVE		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
106325/101000	2013	ADD 2 LANES	PE	\$1,000,000	\$250,000	\$1,250,000
106325/201000	2015	ADD 2 LANES	ROW/CONV	\$3,200,000	\$800,000	\$4,000,000
SUB-TOTAL FOR NEED 300082				\$4,200,000	\$1,050,000	\$5,250,000
SUB-TOTAL FOR JACKSON COUNTY				\$4,200,000	\$1,050,000	\$5,250,000



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - GULF COAST URBANIZED AREA

County Name JACKSON

STIP ID: 3078	Responsible Agency: STATE AID	Total Project Cost: \$16,000,000
Route: I-10	Project Length: 2.67	Fund Source: EARMARK/SFP
Termini: I-10 CONNECTOR/BUILD CONNECTOR BETWEEN MS 609 AND MALLET ROAD		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
MS134-030(1)B	2012	GR DR BR PAVE (3 LANES)	CON	\$9,844,000	\$2,461,000	\$12,305,000
MS134-030(1)B	2012	GR DR BR PAVE (3 LANES)	ROW	\$3,490,000	\$872,500	\$4,362,500
SUB-TOTAL FOR NEED 3078				\$13,334,000	\$3,333,500	\$16,667,500
SUB-TOTAL FOR JACKSON COUNTY				\$13,334,000	\$3,333,500	\$16,667,500

MDOT STIP

Mississippi Department of Transportation
Statewide Transportation Improvement
Program

Fiscal Years 2012-2015

VOLUME III

Urbanized Area
Transportation Improvement Program

Chapter 3: Hattiesburg Urbanized Area

The Hattiesburg Metropolitan Planning Organization (MPO) has developed and adopted a Transportation Plan which meets requirements of the Intermodal Surface Transportation Efficiency Act of 1991. The Transportation Improvement Program (TIP), based upon the adopted Transportation Plan, is developed and adopted annually, the adopted Transportation Improvement Program is incorporated directly into the Statewide Transportation Improvement Program

For Additional Information Contact
Director of Federal Programs Hattiesburg
Metropolitan Planning Organization City of
Hattiesburg
P. O. Box 1898
Hattiesburg, MS 39403-1898
Telephone: (601) 545-4591



Hattiesburg-Petal-Forrest-Lamar
Metropolitan Planning Organization
Transportation Improvement Plan
2012 - 2015

Prepared by

Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization
City of Hattiesburg Department of Urban Development Mississippi
Department of Transportation
Federal Highway Administration



Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization
2012 – 2015 Transportation Improvement Plan

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Attachment Two	Financial Plan Spreadsheet
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Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization 2012-2015 Transportation Improvement Plan

INTRODUCTION

Mississippi Governor William Winter established the Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization in August 1982. The MPO was established when the Hattiesburg central area reached a population status of 50,000 plus. The MPO has the responsibility for planning, programming and coordinating federal investments. The MPO area consists of the City of Hattiesburg, the City of Petal, a portion of Forrest County and a portion of Lamar County. HPFL-MPO process creates a partnership among state, local government, and transit operators in providing transportation improvements.

Representatives from the City of Hattiesburg, City of Petal, Forrest County and Lamar County, the Mississippi Department of Transportation and the Federal Highway Administration are involved in the transportation planning process for the MPO. A full time staff is employed to implement policies and work programs as well as coordinate all transportation planning efforts.

Federal regulations require the City of Hattiesburg Department of Federal and State Programs, serves as the lead agency for the Metropolitan Planning Organization named the Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization (HPFL-MPO), for coordinating transportation programs for all jurisdictions within the urbanized area. As the lead agency, it is also responsible for developing and administering plans and programs to maintain eligibility and receive federal funds for the transportation systems in the Hattiesburg urbanized area.

Purpose

The purpose of this document is to provide the public, FHWA, and other interested parties with a priority list of projects and project segments to be carried out within a four-year period. A financial plan is part of this document. This financial plan demonstrates how the TIP can be implemented, and indicates resources from public and private sources that are reasonably expected to be made available to carry out the program. The TIP is updated at least every two years and is approved by the MPO and the Governor of Mississippi.

The TIP identifies the region's highest priority transportation projects, develops a multi-year program of implementation and identifies available federal and non-federal funding for the identified projects. The TIP covers a four-year period of investment and is updated every two years through a cooperative effort of local, state and federal agencies, including participation by the general public.

The 2012-2015 Transportation Improvement Program for Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization (2012-2015 TIP) identifies the priority highway and transit improvements programmed for advancement from October 1, 2011 through September 30, 2015 (federal fiscal years 2012-2015). The 2012-2015 TIP specifies the priorities for the region and includes reasonable estimates of both available funds and anticipated project expenditures.

Individual improvement projects must be included on the 2012-2015 TIP to become eligible for federal funding. Small-scale projects, in some cases, have not been identified individually, but have been grouped into representative line items based on the type of project.

Projects included on the TIP are identified by phase: studies, preliminary engineering, final design, right-of-way acquisition, and construction. For each project, the TIP identifies the cost and schedule (by year) for each project phase, as well as the total project cost and funding source. The federal, state, local, and private funds programmed for each project are identified as reported by the project sponsors.

The 2012-2015 TIP complies with federal metropolitan planning regulations and air quality conformity regulations. Total program costs match anticipated revenues.

2012-2015 TIP Program Contents

The primary purpose of the TIP is to present a staged, fiscally constrained, multi-year program for effectively investing federal transportation funds in the region's highest priority transportation improvement projects. (See Attachment 1)

Detailed technical information for the 2012-2013 TIP is contained in the attached documentation

- **Financial Plan for the HPFL- MPO Program:** presents the Financial Plan for the Hattiesburg Urbanized Area.
- **Program Project Lists:** identifies program project listing for the region, arranged in alphabetical order by county (Forrest/Lamar) and the City of Hattiesburg/Petal. The listing also includes the Mississippi Department of Transportation National Highway System projects.
- **Federal Public Transportation Program:** presents the Federal Public Transportation Program. It identifies funding information for the Hattiesburg Urbanized Area Formula Program and Elderly and Persons with Disabilities Program.

Project Selection Process

The Hattiesburg Urbanized Area 2035 Metropolitan Transportation Plan (MTP) is utilized as the primary planning tool for selecting major projects to be included in the TIP. Only projects that are consistent with the 2035 MTP may be selected for the TIP.

The TIP is submitted to the HPFL-MPO Policy Board for approval. Full funding is reasonably anticipated to be available for each project within the time period contemplated for completion of the project.

In accordance with Section 133 (h)(2) of Title 23 U.S.C. as amended, the HPFL-MPO Policy Committee hereby approved the following Project Selection Procedures:

- 1) The approved Transportation Improvement Program shall be utilized for programming projects within the urban area.
- 2) Any project listed in the first year of the approved Transportation Improvement Program shall be considered the highest priority and may be implemented as soon as plans are completed and funds are appropriated. Projects in the second, third and fourth years of the TIP are considered to have second, third and fourth priorities, respectively.
- 3) If a project in the first year cannot be accomplished. The Policy Committee may vote to select a project or projects from the second year and those projects may be initiated as plans are completed and funds are appropriated.

Public Involvement Process

The HPFL-MPO Transportation Policy Committee has approved Public Involvement Procedures for the MPO, as required by the SAFETEA-LU. These procedures include advertising in local communication media and maintaining a current mailing list of those persons who are interested in the transportation process. All meetings are advertised and are open to the public.

Before approval of the TIP, the MPO will provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties with reasonable notice of an opportunity to comment on the proposed program.

Financial Constraint for HPFL-MPO STP Funds

The HPFL-MPO is apportioned Surface Transportation Program (STP) funds to be distributed to the jurisdictions within the Hattiesburg Urbanized Area. The Transportation Improvement Program (TIP) outlines 4 years of transportation improvements to which STP funding has been allocated. The Mississippi Department of Transportation (MDOT) provides annual apportionment figures to the MPO to be used to financially constrain the TIP. This amount varies from year to year; therefore estimates are made for the availability of funds for years FY 2012 – FY 2015 in the TIP. In an effort to present reasonable estimates of available funding for future year projects, the Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization has elected to use the amount proportioned to the MPO in FY 2011 as the base amount for future year projections.

The FY 2012 – 2015 TIP includes the following funding that is used for project allocation:

Fiscal Year	STP Apportionment	Description
FY 2012	\$1,847,288.00	Unobligated Balance
FY 2013	\$ 937,521.00	Base plus 1% annual
FY 2014	\$ 946,896.00	Base plus 1% annual
FY 2015	\$ 956,364.00	Base plus 1% annual
Total	\$4,688,069.00	

The current apportionment of funds is allocated to projects within the Hattiesburg urban area through the year 2015. The MPO assumes a 1% annualized growth rate when allocating funding to projects in future years. The revenue assumptions are based on the last FY 2012 STP apportionment.



Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization (HPFL-MPO) **Financial Plan**

Introduction

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) continues the basic requirements for financial planning first introduced by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and reaffirmed by the Transportation Equity Act for the 21st Century (TEA-21). Under this legislation, the Transportation Improvement Program (TIP) must include a financial plan that demonstrates how the approved TIP can be implemented. This financial plan indicates revenue from Federal, State and local public sources expected to be available to carry out the TIP. SAFETEA-LU builds on these basic requirements through the addition of two new mandates. The first indicates that the TIP must also contain a system-level estimate of the costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the multi-modal transportation system. The second requires the TIP to use revenue and cost estimates that apply an inflation rate to reflect “year of expenditure” dollars.

This plan estimates the revenues anticipated to be available and compares them to the cost identified as needed to implement the 2012-2015 HPFL-MPO Transportation Improvement Plan (TIP). A variety of sources for financial data have been used in the preparation of this document. The primary sources include the following:

1. MDOT Statewide Transportation Improvement Program (2012-2015). This document forms the basis for assumptions about financial resources expected to be available to implement identified highway, and related projects during the period from 2012 to 2015. Projects that appear on the Four Year Plan, which fall within this time frame, are assumed to be financially constrained and are based on MDOT internal financial analysis. The analysis is also based on revenue and expenditure information supplied by local entities.
2. Information from MDOT regarding Surface Transportation Program Information from local entities indicating future financial resources using Federal Transit Administration (FTA) funds from Section 5307, 5310 and 5311.

3. Financial data from the 2035 Hattiesburg Metropolitan Transportation Plan.

SAFETEA-LU introduced the requirement that the TIP use an inflation rate to reflect “year of expenditure dollars” based on reasonable financial principles and information, developed cooperatively by the MPO, states and public transportation operators. Individual project sponsors develop the 2012–2015 TIP Project cost estimates, and they have been adjusted to account for a one per cent (1%) inflation rate factor. The inflation factor is based on MDOT’s use of one per cent (1%). It should be emphasized that this analysis is subject to a number of inherent limitations: Revenue from local sources was extrapolated from data provided by local governments, and may not fully account for the level of general fund support for transportation.

Financial Projections for Transportation Projects

The implementation of a financially constrained transportation plan involves several funding sources, among them are financial assistance obtained through funding programs of MDOT, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). Included in the planning projections for 2012-2015 is a year-by-year format of expected funding by category. These sources include various programs at the local, State and Federal levels and fall within the categories outlined below:

National Highway System (NHS)

This category covers all Interstate routes and a large percentage of urban principal arteries. The Federal/Local funding ratio for arterial routes is 80/20. The Interstate System, although a part of NHS, will retain its separate identity and will receive separate funding at a 90/10 ratio.

Surface Transportation Program (STP)

The STP is a funding program with subcategories for State and Urban Areas. These funds can be used for any road (including NHS) that is functionally classified as a major collector or above on the rural system and as a collector or above the urban system. The State portion of these funds can be used to construct projects on roads within the state of Mississippi that are classified as rural or urban. The funding ration is 80/20.

Federal Transit Administration (FTA)

FTA funding is provided for annual operation and maintenance cost of the transit system. Funding levels may vary dependent upon variables such as fare revenue and annual federal appropriations.

**Historically, the City of Hattiesburg – Hub City Transit has planned its transportation services from the previous year’s allocation from the Federal Transit Administration (FTA). FTA funding is provided for annual operation and maintenance cost of the transit system. Funding levels may vary depending upon variables such as fare revenue and annual federal appropriations. Generally, this funding has provided approximately 50% of the annual cost of operation. Capital funding for equipment and other capital improvements are provided on a funding ratio of 80/20.

Bridge Replacement and Rehabilitation Program

These funds can be used to replace or repair any bridge on a public road. The funding ratio is 80/20.

Local Funding Sources

Any cost not covered by Federal and State programs will be the responsibility of the local governmental jurisdictions. Local funding can come from a variety of sources including property taxes, sales taxes, user fees, special assessments and impact fees. Required matching funds will be provided by these local funds as well as for all transportation projects with federal participation. Typical match requirements are 50% for operating subsidies and 20% for capital purchases and maintenance. “Local” is broadly defined to include any non-federal funding sources available to member the jurisdictions in the MPO Urbanized Area.

Projections of Available Funds

As the Hattiesburg Metropolitan Transportation Plan 2035 cannot be implemented at once because of financial constraints, it will be implemented in three stages. Stage I (2012-2015), Stage II (2016-2019), Stage III (2020-2035). The first stage is reflected in this Financial Plan.

Stage I is planned for improvement in the years 2012 to 2015 as shown in Table 1. These projects are funded with local, State, and Federal funds. The planned improvements in Stage I are projected to cost **\$108.4 million** and represent improvements consisting of intersection improvements, roadway widening, new roadway construction, new bridge construction, bridge replacements, roadway maintenance, enhancements, and corridor preservation projects. Stage I projects are shown in Figure 1.

The assignment of the recommended improvements to particular stages was primarily based on the projected demand for roadway capacity associated with future traffic. The staging was, however, significantly influenced by available

funding, prudent scheduling, individual project complexity, relationship to other planned improvements and other factors.

Hattiesburg Urbanized Area MTP 2035 Staged Improvement Program Stage I (2011-2015)							
Jurisdiction	Project #	Name	Location	Improvement	Length (miles)	Funding Source	Stage I Est. Cost
MDOT	503	I-59	@Hardy St	Add Capacity to SB Exit	--	IM	\$1,061,208
MDOT	201	I-59	@MS Hwy 42	Interchange Modification	--	IM	\$26,882,212
MDOT	201	MS 42 Relocated	I-59 to US 49	New 4 Lane	5.90	STPFLEX	\$27,255,642
MDOT		US 98 Bypass	I-59 to US 98	New 4 Lane Engineering	11.70	STP FLEX	\$400,000
MDOT		Various Locations	Various Locations	Bridge Replacement	--	FBR	\$5,306,040
MDOT		Various Locations	Various Locations	Enhancements	--	STPENH	\$3,979,530
MDOT		Various Locations	Various Locations	Maintenance	--	Various	\$5,306,040
MDOT		Various Locations	Various Locations	ITS Improvements	--	Various	\$1,061,208
MDOT		Various Locations	Various Locations	Safety Improvements	--	Various	\$2,653,020
MDOT		Various Locations	Various Locations	Overlay	--	Various	\$5,306,040
Hattiesburg		Chain Park, Phase 2		Pedestrian Walking Trail	0.85	ARRA	\$850,576
Hattiesburg		Various Locations	Various Locations	Overlay	--	ARRA	\$2,149,127
Hattiesburg	114	US 98	I-59 to King Road	ITS Improvements	3.50	ITS	\$1,300,000
Hattiesburg		Hardy St	W Pine St to 21 st Ave	Overlay	2.10	STP<200K	\$879,731
Hattiesburg		Various Locations	Various Locations	Intersection Improvements	--	STP<200K	\$1,451,940
Hattiesburg		Long Leaf Trace	USM to N Main St	New Bicycle Facility	2.40	STPENH	\$624,240
Hattiesburg		4 th Street	25 th Ave to Jackson St	Center Turn Lane	2.10	Special Funds	\$9,016,443
Hattiesburg	105	Hardy St	21 st St to US Hwy 49	Turn Lanes, Overlay	0.37	Special Funds	\$800,000
Petal		Chappel Hill Road	Greens Creejk	Bridge Repair	0.19	FBR	\$136,680
Petal	EC	Byrd Parkway	MS 42 to Old Richton Rd	New 2 Lane Roadway	1.10	Special Funds	\$1,800,000
Petal		City of Petal		Bicycle Facility	--	Special Funds	\$270,000
Lamar		New Roadway	US 98 to W4th St @ Jackson Rd	New 3 Lane	1.40	Special Funds	\$2,700,000
Lamar		Lincoln Rd/Hegwood Rd	Oak Grove Rd to US 98	Center Turn Lane	2.00	Special Funds	\$3,350,000
Lamar	110	W 4 th St	Cross Creek Pkwy to Jackson Rd	Center Turn Lane	1.25	Special Funds	\$2,100,000
Lamar	108	Weathersby Rd/Oak Grove Rd	US 98 to Lincoln Rd	Center Turn Lane	1.50	STP<200K	\$1,800,300
Stage I Program , Estimated Total Cost							\$108,439,976

Table I -- Source: Hattiesburg Metropolitan Transportation Plan 2035

Financial Constraint, Long-Range Transportation Plans And Transportation Improvement Programs

Section 450.322 (f) (10) of the final rule requires that long-range transportation plans include a "—financial plan that demonstrates how the adopted transportation plan can be implemented." Also, Section 450.324 (h) states: "The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented—." Thus, both the Hattiesburg Urbanized Area Transportation Plan and the Transportation Improvement Program must be "financially constrained."

The HPFL-MPO is responsible for the development of a financially constrained of the Transportation Improvement Plan for the Hattiesburg Urbanized Area and the Mississippi Department of Transportation will be responsible for the development of fiscally constrained state projects placed in the HPFL-MPO TIP. The HPFL-MPO has established a contingency fund to cover cost overruns and administrative changes.

Accordingly, if **new projects** are added to an adopted Hattiesburg Urbanized Area Transportation Plan or an adopted Transportation Improvement Program, which were not included in the adopted versions of those documents, one of two measures must be taken. Either additional funds will be identified to finance such new projects; or other previously approved projects with funds equal to the estimated cost of the new project will be removed from the plan or TIP.

If the cost of a project requested by a Local Public Agency (LPA) exceeds the amount programmed in the TIP, the HPFL-MPO will take one of the following actions in order to demonstrate financial constraint:

1. The LPA will be advised by the HPFL-MPO that they must absorb the cost beyond funds committed to the project; or
2. The HPFL-MPO will grant additional funds requested by the LPA and will eliminate an **equal amount** of funds from another project previously included in the TIP; or
3. The HPFL-MPO will delete the project from the TIP if the LPA decides to terminate the project, leaving additional funds available to be distributed as the HPFL-MPO determines (see below).

However, if **the cost of a project requested by an LPA is less** than the amount programmed in the TIP, or **if additional funds beyond the amount projected in the Financial Plan become available** (or a project is terminated as stated in option 3 above), the HPFL-MPO will take one of the following actions:

1. The additional funds will be placed in "reserve" to be committed by the HPFL-MPO at a later date; or
2. The additional funds will be committed to another LPA project from the Hattiesburg Urbanized Area Transportation Plan not originally programmed in the TIP; or
3. The additional funds will be committed to another project (previously programmed) for which the cost exceeds the original amount programmed.

**** (See Attachment Two – Financial Plan Spreadsheet)**



Attachment 1

Transportation Improvement Plan Procedures



Transportation Improvement Program Procedures Summary

The **Transportation Improvement Program** (TIP) is one of the most important products of the MPO's planning process.

What is the TIP?

The Transportation Improvement Program (TIP) is a financially constrained four-year program for addressing short-term transportation priorities that are consistent with the area's long-range transportation plan (LRTP).

The TIP allocates the limited transportation resources among the various capital and operating needs of the area, based on locally developed priorities.

The TIP:

- Covers a minimum four-year period of investment
- Is an agreed upon list of priority projects for the region
- Is updated every two years
- May be amended every 6 months
- Is realistic in terms of available funding
- Is approved by the MPO and the Governor
- Will be financially constrained
- Is incorporated into the Statewide Transportation Improvement Program

What role does the MPO play?

The TIP is developed and approved by the MPO and is included, without modification, in the Statewide Transportation Improvement Program (STIP) following approval by the Governor. The TIP can be modified at any time subject to approval of the MPO technical and policy committees.

How is the TIP funded?

Federal funding made available through the Surface Transportation Program (STP) is transferred first to the Mississippi Department of Transportation (MDOT), and then allocated to the MPO in a population-based formula. The funds are allocated through the MPO to local public agencies for eligible transportation improvement projects.

What roads are eligible in the Hattiesburg Urbanized Area?

Any functionally classified road within the urbanized area is eligible for Federal funding.

What are the funding requirements?

Safety projects may be 100% federally funded but may not exceed 10% of the annual STP allocation. Other projects are eligible for 80% federal funding

Eligible Projects Include:

Projects that improve traffic flow, reduce congestion, enhance safety, reduce vehicle idling, reduce vehicle miles traveled, provide access to public transit, and improve the modal options and intermodal connectivity for people and goods.

- New signals, signal upgrades, signal systems
- Turn lanes, intersection geometry improvements
- Access management
- Reconstruction
- Construction of additional lanes or new facilities
- Bicycle and pedestrian facilities
- Facilities for park and ride programs
- Public transit programs and facilities

TIP Development Process

- TIP is updated every 2-years and may be amended every 6-months
- Submittal of project application.
- Letter of request from Mayor, President of Board of Supervisors, or Executive Director.
- HPFL-MPO recommendation of projects to be incorporated into the TIP based on a project evaluation process that reflects the MPO's objectives.
- Public comment period for draft TIP.
- Policy Committee adoption of the TIP.

Project Evaluation Process

- Projects will be ranked by type of improvement, deficiencies addressed and other MPO goals satisfied
- Level of congestion and safety deficiency will be assessed
- Cost, regional significance, project match, environmental justice impacts, etc. will be considered
- Project readiness will positively impact ranking
- Traffic operations projects will be highly ranked
- Projects that incorporate transit, pedestrian and/or bicycle facilities will receive additional points

Policies

- All proposed projects must clearly demonstrate that they help achieve MPO objectives.
- Project sponsor will be held responsible for implementing project in a timely manner.
- Project sponsor will submit a project status update form to the HPFL-MPO at least every six months.
- If project cost exceeds the initial estimate, HPFL-MPO can grant up to a 15% increase if funding is available.
- Any increase requested greater than 15% must be approved by the MPO Policy Committee.
- Projects must be consistent with the long-range transportation plan.

Funding

Federal funding for projects in the TIP is provided through the Surface Transportation Program (STP) and is administered through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

These funds are apportioned to each state's urbanized area through the Metropolitan Planning Organization (MPO). A formula is developed to apportion these funds to each state based on that state's urbanized area population as a ratio of the nation's total urbanized area population. With the exception of safety projects and some projects funded through congressional earmarks, which may receive 100% federal funding, TIP projects are generally funded using an 80% federal/20% local-match ratio.

For a project to be considered for inclusion in the TIP, a commitment from the sponsoring agency to provide the required local matching funds is required.

TIP Development and Consultation Process

The HPFL-MPO's goal for its public participation activities and agency consultation is to ensure that the area's transportation plans and projects reflect the region's values and benefit all communities within the planning area equally. This document considers Federal regulations outlined in 23 CFR 450.316, and outlines how the public participation activities are administered by the HPFL-MPO as they relate to the development of specific planning documents, policies and programs.

Full TIP Update

Every two years, HPFL-MPO notifies local public agencies (LPAs) that a new TIP is under development, and that STP funding anticipated to be available to the MPO is being made available for allocation to transportation improvement projects within the region.

- Local public agencies and resource agencies for consultation are notified that a full update to the TIP has been initiated.
- Applicant agencies are required to complete a project application and submit it to the MPO by a specified deadline.
- Each completed project application must include a letter or resolution of transmittal signed by the mayor, president of the board of supervisors, or director of the applicant agency and a commitment to providing the local match. A proposed timeline should be provided on the application as well.
- MPO staff, using the adopted project evaluation process, scores eligible projects. The evaluation process is a way of measuring what each project will do to advance the goals and objectives of the MPO and is used to rank proposed projects for inclusion in the draft TIP.
- The MPO begins the 45-day review and comment period by seeking public input by placing a display ad in statewide, regional and minority newspapers within the urbanized area. The ad informs the public of relevant upcoming MPO public meetings, includes a brief explanation of what the TIP is, and directs the public to locations where they may view the proposed projects for the Transportation Improvement Program.
- MPO staff utilizes direct mailings and the MPO website to consult with identified agencies for consultation regarding the proposed projects for the Transportation Improvement Program. At this time, agencies for consultation may request special

meetings to discuss the project proposals. If no comment is received from the “agencies for consultation”, it will be assumed that they concur with the proposal. Comments on proposed projects and suggestions for additional projects would be recorded and forwarded to the project sponsors. The project sponsors submit any additional projects or scope changes resulting from public input received during the review and comment period.

- The MPO hosts two public meetings (one in each county) during the 45 day review period concerning the proposed projects for the draft TIP. MPO staff review and respond to public comments in conjunction with the affected cities and counties.
- The draft program is developed based on the amount of available funding, participation and consultation input, and the MPO project evaluation process.
- The draft TIP is presented to the Technical Committee for their consideration.
- Agencies for consultation are invited to this meeting in order to provide for specific consultation with these agencies to add any additional comment regarding the proposed TIP. The Technical Committee considers comments received before they recommend the draft TIP for submittal to the Policy Committee.
- If there is a significant difference from what was proposed on the draft TIP and the final TIP from comment received during the public comment and review period, notice is given on the MPO website specific to these changes.
- Eligible projects that do not get recommended for the financially constrained TIP, may be placed in a “Stand-by” category and considered during the “6-month TIP Amendment and Evaluation Process” if funds become available.
- The draft TIP is then sent to the Policy Committee for their approval. Upon the Policy Committee approval, the amendments are added and the final TIP is submitted to MDOT and FHWA.

Amendment

Between full updates to the TIP, the need may arise to amend the program to include new projects or change existing projects. All proposed project additions to the TIP are considered during the 6-month amendment and evaluation process. Changes considered as major amendments require action by the Technical Committee and Policy Committee. Major amendments are advertised in the legal section of the regional newspapers. Publication of the legal ad begins a public comment and review period. The ad directs interested parties to the MPO website and Public Facility Review locations to view the proposed changes and make comment. These amendments include: Addition of a project, deletion of a project, actions that may have adverse affects on another agency’s project due to fiscal constraint, and major changes to the scope of a project.

- TIP amendments are considered on a 6-month cycle for Surface Transportation Plan (STP) funds and quarterly for other funding sources.
- Jurisdictions and the resource agencies for consultation are notified that TIP amendments are being considered and that the projects will be posted on the MPO website.
- The project sponsors must send a letter and project application to HPFL-MPO requesting a TIP amendment.
- MPO staff members evaluate projects currently on the TIP to make sure they are moving forward in a timely manner. If a TIP project is not implemented in a timely manner, the project sponsor is requested to explain the nature of the delay to the

- MPO. If project requirements are not met, and delays unjustified, the recommendation may be made to the Technical Committee and the Policy Committee to remove the project from the TIP. If delays are justified then the project may be moved back one year on the TIP. A timely manner means a project follows the proposed timeline submitted on the project application.
- If the projects proposed for the TIP are not included in the current long-range plan, an analysis determines if the LRTP should be amended to include the project. A determination of fiscal constraint must be performed as well. If the recommendation is made to amend the long-range plan to allow inclusion of the proposed project, the project undergoes the TIP “project evaluation process”.
 - Project addition requests are considered for addition to the TIP based on the scoring received in the “project evaluation process”.
 - A draft program of projects is developed based on the availability of funds in the financially constrained TIP.
 - MPO staff informs the public of the projects proposed to be evaluated for inclusion in the TIP by placing a display ad in the regional newspaper to initiate the 15-day review period. The public have opportunity to review the projects at public facility review locations and the MPO website. Agencies for consultation are informed of the proposed amendments by direct mail. A comment form is included in the mailing to provide the agency the opportunity to comment, request additional information or schedule a special meeting. If no comment is received, the MPO assumes concurrence with the proposed amendment.
 - MPO staff and the project sponsor review any comments regarding specific projects. A file is created regarding each comment, and kept as an appendix to the TIP that includes an evaluation and an explanation of how the comment was considered and the results of such consideration.
 - The amendments to the TIP are presented to the Technical Committee for their consideration. This meeting is made available to the public and agencies for consultation to provide any additional comment regarding the proposed TIP. Comments received are considered by the Technical Committee before they recommend the draft TIP for submittal to the Policy Committee.
 - If there is a significant difference from what was proposed on the draft TIP and the final TIP from comment received during the public comment and review period, notice is posted on the MPO website specific to these changes. Ideas and projects suggested by the public that were not addressed or included in the TIP are listed in an appendix, along with the reasons for their non-inclusion as described by the process for comment consideration in Section 5.4 of the MPO’s Participation Plan.
 - The amendments to the TIP are then brought before the Transportation Policy Committee (TPC) for their approval. Upon TPC approval, the amendments are included in the TIP and it is submitted to MDOT and FHWA.

Administrative Adjustment

Changes considered as minor TIP administrative adjustments may be executed by MPO staff. No public comment and review period is required for an “adjustment” to the TIP. The adjustments will be posted on the MPO website. Reasons for minor adjustments include as follows:

- Change of project cost that requires less than 15% increase to STP funding.

- Minor changes in project scope including the funding sources, limits, description, turning lanes, intersection modifications, shoulders, etc.
- Adjustments to project scheduling which do not affect other agencies projects or funds.
- Correction for omissions or errors in an approved project provided the action does not affect other agency's projects.



Attachment 2
Financial Plan Spreadsheet

Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization (HPFL-MPO) Financial Plan

Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization					
2008-2011 Transportation Improvement Plan Projects					
Earmarks Projects					
	Total Cost	Fund Source	Federal Share	State/Local Match Share	
2012	\$ 9,597,369	EM	\$ 5,987,000	\$ 3,610,369	
2013	\$ 8,435,226	EM	\$ 6,834,144	\$ 1,601,082	
2014	\$ -	EM	\$ -	\$ -	
2015	\$ -	EM	\$ -	\$ -	
Total Earmarks Projects	\$ 18,032,595		\$ 12,821,144	\$ 5,211,451	
STP Projects					
	Total Cost	Fund Source	Federal Share	State/Local Match Share	
2012	\$ 1,516,280	STP	\$ 1,141,280	\$ 375,000	
2013	\$ 1,247,500	STP	\$ 606,000	\$ 641,500	
2014	\$ 2,038,177	STP	\$ 1,563,177	\$ 475,000	
2015	\$ 419,944	STP	\$ 419,944	\$ -	
Total STP Projects	\$ 5,221,901		\$ 3,730,401	\$ 1,491,500	
Bridge Repair Projects					
	Total Cost	Fund Source	Federal Share	State/Local Match Share	
2012	\$ -	BR	\$ -	\$ -	
2013	\$ -	BR	\$ -	\$ -	
2014	\$ -	BR	\$ -	\$ -	
2015	\$ -	BR	\$ -	\$ -	
Total Bridge Repair Projects	\$ -		\$ -	\$ -	
ARRA Projects					
	Total Cost	Fund Source	Federal Share	State/Local Match Share	
2012	\$ 521,311	ARRA	\$ 521,311	\$ -	
2013	\$ -	ARRA	\$ -	\$ -	
2014	\$ -	ARRA	\$ -	\$ -	
2015	\$ -	ARRA	\$ -	\$ -	
Total ARRA Projects	\$ 521,311		\$ 521,311	\$ -	
HPFL-MPO Contingency Fund					
	Total Cost	Fund Source	Federal Share	State/Local Match Share	
2012	\$ -	STP	\$ -	\$ -	
2013	\$ -	STP	\$ -	\$ -	
2014	\$ -	STP	\$ -	\$ -	
2015	\$ -	STP	\$ -	\$ -	
Total HPFL-MPO Contingency Fund	\$ -		\$ -	\$ -	
Grouped Projects/ITS & Safety					
	Total Cost	Fund Source	Federal Share	State/Local Match Share	
2012	\$ 120,000	STP/ITS	\$ 100,000	\$ 20,000	
2013	\$ 1,451,940	STP/Safety	\$ 1,451,940	\$ -	
Total Grouped Projects	\$ 1,571,940		\$ 1,551,940	\$ 20,000	
Hub City Transit **					
	Total Cost	Fund Source	Federal Share	State/Local Match Share	
Operations/Planning/ARRA	2012 \$ 787,872	FTA	\$ 413,936	\$ 373,936	
Operations/Planning	2013 \$ 747,872	FTA	\$ 373,936	\$ 373,936	
Operations/Planning	2014 \$ 747,872	FTA	\$ 373,936	\$ 373,936	
Operations/Planning	2015 \$ 747,872	FTA	\$ 373,936	\$ 373,936	
Capital/Preventative Maintenance	2012 \$ 830,672	FTA/ARRA	\$ 768,279	\$ 62,393	
Capital/Preventative Maintenance	2013 \$ 448,722	FTA	\$ 373,936	\$ 74,786	
Capital/Preventative Maintenance	2014 \$ 448,722	FTA	\$ 373,936	\$ 74,786	
Capital/Preventative Maintenance	2015 \$ 448,722	FTA	\$ 373,936	\$ 74,786	
Total Hub City Transit	\$ 5,208,326		\$ 3,425,831	\$ 1,782,495	
Total HPFL-MPO PROJECTS	\$ 30,555,263		\$ 22,050,627	\$ 8,505,446	



Attachment 3

2012 - 2015 HPFL-MPO TIP



HATTIESBURG-PETAL-FORREST-LAMAR METROPOLITAN PLANNING ORGANIZATION
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM
HPFL-MPO GROUPED PROJECTS

ITS

Fiscal Year	Agency	Fund Source	Federal Share	State Share	Total Funds
2012	HPFL	STP	\$100,000	\$20,000	\$120,000
SUB-TOTAL FOR ITS			\$100,000	\$20,000	\$120,000

SAFETY

Fiscal Year	Agency	Fund Source	Federal Share	State Share	Total Funds
2012	HPFL	STP	\$1,451,940	\$0	\$1,451,940
SUB-TOTAL FOR SAFETY			\$1,451,940	\$0	\$1,451,940

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



HATTIESBURG-PETAL-FORREST-LAMAR METROPOLITAN PLANNING ORGANIZATION
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM
HPFL-MPO URBANIZED AREA PROJECTS

County Name Forrest

Need ID: 202	Responsible Agency: City of Petal	Total Project Cost: \$240,000
Route: Bike Trail	Project Length: 1.14	Fund Source: Earmark/Local
Termini: River Park/8th Avenue		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
105051/801000	2015	Bike Trail	ENV/DES/ROW	\$0	\$30,000	\$30,000
105051/801000	2016	Bike Trail	CON	\$192,000	\$48,000	\$240,000
SUB-TOTAL FOR NEED 202				\$192,000	\$78,000	\$270,000

SUB-TOTAL FOR Forrest COUNTY				\$8,412,077	\$2,351,065	\$10,763,142
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HATTIESBURG-PETAL-FORREST-LAMAR METROPOLITAN PLANNING ORGANIZATION
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM
HPFL-MPO URBANIZED AREA PROJECTS

County Name Lamar

Need ID: 412 **Responsible Agency:** Lamar County **Total Project Cost:** \$1,786,000
Route: Weathersby Rd **Project Length:** 0.50 **Fund Source:** STP/Local
Termini: Lowes at Hwy 98 to Hartfield Rd

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
NPN	2014	Widen/Overlay/Curb Gutter	ENV	\$0	\$15,000	\$15,000
NPN	2015	Widen/Overlay/Curb Gutter	ROW/Design	\$0	\$475,000	\$475,000
NPN	2017	Widen/Overlay/Curb Gutter	CON	\$419,944	\$0	\$419,944
SUB-TOTAL FOR NEED 412				\$419,944	\$490,000	\$909,944

Need ID: 414 **Responsible Agency:** Lamar County **Total Project Cost:** \$4,358,468
Route: Lincoln Rd Ext **Project Length:** 2.10 **Fund Source:** MDA (DECD)/Local
Termini: Oak Grove Rd to Hegwood to Hwy 98

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
037 (2)B	2015	Widen/Overlay/New Construction	ENV/DES/ROW	\$0	\$1,210,000	\$1,210,000
037(2) B	2016	Widen/Overlay/New Construction	CON	\$0	\$3,148,468	\$3,148,468
SUB-TOTAL FOR NEED 414				\$0	\$4,358,468	\$4,358,468

Need ID: 415 **Responsible Agency:** Lamar County **Total Project Cost:** \$2,328,971
Route: Old Hwy 11 **Project Length:** 2.50 **Fund Source:** STP/Local
Termini: Hattiesburg Corp Limit South to Richburg Rd

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
NPN	2014	Widen/Overlay/Turn Lane	CON	\$1,563,177	\$340,794	\$1,953,971
NPN	2014	Widen/Overlay/Turn Lane	ROW/DESIGN	\$0	\$360,000	\$360,000
NPN	2014	Widen/Overlay/Turn Lane	ENV	\$0	\$15,000	\$15,000
SUB-TOTAL FOR NEED 415				\$1,563,177	\$715,794	\$2,328,971

SUB-TOTAL FOR Lamar COUNTY				\$1,983,121	\$5,564,262	\$7,597,383
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HATTIESBURG-PETAL-FORREST-LAMAR METROPOLITAN PLANNING ORGANIZATION
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM
CITY OF HATTIESBURG MASS TRANSIT SYSTEM - HUB CITY TRANSIT

2012

Agency: Hub City Transit

Fund Source: FTA

FTA Section Program	Work Type	Federal Funds	State/Local Funds	Total Cost
Section 5307	Capital	\$186,968	\$37,393	\$224,361
Section 5307	Capital	\$100,000	\$25,000	\$125,000
Section 5307	Capital/Support Equipment/ARRA	\$94,334	\$0	\$94,334
Section 5307	Capital/ADA Accessibility Improvements/ARRA	\$261,977	\$0	\$261,977
Section 5307	Capital/ITS Informational Kiosk/ARRA	\$125,000	\$0	\$125,000
Section 5307	Operations	\$373,936	\$373,936	\$747,872
Section 5307	Operation/ARRA	\$40,000	\$0	\$40,000
Section 5307	HCT Operations/Planning	\$41,339	\$41,339	\$82,678
Section 5307	Preventative Maintenance/Capital	\$186,968	\$37,393	\$224,361
SUBTOTAL FOR Section 5307		\$1,410,522	\$515,061	\$1,925,583
SUB-TOTAL FOR 2012		\$1,410,522	\$515,061	\$1,925,583



HATTIESBURG-PETAL-FORREST-LAMAR METROPOLITAN PLANNING ORGANIZATION
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM
CITY OF HATTIESBURG MASS TRANSIT SYSTEM - HUB CITY TRANSIT

2013

Agency: Hub City Transit

Fund Source: FTA

FTA Section Program	Work Type	Federal Funds	State/Local Funds	Total Cost
Section 5307	Preventative Maintenance/Capital	\$186,968	\$37,393	\$224,361
Section 5307	Capital	\$186,968	\$37,393	\$224,361
Section 5307	Operation	\$373,936	\$373,936	\$747,872
SUBTOTAL FOR Section 5307		\$747,872	\$448,722	\$1,196,594
SUB-TOTAL FOR 2013		\$747,872	\$448,722	\$1,196,594



HATTIESBURG-PETAL-FORREST-LAMAR METROPOLITAN PLANNING ORGANIZATION
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM
CITY OF HATTIESBURG MASS TRANSIT SYSTEM - HUB CITY TRANSIT

2014

Agency: Hub City Transit

Fund Source: FTA

FTA Section Program	Work Type	Federal Funds	State/Local Funds	Total Cost
Section 5307	Operations	\$373,936	\$373,936	\$747,872
Section 5307	Preventative Maintenance/Capital	\$186,968	\$37,393	\$224,361
Section 5307	Capital	\$186,968	\$37,993	\$224,361
SUBTOTAL FOR Section 5307		\$747,872	\$449,322	\$1,196,594
SUB-TOTAL FOR 2014		\$747,872	\$449,322	\$1,196,594



HATTIESBURG-PETAL-FORREST-LAMAR METROPOLITAN PLANNING ORGANIZATION
2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM
CITY OF HATTIESBURG MASS TRANSIT SYSTEM - HUB CITY TRANSIT

2015

Agency: Hub City Transit

Fund Source: FTA

FTA Section Program	Work Type	Federal Funds	State/Local Funds	Total Cost
Section 5307	Capital	\$186,968	\$37,993	\$224,361
Section 5307	Operation	\$373,936	\$373,936	\$747,872
Section 5307	Preventative Maintenance/Capital	\$186,968	\$37,993	\$224,361
SUBTOTAL FOR Section 5307		\$747,872	\$449,922	\$1,196,594
SUB-TOTAL FOR 2015		\$747,872	\$449,922	\$1,196,594



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
HATTIESBURG URBANIZED AREA GROUPED PROJECTS**

BRIDGE REPLACEMENT

Fiscal Year	Agency	Fund Source	Federal Share	State/Local Share	Total Cost
2012	MDOT/STATE AID	BR/STP/NH/SFP/NHPP	\$880,000	\$220,000	\$1,100,000
2013	MDOT/STATE AID	BR/STP/NH/SFP/NHPP	\$6,560,000	\$1,640,000	\$8,200,000
2014	MDOT/STATE AID	BR/STP/NH/SFP/NHPP	\$960,000	\$240,000	\$1,200,000
2015	MDOT/STATE AID	BR/STP/NH/SFP/NHPP	\$1,000,000	\$250,000	\$1,250,000
SUB-TOTAL FOR BRIDGE REPLACEMENT			\$9,400,000	\$2,350,000	\$11,750,000

ENHANCEMENT/RECREATIONAL TRAILS/SRTS

Fiscal Year	Agency	Fund Source	Federal Share	State/Local Share	Total Cost
2012	MDOT/LOCAL AGENCIES	STP/SFP/LOCAL/TA	\$1,048,000	\$400,608	\$1,448,608
2013	MDOT/LOCAL AGENCIES	STP/SFP/LOCAL/TA	\$459,860	\$114,965	\$574,825
2014	MDOT/LOCAL AGENCIES	STP/SFP/LOCAL/TA	\$397,600	\$99,400	\$497,000
2015	MDOT/LOCAL AGENCIES	STP/SFP/LOCAL/TA	\$413,600	\$103,400	\$517,000
SUB-TOTAL FOR ENHANCEMENT/RECREATIONAL TRAILS/SRTS			\$2,319,060	\$718,373	\$3,037,433

ITS

Fiscal Year	Agency	Fund Source	Federal Share	State/Local Share	Total Cost
2012	MDOT/LOCAL AGENCIES	NHS/STP/SFP/NHPP	\$80,000	\$20,000	\$100,000
2013	MDOT/LOCAL AGENCIES	NHS/STP/SFP/NHPP	\$80,800	\$20,200	\$101,000
2014	MDOT/LOCAL AGENCIES	NHS/STP/SFP/NHPP	\$81,608	\$20,402	\$102,010
2015	MDOT/LOCAL AGENCIES	NHS/STP/SFP/NHPP	\$82,424	\$20,606	\$103,030
SUB-TOTAL FOR ITS			\$324,832	\$81,208	\$406,040

OPERATION/MAINTENANCE/MINOR RECONSTRUCTION

Fiscal Year	Agency	Fund Source	Federal Share	State/Local Share	Total Cost
2012	MDOT/STATE AID	IM/NHS/STP/EARMARK/NHPP	\$1,632,000	\$408,000	\$2,040,000
2013	MDOT/STATE AID	IM/NHS/STP/EARMARK/NHPP	\$2,500,000	\$625,000	\$3,125,000
2014	MDOT/STATE AID	IM/NHS/STP/EARMARK/NHPP	\$2,540,000	\$635,000	\$3,175,000
2015	MDOT/STATE AID	IM/NHS/STP/EARMARK/NHPP	\$1,081,600	\$270,400	\$1,352,000
SUB-TOTAL FOR OPERATION/MAINTENANCE/MINOR RECONSTRUCTION			\$7,753,600	\$1,938,400	\$9,692,000

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



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012 - 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
HATTIESBURG URBANIZED AREA GROUPED PROJECTS

SAFETY/RAILROAD CORSSING IMPROVEMENTS

Fiscal Year	Agency	Fund Source	Federal Share	State/Local Share	Total Cost
2012	MDOT/State Aid/Local Agencies	HSIP/NHS/STP/NHPP	\$450,000	\$50,000	\$500,000
2013	MDOT/State Aid/Local Agencies	HSIP/NHS/STP/NHPP	\$454,500	\$50,500	\$505,000
2014	MDOT/State Aid/Local Agencies	HSIP/NHS/STP/NHPP	\$459,045	\$51,005	\$510,050
2015	MDOT/State Aid/Local Agencies	HSIP/NHS/STP/NHPP	\$463,635	\$51,515	\$515,150
SUB-TOTAL FOR SAFETY/RAILROAD CORSSING IMPROVEMENTS			\$1,827,180	\$203,020	\$2,030,200

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



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MDOT PROJECTS - HATTIESBURG URBANIZED AREA

County Name **FORREST**

Need ID: 180066	Responsible Agency: MDOT	Total Project Cost: \$37,750,000
Route: I-59 AT MS 42	Project Length: 2.37	Fund Source: IM/NHS/SFP/NHPP/STP
Termini: I-59 INTERCHANGE AT SR 42		

Project Number/Detail	Fiscal Year	Scope of Work	Phase	Federal Share	State/Local Share	Total Cost Estimate
102334/201000	2012	INTERCHANGE	ROW	\$18,459,000	\$2,051,000	\$20,510,000
102334/201000	2013	INTERCHANGE	ROW/CONV	\$4,234,500	\$470,500	\$4,705,000
102334/201000	2014	INTERCHANGE	ROW/CONV	\$4,230,000	\$470,000	\$4,700,000
SUB-TOTAL FOR NEED 180066				\$26,923,500	\$2,991,500	\$29,915,000
This project uses Advance Construction. See the explanation in the Introduction for a description of this funding technique.						
SUB-TOTAL FOR FORREST COUNTY				\$26,923,500	\$2,991,500	\$29,915,000

MDOT STIP

Mississippi Department of Transportation
Statewide Transportation Improvement
Program

Fiscal Years 2012-2015

VOLUME III

Urbanized Area
Transportation Improvement Program

Chapter 4: Memphis Urbanized Area

The Memphis Metropolitan Planning Organization (MPO) has developed and adopted a Transportation Plan which meets requirements of the Intermodal Surface Transportation Efficiency Act of 1991. The Transportation Improvement Program (TIP), based upon the adopted Transportation Plan, is developed and adopted annually, the adopted Transportation Improvement Program is incorporated directly into the Statewide Transportation Improvement Program

For Additional Information Contact
Memphis MPO Coordinator
Memphis Metropolitan Planning Organization
125 N. Main Street, Suite 450
Memphis, TN 38103
Telephone: (901) 576-7190

2014-2017

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Adopted 09.12.2013

MEMPHIS URBAN AREA METROPOLITAN
PLANNING ORGANIZATION (MPO)

(Programa de Mejora de Transporte para MPO de Memphis)



Memphis MPO
METROPOLITAN PLANNING ORGANIZATION



Memphis MPO Contact Information:

125 North Main St., Suite # 450

Memphis, TN 38103

Ph. (901) 576-7190

Fax. (901) 576-7272

This document is available in accessible formats when requested five (5) days in advance.

This document was prepared and published by the Memphis Metropolitan Planning Organization and is prepared in cooperation with or with financial assistance from all or several of the following public entities: the Federal Transit Administration, the Federal Highway Administration, the Tennessee and Mississippi Department of Transportation, the Memphis Area Transit Authority, and the local governments in the MPO region.

It is the policy of the Memphis Urban Area Metropolitan Planning Organization (MPO) not to discriminate on the basis of age, sex, race, color, national origin or disability in its hiring or employment practices, or in its admission to or operations of its program, services, or activities. All inquiries for Title VI and/or the American Disabilities Act, contact John Paul Shaffer at 901-576-7130 or John.Shaffer@memphistn.gov.

ACKNOWLEDGEMENTS

The Memphis Urban Area Metropolitan Planning Organization (MPO) would like to acknowledge its members, who helped with the development of the FY 2014-17 TIP:

Tennessee Department of Transportation
Mississippi Department of Transportation
DeSoto County, MS
Fayette County, TN
Shelby County, TN
Town of Arlington, TN
City of Bartlett, TN
City of Braden, TN
Town of Collierville, TN
City of Gallaway, TN
City of Germantown, TN
City of Hernando, MS
City of Horn Lake, MS
City of Lakeland, TN
City of Memphis, TN
City of Millington, TN
City of Olive Branch, MS
City of Piperton, TN
City of Southaven, MS
City of Walls, MS
International Port of Memphis
Memphis Area Transit Authority
Memphis and Shelby County Airport Authority
Memphis and Shelby County Health Department

Federal Highway Administration—Tennessee Division
Federal Highway Administration— Mississippi Division
Federal Transit Administration— Region IV
US Environmental Protection Agency—EPA—Region IV

**A RESOLUTION
BY THE TRANSPORTATION POLICY BOARD
OF THE MEMPHIS URBAN AREA METROPOLITAN PLANNING ORGANIZATION
ADOPTING THE FY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
RESOLUTION # 2013-08**

WHEREAS, The Memphis Urban Area Metropolitan Planning Organization (MPO) is the organization responsible for planning the creation of an efficient transportation system in the Memphis urban area and for the appropriate use of federal transportation funds in that area; and

WHEREAS, The United States Department of Transportation rules and regulations (23 CFR 450) establish guidelines for the development, content, and processing of a cooperatively developed TIP in urbanized areas; and

WHEREAS, These regulations are applicable for projects involving federal funding under the Surface Transportation Program, the Congestion Mitigation/Air Quality Program, the National Highway Performance Program, the Transportation Alternatives Program, the Highway Safety Improvement Program, and Sections 5307, 5337, and 5339 of the Moving Ahead for Progress in the 21st Century (MAP-21); and

WHEREAS, A four-year program of transportation improvements was developed by participating agencies as part of the continuing, coordinated and comprehensive transportation planning process; and

WHEREAS, Public meetings were held prior to project submission and upon finalizing the FY 2014-17 TIP; and

WHEREAS, Notice of public availability of the proposed FY 2014-17 TIP was published in the newspapers in the Memphis urban planning area as specified in the approved Public Participation Plan, and draft copies of the FY 2014-2017 TIP were made available to the public for a period of ten (10) days prior to consideration by the Board to allow the public opportunity to review and comment on this plan; and

WHEREAS, The Air Quality Conformity Determination Report was made available to the public for a period of thirty (30) days prior to consideration by the Board to allow the public opportunity to review and comment on the air quality conformity report; and

WHEREAS, The selected projects in the FY 2014-2017 TIP are in agreement with the air quality conformity reports; and

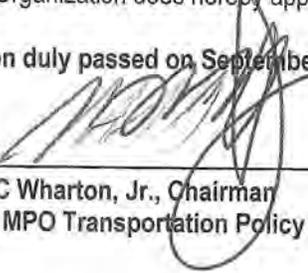
WHEREAS, The members of the Memphis Urban Area MPO agree to the stated terms and policy for the administration and implementation of the FY 2014-17 TIP; and

WHEREAS, The Engineering and Technical Committee, has reviewed the 2014-2017 TIP and have recommended this plan to the Transportation Policy Board for adoption; and

WHEREAS, The Transportation Policy Board has reviewed the FY 2014-2017 TIP and has considered the public comments received, (if any) and concurs with the recommendations of the ETC.

NOW, THEREFORE, BE IT RESOLVED, That the Transportation Policy Board of the Memphis Urban Area Metropolitan Planning Organization does hereby approve and adopt the FY 2014-2017 TIP.

Resolution duly passed on ~~September 12, 2013~~



**Mayor A C Wharton, Jr., Chairman
Memphis MPO Transportation Policy Board**

Self-Certifications and Federal Certifications

23CFR 450.334

- (a) The MPO and state shall certify the metropolitan planning process every 4 years is in accordance with:
- X (1) 23 USC 134, 49 USC 5303 (Highways and Transit)
 - X (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93
 - X (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21
 - X (4) 49 U.S.C. 5332, prohibiting discrimination, on the basis of race, color, creed, national origin, sex or age in employment or business opportunity
 - X (5) Section 1101 (b) of the MAP-21 (Pub. L 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects
 - X (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts
 - X (7) Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. Seq.) and 49 CFR parts 27, 37 and 38
 - X (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance
 - X (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender
 - X (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities



Mayor A C Wharton, Jr., Chairman
Memphis MPO Transportation Policy Board

September 12, 2013
Date

ACRONYMS

3R	Resurfacing, Restoration and Rehabilitation (type of highway improvement)
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AQ	Air Quality
CAA	Clean Air Act
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation & Air Quality Program
CO	Carbon Monoxide
CONST	Construction (project phase)
DPD	Memphis and Shelby County Division of Planning and Development
DRS	Department of Regional Services
E+C	Existing Plus Committed Transportation Network
EJ	Environmental Justice
ENH	Enhancement Grant
EPA	U.S. Environmental Protection Agency
ETC	Engineering and Technical Committee
FBD	Ferry Boat Discretionary Program
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HOV	High Occupancy Vehicle
HPP	High Priority Projects
HSIP	Highway Safety Improvement Program
IAC	Interagency Consultation Committee
IM	Interstate Maintenance Program
IMD	Interstate Maintenance Discretionary Program
ITS	Intelligent Transportation Systems
LOS	Level of Service
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MATA	Memphis Area Transit Authority
MDEQ	Mississippi Department of Environmental Quality
MDOT	Mississippi Department of Transportation
MOVES	Motor Vehicle Emissions Simulator
MPO	Metropolitan Planning Organization
MSCAA	Memphis and Shelby County Airport Authority
MSCHD	Memphis and Shelby County Health Department
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHPP	National Highway Performance Program
NHS	National Highway Systems
NOx	Nitrogen Oxide
PE	Preliminary Engineering (project phase)
PE-N	Preliminary Engineering-NEPA
PE-D	Preliminary Engineering-Design
PPP	Public Participation Plan
ROW	Right of Way (project phase)

SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SFP	State-Funded Project (Mississippi DOT)
SIP	State Implementation Plan (for air quality)
SRTS	Safe Routes to School Program
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAP	Transportation Alternatives Program
TCM	Transportation Control Measures
TCSP	Transportation, Community and System Preservation Program
TDEC	Tennessee Department of Environment and Conservation
TDOT	Tennessee Department of Transportation
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
Title VI	Title VI of the U.S. Civil Rights Act of 1964, as amended
TMA	Transportation Management Area
TPB	Transportation Policy Board
USC	United State Code
V/C	Volume to Capacity Ratio
VMT	Vehicle Miles Traveled
YOE	Year of Expenditure

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I. WHAT IS A TIP?

The 2014-2017 Transportation Improvement Program (TIP) is a four (4) year long, fiscally constrained, short-range program, which provides a prioritized list of multimodal transportation projects within the Memphis Urban Area Metropolitan Planning Organization (Memphis MPO) area (Figure 1). The fiscal year 2014-2017 TIP covers the period from October 1, 2013, to September 30, 2017.

Preparation of the TIP is required by the federal legislation known as Moving Ahead for Progress in the 21st Century (MAP-21) and by the Metropolitan Planning Regulations (23CFR 450.324) of the United States Department of Transportation (USDOT). Federal regulations require the Memphis MPO's transportation planning activities, including the development of the TIP, to be carried out in a Continuing, Cooperative and Comprehensive manner (the "3C" approach).

The TIP provides an overview of how transportation revenues will be invested over a four (4) year period by state and local agencies that have legal responsibility to build, operate, and maintain the states' highway, street and public transit systems.

Federal law requires expenditures in the TIP to be consistent with the Memphis MPO Long Range Transportation Plan (LRTP). The Memphis MPO's *Direction 2040* LRTP was adopted on February 23, 2012. The Memphis MPO develops the TIP collaboratively with local governments, transit and transportation agencies, and the Tennessee and Mississippi Departments of Transportation (TDOT & MDOT, respectively). Once adopted by the MPO, the TIP is then included in TDOT's and MDOT's Statewide Transportation Improvement Programs (STIPs), and subsequently approved by the Governors of both Tennessee and Mississippi.

To help track project delivery and the status of TIP projects, federal regulations require the Memphis MPO to publish the annual list of obligated projects report. This report, produced in the first quarter of the following fiscal year, lists all transportation projects in the Memphis MPO region for which federal funds were obligated in the preceding fiscal year.

In summation, the TIP:

- Covers a minimum four (4) year period;
- Is realistic in terms of available funding ("fiscally constrained") as opposed to simply serving as a "wish list" of projects;
- Has funding committed for the projects scheduled in the first two (2) years in non-attainment and maintenance areas;
- Conforms with the State Implementation Plan (SIP) for air quality in areas where the region is designated as non-attainment or maintenance;
- Is approved by the MPO and the respective state Governors;
- Lists all federally funded and regionally significant locally funded projects.

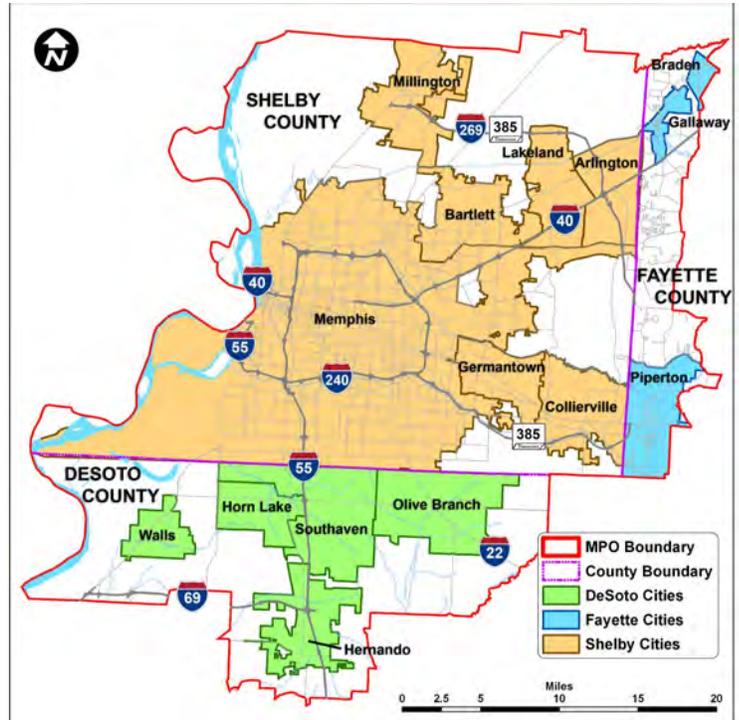
What is Fiscal Constraint?

Fiscal constraint means that the projected amount of expenditures would not exceed the projected amount of revenues, thus limiting the number of projects to be included in the TIP.

Can the TIP be changed after it is adopted?

The approved TIP can be amended to add new projects, delete projects, advance projects into the first horizon year, and accommodate cost, phase of work and scope changes to a project. Major changes require public review and analysis of air quality impacts. More information on these processes is included in Section V: TIP Amendments and Adjustments.

Figure 1: Memphis Urban Area MPO Study Area



What does the TIP show?

The TIP not only lists specific projects, but also documents the anticipated schedule and cost for each project phase, for example: preliminary engineering (PE), right-of-way (ROW) acquisition, and construction (CONST). As it is primarily a funding program, the TIP does not include detailed engineering design of the projects, which are the responsibility of the sponsoring jurisdiction.

What kind of projects does the TIP include?

The TIP is multimodal, and as such, it includes bicycle, pedestrian, repaving, signalization and freight related projects, in addition to (and as elements of) the more traditional highway and public transit projects.

What funding sources are included in the TIP?

Most funding sources for the projects in the TIP come from federal funds allocated to Tennessee and Mississippi under MAP-21 and administered through the US Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). For most funding sources, projects are funded using an 80/20 split, with 80 percent in federal funds and the remaining 20 percent in state or local matching funds. There are some funding sources that require less than a 20 percent match or are 100 percent federally funded. The share of funding is noted on each TIP project page. Tables 1, 2, and 3 illustrate the funding sources and project eligibilities in the FY 2014-17 TIP.

What happens in the four (4) year period of the TIP?

The title of each adopted TIP contains the federal fiscal years covered under the document. The federal fiscal year runs from October 1st of the previous calendar year to September 30th; therefore, the first year programmed in the current TIP (FY 2014) covers the period from October 1, 2013 to September 30, 2014. Funds programmed to a project in the first two years of a TIP are committed dollars, whereas funds programmed for the next two years are based on reasonable projections of anticipated funds.

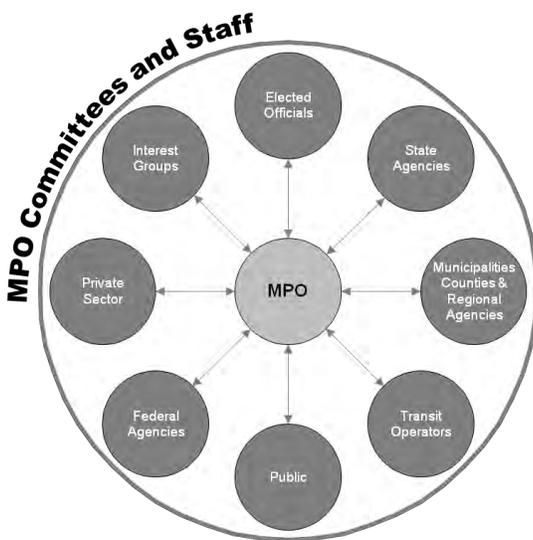
What does obligated funds mean?
 Funds that have been authorized by and committed to legally by a federal agency to pay for the federal share of the project cost.

II. The MPO's ROLE

The Memphis Urban Area MPO is the designated regional transportation planning organization and serves as the forum for cooperative transportation decision-making in the MPO planning area (**Figure 1**). The Memphis and Shelby County Division of Planning and Development (DPD), Department of Regional Services (DRS) provides the administrative and technical staff for the MPO. The MPO is responsible for planning and programming transportation projects for a geographic area that is projected to be urbanized within the next 20 years.

Currently, the MPO area includes Shelby County, Tennessee, and the seven municipalities it contains: Arlington, Bartlett, Collierville, Germantown, Lakeland, Memphis and Millington. The MPO area also includes northern DeSoto County, Mississippi, including the municipalities of Hernando, Horn Lake, Olive Branch, Southaven and Walls. Western Fayette County, Tennessee, including the municipalities of Braden, Gallaway and Piperton, is also in the MPO area. The actual physical boundaries of the MPO Planning Area, based upon 2000 Census data and applicable transportation planning regulations, are shown in **Figure 1**. The MPO is currently conducting a planning boundary expansion study based on 2010 Census data. The study is scheduled to be completed by early 2014.

Figure 2: Memphis Urban Area MPO Composition



The Memphis MPO is governed by the Transportation Policy Board (TPB). The board is composed of 25 members, including the Governors of Tennessee and Mississippi. The TPB sets policies for the Memphis MPO and also has the final decision-making responsibilities for major transportation planning and programming issues. Serving the TPB are the various committees of the Memphis MPO, each charged with making recommendations to the TPB in their areas of expertise. **Figure 2** illustrates the relationship between the Memphis MPO and its staff, committees and stakeholders.

In the preparation and development of the TIP, the Memphis MPO facilitates collaboration between various agencies involved in regional transportation planning in order to foster consensus on the projects selected for implementation. Consensus is important because the federal and state governments require assurances that all parties involved have jointly and cooperatively developed the region's priorities before committing funds to a project.

Projects selected for the TIP are reflective of the region's priorities in all areas of transportation, including transit, freight, roadway and highways, bicycle and pedestrian, infrastructure maintenance and rehabilitation, congestion mitigation and air quality, and transportation operations. The TIP is developed in compliance with the clean air quality regulations for the Memphis metropolitan area and has clearly identified funding sources. All transportation projects, programs, and operations receiving federal funds in the Memphis MPO area must be authorized through the Memphis MPO TIP process.

III. FUNDING SOURCES

There are various funding sources that are available to various types of transportation projects. **Tables 1 and 3** show the list of federal funding sources under current legislation (MAP-21), match requirement and eligible projects for those funding categories included in the FY 2014-17 TIP. More detailed information about all federal funding sources under MAP-21 is available in **Appendix A. Table 2** illustrates carryover funding programs for projects which were awarded under the previous federal legislation (SAFETEA-LU).

Table 1: Current Federal Funding Sources under MAP-21

Funding Program	Abbreviations	Source	Available To	Funding Share*
Surface Transportation Program - Metropolitan	STP-M	FHWA	All TN & MS Jurisdictions	80% Federal, 20% Match
Surface Transportation Program - State	STP-S	FHWA	TDOT & MDOT	80% Federal, 20% Match
Congestion Mitigation and Air Quality	CMAQ	FHWA	All TN & MS Jurisdictions designated as Non-Attainment, TDOT & MDOT	80% Federal, 20% Match
National Highway Performance Program	NHPP	FHWA	TDOT & MDOT	80% Federal, 20% Match
Transportation Alternatives Program	TAP	FHWA	All TN & MS Jurisdictions	80% Federal, 20% Match
Highway Safety Improvement Program	HSIP	FHWA	TDOT & MDOT	90% Federal, 10% Match
Section 5307 Urbanized Area Formula	5307	FTA	MATA	80% Federal, 10% State, 10% Local
Section 5337 State of Good Repair	5337	FTA	MATA	80% Federal, 10% State, 10% Local
Section 5339 Bus and Bus Facilities	5339	FTA	MATA	80% Federal, 10% State, 10% Local

*Note: Funding share can change by the type of projects - certain project types may be eligible for 100% Federal funding.

Table 2: Carryover Federal Funding Sources from Previous Transportation Bills

Funding Program	Abbreviations	Source	Available To	Funding Share*
Interstate Maintenance (Discretionary)	IM / IMD	FHWA	TDOT & MDOT	90% Federal, 10% Match
National Highway System	NHS	FHWA	TDOT & MDOT	80% Federal, 20% Match
Transportation Community & System Preservation Program	TCSP	FHWA	All TN & MS Jurisdictions, TDOT & MDOT	80% Federal, 20% Match
Transportation Enhancement	ENH	FHWA	All TN & MS Jurisdictions	80% Federal, 20% Match
High Priority Project (Earmark)	HPP	FHWA	All TN & MS Jurisdictions, TDOT & MDOT	80% Federal, 20% Match
Ferry Boat Discretionary	FBD	FHWA	All TN & MS Jurisdictions	80% Federal, 20% Match
Safe Routes to School	SRTS	FHWA	All TN & MS Jurisdictions	80% Federal, 10% State, 10% Local

Table 3: Project Type by Funding Sources

Project Type	STP	CMAQ*	NHPP**	TAP	HSIP	Sec 5307	Sec 5337	Sec 5339
Road /Highways								
Preliminary engineering/ environmental studies/ Right-of-way acquisition	X	X	X	X		X		
Road maintenance/widening/new road construction/rehabilitation	X		X					
Interchange construction/modification	X		X					
Intersection improvements	X	X	X	X	X			
Signalization	X	X	X	X	X			
Bicycle /Pedestrian	X	X	X	X	X			
Resurfacing	X		X					
Traffic calming	X		X	X	X			
Bridge repair/rehabilitation/seismic retrofit	X		X					
Public Transportation								
Fixed guideway	X		X			X	X	
Bicycle /Pedestrian	X		X			X	X	X
Major capital expenses	X		X			X	X	X
Intelligent Transportation Systems	X	X	X		X	X	X	X
Environmental Mitigation	X		X	X				
Operational Improvements	X	X	X		X	X		
Asset Management Plans	X		X				X	

*Note: CMAQ funds are only available for non-attainment and maintenance areas.

**Note: Per FHWA guidance under MAP-21, NHPP funds are available for roads on the National Highway System (NHS) as well as non-NHS highway or transit projects in an NHS corridor. For more details on project eligibility under NHPP and other funding programs, please see Appendix A.

IV. HOW IS THE TIP DEVELOPED?

To ensure that the TIP development process meets the federal guidelines, the Memphis MPO must follow specific steps and consider several factors. As mentioned earlier, the primary purpose of the TIP is to provide a prioritized list of projects, which are drawn from the MPO's most recently adopted LRTP. The LRTP is mandated by federal law and serves as the primary document that directs transportation decisions over a minimum 20-year horizon. Projects included in the LRTP reflect the region's need based upon the future growth patterns, air quality and funding availability. Thus, the projects included in the TIP represent the short-term implementation of selected recommendations from the MPO's LRTP. **Figure 3**, on the following page, shows the various steps involved in the development of the TIP and the agency responsible for those steps.

Of the various different funding sources included in the TIP, the Memphis MPO is responsible for selecting and programming projects under the following programs: Surface Transportation Program—Metropolitan (STP-M); FTA Sections 5307, 5337, and 5339; Congestion Mitigation and Air Quality (CMAQ); and the Transportation Alternatives Program (TAP). The selection and programming of projects funded by NHPP, HSIP, STP-S, CMAQ, and TAP projects outside the Urbanized Area are the responsibility of TDOT and MDOT.

A. Planning Factors & Federal Initiatives

MAP-21 specifies eight planning factors that must be considered in developing transportation plans to ensure consistency with national goals and objectives (23 CFR 450.306). The planning factors remain unchanged from SAFETEA-LU, which was in effect during the development of the 2040 LRTP. The planning factors are:

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 options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system— across and between modes— for people and for freight;
7. Promote efficient system management and operation, including planning for operations; and
8. Emphasize preservation of the existing transportation system.

Federal regulation 23 U.S.C. 148 requires all states to prepare an annual Strategic Highway Safety Plan (SHSP) to address safety issues for the transportation system. The SHSP provides a coordinated, statewide safety plan to reduce highway fatalities and serious injuries on public roadways. A SHSP establishes statewide goals, objectives, and key emphasis areas developed in consultation with federal, state, local, and private sector stakeholders. The SHSP for Tennessee and Mississippi are taken into account when projects are considered for addition to the LRTP and safety is a ranking criteria considered when projects are selected for inclusion in the TIP. Details of the ranking criteria are included in **Appendix C**.

Under MAP-21, the use of Intelligent Transportation Systems (ITS) is needed to measure and improve safety, congestion, system reliability and freight movement. The Memphis MPO's Regional ITS Architecture is used to define the ITS projects submitted for federal funding under the FY 2014-17 TIP. A benefit to using a regional architecture to define ITS projects is that the projects can be specified in greater detail thereby allowing more realistic estimates of the costs, benefits, schedule, etc. Also, the regional ITS architecture reflects the vision for ITS in the region. The project prioritization process for the Memphis MPO's FY 2014-17 TIP criteria awards extra points to projects that integrate ITS technology as described in the MPO's Regional ITS Architecture (**Appendix C – Table C1**).

Under MAP-21, the metropolitan transportation planning process shall provide for consideration and implementation of projects, strategies, and services to increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users. Consideration of these planning factors was incorporated, as appropriate, in all aspects of the Memphis MPO planning process, including activities such as the formulation of the goals, objectives, performance measures, and evaluation criteria for use in developing the 2040 LRTP and the identification of prioritization criteria for projects and strategies reflected in the FY 2014-17 TIP

development.

An important consideration during the selection of projects for the FY 2014-17 TIP development was to measure the potential improvements to public safety and security that the proposed project will provide to both motorized and non-motorized users of the transportation system. The criteria identified for Memphis MPO's FY 2014-17 TIP development under Safety & Security include (**Appendix C – Table C1**):

1. Accident Rate
2. Project Incorporates Traffic Calming and Design Improvements
3. Project Incorporates Security Improvements

B. Project Prioritization and Selection Process

In considering projects for inclusion in the FY 2014-17 TIP, the Memphis MPO used a prioritization process which evaluated candidate projects for their potential contributions to both the short-term needs and long-term goals and objectives for the region's transportation system, as described in the 2040 Long Range Transportation Plan (LRTP). For the FY 2014-17 TIP, criteria for determining the region's priorities were updated to reflect the LRTP goals and objectives, as well as the shift among MPO jurisdictions' priorities towards maintenance and multimodal projects. Following are the list of goals that were identified for the current 2040 LRTP:

1. Increase the **safety and security** of the transportation system for all users;
2. Develop a multi-modal transportation network using strategies to address **congestion and air quality** improvements.
3. Improve **mobility and accessibility** using a broad range of transportation solutions;
4. Minimize adverse impacts of transportation on social, economic, and **environmental features** of the community;
5. Provide a transportation system that supports sustainable **land use** policies of local jurisdictions and fits within the context of the community;
6. Provide transportation improvements that support the region's **economic vitality** and unique position as a leader in global logistics;
7. Develop a fiscally constrained plan through a collaborative effort that supports an equitable **distribution of funds** throughout the region;
8. Develop solutions that **preserve and enhance existing facilities** and corridors while improving system efficiency and operations;
9. Encourage and support relationships between regional and local entities through a **collaborative planning effort**.

Using the eight MAP-21 Planning Factors and the above LRTP goals as the basis, updated policy guidelines and project scoring criteria were formulated for use in the FY 2014-17 TIP. The updated criteria for evaluating candidate projects under the various funding programs included increased considerations for multimodal transportation elements, safety and security, and maintenance and repair. The criteria also reflect the goals of the MPO's Livability Initiative, discussed in detail in Section VI of this chapter.

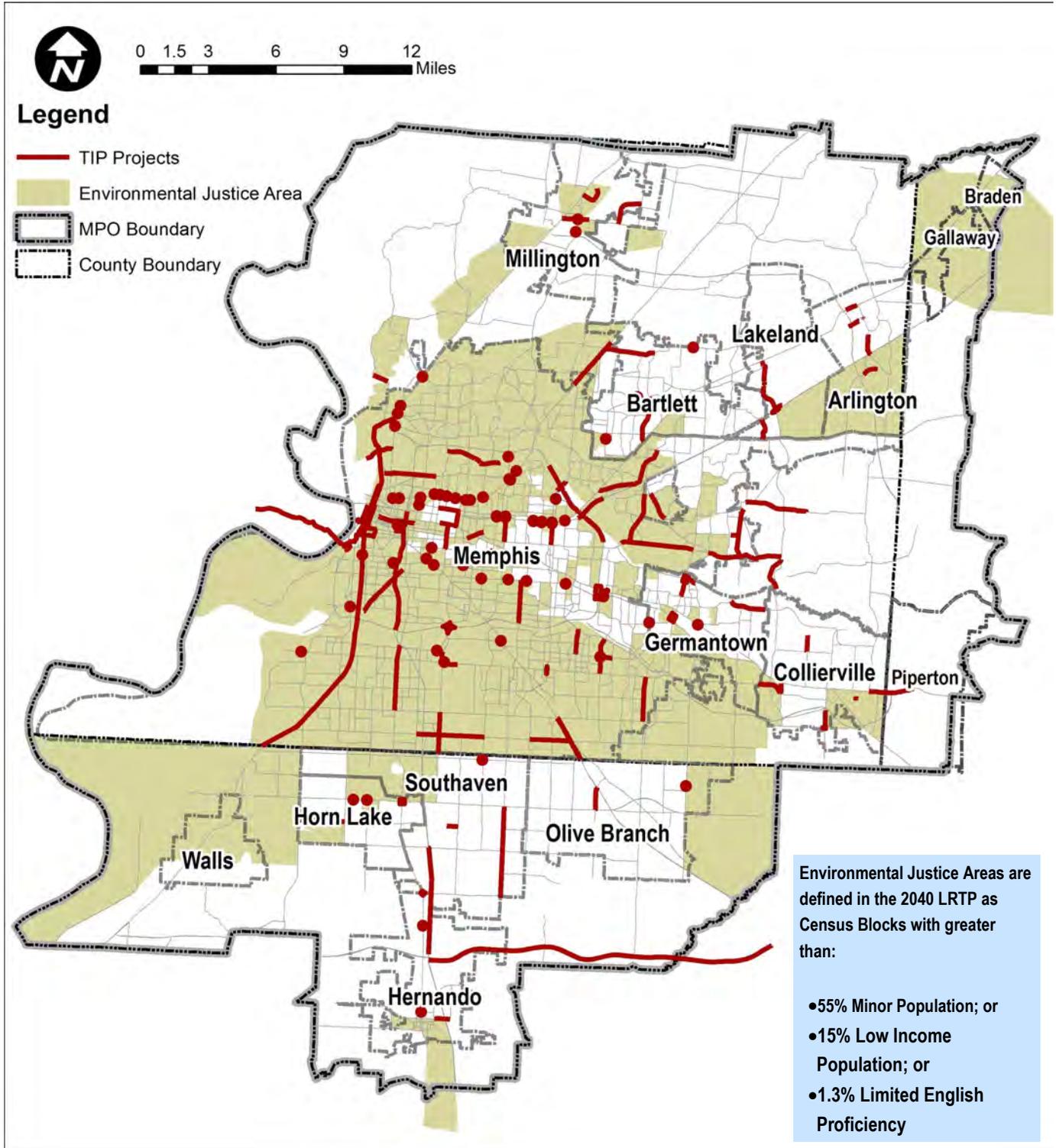
The project selection process gave particular consideration to the scoring of projects eligible for those funding categories directly managed by the MPO, including the Surface Transportation Program (STP); Congestion Mitigation and Air Quality (CMAQ); Transportation Alternatives Program (TAP) within the Memphis Urbanized Area (UZA); and FTA Sections 5307, 5337, and 5339. Projects better suited for state-managed funding programs, such as interstate and certain highway projects, were evaluated primarily for the purpose of communicated priorities to the state DOTs.

The project selection process and criteria used by the MPO included an analysis of the benefits and environmental effects of potential TIP projects on the diverse communities within the Memphis MPO planning area. This analysis gave direct consideration to communities in which Environmental Justice issues may be present, including minority and low-income communities, as well as areas with substantial concentrations of persons with limited English proficiency. Points were awarded (or subtracted for negative effects) based on the benefits a project is expected to provide to the surrounding Environmental Justice community; no points were awarded for projects located outside these areas.

Figure 4 shows all the mapped FY 2014-17 TIP projects in relation to the Environmental Justice areas which were considered in the project selection process. This map was also used by the MPO to determine the equitable geographic distribution of investments across the diverse communities in the Memphis MPO planning area. A detailed description of the MPO’s Environmental Justice analysis for all projects within the region can be found in the Direction 2040 Long Range Transportation Plan, available online under “Plans” at www.memphismpo.org or by appointment at the offices of the MPO at 125 North Main Street, Room 450, Memphis, TN 38103.

Appendices B and C detail the STP-M and TAP project selection criteria and the policy guideline used for the FY 2014-17 TIP project prioritization and selection process.

Figure 4: Memphis MPO FY 2014-17 TIP Environmental Justice Areas



C. Air Quality Conformity

The 1990 Clean Air Act Amendments (CAAA) and the Tennessee Transportation Conformity Rules require demonstration that transportation plans, programs (TIP), and projects conform to the Tennessee State Implementation Plan (SIP). Conformity to a SIP means that planned transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS). The current federal transportation legislation, MAP-21, reinforced the need for coordinated transportation and air quality planning through the metropolitan planning provisions.

The U.S. Environmental Protection Agency (EPA) designated Memphis, TN-MS-AR as a 2008 8-hour ozone marginal non-attainment area effective July 20, 2012. The final ruling was published in the Federal Register (77 FR 30088) on May 21, 2012. Included in this designation were Shelby County, TN; Crittenden County, AR; and the portion of DeSoto County, MS within the Memphis MPO planning area boundary. The Memphis MPO is responsible for demonstrating conformity with the NAAQS for Shelby County, TN and the portion of DeSoto County, MS in the Memphis MPO boundary.

Figure 5 illustrates the designated ozone non-attainment area under the 2008 8-hour standard for the Memphis MPO.

In 1978, the EPA designated Memphis, TN, a moderate (less than 12.7 parts per million) non-attainment area for carbon monoxide (CO). Due to improvements in ambient air quality, EPA redesignated all of Shelby County, shown in **Figure 6** to attainment for the CO standard on August 31, 1994. EPA's reclassification of the Memphis non-attainment area to attainment status for the CO standard was published in 59 FR 44958 (August 31, 1994). Shelby County entered into two 10-year maintenance periods for CO during which the area would have to demonstrate continued compliance with the 1990 Clean Air Act (CAA) amendments.

Shelby County's attainment status for CO was revisited in the second 10-year maintenance plan for CO and the motor vehicle emission budget (MVEB) contained in it. The approval of the 10 year maintenance plan for CO for Shelby County was documented in 71 FR 62384 (October 25, 2006) and had an effective date of December 26, 2006. In addition to a new budget value established for the MVEB in the 10 year plan, the last year of the plan is now 2017. It is required that a conformity demonstration be made for the last year of the maintenance plan, which in the case of Shelby County is 2017.

To measure the impact of projects included in the TIP, an air quality conformity determination is conducted using EPA's MOVES air quality emissions model to demonstrate the projects included in the current TIP conform to the appropriate air quality standards. **Figures 7 and 8** show ozone and carbon monoxide emission levels over the designation periods for the Memphis MPO non-attainment areas. The conformity determination must be made according to 40 CFR §93.105-(a)-(2) and (e) and the requirements of 23 CFR 450 (40 CFR §93.112, Criteria and Procedures).

A critical step involved in the air quality conformity determination is the review of the conformity analysis by the Interagency Consultation Committee (IAC), which serves as the MPO's Air Quality Committee. The IAC includes members of TDOT, MDOT, FHWA TN & MS, FTA-

Figure 5: Ozone Non-Attainment Area

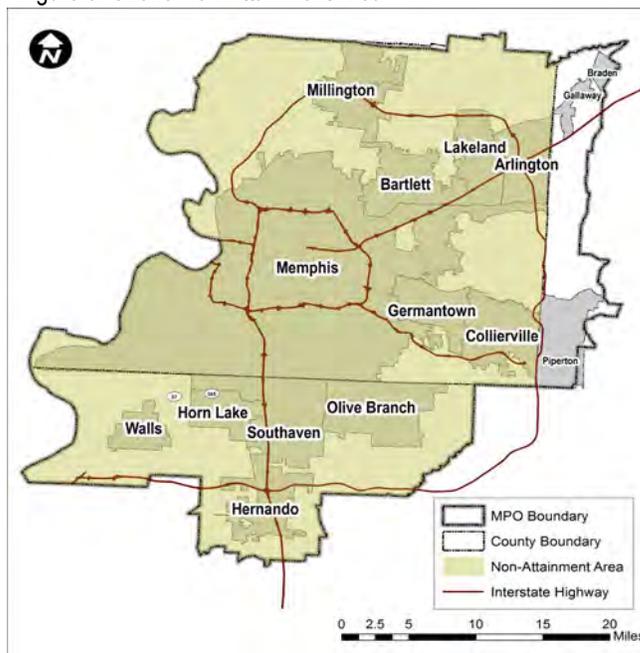
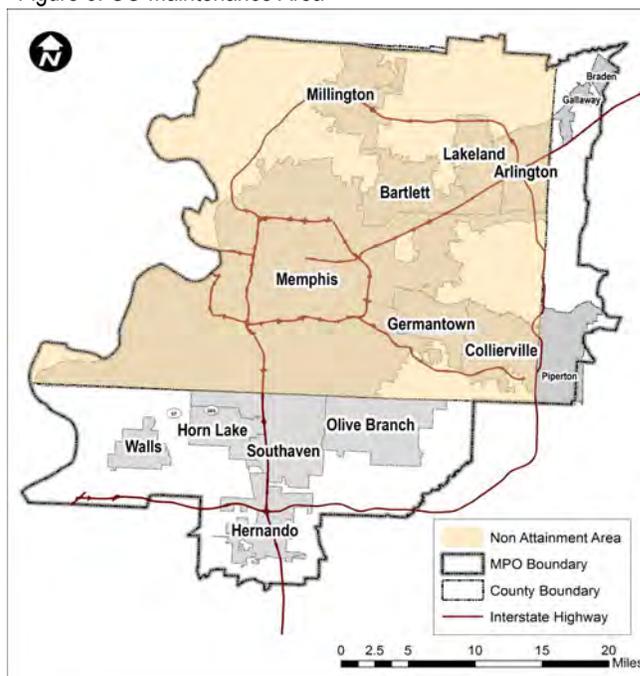


Figure 6: CO Maintenance Area



Region 4, U.S. EPA Region 4, local air pollution control agencies, local municipalities, MATA, Tennessee Department of Environment Conservation (TDEC)— Division of Air Pollution Control, Mississippi Department of Environmental Quality (MDEQ), and other necessary agencies. The IAC reviews the procedure and results of the emission analysis and provides comments, which are included as part of the final analysis report. Details of the IAC process are listed in **Appendix E**, and the conformity determination report are listed in **Appendix H**.

Figure 7: Ozone Emissions

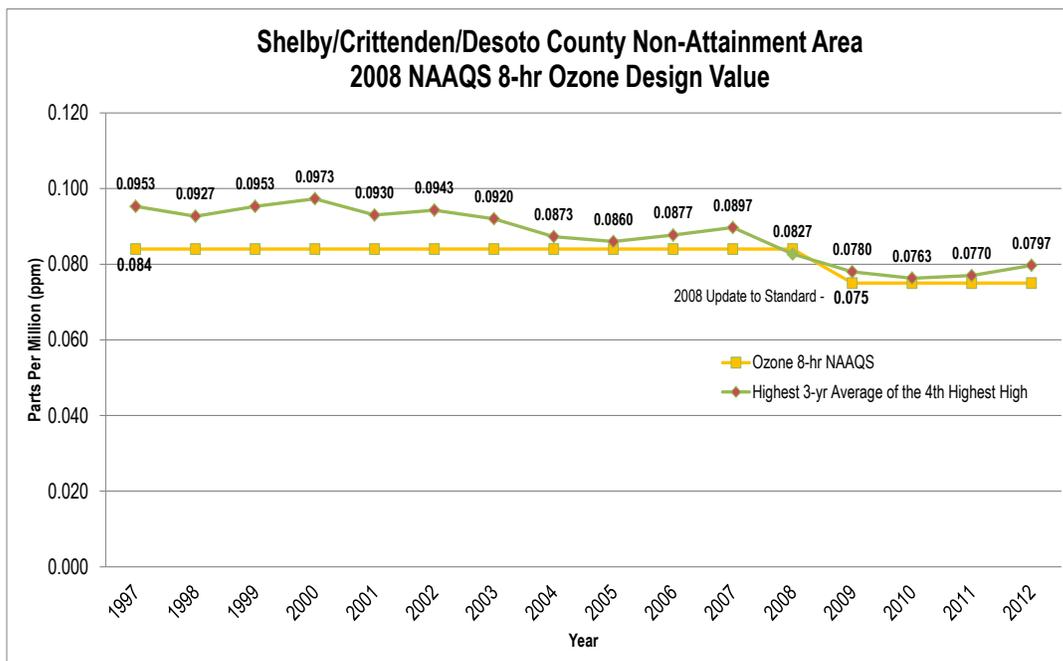
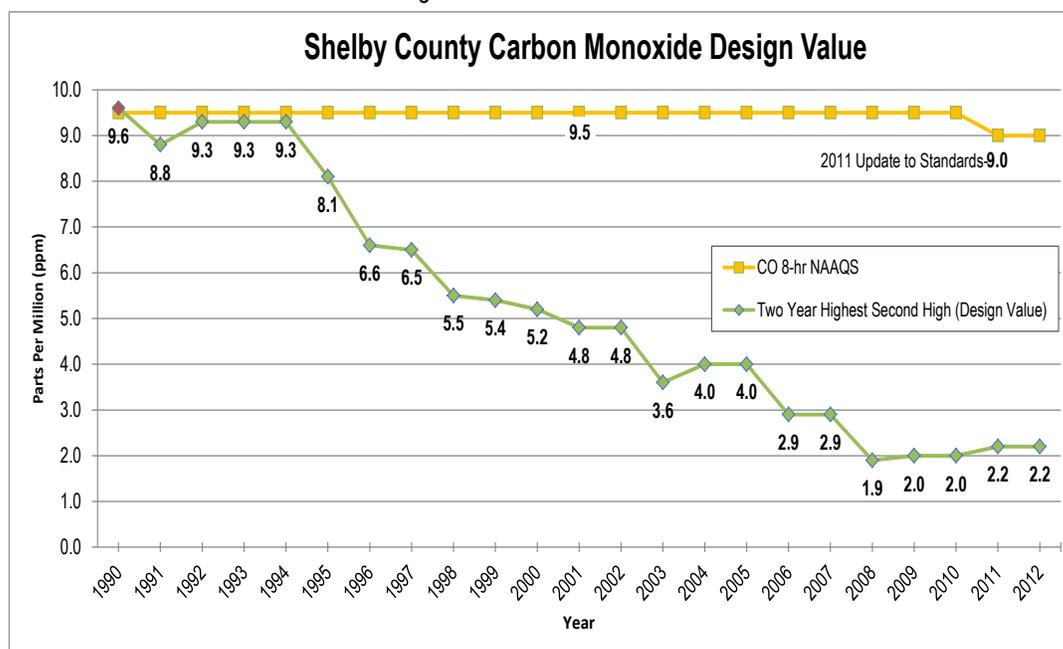


Figure 8: Ozone Emissions



D. Public Participation

The MPO's Public Participation Plan (PPP) is the guiding document for providing information to citizens and gathering public input for all of its planning activities. The PPP lists detailed outreach techniques for communicating with the citizens and stakeholders in the region. For the development of the TIP, federal regulations require the MPO to provide for a reasonable opportunity for public comment in accordance with the metropolitan transportation planning process requirements. The MPO must hold a public meeting regarding the TIP, as required in all Transportation Management Areas (TMAs). The regulations also require the publication of the proposed TIP or other methods, to make it readily available for public review and comment.

The Memphis Urban Area MPO has developed relationships and contacts with private citizens, public agencies, providers of freight services, private providers of transportation, representatives of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities and representatives of persons with disabilities. All of these agencies/groups are given opportunities to comment on the MPO's major planning documents, including the TIP.

Consultation and coordination with area stakeholders happens at scheduled MPO board and committee meetings, at other public meetings held by the MPO and local jurisdictions, through emails, letters and other outreach efforts such as attending meetings held by partner agencies. As described in the PPP, the MPO uses a variety of methods for distributing information to the public and soliciting comments on the planning process, including:

1. MPO Board and Committee meetings, which are open to the public, and their comments are accepted as part of the hearing.
2. Publication of notices of public hearings and meetings in the Memphis metropolitan daily newspaper, *The Commercial Appeal*, as well as several geographically and ethnically service-oriented newspapers such as *The DeSoto Times*, *The Tri-State Defender*, and *La Prensa Latina*. Notification is given at least 10 days prior to hearings and meetings.
3. Publication of key documents in English and Spanish (Executive Summaries in Spanish, full document by request).
4. Distribution of key documents to the Memphis Public Library System and library systems in suburban Shelby County, DeSoto County, and Fayette County.
5. Inclusion of key documents and notices of all public hearings and meetings at www.memphismpo.org.
6. Comments by mail from the public send to: Administrator, Memphis Metropolitan Planning Organization, 125 North Main Street, Suite 450, Memphis, Tennessee, 38103; by telephone at 901-576-7190; by fax at 901-576-7272; on-line at www.memphismpo.org; and by email at Pragati.Srivastava@memphistn.gov.

For TIP amendments, the MPO again follows public involvement procedures consistent with the metropolitan transportation planning process requirements of federal legislation. These procedural requirements are lessened for TIP amendments that involve projects not considered by the State and MPO to be of appropriate scale for individual identification. Those types of projects are grouped using the project type categories in FHWA's categorical exclusions regulation (and transportation conformity exempt project classifications for air quality areas) [23 CFR 450.326 & 23 CFR 450.324(i)]. All TIP amendments must be consistent with the LRTP and if not, include corresponding language to amend the Long-Range Transportation Plan. See **Section V** of this chapter for the TIP amendment procedure, including public involvement.

The development of the FY 2014-17 TIP began in September 2012, when the MPO conducted a public survey to gather input on the region's priorities for use in redeveloping and weighting the project selection criteria for the local Surface Transportation Program (STP-M) projects. In conjunction with the public survey a 30-day public review and comment period was held from September 28, 2012 - October 29, 2012 to seek input from the public on the criteria used to rank transportation projects. Results from the public survey can be found in **Appendix F**. The criteria for choosing projects were organized around the planning themes and goals adopted in the MPO's Direction 2040 LRTP. A workshop was held with the Engineering and Technical Committee (ETC) on October 15, 2012 to finalize the selection criteria, which were adopted by the TPB on November 15, 2012 following a public review and comment period. The MPO board and committee meetings, which are open to the public, also allowed an additional opportunity for the public to provide comments on the project selection criteria.

Following the approval of the project selection criteria, the MPO sent out a call to apply for projects under the STP-M funding program on November 20, 2012. During the submission period, applicants were notified that they would be required to hold public meetings within their jurisdictions to notify residents of the proposed projects and to gather input and comments to be submitted to the MPO with applications. These meetings were to be conducted prior to the submission deadline of January 11, 2013. The locations and dates of these public

meetings are listed in **Appendix F**, along with any public comments submitted to the MPO regarding the 2014-2017 TIP.

From January to March 2013, the MPO staff scored and ranked all the projects received for the FY 2014-17 TIP and presented various funding scenarios to the members of the ETC. Based on the ETC’s recommendations, the TPB adopted the final list of projects on April 25, 2013. After incorporating the adopted project list, including state-sponsored road and highway projects and funding under federal transit programs, the draft TIP document underwent an extensive state and federal review process from May to August 2013. This review process included consultation with agencies such as environmental protection, natural resource management, land use management, and historic preservation, as well as agencies responsible for local and regional planned growth and economic development, among others.

Beginning in July 2013, the Draft FY 2014-17 TIP, including updates based on comments from the state DOTs, was made available to the public for a 30-day review and comment period. During this period, the MPO held three public meetings (one in each county covered by the MPO) to present the draft and solicit public comments. These meetings were held on July 16 in Fayette County, Tennessee and Desoto County, Mississippi and on July 30 in Shelby County, Tennessee. The public was informed of the review period and public meetings via newspaper notice, emails to the MPO’s distribution lists, and on the MPO website (www.memphismpo.org). TIP documents were made available online, at the MPO’s offices in Memphis City Hall, and via the MPO’s library distribution network (16 locations throughout the MPO planning area). Jurisdiction and MPO meeting locations, dates, and times, including those held on individual projects prior to the FY 2014-17 TIP development, are listed in **Appendix F**.

Figure 3: TIP Development Process, shown previously, details the steps taken to develop the Memphis MPO’s FY 2014-17 TIP.

E. Fiscal Constraint

In compliance with 23 CFR 450.324, the Memphis MPO’s FY 2014-17 TIP is a fiscally constrained program, meaning that the expenditures included do not exceed the projected amount of revenues available for each federal program by each fiscal year during the four-year period shown. Before submitting an application for a project for inclusion into the TIP, all agencies must have the resources available to provide the matching funds to complete the project. The TIP project sheets illustrate the funding source for each phase of work, including federal, state, and local funds where applicable.

What are un-programmed funds?
 It means any remaining portion of allocated funds that have not been identified for use in a particular project or any additional funds not currently identified in the TIP.

With the adoption of SAFETEA-LU, and with the continuing requirements under MAP-21, the TIP must use an inflation rate to reflect the Year of Expenditure (YOE) dollars for projects, based on reasonable financial principles and information. The MPO assumes the responsibility of estimating the effect of inflation for projects scheduled in the mid- and long-range horizons of the regional plan. For the TIP, the process used to account for inflation on projects is left to the judgment of the sponsoring agency, as short-term inflationary pressures vary by project type and schedule. While some agencies requested no additional funds for carryover projects, local and state agencies typically include inflation costs as part of their overall project costs when submitting projects to the MPO. These inflation rates range between 0 and 3%, based on standards such as the Construction Index Rate and regional cost factors.

In estimating funding for the TIP, the state DOTs, the MPO, and their partner transportation agencies rely on current and expected funding levels to determine the new funding that will likely be available to the region for the four years covered by the TIP. In addition to expected future funding, the FY 2014-17 TIP includes carryover funds under various funding categories for projects from the FY 2011-14 TIP.

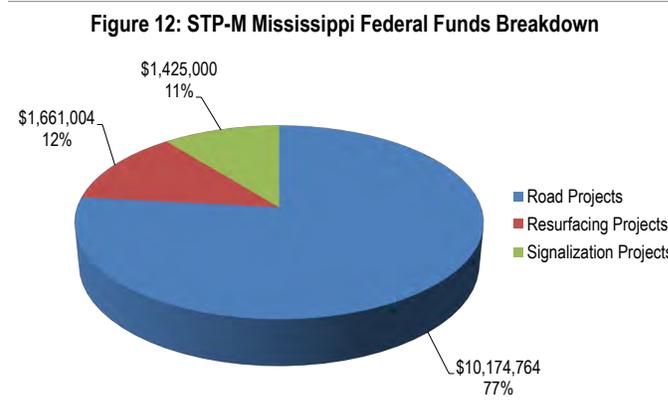
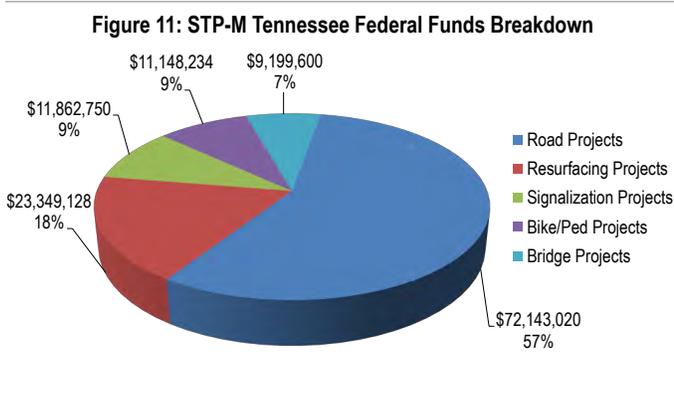
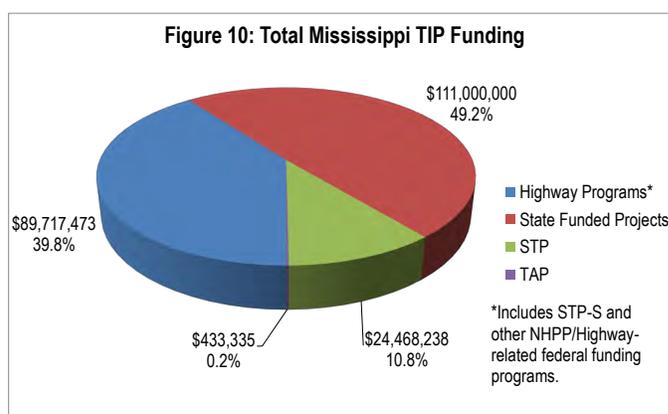
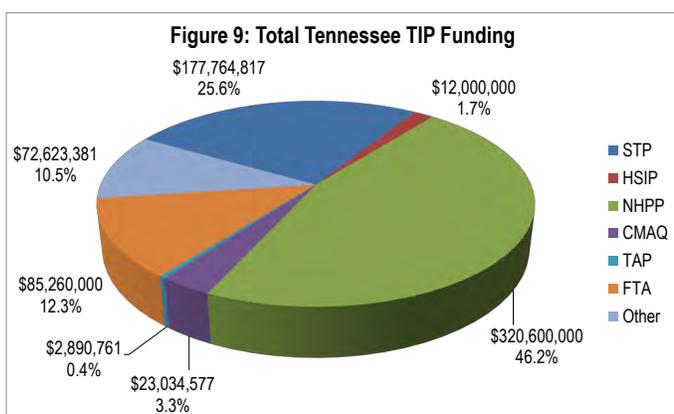
For the MPO-managed funding programs, the FY 2014-17 TIP yearly estimates for STP-M funds and FTA Sections 5307, 5337, and 5339 funds were based on the FY 2013 allocation under MAP-21, as well as projected funding the MPO can reasonably expect to receive for fiscal years FY 2014-17. Because of recent funding trends and past rescissions of unobligated funds, no inflation rate was applied in projecting funding for those years. For state-managed programs, including NHPP and STP-S, TDOT and MDOT provided the MPO with revenue projections, which were assumed to equal the expenditures shown for the same period.

The ranked list of projects, as described in Section B of this chapter, was then used to develop funding scenarios, each showing a different strategy for developing a fiscally constrained TIP. Finally, a preferred scenario was selected that reflects the region’s vision and priorities, and also demonstrates fiscal constraint. The TIP was then finalized, adopted by the Transportation Policy Board (TPB), included in the STIP of MDOT and TDOT, and submitted to FHWA and FTA for final approval.

Detailed financial summary sheets are provided at the beginning of each project section in the TIP to illustrate the funding and expenditures by year for each funding source. Sum sheets are available for each section, including Section A:TDOT Projects; Section B: MDOT Projects; Section C: Local TN Projects; Section D: Local MS Projects; Section E: CMAQ Projects; and Section F: Transit Projects.

Figures 9 and 10 show the breakdown of the FY 2014-17 TIP by funding programs for Tennessee and Mississippi. In addition to the major funding categories under the current legislation (MAP-21), the charts account for funding under other programs that have been carried forward from previous TIPs. The funding types included under “Other” are detailed in Table 2: Carryover Federal Funding Sources from Previous Transportation Bills. Also shown is funding under discretionary programs, such as HPP and TIGER IV (Transportation Investment Generating Economic Recovery).

Figures 11 and 12 show a breakdown of the MPO-managed STP-M projects, which includes the major road projects of the local jurisdictions, as well as increased funding for maintenance and multimodal projects. The federal funding programmed for the STP-M projects for the FY 2014-17 TIP, including carry-over funds from the 2011-14 TIP are \$127,702,732 for Tennessee and \$13,260,768 for Mississippi jurisdictions.



V. TIP AMENDMENTS AND ADJUSTMENTS

A. TIP Amendments

An amendment is a revision to the TIP that involves major changes to a project or the overall program and must meet the requirements of 23 CFR 450.216 and 450.326 regarding public review and comment, redemonstration of fiscal constraint, and transportation conformity. An amendment is required when changes to the STIP/TIP include:

1. A major change in the total project cost (excluding groupings); or
2. Adding a new project or deleting a project from the TIP; or
3. A major change of project scope; examples include, but are not limited to, changing the number of through-lanes, adding/deleting non-motorized facilities, changing mode (e.g., rolling stock or facility type for transit), changing capital category (i.e., transit funding), or changing termini; or
4. Any change requiring a new regional air quality conformity finding, where applicable (including a grouping)

A detailed description of the TIP amendment procedures, including thresholds for determining what constitutes a major change, is included in Appendix B: Policy for FY 2014-17 TIP and TIP Amendment and Adjustment Procedures.

The TIP Amendment Procedure

Application for an Amendment - The application to the MPO for a TIP amendment must be completed by the sponsoring jurisdiction, as defined below, and submitted to MPO staff by the quarterly amendment deadline. All information required in 23 CFR 450.324(g) and (h) must be present in the amendment request for it to be determined to be complete.

This information includes:

1. General location of project, (including an area map showing the project's location if available).
2. A brief description of the type of work to be completed.
3. A project name that is descriptive of the work to be undertaken if approved.
4. Its length, with termini when applicable.
5. The funding program under which it is seeking TIP inclusion.
6. The estimated total cost of the project, clearly broken out by local and federal funding amounts for each TIP program year.
7. An explanation of how the project will comply with the existing TIP's fiscal constraints requirement.
8. Its location or status in the approved Long Range Transportation Plan, including a discussion of whether or not it is an "exempt project" for purposes of the conformity determination.
9. Whether or not it is an Intelligent Transportation System (ITS) project or part of the ITS architecture.
10. A short narrative of any additional information, or special requests related to the proposed TIP amendment or its processing.

Completeness Determination - Once received by the MPO staff, each application is reviewed and a completeness determination made, which includes checking the Long Range Transportation Plan for project consistency, assuring the funding source identified is available for the type of project proposed, and other steps. If an application is determined to be incomplete, the sponsoring party will be notified in writing of the additional informational items needed to complete the amendment.

Application Processing – Air Quality Conformity - The MPO will initially evaluate the amendment for an air quality conformity determination. If the project is determined to be an "Exempt Project" under the Conformity Rules, the MPO will conduct its required interagency consultation and publish its public notice announcing the availability of the amendment information for public review.

If an amendment is for a non-exempt project, the MPO will conduct the required modeling of the amendment request. The purpose of the modeling will be to determine if the project can be implemented without increasing the severity or frequency of violations of any applicable National Ambient Air Quality Standards (NAAQS). Calculation of the total emissions from transportation sources resulting from the TIP, as

amended, must not exceed the established emissions budget, or any other requirement that may be imposed in the future, for each non-attainment or maintenance plan pollutant.

Amendment Processing - Public Participation - Once modeling is complete, the MPO will conduct the required interagency consultation and publish a public notice announcing the availability of the amendment for public review. A public participation process will be conducted that is consistent with the MPO approved Public Participation Plan. Public comments, written, electronic or oral, on the amendment will be received and compiled by the MPO during a ten (10) day comment period. These comments must then be addressed and considered by the TPB in its final decision on the amendment. The TPB meeting to consider the amendment will serve as the public hearing on the TIP amendment.

TPB Approval and Adoption of An Amending Resolution - The TPB, based on the recommendation of the MPO Committees, either rejects the TIP amendment or adopts it by resolution. The Chairman shall sign any resolution adopted to amend the TIP and that resolution shall be included in the STIP amendment request.

Submission to State for STIP Inclusion - The MPO shall submit a cover letter requesting STIP inclusion of the TIP amendment. The MPO shall provide copies of all amended TIP pages; the TPB Resolution; written documentation demonstrating fiscal constraint and air quality conformity; details of the public participation process including the resolution of all comments (including copies of all written comments received); and required certifications, within ten (10) days of the approval of the amendment by the TPB.

B. TIP Administrative Adjustments

A TIP administrative adjustment is a minor change from the approved TIP. Administrative adjustments must be consistent with 23 CFR 450, but they do not require public review and comment, redemonstration of fiscal constraint, or a conformity determination in nonattainment or maintenance areas. TIP administrative adjustments are defined as follows:

1. A minor change in the total project cost (see Appendix B)
2. A minor change in project description that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or
3. A minor change in project description/termini that is for clarification and does not change the project scope; or
4. Shifting funds between projects within a TIP (i.e., funding sources and projects already identified in the TIP) if the change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, below) for the total project cost of all phases shown within the approved TIP; or
5. Adding an amount of funds already identified in the STIP/TIP for the current or previous year (s) if:
 - The funds are currently identified in the STIP/TIP either in an existing project or as available funds and
 - The change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, page) for the total project cost of all phases shown within the approved TIP; or
6. Moving projects from year to year within an approved TIP, except those that cross air quality horizon years; or
7. Adding a prior phase, such as environmental or location study, preliminary engineering or right-of-way, to a project in the TIP so long as such a change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, below) for the total project cost of all phases shown within the approved TIP; or
8. Changes required to follow FHWA or FTA instructions as to the withdrawal of funds or reestablishment of funds withdrawn at the request of FHWA or FTA; or
9. Moving funds between similarly labeled groupings, regardless of percent of change; or
10. Adjustments in revenue to match actual revenue receipts

VI. LIVABILITY, MULTIMODAL ELEMENTS, & ACTIVE TRANSPORTATION

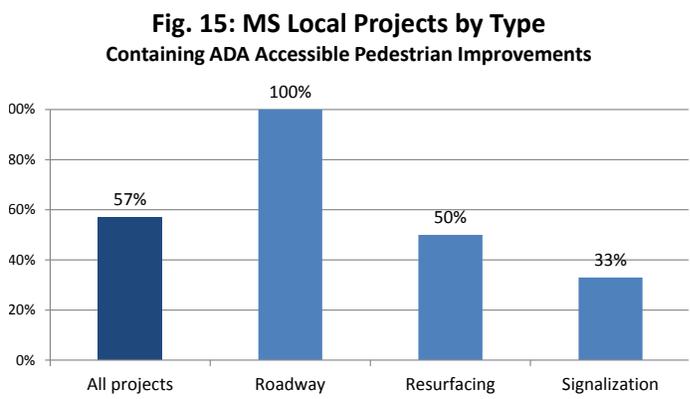
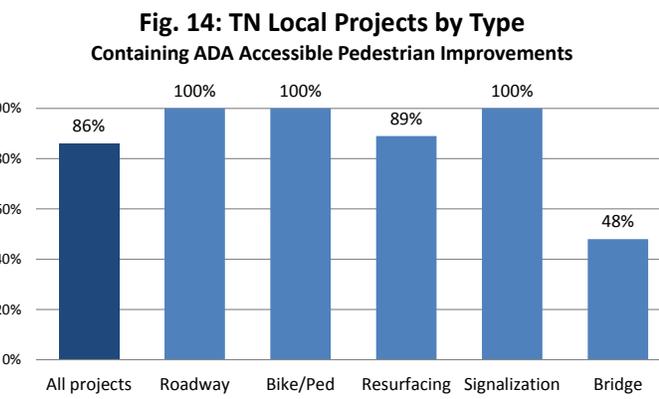
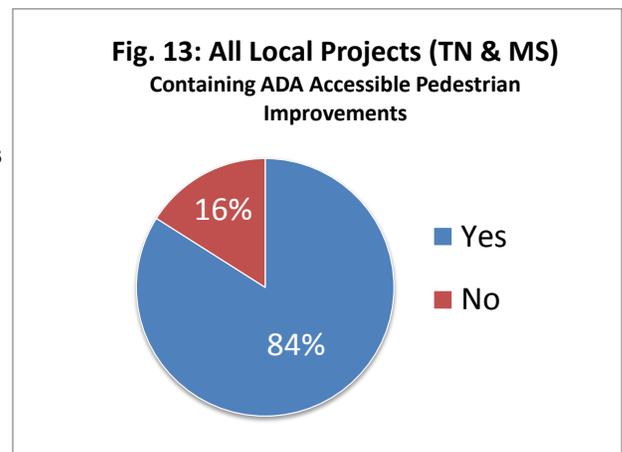
Livability is about tying the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, and safer streets and roads. The Federal Highway Administration (FHWA) supports livable communities through funding transportation related projects and sponsoring activities like Context Sensitive Solutions and public involvement that help enable people to live closer to jobs, save households time and money, and reduce pollution.

A key livability principle focuses on expanding transportation choices. This typically means making it convenient for people to meet some or all of their daily travel needs without having to drive. This goal requires the development and evaluation of different multimodal transportation improvement strategies at the regional or corridor level. Additionally, balancing the needs of a variety of road users including pedestrians and bicyclists as well as transit and freight vehicles plays a key role in creating livable communities.

The project ranking criteria used to develop the TIP helped to achieve this balance of transportation modes by rewarding projects that were multimodal, safety focused, and improved accessibility for pedestrians and bicyclists with higher scores than projects that sought to accomplish more narrowly defined goals. The results are indicated below and represent TIP projects that will help to create a more livable, vibrant community in which to live, work, and play.

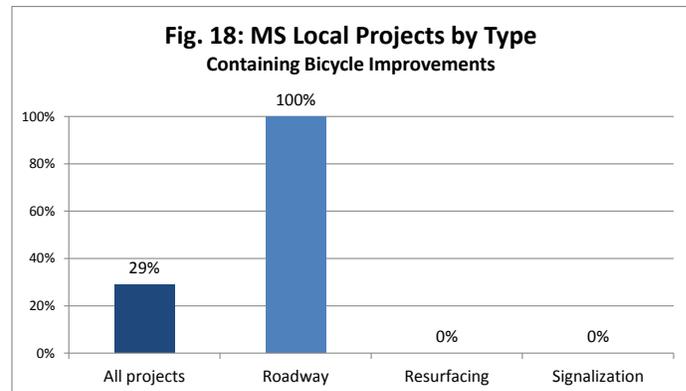
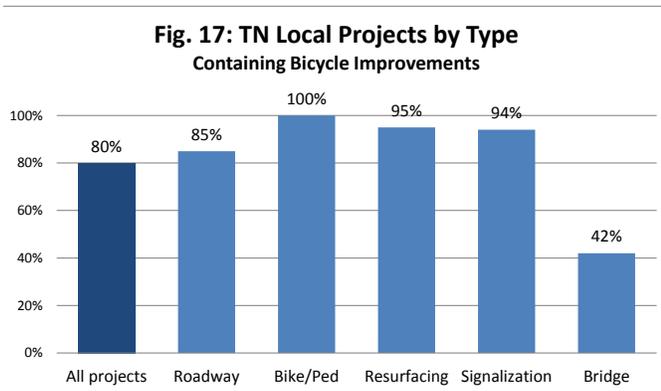
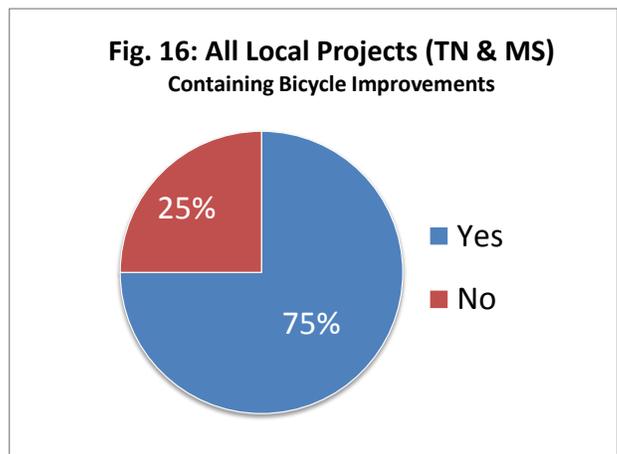
ADA Compliant Pedestrian Improvements

84% (122 out of 146) of all locally sponsored projects (Tennessee and Mississippi) contain improvements to ADA compliant pedestrian facilities, as shown in **Figure 13**. These 122 projects represent 96% of the total funding for locally managed projects and are found in a variety of project types. 100% of all major road and bicycle/pedestrian projects include ADA compliant pedestrian improvements, as do 90% of signalization projects, 83% of resurfacing projects, and 48% of bridge projects. A breakdown of the projects by state is shown in **Figures 14 and 15**



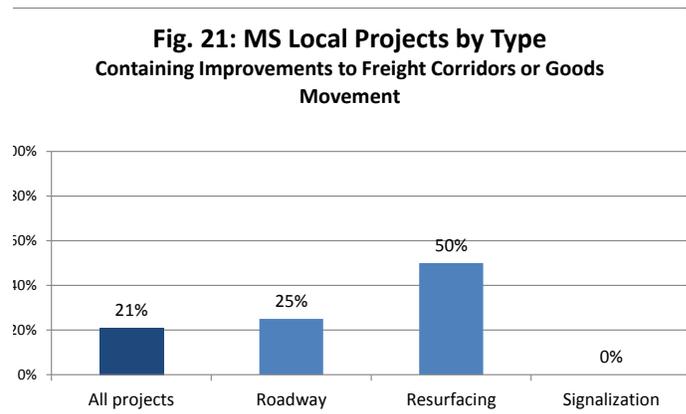
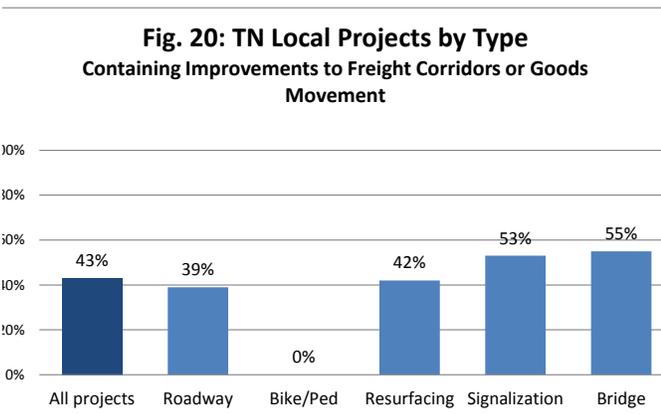
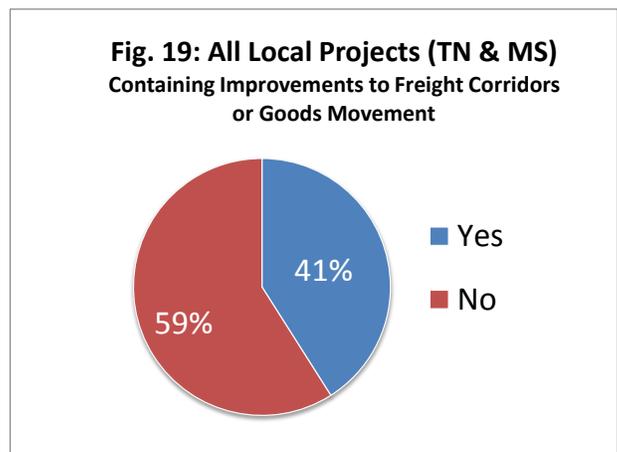
Bicycle Improvements

75% (110 out of 146) of all locally sponsored projects contain improvements to bicycle facilities, as shown in **Figure 16**. These 110 projects represent 86% of the total funding for locally managed projects and are found in a variety of project types. 100% of all bicycle/pedestrian grouping projects include improvements to bicycle facilities, as do 86% of major roadway projects, 81% of signalization projects, 78% of resurfacing projects, and 42% of bridge projects. A breakdown of the projects by state is shown in **Figures 17 and 18**.



Improvements to Freight Corridors or Goods Movement

41% (60 out of 146) of the locally sponsored projects contain improvements to freight corridors or goods movement, as shown in **Figure 19**. These 60 projects represent 46% of the total funding for locally managed projects and are found in a variety of project types. 55% of bridge projects include improvements to freight corridors or goods movement, as do 45% of signalization projects, 43% of resurfacing projects, and 38% of all major road projects. A breakdown of the projects by state is shown in **Figures 20 and 21**.



Improvements to Transit Corridors

41% (60 out of 146) of the locally sponsored projects contain improvements to existing or new transit corridors, as shown in **Figure 22**. These 60 projects represent 56% of the total funding for locally managed projects and are found in a variety of project types. 74% of signalization projects include improvements to transit corridors, as do 69% of bicycle/pedestrian projects, 39% of resurfacing projects, and 30% of all major road projects. A breakdown of projects by type for Tennessee is shown in **Figure 23**. Mississippi does not currently offer public transit services.

Fig. 22: All Local Projects (TN & MS) Containing Improvements to Transit Corridors

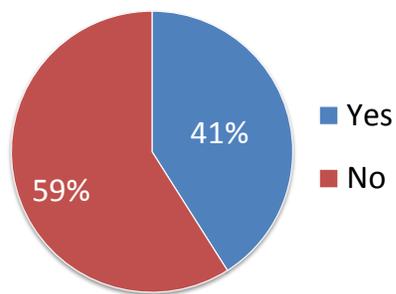
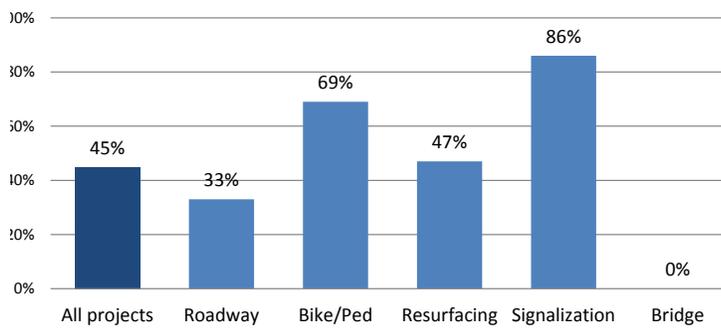


Fig. 23: TN Local Projects by Type Containing Improvements to Transit Corridors



VII. OPERATIONS AND MAINTENANCE

In addition to the growth of, and improvements to, the transportation network discussed and programmed in many areas of this TIP, the MPO and its members must also assure the maintenance and efficient operation of the existing infrastructure components that make up the Memphis MPO's transportation network. Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities, such as pavement resurfacing and markings, bridge repair, guardrail and sign replacement and traffic signal maintenance. Operations may include more routine items such as painting and right of way maintenance. While these activities are not funded through or scheduled in the TIP, they are included here for information purposes.

Categories of operation and maintenance include:

1. Paving or repaving
2. Signs and Painting
3. Right-of-way Maintenance (includes guard rails)
4. Traffic Signal Maintenance
5. Surveillance, Inspections and Repair (includes bridge inspections, general pavement condition, construction activities)
6. Street Lighting
7. Other (includes minor sidewalk improvements, intersection improvements, etc.)

The varied and complex systems used to maintain the efficiency of the MPO area transportation system are difficult to quantify and present. Each jurisdiction and agency has unique methods of accounting for these activities. They may also have varying goals and priorities they are seeking to achieve. The MPO will act as a reporting agency for these activities in the TIP in order to provide the public with a clearer picture of the efforts undertaken. The jurisdictions involved in the MPO process provided information on their existing system's operations and maintenance costs, shown in **Table 4**.

Jurisdiction	Paving	Signs & Painting	ROW Maintenance	Traffic Signal Maintenance	Surveillance and Inspection	Street Lighting	Other	Total
Shelby County	\$3,000,000	\$450,000	\$1,200,000	\$55,000	\$400,000		\$150,000	\$5,255,000
Arlington	\$290,000	\$21,000	\$110,000	\$14,000	\$43,000	\$295,000	\$30,000	\$803,000
Bartlett	\$1,925,000	\$120,000	\$495,000	\$30,000	\$296,828	\$1,207,000		\$4,073,828
Collierville	\$907,000	\$23,000	\$204,000	\$34,000	\$50,000	\$1,233,000	\$137,000	\$2,588,000
Germantown	\$1,100,000	\$25,000	\$485,000	\$45,000	\$50,000	\$800,000		\$2,505,000
Lakeland	\$270,000						\$81,000	\$351,000
Memphis	\$12,600,000	\$2,644,000	\$2,500,000	\$3,050,000	\$1,250,000	\$12,000,000		\$34,044,000
Millington	\$67,500	\$6,750	\$243,000	\$67,500	\$135,000	\$202,500	\$20,250	\$742,500
TOTAL	\$20,159,500	\$3,289,750	\$5,237,000	\$3,295,500	\$2,224,828	\$15,737,500	\$418,250	\$50,362,328
Fayette County							\$405,000	\$405,000
Braden	\$18,225						\$9,450	\$27,675
Gallaway	\$30,645						\$15,390	\$46,035
Piperton	\$45,000	\$1,500	\$10,000	\$500		\$4,000		\$61,000
TOTAL	\$93,870	\$1,500	\$10,000	\$500		\$4,000	\$429,840	\$539,710
DeSoto County	\$1,226,347	\$62,775		\$67,500	\$371,250			\$1,727,872
Hernando	\$250,000	\$800						\$250,800
Horn Lake	\$250,000	\$10,000	\$40,000	\$45,000	\$30,000	\$160,000	\$40,000	\$575,000
Olive Branch	\$189,000						\$189,000	\$378,000
Southaven	\$1,990,000	\$56,000	\$400,000	\$15,000	\$120,000	\$720,000	\$270,000	\$3,571,000
TOTAL	\$3,905,347	\$129,575	\$440,000	\$127,500	\$521,250	\$880,000	\$499,000	\$6,502,672
TOTAL MPO AREA	\$24,158,717	\$3,420,825	\$5,687,000	\$3,423,500	\$2,746,078	\$16,621,500	\$1,347,090	\$57,404,710
Transit System	Operations and Maintenance Costs							
Memphis Area Transit Authority (MATA)								\$58,200,000

VIII. HOW TO READ THE TIP PROJECT PAGE

Figure 24: Sample TIP Page

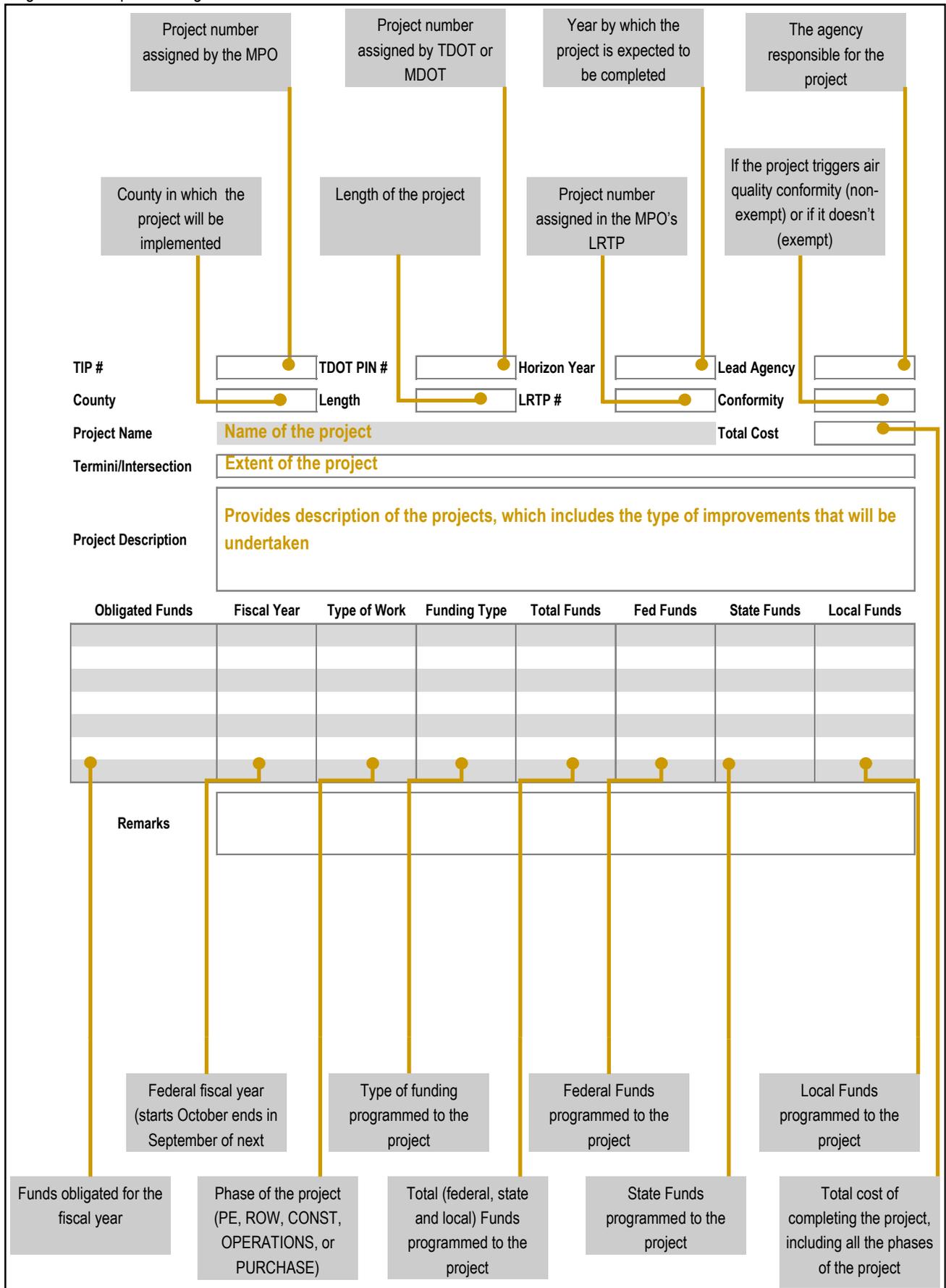


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- INTRODUCTION
- TDOT PROJECTS
- MDOT PROJECTS
- LOCAL TN PROJECTS
- LOCAL MS PROJECTS
- CMAQ PROJECTS
- TRANSIT PROJECTS
- APPENDICES

IX. 2014-2017 TIP PROJECTS

The following pages detail the individual TIP projects, including the TIP project number, TDOT or MDOT project identification number (PIN), LRTP cross-reference, lead agency, county, conformity status, termini (when applicable), total cost, project description, and fiscal year phase and funding breakdowns. When possible, there are maps associated with the projects.

The projects are broken into the following six sections:

SECTION A—TDOT Sponsored Projects—This section details projects submitted by TDOT. The funding sources in this section are STP, HPP, HSIP, IMD, and NHPP. Where a match is required, the State of Tennessee provides that match.

SECTION B—MDOT Sponsored Projects—This section details projects submitted by MDOT. The funding sources in this section are NHPP, STP, NHS, SFP, IM, bonds, and various earmarks. Where a match is required, the State of Mississippi provides that match.

SECTION C—Locally Sponsored Projects Tennessee—This section details STP projects that are ranked by the MPO with the criteria in **Appendix C**, as well as projects under the additional funding sources CMAQ, ENH, FBD, NHPP, HPP, DEMO, SRTS, TAP, TCSP, and TIGER IV. In most cases, the local jurisdiction provides any required match.

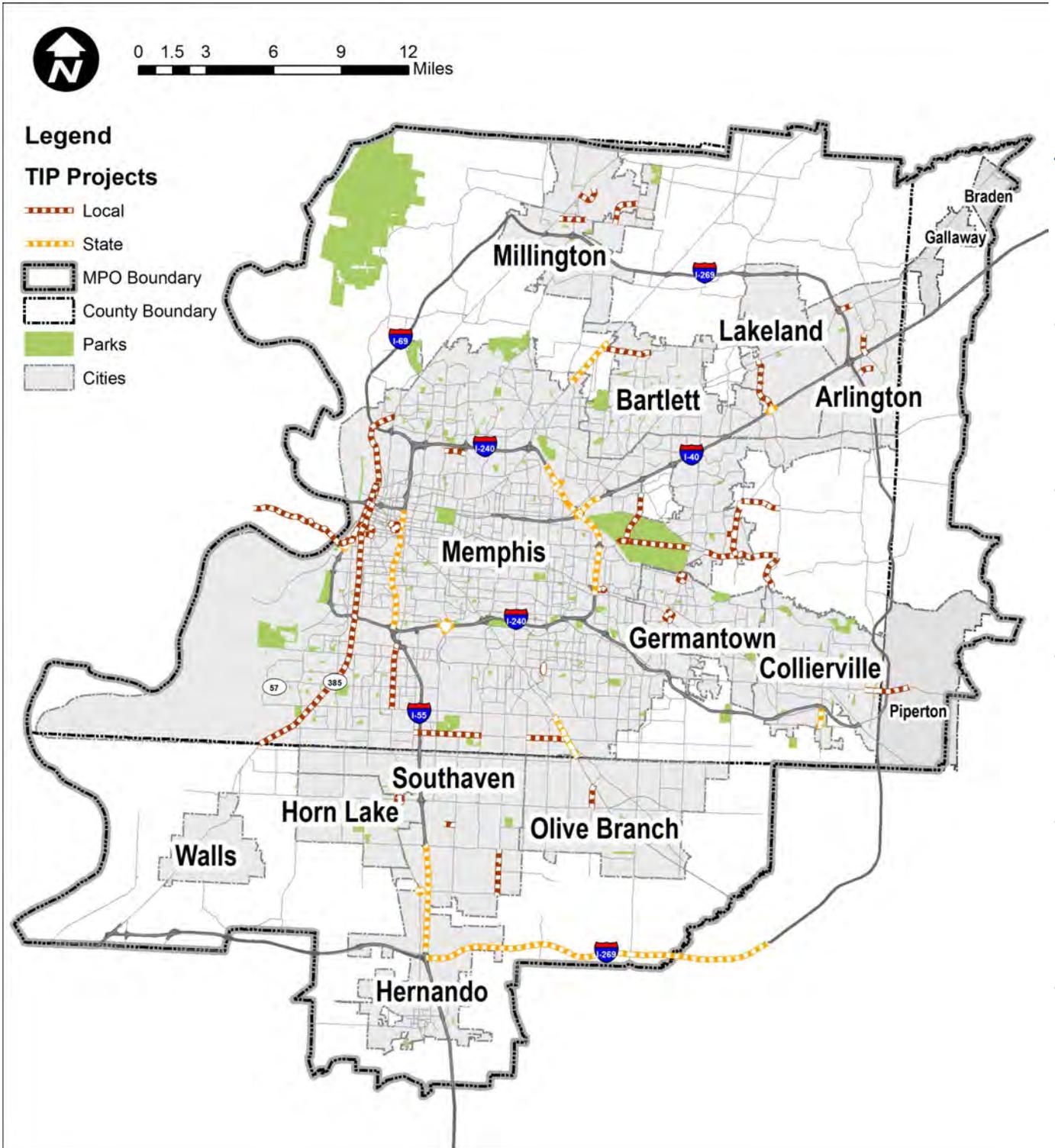
SECTION D—Locally Sponsored Projects Mississippi—This section details STP projects that are ranked by the MPO with the criteria in **Appendix C**, as well as projects under the additional funding source TAP. In most cases, the local jurisdiction provides any required match.

SECTION E—Congestion Mitigation and Air Quality Projects—This section contains all of the current CMAQ projects, except those CMAQ funds shown under Locally Sponsored Projects or Transit Projects when applicable.

SECTION F—Transit Projects—This section details FTA funded transit projects in the region. Funding categories include 5307, 5337, and 5339.

Figure 25 shows the location of all FY 2014-17 TIP roadway projects by project sponsor within the Memphis MPO, with the exception of grouping, CMAQ, and transit projects.

Figure 25: Memphis MPO FY 2014-17 TIP Roadway Projects by Sponsor



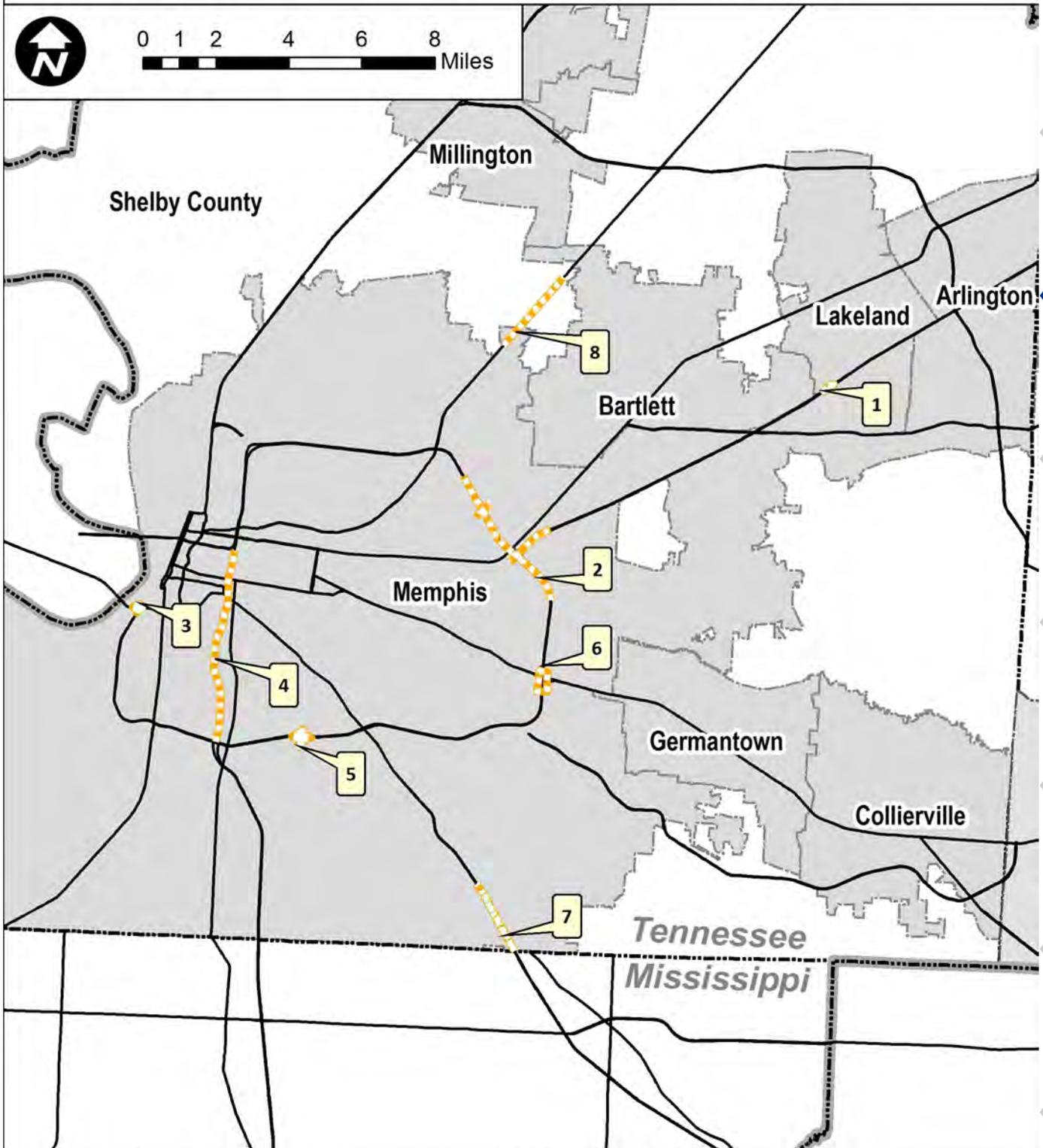
SECTION A

TDOT SPONSORED PROJECTS

Funding & Expenditures Fiscal Years 2014 - 2017

Funding Sources	Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017	Total
STP Federal Funds	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$9,600,000
STP State Funds	\$600,000	\$600,000	\$600,000	\$600,000	\$2,400,000
Total STP Funds	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000
HPP Federal Funds	\$7,500,000	\$0	\$0	\$0	\$7,500,000
HPP State Funds	\$1,875,000	\$0	\$0	\$0	\$1,875,000
Total HPP Funds	\$9,375,000	\$0	\$0	\$0	\$9,375,000
HSIP Federal Funds	\$2,700,000	\$2,700,000	\$2,700,000	\$2,700,000	\$10,800,000
HSIP State Funds	\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000
Total HSIP Funds	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000
IMD Federal Funds	\$940,419	\$0	\$0	\$0	\$940,419
IMD State Funds	\$104,491	\$0	\$0	\$0	\$104,491
Total IMD Funds	\$1,044,910	\$0	\$0	\$0	\$1,044,910
NHPP Federal Funds	\$241,100,000	\$5,600,000	\$5,600,000	\$5,600,000	\$257,900,000
NHPP State Funds	\$36,900,000	\$1,400,000	\$1,400,000	\$1,400,000	\$41,100,000
Total NHPP Funds	\$278,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$299,000,000
TOTAL FUNDING	\$294,419,910	\$13,000,000	\$13,000,000	\$13,000,000	\$333,419,910
TOTAL EXPENDITURE	\$294,419,910	\$13,000,000	\$13,000,000	\$13,000,000	\$333,419,910
BALANCE	\$0	\$0	\$0	\$0	\$0

Tennessee DOT Road Project Summary



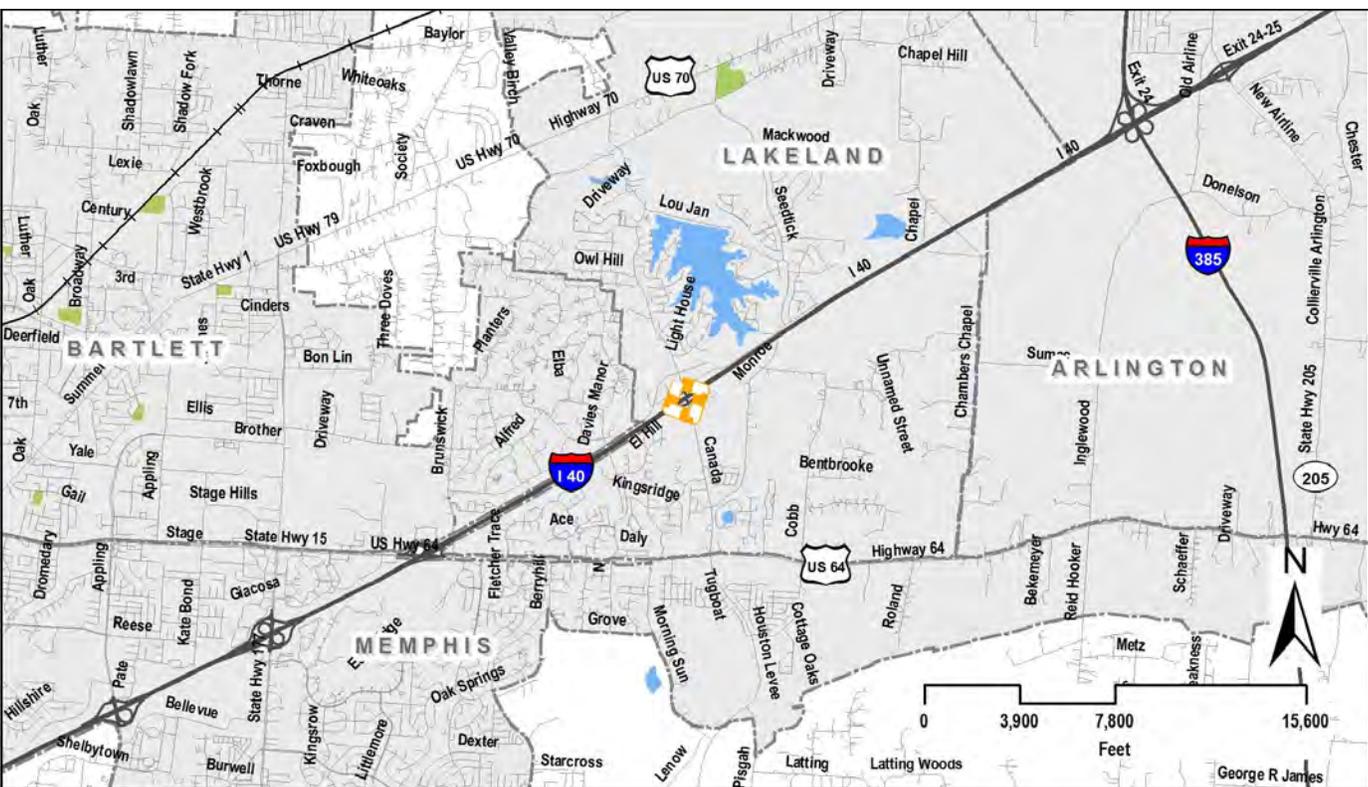
Number	Project	Number	Project
1	I-40 @ Canada Road	5	I-240 @ Airways Blvd
2	I-40 @ I-240 Phase II	6	I-240 Bridge Replacements
3	I-55 @ Crump Blvd.	7	SR-4 (US-78)
4	I-240 (Midtown)	8	SR-14 (Austin Peay Highway)

TIP #	NHS-2002-04	TDOT PIN #	101604.00	Horizon Year	E+C	Lead Agency	TDOT
County	Shelby	Length	NA	LRTP #	60020001	Conformity	Non-Exempt
Project Name	I-40					Total Cost	\$25,000,000
Termini/Intersection	Interchange @ Canada Road						

Project Description

Interchange improvements including replacing bridges, reconstructing acceleration and deceleration lanes and tapers, including the widening of I-40 within the interchange limits LM 23.69 to LM 24.06

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	NHPP	\$19,800,000	\$17,820,000	\$1,980,000	

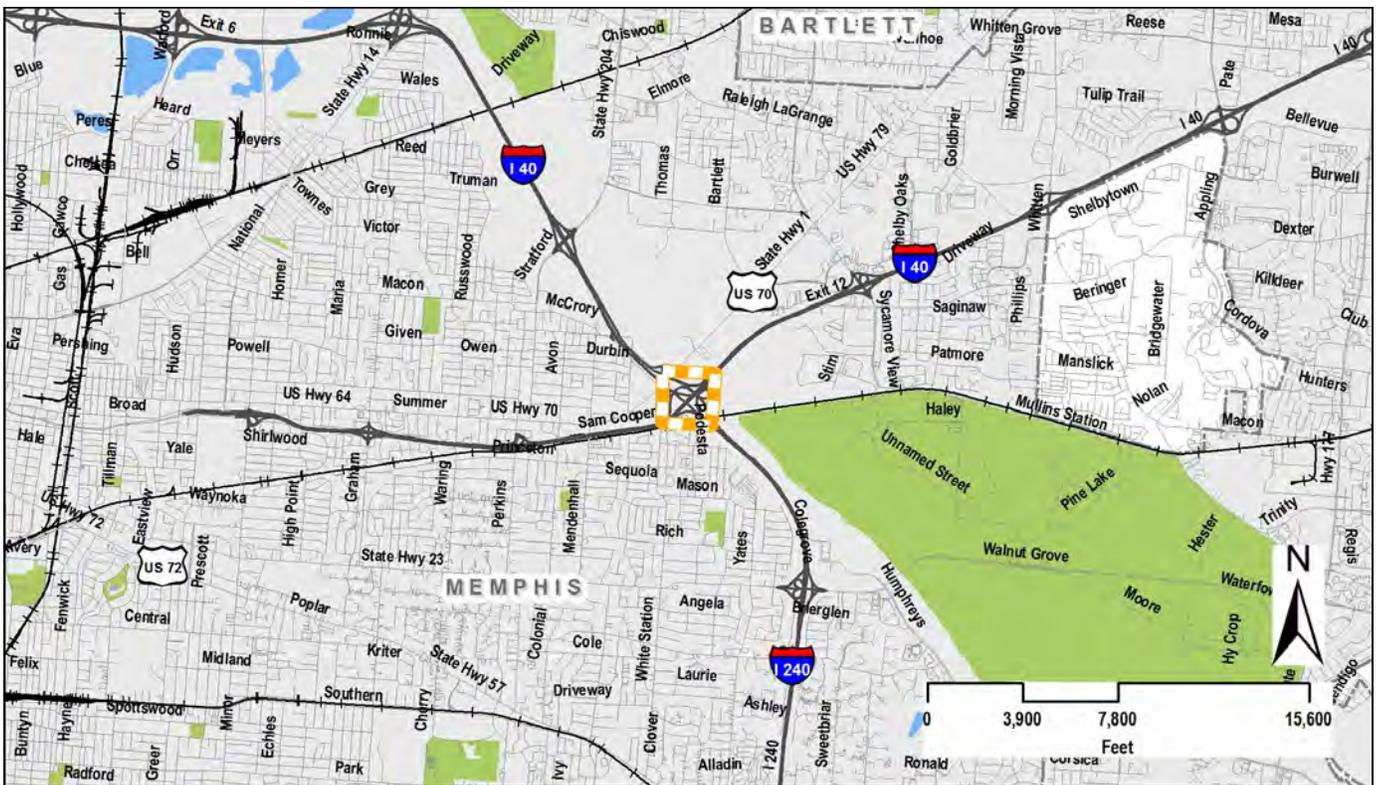


Remarks

TIP #	NHS-2004-01	TDOT PIN #	102240.00	Horizon Year	E+C	Lead Agency	TDOT
County	Shelby	Length	NA	LRTP #	60020002	Conformity	Non-Exempt
Project Name	I-40					Total Cost	\$140,923,775
Termini/Intersection	Interchange @ I-240						

Project Description
 Construct I-40 flyover ramp at I-240 East of Memphis (Phase 2)

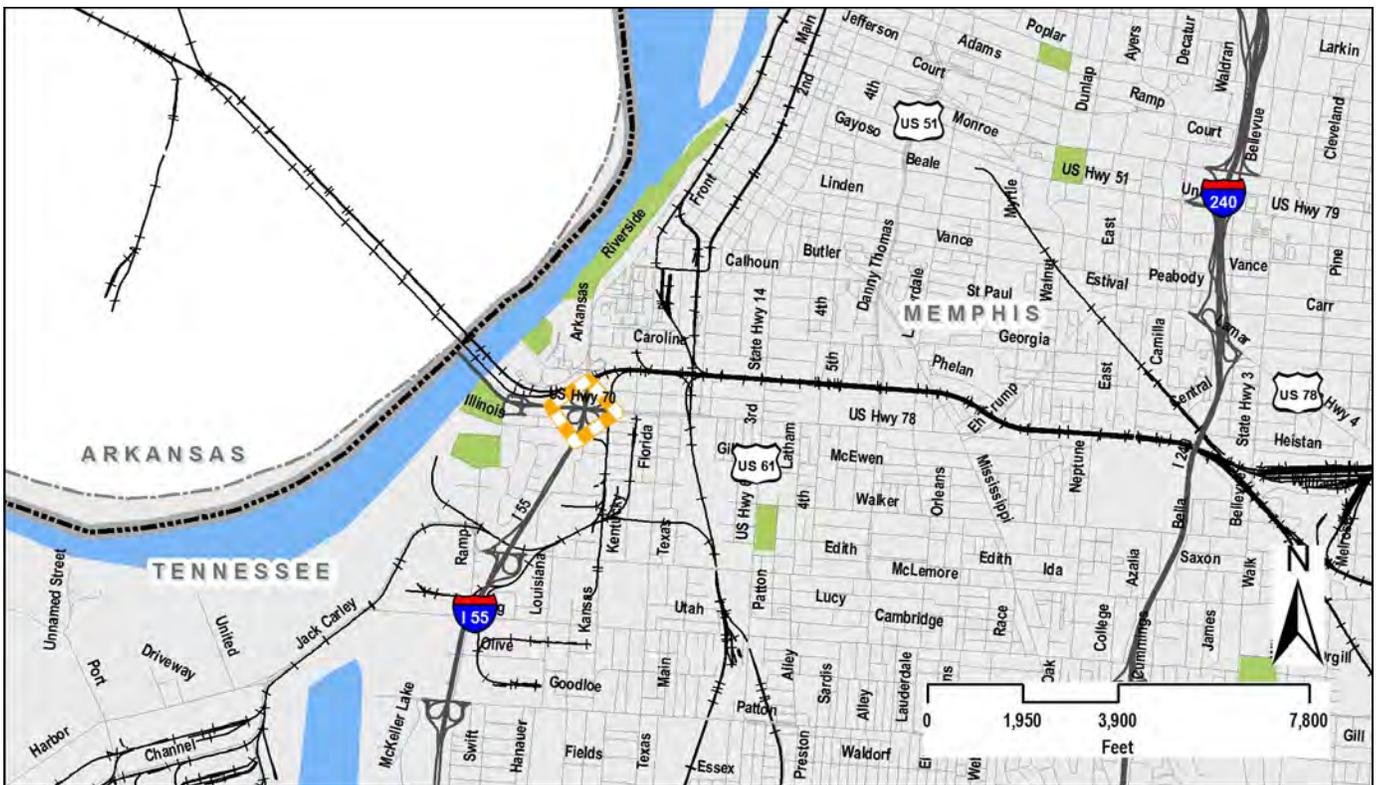
Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	HPP	\$9,375,000	\$7,500,000	\$1,875,000	
	2014	CONST	NHPP	\$128,000,000	\$115,200,000	\$12,800,000	



Remarks
 HPP-ID# 1359, 4945 and 34

TIP #	TN-IM-2011-01	TDOT PIN #	101742.00	Horizon Year	2020	Lead Agency	TDOT
County	Shelby	Length	NA	LRTP #	60030002	Conformity	Non-Exempt
Project Name	I-55					Total Cost	\$34,279,910
Termini/Intersection	Interchange at Crump Boulevard						
Project Description	Interchange modification						

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE/ROW	IMD	\$1,044,910	\$940,419	\$104,491	
	2014	ROW	NHPP	\$3,200,000	\$2,880,000	\$320,000	
	2014	CONST	NHPP	\$32,500,000	\$29,250,000	\$3,250,000	



Remarks

TIP #	NHS-2002-01	TDOT PIN #	100330.00	Horizon Year	2035	Lead Agency	TDOT
County	Shelby	Length	6.0 miles	L RTP #	0250001-4	Conformity	Non-Exempt
Project Name	I-240 Midtown					Total Cost	\$38,500,000
Termini/Intersection	I-40 to I-55						
Project Description	Widen 6 lanes to 8 lanes						

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	ROW	NHPP	\$1,000,000	\$800,000	\$200,000	



Remarks

TIP #	TN-IM-2012-01	TDOT PIN #	107913.00	Horizon Year	2025	Lead Agency	TDOT
County	Shelby	Length	0.48 miles	LRTP #	60010001.3	Conformity	Non-Exempt
Project Name	I-240					Total Cost	\$45,000,000
Termini/Intersection	Interchange at Airways Blvd.						
Project Description	Modify Interchange in Memphis						

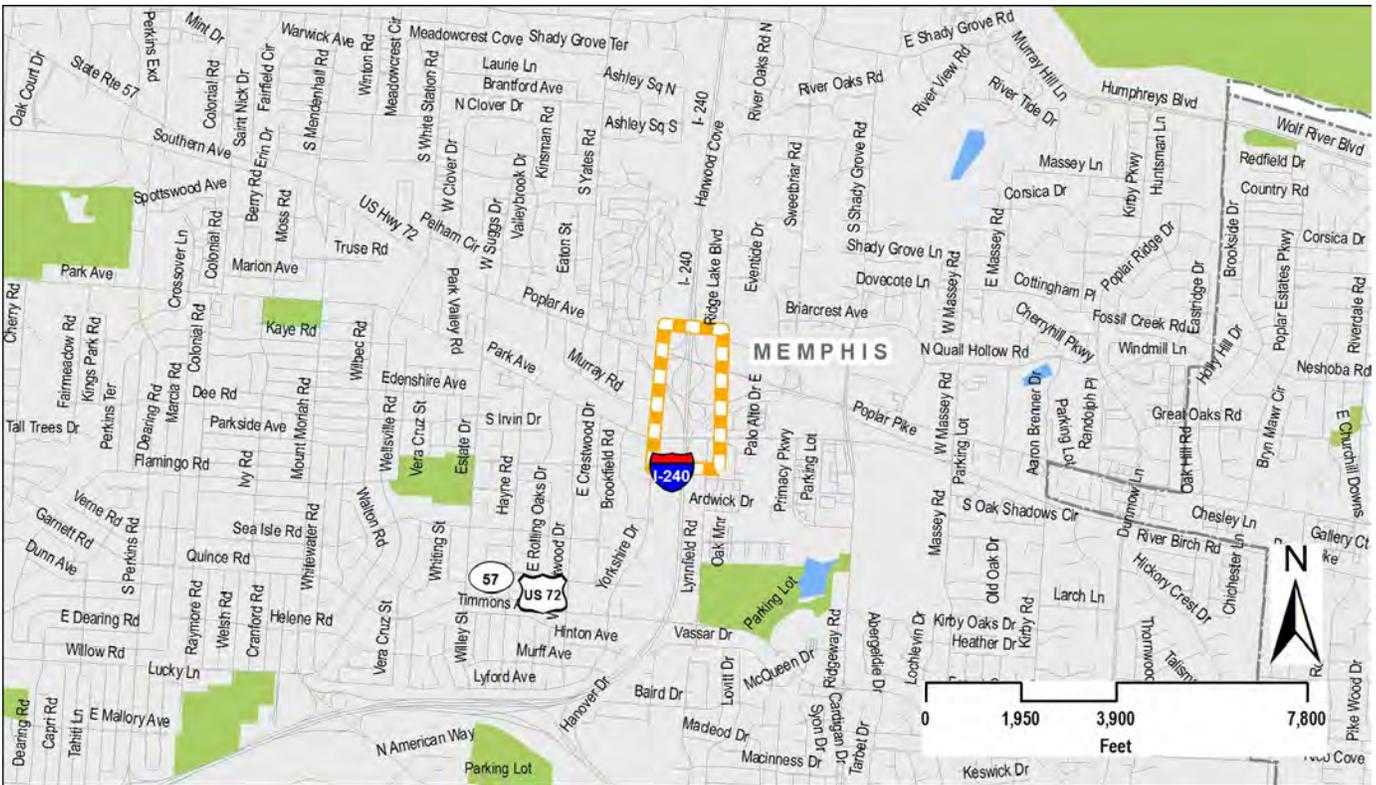
Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-D	NHPP	\$1,500,000	\$1,350,000	\$150,000	



Remarks

TIP #	TN-NHPP-2014-01	TDOT PIN #	118737.00	Horizon Year	E+C	Lead Agency	TDOT
County	Shelby	Length	0.28	L RTP #	Consistent W/ L RTP	Conformity	Exempt
Project Name	I-240 Bridges					Total Cost	\$25,000,000
Termini/Intersection	Replacement of 3 Overhead Bridges						
Project Description	Replacement of 3 Overhead Bridges; Norfolk Southern RR (LM 15.45), Poplar Ave (SR-57 EB LM 15.57), and Poplar Ave (SR-57 WB LM 15.73)						

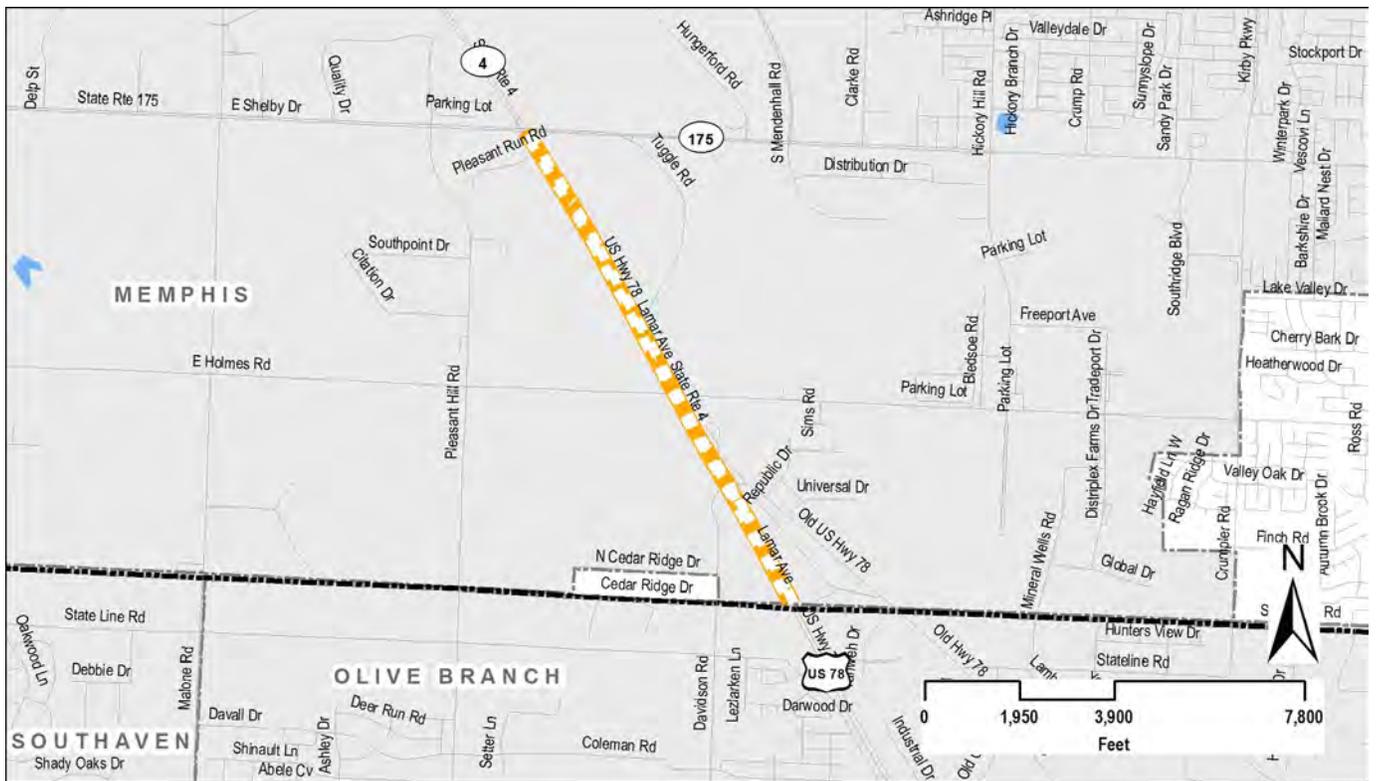
Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N	NHPP	\$1,000,000	\$900,000	\$100,000	
	2014	PE-D	NHPP	\$1,000,000	\$900,000	\$100,000	



Remarks

TIP #	TN-NHPP-2014-02	TDOT PIN #	100339.01	Horizon Year	2020	Lead Agency	TDOT
County	Shelby	Length	1.1	LRTP #	00820028-00820030	Conformity	Non-Exempt
Project Name	SR-4 (US-78 / Lamar Avenue)					Total Cost	\$72,000,000
Termini/Intersection	Mississippi state line to South of Shelby Drive						
Project Description	Reconstruct and widen from 4 lanes to 6 lanes (divided).						

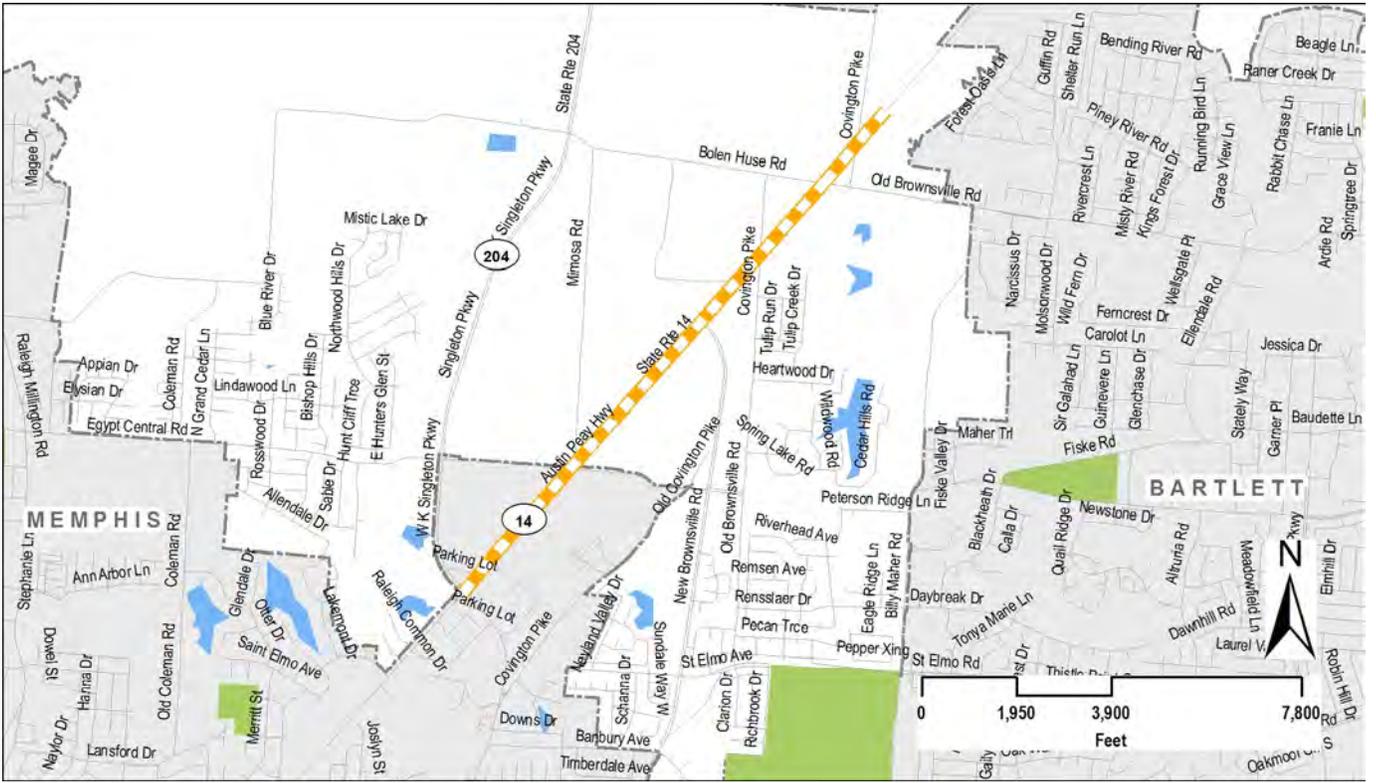
Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	ROW	NHPP	\$34,000,000	\$27,200,000	\$6,800,000	



Remarks

TIP #	TN-NHPP-2014-03	TDOT PIN #	101608.01	Horizon Year	2020	Lead Agency	TDOT
County	Shelby	Length	2.6	L RTP #	02020024-02020025	Conformity	Non-Exempt
Project Name	SR-14					Total Cost	\$26,500,000
Termini/Intersection	(Austin Peay Highway) From SR-204 (Singleton Pkwy) to east of Old Covington Pike						
Project Description	Reconstruct and widen from 2 lanes to 5 lanes.						

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	NHPP	\$21,000,000	\$16,800,000	\$4,200,000	



Remarks

New TIP Page

Adopted 8-29-2013

TIP #	TN-NHPP-2014-04	TDOT PIN #		Horizon Year	NA	Lead Agency	TDOT
County	Shelby-Fayette	Length	NA	LRTP #	NA	Conformity	Exempt
Project Name	National Highway Performance Program (NHPP) Grouping					Total Cost	\$56,000,000

Termini/Intersection Memphis MPO Area

Project Description See Attachment 1 for a more comprehensive list of activities included but not limited for eligibility.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	NHPP	\$35,000,000	\$28,000,000	\$7,000,000	
	2015	CONST	NHPP	\$7,000,000	\$5,600,000	\$1,400,000	
	2016	CONST	NHPP	\$7,000,000	\$5,600,000	\$1,400,000	
	2017	CONST	NHPP	\$7,000,000	\$5,600,000	\$1,400,000	

Remarks Attachment 1 is located in Appendix A of the TIP document.

New TIP Page

Adopted 8-29-2013

TIP #	TN-STP-2014-01	TDOT PIN #		Horizon Year	NA	Lead Agency	TDOT
County	Shelby-Fayette	Length	NA	LRTP #	NA	Conformity	Exempt
Project Name	Surface Transportation Program (STP) Grouping					Total Cost	\$12,000,000

Termini/Intersection Memphis MPO Area

Project Description See Attachment 1 for a more comprehensive list of activities included but not limited for eligibility.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	STP	\$3,000,000	\$2,400,000	\$600,000	
	2015	CONST	STP	\$3,000,000	\$2,400,000	\$600,000	
	2016	CONST	STP	\$3,000,000	\$2,400,000	\$600,000	
	2017	CONST	STP	\$3,000,000	\$2,400,000	\$600,000	

Remarks Attachment 1 is located in Appendix A of the TIP document.

TIP #	TN-HSIP-2014-01	TDOT PIN #		Horizon Year	NA	Lead Agency	TDOT
County	Shelby-Fayette	Length	NA	LRTP #	NA	Conformity	Exempt
Project Name	Highway Safety Improvement Program (HSIP) Grouping					Total Cost	\$12,000,000

Termini/Intersection Memphis MPO Area

Project Description See Attachment 1 for a more comprehensive list of activities included but not limited for eligibility.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	HSIP	\$3,000,000	\$2,700,000	\$300,000	
	2015	CONST	HSIP	\$3,000,000	\$2,700,000	\$300,000	
	2016	CONST	HSIP	\$3,000,000	\$2,700,000	\$300,000	
	2017	CONST	HSIP	\$3,000,000	\$2,700,000	\$300,000	

Remarks Attachment 1 is located in Appendix A of the TIP document.

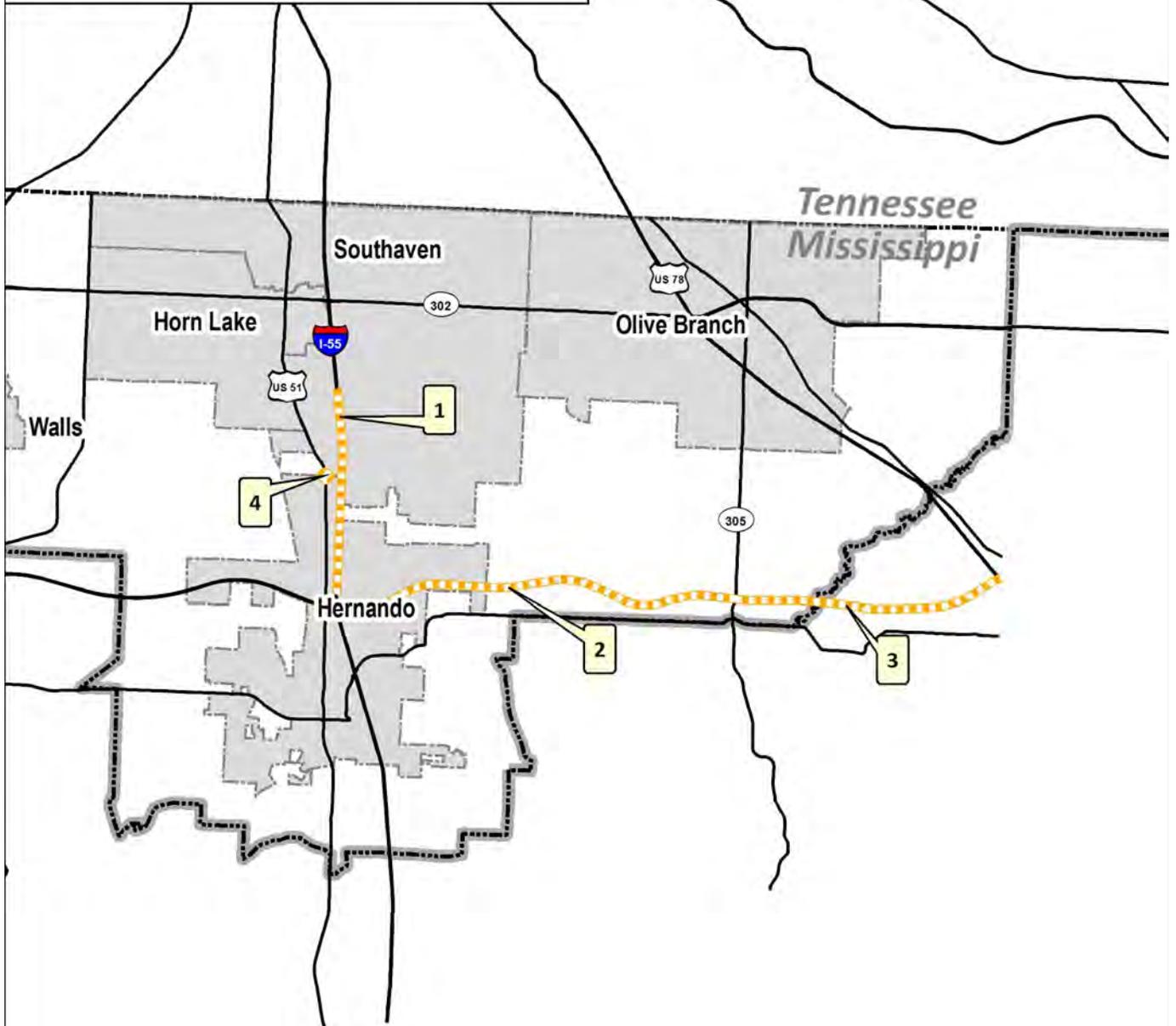
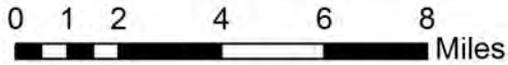
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SECTION B MDOT SPONSORED PROJECTS

Funding & Expenditures Fiscal Years 2014 - 2017

Funding Sources	Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017	Total
NHPP/STP/Earmark Federal Funds	\$0	\$9,760,000	\$0	\$0	\$9,760,000
NHS/STP/Earmark State Funds	\$0	\$2,440,000	\$0	\$0	\$2,440,000
NHS/STP/Earmark Total Funds	\$0	\$12,200,000	\$0	\$0	\$12,200,000
STP Federal Funds	\$1,200,000	\$0	\$0	\$0	\$1,200,000
STP State Funds	\$300,000	\$0	\$0	\$0	\$300,000
STP Total Funds	\$1,500,000	\$0	\$0	\$0	\$1,500,000
SFP/Bonds Federal Funds	\$0	\$0	\$0	\$0	\$0
SFP/Bonds State Funds	\$0	\$0	\$111,000,000	\$0	\$111,000,000
SFP/Bonds Total Funds	\$0	\$0	\$111,000,000	\$0	\$111,000,000
IM/NHS/NHPP/STP/SFP Federal Funds	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$6,400,000
IM/NHS/NHPP/STP/SFP State Funds	\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000
IM/NHS/NHPP/STP/SFP Total Funds	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$8,000,000
STP/NHS/SFP Federal Funds	\$13,857,348	\$13,650,973	\$13,653,993	\$13,651,663	\$54,813,977
STP/NHS/SFP State Funds	\$3,464,337	\$3,412,744	\$3,413,499	\$3,412,916	\$13,703,496
STP/NHS/SFP Total Funds	\$17,321,685	\$17,063,717	\$17,067,492	\$17,064,579	\$68,517,473
IM Federal Funds	\$900,000	\$0	\$0	\$0	\$900,000
IM State Funds	\$100,000	\$0	\$0	\$0	\$100,000
IM Total Funds	\$1,000,000	\$0	\$0	\$0	\$1,000,000
TOTAL FUNDING	\$21,821,685	\$31,263,717	\$130,067,492	\$19,064,579	\$202,217,473
TOTAL EXPENDITURE	\$21,821,685	\$31,263,717	\$130,067,492	\$19,064,579	\$202,217,473
BALANCE	\$0	\$0	\$0	\$0	\$0

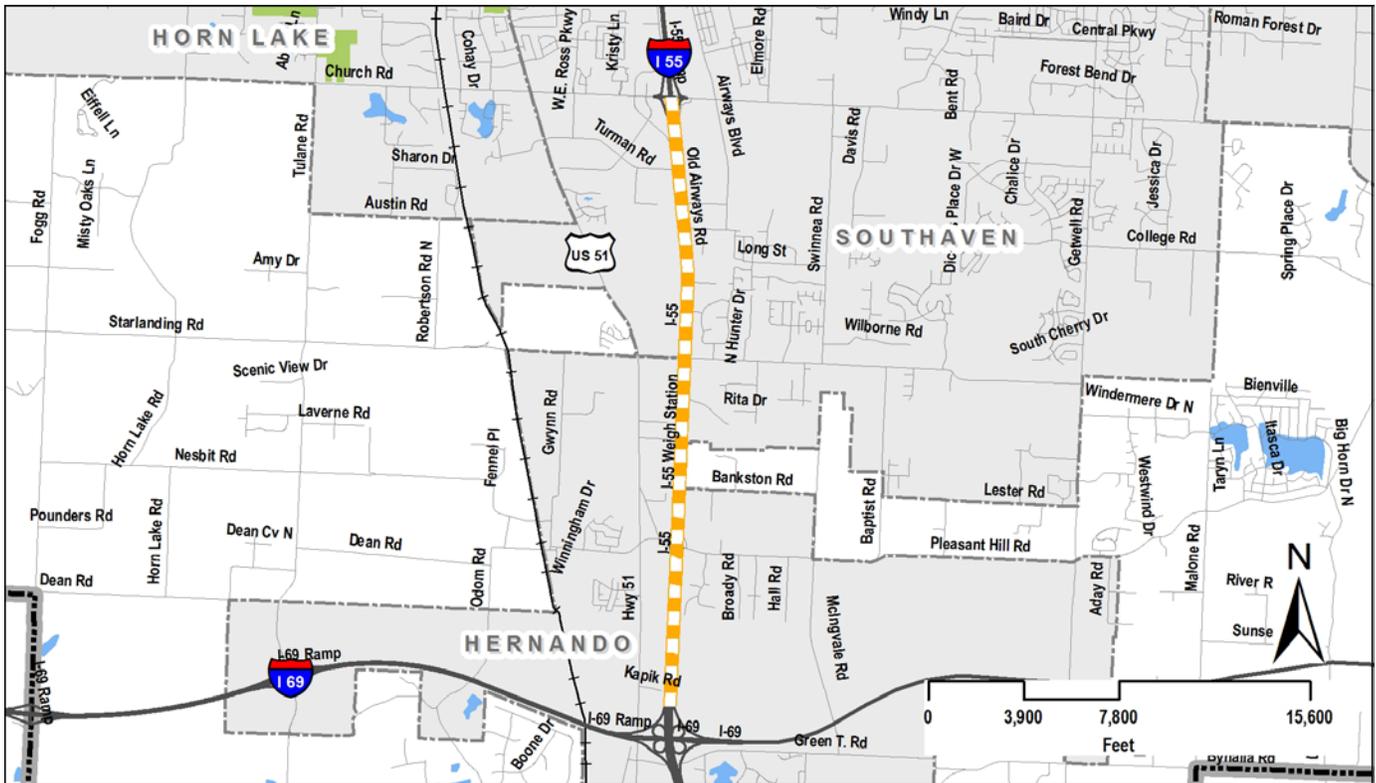
Mississippi DOT Road Project Summary



Number	Project
1	I-55
2	SR-304 / I-269 (I-55 to SR-305)
3	SR-304 / I-269 (SR-305 to Marshall County)
4	US-51 & Star Landing Road

TIP #	MS-NHS-2006-02	MDOT #	100222/205000	Horizon Year	2020	Lead Agency	MDOT
County	Desoto	Length	3.9 miles	L RTP #	01330011	Conformity	Non-Exempt
Project Name	I-55					Total Cost	\$90,000,000
Termini/Intersection	Relocated MS 304 to Church Road						
Project Description	Widen to 8 lanes						

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	ROW	NHPP/STP/ Earmark	\$2,000,000	\$1,600,000	\$400,000	
	2015	ROW	NHPP/STP/ Earmark	\$10,200,000	\$8,160,000	\$2,040,000	



Remarks

TIP #	MS-SSTP-2006-04	MDOT #	102556/319	Horizon Year	E+C	Lead Agency	MDOT
County	Desoto	Length	20.0 miles	LRTP #	NA	Conformity	Non-Exempt
Project Name	SR-304 /I-269					Total Cost	\$133,500,000
Termini/Intersection	SR-304/I-269 from east of I-55 to SR-305						

Project Description

Paving of new 4-lane freeway

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2016	CONST	SFP/Bonds	\$67,000,000	\$0	\$67,000,000	



Remarks

TIP #	MS-SSTP-2008-02	MDOT #	102556/306	Horizon Year	E+C	Lead Agency	MDOT
County	Desoto	Length	14.0 miles	LRTP #	NA	Conformity	Non-Exempt
Project Name	SR-304/I-269					Total Cost	\$133,500,000
Termini/Intersection	SR-304/I-269 from SR-305 to the Marshall County Line						

Project Description
 Paving of new 4-lane freeway

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2016	CONST	SFP/Bonds	\$44,000,000	\$0	\$44,000,000	

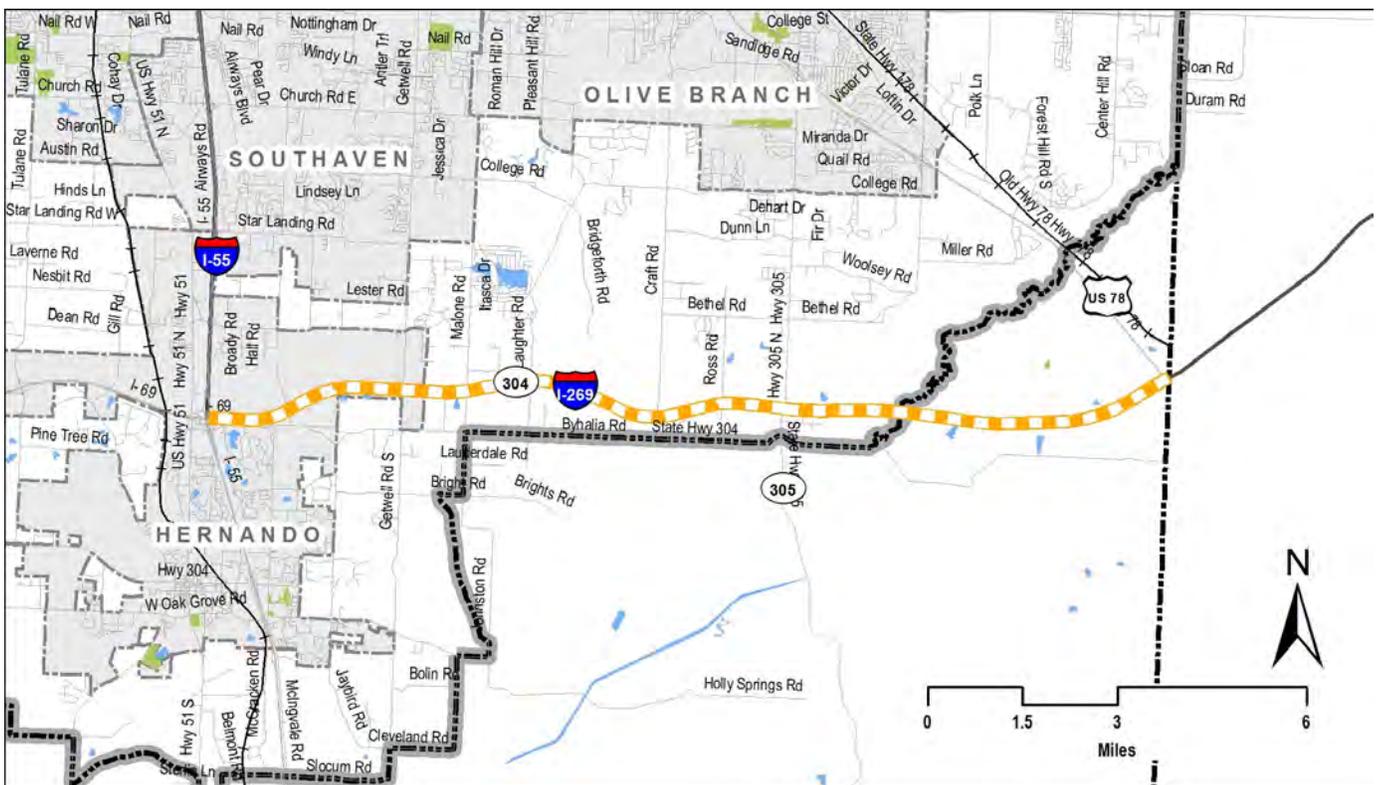


Remarks

TIP #	MS-SSTP-2011-01	MDOT #	501561/605000	Horizon Year	NA	Lead Agency	MDOT
County	Desoto	Length	NA	L RTP #	NA	Conformity	Exempt
Project Name	SR-304 /I-269					Total Cost	\$210,064,969
Termini/Intersection	I-55 to Marshall County Line (Debt Service)						

Project Description
 Repayment of bonds for the construction of SR-304/I-269 in Desoto County

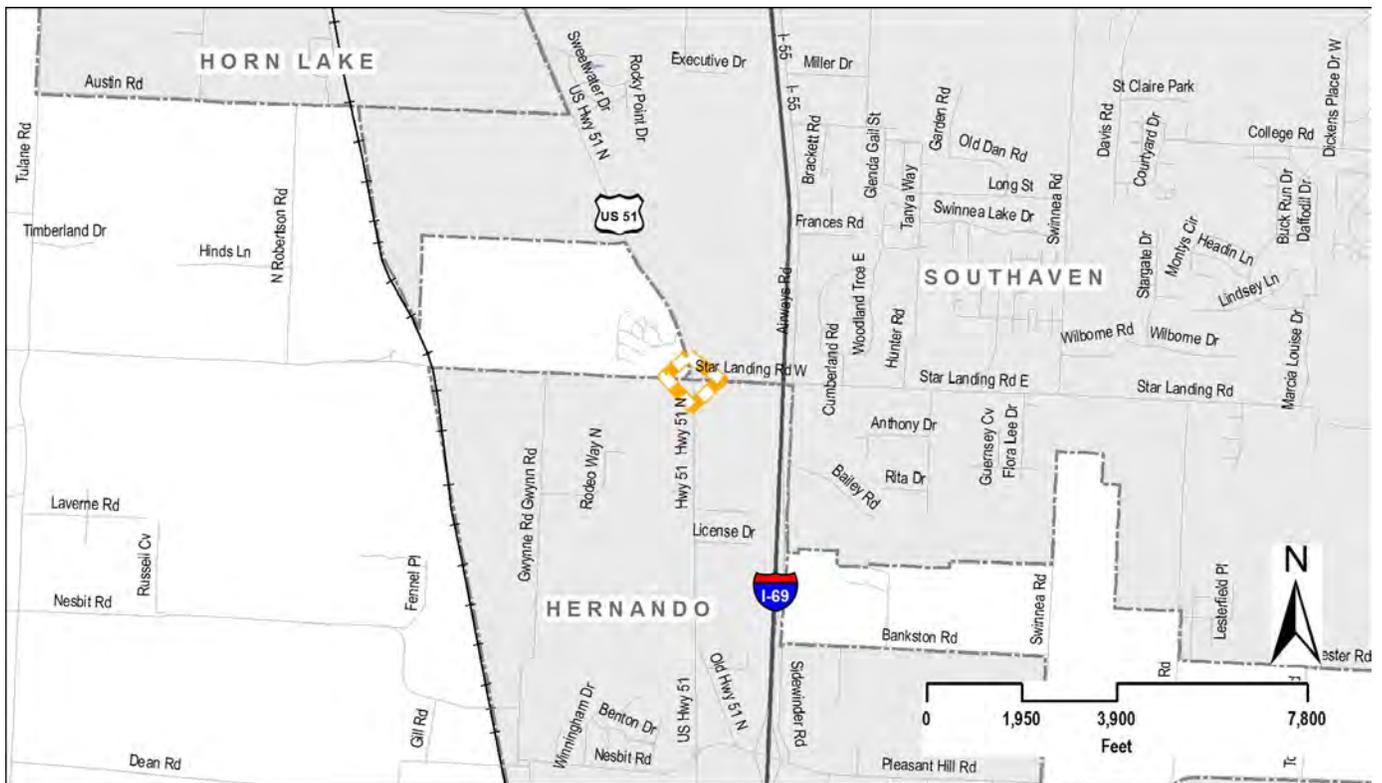
Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	Debt Service	STP/NHS/SFP	\$17,321,685	\$13,857,348	\$3,464,337	
	2015	Debt Service	STP/NHS/SFP	\$17,063,717	\$13,650,973	\$3,412,744	
	2016	Debt Service	STP/NHS/SFP	\$17,067,492	\$13,653,993	\$3,413,499	
	2017	Debt Service	STP/NHS/SFP	\$17,064,579	\$13,651,663	\$3,412,916	



Remarks
 This project details the repayment of debt service on a HELP bond issue for the construction of I-269 in Mississippi

TIP #	MS-SSTP-2014-01	MDOT #		Horizon Year	NA	Lead Agency	MDOT
County	Desoto	Length	NA	LRTP #	NA	Conformity	Exempt
Project Name	Intersection US-51 & Star Landing Rd					Total Cost	\$1,500,000
Termini/Intersection	Intersection US-51 & Star Landing Rd and License Dr						
Project Description	Intersection Improvements						

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	STP	\$1,500,000	\$1,200,000	\$300,000	



Remarks

TIP # **MDOT #** **Horizon Year** **Lead Agency**
County **Length** **LRTP #** **Conformity**
Project Name **Total Cost**

Termini/Intersection

Project Description

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N/PE-D/ ROW/CONST	IM/NHS/NHPP/ STP/SFP	\$2,000,000	\$1,600,000	\$400,000	
	2015	PE-N/PE-D/ ROW/CONST	IM/NHS/NHPP/ STP/SFP	\$2,000,000	\$1,600,000	\$400,000	
	2016	PE-N/PE-D/ ROW/CONST	IM/NHS/NHPP/ STP/SFP	\$2,000,000	\$1,600,000	\$400,000	
	2017	PE-N/PE-D/ ROW/CONST	IM/NHS/NHPP/ STP/SFP	\$2,000,000	\$1,600,000	\$400,000	

Remarks

TIP # **MDOT #** **Horizon Year** **Lead Agency**
County **Length** **LRTP #** **Conformity**
Project Name **Total Cost**

Termini/Intersection

Project Description

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	IM	\$1,000,000	\$900,000	\$100,000	

Remarks

SECTION C

LOCAL TENNESSEE SPONSORED PROJECTS

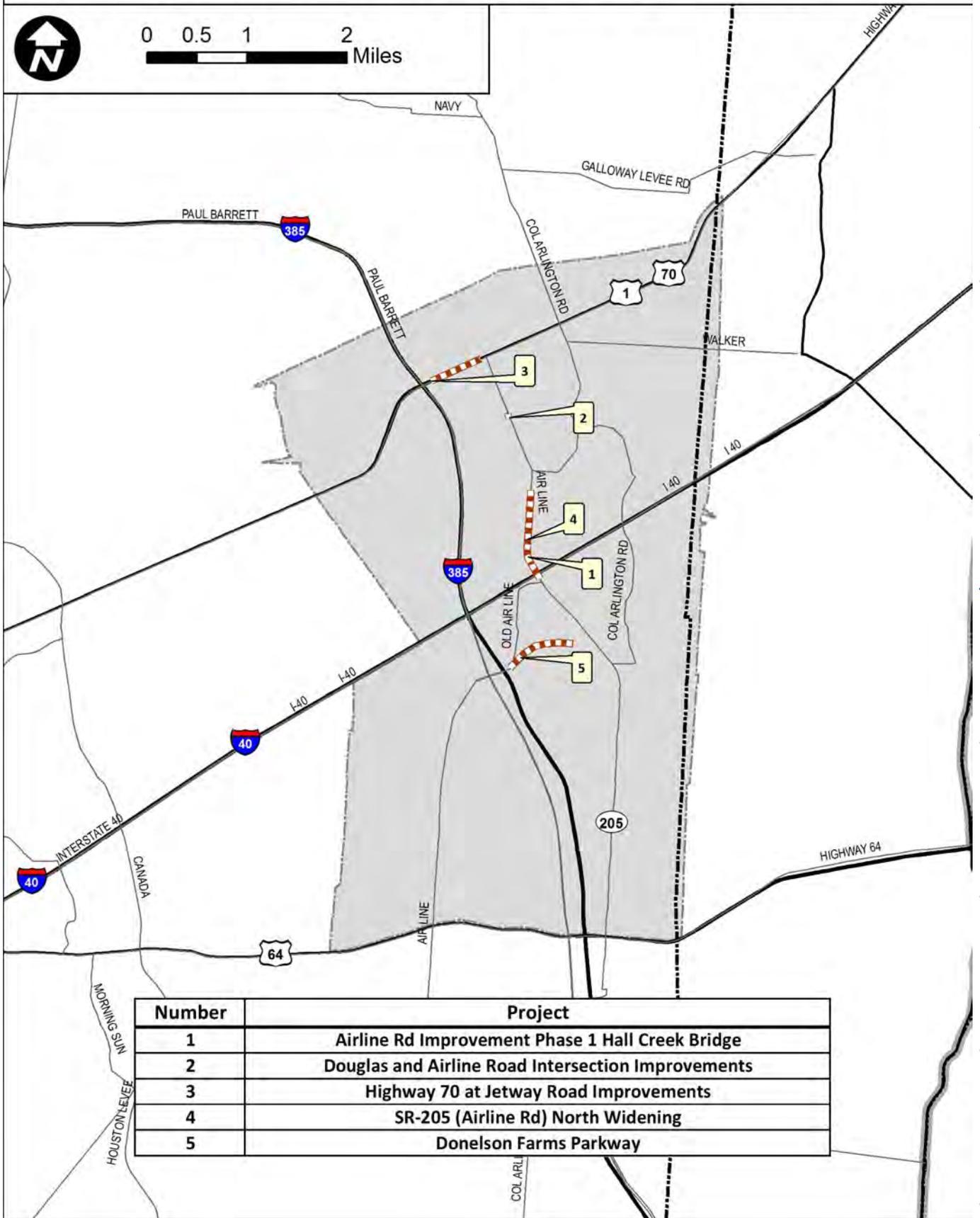
Funding & Expenditures Fiscal Years 2014 - 2017

Funding Sources	Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017	Total
Carry Over Funds (Federal STP)	\$67,456,586	\$52,844,035	\$21,346,873	\$12,414,793	\$67,456,586
Annual STP-M Federal Funds	\$15,240,318	\$15,270,847	\$15,270,847	\$15,270,847	\$61,052,859
Total STP-M Federal Funding	\$82,696,904	\$68,114,882	\$36,617,720	\$27,685,640	\$128,509,445
STP-M Local Funds	\$6,782,171	\$10,987,831	\$5,560,061	\$6,379,061	\$29,709,122
STP-M Expenditure	\$36,635,040	\$57,755,840	\$29,762,988	\$33,420,988	\$157,574,854
STP-S Federal Funds	\$6,200,000	\$0	\$0	\$0	\$6,200,000
STP-S State Funds	\$1,550,000	\$0	\$0	\$0	\$1,550,000
STP-S Expenditure	\$7,750,000	\$0	\$0	\$0	\$7,750,000
CMAQ Federal Funds	\$850,000	\$0	\$0	\$0	\$850,000
CMAQ Local Funds	\$212,000	\$0	\$0	\$0	\$212,000
CMAQ Expenditure	\$1,062,000	\$0	\$0	\$0	\$1,062,000
ENH Federal Funds	\$6,337,622	\$0	\$0	\$0	\$6,337,622
ENH State Funds	\$1,000	\$0	\$0	\$0	\$1,000
ENH Local Funds	\$1,583,407	\$0	\$0	\$0	\$1,583,407
ENH Expenditure	\$7,922,029	\$0	\$0	\$0	\$7,922,029
FBD Federal Funds	\$800,000	\$0	\$0	\$0	\$800,000
FBD Local Funds	\$200,000	\$0	\$0	\$0	\$200,000
FBD Expenditure	\$1,000,000	\$0	\$0	\$0	\$1,000,000
NHPP Federal Funds	\$3,760,000	\$5,440,000	\$12,400,000	\$0	\$21,600,000
NHPP State Funds	\$940,000	\$1,360,000	\$3,100,000	\$0	\$5,400,000
NHPP Expenditure	\$4,700,000	\$6,800,000	\$15,500,000	\$0	\$27,000,000
HPP Federal Funds	\$5,902,867	\$0	\$3,438,838	\$8,415,520	\$17,757,225
HPP Local Funds	\$1,475,717	\$0	\$859,710	\$2,103,880	\$4,439,307
HPP Expenditure	\$7,378,584	\$0	\$4,298,548	\$10,519,400	\$22,196,532
DEMO Federal Funds	\$2,951,785	\$0	\$0	\$0	\$2,951,785
DEMO Expenditure	\$2,951,785	\$0	\$0	\$0	\$2,951,785
SRTS Federal Funds	\$224,125	\$0	\$0	\$0	\$224,125
SRTS Expenditure	\$224,125	\$0	\$0	\$0	\$224,125
TAP Federal Funds	\$2,312,609	\$0	\$0	\$0	\$2,312,609
TAP Local Funds	\$578,152	\$0	\$0	\$0	\$578,152
TAP Expenditure	\$2,890,761	\$0	\$0	\$0	\$2,890,761
TCSP Federal Funds	\$225,000	\$0	\$0	\$0	\$225,000
TCSP Local Funds	\$56,250	\$0	\$0	\$0	\$56,250
TCSP Expenditure	\$281,250	\$0	\$0	\$0	\$281,250
TIGER IV Federal Funds	\$14,939,000	\$0	\$0	\$0	\$14,939,000
TIGER IV Local / Private Funds	\$16,648,801	\$0	\$0	\$0	\$16,648,801
TIGER IV State Funds	\$2,000,000	\$0	\$0	\$0	\$2,000,000
TIGER IV Expenditure	\$33,587,801	\$0	\$0	\$0	\$33,587,801
FTA (5309) Federal Funds	\$2,200,000	\$0	\$0	\$0	\$2,200,000
FTA (5309) Local Funds	\$550,000	\$0	\$0	\$0	\$550,000
FTA 5309 Expenditure	\$2,750,000	\$0	\$0	\$0	\$2,750,000
TOTAL FUNDING	\$161,977,409	\$85,902,713	\$61,976,329	\$44,584,101	\$267,834,850
TOTAL EXPENDITURE	\$109,133,374	\$64,555,840	\$49,561,536	\$43,940,388	\$267,191,137
BALANCE	\$52,844,035	\$21,346,873	\$12,414,793	\$643,713	\$643,713

Arlington Road Project Summary



0 0.5 1 2 Miles



TIP #	STP-M-2011-01	TDOT PIN #	115659.00	Horizon Year	NA	Lead Agency	Arlington
County	Shelby	Length	0.1 miles	LRTP #	Consistent W/ LRTP	Conformity	Exempt
Project Name	Airline Road Improvement Phase 1 Hall Creek Bridge					Total Cost	\$2,081,000
Termini/Intersection	Airline Road Bridge over Hall Creek						

Project Description

Widen the existing 2-lane bridge over Hall Creek to a 5-lane bridge. The roadway capacity approaching the bridge is not being increased, and the bridge and roadway approaches will be striped for one through lane in each direction. Project scope will include designated bicycle facilities and ADA accessible pedestrian improvements.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2015	PE-D	STP-M	\$175,000	\$112,000		\$63,000
	2017	CONST	STP-M	\$1,800,000	\$1,152,000		\$648,000



Remarks

TIP #	STP-M-2011-05	TDOT PIN #	115660.00	Horizon Year	NA	Lead Agency	Arlington
County	Shelby	Length	0.6 miles	LRTP #	Consistent W/ LRTP	Conformity	Exempt
Project Name	Douglas & Airline Intersection Improvements					Total Cost	\$1,576,250
Termini/Intersection	Douglas Street & Airline Road						

Project Description

This project will improve the existing intersection of Douglas Street and Airline Road and upgrade existing traffic signal. Improvements will include the addition of curb & gutter and sidewalk at the southwest corner of the intersection; along the south side of Douglas Street (to the east); along the south side of Memphis-Arlington Road (to the west); and along the west side of Airline Road (to the south). Project scope will include designated bicycle facilities and ADA accessible pedestrian improvements.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2015	CONST	STP-M	\$1,376,250	\$1,101,000		\$275,250



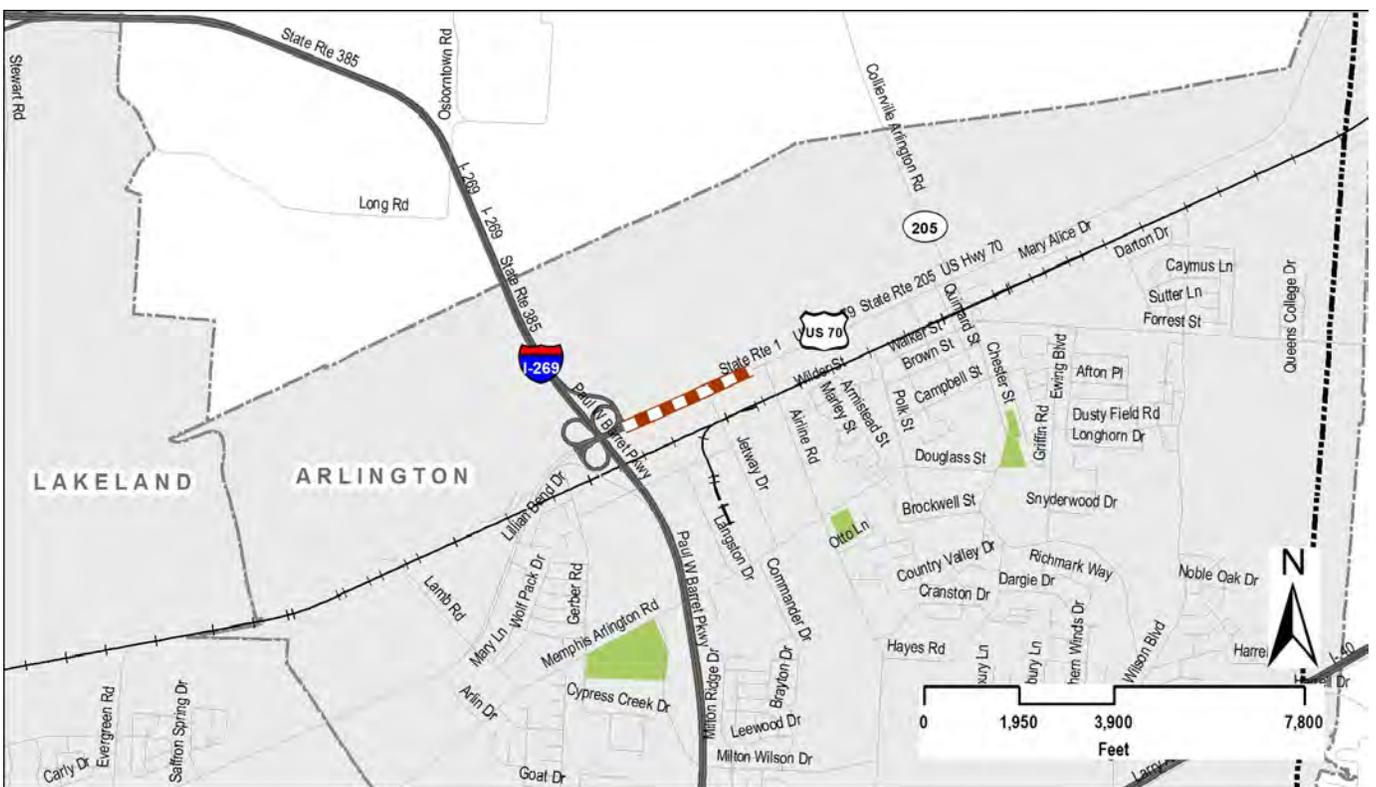
Remarks

TIP #	STP-M-2014-09	TDOT PIN #		Horizon Year	2025	Lead Agency	Arlington
County	Shelby	Length	0.3 miles	LRTP #	1200035	Conformity	Exempt
Project Name	Highway 70 at Jetway Rd Improvements					Total Cost	\$1,700,000

Termini/Intersection US 70 at Jetway Rd

Project Description Widen Highway 70 from 4 lanes to 5 lanes from just east of SR-385 to just west of Airline Road. The widening is to provide for a left turn lane associated with the installation of a traffic control signal, which will not increase roadway capacity. Project includes the installation of a traffic signal at the Highway 70 - Jetway Road intersection. This project is a portion of 2040 LRTP Project No. 01200035. Project scope will include designated bicycle facilities and ADA accessible pedestrian improvements.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N	STP-M	\$20,000	\$16,000		\$4,000
	2015	PE-D	STP-M	\$135,000	\$108,000		\$27,000



Remarks

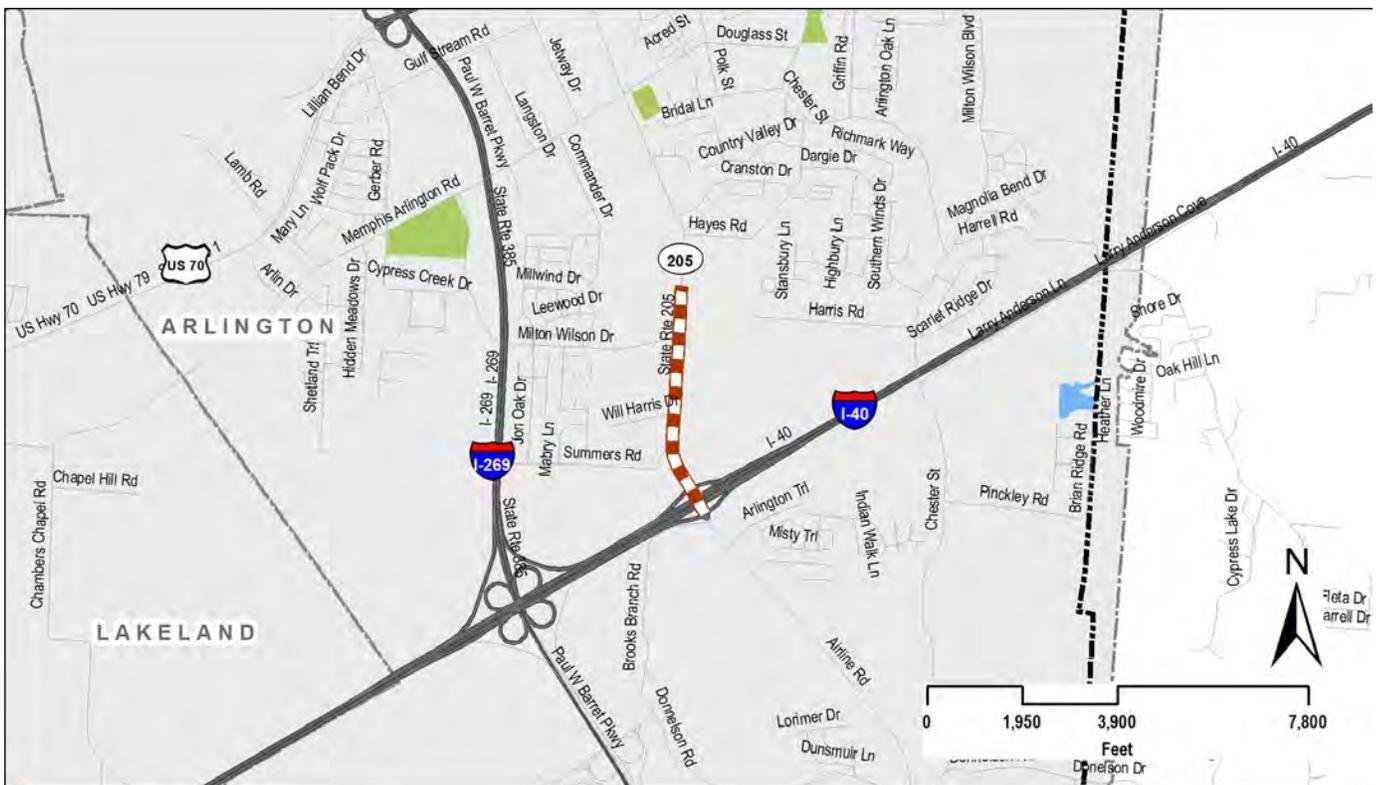
TIP #	STP-M-2014-10	TDOT PIN #		Horizon Year	2025	Lead Agency	Arlington
County	Shelby	Length	0.75 miles	LRTP #	1190005.2	Conformity	Non-Exempt
Project Name	SR-205 (Airline Road) North Widening					Total Cost	\$3,300,000

Termini/Intersection From the Hall Creek bridge at I-40 north to 1,100' north of the Airline - Milton Wilson intersection

Project Description

The project includes the widening of SR-205 (Airline Road) from 2 lanes to 5 lanes, with the addition of curb & gutter, drainage improvements, sidewalks, bike lanes and other amenities. The project extends from I-40 on the south end to 1,100' north of the Airline - Milton Wilson Intersection.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N	STP-M	\$35,000	\$28,000		\$7,000
	2015	PE-D	STP-M	\$260,000	\$208,000		\$52,000



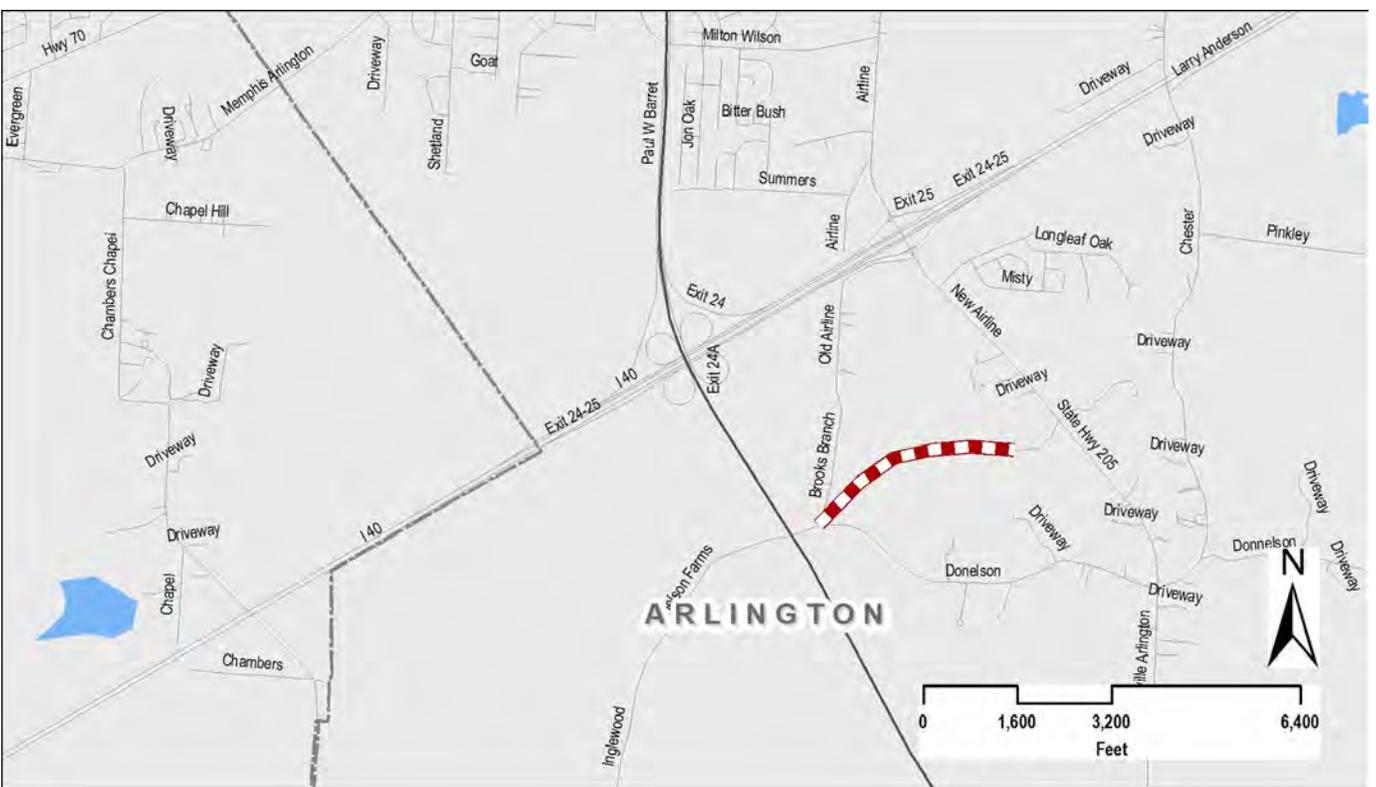
Remarks

TIP #	TCSP-2012-01	TDOT PIN #	118492	Horizon Year	2030	Lead Agency	Arlington
County	Shelby	Length	0.50 miles	LRTP #	02420001.2	Conformity	Non-Exempt
Project Name	Donelson Farms Parkway					Total Cost	\$1,325,000

Termini/Intersection From SR-385 (Future I-269) to Airline Road

Project Description This project consists of the design and construction of approximately 2,400 linear feet of 2-lanes of the Donelson Farms Parkway. The ultimate roadway is intended to be a 4-lane urban collector with a median, bike and pedestrian facilities.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N	TCSP	\$75,000	\$60,000		\$15,000
	2014	PE-D	TCSP	\$206,250	\$165,000		\$41,250

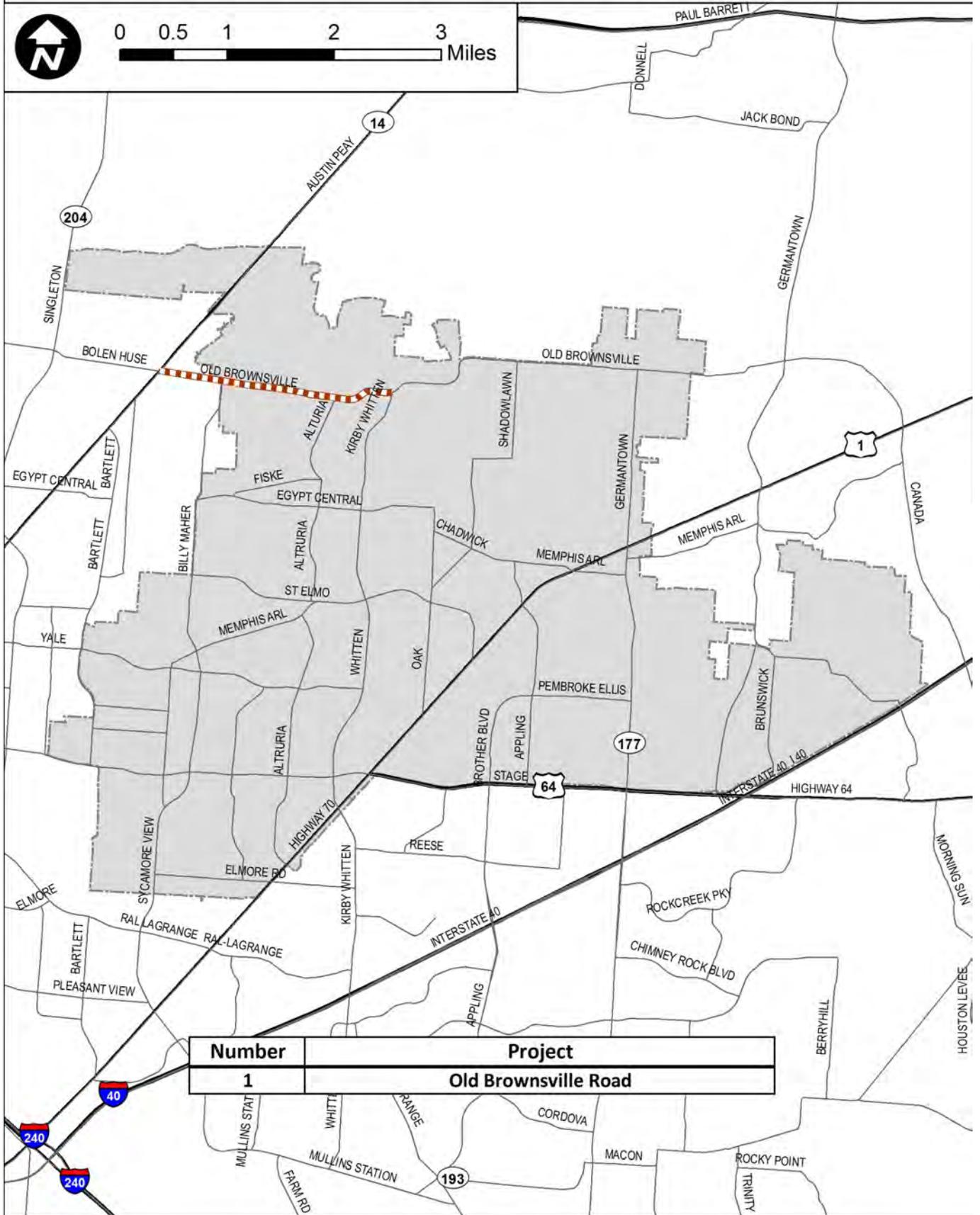


Remarks

Bartlett Road Project Summary



0 0.5 1 2 3 Miles



Number	Project
1	Old Brownsville Road

TIP #	STP-M-2006-03	TDOT PIN #	010619	Horizon Year	2020	Lead Agency	Bartlett
County	Shelby	Length	2.3 miles	L RTP #	01460005-6	Conformity	Non-Exempt
Project Name	Old Brownsville Rd					Total Cost	\$19,400,000
Termini/Intersection	Austin Peay to Kirby Whitten						

Project Description
 Widen to a four lane divided roadway with a raised median and median openings and turn lanes for access to existing driveways. Project scope will include designated bicycle facilities and ADA accessible pedestrian improvements.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	ROW	STP-M	\$3,000,000	\$2,400,000		\$600,000

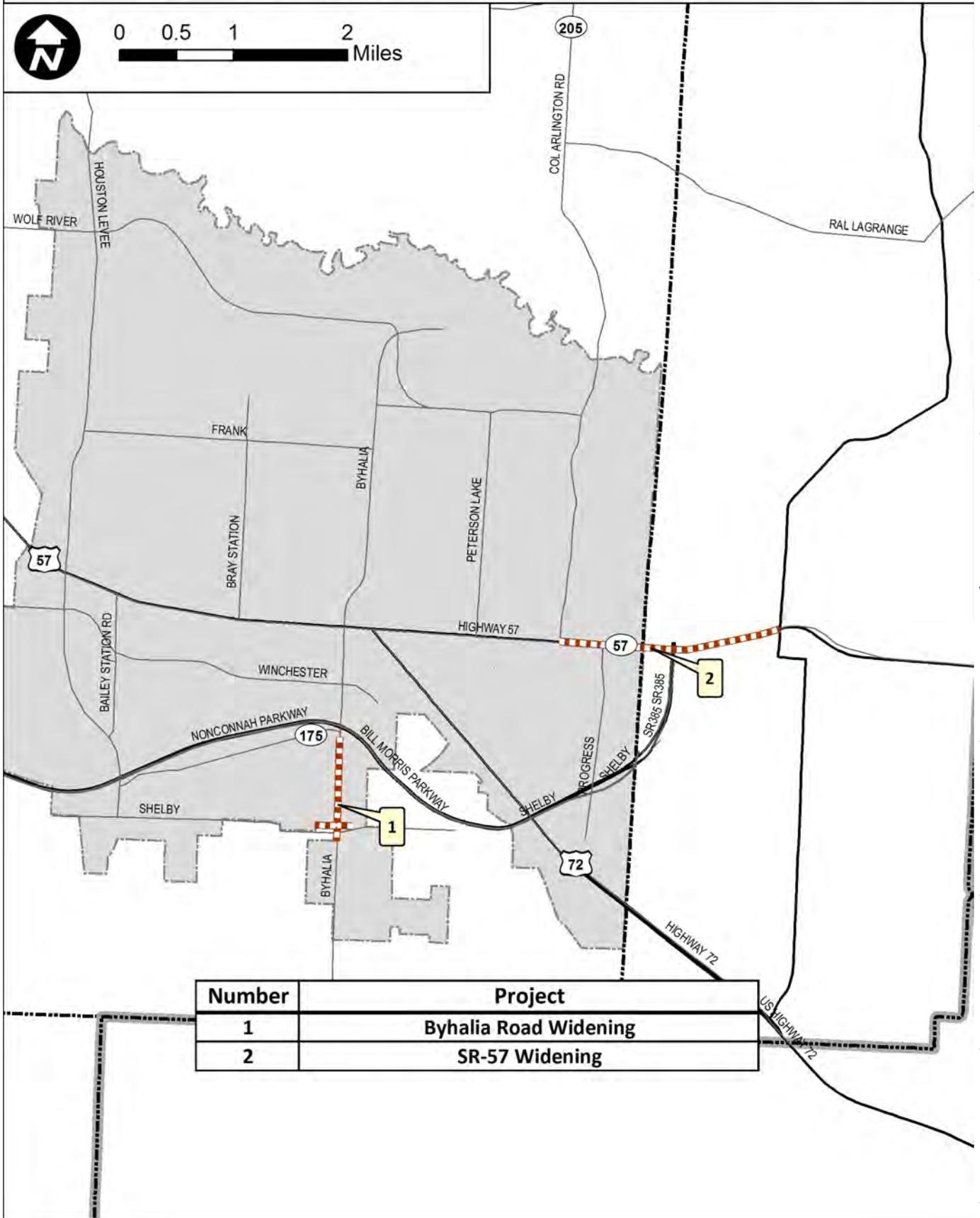


Remarks

Collierville Road Project Summary



0 0.5 1 2 Miles



Number	Project
1	Byhalia Road Widening
2	SR-57 Widening

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TIP #	STP-M-2011-06	TDOT PIN #	108916.00	Horizon Year	E+C	Lead Agency	C'ville/TDOT
County	Shelby	Length	0.95 Miles	LRTP #	01270005	Conformity	Non-Exempt
Project Name	Byhalia Road Widening					Total Cost	\$8,800,000
Termini/Intersection	South of Shelby Post Rd. to SR-385						

Project Description

Widen Byhalia Rd from 2 lanes to 4 lanes divided between Shelby Dr and SR-385 including intersection improvements at Byhalia Rd and Shelby Dr. Construct Shelby Dr from approximately 1,100 feet west of Byhalia Rd to Byhalia Rd. Connect Byhalia Rd to the five lane section south of the Byhalia Rd/Shelby Dr intersection.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	STP-S	\$7,750,000	\$6,200,000	\$1,550,000	

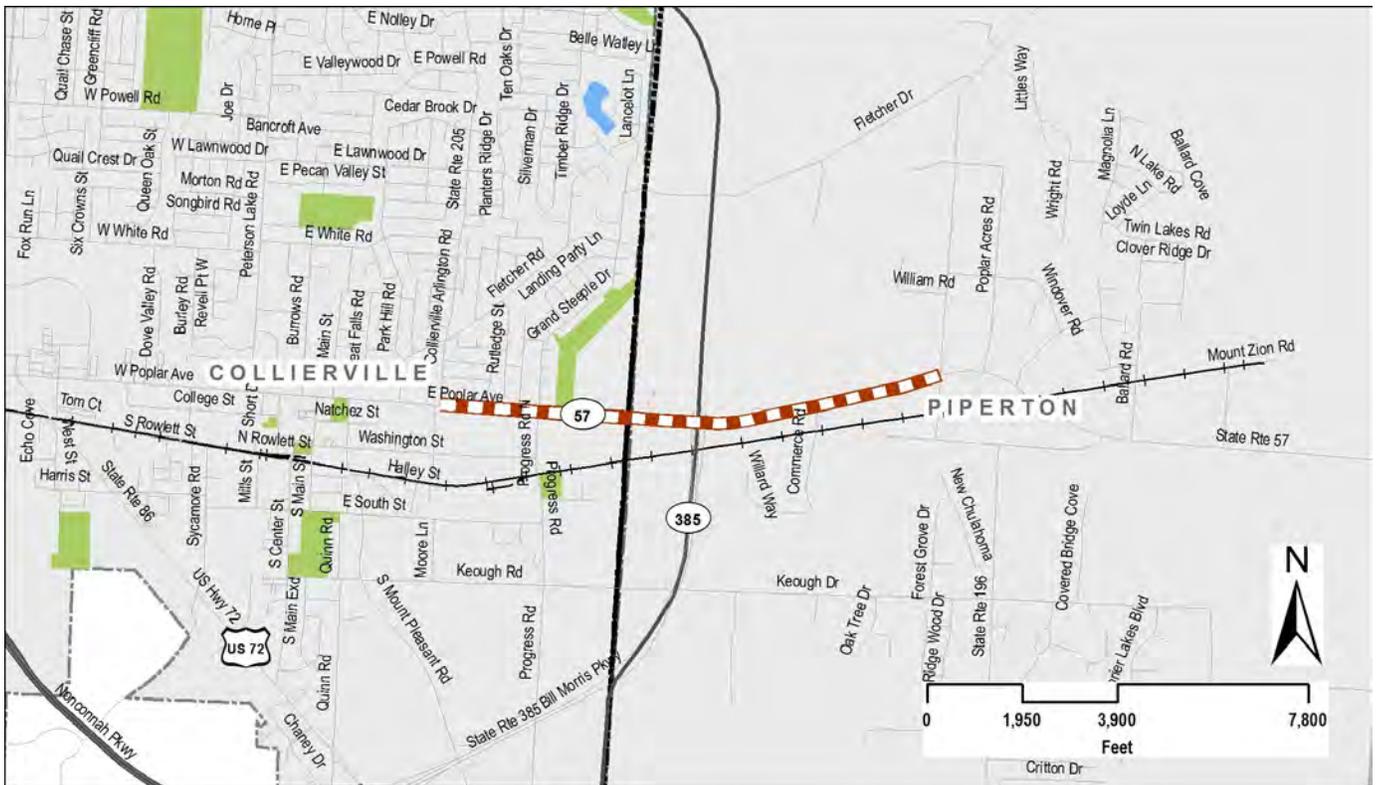


Remarks

STP-S funding for 2014 is programmed for the portion of the project on Shelby Dr from approximately 1,100 feet west of Byhalia Rd to Byhalia Rd and north on Byhalia Rd to SR-385.

TIP #	STP-M-2014-01	TDOT PIN #		Horizon Year	2020	Lead Agency	Collierville/ Piperton
County	Shelby	Length	1.86 miles	LRTP #	1120039	Conformity	Non-Exempt
Project Name	SR-57 Widening					Total Cost	\$40,110,000
Termini/Intersection	Collierville-Arlington Rd/Eastley St to SR 196						
Project Description	Project involves the widening of SR 57 from an existing two lane rural cross section to a five lane urban cross section. Project scope will include designated bicycle facilities and ADA accessible pedestrian improvements.						

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N	STP-M	\$625,000	\$500,000		\$125,000
	2015	PE-D	STP-M	\$1,250,000	\$1,000,000		\$250,000



Remarks

TIP # TDOT PIN # Horizon Year Lead Agency
 County Length LRTP # Consistent w/ LRTP Conformity
 Project Name Total Cost

Termini/Intersection

Project Description

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	ENH	\$946,058	\$756,846		\$189,212

Remarks

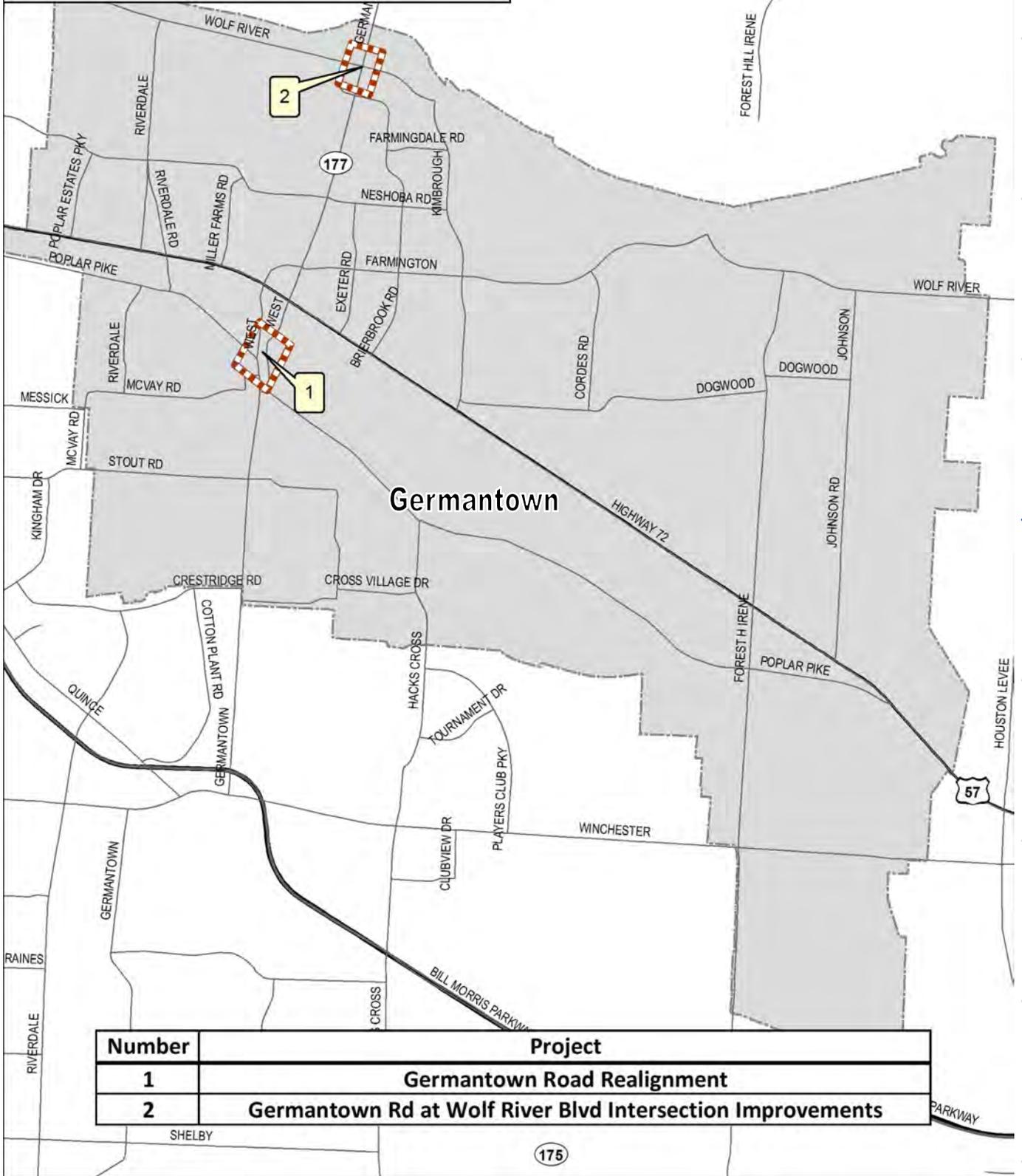


Remarks

Germantown Road Project Summary



0 0.5 1 2 Miles



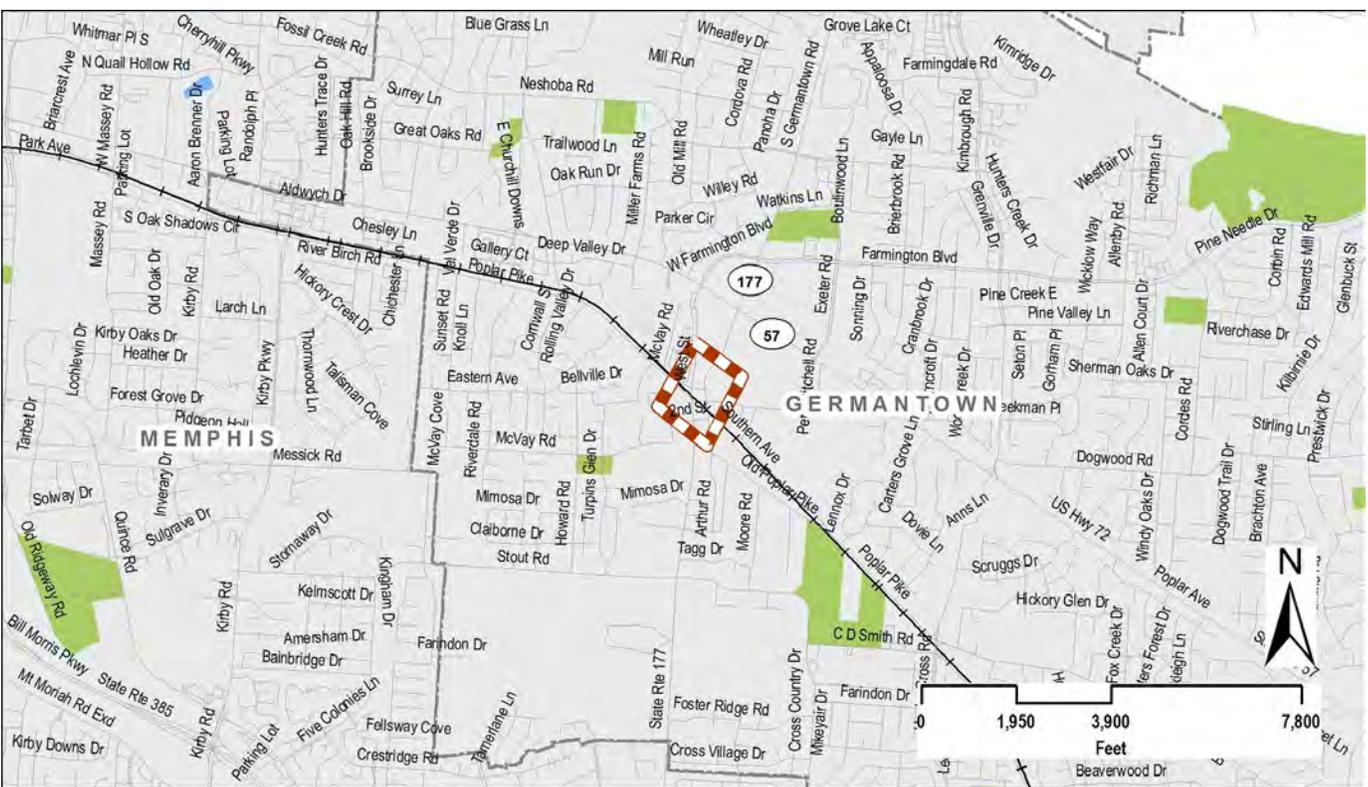
Number	Project
1	Germantown Road Realignment
2	Germantown Rd at Wolf River Blvd Intersection Improvements

TIP #	STP-M-2014-02	TDOT PIN #		Horizon Year	2025	Lead Agency	Germantown
County	Shelby	Length	0.5 miles	L RTP #	00790004.40	Conformity	Non-Exempt
Project Name	Germantown Rd Realignment					Total Cost	\$6,030,000

Termini/Intersection Poplar Pike/ McVay to 1000 Feet South of Poplar

Project Description Realignment and construction of a 5 lane road to make Germantown Road continuous through the City of Germantown. The project includes the realignment of West Street and Old Germantown Roads to form an intersection with the Realigned Germantown Road north of the NSRR tracks. As part of the project, the railroad at-grade crossing will be improved to current NSRR standards and Old Germantown Road will be improved from Poplar Pike to the intersection of Old Germantown Road with Germantown Road Realigned. Project scope will include shared auto/bike facilities and ADA accessible pedestrian improvements.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N	STP-M	\$50,000	\$40,000		\$10,000
	2014	PE-D	STP-M	\$80,000	\$64,000		\$16,000
	2015	ROW	STP-M	\$2,400,000	\$1,920,000		\$480,000



Remarks

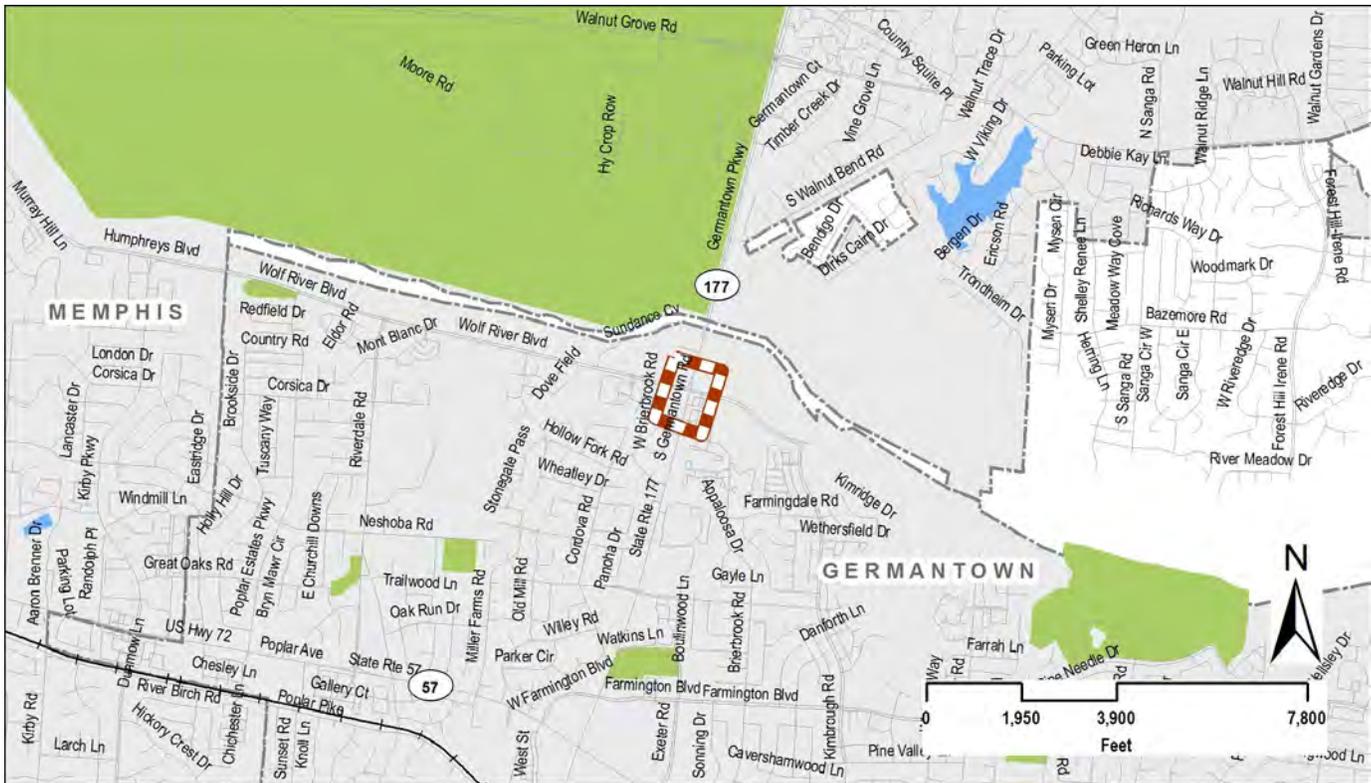
TIP #	STP-M-2014-07	TDOT PIN #		Horizon Year	2040	Lead Agency	Germantown
County	Shelby	Length	0.34 miles	L RTP #	Consistent W/ L RTP	Conformity	Exempt
Project Name	Germantown Road at Wolf River Boulevard Intersection Improvements					Total Cost	\$1,370,000

Termini/Intersection Germantown Road at Wolf River Boulevard Intersection

Project Description

Project provides intersection improvements consisting of a double left turn for Southbound Germantown Road and a double left for westbound Wolf River Blvd, and related traffic signal modifications. Project scope will include shared auto/bike facilities and ADA accessible pedestrian improvements.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N	STP-M	\$50,000	\$40,000		\$10,000
	2014	PE-D	STP-M	\$100,000	\$80,000		\$20,000
	2015	ROW	STP-M	\$510,000	\$408,000		\$102,000



Remarks

TIP #	ENH-2009-01	TDOT PIN #	105525.17	Horizon Year	N/A	Lead Agency	Germantown
County	Shelby	Length	300'	L RTP #	Consistent w/ L RTP	Conformity	Exempt
Project Name	Gateway Median Germantown Road					Total Cost	\$90,028

Termini/Intersection North of Neshoba Road and south of Brierbrook Road

Project Description This project is located within the existing right-of-way in the median of State Highway 177 / Germantown Road, and will include installation of landscape plantings surrounding a 5-foot diameter flush-mounted limestone city seal, and will meet Leadership in Energy and Environmental Design (LEED) standards.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	ENH	\$90,028	\$72,022		\$18,006

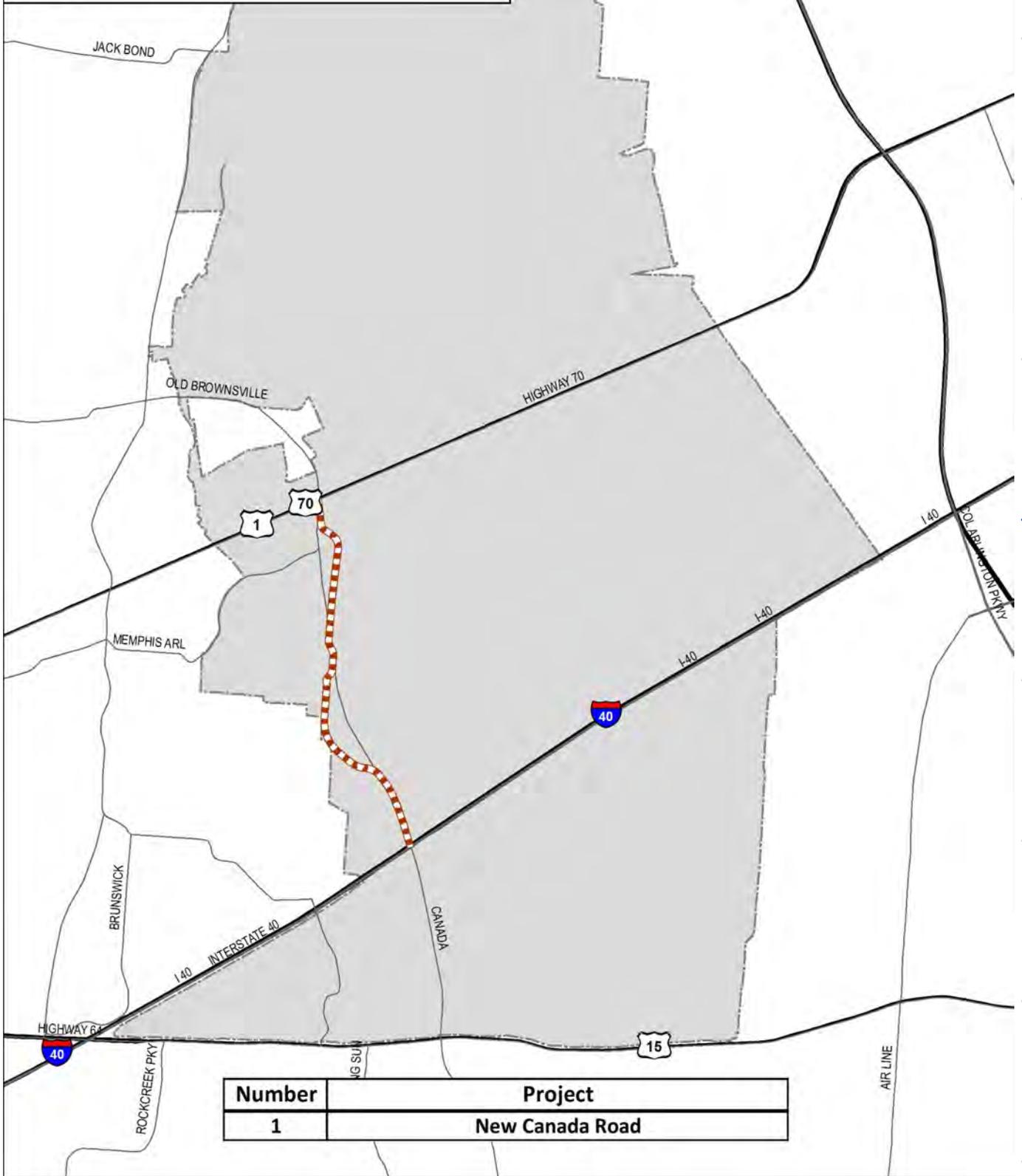


Remarks

Lakeland Road Project Summary



0 0.5 1 2 Miles



Number	Project
1	New Canada Road

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- INTRODUCTION
- TDOT PROJECTS
- MIDOT PROJECTS
- LOCAL TN PROJECTS**
- LOCAL MS PROJECTS
- CMAG PROJECTS
- TRANSIT PROJECTS
- APPENDICES

TIP #	STP-M-2006-01	TDOT PIN #	107036	Horizon Year	2025	Lead Agency	Lakeland
County	Shelby	Length	2.3 miles	L RTP #	01150005-7	Conformity	Non-Exempt
Project Name	New Canada Road					Total Cost	\$13,475,000
Termini/Intersection	I-40 to US-70						

Project Description

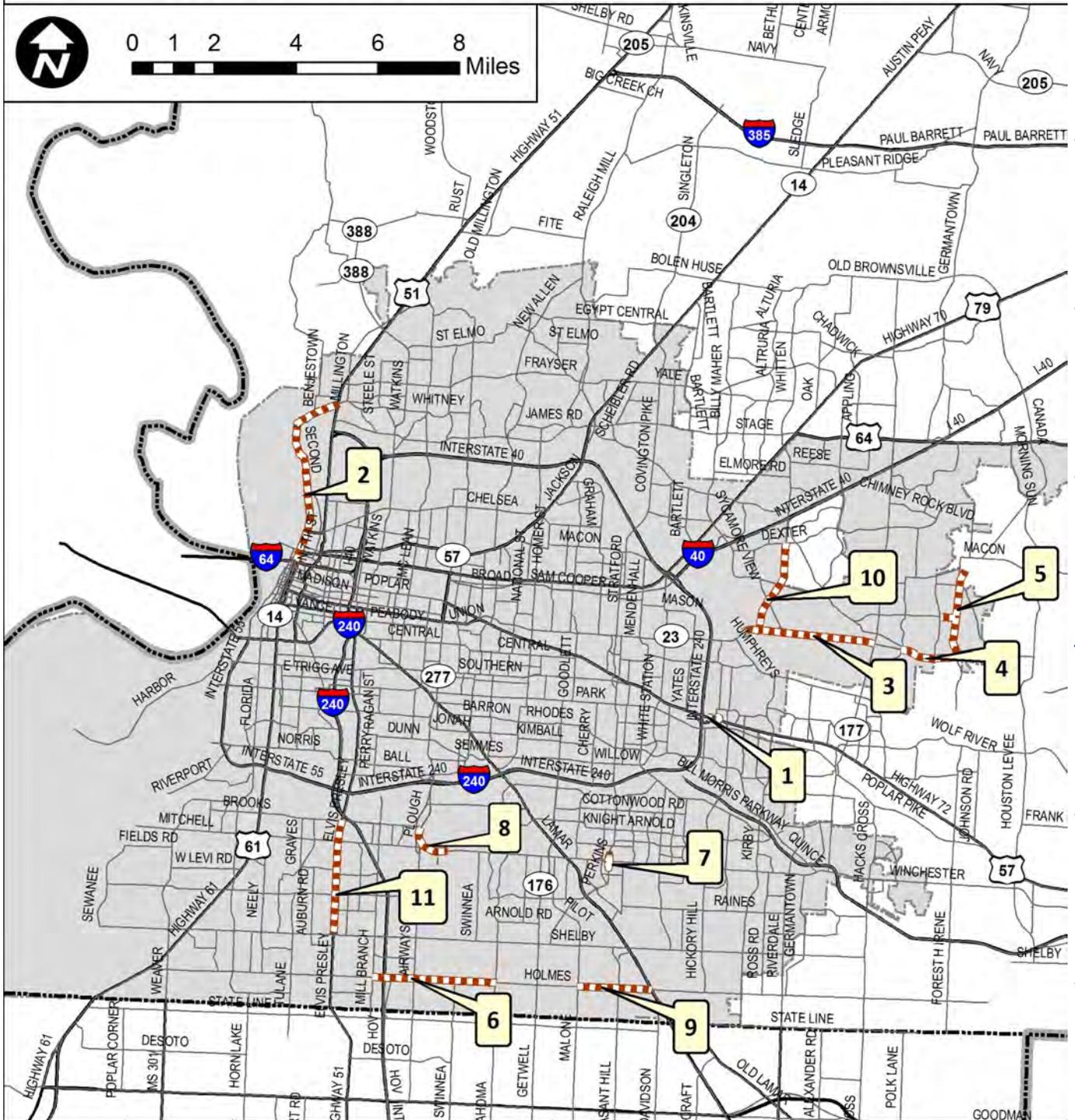
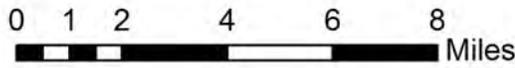
Design and Construction of a new four lane divided highway between Interstate 40 (Exit 20) and U.S. Highway 70 (State Route #1). Project scope will include designated bicycle facilities and ADA accessible pedestrian improvements.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2016	UTILITIES	STP-M	\$1,000,000	\$800,000		\$200,000



Remarks

Memphis Road Project Summary



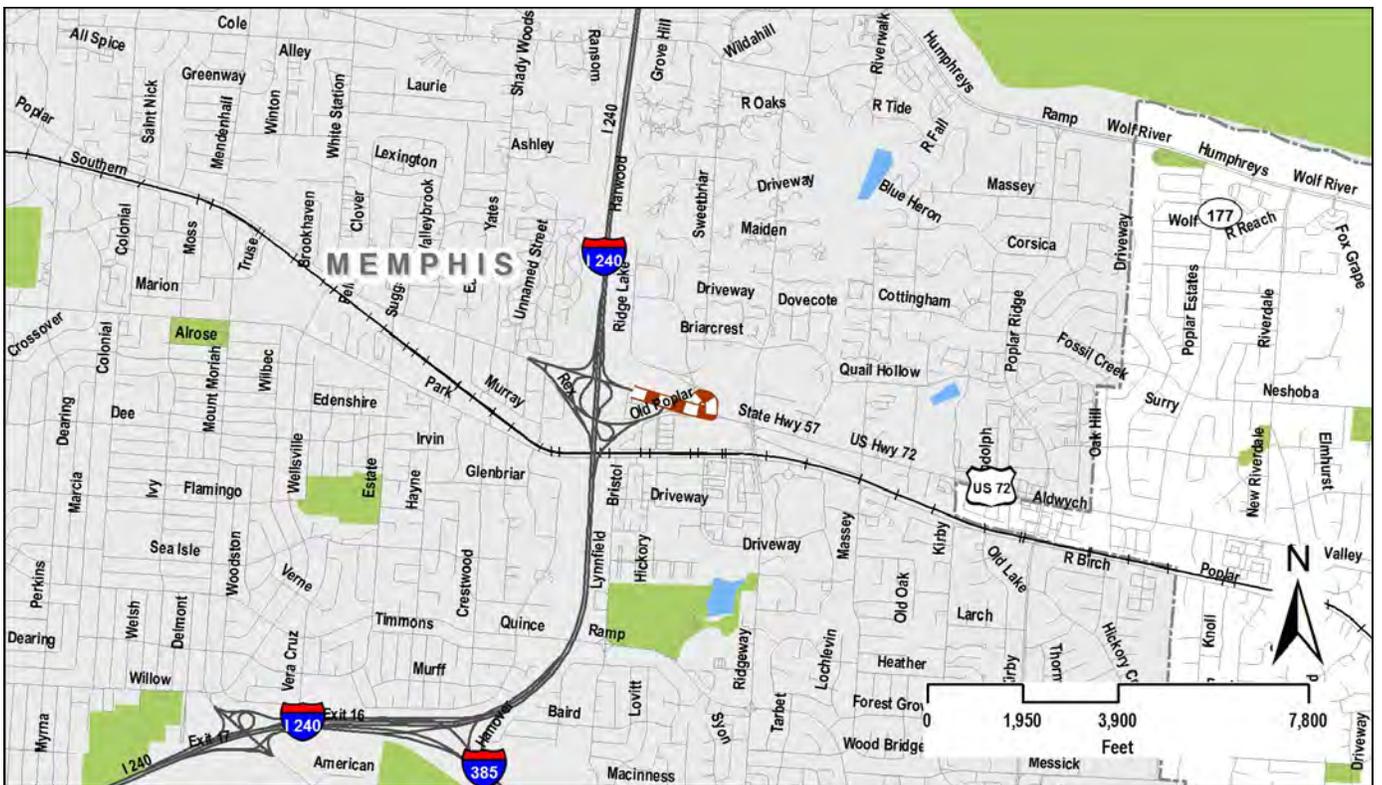
Number	Project	Number	Project
1	Poplar/Sweetbriar Interchange	7	Winchester/Perkins Interchange
2	North Second Street	8	Plough Blvd
3	Walnut Grove Road Middle	9	Holmes Road East
4	Walnut Grove Road East	10	Kirby Whitten (Shelby Farms) Pkwy
5	Forest Hill Irene	11	Elvis Presley Blvd.
6	Holmes Road West		

TIP #	STP-M-2000-04	TDOT PIN #	110296	Horizon Year	E+C	Lead Agency	Memphis
County	Shelby	Length	0.5 miles	LRTP #	690001	Conformity	Non-Exempt
Project Name	Poplar(US 72)/Sweetbriar Interchange					Total Cost	\$4,040,000
Termini/Intersection	Poplar at Sweetbriar						

Project Description

Modify the Poplar/Sweetbriar interchange by widening the ramp from Sweetbriar to westbound Poplar Avenue (Ramp B) to two lanes. Poplar will be widened as necessary to accommodate the merging of traffic from the new ramp lane. Project scope will include ADA accessible pedestrian improvements.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	STP-M	\$3,620,000	\$2,896,000		\$724,000



Remarks

TIP #	STP-M-2000-09	TDOT PIN #	101968	Horizon Year	E+C	Lead Agency	Memphis
County	Shelby	Length	2.5 miles	LRTP #	02540002-5	Conformity	Non-Exempt
Project Name	North Second Street					Total Cost	\$55,528,100
Termini/Intersection	I-40 to US 51						

Project Description

Improve North Second Street corridor to a parkway design including right-of-way acquisition, reconstruction of sidewalks, provisions for bicycles, landscaping, and utility relocation. From I-40 to A.W. Willis Avenue, Second Street and Third Street will both be improved to provide two-lane two-way roadways with two-way left-turn lanes. From A.W. Willis Avenue to Henry Avenue Second Street will be improved to provide a two-lane two-way roadway. From A.W. Willis Avenue to Chelsea Avenue, Third Street will be improved to provide a two-lane two-way roadway. North Third Street will be extended on new alignment as a two lane roadway from Chelsea Avenue to intersect North Second Street at Henry Avenue at a roundabout. From Chelsea Avenue to the Wolf River Bridge, Second Street will be widened to four lanes with a raised median. From the Wolf River bridge to Harvester Lane, North Second Street will be constructed on new alignment as a 4 lane divided roadway. From Harvester Lane to US 51, North Second Street / Whitney Avenue will be widened from 2 to 4 lanes. Bicycle lanes will be provided along the improved North Second Street corridor. This project will be undertaken in phases as funding allows. Phase one will be from I-40 to Cedar Avenue as approved in TDOT contract #080029.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-D	DEMO Sec. 133	\$2,951,785	\$2,951,785		
	2016	ROW	HPP-1007 TN124	\$1,799,799	\$1,439,839		\$359,960
	2016	ROW	HPP-4929 TN201	\$2,498,749	\$1,998,999		\$499,750
	2017	CONST	HPP-4929 TN201	\$8,750,000	\$7,000,000		\$1,750,000
	2017	CONST	HPP-383 TN256	\$1,769,400	\$1,415,520		\$353,880



Remarks

TIP #	STP-M-2000-11	TDOT PIN #	010775	Horizon Year	2020	Lead Agency	Memphis
County	Shelby	Length	3.0 miles	L RTP #	0900012	Conformity	Non-Exempt
Project Name	Walnut Grove Road Middle					Total Cost	\$19,000,000
Termini/Intersection	Kirby/Whitten Pkwy to Germantown Pkwy						

Project Description
 Widen existing four lane roadway to six lane parkway with landscaping. This project will have adjacent paths for bikes and pedestrians designed in conjunction with the parkway.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2015	PE-N	STP-M	\$200,000	\$160,000		\$40,000
	2015	PE-D	STP-M	\$796,000	\$636,800		\$159,200
	2016	CONST	STP-M	\$5,000,000	\$4,000,000		\$1,000,000



Remarks

TIP #	STP-M-2000-16	TDOT PIN #	010620	Horizon Year	2025	Lead Agency	Memphis
County	Shelby	Length	2.5 miles	LRTP #	0090013-14	Conformity	Non-Exempt
Project Name	Walnut Grove Road East					Total Cost	\$14,585,750
Termini/Intersection	Walnut Bend Road to Rocky Point Road						

Project Description

Widen existing four and two lane roadway to six lanes with a median, eliminate sharp curves and realign Rocky Point Road intersection to improve safety. This project will provide wide outside lanes for bikes. Project scope will include ADA accessible pedestrian improvements.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	ROW	STP-M	\$5,356,000	\$4,284,000		\$1,072,000



Remarks

TIP #	STP-M-2000-22	TDOT PIN #	103376	Horizon Year	2020	Lead Agency	Memphis
County	Shelby	Length	3.03 miles	L RTP #	01010012-13	Conformity	Non-Exempt
Project Name	Forest Hill Irene					Total Cost	\$12,931,864
Termini/Intersection	Walnut Grove to Macon Road						

Project Description
 Construct new six lane roadway with a median, adjacent bike path, sidewalks, and curb ramps. The project also includes an 1,100 foot extension of Trinity Road from Sanga Creek Road to Forest Hill Irene. Trinity Road will maintain a seven lane cross section.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2016	ROW	STP-M	\$2,342,000	\$1,873,000		\$469,000



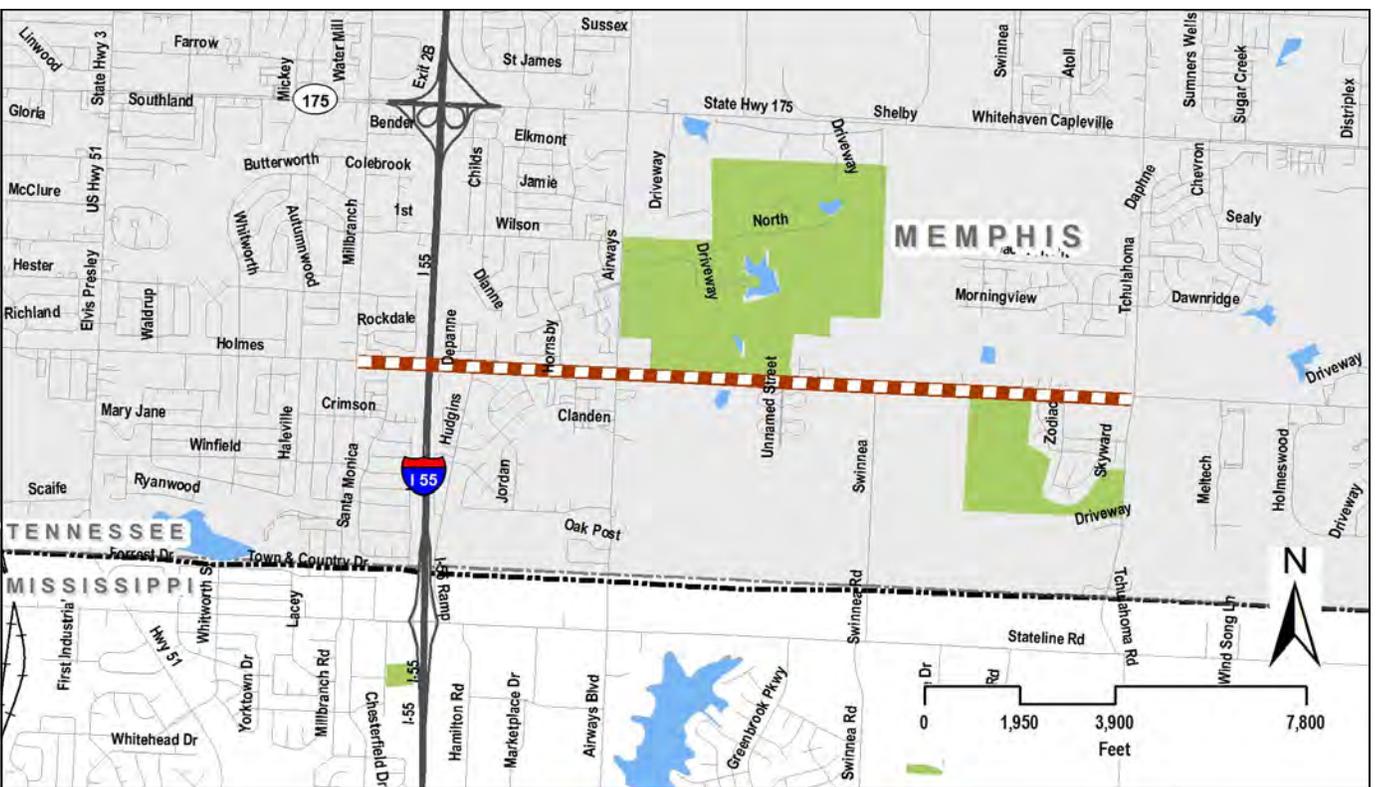
Remarks

TIP #	STP-M-2002-14	TDOT PIN #	107040	Horizon Year	E+C	Lead Agency	Memphis
County	Shelby	Length	3.0 miles	LRTP #	00160007-10	Conformity	Non-Exempt
Project Name	Holmes Road-West					Total Cost	\$30,078,728
Termini/Intersection	Mill Branch to Tchulahoma						

Project Description

Widen existing four and two lane roadway to seven lanes. Project will include sidewalk improvements, crosswalks, bike facilities, curb ramps, and modern traffic signals with camera detection and emergency vehicle preemption.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	ROW	STP-M	\$2,003,400	\$1,602,720		\$400,680
	2015	CONST	STP-M	\$12,996,600	\$10,397,280		\$2,599,320



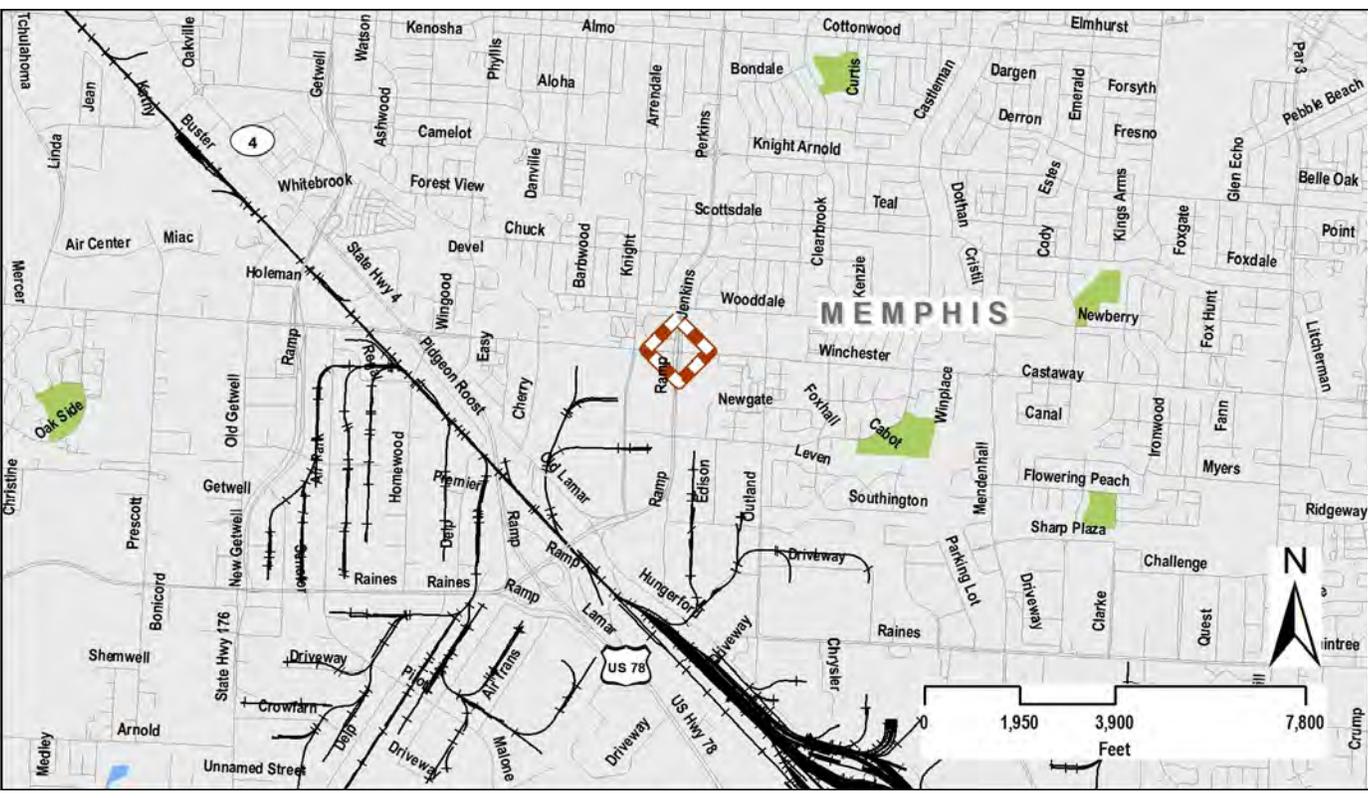
Remarks

TIP # TDOT PIN # Horizon Year Lead Agency
 County Length LRTP # Conformity
 Project Name Total Cost

Termini/Intersection

Project Description

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2015	CONST	STP-M	\$12,000,000	\$9,600,000		\$2,400,000



Remarks

TIP #	STP-M-2006-04	TDOT PIN #	102619	Horizon Year	2025	Lead Agency	Memphis
County	Shelby	Length	1.5 miles	L RTP #	00340012-12.1	Conformity	Non-Exempt
Project Name	Plough Blvd.					Total Cost	\$30,000,000
Termini/Intersection	Plough Blvd. Interchange with Winchester Rd.						

Project Description

Improve 3,000 feet along Plough-Airways Blvd. south from Brooks Rd. and improve 3,000 feet along Winchester east of original at-grade section. The improvements will provide a grade-separated interchange to replace the existing at-grade condition at the Plough-Airways/Winchester Rd. intersection. The final design will maintain the present direct connectors between Plough Blvd. and the airport. The preliminary planning will include coordination with MATA to address future light rail service to the airport

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	ROW	HPP-4936 TN208	\$2,812,189	\$2,249,751		\$562,438



Remarks

TIP #	STP-M-2006-09	TDOT PIN #	108701	Horizon Year	E+C	Lead Agency	Memphis
County	Shelby	Length	1.7 miles	LRTP #	00160013-14	Conformity	Non-Exempt
Project Name	Holmes Road East					Total Cost	\$8,437,060
Termini/Intersection	Malone to Lamar						

Project Description Widen existing two lane roadway to seven lanes. Project will include sidewalk improvements, crosswalks, bike facilities, curb ramps, and modern traffic signals with camera detection and emergency vehicle preemption.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2015	CONST	STP-M	\$6,294,000	\$5,034,000		\$1,260,000



Remarks

TIP #	STP-M-2006-10	TDOT PIN #	109182	Horizon Year	E+C	Lead Agency	Memphis
County	Shelby	Length	2.5 miles	LRTP #	00499002.1-2	Conformity	Non-Exempt
Project Name	Kirby/Whitten Parkway (Shelby Farms Parkway)					Total Cost	\$24,512,900

Termini/Intersection Walnut Grove Road to Macon Road

Project Description
 Widen Walnut Grove Road from 4 lanes to 6 lanes from just east of the Wolf River to the proposed Walnut Grove/Kirby-Whitten interchange with a heavily landscaped median. Construct a 4 lane heavily landscaped roadway with a variable width median from the proposed interchange to Mullins Station Road. Construct and/or widen Kirby-Whitten from 2 lanes to 4 lanes with a two-way left-turn lane from Mullins Station Road to Macon Road. The proposed interchange at Walnut Grove Road and Kirby-Whitten and the associated ramps are included in the project. Adjacent pedestrian and bicycle paths will be designed in conjunction with this project. Two grade separated trail crossings will be provided along Kirby-Whitten and one grade separated trail crossing will be provided along Walnut Grove.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-D	STP-M	\$3,120,900	\$2,496,720		\$624,180
	2015	ROW	STP-M	\$742,000	\$593,000		\$149,000
	2017	CONST	STP-M	\$15,000,000	\$12,000,000		\$3,000,000



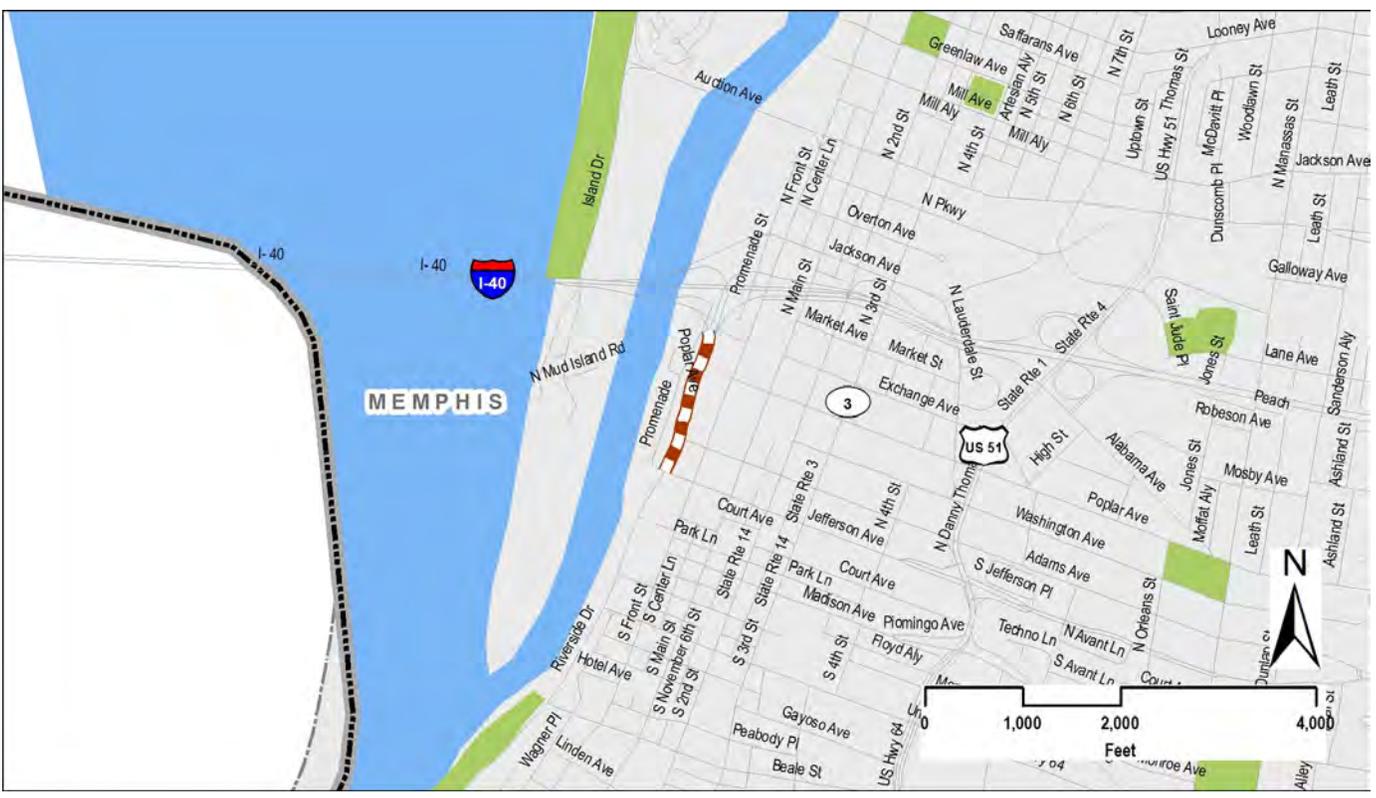
Remarks

TIP #	ENH-2008-01	TDOT PIN #	105525.25	Horizon Year	N/A	Lead Agency	Memphis
County	Shelby	Length	0.3 miles	LRTP #	Consistent w/ LRTP	Conformity	Exempt
Project Name	I-40 / Riverside Drive Gateway Enhancements					Total Cost	\$107,000

Termini/Intersection Riverside Drive from Interstate 40, Tennessee Exit 1A ramp to Jefferson Avenue

Project Description The landscaping enhancements planned for the I-40 and Riverside Drive gateway consist of tree plantings and ground cover for three sections of the exit area. Trees will be planted along a median strip primarily visible by traffic entering Downtown from westbound I-40. Another cluster of trees and ground cover will be planted in an exit area median strip that is visible to traffic exiting from both I-40 eastbound and westbound lanes. In addition, landscaping will be replaced adjacent to the Tennessee Visitors Center. A welcome entry sign will be installed at the bottom of the Exit 1A ramp.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	ENH	\$107,000	\$85,600	\$1,000	\$20,400



Remarks

TIP #	ENH-2010-01	TDOT PIN #	113028	Horizon Year	E+C	Lead Agency	Memphis
County	Shelby	Length	2.85 miles	LRTP #	00250010.1	Conformity	Non-Exempt
Project Name	Elvis Presley Blvd					Total Cost	\$50,000,000

Termini/Intersection Shelby Drive to Brooks Road

Project Description

Construct a six lane heavily landscaped roadway adjacent to Graceland, which includes median, wide outside lanes for bikes and a bus stop turn-out lane. From Craft to Winchester widen from four to six lanes with a median. The other two segments will have the same existing laneage, but the entire project will have improved ped/bike/bus stop and landscaping.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	ENH	\$1,476,485	\$1,181,188		\$295,297
	2014	CONST	NHPP	\$4,700,000	\$3,760,000	\$940,000	
	2015	CONST	NHPP	\$6,800,000	\$5,440,000	\$1,360,000	
	2016	CONST	NHPP	\$15,500,000	\$12,400,000	\$3,100,000	



Remarks

Section 1 - 113028.02 Commercial Parkway to South of Winchester.
 Section 2 - 113028.03 South of Winchester to Craft Road
 Section 3 - 113028.04 Craft Road to Shelby Road

TIP #	ENH-2012-03	TDOT PIN #	114979.01	Horizon Year	NA	Lead Agency	Memphis
County	Shelby	Length	0.15 miles	LRTP #	Consistent w/ LRTP	Conformity	Exempt
Project Name	Walker Avenue Streetscape					Total Cost	\$661,795
Termini/Intersection	Highland Ave to Brister St						
Project Description	Modification of existing roadway to accommodate new streetscape including new curb and gutter, sidewalks, landscaping, lighting, bike lanes, and street parking.						

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	ENH	\$661,795	\$529,436		\$132,359



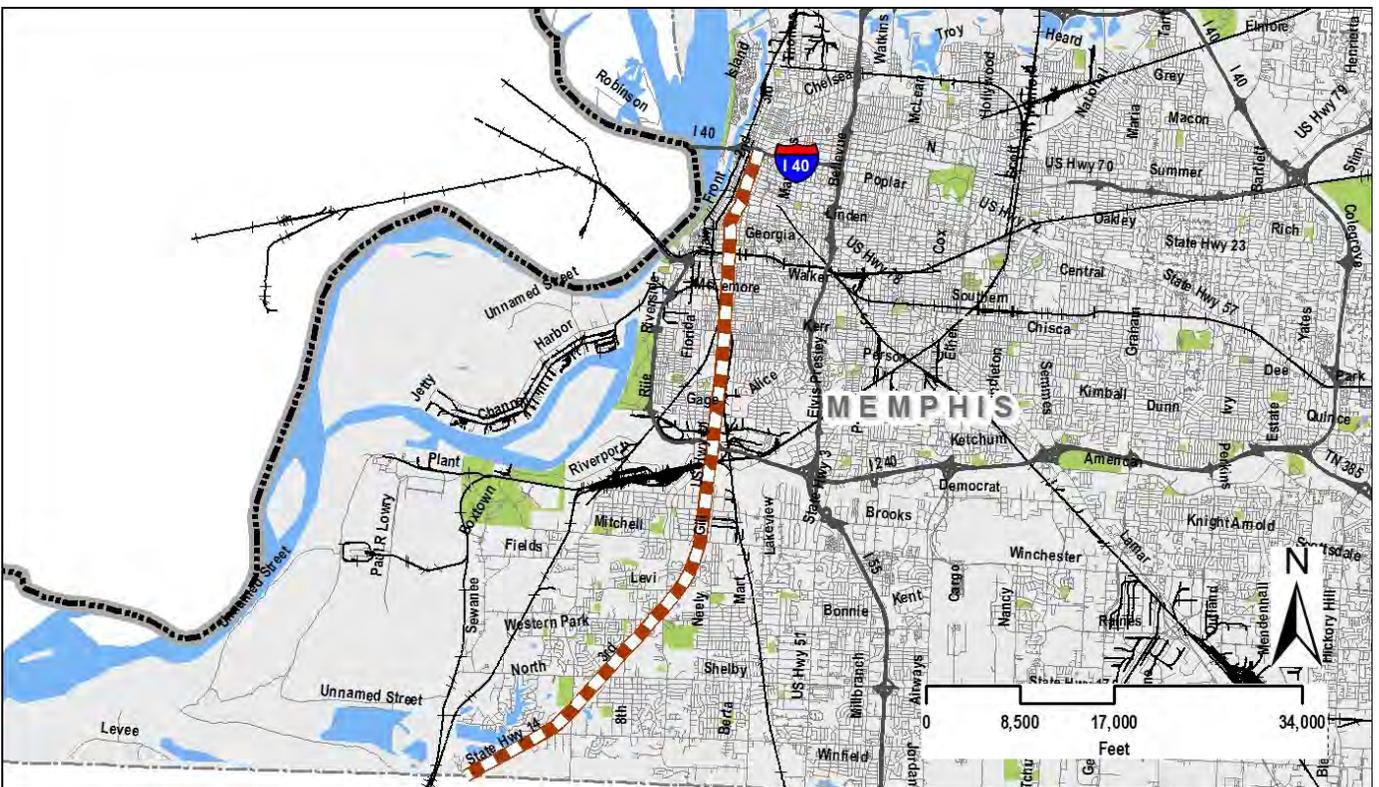
Remarks

TIP #	ENH-2012-04	TDOT PIN #	116805.00	Horizon Year	NA	Lead Agency	Memphis
County	Shelby	Length	13 miles	LRTP #	Consistent w/ LRTP	Conformity	Exempt
Project Name	Highway 61 - Blues Trail					Total Cost	\$357,430

Termini/Intersection Tennessee/Mississippi State Line to I-40

Project Description Trail marker signage, way finding signage, historic site designation signage, blues music crosswalks, gateway art projects and landscaping along Highway 61.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	ENH	\$357,430	\$285,944		\$71,486



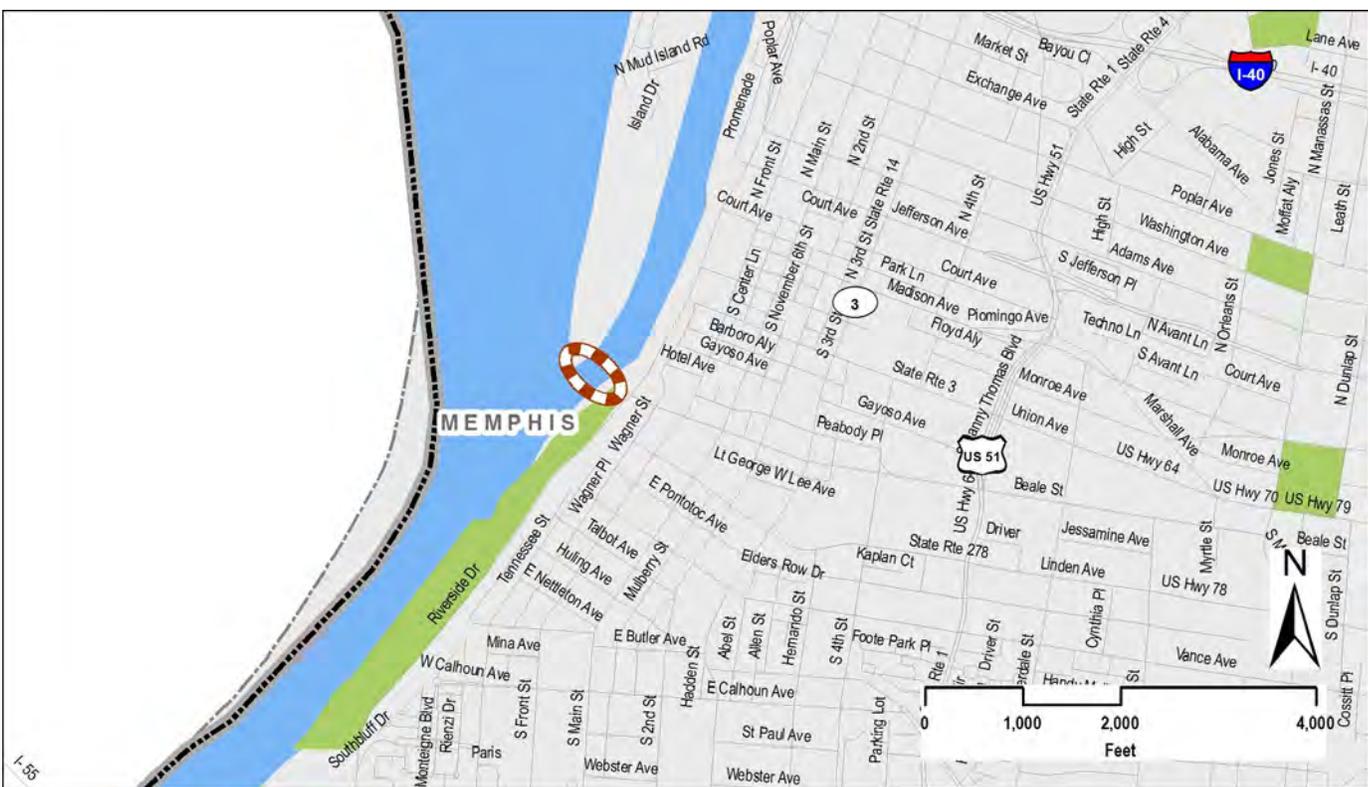
Remarks

TIP # TDOT PIN # Horizon Year Lead Agency
 County Length LRTP # Conformity
 Project Name Total Cost

Termini/Intersection

Project Description
 Design and construction of water taxi service for Wolf River Harbor, to include design and construction of docking connections and the purchase of water taxis.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-D	FBD	\$75,000	\$60,000		\$15,000
	2014	PE-D	FBD	\$25,000	\$20,000		\$5,000
	2014	CONST	FBD	\$100,000	\$80,000		\$20,000
	2014	CONST	FBD	\$800,000	\$640,000		\$160,000



Remarks
 Beale Street Landing Water Taxi and Dock Connections Project is associated with the Beale Street Landing Project, TIP # STP-M-2004-02.

TIP #	HPP-2006-04	TDOT PIN #	108676	Horizon Year	NA	Lead Agency	Memphis
County	Shelby	Length	NA	L RTP #	Consistent W/ LRTP	Conformity	Exempt
Project Name	Biomedical Planning District					Total Cost	\$5,896,560
Termini/Intersection							
Project Description	Reconstruction of sidewalks and curbs and streetscape improvements along roadways in this district						

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	HPP-4942 TN214	\$4,566,395	\$3,653,116		\$913,279



Remarks

TIP #	TIGER IV-2012-01	TDOT PIN #		Horizon Year	E+C	Lead Agency	Memphis
County	Shelby	Length	11.80 miles	L RTP #	Consistent W/ L RTP	Conformity	Exempt
Project Name	Mainstreet to Mainstreet Multimodal Connector					Total Cost	\$37,399,801
Termini/Intersection	Henry Avenue at N. Main Street in Memphis, TN to Broadway Avenue at Club Road in West Memphis, AR						

Project Description

Refloor old Harahan Bridge for bike and pedestrian use and road/street improvements to accommodate bikes. The project will be done in different sections as follows:

Section 1: Henry Street to the MATA North End Terminal to the Main Street Mall. Section 1 will include on-street bikeways, ADA and pedestrian improvements, drainage improvements, and trolley improvements.

Section 2: Main Street Mall. Section 2 will include ADA and pedestrian improvements, streetscaping, drainage improvements, and trolley repairs. Sections 2 & 3 will include transit-related improvements to the trolley system that will be paid for by FTA (5309) funds and administered by MATA.

Section 3: Main Street Mall to AMTRAK Central Station including the Cleaborn & Foote Loop. Section 3 will include ADA and pedestrian improvements, streetscaping, drainage improvements, and trolley repairs.

Section 4: AMTRAK Central Station to Harahan Bridge (includes Harahan Bridge). Section 4 will include curb, gutter and sidewalk repair. It will eliminate ADA barriers and trip hazards. It will connect the end of the trolley line with Cleaborn & Foote Bike Loop. Pedestrian, bicycle and vehicular traffic will cross under the railroad structure on West Carolina on City of Memphis right of way. Within the structure, pedestrians will be separated from traffic by a 54" fence. The pedestrian path will be lit. Bicycle traffic will utilize new sharrows placed on the existing roadway. At Virginia Avenue, the street will be reconfigured to accommodate two-way traffic with parking areas for visitors to the Harahan Bridge. Virginia Avenue will be the direct approach to access the Harahan Bridge Trail.

Section 5: Bridgeport Cove Road, I-55 Bridge to Club Road. Section 5 will include new bike-pedways in Arkansas.

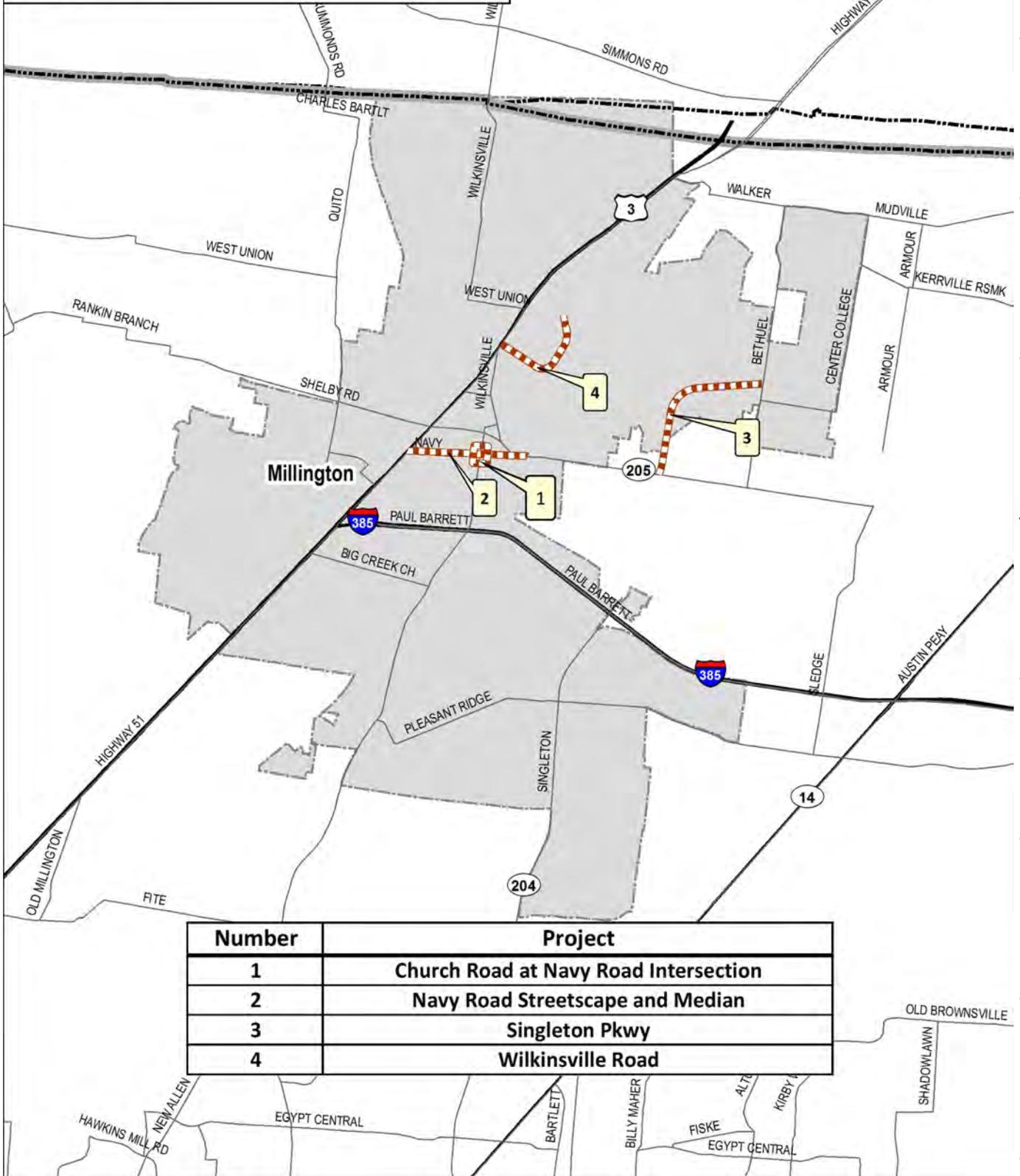
Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-D	LOCAL MATCH	\$889,036			\$889,036
	2014	PE-D	PRIVATE MATCH	\$750,011			\$750,011
	2014	PE-D	FTA (5309)	\$20,000	\$16,000		\$4,000
	2014	CONST	TIGER IV	\$18,673,750	\$14,939,000		\$3,734,750
	2014	CONST	TDOT MATCH	\$2,000,000		\$2,000,000	
	2014	CONST	LOCAL MATCH	\$10,413,015			\$10,413,015
	2014	CONST	PRIVATE MATCH	\$249,989			\$249,989
	2014	CONST	CMAQ	\$1,062,000	\$850,000		\$212,000
	2014	CONST	FTA (5309)	\$2,730,000	\$2,184,000		\$546,000
	2014	OTHER	LOCAL MATCH	\$612,000			\$612,000



Remarks

The TIGER 2012 Grant was awarded on June 22, 2012 in the amount of \$14,939,000. An additional \$850,000 in CMAQ funds will be provided from AR. The local funding type includes multiple funding sources from the City of Memphis and Shelby County, Tourist Development Zone (TDZ) tax revenues, and other corporation contributions. The private funding type includes funding sources from different private investors.

Millington Road Project Summary



Number	Project
1	Church Road at Navy Road Intersection
2	Navy Road Streetscape and Median
3	Singleton Pkwy
4	Wilkinsville Road

TIP #	STP-M-2009-09	TDOT PIN #		Horizon Year	NA	Lead Agency	Millington
County	Shelby	Length	0.11 miles	L RTP #	Consistent W/ L RTP	Conformity	Exempt
Project Name	Church Street at Navy Road Intersection Improvements					Total Cost	\$450,000
Termini/Intersection	South of Buford Ave to Navy Rd						

Project Description
 Widening Church Street north of Navy Road to provide additional southbound lane, drainage improvements, and replacement of traffic signal including emergency vehicle preemption and video detection.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-D, ROW, CONST	STP-M	\$203,750	\$163,000		\$40,750



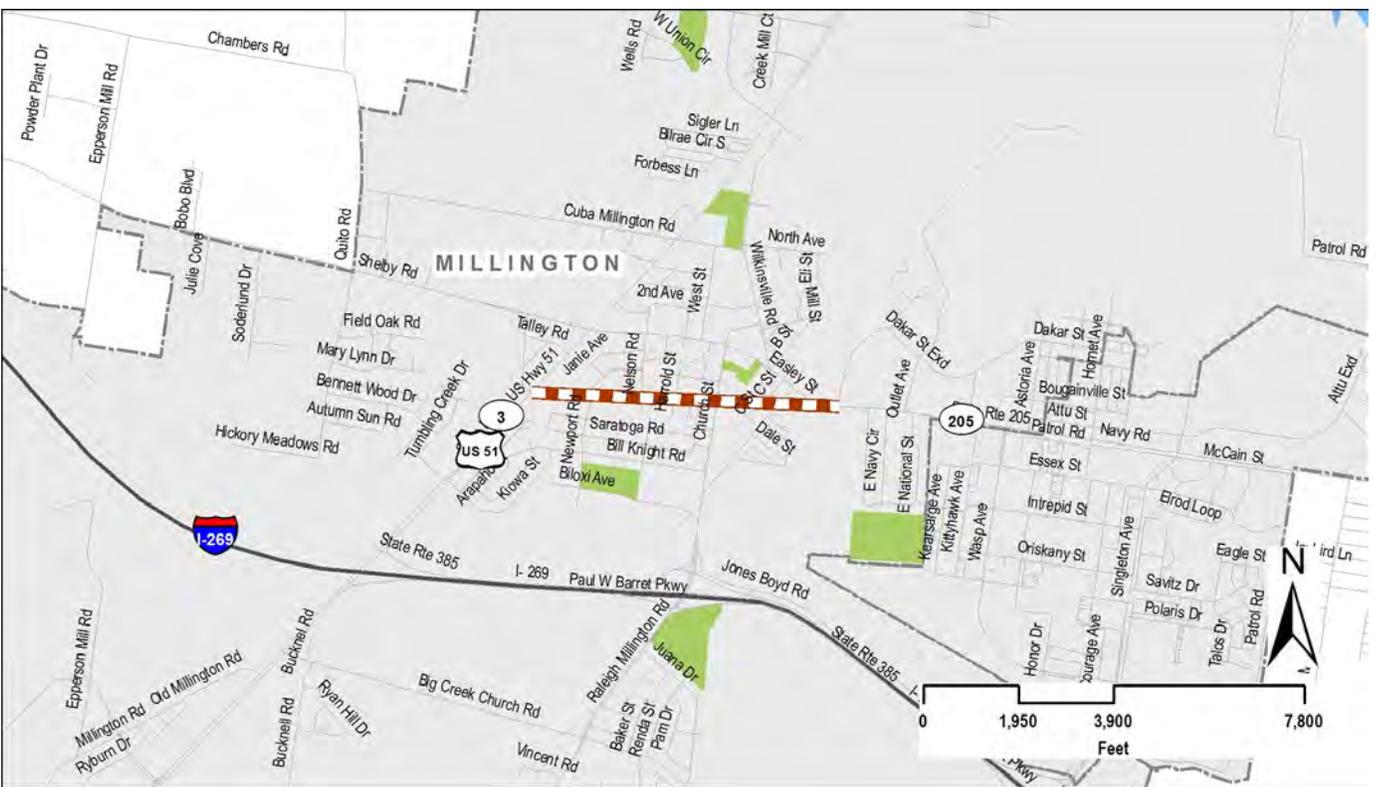
Remarks

TIP #	STP-M-2014-05	TDOT PIN #		Horizon Year	2025	Lead Agency	Millington
County	Shelby	Length	1.05 miles	L RTP #	01760001.1- 01760001.3	Conformity	Exempt
Project Name	Navy Rd Streetscape and Median					Total Cost	\$2,500,000

Termini/Intersection US 51 to Veterans Parkway

Project Description This is the second phase of the Navy Road Streetscape project. It includes the construction of additional medians, paved crosswalks, sidewalk improvements, streetscape improvements, and the realignment of the intersection of Navy and Easley. Project scope will include shared auto/bicycle facilities.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N	STP-M	\$20,000	\$16,000		\$4,000
	2015	PE-D	STP-M	\$180,000	\$144,000		\$36,000



Remarks

TIP #	STP-M-2014-08	TDOT PIN #		Horizon Year	2025	Lead Agency	Millington
County	Shelby	Length	1.38 miles	L RTP #	570013	Conformity	Non-Exempt
Project Name	Singleton Parkway					Total Cost	\$13,000,000

Termini/Intersection Navy Rd to Bethuel Rd

Project Description Construct an extension of Singleton Parkway from Navy Road north and east to Bethuel Road consisting of 4 lanes (divided) with bike lanes. Project scope will include ADA accessible pedestrian improvements.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N	STP-M	\$300,000	\$240,000		\$60,000
	2015	PE-D	STP-M	\$700,000	\$560,000		\$140,000

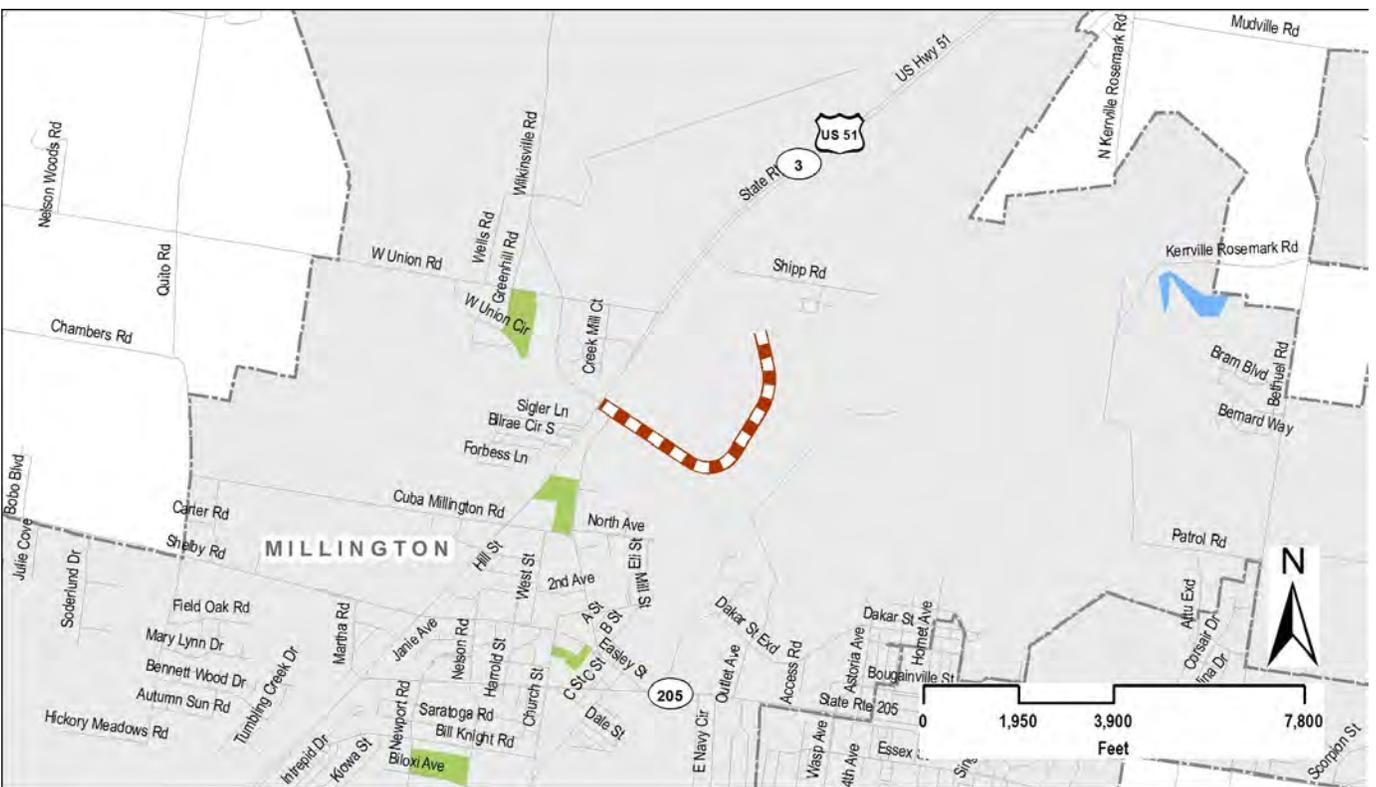


Remarks

TIP #	STP-M-2014-11	TDOT PIN #		Horizon Year	2040	Lead Agency	Millington
County	Shelby	Length	0.74 miles	LRTP #	1590001.1	Conformity	Non-Exempt
Project Name	Wilkinsville Rd					Total Cost	\$13,240,000
Termini/Intersection	US 51 to Veterans Parkway						

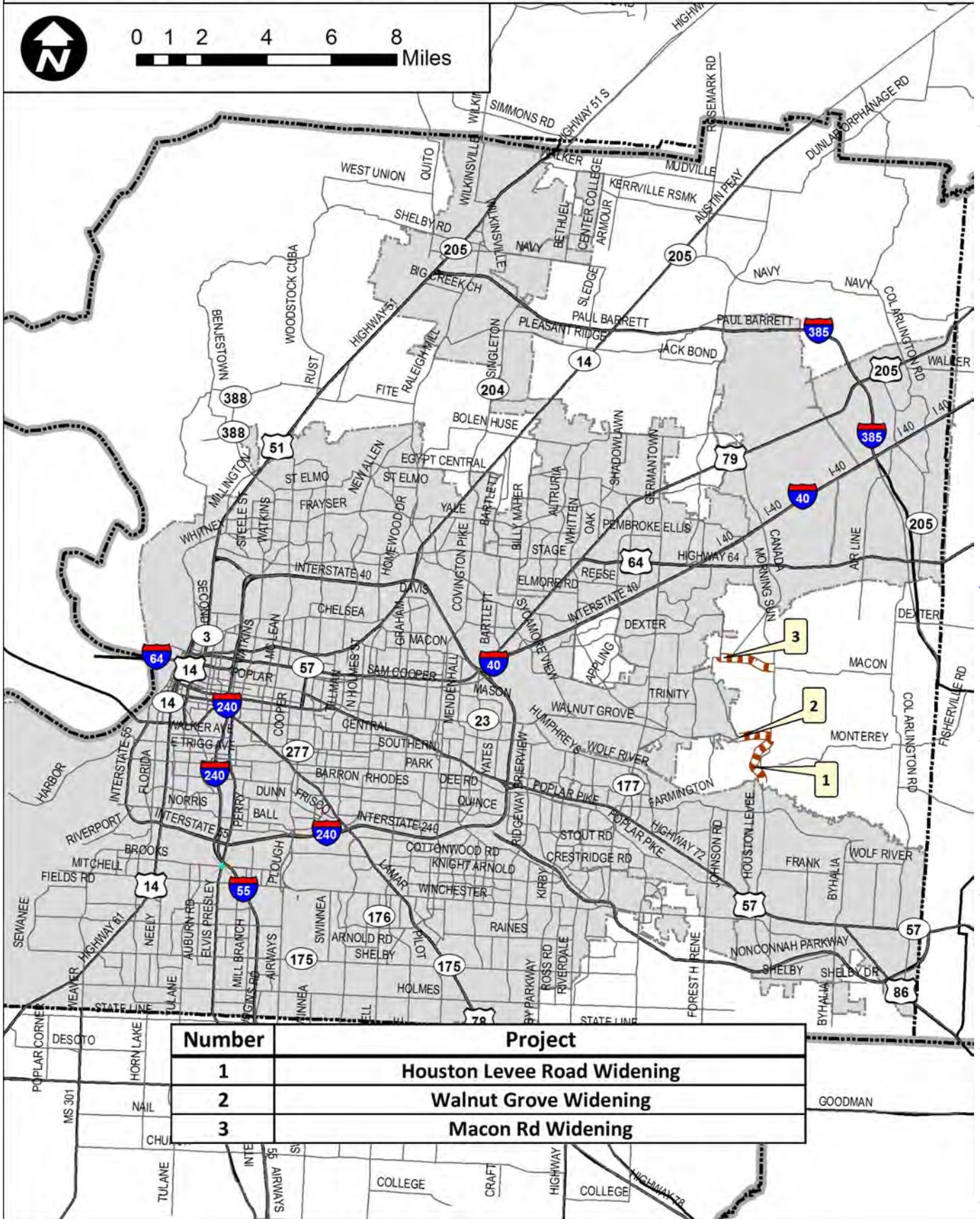
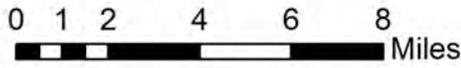
Project Description
 Extension of a 5 lane road through a newly developing area of the City. This project will create a pedestrian friendly roadway through a mixed use center that will function as the town center, cross the CNRR and connect to Veterans Parkway in the Millington Industrial Park. Project scope will include designated bicycle facilities and ADA accessible pedestrian improvements.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N	STP-M	\$480,000	\$384,000		\$96,000
	2015	PE-D	STP-M	\$1,120,000	\$896,000		\$224,000
	2016	ROW	STP-M	\$800,000	\$640,000		\$160,000



Remarks

Shelby County Road Project Summary



Number	Project
1	Houston Levee Road Widening
2	Walnut Grove Widening
3	Macon Rd Widening

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TIP #	STP-M-2014-03	TDOT PIN #		Horizon Year	2025	Lead Agency	Shelby County
County	Shelby	Length	1.67 miles	LRTP #	01090009-01090010	Conformity	Non-Exempt
Project Name	Houston Levee Road Widening					Total Cost	\$18,000,000
Termini/Intersection	Walnut Grove Road to Wolf River Bridge						
Project Description	This project improves Houston Levee Road by widening the segment from Walnut Grove Road to the Wolf River Bridge from two to six lanes. The roadway segment will include a median and landscaping. Project scope will include designated bicycle facilities and ADA accessible pedestrian improvements.						

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N	STP-M	\$300,000	\$225,000		\$75,000
	2016	PE-D	STP-M	\$1,500,000	\$1,125,000		\$375,000



Remarks

TIP #	STP-M-2014-04	TDOT PIN #		Horizon Year	2040	Lead Agency	Shelby County
County	Shelby	Length	1.0 miles	LRTP #	00900015	Conformity	Non-Exempt
Project Name	Walnut Grove Road Widening					Total Cost	\$13,750,000

Termini/Intersection Rocky Point to Houston Levee

Project Description
 This project widens Walnut Grove Road from two to six lanes from Rocky Point Road to Houston Levee Road with a bridge over Gray's Creek. Project scope will include designated bicycle facilities and ADA accessible pedestrian improvements.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N	STP-M	\$300,000	\$225,000		\$75,000
	2016	PE-D	STP-M	\$1,000,000	\$750,000		\$250,000



Remarks

TIP # ENH-2011-01 **TDOT PIN #** **Horizon Year** NA **Lead Agency** Shelby County
County Shelby **Length** 3.31 Miles **LRTP #** Consistent W/ LRTP **Conformity** Exempt
Project Name Shelby Farms Bicycle, Pedestrian, and Equine Trails **Total Cost** \$2,107,620

Termini/Intersection

Project Description

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	ENH	\$2,050,844	\$1,640,675		\$410,169

Remarks

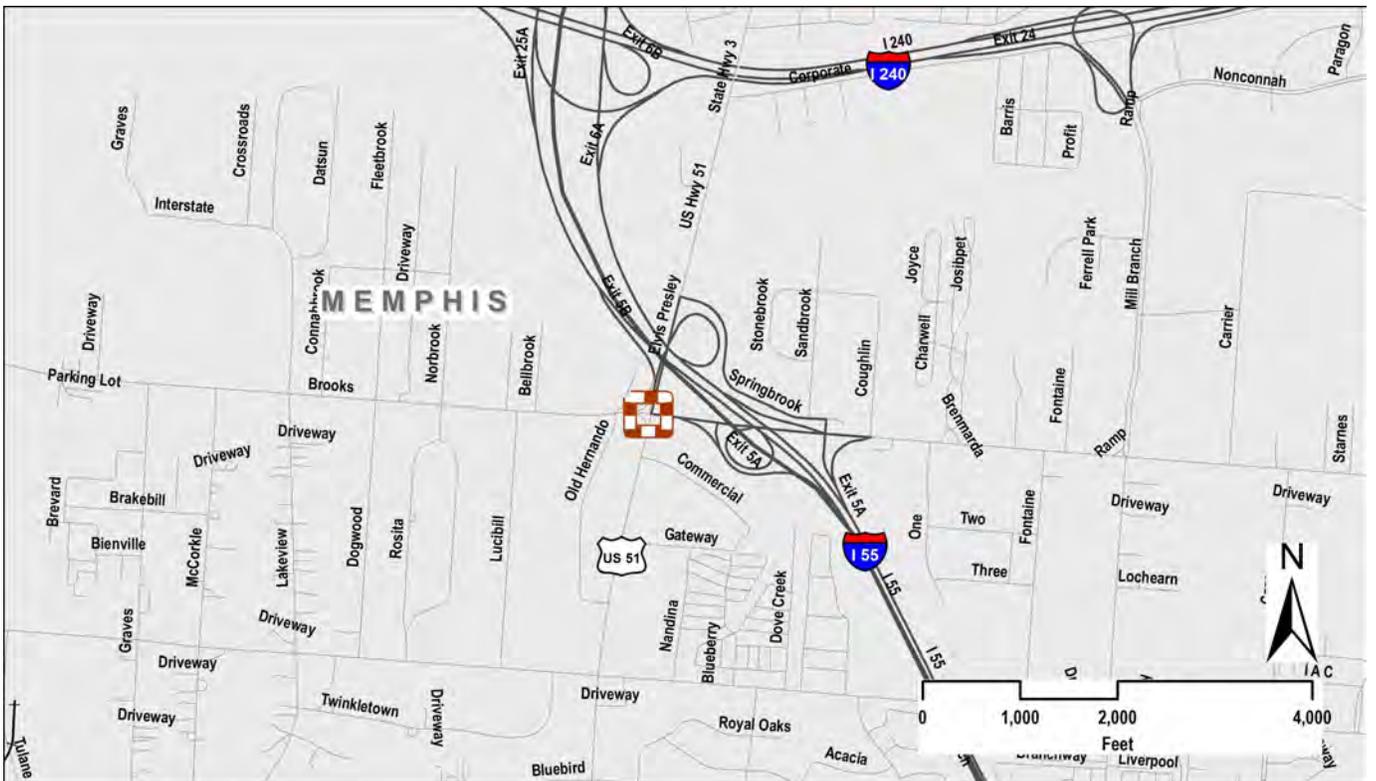
Remarks

TIP # TDOT PIN # Horizon Year Lead Agency
 County Length LRTP # Conformity
 Project Name Total Cost

Termini/Intersection

Project Description

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	ENH	\$149,235	\$119,388		\$29,847



Remarks

TIP # **TDOT PIN #** **Horizon Year** **Lead Agency**
County **Length** **L RTP #** **Conformity**
Project Name Bike and Pedestrian Grouping **Total Cost**
Termini/Intersection
Project Description

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N/PE-D/ ROW/CONST	STP-M	\$3,483,824	\$2,787,059		\$696,765
	2015	PE-N/PE-D/ ROW/CONST	STP-M	\$3,483,824	\$2,787,059		\$696,765
	2016	PE-N/PE-D/ ROW/CONST	STP-M	\$3,483,823	\$2,787,058		\$696,765
	2017	PE-N/PE-D/ ROW/CONST	STP-M	\$3,483,823	\$2,787,058		\$696,765

Remarks

TIP # **TDOT PIN #** **Horizon Year** **Lead Agency**
County **Length** **L RTP #** **Conformity**
Project Name Signalization Grouping **Total Cost**
Termini/Intersection
Project Description

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N/PE-D/ ROW/CONST	STP-M	\$2,965,688	\$2,965,688		
	2015	PE-N/PE-D/ ROW/CONST	STP-M	\$2,965,688	\$2,965,688		
	2016	PE-N/PE-D/ ROW/CONST	STP-M	\$2,965,687	\$2,965,687		
	2017	PE-N/PE-D/ ROW/CONST	STP-M	\$2,965,687	\$2,965,687		

Remarks

TIP #	STP-M-2009-03	TDOT PIN #		Horizon Year	NA	Lead Agency	Various
County	Shelby	Length	NA	LRTP #	NA	Conformity	Exempt
Project Name	Resurfacing Grouping					Total Cost	\$29,186,410
Termini/Intersection							
Project Description	This grouping will be used to fund road resurfacing and other preventative maintenance throughout the Tennessee portion of the Memphis MPO area.						

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N/PE-D/ ROW/CONST	STP-M	\$7,296,603	\$5,837,282		\$1,459,321
	2015	PE-N/PE-D/ ROW/CONST	STP-M	\$7,296,603	\$5,837,282		\$1,459,321
	2016	PE-N/PE-D/ ROW/CONST	STP-M	\$7,296,603	\$5,837,282		\$1,459,321
	2017	PE-N/PE-D/ ROW/CONST	STP-M	\$7,296,603	\$5,837,282		\$1,459,321

Remarks

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TIP #	STP-M-2014-12	TDOT PIN #		Horizon Year	NA	Lead Agency	Various
County	Shelby	Length	NA	LRTP #	NA	Conformity	Exempt
Project Name	Bridge Grouping					Total Cost	\$11,499,500
Termini/Intersection							
Project Description	This grouping will be used to fund bridge replacement, rehabilitation, preservation, systematic repairs & Seismic retrofit projects throughout the Tennessee portion of the Memphis MPO area.						

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N/PE-D/ ROW/CONST	STP-M	\$2,874,875	\$2,299,900		\$574,975
	2015	PE-N/PE-D/ ROW/CONST	STP-M	\$2,874,875	\$2,299,900		\$574,975
	2016	PE-N/PE-D/ ROW/CONST	STP-M	\$2,874,875	\$2,299,900		\$574,975
	2017	PE-N/PE-D/ ROW/CONST	STP-M	\$2,874,875	\$2,299,900		\$574,975

Remarks

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TIP #	TAP-2014-01	TDOT PIN #		Horizon Year	NA	Lead Agency	Various
County	Shelby-Fayette	Length	NA	LRTP #	NA	Conformity	Exempt
Project Name	Transportation Alternatives					Total Cost	\$2,890,761
Termini/Intersection	Various						

Project Description
 This grouping will be used to fund the Transportation Alternatives Program, which provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways under MAP-21 throughout the Tennessee portion of the Memphis MPO area.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N/PE-D/ ROW/CONST	TAP	\$2,890,761	\$2,312,609		\$578,152

Remarks
 The 2014-2017 TIP combines the TAP FY 2013 Federal Fund allocation of \$1,155,147 and FY 2014 Federal Fund allocation of \$1,157,462.

TIP #	SRTS 2008-01	TDOT PIN #		Horizon Year	NA	Lead Agency	Various
County	Shelby	Length		LRTP #	NA	Conformity	Exempt
Project Name	Safe Routes to School (SRTS) Grouping					Total Cost	\$224,125
Termini/Intersection							

Project Description
 This grouping funds annual Safe Routes to School grant awards to Tennessee MPO jurisdictions. Amounts may be amended or adjusted as the Governor awards new grants. Safe Routes to School programs represented a good mix of educational activities, major projects such as sidewalk segments and shared-use paths and minor improvements such as sign packages, crosswalks, and pedestrian signals.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE, ROW, CONST	SRTS	\$224,125	\$224,125		

Remarks
 Rozelle Elem - \$220,000
 Frayser Elem - \$4,125 (remaining carry-over after \$224,235 previous obligations)

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SECTION D LOCAL MISSISSIPPI SPONSORED PROJECTS

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Funding & Expenditures Fiscal Years 2014 - 2017

Funding Sources	Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017	Total
Carry Over Funds (Federal STP-M)	\$15,582,940	\$5,903,071	\$6,059,651	\$2,692,685	\$15,582,940
Annual STP-M Federal Funds	\$2,425,626	\$2,425,626	\$2,425,626	\$2,425,626	\$9,702,504
Total STP-M Federal Funding	\$18,008,566	\$8,328,697	\$8,485,277	\$5,118,311	\$25,285,444
STP-M Local Funds	\$3,026,374	\$273,512	\$1,837,548	\$0	\$5,137,434
TAP Federal Funds	\$346,668	\$0	\$0	\$0	\$346,668
TAP Local Funds	\$86,667	\$0	\$0	\$0	\$86,667
TAP Expenditure	\$433,335	\$0	\$0	\$0	\$433,335
TOTAL FUNDING	\$21,468,275	\$8,602,209	\$10,322,825	\$5,118,311	\$30,856,213
TOTAL EXPENDITURE	\$15,565,204	\$2,542,558	\$7,630,140	\$0	\$25,737,902
BALANCE	\$5,903,071	\$6,059,651	\$2,692,685	\$5,118,311	\$5,118,311

Olive Branch Road Project Summary



Number	Project
1	Craft Road

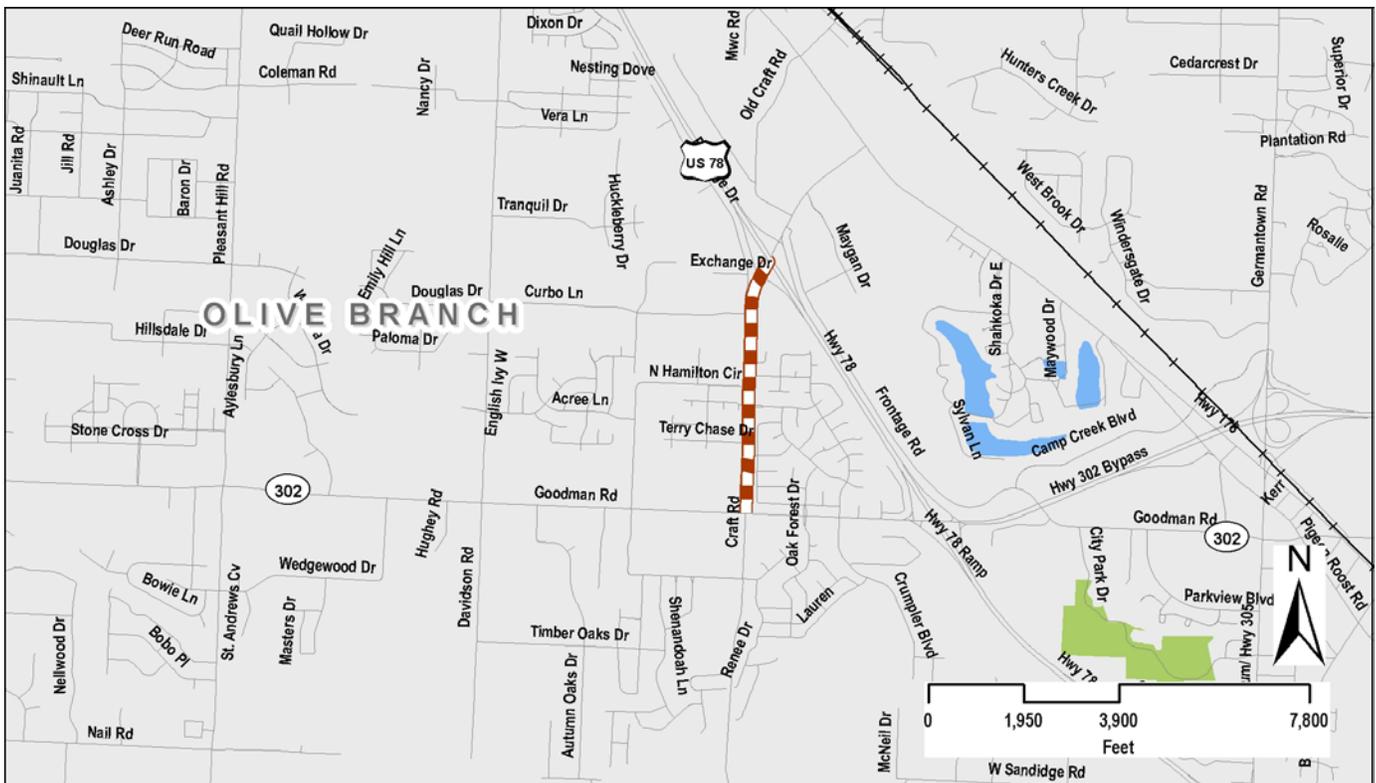
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TIP #	MS-LSTP-2004-01	MDOT #		Horizon Year	E+C	Lead Agency	Olive Branch
County	Desoto	Length	1.0 miles	LRTP #	00770007	Conformity	Non-Exempt
Project Name	Craft Road					Total Cost	\$4,831,523
Termini/Intersection	Goodman Road (MS 302) to U.S. 78						

Project Description Widen existing rural two-lane road to 5-lane urban cross-section. Project scope will include ADA accessible pedestrian improvements.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	STP-M	\$4,831,523	\$3,865,218		\$966,305

Remarks



Remarks

Southaven Road Project Summary

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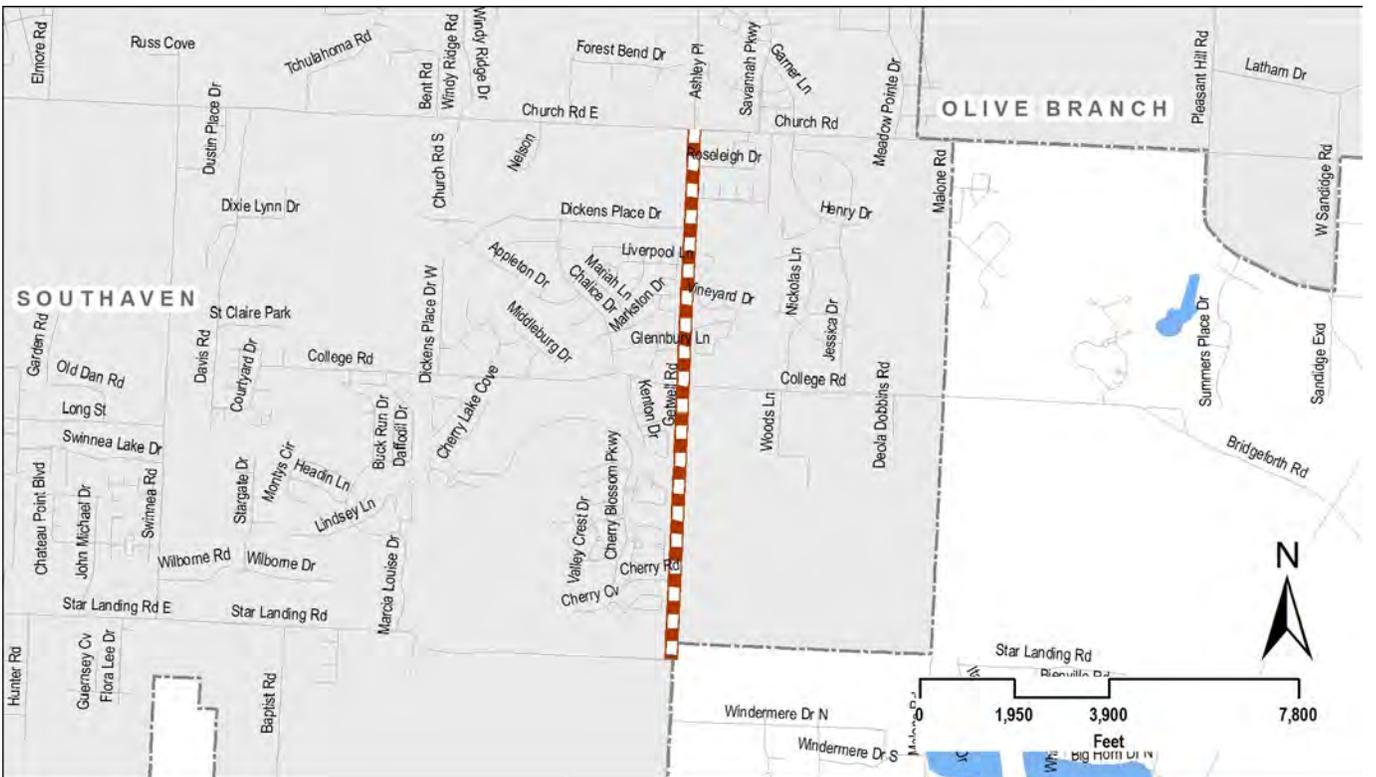
Number	Project
1	Getwell Road
2	Nail Road Extension

TIP #	MS-LSTP-2014-01	MDOT #		Horizon Year	2020	Lead Agency	Southaven
County	Desoto	Length	4.0 miles	LRTP #	00410003-00410005	Conformity	Non-Exempt
Project Name	Getwell Road					Total Cost	\$5,312,219

Termini/Intersection Star Landing Road to Church Road

Project Description Widen existing variable width road to a four-lane divided typical section with curbs and storm drains. A 10' wide multi-use Bike-Ped lane will be provided.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-D	STP-M	\$350,000	\$280,000		\$70,000
	2015	ROW	STP-M	\$127,500	\$102,000		\$25,500
	2016	CONST	STP-M	\$4,834,719	\$3,867,775		\$966,944



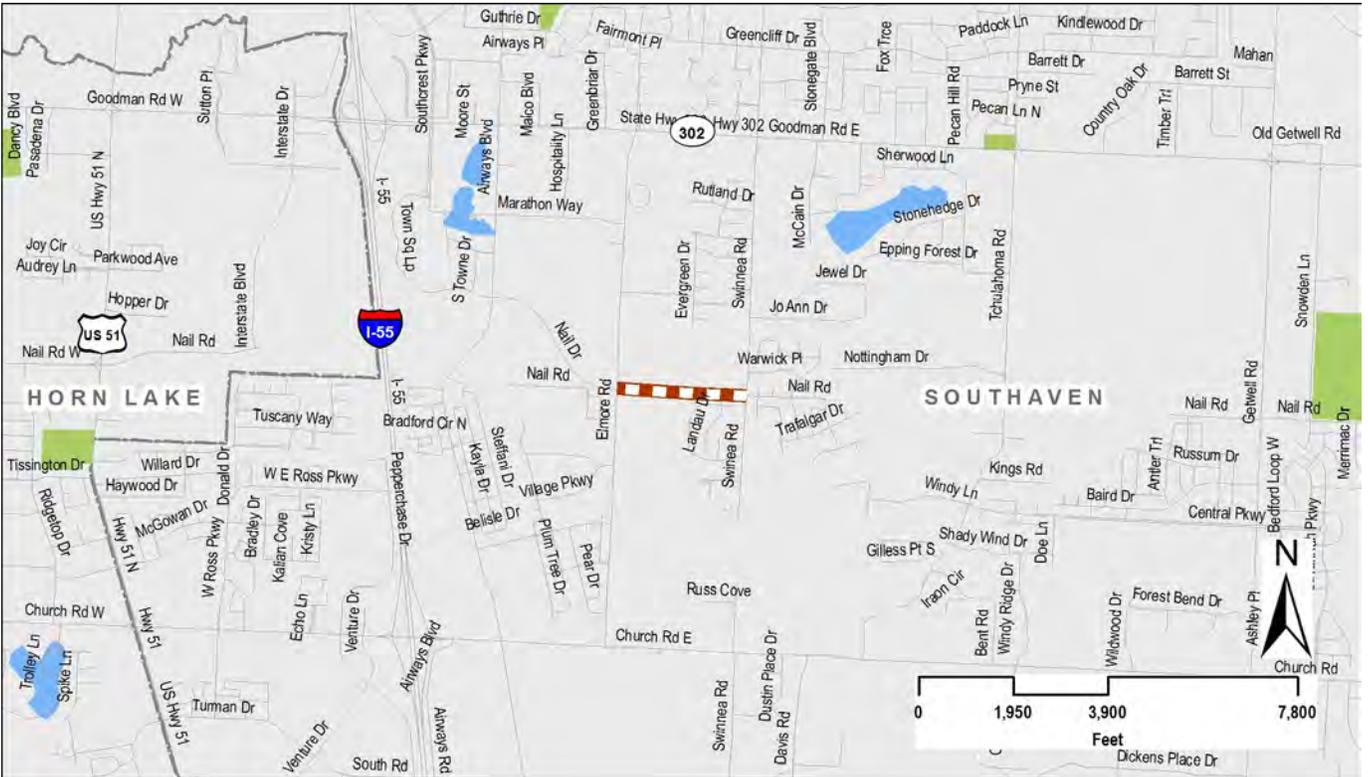
Remarks

TIP #	MS-LSTP-2014-02	MDOT #		Horizon Year	2020	Lead Agency	Southaven
County	Desoto	Length	0.51 miles	L RTP #	00080010-00080014	Conformity	Non-Exempt
Project Name	Nail Road Extension					Total Cost	\$2,586,200

Termini/Intersection Elmore Road to Swinnea Road

Project Description
 Widen the section of roadway from Elmore Road to Landau Drive to a five-lane typical section with six foot wide bike lanes on each side. Widen the section from Landau Drive to Swinnea Road from two-lanes to five-lanes with curb and gutter and storm drains and six foot bike lanes on each side. Project scope will include ADA accessible pedestrian improvements.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-D	STP-M	\$185,000	\$148,000		\$37,000
	2015	ROW	STP-M	\$165,000	\$132,000		\$33,000
	2016	CONST	STP-M	\$2,236,200	\$1,477,440		\$758,760



Remarks

Horn Lake Road Project Summary



0 0.5 1 2 Miles

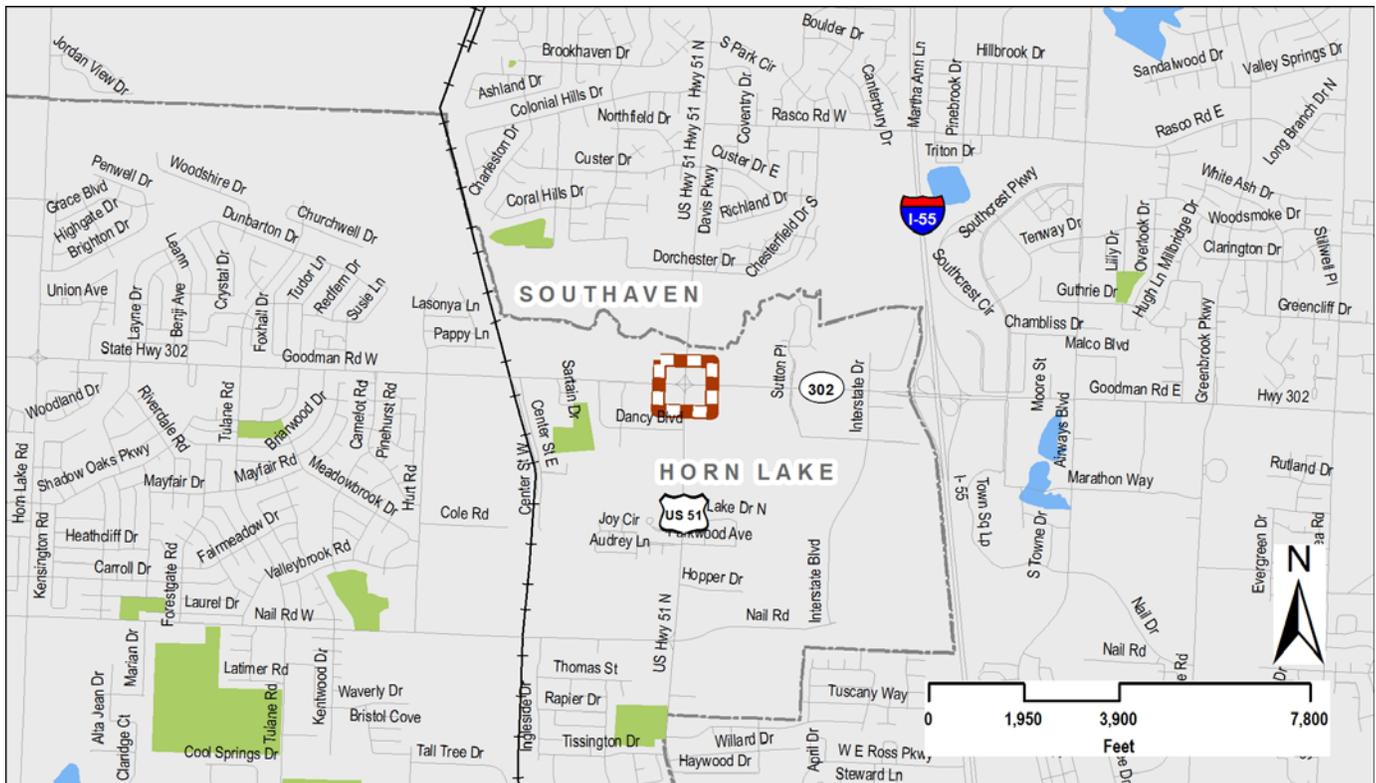


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TIP #	MS-LSTP-2014-03	MDOT #		Horizon Year	NA	Lead Agency	Horn Lake
County	Desoto	Length	0.24 miles	L RTP #	Consistent W/ LRTP	Conformity	Exempt
Project Name	Bullfrog Corner Intersection Improvements					Total Cost	\$1,196,249
Termini/Intersection	Highway 51 and Goodman Road						

Project Description
 Install shared-use sidewalk (8' wide) and Pedestrian Signals/Crossings on all four corners of the intersection.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-D	STP-M	\$77,805	\$62,244		\$15,561
	2015	CONST	STP-M	\$559,223	\$447,378		\$111,845
	2016	CONST	STP-M	\$559,221	\$447,377		\$111,844



Remarks

New TIP Page

Adjusted 08-12-2014

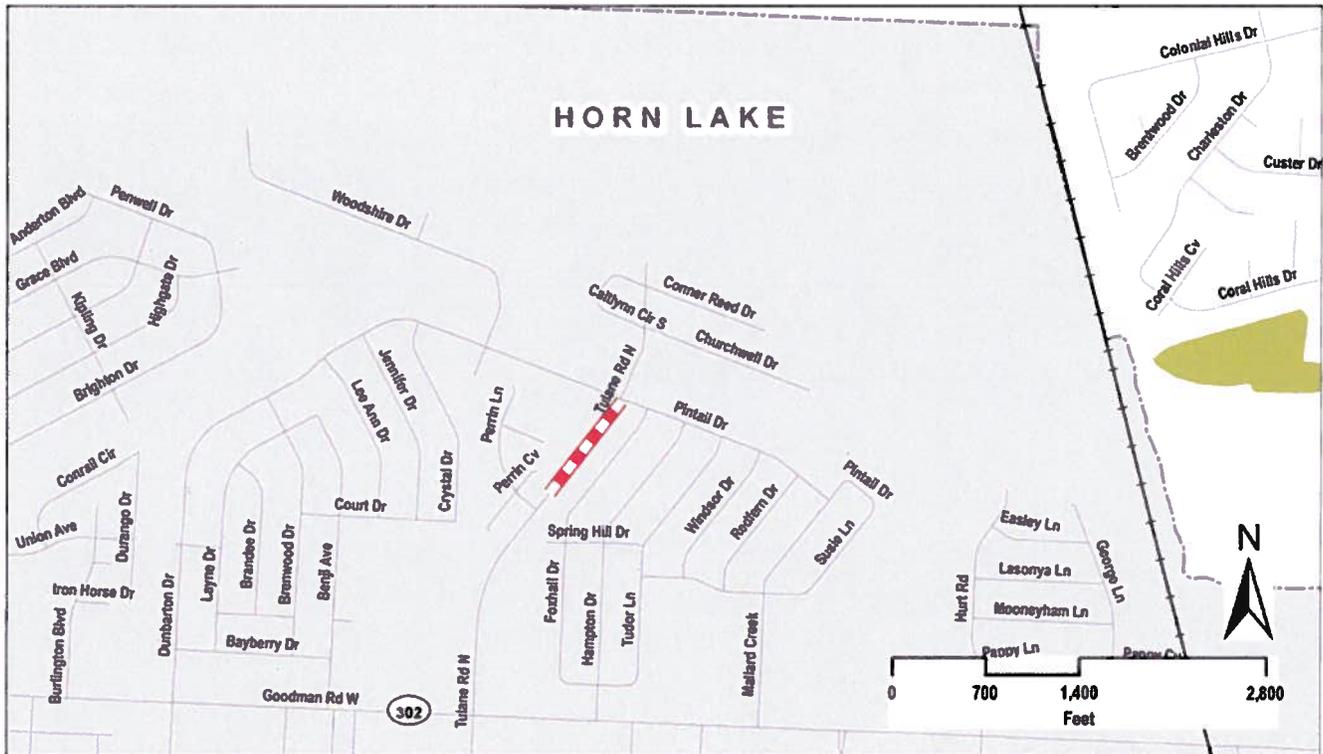
TIP #	MS-LSTP-2012-02	MDOT #		Horizon Year	E+C	Lead Agency	Horn Lake
County	Desoto	Length	0.14 miles	L RTP #	N/A	Conformity	Non-Exempt
Project Name	Tulane Road Connector					Total Cost	\$429,385

Termini/Intersection From Approx. 1800' north of Goodman Rd to Pentail Dr.

Project Description New 2-lane road with curb and gutter.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	STP-M	\$429,385	\$343,508		\$85,877

Remarks



Remarks

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New TIP Page: Adjustment Number 5

Adjusted 02-26-2014

TIP # MDOT # Horizon Year Lead Agency
 County Length LRTP # Conformity
 Project Name Total Cost

Termini/Intersection

Project Description

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N/PE-D/ ROW/CONST	STP-M	\$1,560,420	\$1,248,336		\$312,084
	2015	PE-N/PE-D/ ROW/CONST	STP-M	\$515,835	\$412,668		\$103,167

Remarks

New TIP Page: Adjustment Number 5

Adjusted 02-26-2014

TIP # MDOT # Horizon Year Lead Agency
 County Length LRTP # Conformity
 Project Name Total Cost

Termini/Intersection

Project Description

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2015	PE-N/PE-D/ ROW/CONST	STP-M	\$1,175,000	\$1,175,000		

Remarks

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TIP #	MS-TAP-2014-01	MDOT PIN #		Horizon Year	NA	Lead Agency	Various
County	Desoto	Length	NA	LRTP #	NA	Conformity	Exempt
Project Name	Transportation Alternatives					Total Cost	\$433,335
Termini/Intersection	Various						
Project Description	This grouping will be used to fund the Transportation Alternatives Program, which provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways under MAP-21 throughout the Mississippi portion of the Memphis MPO area.						

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N/PE-D/ ROW/CONST	TAP	\$433,335	\$346,668		\$86,667

Remarks

The 2014-2017 TIP combines the TAP FY 2013 Federal Fund allocation of \$173,334 and FY 2014 Federal Fund allocation of \$173,334.

SECTION E

CONGESTION MITIGATION & AIR QUALITY PROJECTS

Funding & Expenditures Fiscal Years 2014 - 2017

Funding Sources	Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017	Total
Carry Over Funds (Federal CMAQ-M)	\$21,204,327	\$382,000	\$191,000	\$0	\$21,204,327
Annual CMAQ-M Federal Funds	\$0	\$0	\$0	\$0	\$0
Total Federal CMAQ-M Funds	\$21,204,327	\$382,000	\$191,000	\$0	\$21,204,327
CMAQ-M Local Match	\$672,750	\$47,750	\$47,750	\$0	\$768,250
CMAQ-S Federal Funds	\$1,925,707	\$0	\$0	\$0	\$1,925,707
CMAQ-S Local Funds	\$481,427	\$0	\$0	\$0	\$481,427
Total CMAQ-S Expenditure	\$2,407,134	\$0	\$0	\$0	\$2,407,134
TOTAL FUNDING	\$24,284,211	\$429,750	\$238,750	\$0	\$24,379,711
TOTAL EXPENDITURE	\$23,902,211	\$238,750	\$238,750	\$0	\$24,379,711
BALANCE	\$382,000	\$191,000	\$0	\$0	\$0

TIP # **TDOT PIN #** **Horizon Year** **Lead Agency**
County **Length** **LRTP #** **Conformity**
Project Name **Total Cost**
Termini/Intersection

Project Description

This project is the continuation of a very effective program to provide improvements to intersections throughout Shelby County, including the installation of coordinated signal systems, vehicle detection improvements, isolated signal improvements, and isolated unsignalized intersection improvements in accordance with the approved Shelby County Congestion Management Program.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N/PE-D/ ROW/CONST	CMAQ-M	\$18,406,327	\$18,406,327		

Remarks

TIP # **TDOT PIN #** **Horizon Year** **Lead Agency**
County **Length** **LRTP #** **Conformity**
Project Name **Total Cost**
Termini/Intersection

Project Description

This is a gas cap replacement program that would allow the inspection program to issue a voucher toward the purchase of a new gas cap if the cap is missing or failed for leaks by a vehicle during inspection.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PURCHASE	CMAQ-M	\$238,750	\$191,000		\$47,750
	2015	PURCHASE	CMAQ-M	\$238,750	\$191,000		\$47,750
	2016	PURCHASE	CMAQ-M	\$238,750	\$191,000		\$47,750

Remarks

TIP # CMAQ-2012-01 **TDOT PIN #** **Horizon Year** NA **Lead Agency** Memphis

County Shelby **Length** 50 miles **L RTP #** NA **Conformity** Exempt

Project Name 50 Mile Bike/Ped Project **Total Cost** \$1,750,000

Termini/Intersection Various Locations

Project Description Installation of approximately 50 miles of bicycle facilities along Memphis city streets.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	CONST	CMAQ-M	\$1,750,000	\$1,400,000		\$350,000

Remarks

TIP # CMAQ-2012-02 **TDOT PIN #** 116836 **Horizon Year** NA **Lead Agency** Shelby County

County Shelby **Length** 4.3 miles **L RTP #** NA **Conformity** Exempt

Project Name Shelby County Greenline **Total Cost** \$4,400,000

Termini/Intersection Farm Road to Cordova

Project Description This project is a continuation of the existing Shelby Farms Greenline, beginning at Farm Road and continuing east 4.3 miles to the Old Cordova Train Station utilizing inactive CSX Railroad right-of-way.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	ROW, PE, CONST	CMAQ-M	\$1,100,000	\$825,000		\$275,000

Remarks

TIP #	CMAQ-2014-01	TDOT PIN #		Horizon Year	NA	Lead Agency	Shelby County
County	Shelby	Length	NA	LRTP #	NA	Conformity	Exempt
Project Name	PM 2.5 Diesel Emission Reduction Strategies Grouping					Total Cost	\$2,407,134
Termini/Intersection	NA						

Project Description
See Attachment 1 for a more comprehensive list of activities included but not limited for eligibility.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PURCHASE	CMAQ-S	\$2,407,134	\$1,925,707		\$481,427

Remarks
This grouping is open to public and private entities in CMAQ eligible counties. Attachment 1 is located in Appendix A of the TIP document.

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TRANSIT PROJECTS
APPENDICES

SECTION F TRANSIT PROJECTS

Funding & Expenditures Fiscal Years 2014 - 2017

Funding Sources	Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017	Total
5307 FTA Funds	\$13,592,000	\$13,672,000	\$13,672,000	\$13,672,000	\$54,608,000
5307 State Funds	\$1,699,000	\$1,709,000	\$1,709,000	\$1,709,000	\$6,826,000
5307 Local Funds	\$1,699,000	\$1,709,000	\$1,709,000	\$1,709,000	\$6,826,000
5307 Total Funds	\$16,990,000	\$17,090,000	\$17,090,000	\$17,090,000	\$68,260,000
5337 FTA Funds	\$1,160,000	\$1,160,000	\$1,160,000	\$1,160,000	\$4,640,000
5337 State Funds	\$145,000	\$145,000	\$145,000	\$145,000	\$580,000
5337 Local Funds	\$145,000	\$145,000	\$145,000	\$145,000	\$580,000
5337 Total Funds	\$1,450,000	\$1,450,000	\$1,450,000	\$1,450,000	\$5,800,000
5339 FTA Funds	\$1,060,000	\$1,060,000	\$3,060,000	\$3,780,000	\$8,960,000
5339 State Funds	\$132,500	\$132,500	\$382,500	\$472,500	\$1,120,000
5339 Local Funds	\$132,500	\$132,500	\$382,500	\$472,500	\$1,120,000
5339 Total Funds	\$1,325,000	\$1,325,000	\$3,825,000	\$4,725,000	\$11,200,000
TOTAL FUNDING	\$19,765,000	\$19,865,000	\$22,365,000	\$23,265,000	\$85,260,000
TOTAL EXPENDITURE	\$19,765,000	\$19,865,000	\$22,365,000	\$23,265,000	\$85,260,000
BALANCE	\$0	\$0	\$0	\$0	\$0

TIP # **TDOT PIN #** **Horizon Year** **Lead Agency**
County **Length** **LRTP #** **Conformity**
Project Name **Total Cost**
Termini/Intersection

Project Description
 MATA is permitted to use up to 10% of their annual apportionments under Section 5307 to cover operating expenses for its demand-response service known as MATAplus.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	OPERATIONS	5307	\$1,500,000	\$1,200,000	\$150,000	\$150,000
	2015	OPERATIONS	5307	\$1,500,000	\$1,200,000	\$150,000	\$150,000
	2016	OPERATIONS	5307	\$1,500,000	\$1,200,000	\$150,000	\$150,000
	2017	OPERATIONS	5307	\$1,500,000	\$1,200,000	\$150,000	\$150,000

Remarks

TIP # **TDOT PIN #** **Horizon Year** **Lead Agency**
County **Length** **LRTP #** **Conformity**
Project Name **Total Cost**
Termini/Intersection

Project Description
 Advanced Public Transportation Systems apply advanced technologies to address public transportation needs. These systems may include communication systems, fare collection systems, security systems, mobility management software, project administration, and other management systems.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PURCHASE	5307	\$450,000	\$360,000	\$45,000	\$45,000
	2015	PURCHASE	5307	\$450,000	\$360,000	\$45,000	\$45,000
	2016	PURCHASE	5307	\$450,000	\$360,000	\$45,000	\$45,000
	2017	PURCHASE	5307	\$450,000	\$360,000	\$45,000	\$45,000

Remarks

TIP # **TDOT PIN #** **Horizon Year** **Lead Agency**
County **Length** **LRTP #** **Conformity**
Project Name **Total Cost**

Termini/Intersection

Project Description

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-D/CONST	5307	\$500,000	\$400,000	\$50,000	\$50,000
	2015	PE-D/CONST	5307	\$500,000	\$400,000	\$50,000	\$50,000
	2016	PE-D/CONST	5307	\$500,000	\$400,000	\$50,000	\$50,000
	2017	PE-D/CONST	5307	\$500,000	\$400,000	\$50,000	\$50,000

Remarks

TIP # **TDOT PIN #** **Horizon Year** **Lead Agency**
County **Length** **LRTP #** **Conformity**
Project Name **Total Cost**

Termini/Intersection

Project Description

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PURCHASE	5307	\$100,000	\$80,000	\$10,000	\$10,000
	2015	PURCHASE	5307	\$100,000	\$80,000	\$10,000	\$10,000
	2016	PURCHASE	5307	\$100,000	\$80,000	\$10,000	\$10,000
	2017	PURCHASE	5307	\$100,000	\$80,000	\$10,000	\$10,000

Remarks

TIP #	5307-2006-05	TDOT PIN #		Horizon Year	NA	Lead Agency	MATA
County	Shelby	Length	NA	LRTP #	40000003	Conformity	Exempt
Project Name	Fixed Route Buses					Total Cost	\$4,000,000

Termini/Intersection

Project Description

This project provides funding for the purchase of up to 12 buses between FY 2014 and FY 2017 using Section 5307 funds. These buses generally have a service life of 12 years or 500,000 miles, whichever comes first, and will replace up to 12 diesel buses that have met their useful service life. All buses will be replaced in accordance with FTA's currently rolling stock policy.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PURCHASE	5307	\$1,000,000	\$800,000	\$100,000	\$100,000
	2015	PURCHASE	5307	\$1,000,000	\$800,000	\$100,000	\$100,000
	2016	PURCHASE	5307	\$1,000,000	\$800,000	\$100,000	\$100,000
	2017	PURCHASE	5307	\$1,000,000	\$800,000	\$100,000	\$100,000

Remarks

TIP #	5307-2006-06	TDOT PIN #		Horizon Year	NA	Lead Agency	MATA
County	Shelby	Length	NA	LRTP #	40000004	Conformity	Exempt
Project Name	Paratransit Vehicles					Total Cost	\$4,000,000

Termini/Intersection

Project Description

This project provides funding for the purchase of paratransit vehicles between FY 2014 and FY 2017 using Section 5307 funds as follows: up to six in FY 2014; up to six in FY 2015; up to six in FY 2016, and up to six in FY 2017. These vehicles will replace up to 24 diesel paratransit buses that have met their useful life. All vehicles will be replaced in accordance with FTA's currently rolling stock policy.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PURCHASE	5307	\$1,000,000	\$800,000	\$100,000	\$100,000
	2015	PURCHASE	5307	\$1,000,000	\$800,000	\$100,000	\$100,000
	2016	PURCHASE	5307	\$1,000,000	\$800,000	\$100,000	\$100,000
	2017	PURCHASE	5307	\$1,000,000	\$800,000	\$100,000	\$100,000

Remarks

TIP # **TDOT PIN #** **Horizon Year** **Lead Agency**
County **Length** **LRTP #** **Conformity**
Project Name **Total Cost**
Termini/Intersection

Project Description

Preventive Maintenance provides funds for materials and supplies, inspections and routine maintenance needed to maximize the efficiency and service life of MATA's capital assets, including MATA's fixed-route and demand-response bus fleets, rail fleets, service vehicles, infrastructure and facilities.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PURCHASE	5307	\$11,750,000	\$9,400,000	\$1,175,000	\$1,175,000
	2015	PURCHASE	5307	\$11,750,000	\$9,400,000	\$1,175,000	\$1,175,000
	2016	PURCHASE	5307	\$11,750,000	\$9,400,000	\$1,175,000	\$1,175,000
	2017	PURCHASE	5307	\$11,750,000	\$9,400,000	\$1,175,000	\$1,175,000

Remarks

TIP # **TDOT PIN #** **Horizon Year** **Lead Agency**
County **Length** **LRTP #** **Conformity**
Project Name **Total Cost**
Termini/Intersection

Project Description

MATA plans to construct a system of transit centers in various locations throughout MATA's service area. Bus routes in each area will be adjusted to serve the centers, and schedules will be adjusted to minimize waiting time for transfers. The Transit Center Program may be funded with a combination of Section 5307, Section 5339 and possibly CMAQ funds. Transit centers typically consist of a small off-street passenger waiting area and bus bething area.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N/PE-D/ ROW/CONST	5307	\$500,000	\$400,000	\$50,000	\$50,000
	2015	PE-N/PE-D/ ROW/CONST	5307	\$500,000	\$400,000	\$50,000	\$50,000
	2016	PE-N/PE-D/ ROW/CONST	5307	\$500,000	\$400,000	\$50,000	\$50,000
	2017	PE-N/PE-D/ ROW/CONST	5307	\$500,000	\$400,000	\$50,000	\$50,000

Remarks

TIP # TDOT PIN # Horizon Year Lead Agency
 County Length LRTP # Conformity
 Project Name Total Cost

Termini/Intersection

Project Description
 This project involves periodic replacement of MATA's service vehicles between FY2014 and FY2017 using Section 5307 funds as follows: up to five in FY2015; up to five in FY2016 and up to five in FY2017. The service life of these vehicles is typically four years or 100,000 miles, whichever comes first. These vehicles will replace service vehicles that have met their useful service life.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2015	PURCHASE	5307	\$100,000	\$80,000	\$10,000	\$10,000
	2016	PURCHASE	5307	\$100,000	\$80,000	\$10,000	\$10,000
	2017	PURCHASE	5307	\$100,000	\$80,000	\$10,000	\$10,000

Remarks

TIP # TDOT PIN # Horizon Year Lead Agency
 County Length LRTP # Conformity
 Project Name Total Cost

Termini/Intersection

Project Description
 Includes various purchases and replacement of MATA's capital assets such as furniture, office equipment or site furnishings.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PURCHASE	5307	\$40,000	\$32,000	\$4,000	\$4,000
	2015	PURCHASE	5307	\$40,000	\$32,000	\$4,000	\$4,000
	2016	PURCHASE	5307	\$40,000	\$32,000	\$4,000	\$4,000
	2017	PURCHASE	5307	\$40,000	\$32,000	\$4,000	\$4,000

Remarks

TIP #	5307-2013-01	TDOT PIN #		Horizon Year	NA	Lead Agency	MATA
County	Shelby	Length	NA	LRTP #	NA	Conformity	Exempt
Project Name	Associated Transit Improvements					Total Cost	\$600,000

Termini/Intersection

Project Description

Includes various projects designed to enhance public transportation service or use and that is physically or functionally related to transit. Eligible projects include: historic preservation, rehabilitation and operation of historic public transportation buildings, structures, and facilities intended for use in public transportation service; bus shelters; landscaping and streetscaping, including benches, trash receptacles, and street lights; pedestrian access and walkways; bicycle access or storage equipment; signage; or enhanced access for persons with disabilities to public transportation.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-N/PE-D/ ROW/CONST	5307	\$150,000	\$120,000	\$15,000	\$15,000
	2015	PE-N/PE-D/ ROW/CONST	5307	\$150,000	\$120,000	\$15,000	\$15,000
	2016	PE-N/PE-D/ ROW/CONST	5307	\$150,000	\$120,000	\$15,000	\$15,000
	2017	PE-N/PE-D/ ROW/CONST	5307	\$150,000	\$120,000	\$15,000	\$15,000

Remarks

TIP #	5337-2013-01	TDOT PIN #		Horizon Year	NA	Lead Agency	MATA
County	Shelby	Length	NA	LRTP #	NA	Conformity	Exempt
Project Name	Preventive Maintenance - Rail Only					Total Cost	\$5,400,000

Termini/Intersection

Project Description

Preventive Maintenance provides funds for materials and supplies, inspections and routine maintenance needed to maximize the efficiency and service life of MATA's capital assets, including MATA's rail fleet, service vehicles, infrastructure and facilities.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PURCHASE	5337	\$1,350,000	\$1,080,000	\$135,000	\$135,000
	2015	PURCHASE	5337	\$1,350,000	\$1,080,000	\$135,000	\$135,000
	2016	PURCHASE	5337	\$1,350,000	\$1,080,000	\$135,000	\$135,000
	2017	PURCHASE	5337	\$1,350,000	\$1,080,000	\$135,000	\$135,000

Remarks

TIP # **TDOT PIN #** **Horizon Year** **Lead Agency**
County **Length** **LRTP #** **Conformity**
Project Name **Total Cost**

Termini/Intersection

Project Description

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-D/CONST	5337	\$100,000	\$80,000	\$10,000	\$10,000
	2015	PE-D/CONST	5337	\$100,000	\$80,000	\$10,000	\$10,000
	2016	PE-D/CONST	5337	\$100,000	\$80,000	\$10,000	\$10,000
	2017	PE-D/CONST	5337	\$100,000	\$80,000	\$10,000	\$10,000

Remarks

TIP # **TDOT PIN #** **Horizon Year** **Lead Agency**
County **Length** **LRTP #** **Conformity**
Project Name **Total Cost**

Termini/Intersection

Project Description

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PURCHASE	5339	\$1,200,000	\$960,000	\$120,000	\$120,000
	2015	PURCHASE	5339	\$1,200,000	\$960,000	\$120,000	\$120,000
	2016	PURCHASE	5339	\$1,200,000	\$960,000	\$120,000	\$120,000
	2017	PURCHASE	5339	\$1,200,000	\$960,000	\$120,000	\$120,000

Remarks

TIP # 5339-2013-02 **TDOT PIN #** **Horizon Year** NA **Lead Agency** MATA
County Shelby **Length** NA **LRTP #** NA **Conformity** Exempt
Project Name Bus Facility Improvements **Total Cost** \$500,000

Termini/Intersection

Project Description Includes various routine improvements to bus-related facilities such as construction and repairs to maintenance, operations and passenger facilities. Typical items include roof repairs, equipment repairs, painting, security elements, HVAC modifications, paving, etc.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2014	PE-D/CONST	5339	\$125,000	\$100,000	\$12,500	\$12,500
	2015	PE-D/CONST	5339	\$125,000	\$100,000	\$12,500	\$12,500
	2016	PE-D/CONST	5339	\$125,000	\$100,000	\$12,500	\$12,500
	2017	PE-D/CONST	5339	\$125,000	\$100,000	\$12,500	\$12,500

Remarks

TIP # 5339-2014-01 **TDOT PIN #** **Horizon Year** NA **Lead Agency** MATA
County Shelby **Length** NA **LRTP #** NA **Conformity** Exempt
Project Name Bus Operations and Maintenance Facility **Total Cost** \$5,900,000

Termini/Intersection

Project Description MATA completed a feasibility study in 2012 which recommended gradual relocation of MATA's existing Bus Operations, Maintenance and Administration functions from 1370 Levee Road to another site as funding permits. The existing facility was built on a former landfill and continues to sink causing numerous problems that are expected to worsen in the future. Funding is programmed in FY2016 for land acquisition and in FY2017 for the design and engineering.

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
	2016	PE-N/PE-D/ ROW/CONST	5339	\$2,500,000	\$2,000,000	\$250,000	\$250,000
	2017	PE-N/PE-D/ ROW/CONST	5339	\$3,400,000	\$2,720,000	\$340,000	\$340,000

Remarks

MDOT STIP

Mississippi Department of Transportation
Statewide Transportation Improvement
Program

Fiscal Years 2012-2015

VOLUME IV

Federal Land Agencies Program
(Via Federal Highway Administration)

For Additional Information Contact
Randy Jansen Mississippi
Division Office Federal Highway
Administration
100 West Capitol Street, Suite 1062
Jackson, MS 39269
Telephone: (601) 965-4215



FY2014 - FY2017 Transportation Improvement Program
Federal Highway Administration
Eastern Federal Lands Highway Division
Mid-Year Update (Reflects Additional Projects Since September 26, 2013)

Last Printed:25Mar14

PROJECT	AWARD FY	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	CATEGORY	PRIMARY FUND SOURCE	TOTAL PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	ADMIN BY / DELIVER BY	Phase	CHANGE FROM LAST UPDATE	CONG DIST NUMBER	FLMA REGION
AL/MS -- Alabama/Mississippi														
NATR_3D31_E10	FY2014	AL/MS	Lee	Natchez Trace Parkway	Repair Scour / Erosion, Deck Bearings, and Beams on Structures 5570-405P and 5570-042P	BRRH	PRA	Between \$500,000 and \$1,000,000	Title 23	EFLHD	In Acquisition	No change	_VARIOUS	NPS_SE



FY2014 - FY2017 Transportation Improvement Program
 Federal Highway Administration
 Eastern Federal Lands Highway Division
 Mid-Year Update (Reflects Additional Projects Since September 26, 2013)

Last Printed:25Mar14

PROJECT	AWARD FY	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	CATEGORY	PRIMARY FUND SOURCE	TOTAL PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	ADMIN BY / DELIVER BY	Phase	CHANGE FROM LAST UPDATE	CONG DIST NUMBER	FLMA REGION
MS -- Mississippi														
FW_CORI_2009952057	FY2014	MS	TALLAHATCHIE	Coldwater River National Wildlife Refuge	Rehabilitate gravel levee Road	3RL	FLTP	Between \$25,000 and \$100,000	Title 23	FWS	Planned	Name changed from COLDWATER to FW_CORI_209952057	MS-02	FWS_R4
FW_STCA_92110099	FY2015	MS	Adams	St. Catherine Creek National Wildlife Refuge	Rehabilitate Hutchin Landing Road (Route 12)	3RL	FLTP	Between \$250,000 and \$500,000	Title 23	FWS	Planned	New project	MS-03	FWS_R4
FW_MISA_2006536900	FY2016	MS	Jackson	Mississippi Sandhill Crane National Wildlife Refuge	Rehabilitate Oak Grove Road	3RL	FLTP	Between \$250,000 and \$500,000	Title 23	FWS	Planned	Name changed from MISSISSIPPI SANDHIL CRANE to FW_MISA_2006536900	MS-04	FWS_R4
FW_STCA_2005221824	FY2016	MS	Adams	St. Catherine Creek National Wildlife Refuge	Rehabilitate Swamp Road (Route 104)	3RL	FLTP	Between \$100,000 and \$250,000	Title 23	FWS	Planned	Name changed from ST. CATHERINE CREEK to FW_STCA_2005221824	MS-03	FWS_R4
NATR_3R12_T9_U5	FY2014	MS	Claiborne	Natchez Trace Parkway	Overlay Park Road MP 20 to MP 45 and MP 59 to MP 67	2R	PRA	Between \$5,000,000 and \$10,000,000	Title 23	EFLHD	In Design	No change	MS-02	NPS_SE
NATR_3U4	FY2014	MS	Claiborne	Natchez Trace Parkway	Repair Scour/Erosion at Structures No. 5570-298P	1R	PRA	Between \$250,000 and \$500,000	Title 23	EFLHD	Under Construction	No change	MS-02	NPS_SE
NATR_3C12_D32	FY2015	MS	Lee	Natchez Trace Parkway	Rehabilitate Parkway from MP 266 to 282 (16.00 Miles)	3RL	PRA	Between \$5,000,000 and \$10,000,000	Title 23	EFLHD	In Design	No change	MS-01	NPS_SE
NATR_3N15	FY2015	MS	Hinds, Madison	Natchez Trace Parkway	Overlay Park Road from MP 110 to 121 (11.00 Miles)	3RL	PRA	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change	_VARIOUS	NPS_SE
NATR_3P19	FY2015	MS	Hinds	Natchez Trace Parkway	Bridge over County Line Rd + multiuse trail 200 ft W of County Line Rd bridge to MP 96.3 Stream	MISC	NPS	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change	MS-02	NPS_SE
NATR_3P22	FY2015	MS	Hinds	Natchez Trace Parkway	Spot Repairs, Wedge And Leveling From MP77 to MP111	2R	PRA	Between \$500,000 and \$1,000,000	Title 23	EFLHD	In Design	No change	MS-03	NPS_SE
NATR_3P20	FY2016	MS	Madison	Natchez Trace Parkway	Bridge Over Hilda Dr/Illinois Central Railroad including multi-use trail	MISC	PRA	Between \$5,000,000 and \$10,000,000	Title 23	EFLHD	In Design	No change	MS-03	NPS_SE
NATR_3X7_3W13	FY2016	MS	Augusta	Natchez Trace Parkway	Overlay Park Road-PM Project from MP 0 to 15 (15.00 Miles)	3RL	PRA	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	No change	MS-01	NPS_SE
NATR_3G24	FY2017	MS	Chickasaw	Natchez Trace Parkway	Parkway Rehabilitation	3RL	PRA	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change	MS-04	NPS_SE
NATR_3Q8_3R13	FY2017	MS	Claiborne	Natchez Trace Parkway	Overlay Park Road-PM Project from MP 67 to 87 (20.00 Miles)	3RL	PRA	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	No change	MS-02	NPS_SE
NATR_3S11_3T10	FY2017	MS	Claiborne	Natchez Trace Parkway	Overlay Park Road-PM Project from MP 45 to 59(14.00 Miles)	3RL	PRA	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	No change	MS-02	NPS_SE
MS_FLTP_FS_967(1)	FY2014	MS	Choctaw	Tombigbee National Forest	Replace deficient Choctaw Lake Bridge over the dam spillway.	3RL_BRRP	FLTP	Between \$250,000 and \$500,000	Title 23	USFS	Planned	No change	MS-03	USFS_R8

March 25, 2014

Approval signature is shown on the first page of packet only.
 This update only adds new projects, administered/delivered by EFLHD - After Sep 26, 2013 - Changes highlighted in green.

FOREST HIGHWAY BRIDGE REPLACEMENT

Fiscal Year	Agency	Fund Source	Federal Share	State/Local Share	Total Funds
2012	OSARC	PLH-Forest Highway	\$2,115,707	\$0	\$2,115,707
2013	OSARC	PLH-Forest Highway	\$1,210,000	\$0	\$1,210,000
2014	OSARC	PLH-Forest Highway	\$1,210,000	\$0	\$1,210,000
2015	OSARC	PLH-Forest Highway	\$1,210,000	\$0	\$1,210,000
SUB-TOTAL FOR FOREST HIGHWAY BRIDGE REPLACEMENT			\$5,745,707	\$0	\$5,745,707



Indian Reservation Roads Programs

Federal Lands Highway

CSTIP Report

REPORT FILTER: Reporting one CSTIP.



Entity Name S78980 - Mississippi Band (Choctaw)
Program Class Code FER
CSTIP Type TIP **Fiscal Year** 2009
 11-FEB-10 **Funding Amount** 868,679

FIRST PAGE FOR CSTIP

State 28 - Mississippi

Projects on the CSTIP withn this state are listed and subtotaled in this section
Covers that part of the reservation within the current state.

Location S78980 - Mississippi Band (Choctaw)

	PCAS	Class	Name	County	Project Type	Work Type	Phase	FY 2009 (\$)					Total
								FY 2009 (\$)	FY 2010 (\$)	FY 2011 (\$)	FY 2012 (\$)	FY 2013 (\$)	
	S7838013	R	Thompson Bell Road	099 - Neshoba	RECONS	7	CE	30,000	0	0	0	0	30,000
							CONS	838,679	0	0	0	0	838,679
							PE	0	0	0	0	0	0
							Z	0	0	0	0	0	0
							Total	868,679	0	0	0	0	868,679
Location Subtotal								868,679	0	0	0	0	868,679
State Subtotal								868,679	0	0	0	0	868,679
CSTIP Subtotal								868,679	0	0	0	0	868,679
Report Total								868,679	0	0	0	0	868,679



Indian Reservation Roads Programs

Federal Lands Highway

CSTIP Report

FILTER: Reporting one CSTIP.



Entity Name		S78980 - Mississippi Band (Choctaw)		FIRST PAGE FOR CSTIP						
Program Class Code		R68 Fiscal Year 2010								
CSTIP Type		TIP Funding Amount 2583900								
State	28 - Mississippi			Projects on the CSTIP within this state are listed and subtotaled in this section						
Location	S78980 - Mississippi Band (Choctaw)			Covers that part of the reservation within the current state.						
PCAS	S7852214			Phase	FY 2010 (\$)	FY 2011 (\$)	FY 2012 (\$)	FY 2013 (\$)	FY 2014 (\$)	Total
Class	R			CE	0	0	0	0	0	0
Name	BEAVER DAM ROAD			CONS	2,583,900	0	0	0	0	2,583,900
County	099 - Neshoba			PE	0	0	0	0	0	0
Project Type	REHAB			Z	0	0	0	0	0	0
Work Type	S1			Total	2,583,900	0	0	0	0	2,583,900
Location Subtotal					2,583,900	0	0	0	0	2,583,900
State Subtotal					2,583,900	0	0	0	0	2,583,900
CSTIP Subtotal					2,583,900	0	0	0	0	2,583,900
Report Total					2,583,900	0	0	0	0	2,583,900



Indian Reservation Roads Programs

Federal Lands Highway

CSTIP Report

REPORT FILTER: Reporting one CSTIP.



Entity Name S78980 - Mississippi Band (Choctaw)
 Program Class Code 31E
 CSTIP Type TIP Fiscal Year 2011
 29-SEP-11 Funding Amount 997,931

FIRST PAGE FOR CSTIP

State 28 - Mississippi
 Location S78980 - Mississippi Band (Choctaw)

Projects on the CSTIP with this state are listed and subtotaled in this section
 Covers that part of the reservation within the current state.

			FY 2011 (\$)	FY 2012 (\$)	FY 2013 (\$)	FY 2014 (\$)	FY 2015 (\$)	Total
PCAS	S7878192	Phase						
Class	R	CE	0	0	0	0	0	0
Name	SAFETY- GUARDRAIL PROJECT	CONS	200,000	16,000	16,000	16,000	0	248,000
County	099 - Neshoba	PE	0	0	0	0	0	0
Project Type	SAFETY	Z	0	0	0	0	0	0
Work Type	G	Total	200,000	16,000	16,000	16,000	0	248,000
PCAS	S7878301	Phase						
Class	R	CE	0	0	0	0	0	0
Name	Industrial Road	CONS	100,000	75,000	75,000	75,000	0	325,000
County	079 - Leake	PE	0	0	0	0	0	0
Project Type	RECONS	Z	0	0	0	0	0	0
Work Type	7	Total	100,000	75,000	75,000	75,000	0	325,000
PCAS	S7878501	Phase						
Class	R	CE	0	0	0	0	0	0
Name	Albo Stamper	CONS	100,000	75,000	75,000	75,000	0	325,000
County	101 - Newton	PE	0	0	0	0	0	0
Project Type	RECONS	Z	0	0	0	0	0	0
Work Type	7	Total	100,000	75,000	75,000	75,000	0	325,000
PCAS	S78PP078	Phase						
Class	R	CE	0	0	0	0	0	0
Name	Multi-route Pavement Preservation	CONS	348,448	500,000	500,000	500,000	0	1,848,448
County	099 - Neshoba	PE	0	0	0	0	0	0
Project Type	REHAB	Z	0	0	0	0	0	0
Work Type	6	Total	348,448	500,000	500,000	500,000	0	1,848,448
PCAS	S78RM078	Phase						
Class	R	CE	0	0	0	0	0	0
Name	ROAD MAINTENANCE USING IRR FUN	CONS	0	0	0	0	0	0
County	099 - Neshoba	PE	0	0	0	0	0	0
Project Type	REHAB	Z	249,483	250,000	250,000	250,000	0	999,483
Work Type	R1	Total	249,483	250,000	250,000	250,000	0	999,483
Location Subtotal			997,931	916,000	916,000	916,000	0	3,745,931
State Subtotal			997,931	916,000	916,000	916,000	0	3,745,931
CSTIP Subtotal			997,931	916,000	916,000	916,000	0	3,745,931
Report Total			997,931	916,000	916,000	916,000	0	3,745,931



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
Planning Division
P.O. Box 1850
Jackson, Mississippi 39215-1850