

COMPREHENSIVE PLAN

JACKSON COUNTY, MISSISSIPPI



GROWTH STRATEGIES

Jackson County

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Introduction

Since the 1980s, Jackson County has experienced steady and complex changes in its economic base, growth characteristics, and its use of natural resources. Many of these changes are caused by forces outside the community and are difficult to recognize and influence. In an effort to further understand these influences and develop a preferred future for the County.

Throughout 2008 and early 2009, Jackson County embarked on a new comprehensive plan process to develop future growth strategies and policies in the unincorporated areas of the County to assist the County leadership in accomplishing its future growth. This process involved the establishment of four Focus Groups which represented the following four geographic (unincorporated) areas: Fontainebleau, Hurley, Vancleave, and Latimer. These groups were comprised of fifteen to twenty members of the community representing all sectors of the residents from working professionals to senior citizens.

Each Focus Group met five to six times throughout the process to discuss various issues of concerns and areas which needed to be addressed.

Neighborhood Plans were developed for each area as a result of this process. These plans can be found in the following Appendices. Each plan can be used by the County to assist the Planning staff and County leaders in guiding the specific development in these areas and for guidance in the revisions of the subdivision regulations and zoning ordinances..

This document is the companion to the neighborhood plans which were developed for the four geographic areas (see Appendices). It serves as the guide to develop policies for the following major components:

- ◆ An Existing Land Use Map
- ◆ Population Study
- ◆ Housing Characteristics
- ◆ Economics and Employment Analysis
- ◆ Community Facilities
- ◆ Transportation Analysis
- ◆ A Future Land Use Map
- ◆ A Zoning Map
- ◆ Intergovernmental Coordination



Existing Land Use

Existing Land Use

The unincorporated portion of Jackson County was divided into four planning areas in order to facilitate the revision of its comprehensive plan. The planning areas covered all lands in the county with the exception of those within existing municipal boundaries and certain areas adjacent to the Pascagoula River. The Pascagoula River area was excluded on the recommendation of the County Planning Staff. Detailed maps and analysis of existing land uses in each of the four planning areas are included in other sections of this document. The purpose of this section is to provide a brief overview of existing land uses from a county wide prospective.

Jackson County has a land area of 439,860 acres. Exhibit EL1 provides a detailed summary of how the land in the county is divide among various land uses. Some observations about Jackson County's existing land uses follow:

- Jackson County has 3.38 acres of land per resident. Population and development are concentrated primarily in the southern portion of the County.
- Over one-half of all the land in Jackson County is undeveloped or in agricultural use. The 2006 Update to the County's Comprehensive Plan notes:

Much of the undeveloped land is not suitable for development because of environmental or regulatory constraints. Specifically, 85,815 acres of land in Jackson County are located in National Forest, Sandhill Crane Areas, Pascagoula River Wetlands, and other Public Areas (p.16).
- Single family and mobile homes account for over 99% of all residential land uses in the unincorporated areas of Jackson County. Single family homes occupy over 75% of the residential lands. Multifamily housing, including apartments, occupies only 165 acres of land in the County's unincorporated areas.
- Industrial and Commercial activities occupy less than 1% of land in Jackson County's unincorporated areas.

Exhibit EL1: Jackson County Existing Land Uses

Category	Acreage	Percent	Acreage/Person
Single Family Residential	50,288	11.43%	0.39
Mobile Home	15,977	3.63%	0.12
Duplex	21	0.00%	0.00
Apartment	144	0.03%	0.00
Industrial	1,020	0.23%	0.01
Commercial - Retail/Non-retail	2,197	0.50%	0.02
Church / Related	642	0.15%	0.00
Vacant Land - Agricultural	209,679	47.67%	1.61
Government, Conservation, Federal, State, Public	75,146	17.08%	0.58
Municipalities	35,701	8.12%	0.27
Other Land Outside Planning Areas	49,045	11.15%	0.38
TOTAL	439,860	100.00%	3.38

Note: The Acreage/Person category is calculated using the 2007 total population estimate for Jackson County.

A photograph of a large, mature tree with a thick trunk and sprawling branches. The tree is positioned in the foreground, with its canopy covering much of the upper half of the frame. Below the tree, a street scene is visible. A yellow traffic light is mounted on a pole, showing a green signal. In the background, there are buildings, possibly houses or small businesses, and a few parked cars. The overall atmosphere is one of a quiet, established neighborhood.

Population

Population

A. Introduction

An accurate assessment of a community's population is critical to the comprehensive planning process. The size and composition of an area's population has an impact on how the area develops. People of different ages demand different types of services from a local government. The young require day care, schools, and recreation facilities while the elderly often require assisted living quarters, medical facilities, and special transportation services.

This chapter provides a detailed overview of Jackson County's population. The overview includes a review of past trends, an analysis of existing conditions, and projections of the county's future population. Data from the United States Census Bureau and other reliable sources provided the bases of the information used in the analysis.

B. Population Growth Trends

Data describing the population growth trends since 1970 for Jackson County and two other Mississippi Gulf Coast Counties appear in Exhibits P1 and P2. In the past 40 years, Jackson County experienced two periods of rapid population growth. In the 1970s and 1990s, Jackson County's population increased by 34.1 % and 14%, respectively. A period of modest decline followed each period of rapid growth. Jackson County lost 2.3% of its population in the 1980s. Between 2005 and 2006, Jackson County experienced a 4.7% decline in population. The displacement of County residents by Hurricane Katrina is the probable cause of the latter decline.

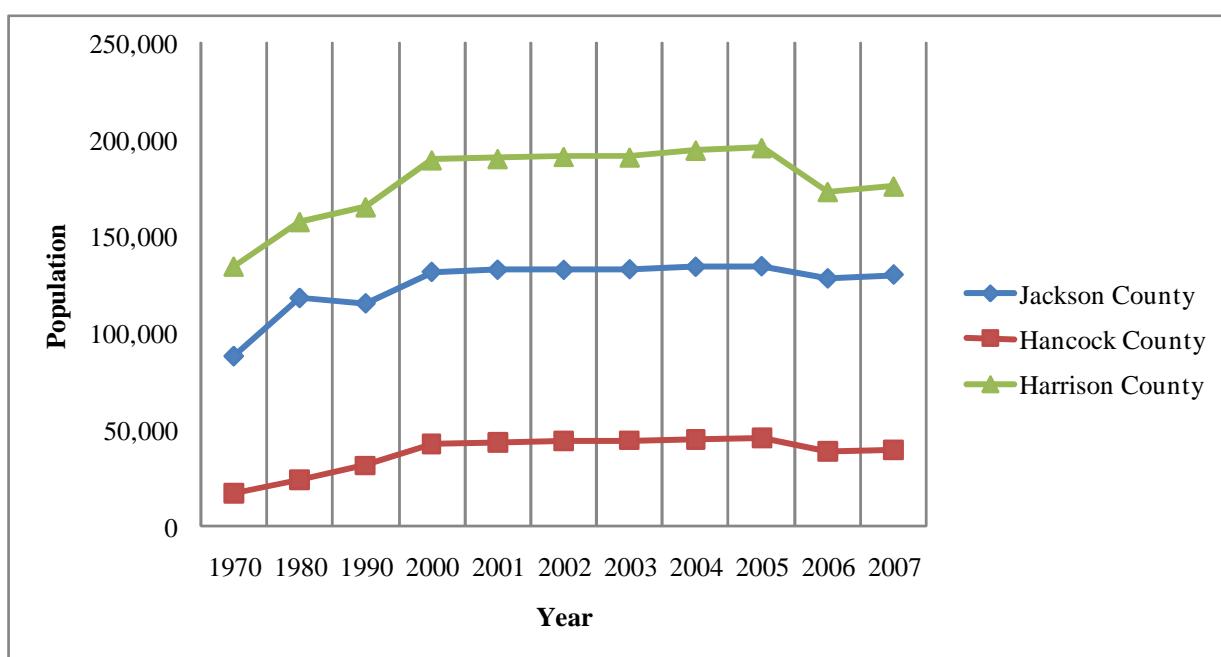
Jackson County ranks in the middle of the three Mississippi Gulf Coast Counties in total population. Harrison County's population is larger and Hancock County's population is smaller. Since 1970, the three Gulf Coast Counties have experienced almost identical periods of population growth and decline. A exception occurred in the 1990s when Jackson County lost population and Harrison and Hancock counties gained population. Jackson County's 4.7% population loss in the 2005-2006 period following Hurricane Katrina was less than one-half the rate of decline for Harrison and Hancock counties. The population losses in the 2005-2006 period were reversed in 2006-2007 for all three Gulf Coast Counties. Neither of the counties had returned to pre-Katrina population levels by 2007.

Exhibit P1: Total Population (1970-2007)

Year	Mississippi		Jackson County		Hancock County		Harrison County	
	No.	Percent Change	No.	Percent Change	No.	Percent Change	No.	Percent Change
1970	2,216,994		87,975		17,387		134,582	
1980	2,520,770	13.7%	118,015	34.1%	24,496	40.9%	157,665	17.2%
1990	2,573,216	2.1%	115,243	-2.3%	31,760	29.7%	165,365	4.9%
2000	2,844,658	10.5%	131,420	14.0%	42,967	35.3%	189,601	14.7%
2001	2,853,579	0.3%	132,558	0.9%	43,852	2.1%	190,267	0.4%
2002	2,859,196	0.2%	132,470	-0.1%	44,447	1.4%	191,386	0.6%
2003	2,868,343	0.3%	132,787	0.2%	44,852	0.9%	191,050	-0.2%
2004	2,886,860	0.6%	134,113	1.0%	45,472	1.4%	194,717	1.9%
2005	2,900,456	0.5%	134,381	0.2%	46,121	1.4%	195,969	0.6%
2006	2,899,112	0.0%	128,109	-4.7%	38,892	-15.7%	173,218	-11.6%
2007	2,918,785	0.7%	130,098	1.6%	39,687	2.0%	176,105	1.7%

Source: U.S. Census, Calculations by PRISM Associates.

Exhibit P2: Population Growth Trends (1970-2007)



Source: U.S. Census

C. Population Dispersion

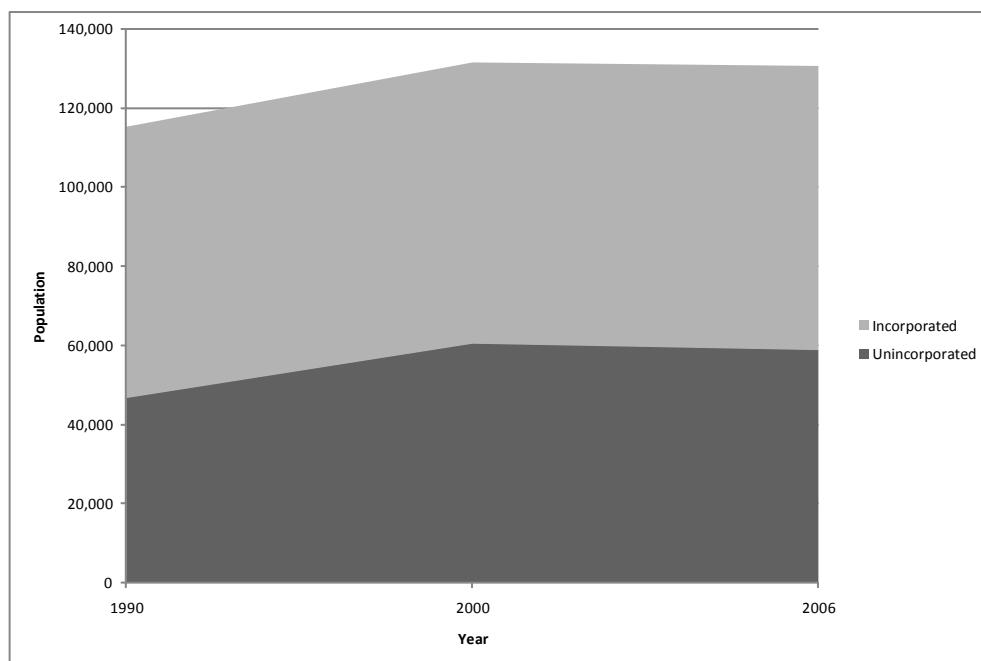
Between 1990 and 2000, the unincorporated areas of Jackson County grew at a rate faster than the county's four municipalities. During this period, the City of Moss Point was the only area of the county to experience a population decline. Between 2000 and 2006, the City of Gautier was the only area of Jackson County to experience a population increase. The rapid population growth in Gautier during the period was due to annexation. The annexation also accounted for some of the County's population loss in its unincorporated areas.

Exhibit P3: Municipal and Unincorporated Population

Location	1990	2000	Percent	2006	Percent
			Change (1990 - 2000)		Change(2000 - 2006)
Gautier	10,088	11,681	15.79%	16,251	39.12%
Moss Point	17,837	15,851	-11.13%	14,583	-8.00%
Ocean Springs	14,658	17,225	17.51%	17,140	-0.49%
Pascagoula	25,899	26,200	1.16%	23,719	-9.47%
Municipal Total	68,482	70,957	3.61%	71,693	1.04%
Unincorporated Areas	46,761	60,463	29.30%	58,884	-2.61%
County Total	115,243	131,420	14.04%	130,577	-0.64%

Source: U.S. Census, Calculations by PRISM Associates.

Exhibit P4: Municipal and Unincorporated Area Growth (1990-2006)

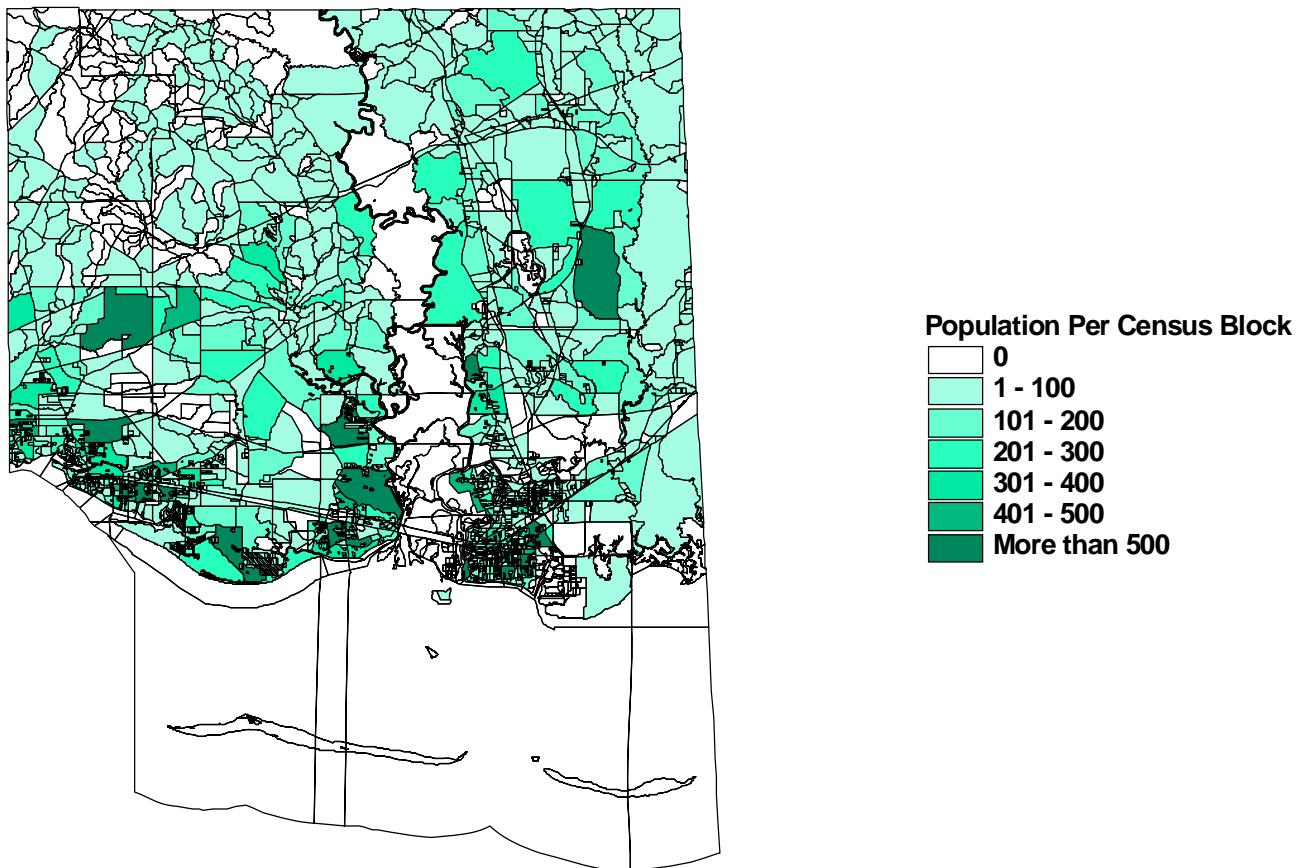


Source: U.S. Census, Calculations by PRISM Associates.

The distribution of Jackson County's population as a function of census blocks appears in Exhibit P5. The darker colors indicate the census blocks with the largest populations. The largest concentrations of population are in the southern portion of Jackson County adjacent to the Gulf of Mexico. The municipalities of Gautier, Moss Point, Ocean Springs, and Pascagoula and most of Jackson County's densely populated unincorporated areas are located in the southern part of the County along or near the United States Highway 90 Corridor. According to the *2006 Jackson County Comprehensive Plan Update*:

Over 47% of all the land in Jackson County is undeveloped. Much of the undeveloped land is not suitable for development because of environmental or regulatory constraints. Specifically, 85,815 acres of land in Jackson County are located in National Forest, Sandhill Crane Areas, Pacagoula River Wetlands, or other Public Areas.

Exhibit P5: Jackson County 2000 Population by Census Blocks



Source: U.S. Census, Calculations by PRISM Associates.

D. Age Distribution

Age distribution trends for Jackson County's population from 1990 to 2005 are contained in Exhibit P6. During the fifteen-year period shown in the table, the portion of the County's population under the age of 45 years old declined from 70.60% to 62.40%. The number of Jackson County residents from 25 to 44 years old has declined in both relative and absolute terms. Because these years are primary wage earning years, the population loss does not bode well for the County's economy.

Exhibits P7 and P8 contain data characterizing Jackson County's population age distribution compared to distribution throughout the State of Mississippi and the United States. The percentage of Jackson County's population in each of the five-year age cohorts between 40 and 74 exceeds the state and national percentages. The percentage of Jackson County's population in each of the age cohorts in the 75 years old and older range is less than the State or National percentages.

Exhibit P6: Jackson County Age Distribution (1990-2005)

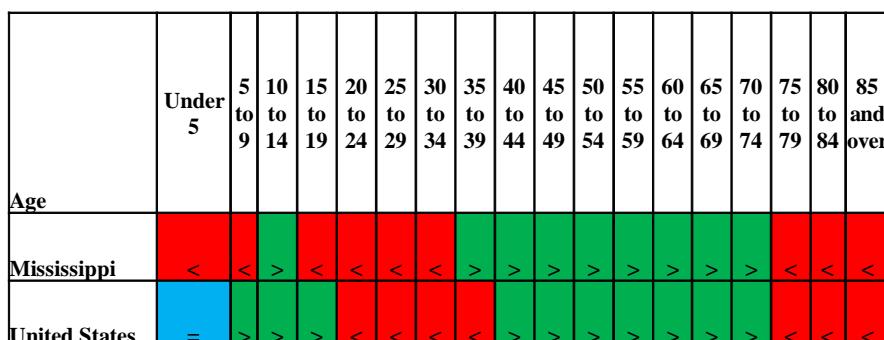
Age Cohort	1990 No.	1990 Percent	1995 No.	1995 Percent	2000 No.	2000 Percent	2005 No.	2005 Percent
00 to 04	8703	7.6%	9317	7.4%	9262	7.0%	9318	6.9%
05 to 09	9036	7.9%	9510	7.5%	10241	7.8%	9391	6.9%
10 to 14	9751	8.5%	10751	8.5%	10663	8.1%	10431	7.7%
15 to 19	9632	8.4%	10118	8.0%	9953	7.5%	9954	7.3%
20 to 24	7662	6.7%	9221	7.3%	8627	6.5%	9055	6.7%
25 to 29	8836	7.7%	8541	6.7%	8560	6.5%	8120	6.0%
30 to 34	9789	8.5%	9807	7.7%	9146	6.9%	8572	6.3%
35 to 39	9129	7.9%	10590	8.4%	10693	8.1%	9210	6.8%
40 to 44	8499	7.4%	9791	7.7%	10766	8.2%	10578	7.8%
45 to 49	6960	6.0%	8670	6.8%	9394	7.1%	10753	7.9%
50 to 54	6226	5.4%	7059	5.6%	8488	6.4%	9545	7.0%
55 to 59	5352	4.7%	5927	4.7%	6734	5.1%	8493	6.3%
60 to 64	4724	4.1%	5030	4.0%	5714	4.3%	6722	5.0%
65 to 69	3886	3.4%	4287	3.4%	4526	3.4%	5314	3.9%
70 to 74	2913	2.5%	3323	2.6%	3575	2.7%	3905	2.9%
75 to 79	2076	1.8%	2276	1.8%	2641	2.0%	2903	2.1%
80 to 84	1172	1.0%	1408	1.1%	1612	1.2%	1873	1.4%
85 years+	732	0.6%	1000	0.8%	1286	1.0%	1434	1.1%
Total	115078100%		126626100%		131881	100%	135571100.%	

Source: Missouri Census Data Center @ http://mcdc.missouri.edu/websas/estimates_by_age.shtml. Minor discrepancies may occur due to rounding.

Exhibit P7: 2006 Population by Age for Jackson County, Mississippi, and the United States

Age Cohort	Jackson County		Mississippi		United States	
	Number	Percent	Number	Percent	Number	Percent
Under 5 years	9,066	6.9%	209,457	7.2%	20,724,125	6.9%
5 to 9 years	9,072	6.9%	204,288	7.0%	19,849,628	6.6%
10 to 14 years	9,853	7.5%	211,875	7.3%	20,314,309	6.7%
15 to 19 years	9,616	7.4%	220,833	7.6%	21,473,690	7.1%
20 to 24 years	7,835	6.0%	216,637	7.4%	21,032,396	7.0%
25 to 29 years	7,647	5.9%	200,056	6.9%	21,057,706	7.0%
30 to 34 years	7,731	5.9%	180,074	6.2%	19,533,220	6.5%
35 to 39 years	8,703	6.7%	187,936	6.5%	21,176,460	7.0%
40 to 44 years	10,043	7.7%	203,455	7.0%	21,984,829	7.3%
45 to 49 years	10,613	8.1%	212,151	7.3%	22,861,373	7.6%
50 to 54 years	9,686	7.4%	194,879	6.7%	21,013,387	7.0%
55 to 59 years	8,629	6.6%	176,393	6.1%	18,236,259	6.0%
60 to 64 years	6,839	5.2%	130,334	4.5%	14,475,817	4.8%
65 to 69 years	5,213	4.0%	105,920	3.6%	10,752,441	3.6%
70 to 74 years	3,894	3.0%	84,884	2.9%	8,599,708	2.9%
75 to 79 years	2,888	2.2%	70,768	2.4%	7,324,882	2.4%
80 to 84 years	1,817	1.4%	51,018	1.8%	5,698,629	1.9%
85 years and over	1,432	1.1%	49,582	1.7%	5,512,298	1.8%
Total	130,577	100%	2,910,540	100%	301,621,157	100%

Source: Missouri Census Data Center @ http://mc当地.missouri.edu/websas/estimates_by_age.shtml. 2006 Population Estimates, U.S. Census. Calculations by PRISM Associates. Minor discrepancies may occur due to rounding.

Exhibit P8: Age Distribution Comparison

= Percent of Jackson County population equal to state or national percent.

> Percent of Jackson County population greater than state or national percent.

< Percent of Jackson County population less than state or national percent.

Exhibit P9 displays age-dependency ratios. Age-dependency ratios compare the number of individuals likely to depend on the support of others for their daily living to the number of those individuals capable of providing such support. Jackson County has 2.07 working age residents for each resident youth and 5.10 working age residents for every older, non-working age resident. The County's youth age-dependency ratio is better than the State of Mississippi, but less than the National ratio. Jackson County's elderly age-dependency ratio is better than the State and the Nation. The percentage of County residents fewer than 20 years of age is less than that of the State, but greater than the Nation. The percentage of Jackson County's population 65 years of age and older is less than the State and the Nation.

Exhibit P9: 2006 Dependency Ratio

Age Group	Jackson County		Mississippi		United States	
	No.	Percent	No.	Percent	No.	Percent
Youth	37,607	28.80%	846,453	29.08%	82,361,752	27.31%
Working (20-64)	77,726	59.53%	1,701,915	58.47%	181,371,447	60.13%
Aged 65+	15,244	11.67%	362,172	12.44%	37,887,958	12.56%
Total Population	130,577	100%	2,910,540	100%	301,621,157	100%
Youth Dependency	2.07		2.01		2.20	
Aged Dependency	5.10		4.70		4.79	

Source: Missouri Census Data Center @ http://mcdc.missouri.edu/websas/estimates_by_age.shtml. 2006 Population Estimates, U.S. Census. Calculations by PRISM Associates. Minor discrepancies may occur due to rounding.

Exhibit P10 contains data based on population projections to the year 2020 by the Mississippi Institutions of Higher Learning and extrapolated to 2025 by PRISM Associates. The projections suggest a more aged future population for Jackson County. The increase projected for the 55 and older age group is from 26.30% of the County's population in 2000 to 35.50% by 2025. The largest projected increase is to occur in the 80 years of age and older segment of the population. The aging population will present new challenges to Jackson County Officials. In general, individuals 65 years of age and older are beyond the primary wage earning years and often have special housing, medical, recreational and transportation needs.

Exhibit P10: Jackson County Projected Population Age Distribution by Percent (2020-2025)

Age Cohort	2010	2015	2020	2025
Total	100%	100%	100%	100%
0- 4	6.7%	6.7%	6.6%	6.5%
5-9	6.5%	6.5%	6.6%	6.6%
10-14	6.8%	6.4%	6.4%	6.2%
15-19	6.6%	6.2%	6.2%	6.0%
20-24	6.6%	6.0%	5.5%	5.0%

**Exhibit P10 (Continued): Jackson County Projected Population Age Distribution by Percent
(2020-2025)**

Age Cohort	2010	2015	2020	2025
Total	100%	100%	100%	100%
25-29	6.3%	6.5%	5.9%	5.9%
30-34	6.2%	6.1%	6.4%	6.4%
35-39	6.3%	6.1%	6.0%	5.8%
40-44	6.6%	6.1%	5.9%	5.6%
45-49	7.6%	6.4%	5.9%	5.0%
50-54	7.5%	7.3%	6.1%	5.7%
55-59	6.4%	7.1%	6.9%	7.3%
60-64	5.6%	5.9%	6.6%	7.0%
65-69	4.3%	5.1%	5.4%	6.0%
70-74	3.4%	3.7%	4.4%	4.9%
75-79	2.5%	2.8%	3.1%	3.4%
80+	4.1%	5.0%	6.0%	6.9%

Source: Populations projections for 2010 to 2020 by the Office of Policy Research and Planning, Mississippi Institutions of Higher Learning. Population Projections for 2025 and calculations by PRISM Associates.

E. Race and Ethnicity

The data in Exhibits P11 and P12 detail the racial and ethnic compositions of Jackson County's population. Over 90% of all Jackson County residents identify themselves as White, Black, or African American. Between 2000 and 2006 the percentage of White residents in the County decreased by 1.3% and the percentage of Black or African American residents increased by 1.7%. In the same six-year period, the County experienced a slight growth in Hispanic or Latino population, but less of an increase than other areas of the Southeastern United States. In 2006, the County's 2.5% Hispanic or Latino population was slightly above Mississippi's 2.1%, but below the national figure of 14.8%

Exhibit P11: Jackson County Racial and Ethnic Composition by Percent (2000 and 2006)

Category	2000		2006	
	Number	Percent	Number	Percent
White	99,026	75.4%	96,711	74.1%
Black or African American	27,432	20.9%	29,573	22.6%
American Indian and Alaska Native	440	0.3%	111	0.1%
Asian	2,059	1.6%	1,914	1.5%
Native Hawaiian & Other Pacific Islander	52	0.0%	0	0.0%
Some other race	941	0.7%	649	0.5%
Two or more races	1,470	1.1%	1,619	1.2%
Total	131,420	100%	130,577	100%
Hispanic or Latino (of any race)	2,807	2.1%	3,311	2.5%

Source: U.S. Census.

Exhibit P12: 2006 Race and Hispanic and Latino Origin of Population by Percent

Category	Jackson County		Mississippi		United States	
	No.	%	No.	%	No.	%
White	96,711	74.1%	1,749,296	60.1%	221,331,507	73.9%
Black or African American	29,573	22.6%	1,087,114	37.4%	37,051,483	12.4%
American Indian & Alaska						
Native	111	0.1%	12,280	0.4%	2,369,431	0.8%
Asian	1,914	1.5%	22,116	0.8%	13,100,095	4.4%
Native Hawaiian & Other						
Pacific Islander	0	0.0%	691	0.0%	426,194	0.1%
Some other race	649	0.5%	18,114	0.6%	19,007,129	6.3%
Two or more races	1,619	1.2%	20,929	0.7%	6,112,646	2.0%
Total	130,577	100%	2,910,540	100%	299,398,485	100%
Hispanic or Latino (of any race)	3,311	2.5%	46,348	1.6%	44,252,278	14.8%

Source: U.S. Census.

F. Journey to Work

Over 17,000 people commute from Jackson County to other locations to work. Exhibit P13 presents information on county – to – county worker flow from the 2000 Census. The two most popular outside of county work locations for Jackson County residents are Harrison County, Mississippi and Mobile County, Alabama. The two counties account for over 85% of all the Jackson County outward workflow. More than 12,000 works commute from out of county locations to Jackson County for employment. Mobile County, Alabama and Harrison County, Mississippi account for over one-half of all the out of county workers for Jackson County

Exhibit P13: 2000 County – to – County Worker Flow**Jackson County Residents Commuting Out of County to Work**

Commuting To:	Count	Portion
Harrison Co. MS	13,565	79.23%
Mobile Co. AL	1,310	7.65%
Hancock Co. MS	479	2.80%
George Co. MS	270	1.58%
Harris Co. TX	76	0.44%
Honolulu Co. HI	57	0.33%
Jefferson Parish LA	57	0.33%
Baldwin Co. AL	55	0.32%
Orleans Parish LA	48	0.28%
Hinds Co. MS	47	0.27%
All Other Locations	1158	6.76%
Total	17,122	100.00%

Non- Residents Commuting into Jackson County to Work

Commuting From:	Count	Portion
Mobile Co. AL	4,182	33.83%
Harrison Co. MS	3,834	31.02%
George Co. MS	1,925	15.57%
Baldwin Co. AL	254	2.05%
Greene Co. MS	254	2.05%
Hancock Co. MS	252	2.04%
Stone Co. MS	203	1.64%
Pearl River Co. MS	193	1.56%
Perry Co. MS	104	0.84%
Forrest Co. MS	79	0.64%
All Other Locations	1081	8.75%
Total	12,361	100.00%

Source: 2000 Census County – to – County Worker Flow Files

Data showing work commuting preferences for Jackson County Residents appear in Exhibit P14. The overwhelming majority of workers in Jackson County drive to work alone. From 2000 to 2006, the percentage of workers driving alone, walking to work, and using other means of transportation increased. The percentages carpooling, using public transportation, and working at home decreased.

The heavy dependence of Jackson County workers on automobiles for commuting to and from work is not unique and presents the County with a unique opportunity to develop some form of mass transportation. Many of the jobs available in Jackson County are concentrated in a few large employment centers. The employment centers can generate enough demand to make some form of mass transit feasible without large public subsidies.

Exhibit P14: Commuting to Work

Category	2000		2006	
	Number	Percent	Number	Percent
Workers 16 years and over	58,112	100%	53,128	100%
Drove alone	47,555	81.8%	44,799	84.3%
In carpooled	7,882	13.6%	6,336	11.9%
Using public transportation	219	0.4%	47	0.1%
Walked	502	0.9%	771	1.5%
Other means	592	1.0%	699	1.3%
Worked at home	1,362	2.3%	476	0.9%

Source: U.S. Census.

G. Educational Attainment

The education attained by Jackson County residents compared with the State of Mississippi, and the United States appears in Exhibit P15. Compared with the State of Mississippi, Jackson County has:

- ✗ A larger percentage of its population with a high school degree,
- ✗ A larger percentage of its population with some college, an associate degree, or a bachelor degree, and
- ✗ A smaller percentage of its population with a graduate, or professional degree.

When compared with the United States as a whole, Jackson County has:

- ✗ A larger percentage of its population with a high school degree,
- ✗ A larger percentage of its population with some college or an associate degree, and
- ✗ A smaller percentage of its population with a bachelor, graduate, or professional degree.

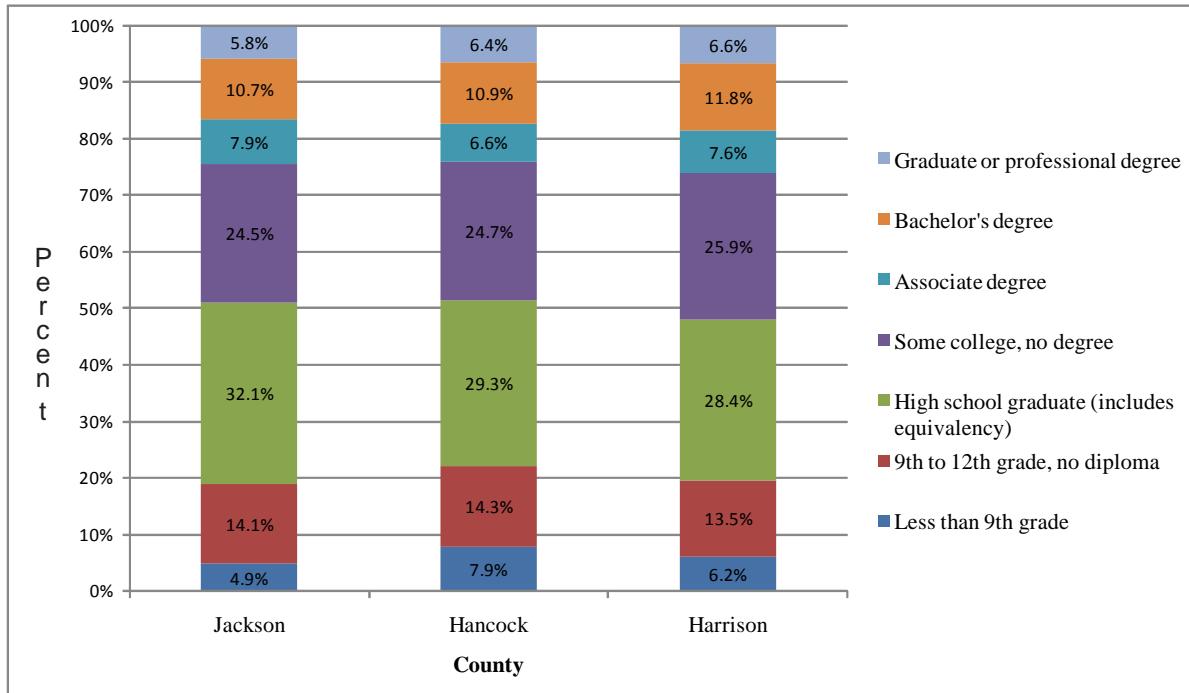
When compared with the Mississippi Gulf Coast Counties of Harrison and Hancock, shown in Exhibit P16, Jackson County has:

- ✗ A larger percentage of its population with high school degrees and
- ✗ A smaller percentage of its population with an education beyond high school.

Exhibit P15: Educational Attainment (2000-2006)

Educational Level	2000			2006		
	Jackson County	MS	U.S.	Jackson County	MS	U.S.
Population 25 years and over	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Less than 9th grade	4.9%	9.6%	7.5%	4.8%	7.8%	6.5%
9th to 12th grade, no diploma	14.1%	17.5%	12.1%	11.8%	14.3%	9.4%
High school graduate (includes equivalency)	32.1%	29.4%	28.6%	34.5%	32.0%	30.2%
Some college, no degree	24.5%	20.9%	21.0%	20.0%	19.8%	19.5%
Associate degree	7.9%	5.7%	6.3%	9.4%	7.3%	7.4%
Bachelor's degree	10.7%	11.1%	15.5%	13.7%	12.6%	17.1%
Graduate or professional degree	5.8%	5.8%	8.9%	5.9%	6.1%	9.9%
Percent high school graduate or higher	81.0%	72.9%	80.4%	83.50%	77.9%	84.10%
Percent bachelor's degree or higher	16.5%	16.9%	24.4%	19.60%	18.8%	27.00%

Source: U.S. Census.

Exhibit P16: Educational Attainment for Neighboring Counties by Percent (2006)

Source: U.S. Census.

I. Households

According to data collected by the U.S. Census Bureau in 2006, Jackson County has 46,263 households. Almost one-half of all Jackson County households are traditional, married-couple families. The average size of Jackson County's households and families is slightly larger than the State and National averages, which are the following:

- Mississippi average household size – 2.62
- Mississippi average family size – 3.19
- United States average household size – 3.19
- United States average family size – 3.20.

Exhibit P17: Households by Type (2006)

Category	Number
Total households	46,263
Family households (families)	34,051
With own children under 18 years	15,693
Married-couple families	22,705
With own children under 18 years	9,601
Male householder, no wife present	2,803
With own children under 18 years	1,435
Female householder, no husband present	8,543
With own children under 18 years	4,657
Nonfamily households	12,212
Householder living alone	10,214
65 years and over	3,103
Households with one or more people under 18 years	18,454
Households with one or more people 65 years & over	10,630
Average household size	2.8
Average family size	3.24

Source: U.S. Census.

J. Income and Poverty

The data in Exhibits P18 and P19 describe household income characteristics in Jackson County and comparisons with the State of Mississippi and the United States. The average household and per capita incomes in Jackson County are higher than the State of Mississippi, but lower than the nation. Jackson County's median household income is 88.4% of the national average and its mean household income is 89.3% of national average. Per capita income lags behind the national average even more at 85.6%.

Exhibit P18: Household Income Characteristics (2006)

Income and Benefits (In 2006 Inflation-Adjusted Dollars)	Jackson County		Mississippi		United States	
	Number	%	Number	%	Number	%
Total households	46,263	100%	1,075,521	100%	111,617,402	100.0%
Less than \$10,000	5,273	11.4%	142,682	13.3%	8,898,696	8.0%
\$10,000 to \$14,999	2,701	5.8%	96,047	8.9%	6,639,877	5.9%
\$15,000 to \$24,999	5,372	11.6%	168,855	15.7%	12,721,628	11.4%
\$25,000 to \$34,999	6,001	13.0%	136,702	12.7%	12,446,822	11.2%
\$35,000 to \$49,999	6,101	13.2%	155,904	14.5%	16,511,457	14.8%
\$50,000 to \$74,999	9,308	20.1%	174,878	16.3%	21,221,889	19.0%
\$75,000 to \$99,999	5,469	11.8%	96,908	9.0%	13,214,551	11.8%
\$100,000 to \$149,999	4,048	8.7%	71,257	6.6%	12,164,206	10.9%
\$150,000 to \$199,999	1,331	2.9%	17,198	1.6%	3,981,276	3.6%
\$200,000 or more	659	1.4%	15,090	1.4%	3,817,000	3.4%

Source: U.S. Census.

Exhibit P19: Household Income Comparisons (2006)

Category	Jackson Co.	% of State	% of Nation	Mississippi	United States
Median household income	\$42,816.0	124.2%	88.4%	\$34,473	\$48,451
Mean household income	\$58,525.0	123.2%	89.3%	\$47,501	\$65,527
Per capita income	\$21,638.0	119.1%	85.6%	\$18,165	\$25,267

Source: U.S. Census.

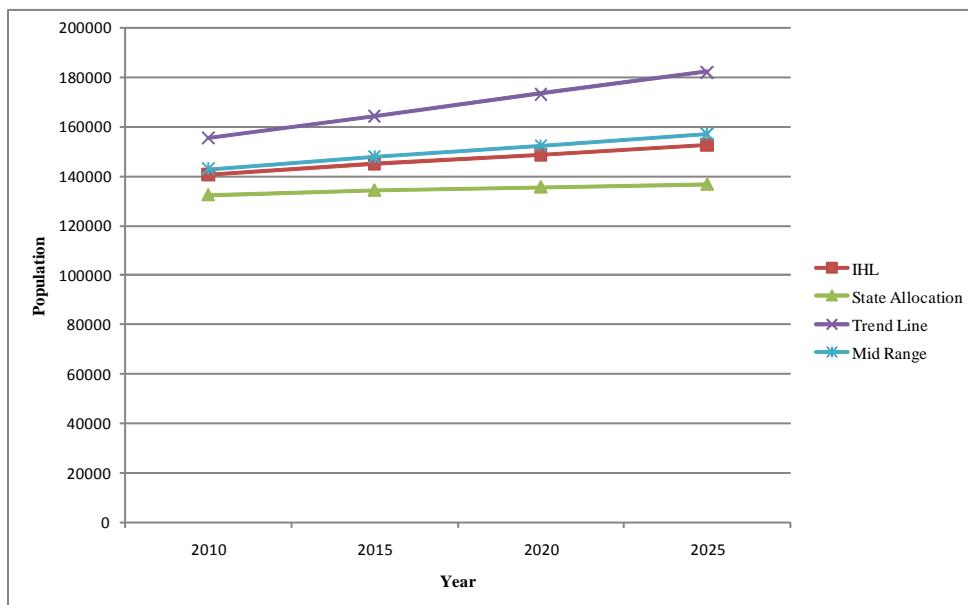
K. Population Projections

Population projection is a foundation of comprehensive planning. The consultants projected populations through 2025 for Jackson County. Used to estimate Jackson County's future population were four models:

- ◆ The Mississippi Institutions of Higher Learning used a cohort component method to project population to 2020. The consultants extrapolated the population forward to 2025.
- ◆ The consultants allocated the U.S. Census Bureau's population projections for the State of Mississippi to Jackson County, based on current relative populations, and allocated the total population to age cohorts based on the Institutions of Higher Learning's cohorts.
- ◆ The consultants used linear projections and allocated the total population to age cohorts based on the Institutions of Higher Learning's cohorts.
- ◆ The consultants calculated the mean of the three methods and allocated the total population to age cohorts based on the Institutions of Higher Learning's cohorts.

The 2025 population projections for Jackson County range from a low of 136,812 people to a high of 182,214 people. The mid range model projected a 2025 population of 157,236 in Jackson County.

A summary of the population projections produced by the four models appears in Exhibits P20 and P21. Exhibits P22 through P25 contain more detailed information from the projections.

Exhibit P20: Population Projection Graph

Source: U.S. Census, Institutions of Higher Learning, PRISM Associates.

Exhibit P21: Population Projection Table

Year	IHL	State Allocation	Trend Line	Mid Range
2010	140,832	132,444	155,354	142,877
2015	145,132	134,360	164,307	147,933
2020	148,645	135,715	173,261	152,540
2025	152,683	136,812	182,214	157,236

Source: U.S. Census, Institutions of Higher Learning, PRISM Associates.

Exhibit P22: Population by Age Cohort (Institutions of Higher Learning Projections)

Cohort	Both Sexes				Male				Female			
	2010	2015	2020	2025	2010	2015	2020	2025	2010	2015	2020	2025
Total	140832	145132	148645	152683	69672	71664	73227	75076	71160	73468	75417	77605
0- 4	9492	9735	9746	9912	4859	4983	4989	5074	4633	4752	4758	4839
5-9	9192	9459	9800	10092	4706	4842	5016	5165	4486	4617	4784	4927
10-14	9521	9343	9533	9478	4844	4786	4882	4875	4677	4557	4651	4602
15-19	9320	9041	9226	9102	4795	4603	4729	4643	4525	4438	4497	4459
20-24	9315	8748	8235	7686	4842	4503	4188	3857	4473	4245	4047	3829
25-29	8815	9442	8775	8971	4510	4896	4506	4633	4305	4546	4269	4337
30-34	8778	8858	9473	9731	4549	4520	4900	5007	4230	4338	4573	4723
35-39	8849	8824	8882	8885	4396	4563	4525	4624	4453	4262	4357	4261
40-44	9328	8858	8822	8497	4657	4392	4550	4426	4671	4466	4272	4071
45-49	10745	9266	8792	7648	5276	4611	4345	3813	5468	4655	4447	3836
50-54	10537	10568	9112	8647	5203	5161	4509	4264	5334	5407	4603	4384
55-59	8976	10248	10277	11135	4421	5021	4978	5364	4555	5227	5299	5771
60-64	7851	8586	9799	10693	4179	4179	4745	5150	3997	4407	5054	5543
65-69	6005	7332	8006	9115	2867	3540	3830	4375	3138	3792	4176	4740
70-74	4800	5419	6603	7410	2230	2522	3110	3501	2569	2896	3493	3910
75-79	3491	4091	4615	5190	1613	1828	2067	2290	1878	2262	2547	2898
80+	5816	7314	8950	10494	2048	2712	3360	4019	3768	4602	5590	6475

Source: U.S. Census, Institutions of Higher Learning, PRISM Associates.

Exhibit P23: Population by Age Cohort (State Allocation Projections)

Cohort	Both Sexes				Male				Female			
	2010	2015	2020	2025	2010	2015	2020	2025	2010	2015	2020	2025
Total	132443	134360	135716	136814	65520	66343	66859	67275	66922	68016	68857	69539
0- 4	8927	9012	8898	8881	4570	4613	4555	4546	4357	4399	4344	4336
5-9	8645	8757	8948	9043	4426	4483	4580	4628	4219	4274	4368	4415
10-14	8954	8650	8704	8893	4555	4431	4457	4369	4398	4219	4246	4124
15-19	8765	8370	8423	8156	4509	4261	4318	4160	4255	4109	4106	3995
20-24	8760	8099	7519	6887	4554	4169	3824	3456	4207	3930	3695	3431
25-29	8290	8741	8012	8038	4241	4533	4114	4152	4049	4209	3898	3886
30-34	8255	8201	8649	8720	4278	4185	4474	4487	3978	4016	4175	4232
35-39	8322	8169	8109	7961	4134	4224	4131	4143	4188	3946	3978	3818
40-44	8772	8201	8055	7613	4380	4066	4154	3966	4393	4135	3900	3648
45-49	10105	8578	8027	6853	4962	4269	3967	3417	5142	4310	4060	3437
50-54	9909	9784	8319	7748	4893	4778	4117	3820	5016	5006	4203	3928
55-59	8441	9487	9383	9977	4158	4648	4545	4806	4284	4839	4838	5171
60-64	7383	7949	8947	9582	3624	3869	4332	4615	3759	4080	4614	4967
65-69	5647	6788	7310	8168	2696	3277	3497	3921	2951	3511	3813	4247
70-74	4514	5017	6029	6640	2097	2335	2839	3137	2416	2681	3189	3504
75-79	3283	3787	4214	4650	1517	1692	1887	2052	1766	2094	2325	2597
80+	5470	6771	8171	9403	1926	2511	3068	3601	3544	4260	5104	5802

Source: U.S. Census, Institutions of Higher Learning, PRISM Associates.

Exhibit P24: Population by Age Cohort (Trend Line Projections)

Cohort	Both Sexes				Male				Female			
	2010	2015	2020	2025	2010	2015	2020	2025	2010	2015	2020	2025
Total	155353	164307	173262	182216	76854	81130	85356	89601	78498	83176	87906	92616
0- 4	10471	11021	11360	11829	5360	5641	5815	6055	5111	5380	5546	5775
5-9	10140	10709	11423	12044	5191	5482	5847	6164	4949	5227	5576	5880
10-14	10503	10577	11112	11311	5343	5418	5690	5818	5159	5159	5421	5492
15-19	10281	10236	10754	10862	5289	5211	5512	5541	4992	5024	5242	5321
20-24	10276	9904	9599	9173	5341	5098	4882	4603	4934	4806	4717	4570
25-29	9724	10690	10228	10706	4975	5543	5252	5529	4749	5147	4976	5176
30-34	9683	10028	11042	11614	5018	5117	5711	5976	4666	4911	5330	5637
35-39	9761	9990	10353	10603	4849	5166	5274	5518	4912	4825	5079	5086
40-44	10290	10028	10283	10140	5137	4972	5303	5282	5153	5056	4979	4858
45-49	11853	10490	10248	9127	5820	5220	5065	4550	6032	5270	5183	4578
50-54	11624	11964	10621	10320	5740	5843	5256	5088	5884	6121	5365	5232
55-59	9902	11602	11979	13288	4877	5684	5802	6401	5025	5918	6177	6887
60-64	8661	9720	11422	12762	4251	4731	5531	6146	4409	4989	5891	6615
65-69	6624	8301	9332	10878	3163	4008	4464	5222	3462	4293	4868	5657
70-74	5295	6135	7696	8844	2460	2855	3625	4178	2834	3279	4071	4666
75-79	3851	4632	5379	6193	1779	2070	2409	2733	2072	2561	2969	3459
80+	6416	8280	10432	12524	2259	3070	3916	4796	4157	5210	6516	7728

Source: U.S. Census, Institutions of Higher Learning, PRISM Associates.

Exhibit P23: Population by Age Cohort (Mid Range Projections)

Cohort	Both Sexes				Male				Female			
	2010	2015	2020	2025	2010	2015	2020	2025	2010	2015	2020	2025
Total	142876	147933	152541	157238	70681	73045	75148	77318	72193	74887	77393	79920
0- 4	9630	9923	10001	10207	4930	5079	5120	5225	4700	4844	4883	4984
5-9	9325	9642	10057	10393	4774	44935	5147	5319	4551	4706	4909	5074
10-14	9659	9523	9783	9760	4914	4878	5010	5021	4745	4645	4773	4740
15-19	9455	9216	9468	9373	4865	4692	4853	4781	4591	4524	4615	4592
20-24	9450	8917	8451	7915	4912	4590	4298	3972	4538	4327	4153	3943
25-29	8943	9624	9005	9238	4575	4990	4624	4772	4368	4634	4381	4467
30-34	8905	9029	9721	10022	4615	4607	5028	5157	4291	4422	4693	4864
35-39	8977	8994	9115	9150	4460	4651	4644	4762	4518	4344	4471	4388
40-44	9463	9029	9053	8750	4725	4477	4669	4558	4739	4552	4384	4192
45-49	10901	9445	9022	7876	5353	4700	4459	3927	5547	4745	4564	3950
50-54	10690	10772	9351	8905	5279	5261	4627	4391	5411	5511	4724	4514
55-59	9106	10446	10546	11467	4485	5118	5108	5524	4621	5328	5438	5943
60-64	7965	8752	10056	11012	3910	4260	4869	5304	4055	4492	5186	5708
65-69	6092	7474	8216	9387	2909	3608	3930	4506	3184	3865	4285	4881
70-74	4870	5524	6776	7631	2262	2571	3191	3605	2606	2952	3585	4027
75-79	3542	4170	4736	5344	1636	1863	2121	2358	1905	2306	2614	2984
80+	5900	7455	9185	10807	2078	2767	3448	4139	3823	4691	5736	6668

Source: U.S. Census, Institutions of Higher Learning, PRISM Associates.

A photograph of a bridge spanning a river. The bridge is a multi-level structure with a dark railing. In the foreground, there is a steep bank covered in dense green bushes and trees. The water of the river is a muddy brown color. The sky is clear and blue.

Housing

Housing

A. Introduction

The quality, availability, variety, and cost of housing are four important elements determining a community's character. A range of housing alternatives is necessary to satisfy the dwelling needs of a multifarious population. The diverse communities in Jackson County require several types of housing in different price ranges. This section of the plan contains a detailed overview of existing housing in Jackson County. The compilation of the information presented in the following pages is a critical first step in planning efforts to meet the County's current and future housing needs.

B. Residential Development

Presented in Exhibits H1, H2, and H3 is information describing residential development in Jackson County from 1990 through 2007. From 1990 to 1997, Jackson County averaged permitting 594 new dwelling units per year. In period from 1998 through 2007, Jackson County averaged permitting 1,155 new dwelling units per year. Single-family construction constitutes the overwhelming majority of new dwelling units permitted. In 2006, the year following Hurricane Katrina, Jackson County permitted 1,536 new dwellings units. The large number of new dwelling units approved in 2006 is a positive indication Jackson County's recovery from the devastation of the hurricane.

**Exhibit H1: Jackson County Residential Building Permits and Dwelling Units
(1990 – 2007)**

Year	Single Family	Single Family Construction	Multi-Family Cost	Dwellings in Multi-Family	Multi-Family Construction Cost	Total Dwelling Units	Total Construction Cost
1990	282	\$14,140,308	0	0	\$0	282	\$14,140,308
1991	316	\$15,447,655	1	2	\$36,000	318	\$15,483,655
1992	518	\$28,935,691	2	4	\$122,560	522	\$29,058,251
1993	709	\$36,836,282	3	6	\$101,560	715	\$36,937,842
1994	808	\$42,333,660	2	9	\$219,280	817	\$42,552,940
1995	648	\$35,545,905	1	2	\$42,900	650	\$35,588,805
1996	723	\$72,049,875	5	18	\$504,238	741	\$72,554,113
1997	652	\$34,059,062	19	56	\$1,058,240	708	\$35,117,302
1998	781	\$44,051,004	30	347	\$9,687,060	1128	\$53,738,064
1999	1050	\$72,439,366	42	476	\$12,198,949	1526	\$84,638,315
2000	855	\$60,219,953	15	122	\$6,270,000	977	\$66,489,953
2001	849	\$63,179,199	26	203	\$6,711,841	1052	\$69,891,040
2002	764	\$59,477,541	7	54	\$2,941,000	818	\$62,418,541
2003	896	\$94,545,439	0	0	\$0	896	\$94,545,439
2004	1063	\$90,241,584	28	232	\$8,340,350	1295	\$98,581,934
2005	882	\$81,073,017	6	36	\$2,100,370	918	\$83,173,387
2006	1279	\$182,992,519	27	257	\$49,993,406	1536	\$232,985,925
2007	750	\$107,210,544	84	655	\$66,023,501	1405	\$173,234,045

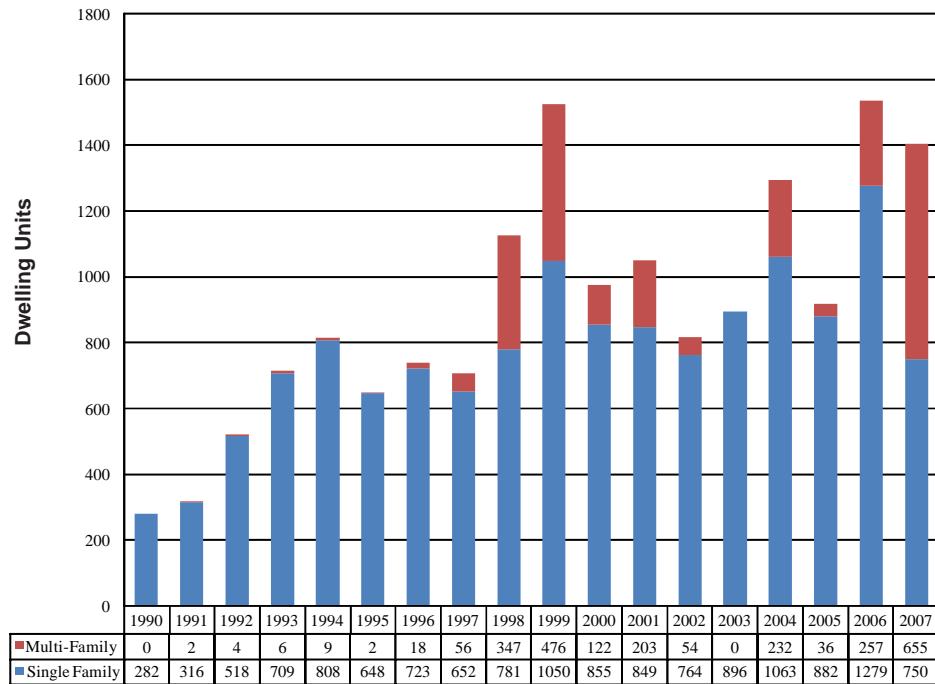
Source: U.S. Bureau of the Census Building Permit Estimates - U.S., State, and Metropolitan Areas.

Exhibit H2: Total Residential Building Permits Issued (1990 – 2007)



Source: U.S. Bureau of the Census Building Permit Estimates - U.S., State, and Metropolitan Areas.

Exhibit H3: Residential Building Permits by Dwelling Units Type (1990-2007)



Source: U.S. Bureau of the Census Building Permit Estimates - U.S., State, and Metropolitan Areas.

C. Housing Stock

According to the United States Census, between 2000 and 2006 the housing inventory in Jackson County increased from 37,482 to 40,912. The new dwellings increased the county inventory by 6.2%. Housing units in Jackson County The spectra in style, type, size, condition, age, and cost of housing in Jackson County is detailed in the following sections.

1. Mix of Types

A single unit, detached house is the overwhelming dwelling of choice for a Jackson County resident (Exhibit H4). In 2000, over 68% of Jackson County dwellings were single unit, detached structures. The proportion increased to over 74% by 2006. Between 2000 and 2006, Jackson County added 3,430 new, single unit, detached structures to its dwellings and registered a net loss of 193 units in all other housing types. The percentage of single unit, detached dwellings among Jackson County's housing structures is higher than the percentage for Mississippi in total.

Mobile homes are the second most numerous type of housing in Jackson County. Mobile homes represented 12.7% of Jackson County's dwellings in 2000 and 13.4% in 2006. Even with the relative increase in Jackson County, the percentage of mobile homes in the county is less than the comparable percentage for the State of Mississippi conjointly.

Exhibit H4: Jackson County Dwelling Units per Structure (2000 and 2006)

Dwelling Units in Structures	2000		2006		Jackson County	Mississippi
	No.	%	No.	%		
1-unit, detached	37,482	2.5%	791,569	68.1%	40,912	74.5%
1-unit, attached	725	1.4%	20,145	1.7%	980	1.8%
2 units	966	1.9%	28,401	2.4%	353	0.6%
3 or 4 units	1,432	2.8%	38,594	3.3%	1,136	2.1%
5 to 9 units	1,467	2.8%	39,025	3.4%	1,727	3.1%
10 to 19 units	675	1.3%	17,215	1.5%	1,234	2.2%
20 or more units	2,226	4.3%	31,365	2.7%	792	1.4%
Mobile home	6,572	12.7%	192,749	16.6%	7,361	13.4%
Boat, RV, van, etc.	133	0.3%	2,890	0.2%	420	0.8%
Total	51,678	100.0%	1,161,953	100.0%	54,915	100.0%

Source: U.S. Census Bureau, Calculation by PRISM Associates.

2. Age of Structures

Of the dwellings existing in Jackson County, 70.1% were built after 1969 and 48.3 % after 1979. (Exhibit H5) The relatively young age of Jackson County's housing is due, in large part, to an approximate 50% increase in population since 1970.

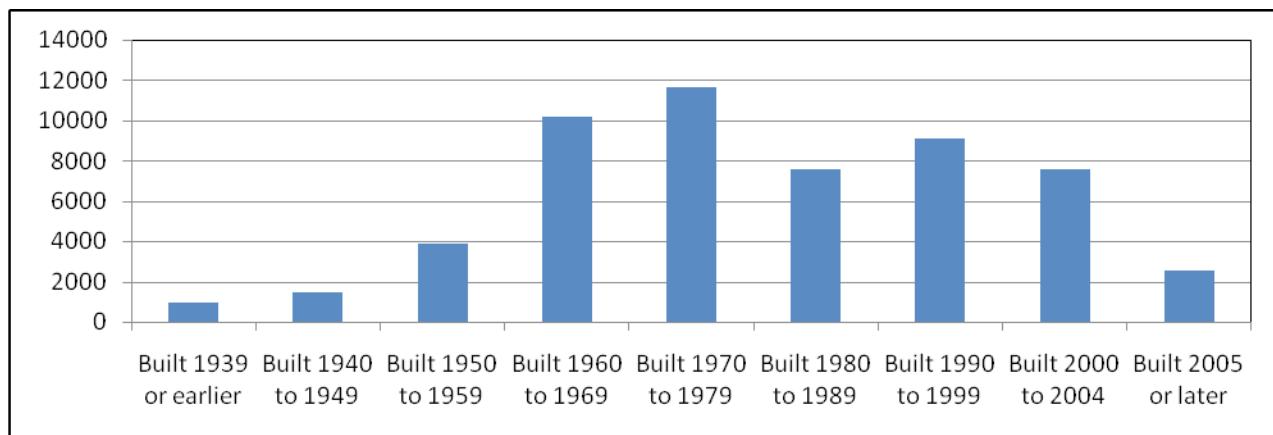
Residential structures older than 50 years and meeting defined criteria are candidates for inclusion in the National Register of Historic Places. Based only on age, 12.5% of all dwellings in Jackson County can have historical significance, but for other reasons, they might not be eligible for inclusion.

Exhibit H5: Age of Housing

Time Period	Number	Percent
Built 2005 or later	2,569	4.7%
Built 2000 to 2004	7,574	13.8%
Built 1990 to 1999	9,100	16.6%
Built 1980 to 1989	7,595	13.8%
Built 1970 to 1979	11,624	21.2%
Built 1960 to 1969	10,176	18.5%
Built 1950 to 1959	3,876	7.1%
Built 1940 to 1949	1,468	2.7%
Built 1939 or earlier	933	1.7%
Total	54,915	100.0%

Source: U.S. Census

Exhibit H6: Dwelling Units by Date of Construction



Source: U.S. Census

3. Condition of Housing Structures

One accepted indicator of housing conditions is the presence or absence of complete plumbing and kitchen facilities in a dwelling. Dwellings lacking either complete plumbing or kitchen facilities are designated substandard housing. The United States Census Bureau used the following definitions

when compiling the data presented in Exhibit H7. Complete kitchen facilities include all of the following features:

(1) a sink with piped water, (2) a range or cook top and oven, and (3) a refrigerator. All kitchen facilities must be located in the house, apartment, or mobile home, but they need not be in the same room. A housing unit having only a microwave or portable heating equipment such as a hot plate or camping stove should not be considered as having complete kitchen facilities. An icebox is not considered to be a refrigerator. (United States Census Bureau. 2007. *American Community Survey Puerto Rico Community Survey 2007 Subject Definitions*. Washington, DC. p. 15.)

Full plumbing facilities include all of the following:

(1) hot and cold piped water, (2) a flush toilet, and (3) a bathtub or shower. All three facilities must be located inside the house, apartment, or mobile home, but not necessarily in the same room. Housing units are classified as lacking complete plumbing facilities when any of the three facilities is not present. (United States Census Bureau. 2007. *American Community Survey Puerto Rico Community Survey 2007 Subject Definitions*. Washington, DC. pp. 18.)

Exhibit H7 contains data detailing substandard housing in Jackson County, the state of Mississippi, and the United States. The number and percentage of housing units in Jackson County lacking complete plumbing or kitchen facilities has increased. The data for Mississippi and the nation show an absolute and relative decrease in housing units lacking complete plumbing or kitchen facilities. Jackson County now has a larger portion of its housing lacking complete plumbing or kitchen facilities than the State of Mississippi or the United States. The increase is notable. However, the increase might be temporary and not a trend because of the damage inflicted on the County's housing by Hurricane Katrina in 2005.

Though the absolute number and percentage of residential structures in Jackson County without complete plumbing and kitchen facilities has increased, it is small part of County's overall housing stock. Many homes with complete plumbing and kitchen facilities might be judged substandard based on other conditions such as structural integrity, surrounding environmental conditions, or lack of adequate climate control systems. Lack of complete plumbing and kitchen facilities are minimal indicators of substandard housing.

Exhibit H7: Condition of Housing Stock

Jackson County				
Categories	2000	2007	2000	2007
	Number	Percent	Number	Percent
Total housing units	51,678	100.00%	55,622	100.00%
Lacking complete plumbing facilities	263	0.51%	288	0.52%
Lacking complete kitchen facilities	227	0.44%	317	0.57%

Mississippi				
	2000	2007	2000	2007
	Number	Percent	Number	Percent
Total housing units	1,161,953	100%	1,242,290	100%
Lacking complete plumbing facilities	9,015	0.80%	5,506	0.44%
Lacking complete kitchen facilities	7,470	0.60%	6,904	0.56%

United States				
	2000	2007	2000	2007
	Number	Percent	Number	Percent
Total housing units	115,904,641	100%	126,237,884	100%
Lacking complete plumbing facilities	670,986	0.60%	474,958	0.38%
Lacking complete kitchen facilities	715,535	0.60%	640,150	0.51%

Source: U.S. Census.

D. Occupancy and Ownership

Exhibit H8 provides a comparison of housing occupancy characteristics in Jackson County, Mississippi, and the United States. In 2006, owner-occupied housing accounted for 72.5% of all occupied housing in Jackson County. The County has a larger percentage of its residents living in owner-occupied housing than the State of Mississippi or the United States. The county also has a much higher vacancy rate than the State or Nation. In 2006, the homeowner vacancy rate was 5.4% and the real vacancy rate was 8.1%. The vacancy rates provide an indication that the housing supply in Jackson County can meet demand in the near term. The vacancy rates, however, might not satisfy demand for various types of housing in a given price range.

The size of a typical Jackson County's household is larger fractionally than one in the State of Mississippi or the United States. In 2006, the average household size for an owner-occupied housing unit in Jackson County was 2.82 persons compared to 2.67 for Mississippi and 2.71 for the United States. A renter-occupied dwelling had, on average, 2.76 persons per unit in Jackson County, 2.5 persons per unit in Mississippi, and 2.4 persons per unit in the United States.

Exhibit H8: Jackson County, Mississippi, and U.S. Occupancy Characteristics (2006)

Category	Jackson County	Mississippi	United States
Total Housing Units	54,915	1,241,439	126,311,823
Occupied housing units	46,263	1,075,521	111,617,402
Percent of Total Housing Units	84.2%	86.6%	88.4%
Owner-occupied housing units	33,560	760,318	75,086,485
Percent of Total Housing Units	61.1%	61.2%	59.4%
Percent of Occupied Housing Units	72.5%	70.7%	67.3%
Renter-occupied housing units	12,703	315,203	36,530,917
Percent of Total Housing Units	23.1%	25.4%	28.9%
Percent of Occupied Housing Units	27.5%	29.3%	32.7%
Vacant housing units	8,652	165,918	14,694,421
Percent of Total Housing Units	15.8%	13.4%	11.6%
Homeowner vacancy rate	5.4%	1.8%	2.2%
Rental vacancy rate	8.1%	9.4%	7.7%
Average household size of owner-occupied unit	2.82	2.67	2.71
Average household size of renter-occupied unit	2.76	2.5	2.41

Source: U.S. Census, Calculations by PRISM Associates.

E. Housing Cost

The housing values ranges and renting costs ranges in Jackson County in 2006 displayed in Exhibit H9 are from the U.S. Census. The median dollar value of an owner-occupied house in 2006 was \$113,300 or \$24,700 more than Mississippi's median value of \$88,600. The rural nature and economic condition of the State of Mississippi tend to depress housing values. It is not surprising that a more urban and prosperous area of the State, such as Jackson County, will have higher housing values. Jackson County's median housing value, however, was \$71,000 less than the national median housing value of \$185,200. The median value of owner-occupied housing in Jackson County is only 61.2% of the national average.

Monthly rental payments in Jackson County are higher than Mississippi's statewide average. In 2006, Jackson County renters paid a median rent of \$725 per month. This was \$141 above the state median and \$38 less than the national median. In Jackson County, 12.8% of all renters paid \$1000 per month. In Mississippi, 6.0% of all renters paid \$1,000 or more a month. In the United States, 25.9% of the renting public paid \$1,000 or more a month.

**Exhibit H9: Jackson County, Mississippi, and U.S. Housing Property Values and Rents
(2006)**

Owner-Occupied Units Value						
Category	Jackson County Number	Percent	Mississippi Number	Percent	United States Number	Percent
Total	33,560	100%	760,318	100.0%	75,086,485	100.0%
Less than \$50,000	3,631	10.8%	172,812	22.7%	6,083,637	8.1%
\$50,000 to \$99,999	11,243	33.5%	253,590	33.4%	11,975,080	15.9%
\$100,000 to \$149,999	7,192	21.4%	140,741	18.5%	12,019,215	16.0%
\$150,000 to \$199,999	6,074	18.1%	87,859	11.6%	10,076,286	13.4%
\$200,000 to \$299,999	3,304	9.8%	65,242	8.6%	11,924,864	15.9%
\$300,000 to \$499,999	1,985	5.9%	31,156	4.1%	12,728,126	17.0%
\$500,000 to \$999,999	67	0.2%	7,540	1.0%	8,453,164	11.3%
\$1,000,000 or more	64	0.2%	1,378	0.2%	1,826,113	2.4%
Median (dollars)	113,300		88,600		185,200	

Rental -Occupied Units Gross Rent						
	Jackson County Number	Percent	Mississippi Number	Percent	United States Number	Percent
Total	12,703	100%	315,203	100.0%	36,530,917	100%
Less than \$200	432	3.4%	13,332	4.2%	1,066,612	2.9%
\$200 to \$299	145	1.1%	16,541	5.2%	1,265,743	3.5%
\$300 to \$499	1,614	12.7%	62,356	19.8%	4,446,379	12.2%
\$500 to \$749	3,263	25.7%	100,455	31.9%	9,898,370	27.1%
\$750 to \$999	3,134	24.7%	48,656	15.4%	8,195,532	22.4%
\$1,000 to \$1,499	1,088	8.6%	17,399	5.5%	6,673,005	18.3%
\$1,500 or more	530	4.2%	1,628	0.5%	2,774,070	7.6%
No cash rent	2,497	19.7%	54,836	17.4%	2,211,206	6.1%
Median (dollars)	725		584		763	

Source: U.S. Census.

Home values and total rent payments provide useful measures of the affordability of housing in a community. An equally useful metric is the percentage of its total monthly income a household spends on housing. In Exhibits H10 and H11, information on owner and renter housing costs in Jackson County in 2006 is presented.

A rule of thumb regarding housing affordability is that a household not spend more than one-third of its total monthly income on housing. In 2006 in Jackson County, 32.1% of all homeowners with a mortgage spent more than 30% of their total monthly income on housing. The statewide figure was 33.1% and nationwide it was 37.0%. Not surprisingly, the percentages of homeowners without a mortgage spending more than 30% of their monthly income on housing were smaller than homeowners with mortgages. The percentages are: Jackson County 15.1%, State of Mississippi 16.6%, and United States 16.1%.

**Exhibit H10: Owner Occupied Housing Cost as a Percent of Gross Household Income
(2006)**

Category	Selected Monthly Owner Costs					
	Jackson County		Mississippi		United States	
	Number	Percent	Number	Percent	Number	Percent
Housing unit with a mortgage	19,765	100%	433,951	100%	51,234,170	100%
Less than 20.0 percent	9,405	47.6%	174,748	40.3%	17,334,020	33.8%
20.0 to 24.9 percent	2,539	12.8%	67,197	15.5%	8,303,669	16.2%
25.0 to 29.9 percent	1,418	7.2%	45,608	10.5%	6,473,094	12.6%
30.0 to 34.9 percent	1,262	6.4%	32,061	7.4%	4,646,570	9.1%
35.0 percent or more	5,071	25.7%	111,654	25.7%	14,275,272	27.9%
Not computed	70	0.4%	2,683	0.6%	201,545	0.4%
Housing unit without a mortgage	13,795	100%	326,367	100%	23,852,315	100%
Less than 10.0 percent	6,352	46.0%	124,464	38.1%	8,976,923	37.6%
10.0 to 14.9 percent	2,331	16.9%	64,553	19.8%	4,760,145	20.0%
15.0 to 19.9 percent	1,206	8.7%	37,452	11.5%	2,934,684	12.3%
20.0 to 24.9 percent	913	6.6%	24,653	7.6%	1,857,709	7.8%
25.0 to 29.9 percent	734	5.3%	16,142	4.9%	1,259,044	5.3%
30.0 to 34.9 percent	607	4.4%	13,508	4.1%	836,221	3.5%
35.0 percent or more	1,474	10.7%	40,952	12.5%	3,003,546	12.6%
Not computed	178	1.3%	4,643	1.4%	224,043	0.9%

Source: U.S. Census.

Many more renters in Jackson County spend over one-third of their total monthly income on housing than homeowners; however, the numbers are still less than those throughout the state and nation. In Jackson County 40.2% of all renters paid more than 30% of their total monthly incomes in rent in 2006. This compares with 42.8% of Mississippi renters and 45.9% of renters nationwide.

The percentage of renters in Jackson County and Mississippi that paid no cash rent in 2006 is extremely high when compared to the nation as a whole. Nationwide only 6.1% of all renters paid no cash rent. The 17.4% of Mississippi who paid no cash rents in 2006 is nearly three times greater than the national percentage. The 19.4% of Jackson County renters who paid no cash rents is higher than the state as a whole and over three times the national percentage.

Exhibit H11: Monthly Renter Occupied Housing Cost as a Percent of Gross Household Income (2006)

Category	Gross Rent					
	Jackson County		Mississippi		United States	
	Number	Percent	Number	Percent	Number	Percent
Renter-occupied units	12,703	100%	315,203	100%	36,530,917	100%
Less than \$200	432	3.4%	13,332	4.2%	1,066,612	2.9%
\$200 to \$299	145	1.1%	16,541	5.2%	1,265,743	3.5%
\$300 to \$499	1,614	12.7%	62,356	19.8%	4,446,379	12.2%
\$500 to \$749	3,263	25.7%	100,455	31.9%	9,898,370	27.1%
\$750 to \$999	3,134	24.7%	48,656	15.4%	8,195,532	22.4%
\$1,000 to \$1,499	1,088	8.6%	17,399	5.5%	6,673,005	18.3%
\$1,500 or more	530	4.2%	1,628	0.5%	2,774,070	7.6%
No cash rent	2,497	19.7%	54,836	17.4%	2,211,206	6.1%
Median (dollars)	725		584		763	
Less than 15.0 percent	1,104	8.7%	33,844	10.7%	4,336,527	11.9%
15.0 to 19.9 percent	964	7.6%	29,830	9.5%	4,316,883	11.8%
20.0 to 24.9 percent	1,857	14.6%	27,054	8.6%	4,341,555	11.9%
25.0 to 29.9 percent	943	7.4%	27,477	8.7%	3,946,212	10.8%
30.0 to 34.9 percent	1,244	9.8%	23,492	7.5%	3,037,970	8.3%
35.0 percent or more	3,865	30.4%	111,199	35.3%	13,750,255	37.6%
Not computed	2,726	21.5%	62,307	19.8%	2,801,515	7.7%

Source: U.S. Census.

Housing Policy Recommendations

Purpose

This section presents affordable housing policy recommendations for the Jackson County, Mississippi (hereafter referred to as the County) Comprehensive Plan. The section also details strategies to implement the policies.

Housing and Related Demographics

Jackson County's population in 2007 was 130,098, distributed between 68% urban and 32% rural. The number of owner-occupied houses and condominiums in the county was 35,548 and the number of renter-occupied apartments was 12,128. The percentage of renters in Jackson County is 25%. The percentage of renters statewide in Mississippi is 28%. The 2008 cost of living index in the County was 86.3, smaller than the US average of 100. The estimated median household

income in 2007 was \$42,568, compared \$39,118 in 1999. The estimated median household income for Mississippi in 2007 was \$36,338.

The median contract rent in 2007 for apartments in the County was \$646 and in the State was \$438. The estimated median house or condominium value in 2007 in the County was \$124,800, compared to \$75,400 in 2000. In Mississippi the median value was \$96,000. The median monthly housing costs for mortgaged homes and condominiums in the County was \$1,021. The median monthly housing costs for units without a mortgage in the County was \$366. Fourteen percent of the people in Jackson County lived in poverty in 2007. In Mississippi, the percentage was 20.6%.

Policy Recommendations

The policy recommendations take into consideration the regional and national housing trends and benchmark the policies and procedures of those best practices. They are a snapshot analysis based on the most recent available data. A catastrophic event, such as a natural or man-made disaster, can drastically alter the plan and recommendations. Comprehensive and strategic plans, including this one, are malleable and need reshaping, as circumstances require.

The recommendations cover:

- (1) disaster mitigation applied to substandard housing and mobile homes;
- (2) partnering with Jackson State University Urban and the Regional Planning department to develop a revitalization plan for Jackson County's most blighted areas;
- (3) the amelioration of housing with substandard kitchen or plumbing facilities, or both; and
- (4) the education of the citizenry concerning loan options to relocate to live and work in Jackson County.

Policy Recommendation 1 – Eliminate, where possible, mobile homes in Jackson County.

The recommendation covers disaster mitigation applied to substandard housing and mobile homes. Given recent academic research on severe storms and their deleterious effects on mobile homes and substandard structures, the County should eliminate, to the extent that it is possible, mobile homes¹. There are several ways to accomplish this policy.

County rezoning - Rezoning initiatives can become emotional and must be undertaken with care. Firstly, rezoning designed to remove mobile homes is to be accomplished over a long period of time, with provisions that grandfather current mobile homes. It is unfair to force people from their current home if they cannot afford different housing. Secondly, the County needs to refrain from creating affordable housing on land where the value has decreased in proportion to surrounding areas; for example; in areas devalued due to negative externals such as airport noise or air pollution. Finally, policymakers need to adopt zoning codes that allow for dense, mixed-use development, including ample multifamily housing. These developments enable residents to make more of their journeys by foot, by bike, or by transit. Some zoning strategies to accomplish those goals are:

- Reducing the minimum footprint for lots
- Reducing or eliminating required property setbacks
- Reducing off-street parking requirements
- Permitting multiple uses on individual parcels

Each of the options might encounter resistance from existing homeowners who adopt a “not in my backyard” stance. It is crucial to educate local communities on the prime reason for changes (elimination of mobile homes) and the advantages of the options, such as improved transit and greater community cohesion.

Acquisition of Community Development Block Grant (CDBG) funding. CDBGs can be used to purchase and demolish dilapidated mobile home parks and relocate the residents into safer, more suitable housing. Some CDBGs remain for Hurricane Katrina recovery. Local government officials need to work with state and federal officials to maximize Jackson County’s participation in CDBGs.

Explore the option of starting a County program to help citizens move from vulnerable mobile homes to housing that is more substantial. One option is the establishment of state and local housing trust funds. Created in the decade of the 1970s, housing trust funds became more common throughout the late 1980’s and 1990’s as the availability of federal funds decreased. By late 2005, over 400 state and local housing trust funds had been established throughout the United States. Not one was in Mississippi. Housing trust funds are distinct accounts with dedicated sources of public funds to support activities associated with affordable housing. Finding sufficient and reliable sources of public funds can be a daunting task in the current economic environment. However, some revenue streams leveraged in other states include:

- ◆ Property transactions such as taxes on real estate;
- ◆ Development charges such as taxes on new developments and conversion of rental units to condominiums;
- ◆ Sales tax, property tax, hotel room tax, etcetera;
- ◆ Sale of government land, fees on landfills, etcetera; and
- ◆ Bond programs.

Collaborate with non-profits that build homes for the disadvantaged, such as Habitat for Humanity, AmeriCorps, and Lagniappe. Since 1994, Habitat for Humanity and AmeriCorps members have performed more than five million hours of service and engaged hundreds of thousands of community volunteers to build more than 6,500 houses across the United States. To date, Habitat has started or completed construction of more than 1,000 homes for low-income families throughout the Gulf Coast recovering from hurricanes Katrina and Rita. In 2007, the Mississippi Commission for Volunteer Service announced a three-year AmeriCorps grant to Habitat for Humanity. In year one of the grant, Habitat for Humanity will receive \$642,916 to establish and support a Habitat-specific program in Mississippi. The grant will fund the placement, training, and support of 52 full-time AmeriCorps members serving with Mississippi Habitat affiliates. AmeriCorps members will serve as construction crew leaders, volunteer service assistants, and family service assistants.

Encourage Employer-Based Housing Assistance. Although employers have no legal responsibility to assist employees with affordable housing options, in many cases it will be in their best interest to do so. This especially is true in post-Katrina Mississippi, where affordable housing may limit the labor pool. Also given the accepted links between housing and workforce issues, employers might be receptive to this idea. One option will be for employers to contribute to the community

housing trusts mentioned above, or to provide low and moderate income employees a grant or forgivable loan that could be used as a down payment or for closing costs. Alternately, employers can purchase tracts of land to use for employee subdivisions.

Policy Recommendation 2 — Collaborate with the Jackson State University Urban and Regional Planning Department to develop a long-term revitalization plan for Jackson County.

The long-term plan will include:

Establishing a local government capability to oversee the long-term planning and policy efforts for affordable housing. Potential roles will include implementing policies, mandates, and recommendations; coordinating funding from diverse sources; channel support to specific projects, disseminate information, and identify and provide best-practice guidelines to local communities.

Establishing a Jackson County based learning program to provide students with paid and unpaid internships. Create community-based learning agreements between Jackson State University's Urban and Regional Planning Department and the County involving graduate level students and University professors. The Master's of Arts Degree in Urban and Regional Planning at Jackson State University includes a concentration in Community Development and Housing. The County needs to recruit graduate students in the program aggressively to garner their talents. The aforementioned service projects, paid and unpaid internships, and community based learning agreements can be used to recruit the students. To obtain expertise in such programs, the County can contact Dr. Mukesh Kumar. His address appears below:

Dr. Mukesh Kumar
Department of Urban and Regional Planning
3825 Ridgewood Road, Box 23
Universities Center, Suite 7-14
Jackson, Mississippi 39211

Policy Recommendation 3 —Amelioration of housing with substandard kitchen or plumbing facilities, or both

Although the number of the homes in Jackson County lacking adequate kitchen or plumbing facilities is less than one percent (1%), homes with also are a public health hazard. Substandard structural integrity should be addressed to protect the health and welfare of the citizenry. Strategies to pursue include:

Pursuing federal and state grant funding to address the problem. One example of a federal grant program is the CDBG program mentioned earlier. The CDBG program is a flexible program providing communities with resources to address a range of unique community development needs. Available Federal grants programs are published at grants.gov sponsored by the U.S. Department of Health and Human Services.

Using private funding to address the problem. It might be possible to tap private sources of capital through private finance initiatives (PFI). Under the PFI paradigm, the government provides

an annuity stream to private concerns to help them undertake projects that normally would not be profitable. It is possible to develop an endowment for this purpose combining public, philanthropic, and private money. A PFI combines the resources of the public and private sector so neither is required to bear the entire cost.

Policy Recommendation 4 — Educate the citizenry on affordable housing advantages and options.

An educated public has advantages for local government. For example:

An educated public is a public hungry to improve and progress. The more the public is educated about the advantages and options for affordable homes, the more they will want to move out of mobile homes and into better and safer structures.

An educated public will take the initiative to be creative and innovative in finding ways to accomplish affordable housing goals; which will accomplish community goals in the long-run. The 2006 median cost of an owner occupied home in Jackson County was \$28,800 more than the median cost of an owner occupied home in the State of Mississippi. One of the objectives of this planning effort was to determine how to retain existing and recruit new industrial and manufacturing companies to Jackson County. If citizens moving to the State of Mississippi from areas with a lower median cost of an owner occupied house, the citizens must be informed of the availability of low interest loans, Veteran's Administration loans, and other home financing options that make moving to Jackson County desirable and affordable. This will reduce the number of citizens moving to mobile homes in Jackson County, thus saving tax dollars associated with disaster preparedness.

Summary

In difficult economic conditions, assisting in providing affordable homes for low income families will continue to be more difficult for local governments. On the other hand, regardless of the economic environment, there are strategies that local governments can pursue. We have provided four recommended policy areas that Jackson County can and must pursue and specific strategies to implement the policies.

(Footnotes)

¹ This policy recommendation does not make any value judgments concerning those who live in mobile homes, this is strictly a safety and disaster mitigation recommendation.



Economic & Employment

Economic Analysis

A. Introduction

Economic activity is the lifeblood of all communities. Nothing has a greater impact on a community's quality of life than its economy. For most of the 20th Century, Jackson County was a leader in the State of Mississippi in promoting economic growth and development. Planning and hard work are necessary for Jackson County to maintain its economic development leadership role in the 21st century. The following pages present information on current economic conditions in Jackson County. The information is the foundation for the recommendations that will help Jackson County maintain a vibrant economy for many years to come.

B. Sector Analysis

Location quotients (LQs) are a frequently used method in planning studies to gain a prospective on an area's economy. LQs compare the percentage of an area's labor force in a given economic sector with the percentage of the state or national labor force in the same sector. Any economic sector that generates an LQ greater than 1 represents a local specialization and is part of an area's economic base. The assumption underlying LQs is that the sectors that are part of the economic base export goods and services and bring money into the local economy. The consultants calculated the location quotients present in the following analysis using the Bureau of Labor Statistics online Location Quotient Calculator. The LQs, with the exception of public administration, are calculated based on the private sector and do not include military employment.

1. Agriculture, Forestry, Fishing and Hunting

Agriculture, Forestry, Fishing, and Hunting (AFFH) are a negligible portion of the overall economy of Jackson County. As depicted in Exhibit E2, the employment in the various subsectors of AFFH in Jackson County is so small that the Bureau of Labor Statistics does not report the data. Across the State, AFFH is part of Mississippi's economic base. All of Mississippi's AFFH subsectors have an LQ of over one, with forestry and logging having a LQ of over seven.

Exhibit E1: Employment for Agriculture, Forestry, Fishing and Hunting (2006)

Industry	U.S. TOTAL	Jackson Co.	Mississippi
Base industry: Total, all industries	112,718,858	39,234	890,161
Agriculture, forestry, fishing and hunting	1,160,179	21	14,854
Percentage of total workforce	1.03%	0.05%	1.67%

Source: Bureau of Labor Statistics

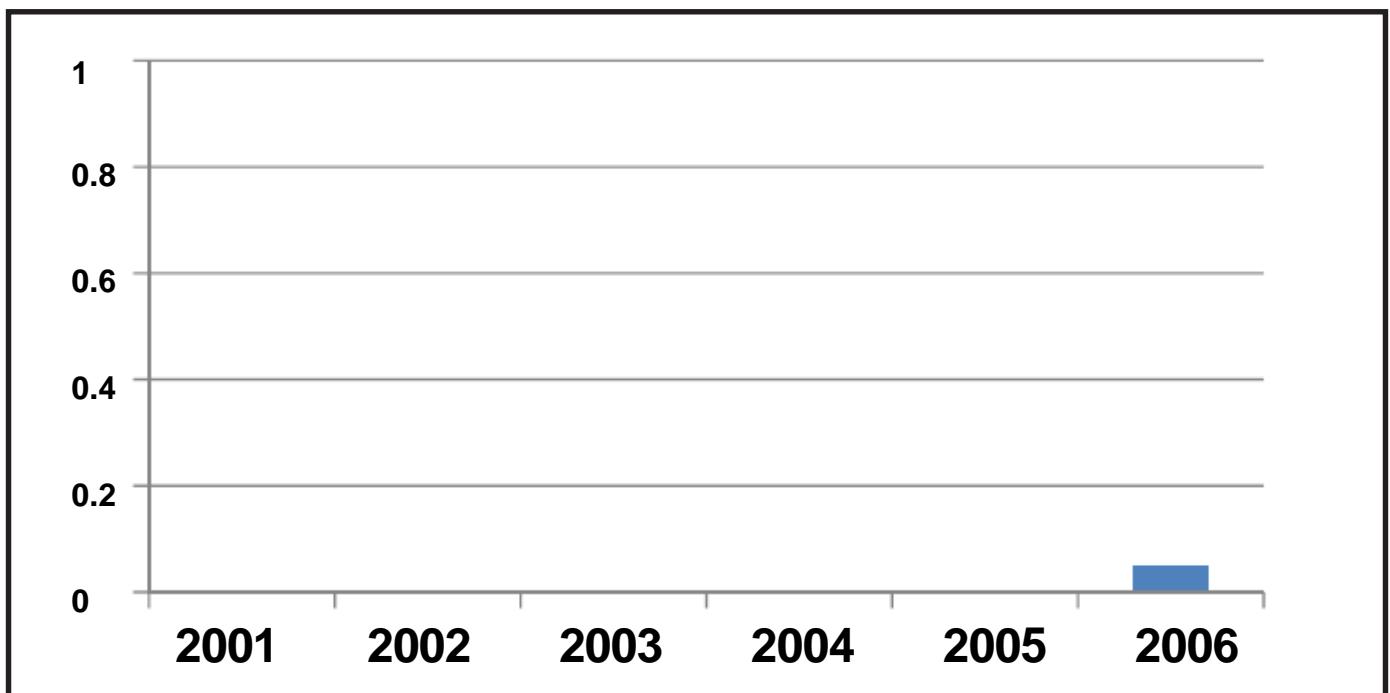
Exhibit E2: Subsector Location Quotients for Agriculture, Forestry, Fishing and Hunting (2006)

Industry	Jackson Co.	Mississippi
Agriculture, forestry, fishing and hunting	0.05	1.62
Crop production	NC	1.01
Animal production	ND	2.13
Forestry and logging	ND	7.45
Fishing, hunting and trapping	ND	1.49
Agriculture and forestry support activities	ND	1.08

Source: Bureau of Labor Statistics

Footnotes: (NC) Not Calculable, the data does not exist or it is zero. (ND) Not Disclosable.

Exhibit E3: Location Quotients for Agriculture, Forestry, Fishing and Hunting (2001-2006)



Source: Bureau of Labor Statistics

2. Mining, Quarrying, and Oil and Gas Extraction

Mining and related activities are part of Mississippi's economic base. Across the State, the support subsector of this industry appears to be important. The Mining sector almost is nonexistent in Jackson County.

Exhibit E4: Employment for Mining, Quarrying, Oil and Gas Extraction (2006)

Industry	U.S. TOTAL	Jackson Co.	Mississippi
Base industry: Total, all industries	112,718,858	39,234	890,161
Mining, quarrying, & oil & gas extraction	616,598	26	5,815
Percentage of total workforce	0.55%	0.07%	0.65%

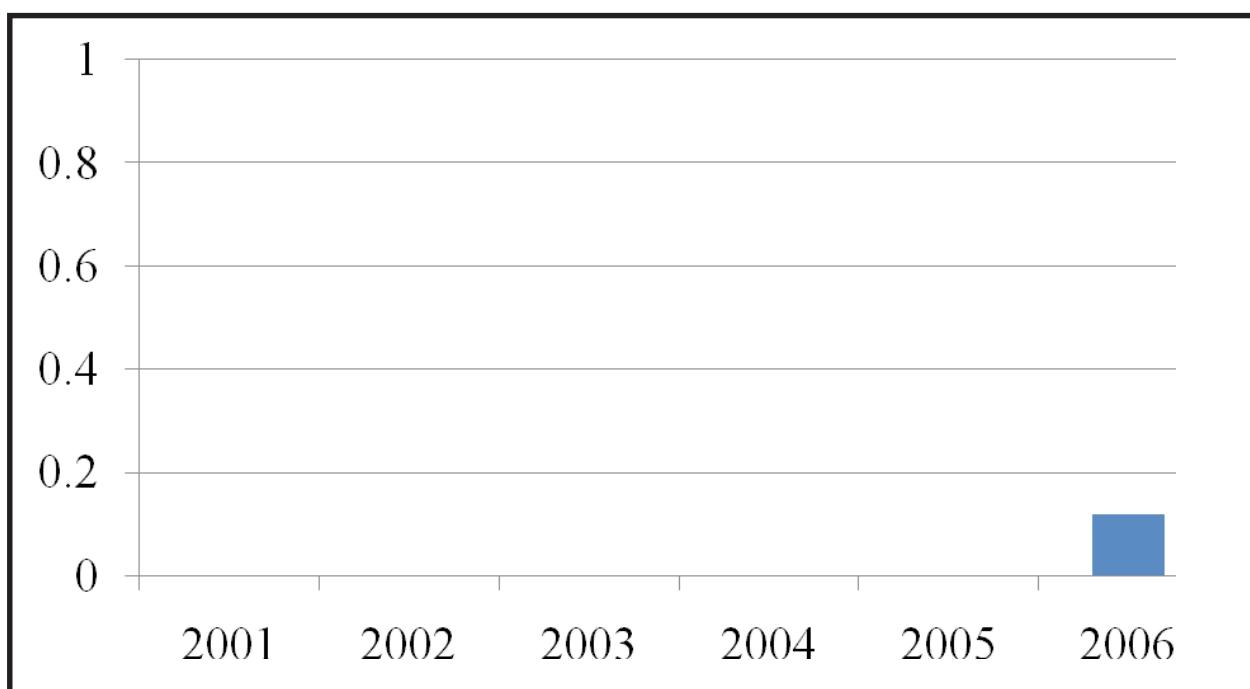
Source: Bureau of Labor Statistics

Exhibit E5: Subsector Location Quotients for Mining, Quarrying, Oil and Gas Extraction (2006)

Industry	Jackson Co.	Mississippi
Mining, quarrying, & oil & gas extraction	0.12	1.19
Oil and gas extraction	ND	0.78
Mining, except oil and gas	ND	0.54
Support activities for mining	0.12	1.95

Source: Bureau of Labor Statistics

Footnotes: (ND) Not Disclosable.

Exhibit E6: Location Quotients for Mining, Quarrying, Oil and Gas Extraction (2001 - 2006)

Source: Bureau of Labor Statistics

3. Utilities

In relative terms, the Utilities sector is important to Jackson County. A larger portion of the County's labor force works in this sector than in the State or Nation. In absolute terms, the utilities sector is less impressive because it accounts for only 354 jobs in Jackson County.

Exhibit E7: Employment for Utilities (2006)

Industry	U.S. Total	Jackson Co.	Mississippi
Base Industry: Total, all industries	112,718,858	39,234	890,161
Utilities	546,521	354	7,817
Percentage of total workforce	0.48%	0.90%	0.88%

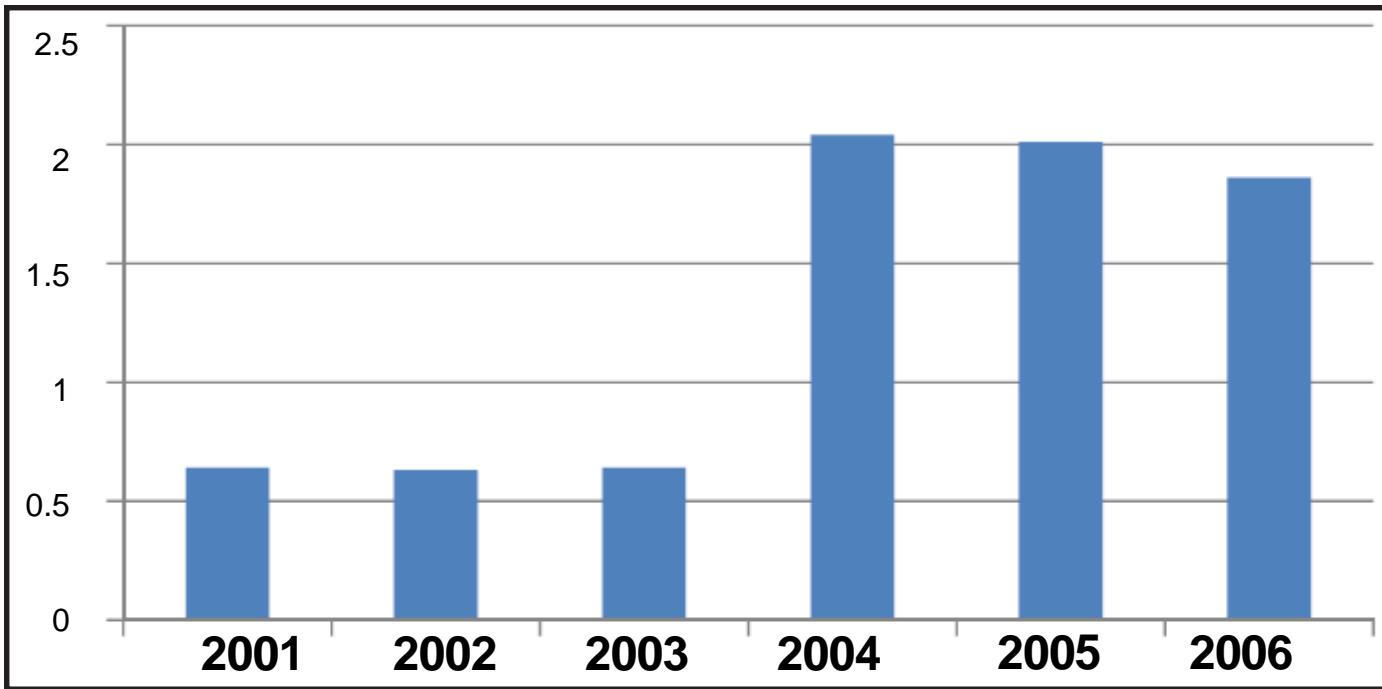
Source: Bureau of Labor Statistics

Exhibit E8: Subsector Location Quotients for Utilities (2006)

Industry	Jackson Co.	Mississippi
Utilities	1.86	1.81
Utilities	1.86	1.81

Source: Bureau of Labor Statistics

**Exhibit E9: Location Quotients for Utilities
(2001 - 2006)**



Source: Bureau of Labor Statistics

4. Construction

Construction is an important part of the Jackson County economy in relative and absolute terms. In 2006, the Construction sector employed over 3,000 Jackson County workers. The relative importance of Construction diminished during 2004 and 2005, but started to recover in 2006. Hurricane Katrina recovery efforts will help the Construction sector.

Exhibit E10: Employment for Construction (2006)

Industry	U.S. TOTAL	Jackson Co.	Mississippi
Base Industry: Total, all industries	112,718,858	39,234	890,161
Construction	7,602,148	3,031	57,448
Percentage of total workforce	6.74%	7.73%	6.45%

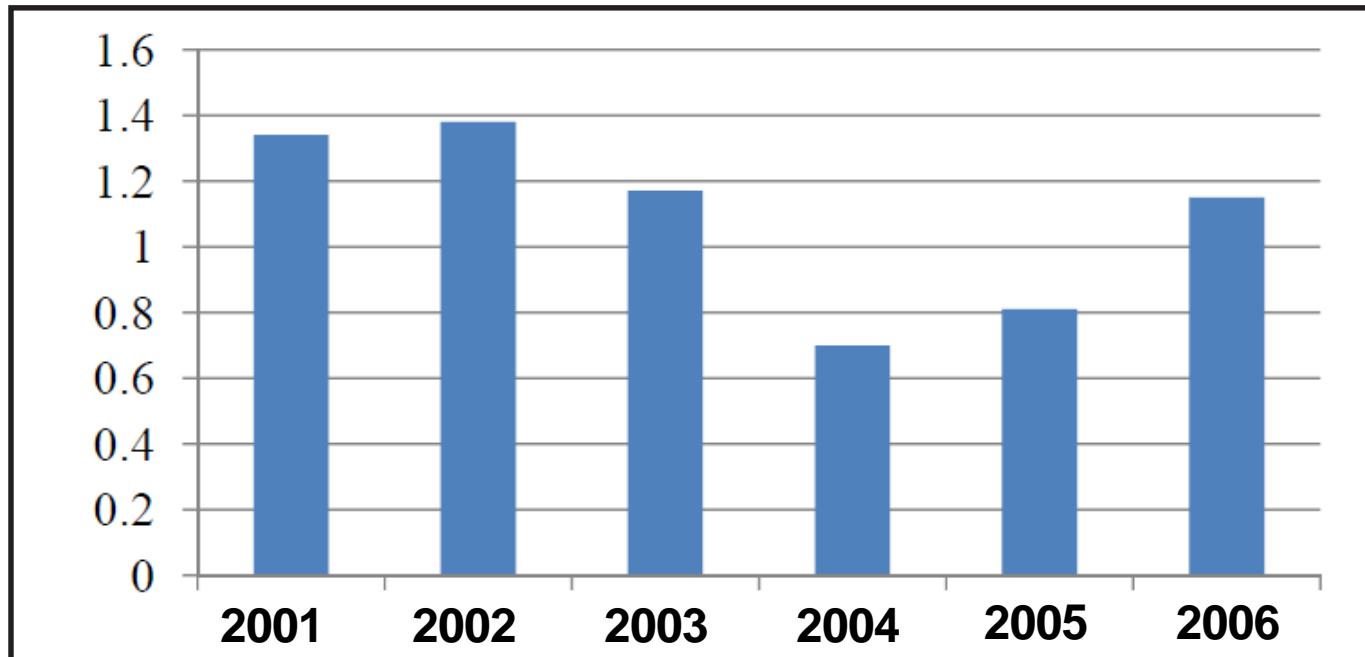
Source: Bureau of Labor Statistics

Exhibit E11: Subsector Location Quotients for Construction (2006)

Industry	Jackson Co.	Mississippi
Construction	1.15	0.96
Construction of buildings	1.87	1.13
Heavy and civil engineering construction	1.16	1.47
Specialty trade contractors	0.87	0.79

Source: Bureau of Labor Statistics

Exhibit E12: Subsector Location Quotients for Construction (2001 - 2006)



Source: Bureau of Labor Statistics

5. Manufacturing

Manufacturing is the largest single employment sector in Jackson County. The Manufacturing sector had a LQ of 3.02 and over 37% of the County's workforce was involved in manufacturing in 2006. The percentage of Jackson County workers employed in Manufacturing is over 3 times the national percentage. Although the relative importance of Manufacturing has declined slightly since 2004, it remains the most important economic activity in Jackson County

Exhibit E13: Employment for Manufacturing (2006)

Industry	U.S. TOTAL	Jackson Co.	Mississippi
Base industry: Total, all industries	112,718,858	39,234	890,161
Manufacturing	14,110,663	14,853	175,718
Percentage of total workforce	12.52%	37.86%	19.74%

Source: Bureau of Labor Statistics

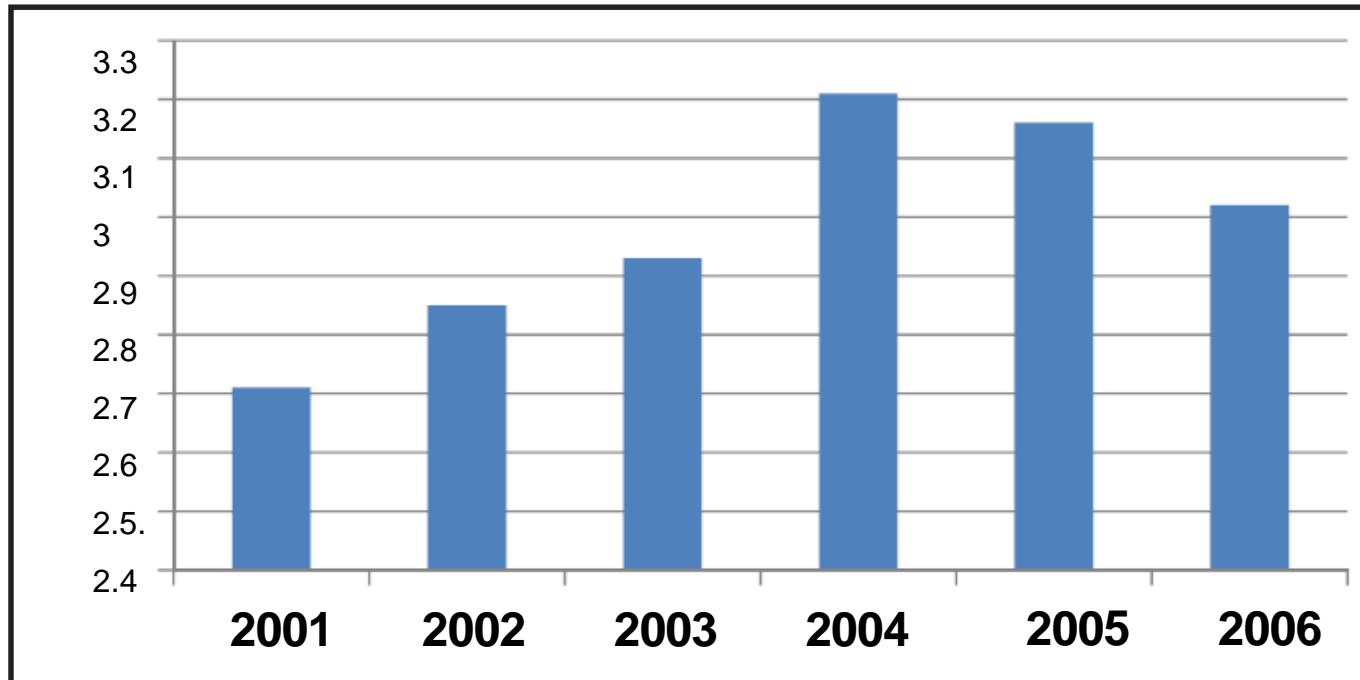
Exhibit E14: Subsector Location Quotients for Manufacturing (2006)

Industry	Jackson County	Mississippi
Manufacturing	3.02	1.58
Food manufacturing	ND	2.23
Beverage and tobacco product manufacturing	0.74	0.47
Textile mills	NC	0.76
Textile product mills	0.72	0.99
Apparel manufacturing	ND	1.94
Leather and allied product manufacturing	NC	0.48
Wood product manufacturing	ND	3.29
Paper manufacturing	NC	1.4
Printing and related support activities	0.12	0.61
Petroleum and coal products manufacturing	ND	2.52
Chemical manufacturing	1.28	1.03
Plastics and rubber products manufacturing	ND	1.39
Nonmetallic mineral product manufacturing	0.57	1.16
Primary metal manufacturing	ND	0.76
Fabricated metal product manufacturing	0.63	0.91
Machinery manufacturing	ND	1.37
Computer and electronic product manufacturing	ND	0.29
Electrical equipment and appliance mfg.	NC	3.05
Transportation equipment manufacturing	ND	2.01
Furniture and related product manufacturing	0.39	5.96
Miscellaneous manufacturing	0.26	0.66

Source: Bureau of Labor Statistics

Footnotes : (NC) Not Calculable, the data does not exist or it is zero. (ND) Not Disclosable.

Exhibit E15: Location Quotients for Manufacturing (2001 - 2006)



Source: Bureau of Labor Statistics

6. Wholesale Trade

Wholesale trade does not represent an economic specialization for either Jackson County or the State of Mississippi. The relative economic importance of Wholesale Trade to the County and State has remained constant since 2001.

Exhibit E16: Employment for Wholesale Trade (2006)

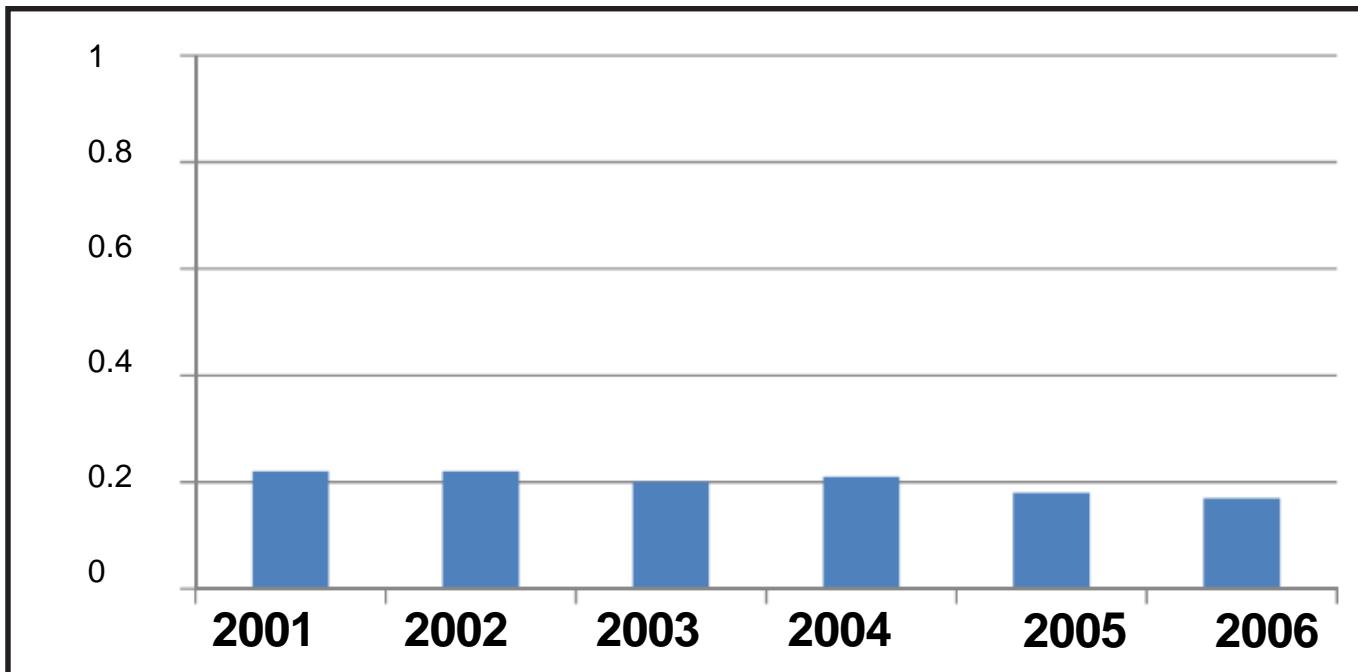
Industry	U.S. TOTAL	Jackson Co.	Mississippi
Base Industry: Total, all industries	112,718,858	39,234	890,161
Wholesale trade	5,885,194	351	36,388
Percentage of total workforce	5.22%	0.89%	4.09%

Source: Bureau of Labor Statistics

Exhibit E17: Subsector Location Quotients for Wholesale Trade (2006)

Industry	Jackson Co.	Mississippi
Wholesale trade	0.17	0.78
Merchant wholesalers, durable goods	0.19	0.74
Merchant wholesalers, nondurable goods	0.19	0.91
Electronic markets and agents and brokers	0.04	0.62

Source: Bureau of Labor Statistics

Exhibit E18: Location Quotients for Wholesale Trade (2001 - 2006)

Source: Bureau of Labor Statistics

7. Retail Trade

The LQ for Retail Trade declined steadily between 2001 and 2005, but increased for 2006. The 5,191 Jackson County workers involved in retail trade comprised 13.23% of the total workforce. The percentage of Jackson county workers involved in retail trade is similar to the national percentage, but less than the overall state percentage. Jackson County does have specializations in a few of the retail trade subsectors (Exhibit E21).

Exhibit E19: Employment for Retail Trade (2006)

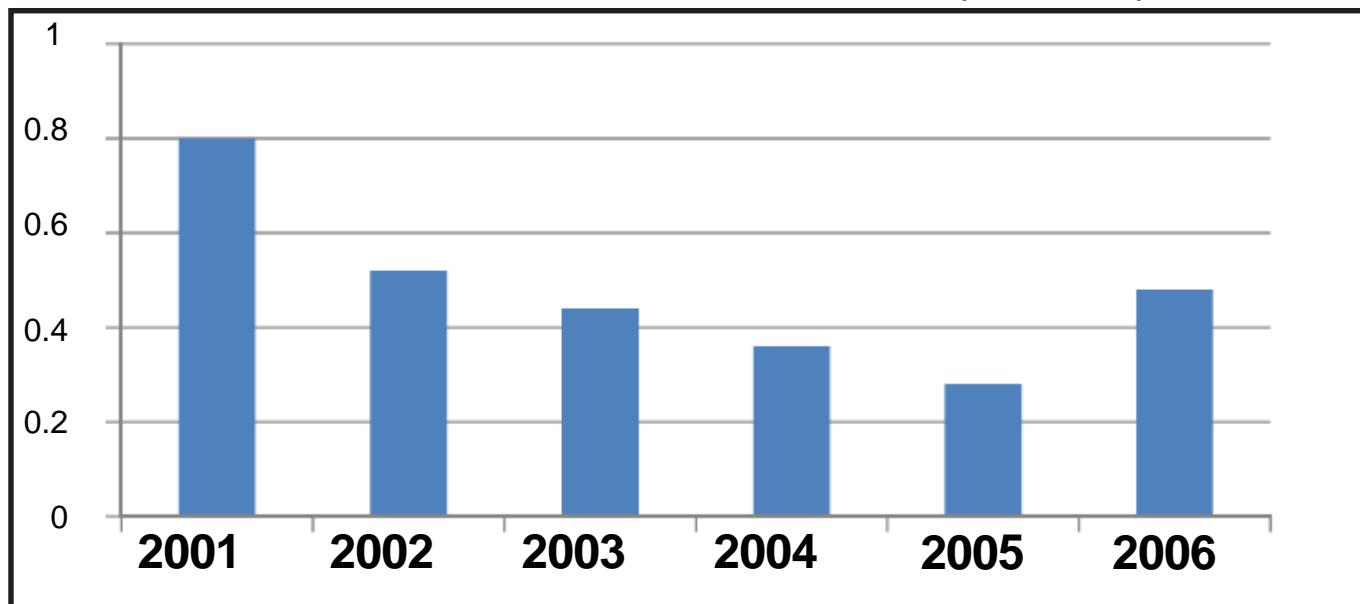
Industry	U.S. TOTAL	Jackson Co.	Mississippi
Base Industry: Total, all industries	112,718,858	39,234	890,161
Retail trade	15,370,040	5,191	142,661
Percentage of total workforce	13.64%	13.23%	16.03%

Source: Bureau of Labor Statistics

Exhibit E20: Subsector Location Quotients for Retail Trade (2006)

Industry	Jackson County	Mississippi
Retail trade	0.97	1.18
Merchant wholesalers, durable goods	0.19	0.74
Merchant wholesalers, nondurable goods	0.19	0.91
Electronic markets and agents and brokers	0.04	0.62
Motor vehicle and parts dealers	1.02	1.19
Furniture and home furnishings stores	0.39	1.02
Electronics and appliance stores	0.4	0.79
Building material and garden supply stores	1.64	1.28
Food and beverage stores	0.71	0.82
Health and personal care stores	0.95	1.07
Gasoline stations	1.62	2.3
Clothing and clothing accessories stores	0.29	0.89
Sporting goods, hobby, book and music stores	0.29	0.85
General merchandise stores	1.52	1.64
Miscellaneous store retailers	0.89	0.91
Nonstore retailers	0.35	0.62

Source: Bureau of Labor Statistics

Exhibit E21: Location Quotients for Retail Trade (2001 - 2006)

Source: Bureau of Labor Statistics

8. Transportation and Warehousing

The Transportation and Warehousing sector is an economic specialization for the State of Mississippi, but not for Jackson County. Less than 2% of the County's overall workforce is involved in transportation and warehousing activities. Since 2001, the relative importance of the transportation and warehousing sector to the Jackson County economy has remained constant (Exhibit E24).

Exhibit E22: Employment for Transportation and Warehousing (2006)

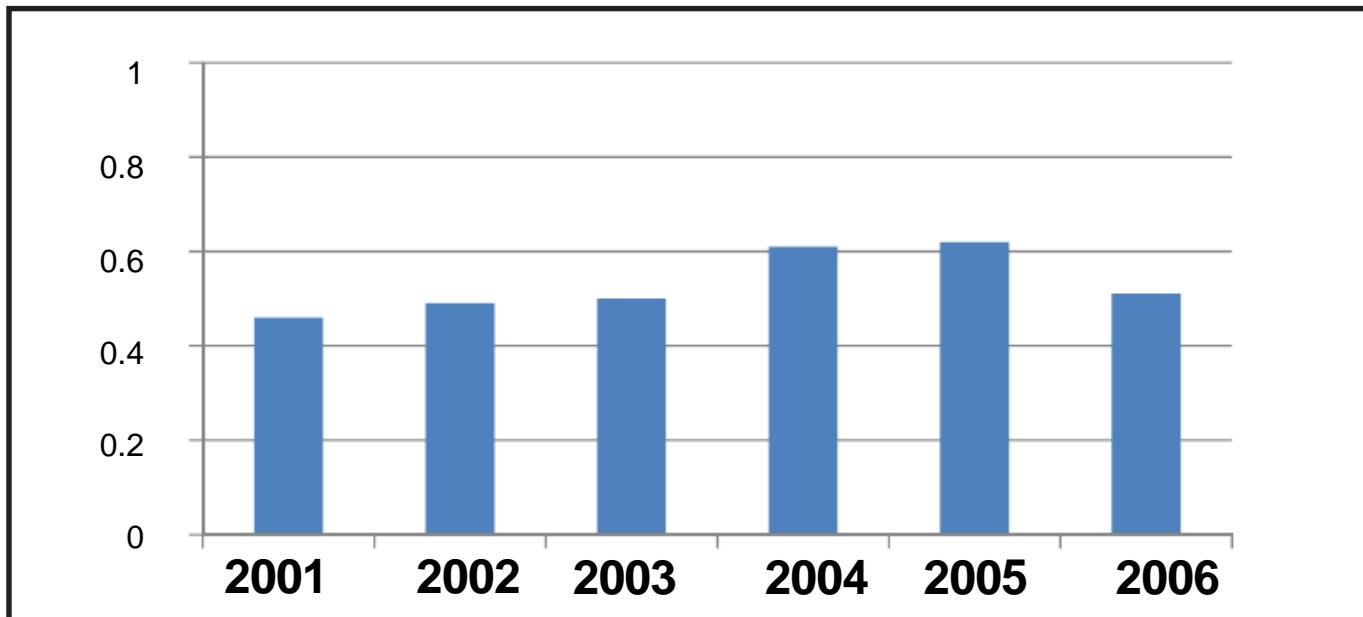
Industry	U.S. TOTAL	Jackson Co.	Mississippi
Base industry: total, all industries	112,718,858	39,234	890,161
Transportation and warehousing	4,204,514	750	37,978
Percentage of total workforce	3.73%	1.91%	4.27%

Source: Bureau of Labor Statistics

Exhibit E23: Subsector Location Quotients for Transportation and Warehousing (2006)

Industry	Jackson County	Mississippi
Transportation and warehousing	0.51	1.14
Air transportation	NC	0.09
Rail transportation	NC	NC
Water transportation	ND	1.41
Truck transportation	0.43	1.72
Transit and ground passenger transportation	NC	0.46
Pipeline transportation	ND	2.75
Scenic and sightseeing transportation	ND	0.23
Support activities for transportation	2.15	0.81
Postal service	NC	0.51
Couriers and messengers	ND	0.72
Warehousing and storage	ND	1.67

Source: Bureau of Labor Statistics

Exhibit E24: Location Quotients for Transportation and Warehousing (2001 - 2006)

Source: Bureau of Labor Statistics

9. Information

In 2006, Jackson County did not have an economic specialization in the Information sector. The percentage of the Jackson County workforce engaged in Information activities was almost equal to the United State percentage and well above the State percentage. The relative importance of the Information sector to the Jackson County economy has remained constant since 2001, with only slight yearly fluctuations.

Exhibit E25: Employment for Information (2006)

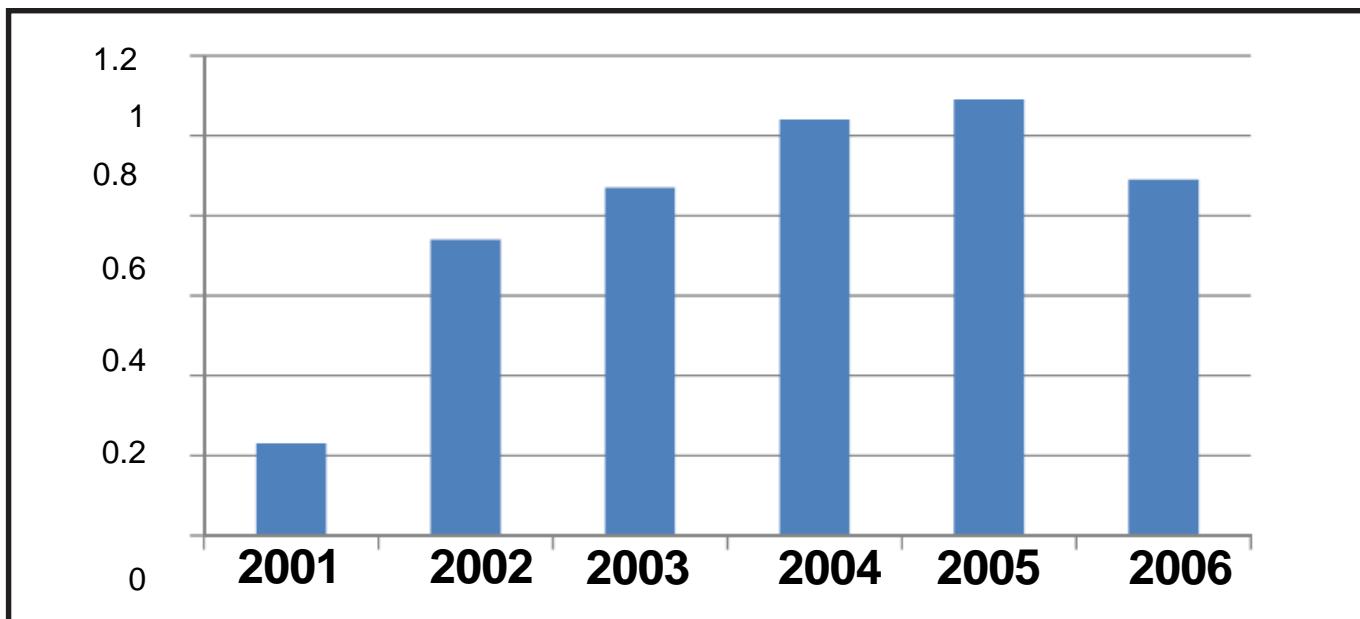
Industry	U.S. TOTAL	Jackson Co.	Mississippi
Base industry: total, all industries	112,718,858	39,234	890,161
Information	3,040,577	945	13,701
Percentage of total workforce	2.70%	2.41%	1.54%

Source: Bureau of Labor Statistics

Exhibit E26: Subsector Location Quotients for Information (2006)

Industry	Jackson County	Mississippi
Information	0.89	0.57
Publishing industries, except Internet	0.23	0.48
Motion picture and sound recording industries	0.19	0.34
Broadcasting, except Internet	ND	0.77
Internet publishing and broadcasting	NC	0.07
Telecommunications	ND	0.89
Data processing, hosting and related services	ND	0.12
Other information services	NC	0.09

Source: Bureau of Labor Statistics

Exhibit E27: Location Quotients for Information (2001 - 2006)

Source: Bureau of Labor Statistics

10. Finance and Insurance

The Finance and Insurance sector is not an economic specialization for either Jackson County or the State of Mississippi. The percentage of Jackson County workers involved in the finance and insurance sector is less than one-half the national percentage. The relative importance of this sector to the County has remained constant from 2001 through 2006.

Exhibit E28: Employment for Finance and Insurance (2006)

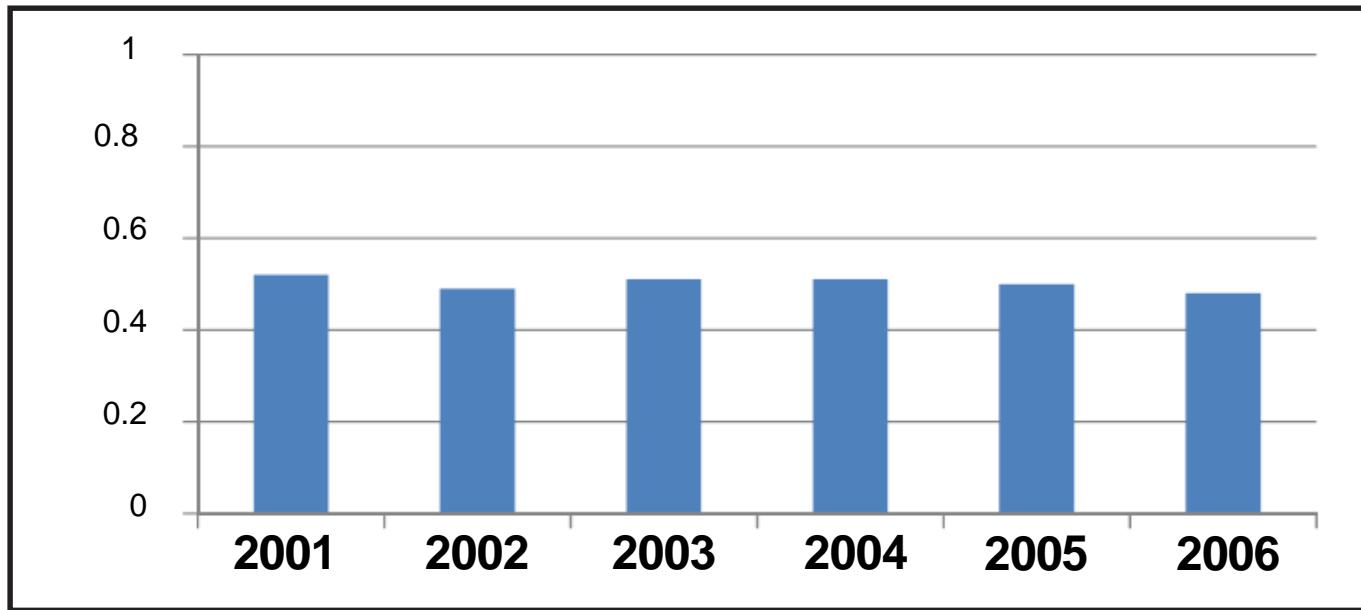
Industry	U.S. TOTAL	Jackson County	Mississippi
Base industry: total, all industries	112,718,858	39,234	890,161
Finance and insurance	6,007,468	1,006	33,660
Percentage of total workforce	5.33%	2.56%	3.78%

Source: Bureau of Labor Statistics

Exhibit E29: Subsector Location Quotients for Finance and Insurance (2006)

Industry	Jackson Co.	Mississippi
Finance and insurance	0.48	0.71
Monetary authorities - central bank	NC	ND
Credit intermediation and related activities	0.71	0.93
Securities, commodity contracts, investments	0.03	0.23
Insurance carriers and related activities	0.36	0.63
Funds, trusts, and other financial vehicles	0.09	ND
Real estate	0.55	0.57

Source: Bureau of Labor Statistics

Exhibit E30: Location Quotients for Finance and Insurance (2001 - 2006)

Source: Bureau of Labor Statistics

11. Real Estate and Rental and Leasing

The Real Estate, Rental, and Leasing economic sector do not represent a specialization for Jackson County or the State of Mississippi. The sector represents slightly over 1% of the County's overall workforce. The relative importance of the sector to the County's overall economy has remained constant from 2001 to 2006.

Exhibit E31: Employment for Real Estate and Rental and Leasing (2006)

Industry	U.S. TOTAL	Jackson Co.	Mississippi
Base industry: total, all industries	112,718,858	39,234	890,161
Real estate and rental and leasing	2,154,595	450	12,063
Percentage of total workforce	1.91%	1.15%	1.36%

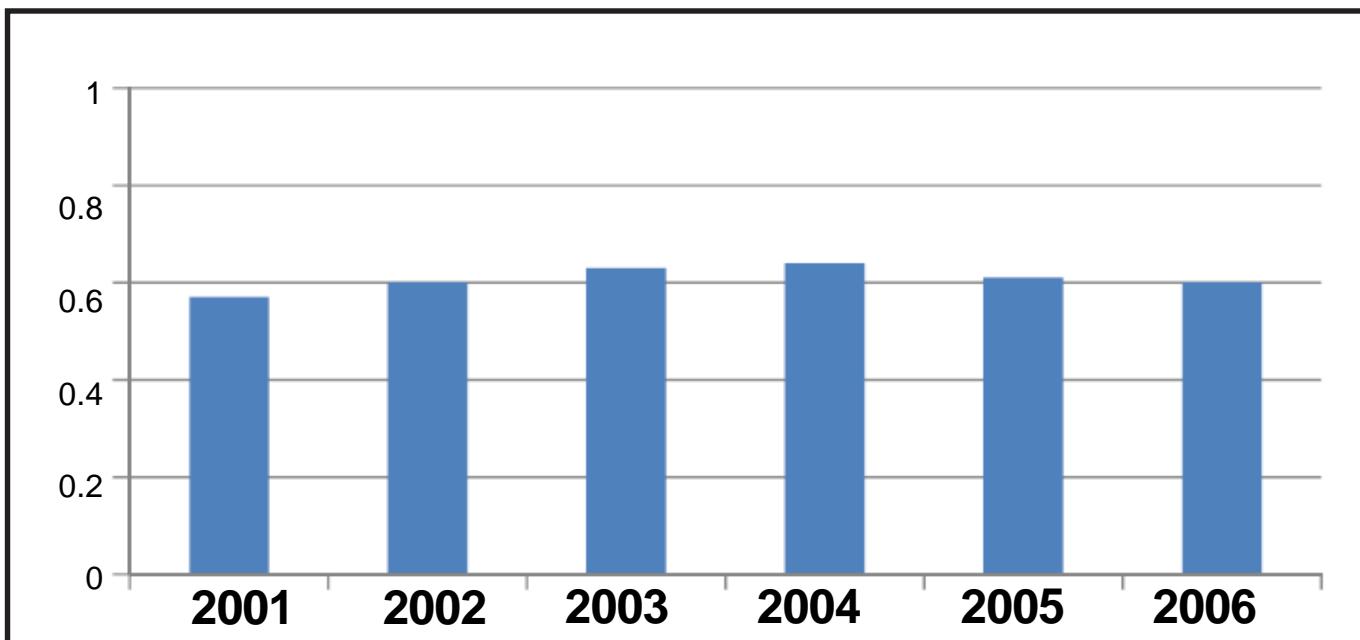
Source: Bureau of Labor Statistics

Exhibit E32: Subsector Location Quotients for Real Estate and Rental and Leasing (2006)

Industry	Jackson Co.	Mississippi
Real estate and rental and leasing	0.6	0.71
Rental and leasing services	0.76	1.06
Lessors of nonfinancial intangible assets	NC	0.28

Source: Bureau of Labor Statistics

Exhibit E33: Location Quotients for Real Estate and Rental and Leasing (2001 - 2006)



Source: Bureau of Labor Statistics

12. Professional and Technical Services

Neither the State of Mississippi nor Jackson County has an economic specialization in the Professional and Technical services sector. The sector is slightly more important to the County than the state. Although the LQ data for 2003 and 2004 is missing, the information presented in Exhibit E36 does show a slight decline in the relative importance of this sector since 2001.

Exhibit E34: Employment for Professional and Technical Services (2006)

Industry	U.S. TOTAL	Jackson Co.	Mississippi
Base industry: total, all industries	112,718,858	39,234	890,161
Professional and technical services	7,392,850	1,665	34,161
Percentage of total workforce	6.56%	4.24%	3.84%

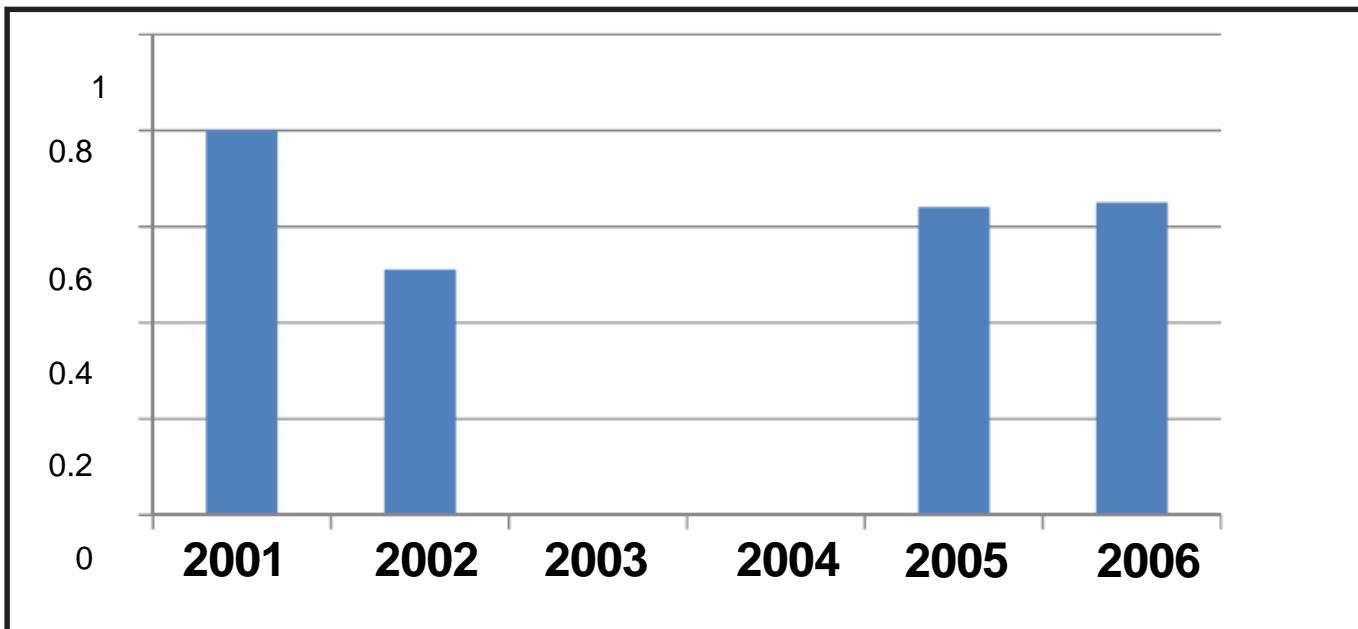
Source: Bureau of Labor Statistics

Exhibit E35: Subsector Location Quotients for Professional and Technical Services (2006)

Industry	Jackson Co.	Mississippi
Professional and technical services	0.65	0.59
Professional and Technical Services	0.65	0.59

Source: Bureau of Labor Statistics

Exhibit E36: Location Quotients for Professional and Technical Services (2001 - 2006)



Source: Bureau of Labor Statistics

Footnote: The 2003 and 2004 data were missing.

13. Management of Companies and Enterprises

The percentage and number of Jackson County workers in the employment for Management of companies and Enterprises sector are extremely low. The sector employs fewer than 100 workers in the County. Although Jackson County's numbers seem small, less than 2% of all workers nationwide work in this sector. This small percentage can reflect the method used by the Bureau of Labor Statistics defines to define the sector.

Exhibit E37: Employment for Management of Companies and Enterprises (2006)

Industry	U.S. TOTAL	Jackson Co.	Mississippi
Base industry: total, all industries	112,718,858	39,234	890,161
Management of companies & enterprises	1,785,257	83	9,435
Percentage of total workforce	1.58%	0.21%	1.06%

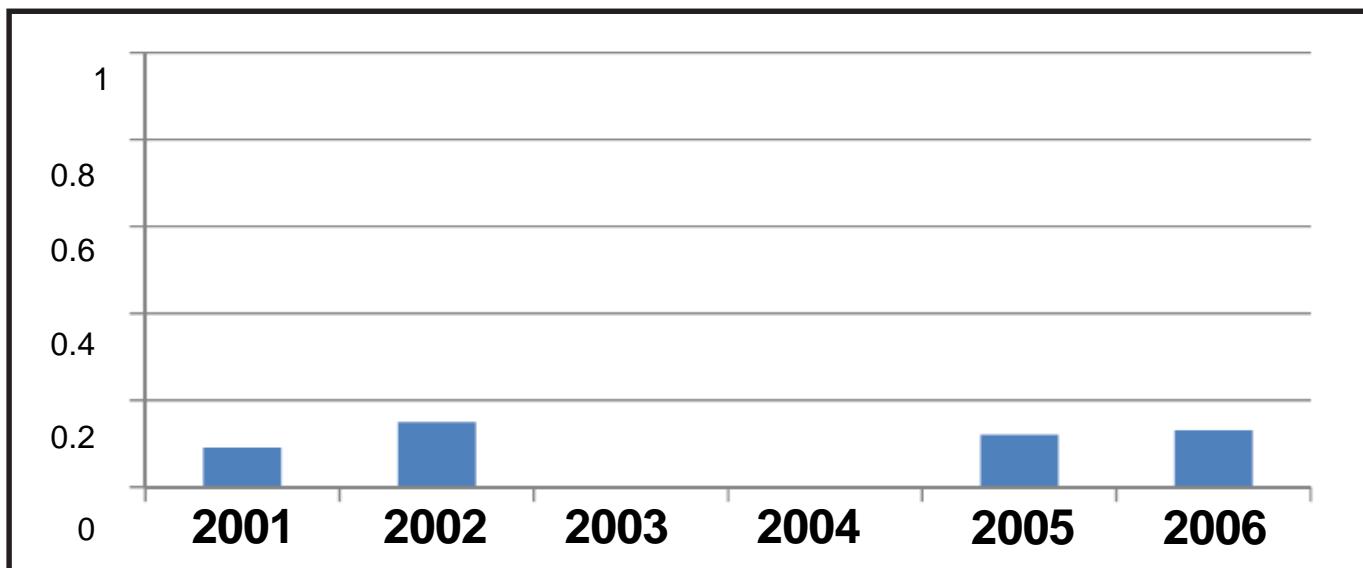
Source: Bureau of Labor Statistics

Exhibit E38: Subsector Location Quotients for Management of Companies and Enterprises (2006)

Industry	Jackson County	Mississippi
Management of companies and enterprises	0.13	0.67
Management of companies and enterprises	0.13	0.67

Source: Bureau of Labor Statistics

Exhibit E39: Location Quotients for Management of Companies and Enterprises (2001 - 2006)



Source: Bureau of Labor Statistics

Footnote: The 2003 and 2004 data were missing

14. Administrative and Waste Services

The Administrative and Waste Services sector does not represent a specialization for Jackson County. Though the sector is not part of the County's economic base, the percentage of workers employed in the sector in the County is slightly less than the overall national percentage. The sector is slightly more important to the Jackson County economy than it is to the State. The Jackson LQ for the sector showed only slight variations between 2001 and 2006.

Exhibit E40: Employment for Administrative and Waste Services (2006)

Industry	U.S. TOTAL	Jackson Co.	Mississippi
Base industry: total, all industries	112,718,858	39,234	890,161
Administrative and waste services	8,291,573	2,622	50,284
Percentage of total workforce	7.36%	6.68%	5.65%

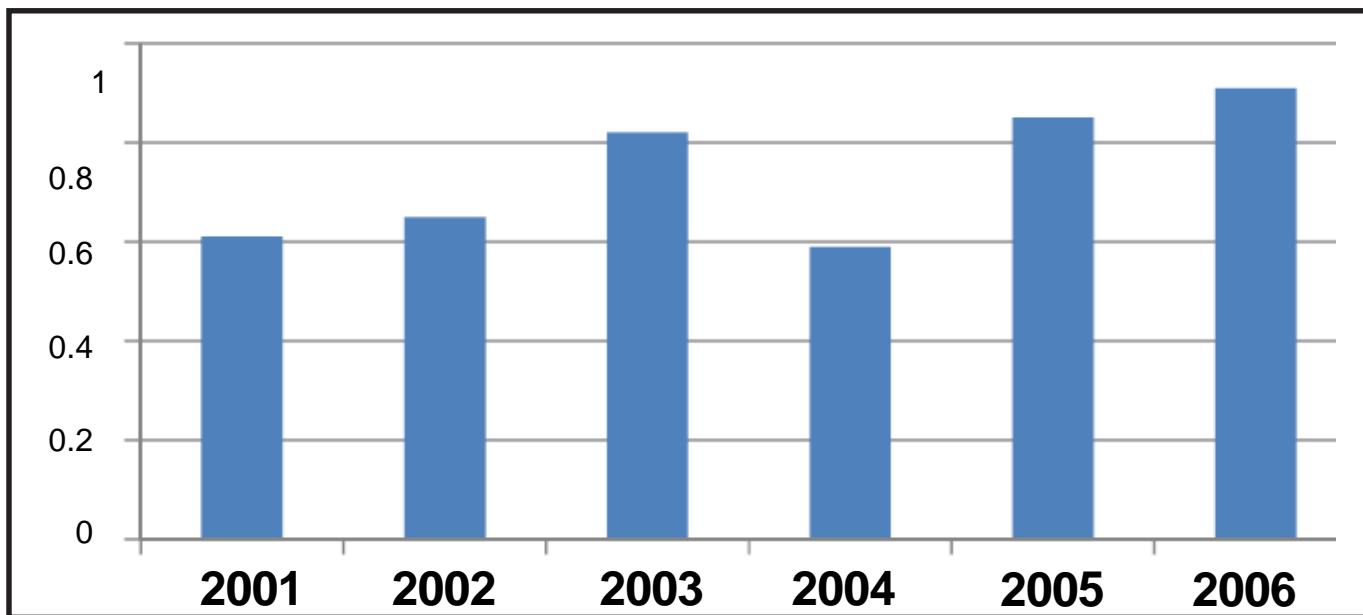
Source: Bureau of Labor Statistics

Exhibit E41: Subsector Location Quotients for Administrative and Waste Services (2006)

Industry	Jackson Co.	Mississippi
Administrative and waste services	0.91	0.77
Administrative and support services	0.86	0.76
Waste management and remediation services	2.09	1.02

Source: Bureau of Labor Statistics

Exhibit E42: Location Quotients for Administrative and Waste Services (2001 - 2006)



Source: Bureau of Labor Statistics

15. Educational Services

The Educational Services sector represents a small part of the overall Jackson County economy. Only 57 workers were in the sector in 2006. The relative importance of the sector remained constant from 2001 to 2006.

Exhibit E43: Employment for Educational Services (2006)

Industry	U.S. TOTAL	Jackson Co.	Mississippi
Base industry: total, all industries	112,718,858	39,234	890,161
Educational services	2,207,199	57	8,716
Percentage of total workforce	1.96%	0.15%	0.98%

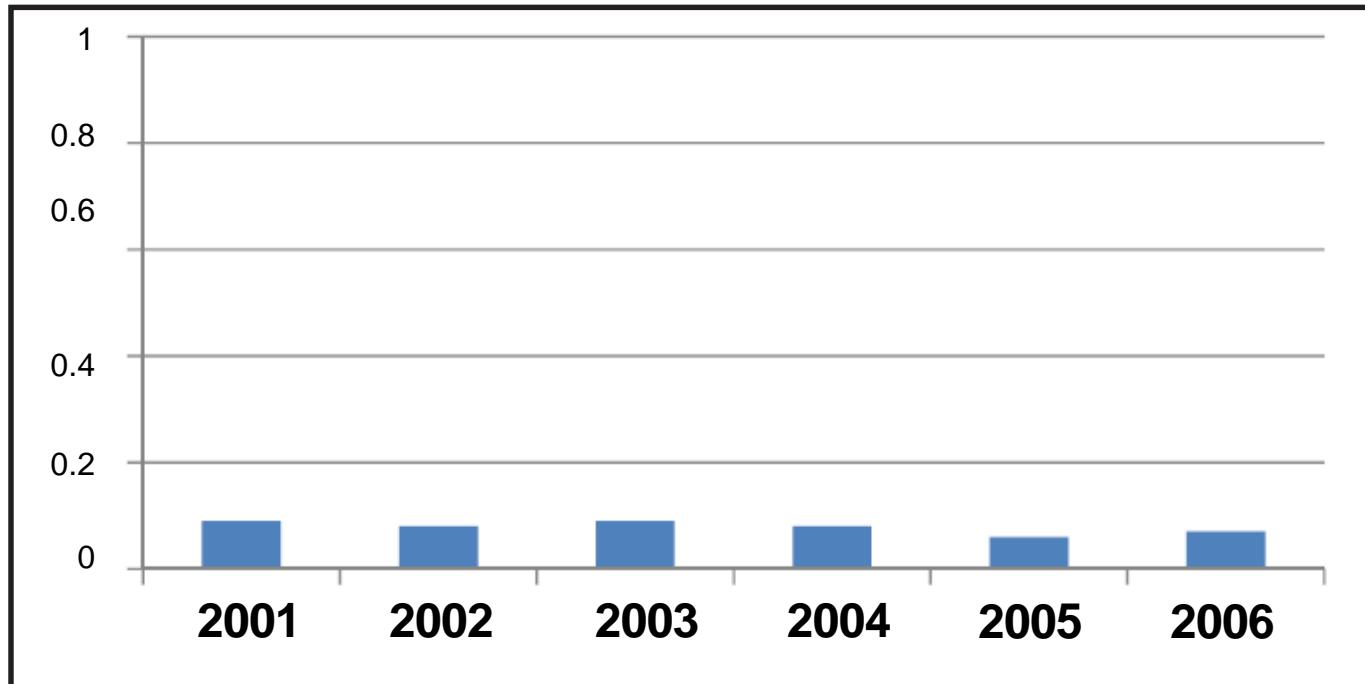
Source: Bureau of Labor Statistics

Exhibit E44: Subsector Location Quotients for Educational Services (2006)

Industry	Jackson Co.	Mississippi
Educational services	0.07	0.5
Educational services	0.07	0.5

Source: Bureau of Labor Statistics

Exhibit E45: Location Quotients for Administrative and Waste Services (2001 - 2006)



Source: Bureau of Labor Statistics

16. Health Care and Social Assistance

The Health Care and Social Assistance sector is not part of the economic base of Jackson County or the State of Mississippi. The percentage of employees in the sector in Jackson County is about half the national percentage. The relative importance of the sector to the overall county economy remained constant between 2001 and 2006.

Exhibit E46: Employment for Health Care and Social Assistance (2006)

Industry	U.S. TOTAL	Jackson Co.	Mississippi
Base industry: total, all industries	112,718,858	39,234	890,161
Health care and social assistance	14,709,028	2,709	106,597
Percentage of total workforce	13.05%	6.90%	11.98%

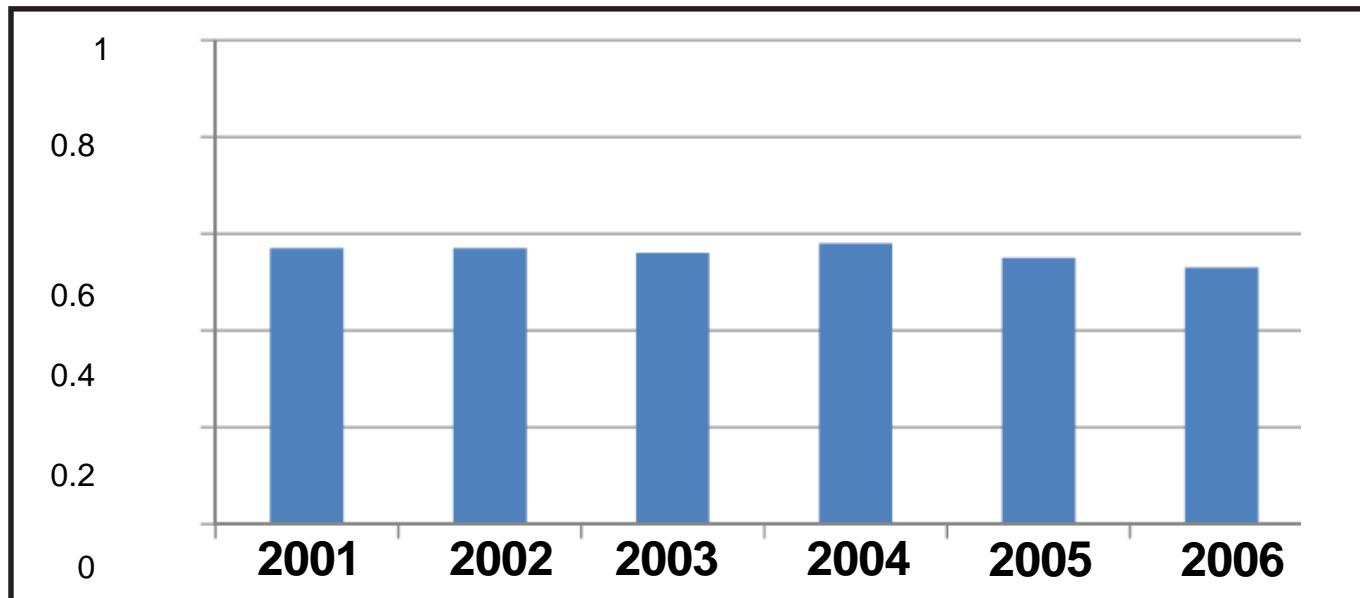
Source: Bureau of Labor Statistics

Exhibit E47: Subsector Location Quotients for Health Care and Social Assistance (2006)

Industry	Jackson Co.	Mississippi
Health care and social assistance	0.53	0.92
Ambulatory health care services	0.93	0.94
Hospitals	NC	0.86
Nursing and residential care facilities	0.56	0.97
Social assistance	0.59	0.93

Source: Bureau of Labor Statistics

Exhibit E48: Location Quotients for Health Care and Social Assistance (2001 - 2006)



Source: Bureau of Labor Statistics

17. Arts, Entertainment, and Recreation

The Arts, Entertainment, and Recreation sector does not represent an economic specialization for either Jackson County or the State of Mississippi. The 201 workers employed in the sector comprise 0.51% of the County's total workforce. The percentage of Jackson County workers employed in the sector is less than half that of the State or Nation.

Exhibit E49: Employment for Arts, Entertainment, and Recreation (2001 - 2006)

Industry	U.S. TOTAL	Jackson Co.	Mississippi
Base industry: total, all industries	112,718,858	39,234	890,161
Arts, entertainment, and recreation	1,901,194	201	11,134
Percentage of total workforce	1.69%	0.51%	1.25%

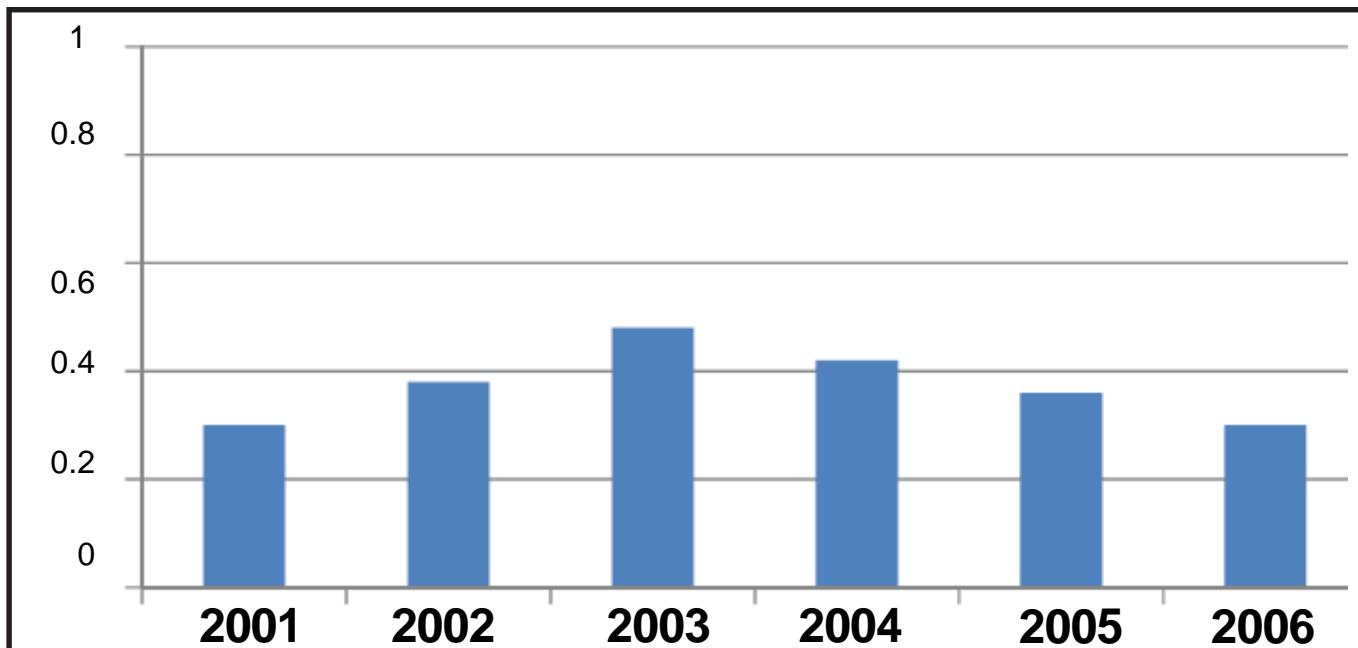
Source: Bureau of Labor Statistics

Exhibit E50: Subsector Location Quotients for Arts, Entertainment, and Recreation (2001 - 2006)

Industry	Jackson Co.	Mississippi
Arts, entertainment, and recreation	0.3	0.74
Performing arts and spectator sports	ND	0.22
Museums, historical sites, zoos, and parks	ND	0.23
Amusements, gambling, and recreation	0.4	0.93

Source: Bureau of Labor Statistics

Exhibit E51: Location Quotients for Arts, Entertainment, and Recreation (2001 - 2006)



Source: Bureau of Labor Statistics

18. Accommodation and Food Services

The Accommodation and Food Services sector is part of the economic base of Jackson County and the State of Mississippi. The sector is relatively more important to the State than it is to Jackson County. The percentage of Jackson County workers employed in the sector in 2006 was identical to the national percentage. The relative importance of the sector to Jackson County has remained constant from 2001 to 2006

Exhibit E52: Employment for Accommodation and Food Services (2001 - 2006)

Industry	U.S. TOTAL	Jackson Co.	Mississippi
Base industry: total, all industries	112,718,858	39,234	890,161
Accommodation and food services	11,123,421	3,925	108,000
Percentage of total workforce	9.87%	10.00%	12.13%

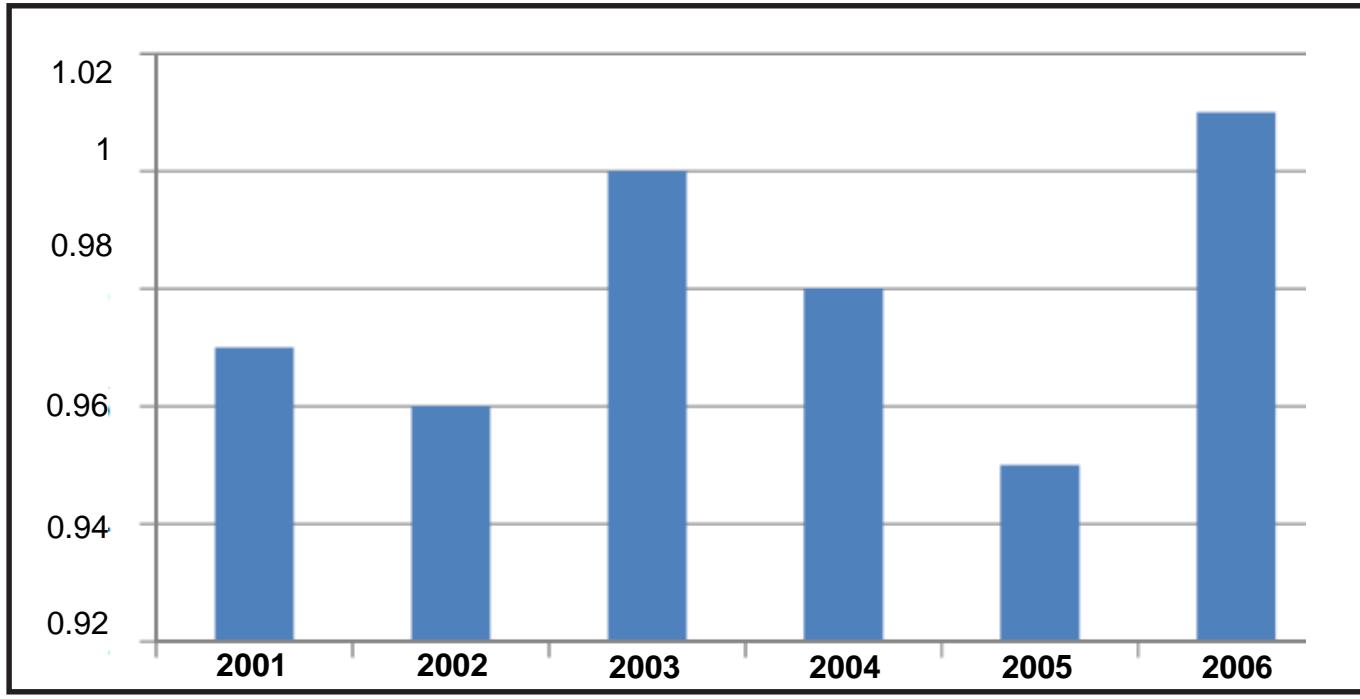
Source: Bureau of Labor Statistics

Exhibit E53: Subsector Location Quotients for Accommodation and Food Services (2001 - 2006)

Industry	Jackson Co.	Mississippi
Accommodation and food services	1.01	1.23
Accommodation	0.98	2.06
Food services and drinking places	1.02	1.07

Source: Bureau of Labor Statistics

Exhibit E54: Location Quotients for Accommodation and Food Services (2001 - 2006)



19. *Other Services, Except Public Administration*

The Other Services, Except Public Administration sector does not represent an economic specialization for either Jackson County or the State of Mississippi. The relative importance of the sector to the County and the State is identical. The relative importance of the sector to the county varied little in the six-year period illustrated in Exhibit 57.

Exhibit E55: Employment for Other Services, Except Public Administration (2001 - 2006)

Industry	U.S. TOTAL	Jackson Co.	Mississippi
Base industry: total, all industries	112,718,858	39,234	890,161
Other services, except public administration	4,364,889	997	23,728
Percentage of total workforce	3.87%	2.54%	2.67%

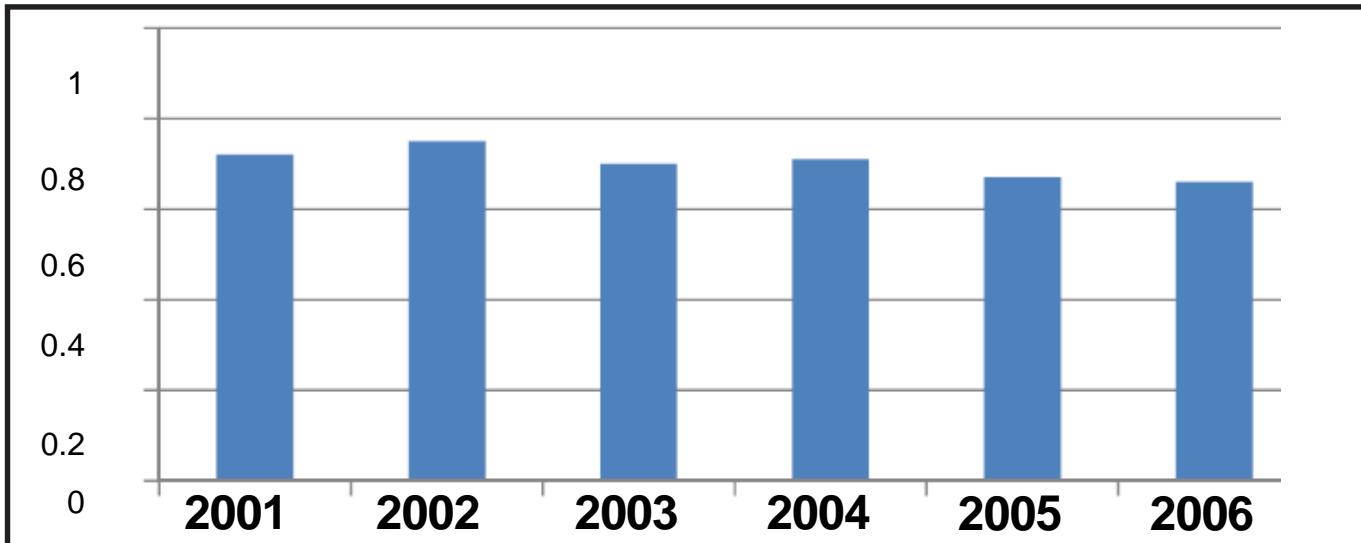
Source: Bureau of Labor Statistics

Exhibit E56: Subsector Location Quotients for Other Services, Except Public Administration (2001 - 2006)

Industry	Jackson Co.	Mississippi
Other services, except public administration	0.66	0.69
Repair and maintenance	1.28	0.99
Personal and laundry services	0.49	0.78
Membership associations and organizations	0.44	0.41
Private households	0.13	0.44

Source: Bureau of Labor Statistics

Exhibit E57: Location Quotients for Other Services, Except Public Administration (2001 - 2006)



Source: Bureau of Labor Statistics

20. Sector Analysis Summary and Conclusion

The Manufacturing sector dominates Jackson County's economy. There were 14,853 workers in the sector in Jackson County in 2006. The sector accounted for over 37% of the jobs in the County. The Jackson County percentage of employment in manufacturing is three times the Nation's 12.25%. The state of Mississippi also depends heavily on Manufacturing; accounting for 19.74% of its total workforce. Utilities, Construction, and Accommodation and Food services were the other sectors of the Jackson County economy that represent part of its economic base.

C. Wages

Exhibit E58 contains annual wages data for 2006 for Jackson County as a function of economic sectors (Mississippi Department of Employment Security). The average annual wage for all Jackson County workers was \$36,802. This is over \$6,000 more than the State of Mississippi's average annual wage of \$30,601. The United States Social Security Administration reported that the average annual wage for the United States in 2006 was \$38,651. The U.S. average was \$1,849 greater than the Jackson County average. Although the annual averages for Jackson County and the United States came from different sources, the comparisons will be valid.

The highest paying employment sector in Jackson County is Mining, Quarrying, and Oil and Gas Extraction. The wages in the sector were almost twice the average annual wage for the county. Only 26 Jackson County workers were employed the sector in 2006. The average annual wage in the Manufacturing sector, with over 14,000 workers, is \$50,935. The lowest paying economic sector was Accommodation and food services.

Exhibit E58: Jackson County Wages by Sector for 2006

Industry	Annual Wages
Base Industry: Total, all industries	\$36,802
Agriculture, forestry, fishing and hunting	\$21,286
Mining, quarrying, and oil and gas extraction	\$71,602
Utilities	\$58,165
Construction	\$38,593
Manufacturing	\$50,935
Wholesale trade	\$38,052
Retail trade	\$22,188
Transportation and warehousing	\$27,766
Information	\$29,132
Finance and insurance	\$34,546
Real estate and rental and leasing	\$26,370
Professional and technical services	\$52,998
Management of companies and enterprises	\$56,597
Administrative and waste services	\$26,266
Educational services	\$30,776
Health care and social assistance	\$38,666
Arts, entertainment, and recreation	\$13,584

Accommodation and food services	\$12,936
Other services, except public administration	\$27,118
Public Administration	\$29,329

Source: Mississippi Department of Employment Security

D. Projected Job Growth

The Mississippi Department of Employment Security has projected job growth by economic sector for the Pascagoula Metropolitan Statistical Area (MSA) through 2014. The Pascagoula MSA includes George and Jackson Counties in Mississippi. The overwhelming majority of all jobs in the Pascagoula SMA are in Jackson County and one can assume the trend will continue into the future.

The projections show a gain of 9,740 jobs or a 15.71% increase between 2004 and 2014 in the MSA. Manufacturing, with a projected increase of 3,100 jobs, will produce the most new jobs in absolute terms. In relative terms, a 110-job increase in the Educational sector will result in a 91.70% rate of growth. No sector is projected to lose jobs. Zero growth is projected for the relatively small Mining sector. One cautionary note is necessary. The projections were made prior to the economic downturn of late 2008 and early 2009. Currently, it is impossible to determine the impact the current economic conditions will have on Jackson County.

**Exhibit E59: Projected Job Growth by Sector: 2004-2014
(Pascagoula Metropolitan Statistical Area)**

Industry	2004 Employment	2014 Projected	Increase Number	Increase Percent
Agriculture, Forestry, Fishing and Hunting	380	400	20	5.30%
Mining	10	10	0	0.00%
Construction	3,430	3,960	530	15.50%
Manufacturing	18,300	21,400	3,100	16.90%
Utilities	320	340	20	6.30%
Wholesale Trade	620	710	90	14.50%
Retail Trade	6,530	7,650	1,120	17.20%
Transportation and Warehousing	920	1,080	160	17.40%
Information	850	980	130	15.30%
Finance and Insurance	1,300	1,500	200	15.40%
Real Estate and Rental and Leasing	550	640	90	16.40%
Professional, Scientific, and Technical Services	1,620	2,080	460	28.40%
Management of Companies and Enterprises	80	90	10	12.50%
Administrative and Support and Waste Management and Remediation Services	2,290	3,000	710	31.00%
Educational Services	120	230	110	91.70%
Health Care and Social Assistance	3,810	5,060	1,250	32.80%
Arts, Entertainment, and Recreation	240	300	60	25.00%
Other Services (Except Government)	2,330	2,660	330	14.20%
Government	11,380	12,500	1,120	9.80%
Total Self-Employed and Unpaid Family Workers, All Jobs	6,910	7,140	230	3.30%
Total	61,990	71,730	9,740	15.71%

Source: Mississippi Department of Employment Security. Calculations by PRISM Associates.

E. Unemployment

Exhibit E 60 contains data on unemployment rates for Jackson County, the State of Mississippi, and the United States. The unemployment rate in Jackson County for the five-year period from 2003 to 2008 ranged from a high of 10.1% in 2005 to a low of 4.9% in April of 2008. The economic impact of Hurricane Katrina is the likely cause of the spike in the 2005 unemployment rate. Generally, Jackson County's unemployment rate has been slightly lower than the State's , but higher than the national rate.

Exhibit E60: Unemployment (2003 – 2008)

Year	Jackson County			Mississippi			United States		
	Labor		Unemployment	Labor		Unemployment	Unemployment	Unemployment	
	Force	Employment	No.	Rate	Force	Employment	No.	Rate	
2003	60094(e)	56288(e)	3806(e)	6.3(e)	1310099(d)	1226293(d)	83806(d)	6.4(d)	6
2004	60236(e)	56634(e)	3602(e)	6.0(e)	1316006(d)	1232315(d)	83691(d)	6.4(d)	5.5
2005	62607(e)	56257(e)	6350(e)	10.1(e)	1326315(d)	1223218(d)	103097(d)	7.8(d)	5.1
2006	58914(e)	54206(e)	4708(e)	8.0(e)	1300748(d)	1212976(d)	87772(d)	6.7(d)	4.6
2007	60059(e)	56657(e)	3402(e)	5.7(e)	1314811(d)	1231743(d)	83068(d)	6.3(d)	4.6
2008									
Jan	61518	57949	3569	5.8	1320283	1234844	85439	6.5	5.4
Feb	60673	57481	3192	5.3	1311527	1233605	77922	5.9	5.2
Mar	61095	57902	3193	5.2	1325977	1246961	79016	6	5.2
Apr	61463(p)	58459(p)	3004(p)	4.9(p)	1329686	1255639	74047	5.6	4.8

Source: Bureau of Labor Statistics.

e: Reflects revised inputs, reestimation, and new statewide controls. p: Preliminary

F. Retail Sales

Exhibit E61 here and continued on the following page contains information for retail sales in Jackson County from 2001 to 2007. The sales and the tax dollars generated are higher in 2007 than they were in 2003 in each sales category. Generally, the increase has been the result of steady annual growth with few exceptions. Sales in the categories of machinery, equipment, supplies, furniture, and fixtures declined from 2003 to 2004 and again from 2004 to 2005. By 2006, sales from the sectors increased to exceed 2003 levels. The sectors experienced growth again between 2006 and 2007. The Recreation sector's annual sales and gross tax showed declines from previous year's sales in 2004, 2005, and 2006. Recreation sales and gross taxes recovered by 2007 and exceeded the 2003 levels.

Jackson County Retail Sales (2003 – 2007)

2003			
Category	No. of Taxpayers	Gross Tax	Gross Sales
Automotive	346	10,663,860	187,774,393
Machinery, Equipment and Supplies	150	2,453,894	79,646,578
Food and Beverage	594	18,557,044	265,537,975
Furniture and Fixtures	60	965,990	13,799,844
Public Utilities	11	4,488,084	76,641,820
Apparel and General Merchandise	152	15,597,412	222,405,624
Lumber and Building Materials	156	6,461,474	92,727,120
Miscellaneous Retail	917	6,539,013	94,380,245
Miscellaneous Services	169	3,515,874	50,248,581
Contracting	185	3,708,957	100,772,218
Recreation	9	185,732	2,653,314
Total Retail	2,749	73,137,339	1,186,587,717

2004			
Category	No. of Taxpayers	Gross Tax	Gross Sales
Automotive	345	11,102,785	197,910,319
Machinery, Equipment and Supplies	139	1,877,949	47,867,889
Food and Beverage	578	19,145,415	274,006,130
Furniture and Fixtures	60	929,357	13,276,517
Public Utilities	11	5,139,724	85,032,891
Apparel and General Merchandise	135	16,543,119	235,946,629
Lumber and Building Materials	155	7,367,090	105,625,468
Miscellaneous Retail	985	7,603,954	110,675,924
Miscellaneous Services	171	3,939,968	56,285,407
Contracting	190	4,726,622	129,479,824
Recreation	8	135,207	1,931,527
Total Retail	2,777	78,511,195	1,258,038,529

2005			
Category	No. of Taxpayers	Gross Tax	Gross Sales
Automotive	340	11,447,729	202,519,898
Machinery, Equipment and Supplies	135	1,985,355	47,520,216
Food and Beverage	603	19,755,512	282,741,863
Furniture and Fixtures	60	825,206	11,788,645
Public Utilities	12	5,273,609	86,918,761
Apparel and General Merchandise	132	17,373,326	247,636,242
Lumber and Building Materials	156	8,795,136	126,181,818
Miscellaneous Retail	1011	7,794,801	112,432,554
Miscellaneous Services	160	4,115,480	58,794,079
Contracting	193	5,131,568	141,522,307
Recreation	7	124,348	1,776,407
Total Retail	2,809	82,622,074	1,319,832,795

2006

Category	No. of Taxpayers	Gross Tax	Gross Sales
Automotive	346	16,953,977	305,380,387
Machinery, Equipment and Supplies	133	4,040,060	100,570,868
Food and Beverage	647	22,138,003	316,256,879
Furniture and Fixtures	58	1,832,034	26,171,895
Public Utilities	12	6,182,833	114,687,620
Apparel and General Merchandise	121	21,705,213	309,489,521
Lumber and Building Materials	194	18,598,523	265,692,925
Miscellaneous Retail	1036	10,016,470	145,384,605
Miscellaneous Services	163	5,864,059	83,851,615
Contracting	273	10,570,960	262,735,898
Recreation	9	115,941	1,656,308
Total Retail	2,992	118,018,078	1,931,878,526

2007

Category	No. of Taxpayers	Gross Tax	Gross Sales
Automotive	324	13,045,692	229,367,921
Machinery, Equipment and Supplies	125	6,955,705	280,385,199
Food and Beverage	586	23,599,977	337,142,204
Furniture and Fixtures	62	1,603,336	22,904,791
Public Utilities	12	7,581,419	139,158,966
Apparel and General Merchandise	114	21,223,066	302,760,616
Lumber and Building Materials	197	17,196,034	45,657,392
Miscellaneous Retail	937	10,952,553	157,603,252
Miscellaneous Services	165	5,440,853	77,776,608
Contracting	282	12,126,597	313,770,621
Recreation	9	188,360	2,690,863
Total Retail	2,813	119,913,598	2,109,218,437

Source: Mississippi State Tax Commission.

RECOMMENDATIONS

A. Introduction

Strategic Economic Development Planning (SEDP) is a proven method used to ensure adequate economic development retention and expansion in counties across the United States. In robust economic times, Strategic Economic Development Planning is crucial to retaining existing and recruiting new industries to municipalities and unincorporated county areas. Strategic Economic Development Planning is critical during difficult economic and business environments.

B. Strategic Economic Development Planning During Recessionary Periods

During economic downturns, SEDP is critical for three specific reasons.

1. To gather the critical information required to understand the economic realities facing the County; the public policy possibilities available to the County to attenuate the impact of the recession; and to emerge from the recessionary period stronger and economically more viable than before the downturn;
2. To ensure that the County allocates its resources in the most cost effective manner to attract new industry and to retain existing industries through governmental incentives and public private partnerships;
3. To capture the opportunities that arise through shifting market priorities; for example, the emphasis on green industries now on the current President's agenda (e.g., solar and wind power).

The basic processes for creating a SEDP during an economic downturn are similar to the processes used when creating a SEDP during strong economic markets. There are a few nuances to the SEDP approach outlined in this report that will increase Jackson County's ability to remain economically viable and grow during this time of shifting economic sand. We have developed a ten-step approach to Strategic Economic Development Planning for Jackson County.

C. Economic Development Strategic Planning Process for Jackson County

1. Initiate and Agree Upon a Strategic Planning Process

Jackson County completed the first step when it initiated and developed the current Strategic Economic Development Plan. It promotes the retention and relocation of industry to the County through a process of careful analysis, planning, and vigilance - vigilance in watching for economic opportunities and threats. In an uncertain economic period of global competitiveness, when market fluctuations overseas impact the American industrial and manufacturing environment, a strong Strategic Economic Development Plan is not a luxury, it is a necessity.

2. Identify County Mandates

There are two types of mandates facing the county, formal and informal. Formal mandates include Federal legislation, State of Mississippi statutes, and Jackson County ordinances to be followed or changed to promote economic development. Changing Federal legislation or State statutes is an arduous and time-consuming process. The most efficient path for policy change follows the "home rule county" idea, where Jackson County can change its ordinances to retain existing industry and attract new industries to the County. The policy changes are mentioned in the section of the report below entitled Specific First Step Recommendations to Jump Start Jackson County's Economic Development Strategic Plan. The specific first step recommendations are the immediate policy recommendations required at the local level to revitalize the Jackson County economy and jump start new industrial relocation to the area.

Informal County mandates are different and are recognized as such. Informal mandates include the politically driven mandates of the elected County and municipal officials, and the mandates of the

important stakeholders in the economic development policy process. It is time to put partisan politics aside and move forward with the collective interest of the citizens of Jackson County. The United States is facing a severe economic downturn; collective action and compromise are necessary to pass ordinances to better Jackson County's economic situation. Though referred to as "informal", the mandates are no less important and can have great influence in the agenda-setting public policy process.

3. Clarify County Economic Development Mission

The Jackson County Economic Development Mission Statement is to promote economic development and the quality of life in the county by identifying, recruiting, and retaining the industries and businesses that prove to be the best fit with Jackson County. Through workforce attraction and development, and the provision of incentives to promote industry relocation, Jackson County strives to create a culture amenable to the maintenance and attraction of existing and new manufacturing industries. The industries will include green industries such as solar and wind manufacturing. Using the capacity building approach, Jackson County seeks to promote the emergence of a community where skilled workers will seek to reside, pursue careers, and raise their families.

4. Assess the County's External and Internal Environments to Identify Strengths, Weaknesses, Opportunities, and Threats (SWOT Analysis)

Jackson County has myriad strengths to entice business to the area. One advantage often overlooked is the weather. Jackson County has a delightful, mild year-round climate. Located on the Gulf of Mexico, the region enjoys mild winters, and long spring and summer seasons. The area is conducive to outdoor activities throughout the year. The weather in Jackson County is moderate; freezing temperatures are rare and snow is even rarer. The average temperature in January is 50 degrees. Temperatures in the summer frequently reach or exceed into the 90 degrees.

Jackson County has an active and engaged Jackson County Economic Development Foundation (JCEDF). The JCEDF is a private 501(c)3 development corporation, established in 1993 to address the economic development needs of Jackson County. It permits a more effective approach to business and industrial growth through a partnership between the Jackson County Board of Supervisors, the Jackson County Port Authority and the Jackson County Chamber of Commerce. The goal is to unify the economic development activities in the County. In 2001, the public and private sectors in Jackson County also united. The result is an organization that can call on a multitude of public and private resources and talents. The Foundation provides a unified and comprehensive approach to economic development.

In addition to the JCEDF, Jackson County has joined with the other five Mississippi coastal counties to form the Mississippi Gulf Coast Alliance for Economic Development; an independent partnership of five economic development agencies that work to promote the six Mississippi counties nearest the Gulf of Mexico — George, Hancock, Harrison, Jackson, Pearl River and Stone. Through this professional partnership, businesses and industries considering relocating or expanding to the Mississippi Gulf Coast can work with a central contact to obtain the facts and assistance needed for a thorough evaluation of the area. The Alliance also can provide extensive information on the region's five key industry sectors — aerospace, advanced materials, geospatial, marine science, and shipbuilding.

The Strengths, Weaknesses, Opportunities, and Threats analysis (SWOT analysis) is one of the best tools used in Strategic Economic Development Planning to assess both the external and internal environment. Typically, opportunities and threats are external and usually based in the future. Conversely, strengths and weaknesses are internal and are present day changes that should be recognized or corrected, or both to ensure the County's economic vitality.

Exhibit E62: Jackson County Strategic Economic Development Plan SWOT Analysis

Strengths

- Business friendly environment with one of the nation's lowest overall operating costs
- Skilled, industrially experienced labor force
- Excellent infrastructure and prepared industrial sites
- Ample industrial water and wastewater capabilities
- First-rate transportation amenities
- Established High Tech Corridors
- Foreign Trade Zone

Weaknesses

- Perceptions.
- Mississippi is not forward looking .
- Hurricanes are a continual threats and insurance costs resulting from hurricane losses
- Strict rules and regulations to build as a result of hurricane losses
- No Carnegie 1 research institution in Jackson County

Opportunities

- Mississippi Gulf Coast Alliance
- Federal credits for innovative projects such as alternate energy, environmentally friendly
- Although money is tight, some capitalists should continue to invest because prices are low

Threats / Challenges

- Poor economy
- Some capitalists will retreat until the economy improves
- Other locations vying for business

1. Strengths:

- ❖ A business friendly environment with one of the lowest operating costs in the US.

- ❖ The 2008 cost of living index in Jackson County was almost 14% less than the US average. (U.S. average index of 100, Jackson County was 86.3).
- ❖ The estimated median house or condominium value in 2007 was \$124,800.(It was \$75,400 in 2000- a portion of the increase is attributed to the effects of Katrina).
- ❖ Financial Incentives are a major factor in the low overall operating costs and includes grants, loans, bond programs, and tax incentives
- ❖ A skilled, industry experienced labor force
- ❖ The workforce in Jackson County for years has supported the Port of Pascagoula, the shipbuilding industry, and more recently, the aerospace industry. Jackson County citizens understand the need to be educated and skilled and strive to work in the local high-tech industries.
- ❖ Excellent infrastructure and prepared industrial sites
- ❖ Jackson County is a vibrant county that has ample industrial water and wastewater capabilities
- ❖ Acreage has been set aside adjacent to the Trent Lott International Airport for new business development.
- ❖ First-rate transportation amenities exist.
- ❖ Trent Lott International Airport with prepared industrial sites
- ❖ Access to two commercial airports within a one hour drive (Mobile, Alabama and Gulfport/Biloxi, MS)
- ❖ The Port of Pascagoula is a deep water port consistently ranked in the nation's top 20 ports in tonnage with rail facilities on site
- ❖ Interstate 10, the major southern east-west highway artery running from Jacksonville, FL to west Texas, through Mobile, New Orleans, and Houston.
- ❖ Interstate 65, a major north- south highway artery running through Birmingham, Nashville, Louisville, and Indianapolis.
- ❖ CSX railway, the primary rail line between Jacksonville, Florida and New Orleans.
- ❖ Established High Tech Corridors
- ❖ Mississippi Gulf Coast Advanced Materials
 - ♦ <http://www.mscoastadvancedmaterials.com/welcome.html>
- ❖ Mississippi Gulf Coast Aerospace Corridor
 - ♦ <http://www.mscoastaerospace.com/>

- ❖ Mississippi Gulf Coast Marine Science
 - ♦ <http://www.mscoastmarinescience.com/>
- ❖ Mississippi Gulf Coast Shipbuilding Corridor
 - ♦ <http://www.mscoastshipbuilding.com/>
- ❖ Port of Pascagoula
 - ♦ <http://www.portofpascagoula.com/>
- ❖ Foreign Trade Zone — The Mississippi Foreign Trade Zone (FTZ) consists of thousands of acres of secured sites at airports, ports, and industrial parks located within Hancock, Harrison, and Jackson Counties. All governmental agencies necessary to accommodate uncomplicated importation and exportation of products are available to each site to ensure the importation and exportation of goods are easily accomplished. Goods in process within the FTZ are outside of U.S. Customs territory. Foreign or domestic merchandise entering the FTZ is international commerce and not officially entered into U.S. Commerce. The usual duties charged on goods are deferred, reduced, avoided, or eliminated depending on specific circumstances.

2. WEAKNESSES

- Many of the challenges that Jackson County must overcome are associated with hurricanes and perceptions.
 - Perceptions
 - Mississippi is not forward looking. Unfortunately, this is a perception remaining in many people's minds. This unfair stereotype must be countermanded. As evidenced by the high technology corridors in aerospace, marine science, advanced materials, and shipbuilding, Mississippi has more high technology industries than many other states.
 - Hurricanes are a continuing threat. Hurricane Katrina not only destroyed the infrastructure throughout much of the coast, but also established the perception in the mind of many throughout the rest of the country that Mississippi is under constant threat of hurricane and subsequent losses. Hurricanes are a fact of life anywhere on the gulf coast, from Florida to Texas (as well as on the east coast), but residents are not under a constant threat. From 2005 through the 2007 season, the Mississippi gulf coast was never under a hurricane warning. Counteracting this perception is a public relations mandate.
 - There are real disadvantages from living on the coast because of hurricanes.
 - As hurricanes enter the gulf and turn north, coastal county residents frequently evacuate and work stoppages occur. During evacuations, a hurricane often will turn and not hit the Mississippi coast, but a work stoppage has occurred.
 - Increased insurance costs resulting from hurricane losses. Katrina was the largest and most expensive natural disaster in US history. Property insurance rates are continuing to

decline, but have not reached pre-Katrina levels. Businesses coming to Mississippi can expect to pay higher insurance than in many other locations in the US.

- The stricter building regulations because of hurricane losses. Jackson County, along with all other gulf coast counties, underwent an extensive review of building codes in the wake of Hurricane Katrina. Some codes are stronger and others are more strictly enforced. The new codes and procedures sometimes cause delays, more expensive construction, or both, but they are crucial to hurricane mitigation efforts as prescribed by the Federal Emergency Management Agency.
- There is no Carnegie 1 research institution in Jackson County - Universities with a strong research component often serve as incubators for new and innovative businesses. Often professors at a university will develop a new idea and create a business around the idea. Universities often provide space, training, and other resources to assist the new businesses until they are able to stand on their own. On January 26, 2009, the Wachovia Foundation awarded a grant to Jackson County for the development of a small business incubator that supports the fledgling and young business in the Jackson County area. The Jackson County Small Business Incubator is a new organization that provides professional office space in an environment that is supportive of new entrepreneurs. Additionally, the incubator offers training and business counseling to entrepreneurs. Thanks to the Wachovia Foundation, this small business incubator has the potential to be transformed into a strength for Jackson County.

3. Opportunities

Economic opportunities available to Jackson County revolve around cooperative agreements and innovative marketing. Jackson County has an opportunity to exploit the capabilities of the Mississippi Gulf Coast Alliance for Economic Development. Using its network and contacts in the high technology corridor businesses, Mississippi can attract new, similar businesses. Businesses providing efficiency technology are desirable additions in difficult economic times because individuals and businesses will seek to be more efficient.

The Federal Government is providing financial incentives, including tax credits, for innovative projects that support alternate energy sources and that are environmentally friendly. Jackson County can use contacts developed through the high technology corridor industries to attract those businesses.

In difficult economic times, when money is tight, there will always be capitalists who will continue to invest because prices are low. They will try to follow the old adage of "buy low and sell high". Following that rule, we are entering a prime time for investment. Jackson County must find those investors and convince them to come to the coast.

4. Threats / Challenges

In a poor economy, every economic sector suffers. The public sector suffers because the tax base shrinks as consumer spending lessens. When people are out of work, income tax revenue suffers. People do not drive as much and build as much, so gas tax revenues diminish and building permit fees

suffer.

In the private sector, there will be investors who prefer to “buy low”, but there will be a percentage of investors who refuse to invest until the markets stabilize and begin improving. Therefore, there will not be as many investors available for projects and business opportunities.

Other locations will be vying for businesses. Economic development will become more competitive than it is currently, as communities will need the infusion of investment that new businesses can bring.

D. Identify the Strategic Economic Development Issues Facing the County

Based on the SWOT analysis, the primary issues facing Jackson County are:

- Identifying and recruiting businesses to the county;
- Fighting misperceptions about Mississippi in general and the coast in particular; and
- Ensuring that Jackson County is the “best” place to do business; regardless of how the targeted business defines “best”; including the
 - Financial cost of doing business,
 - Ease of doing business,
 - Availability of physical facilities,
 - Skilled workforce, and
 - Quality of life

E. Formulate Strategies to Manage the Issues

In 2002, the Jackson County Economic Development Foundation developed a five year Economic Development Strategic Plan. More than 150 public and corporate officials from Pascagoula, Moss Point, Gautier, Ocean Springs and the County met to create the plan that called for medium- and long-range programs in six areas.

- ◆ Marketing and Recruitment
- ◆ Industrial Site and Infrastructure Development
- ◆ Retention and Expansion of Existing Business and Industry
- ◆ Strategic Economic Development Alliances
- ◆ Transportation Enhancement
- ◆ Communication and Investor Relations

We believe that all six strategies are still appropriate, some to a lesser degree than others are. In this iteration, we combine two of them, add one, rank their priority, and add specific suggestions for implementation.

Marketing and Recruitment can be combined with Communication and Investor Relations. Clearly, communications and investor relations are critical components of marketing and recruitment. Because Jackson County has good infrastructure, available industrial sites, and air, sea, and surface transportation outlets, marketing and recruiting new businesses must be the highest priority. Jackson County must sell those advantages in its marketing and recruitment efforts. Jackson County must find the venture capitalists who want to “buy low” and make the case that the Mississippi Gulf Coast is the best place to do business. With the economic development environment becoming increasingly more competitive, it is crucial that professionals represent Jackson County in dealing with potential new business. We recommend that Jackson County hire a professional representative to lobby new business on its behalf. A professional representative not only knows how to influence and attract new business, but also knows where the new business resides. In addition, the county must make every effort to make doing business in Jackson County a pleasure. As much as possible, we recommend Jackson County implement a “one-stop” shopping policy for permits. Special efforts were made in the Foreign Trade Zone to make accommodations for foreign business; the same should apply for domestic business.

The second priority is the strategic economic development alliances, specifically the Mississippi Gulf Coast Alliance for Economic Development. The entire Gulf Coast needs to take advantage of past successes in attracting high technology businesses to the area. The current businesses need to be surveyed to ascertain the specific reasons why they located in Jackson County; that reasons might entice other businesses to the area. In addition, the current businesses might be aware of others in their industry, or a complementary industry, that are looking to relocate, or start-up.

Our third priority is the retention, expansion, and enhancement of existing business and industry. It is not in Jackson County’s best interest to focus exclusively on recruiting new business, and to ignore loyal business partners in the past and present. They should not be taken for granted, but should be made to understand how important they are to the community and how appreciated they are. They need to be reminded that a prosperous and economically strong community benefits them as well as their employees.

Industrial site and infrastructure development and transportation enhancement is not be high priority because Jackson County has available industrial sites at Trent Lott International Airport and an adequate infrastructure. Jackson County also has adequate air, sea, and surface outlets. The existing strategic initiatives need to be maintained, because they are excellent benefits to doing business in Jackson County, but they do not need the emphasis of the other initiatives.

Finally, longer-term strategic economic development initiatives need to be implemented that are more in tune with the “new economy”. In the new economy, the ticket to faster, deeper, and more sustainable income growth is innovation. Douglas North, a Nobel prize winner in economics, thinks that a key to success in the new economy is “adaptive efficiency.” Adaptive efficiency is the ability of communities or institutions to innovate, continuously learn, and productively change. Constant innovation should be the goal of all organizations committed to prospering, including communities. Innovation has to be proactive and designed for the long term. Government, civic, and business leaders need to become creatures of innovation.

In the old economy, communities sought businesses based on tax breaks, grants, or loans, making it “cheaper” to do business than in other areas. In the new economy, the key to success is to “get better”

not “cheaper”. In the old economy, policy makers believed that a low-cost environment was the key to success and that making investments to create a high-quality physical environment merely raised costs and drove away business. The result was often low-wage jobs and companies that were always on the lookout for “cheaper pastures”. It does not make good economic development sense to give large tax abatements to jobs that pay less than the state average hourly wage. It might make better economic development sense to focus on boosting the skills and wages of workers already in the community.

In the new economy, the path to raising wages and quality of life is in ensuring a technologically advanced infrastructure, boosting the skills of the region’s workforce, creating fast and responsive government, ensuring a high quality of life, including a high-quality physical environment that is attractive to knowledgeable workers, and developing a responsive, efficient government. None of the quality of life issues is cheap; they require a financial investment. It needs to be seen as an investment and not as an unrecoverable cost. This is why they are long-term initiatives and are not meant to discount the importance of a low-cost environment. Businesses of all types will always look to the bottom line, but a low-cost environment with a poor quality of life is not the avenue to success.

In summary, we recommend the following strategies for Jackson County in order of priority:

1. Marketing and Recruitment (to include Communication and Investor Relations)
2. Strategic Economic Development Alliances (i.e. Mississippi Gulf Coast Alliance for Economic Development)
3. Retention and Expansion of Existing Business and Industry
4. Industrial Site and Infrastructure Development
5. Transportation Enhancement
6. Develop a culture of innovation, education and quality of life
7. Review and Adopt the Strategic Plan or Plans

When reviewing and adopting the Jackson County Strategic Economic Development Plan it is of paramount importance to have a “champion” (a prominent community leader) or a number of “champions” on board with the SEDP to push the issues promulgated in this report. Research has shown that having a “champion” or set of “champions” will give the recommendations set forth in the SEDP a greater chance for success. During the time that Jackson County reviews and adopts this plan, having the aforementioned “champion” or set of “champions” will be crucial to plan adoption and success.

8. Establish an Effective County Vision

Jackson County, Mississippi will become the premiere destination in the Southeastern United States for manufacturing industry relocation and innovative green manufacturing industry economic development.

9. Develop an Effective Implementation Process

Under “Specific First Step Recommendations to Jump Start Jackson County’s Economic Development Strategic Plan”, several suggestions are provided to get the process of economic development energized in Jackson County. The first crucial steps are just the beginning. The

first step recommendations should be implemented immediately. However, by using the tools outlined in the ten step Strategic Economic Development Plan process, new ideas will be generated for Jackson County and will allow the County to “see” innovative approaches to economic development that may have gone heretofore unrecognized.

10. Reassess Strategies and the Strategic Planning Process

It is the recommendation of this report that the Jackson County Strategic Economic Development Plan be reassessed bi-annually through output and outcome measurement. Strategic Economic Development Planning is a continuous process. It is not a one shot panacea. Too often SEDPs are placed on a shelf to acquire dust without being revisited. It is then often questioned why the plan did not come to fruition. Jackson County has taken the correct step by planning for its economic future, but this is just the beginning if any real measure of success if economic development is to be attained. This plan is a living document and should be revisited on a regularly. The Jackson County Economic Strategic Plan will need to be adjusted for many different variables such as fluctuations in international, national, state, and local economic conditions and the supply and demand for certain manufacturing industry products. For example, in 2009 President Obama is promoting extricating the United States from the oil grip of the OPEC nations through the use of solar and wind power. With this in mind, the Jackson County manufacturing sector should look toward the horizon to determine what the winds of change will bring to Jackson County in terms of industrial opportunities for the County. Remember that there is opportunity in catastrophe. What is catastrophic for one sector can be opportunistic for Jackson County economically.

To understand how to make the aforementioned iterative changes, Jackson County should employ output and outcome measurements to determine the efficacy of any County level policy changes used to promote economic growth and industry attraction. Measuring the outputs and outcomes of any policy changes made by Jackson County will assist in the promotion of economic development of Mississippi. Strategic Economic Development is only as good its measureable outputs and outcomes to make strategic adjustments.

F. Capacity Building - Public Sector / 501 (c) 3 Nonprofit Partnerships for Capacity Building

Capacity building is the process in which nonprofit 501 (c) 3 organizations improve their ability to solve social problems. It is the development activities that improve an organization’s capacity to partner with local government to solve social problems while reducing the tax burden on citizens. It is documented in the academic literature that nonprofit organizations are good at human service provision and nonprofit organizations can usually ameliorate social problems in a more cost effective manner than governmental departments. Therefore, many local governments have begun to outsource much of the work to nonprofit agencies. Interestingly, this all relates to economic development.

In a competitive economic market, community stability, the absence of crime, homelessness, and other social problems are paramount in the decision-making processes of companies to decide where they will open their doors for manufacturing. Every company knows that it will need a skilled and satisfied workforce to prevail against competitors. Attracting a skilled workforce for relocation is often a difficult task facing companies. In an effort to ensure that Jackson County is the best place in the Southeastern

United States for manufacturing industries to stay or relocate, it is critical that Jackson County collaborate with local 501 (c) 3 nonprofit organizations to improve the capacity of the organizations to solve social problems. Jackson County must continue current cooperative efforts and initiate more collaborative work with the nonprofit sector to ensure that Jackson County is the destination of choice for industry relocation.

G. Specific First Step Recommendations to Jump Start Jackson County's Economic

1. Development Strategic Plan

- a. Hire a professional representative to lobby new business on the county's behalf.
- b. Implement a "one-stop" shopping policy for business permits.
- c. Use the Mississippi Gulf Coast Alliance for Economic Development to survey high technology businesses to ascertain specific reasons that they located in Jackson County and to identify other businesses in the industry or complementary industry that may be interested in moving.
- d. Link the new business incubator with a research university such as the University of Southern Mississippi, Mississippi State University, or the University of Mississippi.
- e. Link with non-profit 501 (c) 3 organizations in the county to solve selected quality of life issues.

2. Longer term initiatives:

- a. Create a more sophisticated and skilled workforce
- b. Invest in a culture and infrastructure for innovation
- c. Create a great quality of life and always look for ways to improve

H. Conclusion

1. How It Will Work

The ten steps of the Jackson County Strategic Economic Development Plan, along with the Specific First Step Recommendations to Jump Start Jackson County's Economic Development Strategic Plan, will work only if all the stakeholders come together with a common purpose, and place principles before personalities. Local elected officials in particular, but also all stakeholders involved in the economic development of Jackson County, must put personalities aside and place partisan politics at the wayside to work collectively to promote the economic viability of Jackson County, Mississippi.

In the economic instability facing the County, all entities must collaborate and make decisions based on what is good for the collective group of citizens. Paradoxically, this can be challenging and easy at the same time. The best analogy is often the human body. Blood cells race individually throughout its veins and arteries carrying out their functions until there is an emergency. In this instance, the emergency is a laceration to the skin. At that time, the blood cells coagulate to stop the bleeding. This allows the body to heal the wound. It is time for Jackson County's elected officials and stakeholders to coagulate and come together to ensure economic prosperity for themselves and their progeny.

2. Into Action

Jackson County has taken the first right step by creating a Strategic Economic Development Plan that will help guide policy makers and stakeholders in the right direction of economic growth. In this report, Jackson County has been given ten Strategic Economic Development Plan steps, along with Specific First Step Recommendations, to Jump Start Jackson County's Economic Development Strategic Plan. It is time to take risks. It is time to see opportunities that were unforeseen in the past and capitalize on the vision of what lies ahead. It is time to act on new policy initiatives to create economic growth. It is time to act by making policy decisions that are necessitated by an uncertain time and capricious market, and know that acting is undoubtedly and altogether better than inaction. It is time to realize that every day that passes is a day that another county is moving forward to promote economic growth while Jackson County holds its current position. It is now time to get into action.

A photograph of a lake or river in a forested area. The water is calm, reflecting the surrounding trees. In the background, a dense stand of tall pine trees rises against a hazy sky. Some yellow autumn leaves are visible among the green ones. The overall atmosphere is serene and slightly mysterious due to the fog.

Community Facilities

3/16/2008 12:40

Capital Facilities

A. Introduction

Community facilities are necessary components of a comprehensive planning process for a county. The availability and adequacy of the facilities will determine the potential for attracting future growth in population, business, and industry. Growth needs to be planned such that no unnecessary burden is placed on existing community facilities and adversely affect the overall living conditions for individuals. The priority of new facilities and the scheduling of their implementation must meet the needs of current populations and direct growth in an orderly and logical manner. The highest priority projects are those that target areas projected for high growth in the short term.

The entire nation is in economic distress. This being the case, it is imperative that a discussion of the current financial state of Jackson County be undertaken to understand the county's current fiscal and physical status and the demands it might face in the future. Currently, Jackson County has an assessed value of \$1,313,380,910. At 51.991 mills, the county millage rate is the lowest it has been in many years. This is because the periodic reappraisals required by the state were delayed for several years. The most recent reappraisal increased the values of homes and resulted in higher taxes. To offset the higher taxes, the Board of Supervisors reduced the millage rate to the new level to reduce the tax burden of homeowners. The partitioning of the 51.991 mills is shown in Table 1:

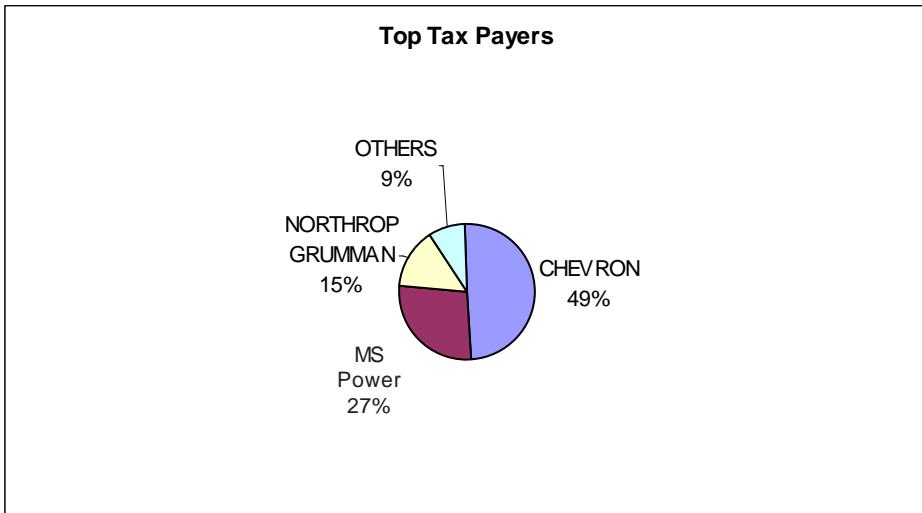
Table 1. Partitioning of the millage assessed in Jackson County.

Budget Item	Percentage of Total Mills	Approximate Mills
General Budget	53%	27.555
Road/Bridge Products	20%	10.398
MGCCC (Community College)	10%	5.199
Other	8%	4.159
Debt	6%	3.119
Library	3%	1.560
Total	100%	51.991

At six percent, the debt service is low. Nine years ago, at a higher millage rate, the debt service was 20 percent of the millage. The Board of Supervisors cut the county's debt by \$3.4 million. This helped the county obtain a Double A bond rating.

Construction projects usually take up a large portion of the budget. The primary projects currently planned include two projects to be funded by HUD federal grants for the "Downtown Revitalization" project.

Business in Jackson County is strong. The top ten businesses in Jackson County contribute \$59,727,165.75 in taxes to the county and provide over 15,000 jobs. As shown in Figure 1, the top three businesses provide 91% of that amount.

**Figure 1.**

The top two industries in the county are in the defense and fuel industries. The defense contractor, Northrop Grumman, has approximately six projects on the books that will keep the people of Jackson County working and keep the tax base strong. Jackson County takes the relationship with these companies seriously. There is a person on the county staff that works with the top companies to bring them together with local suppliers. This works to keep the smaller companies in the county in business.

There are approximately 130,000 people residing in Jackson County and 56,120 people are employed in the county. The unemployment rate is 7%. The rate recently increased from 6 to 7%. The rate increased because a number of residents of Jackson County have been laid off in Harrison County.

There are other dynamics in Jackson County that must be understood to better understand this report. While the population of the county is not fluctuating dramatically, some residents are moving north within the county. This is happening for two reasons. One reason is people are moving away from the water due to concerns of future hurricanes. A second reason people are moving north is related to transportation. Highway 57 is being expanded to four-lanes farther to the north, allowing people living in the northern part of the county to have easier access to the larger cities in the southern portion of the county.

This has led to concerns for the Board of Supervisors. Because rapid growth usually follows where major roads lead, there is concern about the balance of rural and urban areas that exist in the county. The residents of the northern areas of the county are concerned that new residents will change the cultural dynamics they currently enjoy. The area is more rural at present. Growth will bring more development and subdivisions. Residents seem to accept developments if the lots are a minimum of one acre. Anything other than that will invade the comfort zone of the current residents. The residents also are worried about multifamily housing that might cater to lower income resi-

dents and the crime that often accompanies rapid population growth.

Another concern is water and sewage utilities. No water and sewage services exist currently in most of the northern areas of the county; wells and septic tanks are used. This issue will be resolved by funds provided by a federal grant.

Given this background information, these are the goals this report will accomplish.

- 1.) To provide information to support planning decisions based on known costs as and projected revenues.
- 2.) To ensure proper and complete services for the residents of Jackson County and ensure the funding is in place to provide these services.
- 3.) To assess the current level of needed services and facilities available to the residents of Jackson County and make recommendations to ensure the needs of the residents continue to be met.

Public Safety

Public safety in this report includes the sheriff's department, fire protection, emergency medical services, and the 911 system of Jackson County.

Law Enforcement

Law enforcement in Jackson County is controlled by the sheriff's office. It patrols the approximately 720 square miles that constitute Jackson County. The duties of the sheriff's office divided between the two major categories of law enforcement duties and administrative duties. The law enforcement duties include, but are not limited to, keeping peace in the county by apprehending offenders and ensuring their appearance in circuit court.

The administrative duties of the sheriff's office include serving as the counties jailor. The Adult Detention Center (ADC), which is located on Kenneth Avenue in Pascagoula, is a facility currently housing over 400 inmates. (The jail will be discussed in more detail later in this document). The sheriff's office is in charge of the courthouse; including protecting the staff and any prisoners that are in it at any given time. An annual budget must be submitted and maintained by the sheriff's office; including paying premiums on bonds and insurances that are necessary to protect the interests of the county. Other administrative duties include keeping a docket for the jail and maintaining records of various types, including census information, legislative journals, and other data beneficial to law enforcement.

The sheriff's office is located on the first floor of the older portion of the courthouse in the city of Pascagoula; the investigative division located on the fourth floor. The booking area is located at the jailhouse and there is a space to administer the Breathalyzer test to those who are suspected to be under the influence of alcohol. Because Pascagoula is located in the southeastern part of the county, a substation is located in Ocean Springs in the southwestern portion of the county, and the department also uses a volunteer fire station, in Hurley, in the northeastern portion of the county.

Two hundred, seventy-one officers, dispatchers, and volunteers staff the Jackson County sheriff's department. The number fluctuates based on the number of calls-per-month an officer is dis-

patched to a scene for a crime or some other event. The more calls received, the larger the number officers utilized. The calls-per-month range from 1,700 to 2,800.

The department allocates more resources to the areas that are more densely populated, so these areas have a higher patrol rate than less densely populated areas. The sheriff's department has approximately one hundred cars for its use. By the end of 2009 ten more new cars might be available. The new cars will be equipped with cameras.

Fire Protection

The Jackson County fire district includes eight fire stations and sixteen substations. In addition to the Jackson County fire district, there are fire districts in the Gulf Park and St. Andrews areas. A station is defined as a location where career fire fighters are stationed. A substation is a location where equipment is stored, but no manpower is available on a regular basis. Manpower is at these substations only when a fire has been reported in the area, and the equipment must be extracted and taken to the location of the fire. Volunteers respond to these areas, not career fire fighters. In general, the minimum equipment at a substation is a Class A pumper and a tanker. Construction has been completed on a main station in Fontainebleau and another main station is under construction in the Latimer area. Some of the earlier stations were placed in an area because it was donated by members of the community. Over the last ten to fifteen years, station sites have been determined by the ability to respond in a timely manner as determined by the Mississippi State Rating Bureau.

The insurance ratings on the stations range from a low of six to a high of ten at the Latimer main station. When a station has a higher rating, Jackson County has a lower base cost on its insurance. These ratings are based on several items including training, number of firefighters, water supply, and volunteers that respond to structure fires.

Emergency Medical Services

Acadian Ambulance Service has been in business for 38 years and has served Jackson County since 2000. The ambulances serving Jackson County are equipped at the Advanced Life Support level and each is staffed with nationally registered EMTs and paramedics. There are stations for the ambulances strategically located throughout the county to ensure the best possible response times. Each vehicle is dispatched using a Global Positioning Satellite system and on-board Mobile Data Terminals. There is local service management in Pascagoula to oversee the day-to-day operations of the service.

Emergency Communications District (E911)

The Emergency Communications District of Jackson County is designed to function in dual roles. It coordinates 911 activities and operates as an executive agent for the Jackson County Emergency Communications District (JCECD). The main responsibility for the 911 service is to ensure that all Jackson County addresses are entered into the 911 database. This database is maintained by the phone company and enables automatic routing of the appropriate agency. Coordination between county and city planning divisions is vital to ensure that, as new subdivisions and roads are created, the database is updated.

The 911 office also maintains control of the new, state-of-the-art communications system based on an 800 MHz, digital trunking system. There are three integrated antenna sites broadcasting the same

signal, making reliable countywide communications possible. An integration of the several public safety communications systems will make improved communications among the various emergency agencies a reality.

Two people constitute the 911 staff. The staff deals with the 911 infrastructure, billing, and the county radio system. There are six Public Safety Access Points (PSAPs) with 45 dispatchers available. The sheriff's department and the four main cities in Jackson County operate the PSAPs independently. The PSAPs receive approximately 130-160 calls per day, including duplicate calls. The Emergency Communications District also provides space on its radio system to Acadian Ambulance Service. When a call is received by a PSAP and it is determined an EMT is needed, the call is transferred to Acadian with the push of a button.

Assessment of Public Safety

The current level of staff employed by the Jackson County sheriff's department is sufficient to handle the number of calls the dispatchers receive. Though the number of patrol cars is adequate for patrolling the county, a need exists for more because of the normal attrition of vehicles in service. The purchase of vehicles usually is an item in the annual budget, and because of their relatively low cost, there is no reason that this funding will be a problem. Another major need of the sheriff's department is office space. The current space being used in the old portion of the courthouse does not provide the space needed to effectively conduct some administrative duties. A new Service Complex scheduled to be under construction beginning in the summer of 2009. Once the Service Complex is completed, the entire county government apparatus will be moved. Although there is no indication at that the sheriff's department will move into the new complex, space vacated by other county agencies can give the sheriff's office the space it needs to function. A third item requiring consideration is the jail overpopulation in Jackson County. Earlier in this report, it was noted that over 400 inmates are incarcerated in the jail at any given time. The jail, however, has only 296 beds. The residents of the county recently rejected a vote authorizing low interest bonds to fund new jail construction. Alternative avenues for financing are being considered. At present, the other options are several millions of dollars more expensive than the bonds option. Legislation is pending in the Mississippi legislature to authorize funds for new jail to be built outside the Pascagoula city limits, negating the need to use county funds for the construction. The Board of Supervisors is continuing to look at both inside and outside the city limits of Pascagoula for possible locations.

A fourth issue for the county sheriff's department is growth. While the current main office and the substation in Ocean Springs meet current needs, the growth



of the population in the northern tier of the county will need to be addressed. As more residents move into the Vancleave and Hurley areas, the sheriff's office will need more of a presence in the area. This will mean, at a minimum, more use of volunteer fire stations by the sheriff's department in those areas and another sheriff's substation similar to the one in Ocean Springs.

The fire department must also confront the issue of growth. To maintain the ratings needed for lower insurance premiums, there will be a need for three or more additional substations to give all of Jackson County the proper coverage. Because of the importance of proper coverage, FEMA offers grants for fire departments through the SAFER program (Staffing for Adequate Fire and Emergency Response).

The growth of the county also is an issue for the 911 services. As the population grows, the need for more and better equipment increases. In the future, the Emergency Communications District will need an NG911 system installed. This system is a next generation 911 system and is an IP-based 911. Such a system will offer an ability to accept new types of 911 inputs such as text messaging and photos. It also will be beneficial for the county to consolidate the PSAPs. The 800 MHz radio system will need to be upgraded to a P25 system. The county also will need more survivable PSAP locations. The upgrades will cost approximately \$50,000 per PSAP.

Health Care Hospital

Jackson County is served by the Singing River Hospital System. This system is comprised of two hospitals. Singing River Hospital has a license for 435 beds and is located in Pascagoula. Oceans Springs Hospital is licensed for 136 beds and is located in the city of Ocean Springs. The system also includes six community medical clinics throughout the area. This nonprofit hospital system also provides 24-hour Emergency Services, Comprehensive Heart Services, The Regional Cancer Center, Women's and Children's Services, Inpatient and Outpatient Rehabilitation Services, Comprehensive Neurosciences Program, Daybreak Behavioral Health, Wound Care and Hyperbaric Medicine Center, and Hospice of Light.

The combined hospitals employ over 2,500 staff and over 250 physicians. The Jackson County economy receives a \$210 million infusion of wages from the employees of the system.



The Regional Cancer Center, which has nearly 20,000 patient visits annually, is currently in its fifth year of a \$3.5 million National Cancer Institute Grant to advance cancer research and save lives.

In 2008, the Singing River Hospital System had

101,936 emergency room visits, 17,638 cancer center visits, 1,617 babies delivered, 16,318 admissions, 5,537 heart procedures, and 17,980 general surgeries. The hospital invests heavily in the lives of the community by providing a number of community benefit services, such as cholesterol and blood pressure screening and flu shots for adults. In addition, the hospital has a number of programs designed to improve the community. The impact of the Singing River Hospital System is detailed in Figure 2.

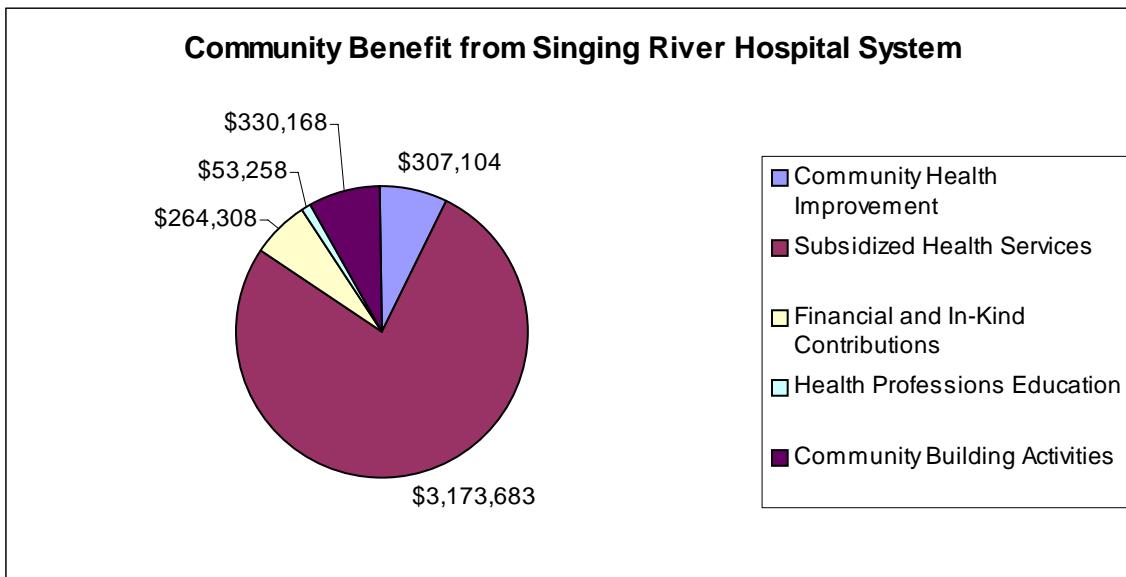


Figure 2.

Health Department

The mission of the Jackson County Health Department (JCHD) is to provide services that prevent or control chronic and communicable diseases in the most cost effective way. The JCHD currently is located at two separate locations, one in Pascagoula and the other in Ocean Springs. The JCHD provides services for children, new mothers and families, and illnesses such as diabetes and operates a public health laboratory.

Hurricane Katrina severely damaged the original office on Hospital Street and rendered the building unusable. In the next few months, construction will begin on a new facility on Vega Street, adjacent to the Singing River Hospital. The new building will house approximately 5,000 more square feet than the previous facility. Miscalculation of the original size of the new building resulted in an overestimate of its cost. A reduction in the estimated size of the building will decrease the cost closer to the \$4 million Federal HUD block grant acquired to fund it. The county set aside money from two other sources to cover the additional cost of the project.

Assessment of Health Care

Given the almost six hundred beds and the medical specialties available in the Singing River Hospital System, the health care in Jackson County hospitals appears to be more than adequate. The Health Department, while providing needed services, suffers from a severe lack of space. A new

building is to be constructed using funding from a Federal HUD grant. Any difference in the cost of the structure and the available grant funds will be reconciled using funds from other sources. The new facility will provide the needed space to meet the needs of the people of Jackson County.

Parks and Recreations

The Jackson County Recreation Department (JCRD) facilities serve approximately 4,500 children logging nearly 250,000 hours playing baseball, softball, peewee football, and soccer. Adults log another 18,000 hours of playing time. The recreation department manages eleven ball fields and park, and three beaches in Jackson County. The three beaches are Ocean Springs Front Beach, Ocean Springs East Beach, and Pascagoula Beach. The department manages eleven areas that have at least one boat ramp. One of the boat ramps, Moss Point (on the Escatawpa Riverfront across from City Hall), is a joint city-county project providing three launch piers and two launch ramps. In addition, the Jackson County recreation department manages and maintains the Vancleave Horse Arena. The arena is used for horse shows, rodeos, and open riding. The recreation department currently has several projects in progress; the addition of tennis courts, adding splash pads at three water parks, and building a new soccer complex.

Assessment of Parks and Recreation

The existing facilities meet the current needs of Jackson County. Of concern to the Board of Supervisors is the adequacy of facilities in the northern tier of Jackson County, specifically in the Vancleave area. A number of athletic fields exist at a 35 acre complex in the area. A question is whether space exists there for additional facilities when the local population increases. One option is moving the girls' softball fields to another location. Another option is building an additional complex in close proximity where space is available. Either of these options will permit the use of the complex in the most effective manner.

Educational Facilities

Three separate school districts serve Jackson County: the Pascagoula School District, the Ocean Springs School District, and the Jackson County School District. Within the Jackson County district, there are three school systems: East Central, St. Martin, and Vancleave. The Jackson County School System has a level 5 accreditation, the highest possible accreditation in the state of Mississippi. The enrollments in the three Jackson County systems are 2,692 students in East Central, 3,650 students in St. Martin, and 2,620 students in Vancleave, respectively.

Currently, classrooms are being added to Vancleave High School, Vancleave Lower, and East Central Lower. Bathroom improvements will be made at East Central Middle, and a new high school is being built at St. Martin.

There are two schools of higher education in Jackson County; Mississippi Gulf Coast Community College (MGCCC), and the University of Southern Mississippi, Jackson County. The MGCCC is a two-year college located in Gautier. It is the only community college in Louisiana, Mississippi, and Alabama ranked among the top 100 associate degree-granting institutions in the nation. Over 10,000 students make the MGCCC their choice for higher education. The University of Southern Mississippi Jackson County is located on the campus of the MGCCC in Gautier. This center offers courses and services for the convenience of students in Jackson County.

Assessment of Educational Facilities

The Jackson County school district is developing a five-year plan for buildings and facilities. The anticipated annual growth rate is 5%. This rate of growth will increase the student enrollment in the county to approximately 11,400 students in five years. In ten years, the predicted school enrollment is 15,000 students. A number of current projects will help with the growth of the school district. The FEMA is funding the St. Martin project. Reserves from district funds will fund the other current projects. When the current projects are completed, work will begin at East Central Middle School and Vancleave Upper School. If the county school district continues to experience its current growth rate, each school system will need additional classrooms. A table at the end of this report contains the number of the anticipated additional classrooms needed by each school system. An average class size of 25 is used to calculate the number.

Public Library

The Jackson-George Regional Library System serves Jackson County. There are branches in East Central, Gautier, Moss Point, Ocean Springs, Pascagoula, St. Martin, and Vancleave. The library system provides a variety of services including wireless internet, reference services, youth services, and genealogy services. The library also provides users access to the Magnolia database, an amalgam of a number of research databases located throughout the state of Mississippi. The library branch at Pascagoula also offers a law library and a number of on-line services that can assist low-income individuals in need of legal help.

Assessment of Public Library System

There are seven Public Library branches in Jackson County serving the unincorporated areas and cities of Jackson County, one branch per 18,500 people. The branch to people ratio and the services provided by the branches leads to the conclusion that the needs of Jackson County are met by the current library system.

General Government

The Jackson County Board of Supervisors manages the county. One supervisor represents each of the five districts in the county. The Board of Supervisors is led by one of the five supervisors chosen as president each year. The supervisor of each district is elected every four years. There are no term limits. The board members serve districts that are geographically different in size, but similar in population. The board's primary responsibilities are to develop and adopt an annual budget, establish an annual tax rate, and establish policies and goals to direct the growth and development of the county. The board also provides rules and ordinances necessary for the general welfare of the county. Finally, it carries out other responsibilities set forth by the Mississippi state statutes.

Jackson County has five different court systems. The Chancery Court hears cases such as divorce, child custody, and property division. The Circuit Court tries cases involving civil actions with monetary values over \$75,000, misdemeanors, and some felony cases. The County Court hears civil action cases with monetary values between \$2,500 and \$75,000. The Justice Court handles civil actions involving monetary values under \$2,500, preliminary felony cases, misdemeanors, highway patrol citations, and fish and wildlife citations. A Youth Court adjudicates cases involving child neglect,

delinquency, and children in need of supervision.

Assessment of General Government

Many of the agencies of the county government currently are housed in trailers at the fairgrounds in Jackson County. The completion of the County Services Complex will bring almost all of the tax-payer services together in one location.

A critical issue is the location of the Justice Court in two separate areas. One court meets in Moss Point and the second meets in Ocean Springs. The county wants to consolidate the courts in a single building at a more central location. The estimated cost of the consolidation is six million dollars.

New space for the Department of Human Services is important, but not critical. This can be accomplished by moving the Department into the Justice building after the County Services Complex is completed, or by building a new facility at an estimated cost of six million dollars.

Projects Summary

[See Next Page]

Chapter Five - Community Facilities

Activity	Urgency	Responsible Party	Cost Estimate	Funding Source
Building Projects at East Central Middle School	Non-Critical	Board of Education	Unknown	Special Purpose tax per State Bill 3268
Building Projects at Vancleave Upper School	Non-Critical	Board of Education	Unknown	Special Purpose tax per State Bill 3268
New Justice Courthouse	Critical	Board of Supervisors	\$5,000,000	Municipal Bonds
More Spacious DHS Facilities	Non-Critical	Board of Supervisors	\$0-\$5,000,000	Dept. of HHS
Water & Sewage in Northern Portion of County	Critical	Board of Supervisors	Unknown	Grant/Possible
New Health Department	Critical	Board of Supervisors	\$5,000,000	Room in New Service Complex
Consolidate 911 System into one PSAP	Non-Critical	Emergency Communications District	Unknown	Federal Grants \$4 Million Grant from HUD and leftover FEMA Funds
Fire Substations (3)	Non-Critical	Fire Department	Unknown	NENA/Homeland security Grant or low interest loan
New Recreation Area in Northern Portion of County	Non-Critical	Recreation Department	Unknown	SAFER Grants through FEMA, Property Taxes
New Police Cars	Every Year	Sheriff's Office	\$35,000-\$40,000 each	County Budget/Seized Drug Money
More Spacious Sheriff's Office	Non-Critical	Sheriff's Office	\$0	Possibly More Room After New County Services Complex Opens
More Prison Space*	Critical	Sheriff's Office	Unknown	Update Bond proposal or possible state funds
Police Substations	Non-Critical	Sheriff's Office	\$0	Use of Fire Sub-stations throughout county
Additional 70+ Classrooms in East Central System	Non-Critical	Board of Education	Unknown	Special Purpose tax per State Bill 3268
Additional 100+ Classrooms in St. Martin School System	Non-Critical	Board of Education	Unknown	Special Purpose tax per State Bill 3268
Additional 70+ Classrooms in Vancleave School	Non-Critical	Board of Education	Unknown	Special Purpose tax per State Bill 3268

Transportation Analysis



Transportation Analysis

A. Introduction

The transportation component of a community's comprehensive plan provides the framework for orderly development in the future. Economic growth, sustainable development and the quality of life in a community depend on the accessibility of resources and opportunities and the mobility of people who live and work in the area. The transportation component of the Comprehensive Plan presented herein addresses issues related to transportation and development in Jackson County and provides information regarding the existing transportation system and needed improvements. The discussion is prefaced by the presentation of transportation goals and policies intended to advance the preservation and improvement of the existing transportation system for the welfare and benefit of Jackson County residents, those who work in the county and others who have invested in its future. Transportation Goals and Objectives

Transportation goals and objectives provide a rational and coherent basis for developing public policy regarding the funding of capital infrastructure and government-supported programs related to the movement of people and goods in Jackson County. They should reflect the priorities of people who live, work or do business in Jackson County and be consistent with their values and aspirations. The goals and objectives identified below resulted from a process of consultation with members of the Jackson County Board of Supervisors and the Jackson County Planning Commission, as well as Jackson County Planning Department staff. They are intended to provide guidance for the development of realistic and effective policies regarding public investment in transportation improvements. Such policies are necessary to ensure that transportation investment decisions are based on a thorough and objective evaluation of alternatives and comparison of anticipated costs and benefits. Given the relative scarcity of fiscal resources available for the implementation of transportation projects, it has always been important to optimize the allocation of public funds. In the current economic climate, the efficient allocation of scarce resources takes on added importance; since the future well-being and viability of the Jackson County community is clearly at stake. The following goals and objectives are consistent with the requirements of Section 3005(h) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59) adopted by Congress and signed into law in 2005. They are intended to guide the development of a Jackson County Transportation Plan which elected officials can use to achieve consistency and effectiveness in the transportation decision-making process.

Goal 1: Protect and enhance the environment and promote energy conservation. Objective 1.1 Provide facilities and support programs (e.g., park-and-ride lots and ridesharing services) that reduce mobile-source emissions and fuel consumption by decreasing the number of vehicles on the road.

Goal 2: Support the economic viability of the area by promoting productivity and the efficient use of resources.

Objective 2.1. Coordinate land use and transportation planning so as to facilitate access to commercial areas and major employers.

Objective 2.2. Provide the necessary funding for transportation improvements that enhance the accessibility of commercial corridors and other areas of concentrated economic activity.

Objective 2.3. Secure and reserve land needed for anticipated future improvements in existing transportation corridors and for the eventual construction of new facilities.

Goal 3: Increase the safety of the transportation system for all travelers, including users of both motorized and non-motorized modes.

Objective 3.1. Plan for and support the development of bicycle and pedestrian facilities.

Objective 3.2. Give priority to safety-related improvements on routes with a higher-than-average frequency of accidents involving motorists, pedestrians or bicyclists.

Goal 4: Increase mobility and system accessibility for both people and goods.

Objective 4.1. Reduce traffic congestion and decrease travel time for motorists and movers of goods.

Objective 4.2. Prioritize proposed improvements on the basis of their probable effectiveness in reducing congestion and enhancing operational level of service.

Objective 4.3. Expand the availability and attractiveness of public transportation and other ridesharing modes that help reduce congestion by raising average vehicle occupancy.

Goal 5: Improve regional access to community facilities, including civic centers, libraries, recreation sites, hospitals, clinics and cultural resources.

Objective 5.1. In evaluating proposed improvements, give due consideration to how they will affect access to sites and facilities associated with the health and welfare of the people who live or work in the area.

Objective 5.2. In developing proposed improvements, make provision for the mobility needs of the aged, infirm, disabled and impoverished whose travel options are limited by their personal circumstances.

Goal 6: Enhance the connectivity of the regional transportation system.

Objective 6.1. In evaluating proposed improvements, give due consideration to how they will affect access to (and the vehicular capacity of) north-south roads designated as evacuation routes for use in the event of hurricanes and other emergencies.

Objective 6.2. In evaluating proposed improvements, give due consideration to how they will affect access to (and the vehicular capacity of) east-west routes connecting Jackson County to the Gulfport-Biloxi Metropolitan Area to the west and the Mobile Metropolitan Area to the east.

Goal 7: Facilitate multimodal travel opportunities and intermodal goods movement.

Objective 7.1. Optimize the use of available resources by implementing projects that either provide or upgrade access to industrial sites, airports, seaports and railroads.

Objective 7.2. Support the development of facilities that enhance the ability of people and goods to transfer smoothly from one transportation mode to another.

B. Multimodal Overview

The overall transportation system in Jackson County provides for movement by rail, air and water, as well as by street and highway. Rail, air and water facilities primarily serve the movement of goods. The roadway network traveled by autos, trucks, buses and motorcycles serves the movement of both people and goods.

Rail Service

East-west rail service across the Mississippi Gulf Coast, connecting New Orleans to Mobile, is provided by CSX Transportation (CSXT). The CSXT line crosses the Bay of Biloxi, from Harrison County to Jackson County, on the north side of the US 90 bridge but then crosses under the highway to the south side after making landfall in Ocean Springs. The railroad proceeds, on the south side of US 90, through the cities of Ocean Springs, Gautier and Pascagoula for a distance of approximately 23 miles. Only the remaining six miles between the eastern city limit of Pascagoula and the Alabama state line lie wholly within unincorporated Jackson County. The CSXT railroad serves the intermodal port terminal at Pascagoula which is equipped to handle both Container on Flat Car (COFC) and Trailer on Flat Car (TOFC) operations.

In addition to long-haul service provided by CSXT, Jackson County is served by a short-line railroad that runs north and south across the county. With headquarters in Moss Point, Mississippi Export Railroad (MSE) runs some 42 miles from Evanston in George County to Pascagoula, connecting to the Canadian National Railways (CN) line on the northern end to CSXT on the southern. Six miles or more of track, running west from the mainline north of Helena, provide service to Mississippi Power Company's coal-fired 2064-megawatt Victor J. Daniel Jr. power generation plant.

Air Service

Trent Lott International Airport is a general-aviation facility located in the northernmost section of the city of Moss Point. The terminal location is roughly six miles north of downtown Pascagoula. The airport is operated by the Jackson County Airport Authority. General-aviation operations include corporate and recreational service and air-taxi activity. The airport also has the capability to support on-demand charter service and feeder air cargo activity. There is currently no regularly scheduled commercial passenger or air cargo activity at Trent Lott International Airport. The site encompasses some 800 acres with a single runway running roughly north and south, a parallel taxiway, apron and combined terminal hangar complex. The runway is 6,500 feet long by 100 feet wide. The 4,300-square-foot terminal-hangar building is located to the east of the runway and can be reached by vehicle via Saracenia Road. There are no dedicated air cargo facilities, but multi-use ramp space adjacent to the terminal is sufficient to handle ad-hoc and feeder air cargo activity. Trent Lott also has the U. S. Customs clearance capabilities required for international air cargo activity.

Ports and Harbors

The Port of Pascagoula encompasses some 214 acres and is second only to the Mississippi State Port at Gulfport among Mississippi ports in the tonnage of goods transported. Over 600,000 tons of goods were shipped through the Port of Pascagoula in 2004 prior to Hurricane Katrina. Rail access to the port is provided by the CSXT line, with the port providing switching capabilities for bulk transfer freight. The port actually has two harbors: West Harbor on one side of Pascagoula and Bayou Casotte Harbor on the other (east) side of the city. Each harbor has a depth of 38 feet. There are nine deep-water berths with total capacity of 5,700 feet for large vessels and one 695-foot barge berth with a depth of 15 feet. The port has 10.6 acres of hard-surface property with eight general cargo warehouses covering 770,000 square feet of storage space and two cold-storage warehouses covering another 115,000 square feet. Another 75 acres of developable land is available, and additional berthing and storage capacity is planned. Surface transportation access is provided by a well-developed network of federal, state and interstate highways, including I- 10, US 90, MS 63, MS 57 and Highway 611.

C. Surface Transportation System

The surface transportation system includes major streets and highways classified either as arterials or as collectors. Arterials include both the principal arterials and minor arterials. Among the principal arterials are the interstate routes with full control of access (freeways) that carry the highest volume of traffic in the area.

Functional Classification

Functional classification is a system used to group streets and highways into classes, according to the type of service they are intended to provide. Functional classification defines the part a particular facility is meant to play in the overall movement of trips through a roadway network. The transportation system plays a dual role in providing both access to property and travel mobility. Access is a fixed requirement, necessary at both ends of any trip. Mobility, the ability to move along a selected path between trip-ends, can be provided at varying levels that are generally described in terms of operational level of service, an overall measure of operating conditions on a given facility. Each roadway functional class is associated with a different level of relative emphasis on access and mobility. The functional classification scheme developed by the Federal Highway Administration (FHWA), as adapted by the Mississippi Department of Transportation (MDOT), includes six urban classes and six rural classes:

URBAN	RURAL
Interstate Highway	Interstate Highway
Expressway	Principal Arterial
Principal Arterial	Minor Arterial
Minor Arterial	Major Collector
Collector	Minor Collector
Local	Local

Arterials (including freeways) emphasize mobility at the expense of access and generally are used for longer trips at higher speeds. This is particularly true of controlled-access freeways, i.e., interstate highways and urban expressways which are only accessible at interchange locations. Limited-access principal arterials and less limited minor arterials are typically characterized by lower operating speeds

and are thus less suitable for longer trips. Local streets provide unrestricted direct access to residential property and other highly localized trip-ends, but they offer very limited mobility. Collectors provide a certain amount of both access and mobility, striking a balance of functions suitable for many shorter trips. A given trip may well make use of more than one class in moving through the system, progressing from local to collector to arterial and back again.

The standards adopted for the design and operation of public roads are determined largely by their functionality. Lane and shoulder width, speed limit, maximum grade, horizontal geometry and other roadway design features are linked to functionality for reasons of safety and operational efficiency. A well-balanced network will include streets and highways from all classes in suitable proportions and geographically distributed so as to optimize the flow of traffic throughout the area. Guidelines for the classification of public roads recommended by FHWA acknowledge the fact that a large majority of route-miles will be in the local class of streets providing direct access to residential property (see Table 1). The amount of traffic (measured in vehicle-miles) carried by local streets is disproportionately small. This is because the portion of the overall trip from origin to destination made on local thoroughfares is relatively short. As indicated above, local streets are only intended to provide access to land and the higher-classification streets and highways. At the other end of the hierarchy, principal arterials typically cover most of the distance involved in the overall trip from origin to destination but are likely to constitute a relatively small share of area-wide roadway mileage. Daily volumes on principal arterials are measured in the tens of thousands compared to mere hundreds on most local streets.

Table 1: GUIDELINES ON EXTENT OF URBAN AND RURAL FUNCTIONAL CLASS SYSTEMS

SYSTEM	URBAN Range (Percent)		RURAL Range (Percent)	
	VMT	Miles	VMT	Miles
Principal Arterial System	40-65	5-10	30-55	2-4
Principal Arterial plus Minor Arterial Street Systems	65-80	15-25	45-75	6-12
Collector Street System	5-10	5-10	20-35	20-25
Local Street System	10-30	65-80	5-20	65-75

Note: VMT is vehicle-miles of travel. Miles represents route-miles. Percent represents share of total public road mileage in the area.

There are approximately 2,212 route-miles of public roads in Jackson County, 645 of which are located within the limits of incorporated municipalities, leaving 1,566 route-miles of roads in the unincorporated study area (see Table 2). Most of this mileage is located in areas classified as rural. However, some study area roads fall within the limits of either the Gulfport-Biloxi Urbanized Area (UZA) or the Pascagoula-Moss Point UZA. The total mileage includes some 285.5 miles of major streets and highways functionally classified as arterials or collectors (see Figure 1). The principal arterial total share of 3.3 percent—including both interstate highways and other principal arterials—falls just above the midpoint of the recommended range (2-4 percent) for rural systems. The overall share for all arterials of 6.6 percent—including both principal and minor arterials—falls nearer to the

lower limit of the recommended range (6-12 percent). At 11.6 percent the collector share of total public road mileage falls between the recommended ranges for urban (5-10 percent) and rural (20-25 percent) systems. The local street share of 81.8 percent exceeds the upper limits of both the recommended urban range (65-80 percent) and the corresponding range for rural systems (65-75 percent). There are a number of roads in the western half of the county that are classified as neither arterials nor collectors but should probably be upgraded from their present local status because of the amount of traffic they carry or the way they function in the overall network of streets and highways. These include Seaman Road (6.5 miles), Jordan Road (2.0 miles), Joe Batt Road (3.1 miles), Humphrey Road (2.6 miles), Wade-Vancleave Road (4.2 miles) and McCann Road (0.5 mile). Adding this mileage (18.9 in all) would bring the total for collectors up to 200.8 miles and reduce the local total to 1261.6 miles. The resulting shares for collectors (12.8 percent) and local streets (80.6 percent) would strike a somewhat better balance between the urban and rural criteria for roadway functional classification.

Table 2: JACKSON COUNTY STUDY AREA STREET AND HIGHWAY MILEAGE BY FUNCTIONAL CLASS

FUNCTIONAL CLASS	MILES	PERCENT
Interstate Highway	20.6	1.3
Other Principal Arterials	11.3	0.7
<i>All Principal Arterials</i>	31.9	2.0
Minor Arterials	51.1	3.3
<i>All Arterials</i>	83.0	5.3
Urban Collector/Rural Major Collector	139.5	8.9
Rural Minor Collector	42.4	2.7
<i>All Collectors</i>	181.9	11.6
Local and Unclassified	1280.5	81.8
TOTAL	1566.0	100.0

Existing Traffic

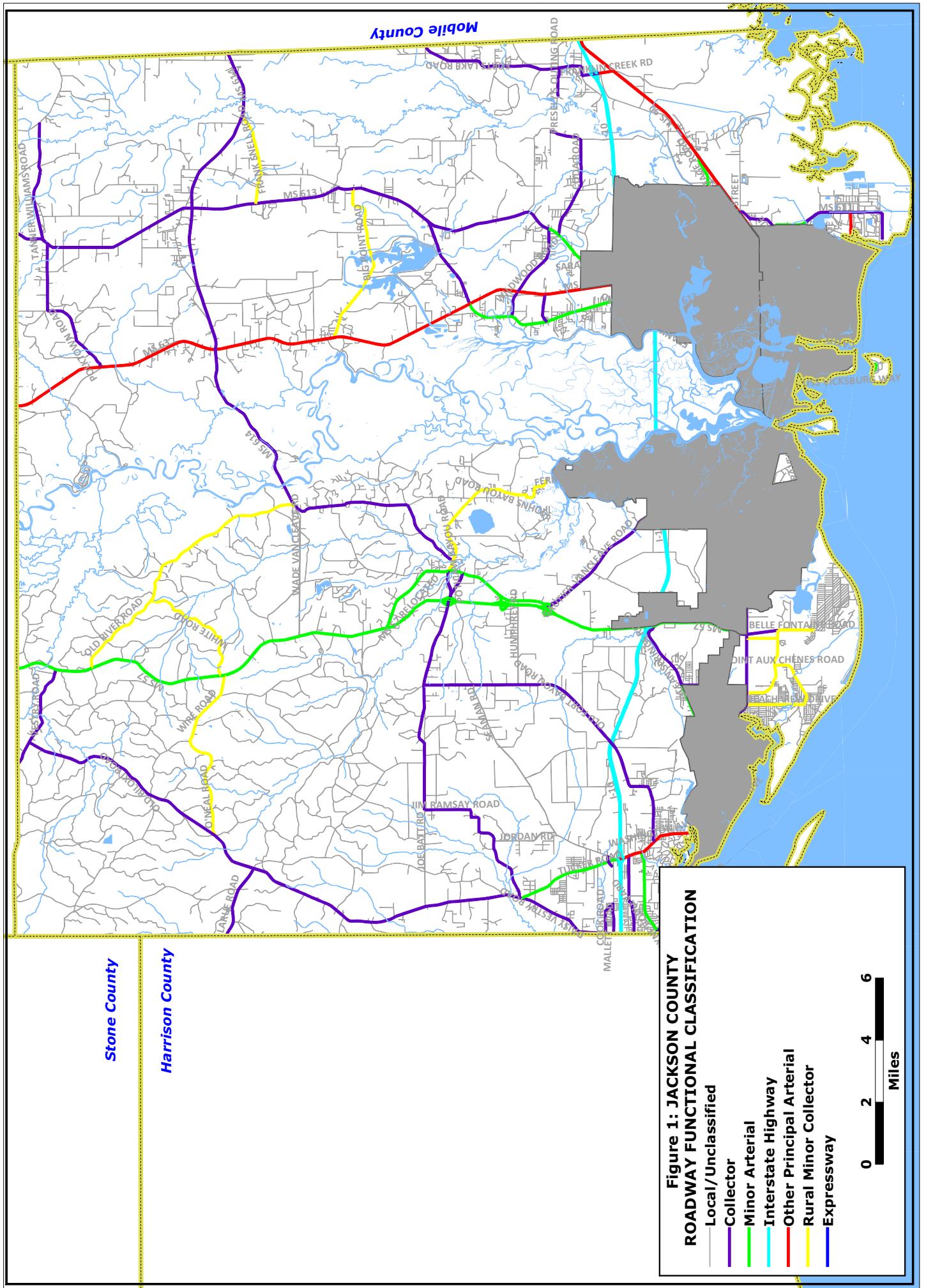
Traffic volume is defined as the number of vehicles passing a designated point on a particular roadway during some designated time interval. It is most commonly expressed in terms of annual average daily traffic (AADT): the estimated (or measured) total volume of traffic on a street or highway segment during any 12 consecutive months divided by the number of days (i.e., 365 or 366). AADT estimates for roadways in Jackson County, as well as the other Mississippi Gulf Coast counties, are generated each year by Gulf Regional Planning Commission (GRPC) on the basis of 48-hour samples collected throughout the region. There are more than 900 designated count locations in the GRPC program. Counts are made at every location at least once in every three years. Actual volumes are recorded for some count locations either every other year or even every year. Traffic counts are conducted at each of 91 specified locations in the unincorporated Jackson County study area (see Figure 2).

The latest published data show that the highest estimated AADT in the study area was recorded for the stretch of Interstate 10 (I-10) between the Harrison County line and Highway 609 (Tucker Road on the north side of I-10 and Washington Avenue on the south). Unsurprisingly, the top five volumes in the study area were registered on the five segments of I-10 located between interchanges in Jackson County (see Table 3). The volume of traffic on all five segments increased substantially over the five-year period from 2002 to 2007. However, the phenomenal increase of 43 percent on the segment west of Highway 609 was largely attributable to the anomalous conditions which prevailed following Hurricane Katrina. The 2005 storm destroyed the U. S. Highway 90 (US 90) bridge between Ocean Springs in Jackson County and Biloxi in Harrison County, forcing most of the traffic between the two counties onto I-10 until a new bridge could be built. Construction of the new bridge has since been completed, and it is expected that when estimates for 2008 are made available, the volume of traffic on I-10 between Highway 609 and Interstate 110 (I-110) in Harrison County will have declined from the level recorded in 2007.

Table 3: 2002-2007 ANNUAL AVERAGE DAILY TRAFFIC BY COUNT LOCATION (AADT > 7,500)

Route	Location	2007	2002	Pct Change
I-10	W of Tucker Road	76000	53000	43.4
I-10	E of Gautier-Vancleave Road	55000	48000	14.6
I-10	E of MS 63	49000	39000	25.6
I-10	W of MS 57	49000	40000	22.5
I-10	Alabama state Line	45000	37000	21.6
Washington Avenue	N of Old Fort Bayou Road	42000	27000	55.6
Washington Avenue	S of Pine Road	40000	30000	33.3
Washington Avenue	N of LeMoyne Boulevard	26000	26000	0.0
MS 57	S of Jim Ramsey Road	19000	9500	100.0
LeMoyne Boulevard	E of Bayou Pine Drive	18000	14000	28.6
LeMoyne Boulevard	E of Bienville Drive	15000	13000	15.4
Tucker Road	N of I-10	16000	15000	-6.3
US 90	E of Orange Lake Road	14000	12000	16.7
MS 57	N of Jim Ramsey Road	14000	9500	47.4
Hwy 63	N of Hwy 613	13000	9200	41.3
Franklin Creek Road	N of US 90	10000	7900	26.6
Tucker Road	N of Seaman Road	9100	6200	46.8
MS 63	George County line	8000	6600	21.2
Ocean Springs Road	N of Tapp Road	7900	3600	83.7
Old Fort Bayou Road	E of Rose Farm Road	7800	4700	66.0

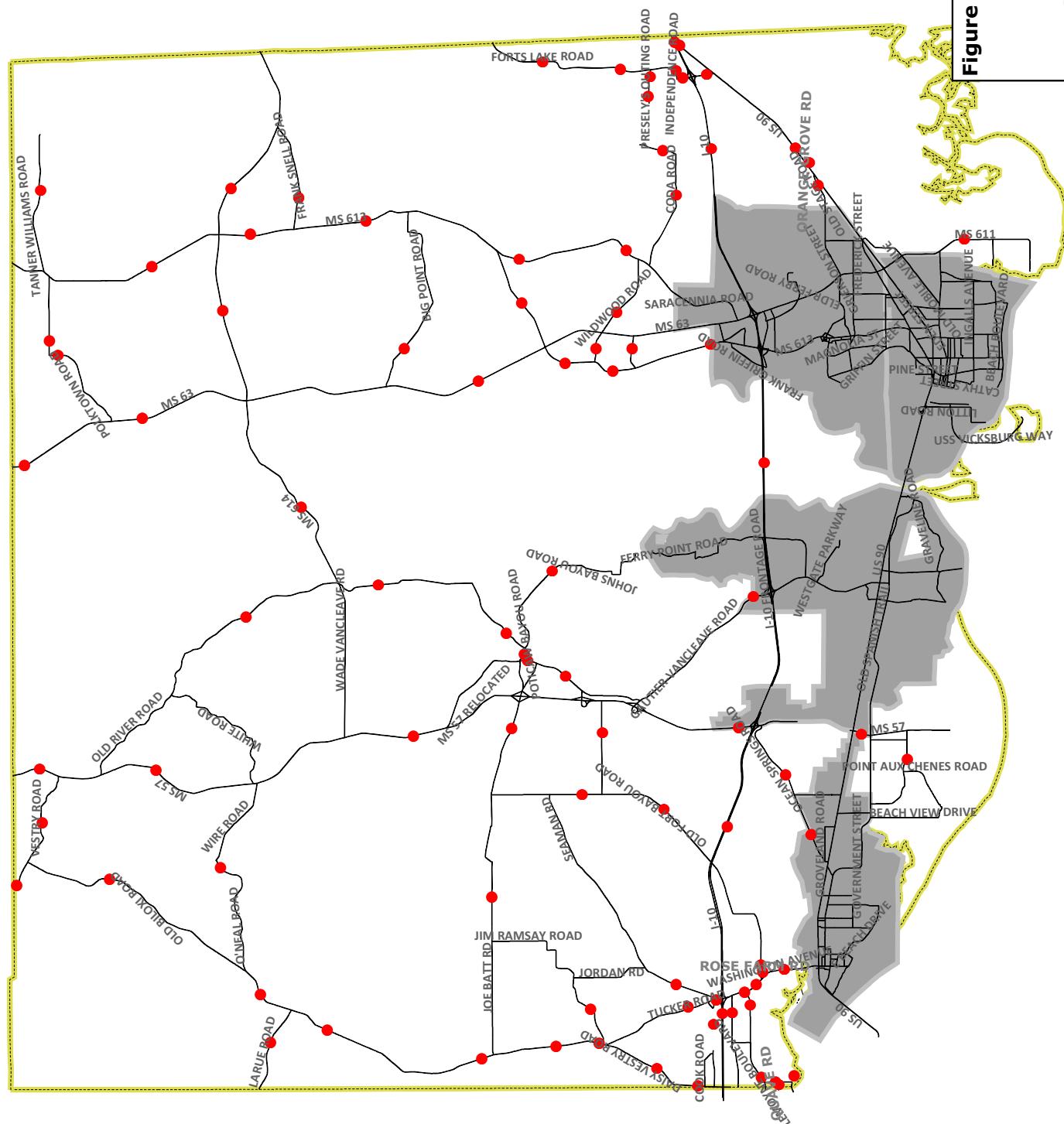
The highest volume on a non-freeway route was recorded for Washington Avenue north of Old Fort Bayou Road, 42,000 vehicles, an increase of 55.6 percent over the 2002 AADT of 27,000. Again, most of this sizable increase occurred after Hurricane Katrina, when motorists who would normally have crossed the Bay of Biloxi on the old US 90 bridge were forced to detour via Washington Avenue to



TRAFFIC COUNT LOCATIONS

Figure 2: JACKSON COUNTY STUDY AREA

● Count Location
0 Miles
2 4 6 Miles



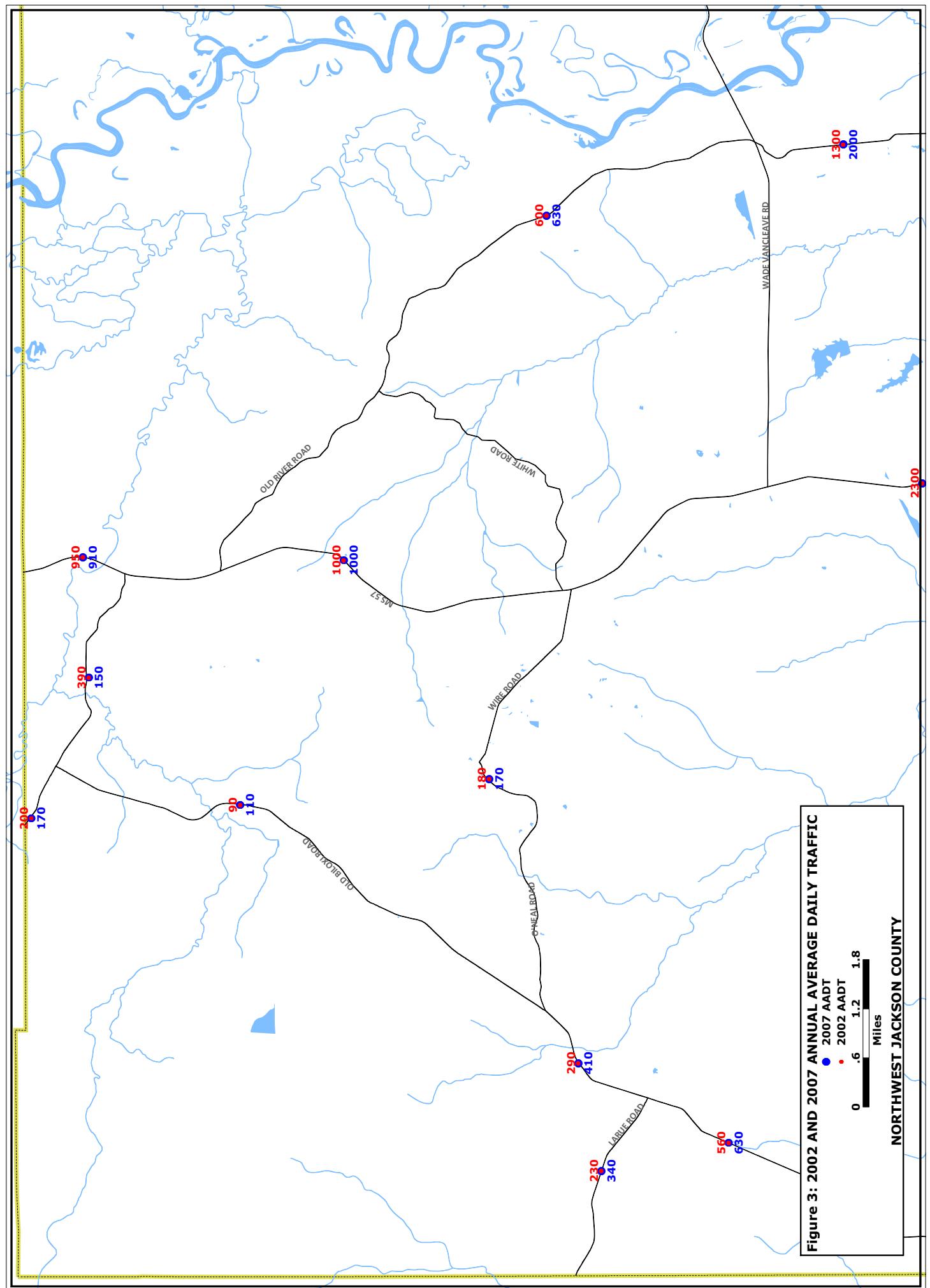


Figure 3: 2002 AND 2007 ANNUAL AVERAGE DAILY TRAFFIC



NORTHWEST JACKSON COUNTY

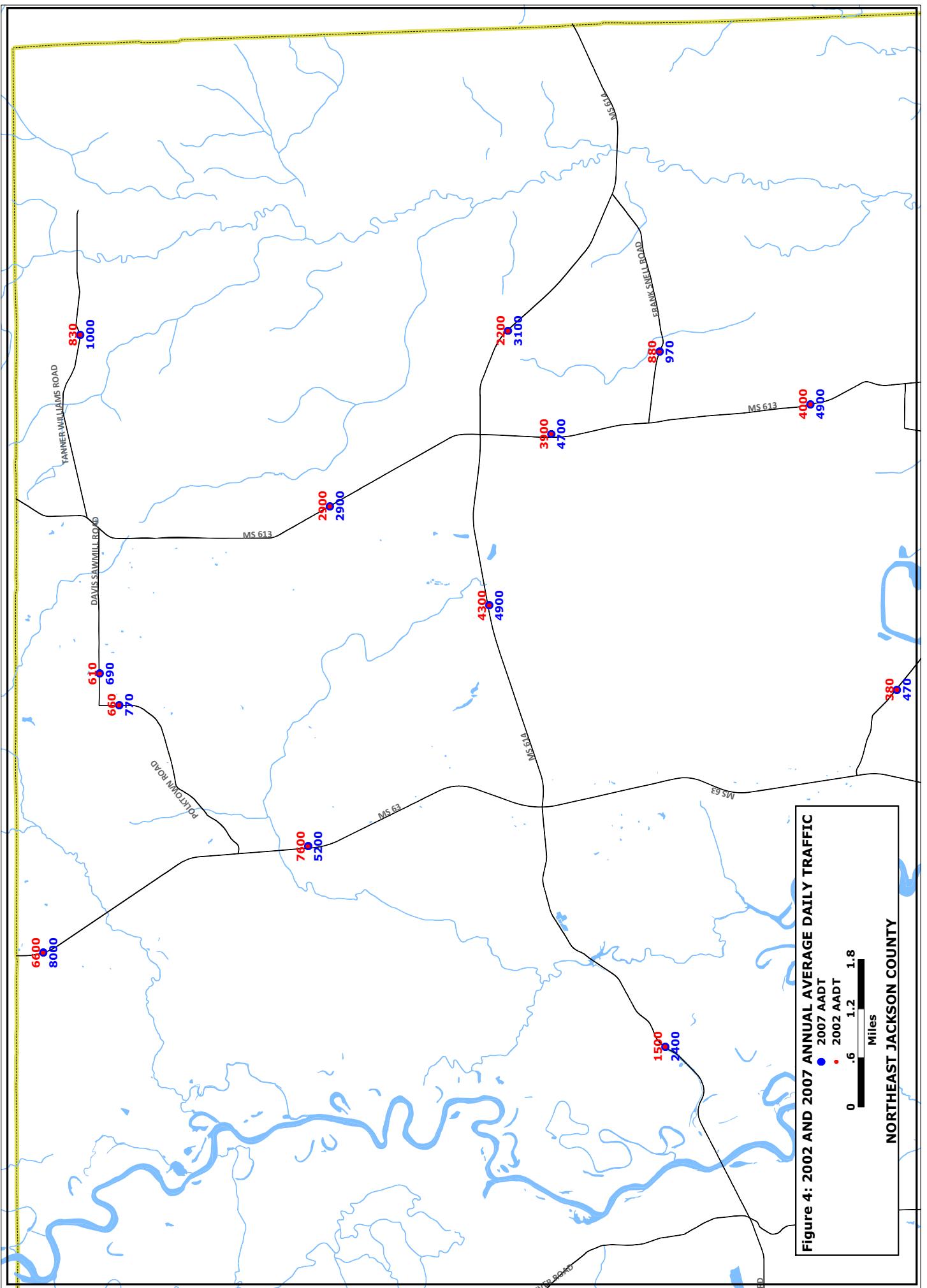


Figure 4: 2002 AND 2007 ANNUAL AVERAGE DAILY TRAFFIC



NORTHEAST JACKSON COUNTY

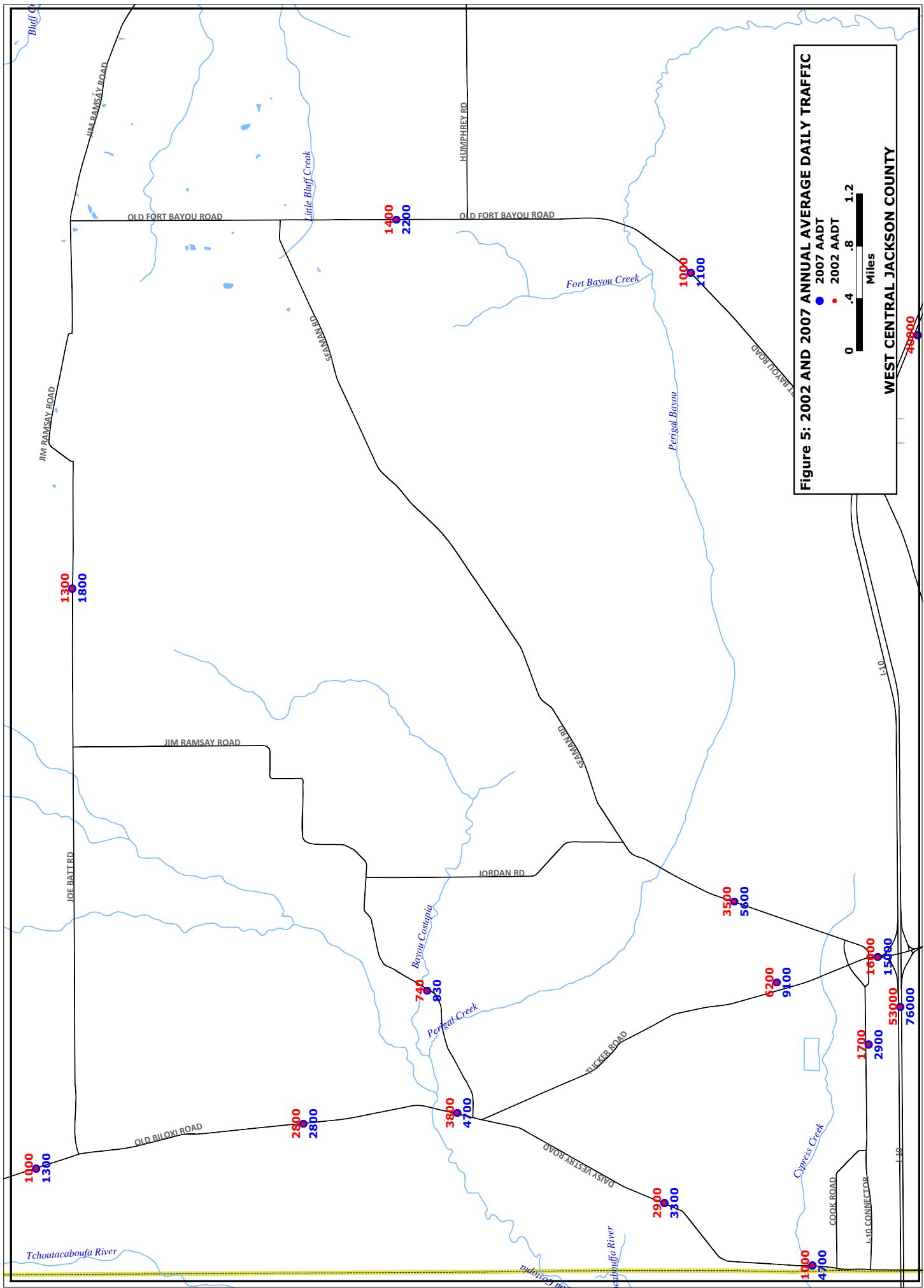


Figure 5: 2002 AND 2007 ANNUAL AVERAGE DAILY TRAFFIC

2007 AADT
2002 AADT
0 .4 .8 1.2
Miles

WEST CENTRAL JACKSON COUNTY

48800

Figure 6: 2002 AND 2007 ANNUAL AVERAGE DAILY TRAFFIC

• 2007 AADT
● 2002 AADT

Miles
0 .4 .8 1.2

CENTRAL JACKSON COUNTY

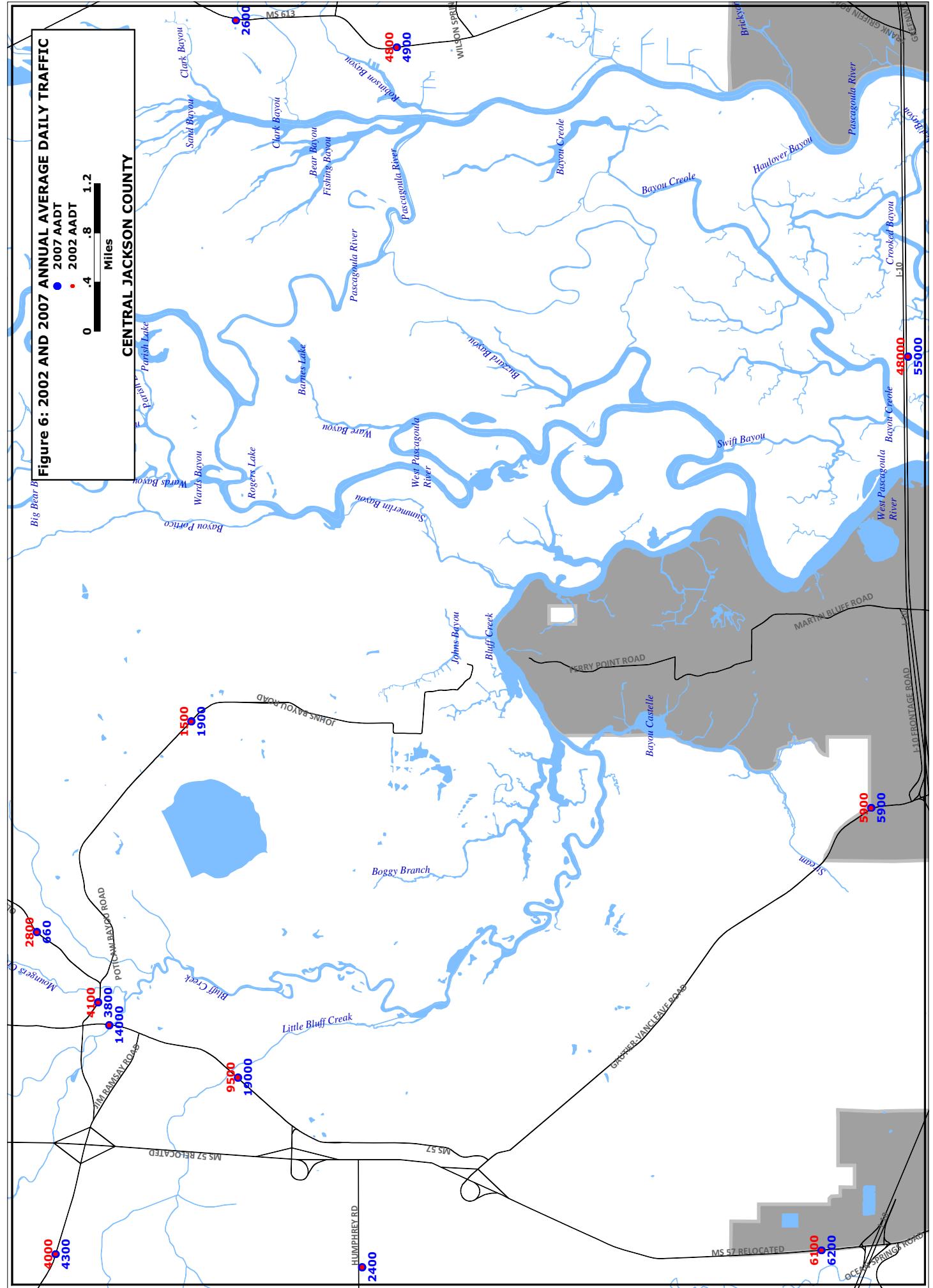


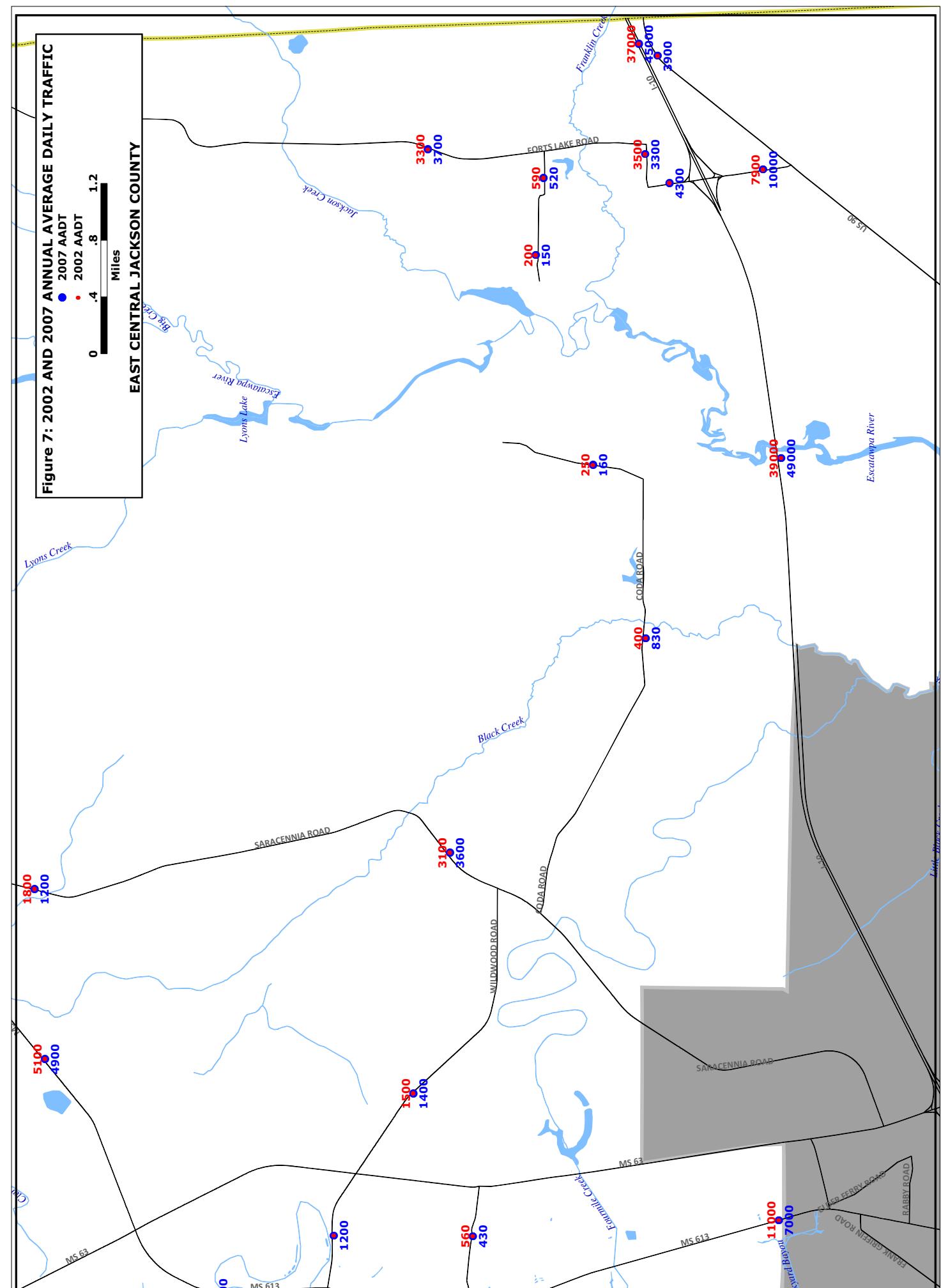
Figure 7: 2002 AND 2007 ANNUAL AVERAGE DAILY TRAFFIC

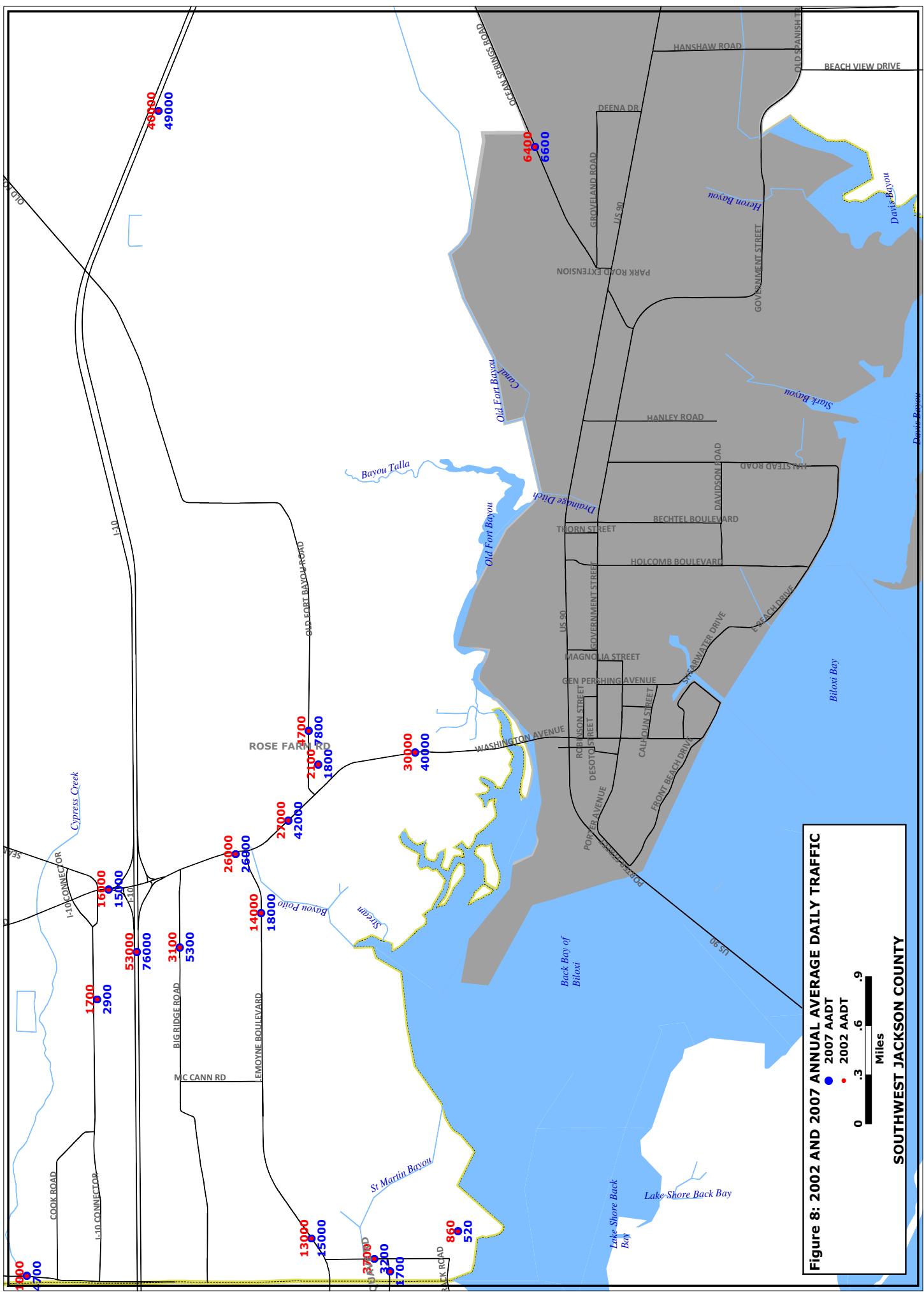
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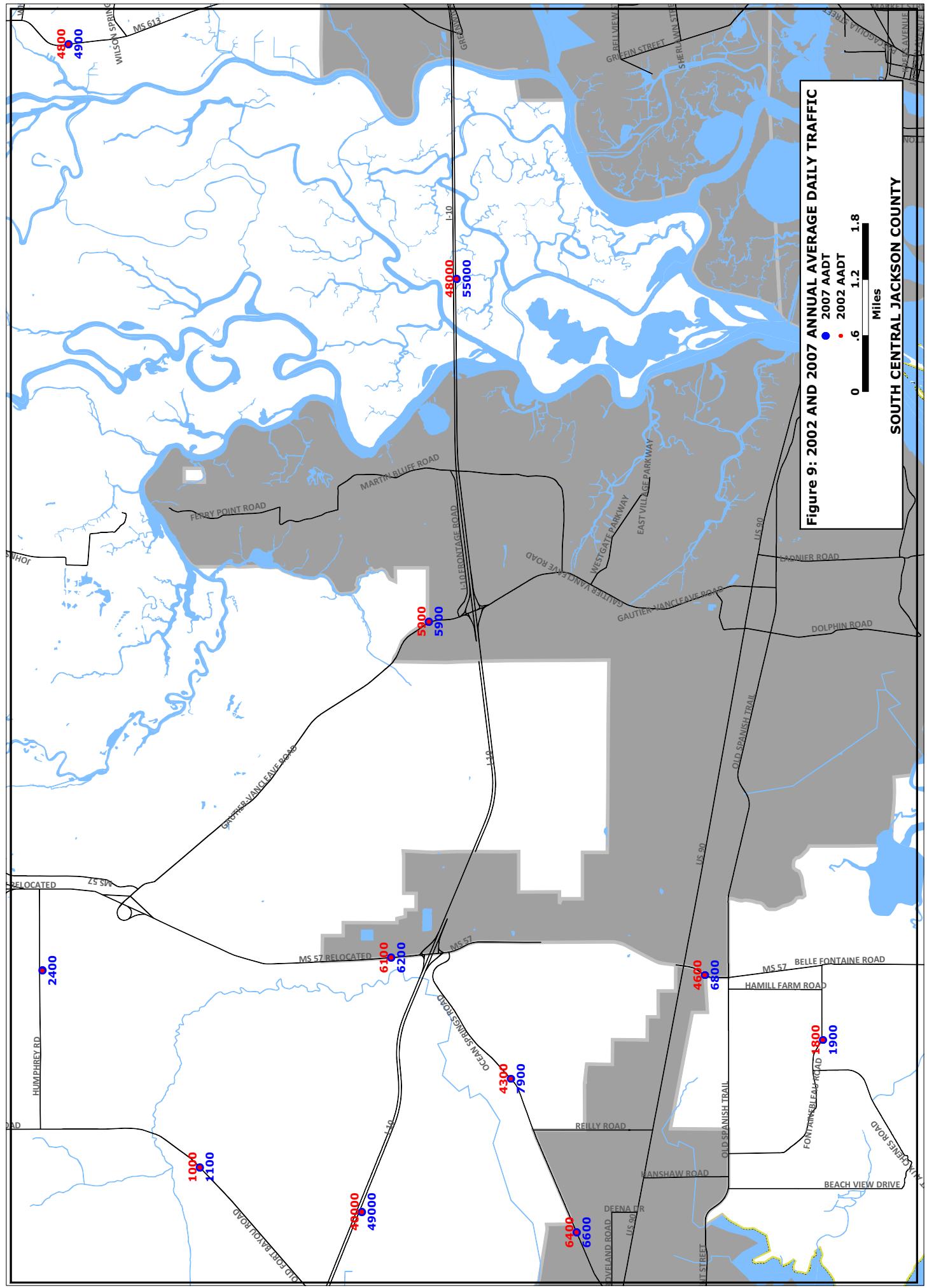
- 2007 AADT
- 2002 AADT

Miles

EAST CENTRAL JACKSON COUNTY







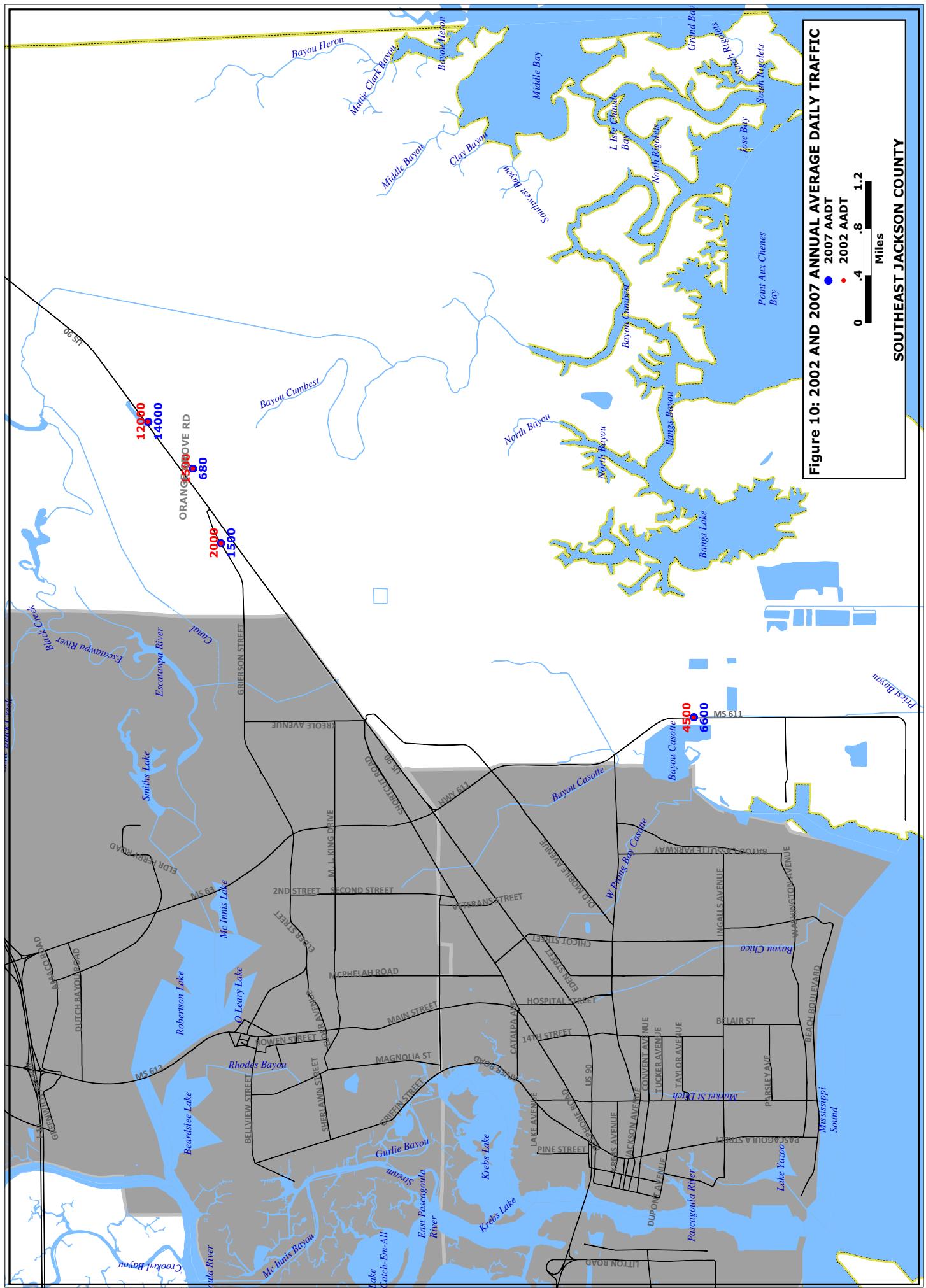


Figure 10: 2002 AND 2007 ANNUAL AVERAGE DAILY TRAFFIC

● 2007 AADT
● 2002 AADT
0 .4 .8 1.2 Miles

I-10. The largest relative increase over the five-year period from 2002 to 2007 was recorded on Mississippi Highway 57 (MS 57) south of Jim Ramsey Road. Estimated daily traffic at that count location doubled from 9,500 in 2002 to 19,000 in 2007. Of the 20 count locations with estimated 2007 AADT in excess of 7,500 vehicles per day, 17 showed increases of more than 15 percent over the corresponding estimates for 2002. Despite the dislocations of both population and vehicular traffic attributable to Hurricane Katrina, beginning in 2005, increases in AADT were recorded for most traffic count locations in the Jackson County study area from 2002 to 2007 (see figures 3-10).

Long Range Transportation Plan

The current long-range transportation plan for the Mississippi Gulf Coast Area was adopted by the Metropolitan Planning Organization (MPO) in 2006. FHWA regulations require that every metropolitan area have a long-range transportation plan with a planning horizon of not less than 20 years and that the plan be updated at least every five years. The Mississippi Gulf Coast Area Transportation Study (MGCATS) outlined a plan including short-term (2010), intermediate (2020) and long-range (2030) improvements to the transportation system. A TransCAD travel demand forecasting model for the region was developed in order to test proposed improvements. The model was calibrated to 2002 traffic conditions, and GRPC developed a long-range forecast of land use and socioeconomic data for input to the model. The base street and highway network developed for modeling purposes included both existing major streets and committed roadway improvements and is called the Existing-plus- Committed (E+C network). The assumption was made that roadway improvements already under development would be completed and could be treated as such in using the E+C network to identify projected roadway capacity deficiencies and future needs. Planned improvements listed in the MGCATS long-range plan provided a starting-point for development of an updated Jackson County transportation plan.

D. Roadway Needs Analysis

A long-range traffic assignment for the E+C network in 2029 was generated in order to identify potential roadway capacity deficiencies that could be avoided or mitigated by making timely improvements. These could involve widening existing roads, implementing operational improvements or constructing entirely new facilities. Potential deficiencies were initially identified on the basis of volume-to-capacity (V/C) ratios. Theoretically a ratio of 1.00 indicates that a road is operating at capacity. As a practical matter, most roads will continue to operate satisfactorily with V/C in excess of 1.00. The prominent exception is the high-speed controlled-access freeway which will begin to suffer severe impairment of its normal function as volumes surpass theoretical capacity. Potentially deficient roadway segments were defined as those with V/C greater than 1.25 for non-freeway arterials and collectors and greater than 1.00 for interstate routes. In order to assess the relative severity of projected deficiencies, a preliminary level of service (LOS) was derived for each segment, utilizing a conversion table based on data published by the Florida Department of Transportation (see Table 4).

There are six operational levels of service ranging from A (unimpeded flow) to F (operational failure

resulting from severe congestion). The level of service for a given roadway segment is typically calculated for the peak travel period and represents the worst case. Level of service is a qualitative measure that represents an amalgamation of various factors relating to the performance of a road: Traffic flow and the amount of congestion, the ability of a driver to maneuver within the stream of traffic, the comfort and safety of motorists, operating speed, frequency of access and so forth. The six levels of service may very broadly be characterized in the following terms:

Table 4: LEVEL OF SERVICE BY FUNCTIONAL CLASS, NUMBER OF LANES AND TYPE OF FACILITY

CLASS	LANES	TYPE	CAP	LOS A		LOS B		LOS C		LOS D		LOS E	
				VOL	V/C	VOL	V/C	VOL	V/C	VOL	V/C	VOL	V/C
Collector	2	Undivid	10000	—	—	—	—	9100	0.91	14600	1.46	15600	1.56
	2	Divided	12000	—	—	—	—	10920	0.91	17517	1.46	18719	1.56
	4	Undivid	20000	—	—	—	—	17830	0.89	25922	1.30	27419	1.37
	4	Divided	24000	—	—	—	—	21400	0.89	31100	1.30	32900	1.37
Arterial	2	Undivid	11000	—	—	1900	0.17	11200	1.02	15400	1.40	16300	1.48
	2	Divided	15000	—	—	2590	0.17	15270	1.02	21000	1.40	22230	1.48
	4	Undivid	23000	—	—	3490	0.15	22150	0.96	27860	1.21	29390	1.28
	4	Divided	27000	—	—	4100	0.15	26000	0.96	32700	1.21	34500	1.28
	6	Divided	39000	—	—	6500	0.17	40300	1.03	49200	1.26	51800	1.33
	8	Divided	51000	—	—	8500	0.17	53300	1.05	63800	1.25	67000	1.31
Freeway	4	—	68000	23800	0.35	39600	0.58	55200	0.81	67100	0.99	74600	1.10
	6	—	102000	36900	0.36	61100	0.60	85300	0.84	103600	1.02	115300	1.13
	8	—	136000	49900	0.37	82700	0.61	115300	0.85	140200	1.03	156000	1.15
Ramp	1	—	8000	—	—	1380	0.17	8150	1.02	11200	1.40	11860	1.48
	2	—	16000	—	—	2760	0.17	16250	1.02	22400	1.40	23720	1.48

Source: Based on Florida Department of Transportation, Systems Planning Office: "Generalized Annual Average Daily Volumes for Florida's Urbanized Areas." For one-way streets capacity is one-half the amount shown.

A – Optimum (Operators are virtually unaffected by other vehicles)

B – Good (Operators are aware of other vehicles but largely unaffected by them)

C – Fair (Operators begin to be affected by significant interaction with other vehicles)

D – Marginal (Operating speed and freedom to maneuver are severely restricted)

E – Poor (Ability to maneuver virtually nil, operator comfort seriously degraded)

F – Failure (Operator experiences extremely unstable operating conditions)

Potential Deficiencies

It is customary to consider roadways with operational scores of E or F as being deficient. LOS D indicates a marginal deficiency that may be acceptable within a limited time-frame. While there is not an exact correspondence between LOS and the ratio of vehicular volume to theoretical roadway capacity, V/C provides a convenient and fairly reliable indicator of operational performance. For the analysis described in this section, the ranges shown in the table were used to convert volume and V/C to LOS for the long-range E+C network assignment and two improvement alternatives. A total of 15 potentially deficient roadway segments were identified based on a 2029 assignment for the E+C network (see Table 5).

These included five segments on roads functionally classified as collectors, six on arterials (four principal and two minor), one interstate highway segment, two interstate highway ramps and one local street. V/

C was calculated for the peak travel direction during the peak travel period. A preliminary LOS was derived for each segment: Three registered LOS D, three LOS E and nine LOS F.

The geographic distribution of projected deficiencies, among the four planning areas delineated for development of the Jackson County Comprehensive Plan, was somewhat uneven with more than half (eight of the 15) being clustered in the Western Area, all within a 2.5-mile radius of the I-10 interchange with Highway 609 (see Figure 11). There were three projected deficiencies in each of the interior areas, Fontainebleau and Vancleave, but only one in the Eastern Area (see figures 12, 13 and 14).

**Table 5: 2029 POTENTIALLY DEFICIENT ROADWAY SEGMENTS
IN THE JACKSON COUNTY STUDY AREA**

NO	AREA	ROUTE	LOCATION	LANES	FC	CAP	VOL	V/C	LOS
1	West	I-10 Connector	Mallett Road to Cook Road	2D	C	6000	9344	1.56	E
2	West	Seaman Road	Jordan Road to I-10 Connector	2U	L	5000	7037	1.41	D
3	West	I-10	Hwy 609 WB On-Ramp	1C	IR	8000	18892	2.36	F
4	West	I-10	Hwy 609 EB Off-Ramp	1C	IR	8000	18820	2.35	F
5	West	Hwy 609	I-10 to Big Ridge Road	4D	PA	13500	25046	1.86	F
6	West	Hwy 609	Big Ridge Road to LeMoyne Blvd	4D	PA	13500	19011	1.41	F
7	West	Hwy 609	LeMoyne Blvd to Old Fort Bayou Rd	4D	PA	13500	20547	1.52	F
8	West	Hwy 609	Old Fort Bayou Rd to Old Fort Bayou	4D	PA	13500	22370	1.66	F
9	Font	Beachview Drive	Old Spanish Trail to Spring Road	2U	C	5000	6619	1.32	D
10	Font	Old Spanish Trail	Hamill Farm Road to MS 57	2U	C	5000	7571	1.51	E
11	Font	MS 57	US Hwy 90 to Old Spanish Trail	2U	C	5000	6507	1.30	D
12	Van	MS 57	I-10 to Ocean Springs Road	4D	MA	13500	17360	1.29	F
13	Van	MS 57	Hwy 614 to Old Hwy 57	2U	MA	5500	10194	1.85	F
14	Van	I-10	MS 57 to Gautier-Vancleave Road	4C	IH	34000	36053	1.06	E
15	East	Forts Lake Road	Valley Forge Road to I-10	2U	c	5000	8080	1.62	F

Area: West is Western Area; Font is Fontainebleau Area; Van is Vancleave Area; East is Eastern Area.

Lanes: Number indicates total number of lanes, D a divided facility with median or continuous center turn-lane, U an undivided road, C a controlled-access freeway with physically separated directional roadways.

Functional Class (FC): C indicates a collector, L a local street, IR an interstate on/off-ramp, PA a principal arterial, MA a minor arterial and IH an interstate highway.

Capacity (CAP): 24-hour capacity for one direction.

Volume (VOL): 2029 projected 24-hour traffic in the peak travel direction.

Level of Service (LOS): Qualitative measure of roadway performance based on V/C. D is marginal, E is poor and F represents failure.

Improvement Alternatives

Proposed improvements included in the Long-Range Regional Transportation Plan were used to develop an initial test alternative designated Alternative A. The E+C network was modified to incorporate a total of 25 improvements (see Table 6). All but one of these were listed in the plan as adopted in 2006, one having been added since that time. Proposed improvements were geographically distributed among all four of the planning areas delineated for development of the Jackson County Comprehensive Plan. The largest number (nine) were located in the Western area; three were

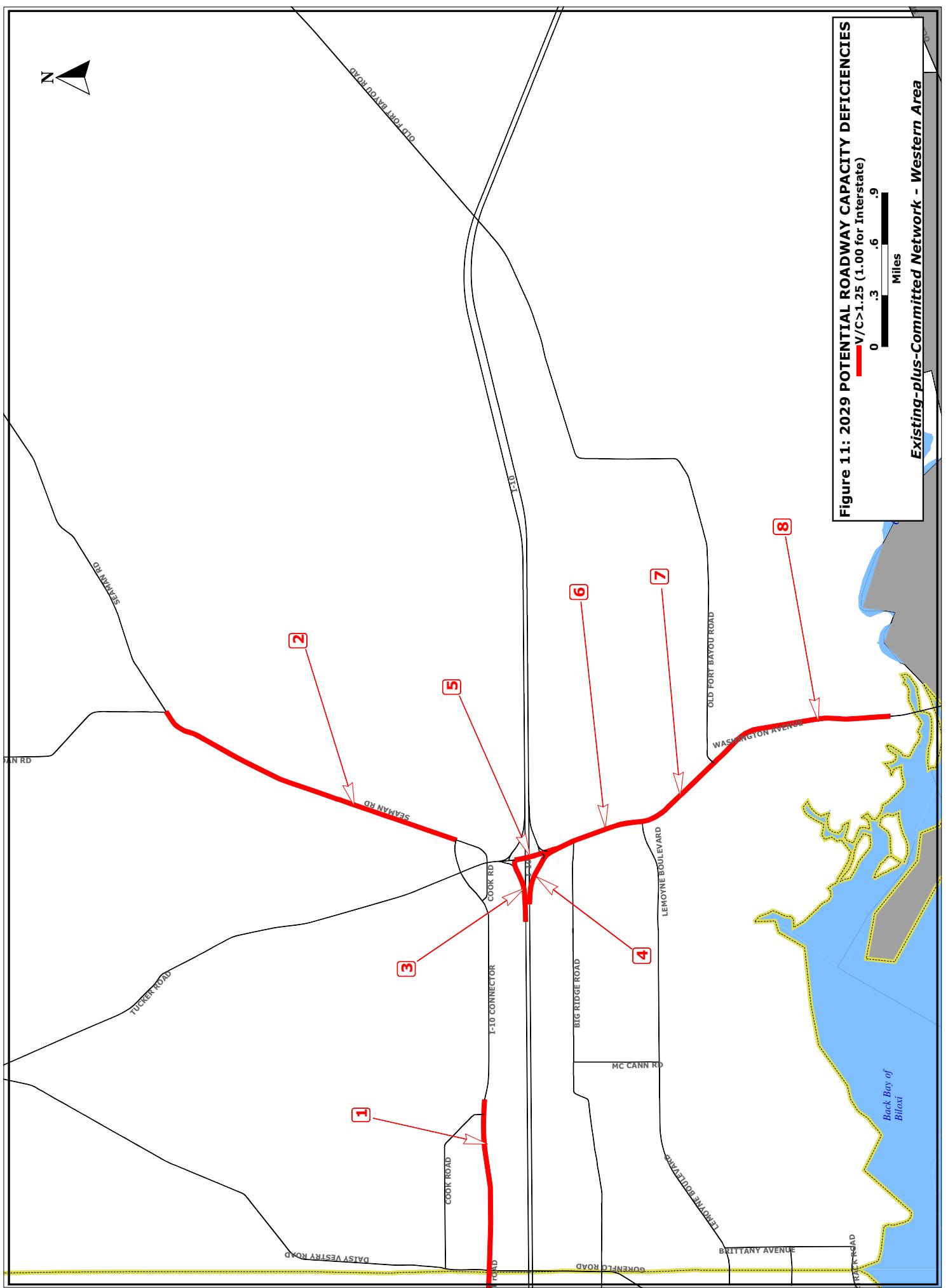


Figure 11: 2029 POTENTIAL ROADWAY CAPACITY DEFICIENCIES

$V/C > 1.25$ (1.00 for Interstate)

0 .3 .6 .9 Miles

Existing-plus-Committed Network - Western Area

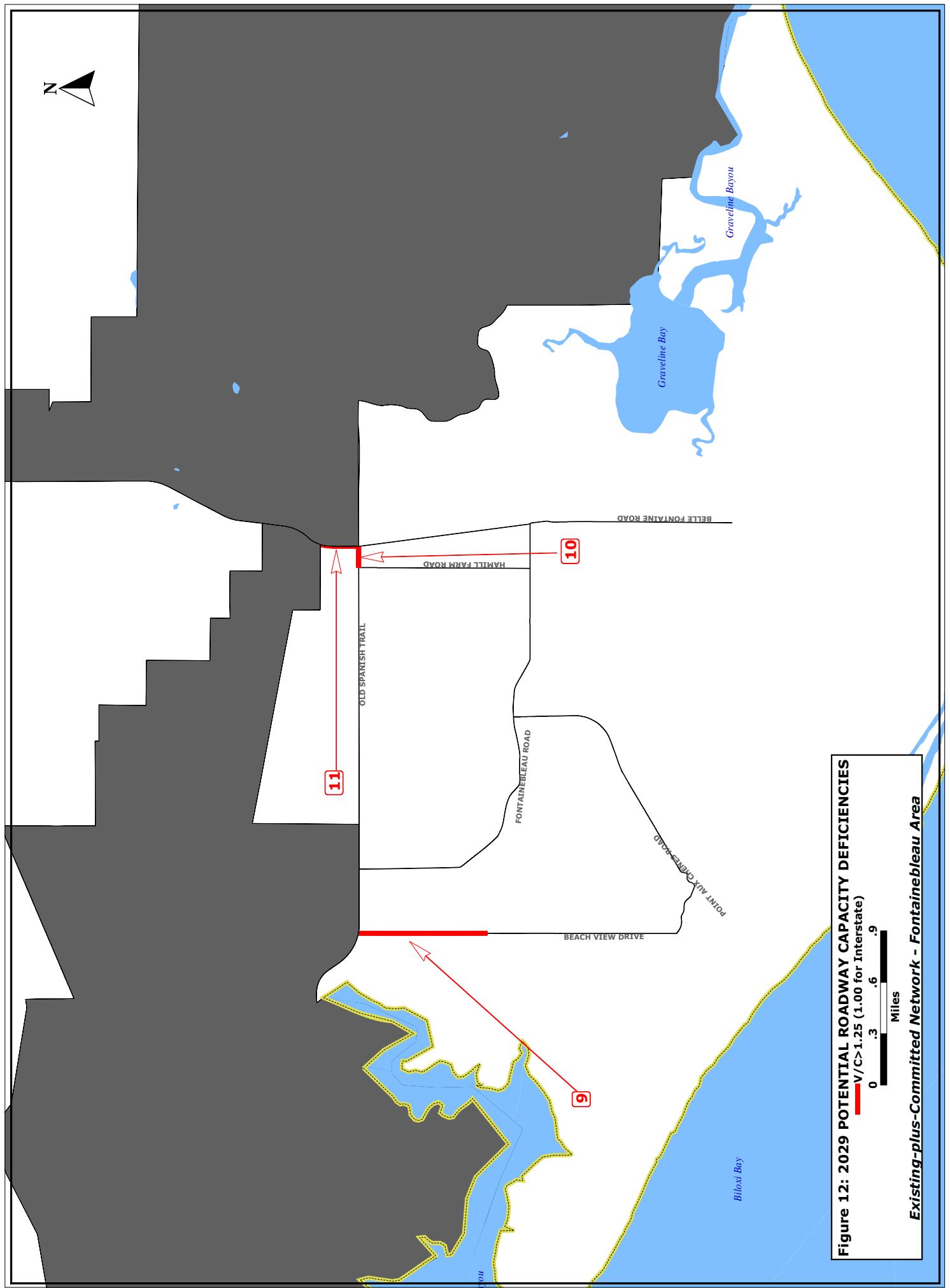


Figure 12: 2029 POTENTIAL ROADWAY CAPACITY DEFICIENCIES
Existing-plus-Committed Network - Fontainebleau Area

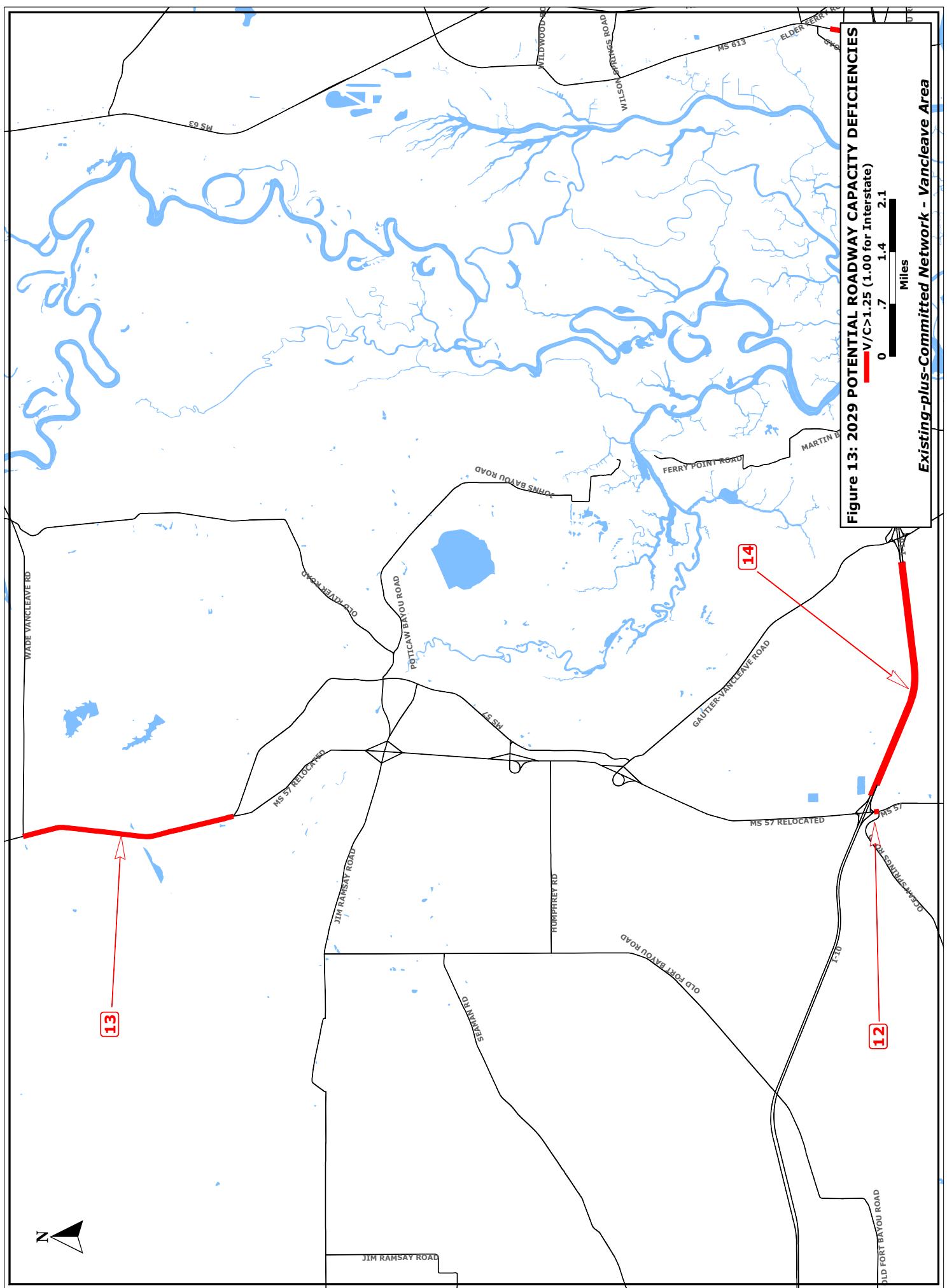


Figure 14: 2029 POTENTIAL ROADWAY CAPACITY DEFICIENCIES

0 .4 .8 1.2
Miles

Existing-plus-Committed Network - Eastern Area

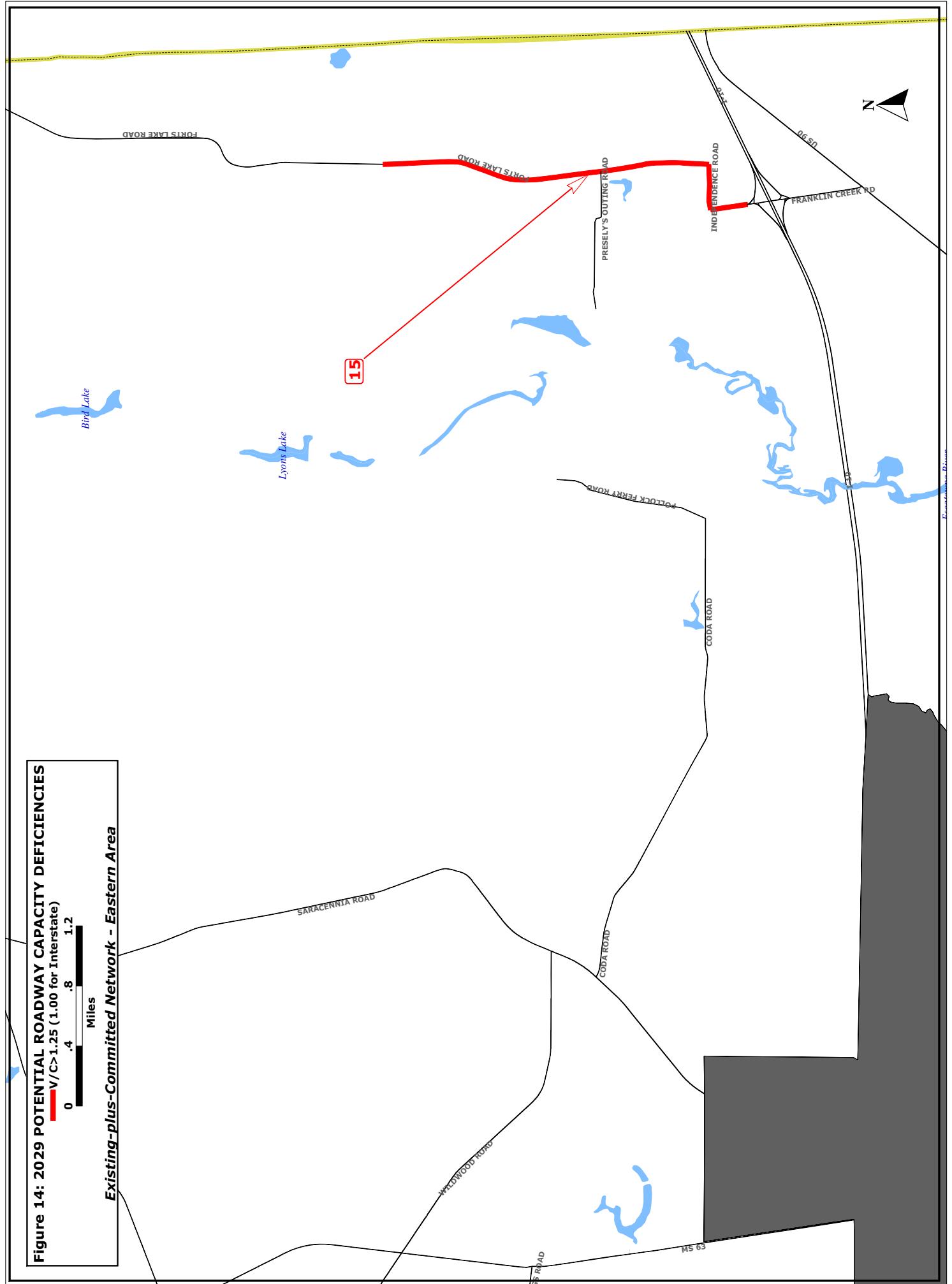


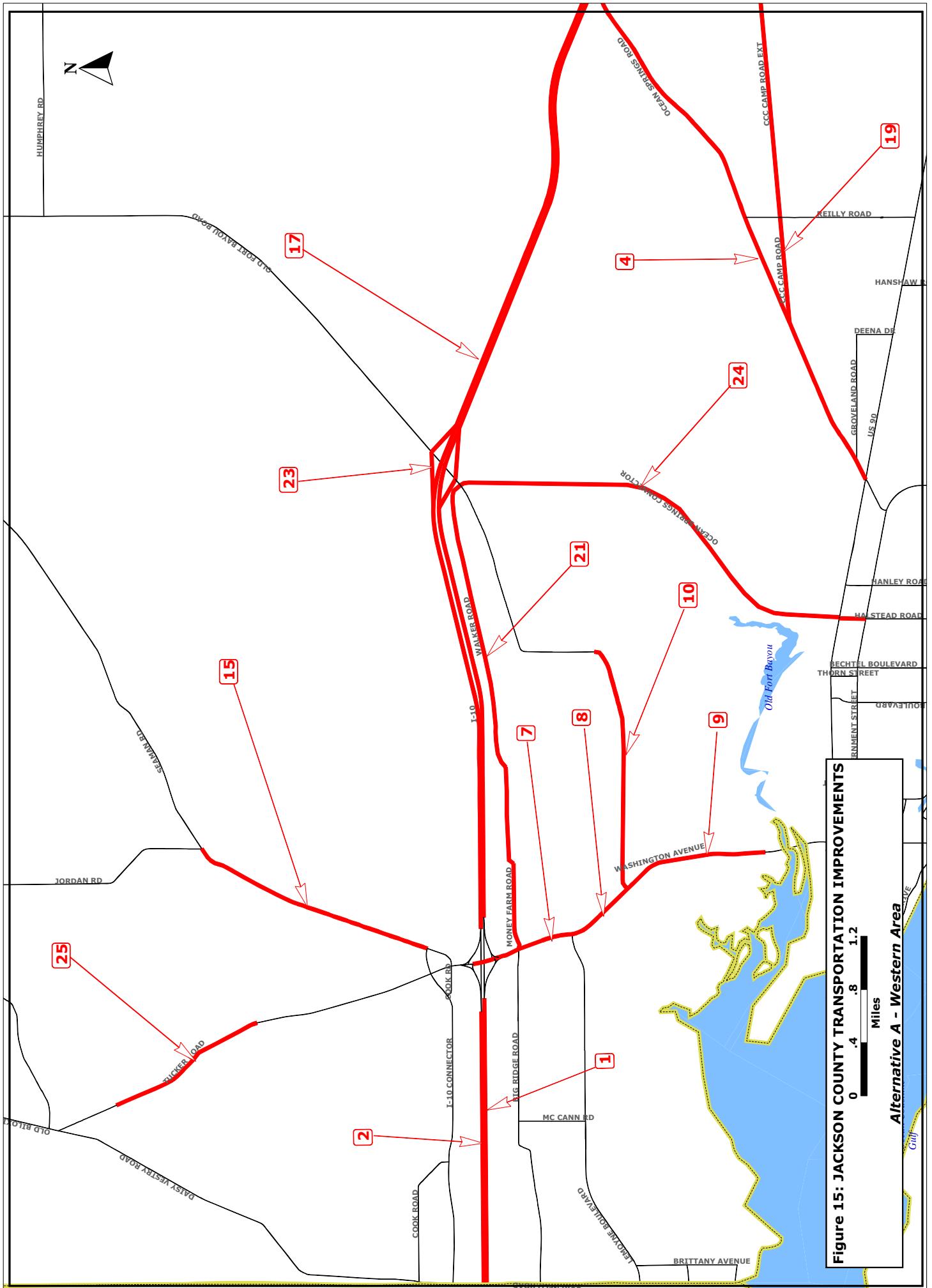
Table 6: JACKSON COUNTY COMPREHENSIVE PLAN ALTERNATIVE A TRANSPORTATION PROJECTS

ID AREA	ROUTE	LOCATION/FROM TO	MI	PROPOSED IMPROVEMENT	SOURCE	STATUS NOTE
1 Western	Interstate 10	Harrison County line Highway 609	2.42	Widen to 4 lanes each direction	MGCATS(C)	Pending
2 Western	I-10 Connector Road	Mallett Road Tucker Road (Hwy 609)	2.67	New 3-lane divided road	MGCATS(C)	ENV
3 Vancleave	MS 57	Mariposa Lane Interstate 10	8.93	Construct new 4-lane divided rd.	MGCATS(C)	ROW
4 Vancleave	Ocean Springs Road	Interstate 10 US 90	4.54	Improve existing 2-lane to 3-lane	MGCATS(I)	Pending
5 Fontainebleau	Old Spanish Trail	Hanshaw Road MS 57	1.89	Improve existing 2-lane to 3-lane	MGCATS(I)	Pending
6 Fontainebleau	Beachview Drive	Old Spanish Trail Spring Avenue	1.00	Improve existing 2-lane to 3-lane	MGCATS(I)	Pending
7 Western	Washington Ave (Hwy 609)	Interstate 10 LeMoyne Boulevard	0.51	Improve existing 4-lane to 6-lane	MGCATS(I)	Pending
8 Western	Washington Ave (Hwy 609)	LeMoyne Boulevard Old Fort Bayou Rd	0.54	Improve existing 4-lane to 6-lane	MGCATS(I)	Pending
9 Western	Washington Ave (Hwy 609)	Old Ft. Bayou Rd Old Ft Bayou Bridge	1.25	Improve existing 4-lane to 6-lane	MGCATS(I)	Pending
10 Western	Old Fort Bayou Road	Washington Ave (Hwy 609) Yw Jctt Rd 1.86		Improve existing 2-lane to 3-lane	MGCATS(I)	Pending
11 Eastern	Highway 611	Existing 4-lane area Southern terminus	2.50	Improve existing 2-lane to 4-lane	MGCATS(I)	Construct
12 Fontainebleau	MS 57	US 90 Old Spanish Trail	0.42	Improve existing 2-lane to 3-lane	MGCATS(I)	Pending
13 Vancleave	Gautier-Vancleave Road	MS 57 Interstate 10	4.57	Improve existing 2-lane to 3-lane	MGCATS(I)	Pending
14 Eastern	MS 63	N. of Wildwood Rd. S. of Wildwood Rd	0.86	Improve existing 4-lane to 6-lane	MGCATS(I)	Pending
15 Western	Seaman Road	Jordan Road I-10 Connector Road	2.11	Improve existing 2-lane to 3-lane	MGCATS(II)	Pending
16 Eastern	Forts Lake-Franklin Creek Road	Valley Forge Road Interstate 10	0.97	Improve existing 2-lane to 3-lane	MGCATS(II)	Pending
17 Western/ Vancleave	Interstate 10	Highway 609 MS 57	7.76	Improve existing 4-lane to 6-lane	MGCATS(II)	Pending
18 Fontainebleau	CCC Camp Road Extension	Peacock Street MS 57	1.44	Construct new 3-lane road	MGCATS(III)	Pending
19 Fontainebleau	CCC Camp Road	Ocean Springs Road Peacock Street	1.47	Improve existing 2-lane to 3-lane	MGCATS(III)	Pending
20 Eastern	MS 63 1 mi N. of Saracennia Rd	Saracennia Road	1.00	Improve existing 4-lane to 6-lane	MGCATS(III)	Pending
21 Western	Money Farm/Walker Road Ext	Washington A. (609) Old Ft Byu Rd	2.57	Improve 2-lane/Construct new 3-lane	MGCATS(III)	Pending
22 Vancleave/ Eastern	Wade-Vancleave Rd (Hwy 614)	Old River Road MS 63	6.00	Improve existing 2-lane to 4-lane	MGCATS(III)	Pending
23 Western/ Vancleave	Interstate 10	Old Fort Bayou Road —	1.12	Construct new interchange	MGCATS(III)	Pending
24 Western/ Vancleave	Ocean Springs Connector	Old Fort Bayou Road Halstead Road	3.44	Construct new 3-lane road	MGCATS(III)	Pending
25 Western	Tucker Road	Brodax Rd McClellan Rd	1.17	Improve existing 2-lane to 4-lane	ECON RECOV	Pending

Source: MGCATS(C) - Listed as committed improvement in Mississippi Gulf Coast Area Transportation Plan; MGCATS(I) - Listed as a Stage 1 (2010) improvement in the MGCATS 2030 Long-Range Transportation Study; MGCATS(II) - Listed as a Stage 3 (2030) improvement; MGCATS(III) - Programmed for implementation in the 2008-2011 Statewide Transportation Improvement Program ; ECON RECOV - Economic Recovery Package.

Notes:

- (1) Programmed for environmental, design, ROW and construction in 2008-2011 Statewide Transportation Improvement Program.
- (2) Right-of-way acquisition and construction from I-10 to Vancleave (6.88 miles) programmed in 2008-2011 Statewide Transportation Improvement Program .
- (3) Length includes 1.13 mile within the city limits of Ocean Springs (US 90 to city limits) and 3.41 miles in unincorporated Jackson County (city limits to I-10).
- (4) Programmed for construction from US 90 to end of route (4.16 miles) in 2008-2011 Statewide Transportation Improvement Program .
- (5) Part of this improvement is located between Ocean Springs and Gautier, and part is located between Gautier and unincorporated Jackson County.
- (6) Approximately half of this improvement (Ocean Springs Road to Riley Road) is located within the city limits of Ocean Springs.
- (7) Part of this improvement lies between unincorporated Jackson County and Moss Point, and part is located within the city limits of Moss Point.
- (8) Improvement falls in both the Western and Vancleave areas.
- (9) Improvement falls in both the Western and Vancleave areas. The southernmost portion is located within the city limits of Ocean Springs.
- (10) Part of improvement lies along line dividing Western and Vancleave.



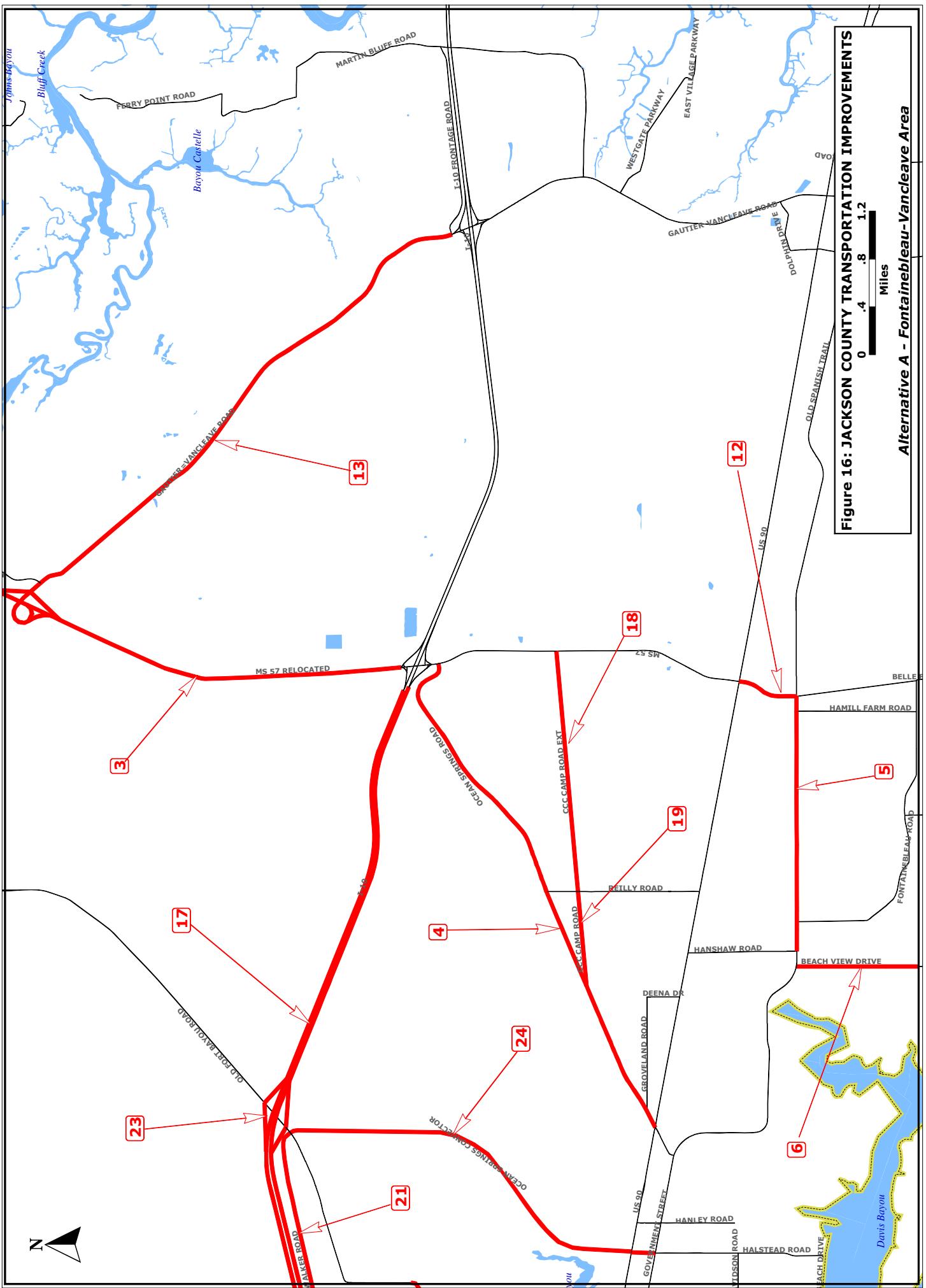
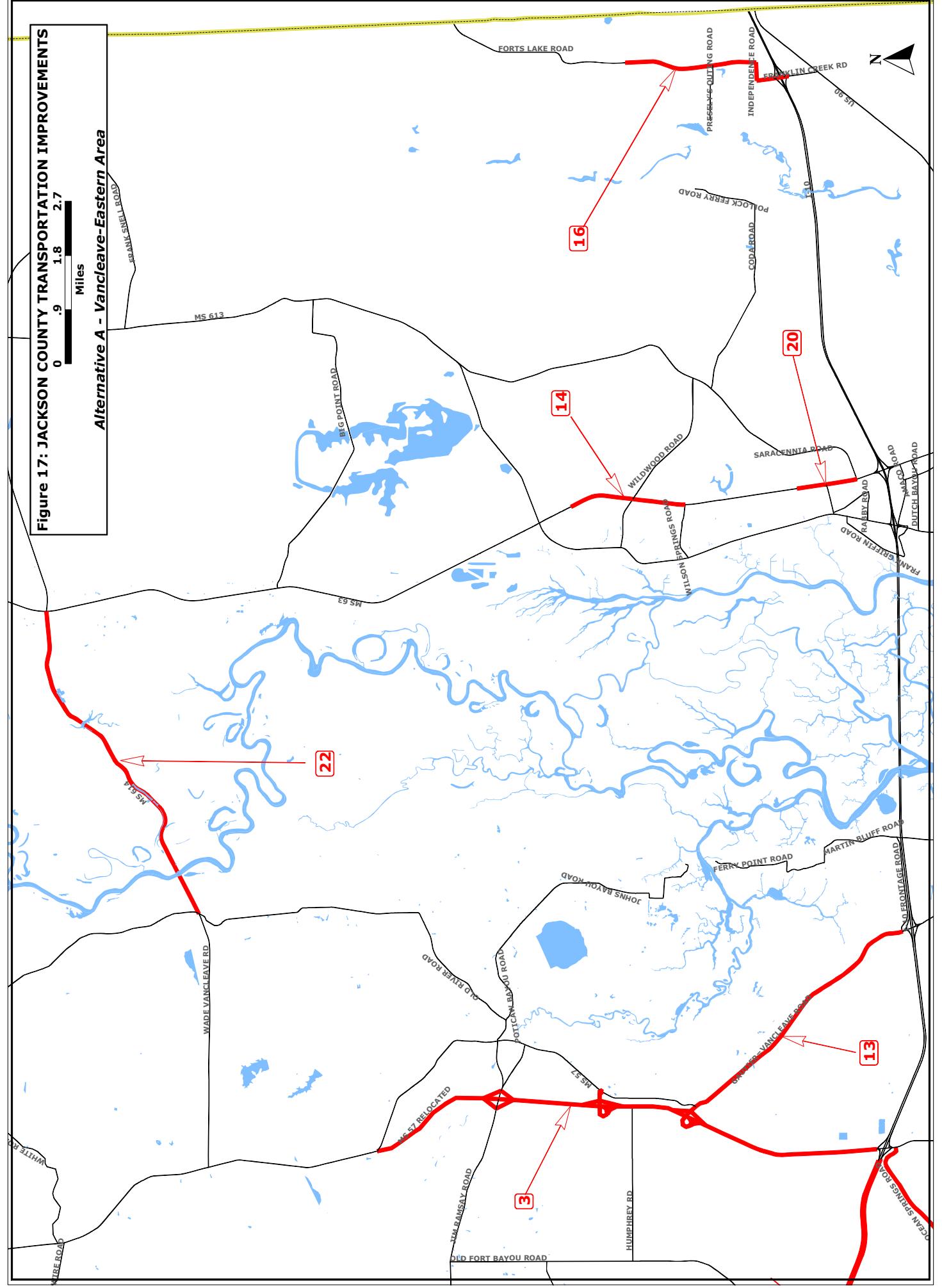


Figure 17: JACKSON COUNTY TRANSPORTATION IMPROVEMENTS

0 .9 1.8 2.7
Miles

Alternative A - Vancleave-Eastern Area



in the Vancleave area; five were in the Fontainebleau area; and four were in the Eastern area (see figures 15-17). In addition, three improvements overlapped the Western and Vancleave areas, and one was located in both the Vancleave and Eastern areas.

Results from the 2029 traffic assignment for the Alternative A network indicated that the 25 improvements taken from the MGCATS Long-Range Transportation Plan would resolve two third of the potential deficiencies projected for the E+C network (see Table 7). Of nine roadway segments with projected LOS of F under existing conditions, three were unimproved under the conditions of Alternative A but six were improved either to LOS D or LOS C. Of the three segments with LOS E for the E+C assignment, one was improved to D, one remained unchanged and one committed-but-as-yet-unbuilt improvement, the I-10 Connector, actually showed a decline to LOS F. Two LOS D segments remained unchanged, and one was upgraded to LOS C. Overall there were five residual deficiencies. In addition to the I-10 Connector, the I-10 ramps at Highway 609 and the two-lane section of MS 57 north of Vancleave remained at LOS F, and I-10 east of MS 57 remained at LOS E. In an attempt to resolve these remaining deficiencies, a second alternative, including additional targeted improvements, was developed and designated Alternative B (see Table 8). Alternative B incorporated the following additional improvements not in the Alternative A network:

Table 7: 2029 ALTERNATIVE A RESIDUAL AND RESOLVED DEFICIENCIES

NO	AREA	ROUTE	LOCATION	E+C			ALT A		
				VOL	V/C	LOS	VOL	V/C	LOS
1	West	I-10 Connector	Mallett Road to Cook Road	9344	1.56	E	9678	1.61	F
2	West	Seaman Road	Jordan Road to I-10 Connector	7037	1.41	D	4543	0.76	C
3	West	I-10	Hwy 609 WB On-Ramp	18892	2.36	F	17037	2.13	F
4	West	I-10	Hwy 609 EB Off-Ramp	18820	2.35	F	14694	1.84	F
5	West	Hwy 609	I-10 to Big Ridge Road	25046	1.86	F	21254	1.09	D
6	West	Hwy 609	Big Ridge Road to LeMoyne Boulevard	19011	1.41	F	18795	0.96	C
7	West	Hwy 609	LeMoyne Blvd to Old Fort Bayou Road	20547	1.52	F	20805	1.07	D
8	West	Hwy 609	Old Fort Bayou Road to Old Fort Bayou	22370	1.66	F	21592	1.11	D
9	Font	Beachview Drive	Old Spanish Trail to Spring Road	6619	1.32	D	7679	1.28	D
10	Font	Old Spanish Trail	Hamill Farm Road to MS 57	7571	1.51	E	8212	1.37	D
11	Font	MS 57 US	Hwy 90 to Old Spanish Trail	6507	1.30	D	6746	1.12	D
12	Van	MS 57	I-10 to Ocean Springs Road	17360	1.29	F	16309	1.21	D
13	Van	MS 57	Hwy 614 to Old Hwy 57	10194	1.85	F	10413	1.89	F
14	Van	I-10	MS 57 to Gautier-Vancleave Road	36053	1.06	E	36335	1.07	E
15	East	Forts	Lake Road Valley Forge Road to I-10	8080	1.62	F	8078	1.35	D

Area: West is Western Area; Font is Fontainebleau Area; Van is Vancleave Area; East is Eastern Area.

Volume (VOL): 2029 projected 24-hour traffic in the peak travel direction.

Volume/Capacity (V/C): Volume-to-capacity ratio for peak direction during peak travel period.

Level of Service (LOS): Qualitative measure of roadway performance based on V/C. C is fair, D is marginal, E is poor and F represents failure.

- ✓ Widening of the I-10 Connector Road to five lanes from Mallet Road to Tucker Road (Highway 609);
- ✓ Addition of a second lane to the I-10 westbound on-ramp at Tucker Road (Highway 609);

Table 8: JACKSON COUNTY COMPREHENSIVE PLAN ALTERNATIVE B TRANSPORTATION PROJECTS

ID	AREA	ROUTE	LOCATION/FROM/TO	MILE	PROPOSED IMPROVEMENT	SOURCE	STATUS	NOTE
J A C K S O N C O U N T Y	1 Western	Interstate 10	Harrison County line Highway 609	2.42	Widen to 4 lanes each direction	MGCATS(C)	Pending	
	2 Western	I-10 Connector Road	Mallett Road Tucker Road (Hwy 609)	2.67	New 5-lane divided road	MGCATS(C)	ENV	1
	3 Vancleave	MS Highway 57	Mariposa Lane Interstate 10	8.93	Construct new 4-lane divided road	MGCATS(C)	ROW	2
	4 Vancleave	Ocean Springs Road	Interstate 10 US 90	4.54	Improve existing 2-lane to 3-lane	MGCATS(II)	Pending	3
	5 Fontainebleau	Old Spanish Trail	Hanshaw Road MS 57	1.89	Improve existing 2-lane to 3-lane	MGCATS(II)	Pending	
	6 Fontainebleau	Beachview Drive	Old Spanish Trail Spring Avenue	1.00	Improve existing 2-lane to 3-lane	MGCATS(II)	Pending	
	7 Western	Washington Ave (Hwy 609)	Interstate 10 LeMoyne Boulevard	0.51	Improve existing 4-lane to 6-lane	MGCATS(II)	Pending	
	8 Western	Washington Ave (Hwy 609)	LeMoyné Blvd Old Ft Bayou Rd	0.54	Improve existing 4-lane to 6-lane	MGCATS(II)	Pending	
	9 Western	Washington Ave (Hwy 609)	Old Ft Bayou Rd Old Ft Bayou Bridge	1.25	Improve existing 4-lane to 6-lane	MGCATS(II)	Pending	
	10 Western	Old Ft Bayou Road	Washington A (609) Yellow Jacket Rd	1.86	Improve existing 2-lane to 3-lane	MGCATS(II)	Pending	
C O M P R E H E N S I V E P L A N	11 Eastern	Highway 611	Existing 4-lane area Southern terminus	2.50	Improve existing 2-lane to 4-lane	MGCATS(II)	Construct	4
	12 Fontainebleau	MS Highway 57	US 90 Old Spanish Trail	0.42	Improve existing 2-lane to 3-lane	MGCATS(II)	Pending	5
	13 Vancleave	Gautier-Vancleave Road	MS 57 Interstate 10	4.57	Improve existing 2-lane to 3-lane	MGCATS(II)	Pending	
	14 Eastern	MS Highway 63	N. of Wildwood Rd S. of Wildwood Rd	0.86	Improve existing 4-lane to 6-lane	MGCATS(II)	Pending	
	15 Western	Seaman Road	Jordan Road I-10 Connector Road	2.11	Improve existing 2-lane to 3-lane	MGCATS(II)	Pending	
	16 Eastern	Forts Lake-Franklin Creek Road	Valley Forge Road Interstate 10	0.97	Improve existing 2-lane to 3-lane	MGCATS(II)	Pending	
	17 Western/ Vancleave	Interstate 10	Highway 609 MS 57	7.76	Improve existing 4-lane to 6-lane	MGCATS(II)	Pending	
	18 Fontainebleau	CCC Camp Road Extension	Peacock Street MS 57	1.44	Construct new 3-lane road	MGCATS(III)	Pending	
	19 Fontainebleau	CCC Camp Road	Ocean Springs Road Peacock Street	1.47	Improve existing 2-lane to 3-lane	MGCATS(III)	Pending	6
	20 Eastern	MS Highway 63	1 mi N. of Saracenia Rd Saracenia Rd	1.00	Improve existing 4-lane to 6-lane	MGCATS(III)	Pending	7
6 - 30	21 Western	Money Farm/Walker Road Ext	Washington A (609) Old Ft Bayou Rd	2.57	Improve 2-lane/Construct 3-lane	MGCATS(III)	Pending	
	22 Vancleave/ Eastern	Wade-Vancleave Rd (Hwy 614)	Old River Road MS 63	6.00	Improve existing 2-lane to 4-lane	MGCATS(III)	Pending	8
	23 Western/ Vancleave	Interstate 10	Old Fort Bayou Road —	1.12	Construct new interchange	MGCATS(III)	Pending	9
	24 Western/ Vancleave	Ocean Springs Connector	Old Ft Bayou Rd Halstead Rd	3.44	Construct new 3-lane road	MGCATS(III)	Pending	10
	25 Western	Tucker Road	Brodnax Road McClellan Road	1.17	Improve existing 2-lane to 4-lane	ECON RECOV	Pending	
	26 Western	I-10 On-Ramp	Tucker Road Westbound Merge	0.15	Add lane to existing ramp	LT B ADD	Pending	
	27 Western	I-10 Off-Ramp	Eastbound Diverge Washington Ave.	0.22	Add lane to existing ramp A	LT B ADD	Pending	
	28 Vancleave	MS Highway 57	Wade-Vancleave Road Old Hwy 57	2.84	Improve existing 2-lane to 4-lane	ALT B ADD	Pending	

Source: MGCATS(C) - Listed as committed improvement in Mississippi Gulf Coast Area Transportation Plan; MGCATS(II) - Listed as a Stage 1 (2010) improvement in the MGCACTS 2030 Long-Range Transportation Plan; MGCATS(III) - Listed as a Stage 2 (2020) improvement; MGCATS(III) - Listed as a Stage 3 (2030) improvement; 2008-11 STIP - Programmed for implementation in 2008-2011 Statewide Transportation Improvement Program ; ECONRECOV - Economic Recovery Package.

Notes:

- (1) Programmed for environmental, design, ROW and construction in 2008-2011 Statewide Transportation Improvement Program. Modified Alternative A project.
- (2) Right-of-way acquisition and construction from I-10 to Vancleave (6.88 miles) programmed in 2008-2011 Statewide Transportation Improvement Program .
- (3) Length includes 1.13 mile within the city limits of Ocean Springs (US 90 to city limits) and 3.41 miles in unincorporated Jackson County (city limits to I-10).
- (4) Programmed for construction from US 90 to end of route (4.16 miles) in 2008-2011 Statewide Transportation Improvement Program .
- (5) Part of this improvement is located between Ocean Springs and Gautier, and part is located between Gautier and unincorporated Jackson County.
- (6) Approximately half of this improvement (Ocean Springs Road to Riley Road) is located within the city limits of Ocean Springs.
- (7) Part of this improvement lies between unincorporated Jackson County and Moss Point, and part is located within the city limits of Moss Point.
- (8) Improvement falls between Vancleave and Eastern areas.
- (9) Improvement falls in both the Western and Vancleave areas. The southernmost portion is located within the city limits of Ocean Springs.
- (10) Part of improvement lies along line dividing Western and Vancleave areas.

- ✓ Addition of a second lane to the I-10 eastbound off-ramp at Washington Avenue (Highway 609);
- ✓ Widening of MS 57 to four lanes from Vancleave (Old Highway 57) north to the Wade-Vancleave Road (Highway 614).

The 2029 assignment for Alternative B indicated that these additional improvements would resolve most of the residual deficiencies from Alternative A (see Table 9). The I-10 Connector LOS would be improved from F to C, and the I-10 westbound on and eastbound off ramps at Highway 609 would be improved from LOS F to D and C respectively. MS 57 north of Vancleave would improve from F to D; however, the short section immediately south of I-10 would slip very slightly from D to E. I-10 east of MS 57 would also continue to operate slightly above theoretical capacity, registering LOS E. The projected marginal to deficient performance of these two major highways where they intersect indicates a probable need to consider additional roadway capacity improvements in the developing area between Vancleave and Gautier.

Table 9: 2029 ALTERNATIVE B RESOLVED DEFICIENCIES

NO	AREA	ROUTE	LOCATION	ALT A		ALT B		
				VOL	V/C	LOS	VOL	V/C
1	West	I-10 Connector	Mallett Road to Cook Rd	9678	1.61	F	11856	0.88
2	West	Seaman Road	Jordan Road to I-10 Connector	4543	0.76	C	4817	0.80
3	West	I-10 Hwy 609	WB On-Ramp	17037	2.13	F	20650	1.29
4	West	I-10 Hwy 609	EB Off-Ramp	14694	1.84	F	15864	0.99
5	West	Hwy 609	I-10 to Big Ridge Road	21254	1.09	D	23464	1.20
6	West	Hwy 609	Big Ridge Road to LeMoyne Blvd	18795	0.96	C	19405	1.00
7	West	Hwy 609	LeMoyne Blvd to Old Fort Bayou Rd	20805	1.07	D	21303	1.09
8	West	Hwy 609	Old Fort Bayou Rd to Old Fort Bayou	21592	1.11	D	22032	1.13
9	Font	Beachview Drive	Old Spanish Trail to Spring Road	7679	1.28	D	7681	1.28
10	Font	Old Spanish Trail	Hamill Farm Road to MS 57	8212	1.37	D	8165	1.36
11	Font	MS 57	US Hwy 90 to Old Spanish Trail	6746	1.12	D	6699	1.12
12	Van	MS 57	I-10 to Ocean Springs Road	16309	1.21	D	16798	1.24
13	Van	MS 57	Hwy 614 to Old Hwy 57	10413	1.89	F	15931	1.18
14	Van	I-10	MS 57 to Gautier-Vancleave Road	36335	1.07	E	35566	1.05
15	East	Forts Lake Road	Valley Forge Road to I-10	8078	1.35	D	8081	1.35

Area: West is Western Area; Font is Fontainebleau Area; Van is Vancleave Area; East is Eastern Area.

Volume (VOL): 2029 projected 24-hour traffic in the peak travel direction.

Volume/Capacity (V/C): Volume-to-capacity ratio for peak direction during peak travel period.

Level of Service (LOS): Qualitative measure of roadway performance based on V/C. C is fair, D is marginal, E is poor and F represents failure.

BICYCLE AND PEDESTRIAN FACILITIES

According to Gulf Regional Planning Commission's Gulf Coast Area Transportation Plan (GCATS), desired destinations for biking and walking include parks (25%), school (15%), beach (12%), shopping (9%), grocery store (9%), work (7%), restaurant (7%), gym (7%), ice cream shops (5%), and transit facilities (3%). Providing bicycle and pedestrian facilities is challenging for county governments when bound by fiscal constraints and many community needs. Building a walkable community takes a concerted effort of planning and partnering, resulting in incremental rewards that will eventually establish an active connecting regional network. Benefits that walking and biking facilities provide to local governments are proven from economic, environmental, social and health perspectives.

Local residents desire more pedestrian and bicycle connections to enhance the livability of their community. This was publicly expressed by residents during the Governor's Commission's workshops, FEMA's Long Term Recovery planning efforts, and this comprehensive planning process.

Safety

Review of 2004 through 2006 accident data received from the Mississippi State Accident Management System (SAMS) indicated 14 bicycle and pedestrian accidents took place throughout the county during this time period. From this accident data, no deaths were reported. Refer to the Bicycle Pedestrian map to view general locations of these accidents.

Between 2001 and 2005, the Gulf Coast Area Transportation Plan (GCATS) reports:

- ◆ The Gulf Coast Region had 8% of Mississippi's overall traffic fatalities but 17% of Mississippi's bicycle and pedestrian fatalities.
- ◆ Of the 67 bicycle and pedestrian related fatalities along the Gulf Coast, 14 were alcohol related.
- ◆ In hours of darkness, more than twice as many pedestrians were killed in the absence of street lighting than on lighted streets.
- ◆ 80% of pedestrian crashes in the region occurred on collectors and local streets.
- ◆ Only 4 of 37 non alcohol related bicycle and pedestrian crashes along the Mississippi Gulf Coast occurred at intersections.
- ◆ Suggested targets to improve safety—lateral separation between bicyclists, pedestrians and vehicles on roadway segments, safer environments for walking and cycling, and cyclists and pedestrian education to reduce unsafe use of roadways.

Economic reasons such as increased fuel costs, vehicle ownership and maintenance costs and the desire for a healthier lifestyle (fight against obesity) encourages residents to walk and or bicycle for utility reasons. Safety will be a concern for those pedestrians and bicyclists. Residents have the

legal right to ride their bicycle or walk upon a highway according to Mississippi (MS) Code Section 63-3-207 and Section 63-3-501.3.

- Section 63-3-207- Every person riding a bicycle shall have all of the rights and all of the duties applicable to the driver of a vehicle under this chapter of the Code.
- Section 63-7-13. Requirements as to lighting equipment. The bicycle must be equipped with a white lamp on the front and a lamp and or reflector exhibiting a red light on the rear of the bicycle visible under like conditions for 500 feet.
- Section 63-3-1112. The law cautions every driver of a vehicle to avoid collision with pedestrian or person propelling a human powered vehicle.
- Section 63-3-501.3. A pedestrian has the right to use and travel upon any portion of a highway at any time of day or night, in the absence of statute to the contrary, and his rights and the rights of one operating a vehicle thereupon are mutual, reciprocal and equal. The operator of a motor vehicle owes to a pedestrian walking along a highway a duty to exercise reasonable or ordinary care to avoid injuring him.

Providing facilities for pedestrian and bicycle trips and promoting awareness will improve public health and safety and reduce automobile travel, resulting in less highway congestion, better air-quality and fewer parking problems. Developing a safe and functional pedestrian and bicycling network requires a comprehensive approach that includes extensive education, engineering, enforcement, and public involvement.

Safety Measures

Engineering safe, walkable and bikeable facilities takes extensive research and creation of creative design features. Good design invites the right use. The following are recommended safety tools for pedestrian facilities:

- ❖ **Accessible Pedestrian Signals**-accommodate the physically, visually and hearing impaired.
- ❖ **High Visibility Signs and Crosswalks**-improvements to crosswalks that alert vehicles operators at a far distance that a pedestrian is present.
- ❖ **Driveway Improvements**-improve driveway access points including right-in or right-out only driveways or median divided driveways.
- ❖ **Transit Stop Treatments**-bus stop lanes, pullout areas, pedestrian shelters and benches.
- ❖ **Mid-Block Signalized Crossings**-addition of a pedestrian signal at high mid-block crossing demand locations, allows for controlled mid-block pedestrian crossings.

The following are recommended safety tools for bicycle facilities:

- ◆ **Bicycle Signals**-include an signal phase solely for bicycle at signalized intersections.

- ◆ “**Share the Road**” **Signage**-install to reinforce to vehicular drivers that bicyclist is users of the road.
- ◆ **High Visibility Bike Lanes**-improve bike lanes to warn drivers of bicycle presence at further distances
- ◆ **Roadway Narrowing**-reduce roadway section to reduce speeds, accomplished by re-striping for on-street parking, bike lanes, or turn lanes.

The type of roadway influences a driver’s behavior. Depending on the characteristics of a roadway and its adjacent land uses, traffic calming strategies are recommended to create a safer environment for pedestrians and reduce fast moving traffic. There are numerous tools to calm traffic such as the following techniques highlighted in Dan Burden’s Streets and Sidewalks, People and Cars:

- Bulbouts or Curb Extensions** - *Extend the sidewalk or curb line into the street, reducing the street width while calming traffic speeds and improving pedestrian crossings.*
- Chicane** - *Series of bulbouts or extensions that narrow a street to one lane at selected points forcing traffic to slow down.*
- Choker or Neckdown**- *Narrows a mouth of intersection to slow traffic at entry and mid point of a street and improves safety for pedestrians and motorists at intersections.*
- Gateway**- *Physical landmark on an arterial street to transition from a major roadway to a lower speed or residential district area.*
- Landscaping Treatments**- *Along a street provides separation between motorists and pedestrian reduces roadways effective width which in turn can reduce speed.*
- Medians** - *Used as a pedestrian and bicycle refuge when crossing street at mid block and at intersections. Medians can manage traffic by providing comfortable left hand turning pockets instead of allowing for a turning lane.*
- Pedestrian Refuge Island** - *A raised island placed in center of the street at intersection or mid block locations to help protect pedestrians from motorists.*
- Road Diet or Reduce Number of Lanes** – *Reduction of the number of lanes or lane widths allows for shorter crossing distances for pedestrians, slows traffic to appropriate speeds and allows for left turn lanes and or sidewalks and bicycle lanes.*
- Roundabout and Mini-Roundabout** - *A circular raised island with deflector islands that form a hub for the traffic to flow around it and the streets that shoot off it located at the intersection of an arterial with one or more crossing roadways used to manage traffic movement in large complex intersections.*

Design Guideline Sources

Pedestrian and bicycle routes are designed according to appropriate guidelines while being sensitive to the route’s location for proper mobility and safety. While there are a number of different resources for bike and pedestrian design, Mississippi Department of Transportation (MDOT) recommends the

county use pedestrian and bicycle facility design guidelines from American Association of State Highway Transportation Officials (AASHTO). Another acceptable guide or practice sponsored by Federal Highway Administration is the Institute of Transportation Engineers' Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities. Since bicycle lanes are not always feasible, other alternatives for facilities exist such as roadways with wide lanes, shoulders or sidewalks may be suitable for bicycle or pedestrian traffic. Signs and road paint can also be used to mark streets suitable for bicycle riding and to encourage travel on designated roadways.

Schools and Parks

Jackson County should be aware of pedestrian barriers and improve upon safety and accessibility for pedestrians and bicyclists, especially along roadways leading to schools, parks, and other community facilities. For future road and school projects, the County and School District will need to incorporate traffic management elements to provide safe and convenient routes for children to walk or ride their bicycles to school since vehicular traffic is heavier when children are present. The Mississippi Department of Transportation promotes a Safe Routes To School Program (SRTS) that develops sustained efforts by parents, schools, community leaders, local and state governments to improve the health and well-being of children by enabling and encouraging them to walk and bike to school.

A pedestrian shed is a distance that can be covered in a five-minute walk. The distance for the common pedestrian shed is approximately $\frac{1}{4}$ mile. The maximum comfortable walking distance is approximately $\frac{1}{2}$ mile. Applying the $\frac{1}{4}$ to $\frac{1}{2}$ mile radius around each county school and inventorying neighboring land uses and access streets indicated an insufficient connection for pedestrians and or bicyclists to residential, recreational and or commercial land uses. The county has the potential to create walkable communities. Highways and county roadways should have sufficient right-of-way to build sidewalks and bike lanes to safely connect residents to and from schools, parks and adjacent residential neighborhoods.

Jackson County's future roadway improvement projects should incorporate proper pedestrian and bicycle facilities in the design and development of the projects. Although pedestrian and bike accessibility and mobility near schools are needed and of the most importance, connecting other destinations such as shopping, libraries, community centers and recreational facilities are necessary in building a functional network. Bicycle and pedestrian facilities should be incorporated into plans for highway and road improvements. Stand-alone pedestrian and bicycle projects should be considered if roadway projects are not planned near schools, parks, and commercial areas.

Existing and Proposed Routes

Jackson County does not have any designated bicycle or pedestrian facilities within the rural communities. There are immediate plans to provide sidewalks on a portion of Old Fort Bayou Road. Gulf Regional Planning Commission reviewed public input from this comprehensive planning effort, other county plans, GCATS Plan, and recommendations from the Gulf Coast Bike Club and the Gulf Coast Heritage Trails Partnership. To meet future demand for an improved quality of life, planners proposed a number of bicycle and pedestrian routes connecting Jackson County rural communities. Pedestrian sheds were identified to encourage connectivity from neighborhoods to schools, parks and community centers.

The Bicycle and Pedestrian Facility Map on page 40 shows proposed bicycle and pedestrian routes. Further investigation and analysis should be conducted for proposed bicycle routes to determine what changes and improvements are required to improve accessibility for bicycle riders/commuters.

Recommended Pedestrian Sheds

Pedestrian sheds for schools are recommended within $\frac{1}{4}$ to $\frac{1}{2}$ mile of from the following locations:

- St. Martin High School, Yellow Jacket Boulevard.
- St. Martin East Elementary School, Rose Farm Road
- Vancleave Upper Elementary School, MS Highway 57
- Vancleave Lower Elementary School/Vancleave High School/Jackson County Vo-Tech, MS Highway 57
- Vancleave Middle School, Bulldog Lane
- East Central Upper Elementary School, East Central Middle School, Hurley-Wade Road,
- East Central High School, Slider Road
- East Central Lower Elementary School, MS Highway 614
- Orange Lake Elementary School, Old Stage Road

Recommended Bicycle Routes

Bicycle routes are recommended along the following roadways:

Latimer/St. Martin Communities

- Old Biloxi Road
- Daisy Vestry Road
- Tucker Road
- Old Fort Bayou Road
- Seaman Road
- Joe Bat Road/Jim Ramsey Road

Larue Community

- Old Biloxi Road
- Larue Road

Vancleave Community

- Humphrey Road
- MS Highway 57



Photo of four-wheel drive path along Old River Road.

- Gautier-Vancleave Road
- Old River Road
- Wade Vancleave Road

Wade/Hurley Communities

- MS Highway 63
- MS Highway 614
- Hurley-Wade Road
- MS Highway 613
- Baria Road
- Frank Snell Road
- Goff Farm Road



Photo of vehicle passing cyclist on Wade Vancleave Road.

Big Point/Helena Communities

- Big Point Road
- MS Highway 613
- Saracennia Road

Pecan/Orange Grove Communities

- Forts Road
- Independence Road
- Old Stage Road

Gulf Park Community


- Old Spanish Trail
- MS Highway 57
- Fountainbleau Road
- Belle Fontaine Road



Photo of right-of-way along MS Highway 614 at the East Central Community Center.

These proposed routes are representative of what could become an established network to connect populated portions of the county to schools, businesses, parks, and neighborhoods while building a base for neighborhood to regional connectivity. The recommended routes connect to a $\frac{1}{4}$ mile pedestrian sheds identified for each school, park and recreation facility. Ideally, the proposed routes would consist of properly designed facilities inclusive of at a minimum 4-foot bicycle lanes, minimum 5-foot sidewalks, minimum six foot shared bicycle/pedestrian lane, crossings and traffic calming measures, and facilitation of bike and pedestrian traffic for efficient mobility and safety. Refer to the Bicycle and Pedestrian Plan Map.

measures, and facilitation of bike and pedestrian traffic for efficient mobility and safety. Refer to the Bicycle and Pedestrian Plan Map.



A large, ancient tree with thick, gnarled branches and lush green foliage.


Future Land Use

Future Land Use Jackson County, MS

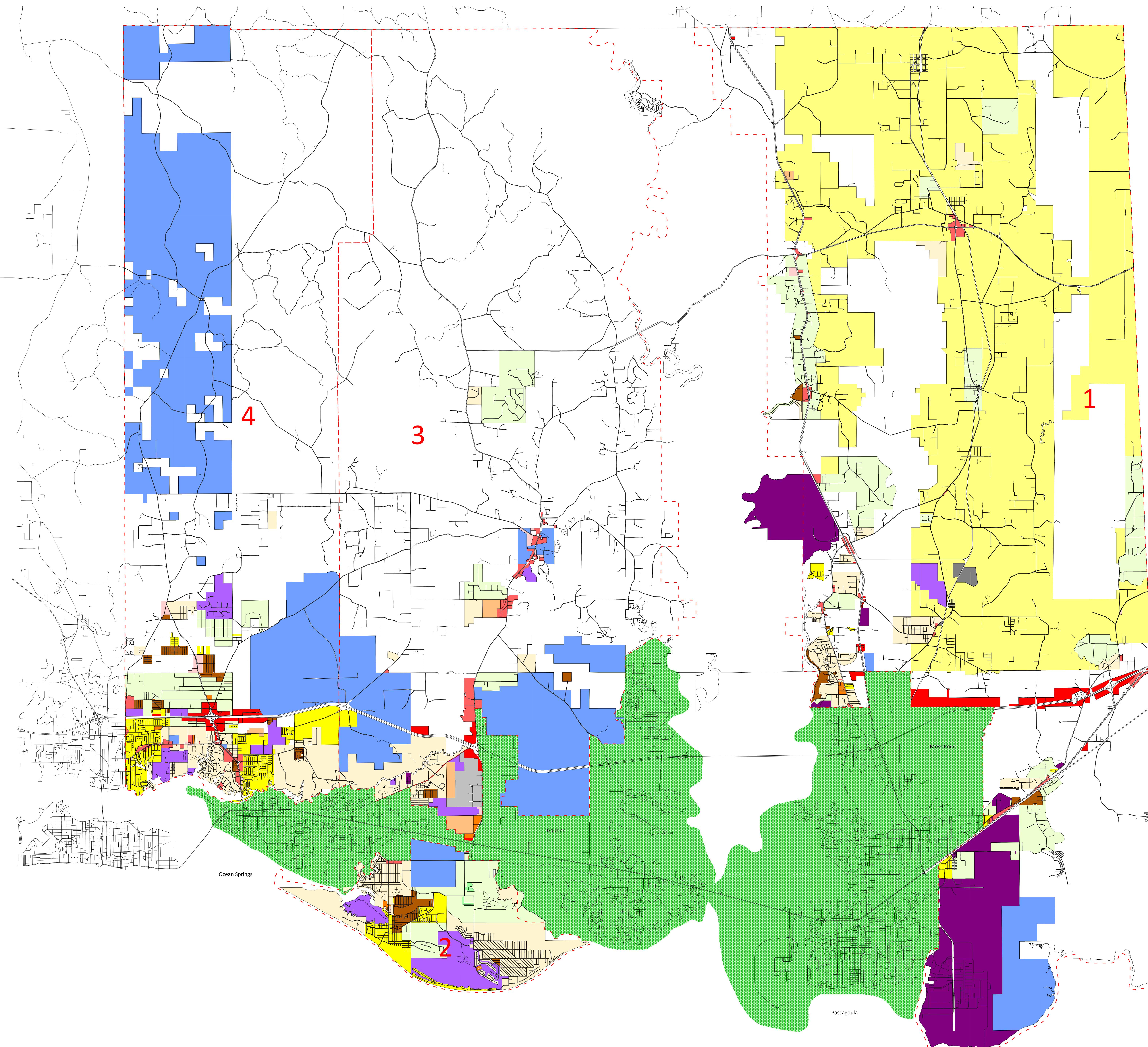
Adopted March 6, 2006
Updated April 23, 2009
Updated December 2010

Residential Estate
Single Family Residential
Two Family Residential
High Density Residential
Neighborhood Commercial
Community Commercial
Highway Commercial
Light Industrial
Heavy Industrial
Conservation / Public
PUD / Condo
General Agricultural

Committed Projects
Roadway Improvements
New Roadway
City Limits

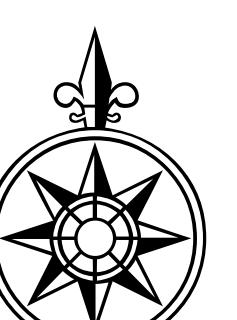


Jackson County Zoning Districts



Neighborhood Areas

City Boundaries



FOR PLANNING PURPOSES ONLY
04-24-2009



Intergovernmental Coordination

Intergovernmental Coordination

A. Introduction

The Intergovernmental Cooperation Element is established showing relationships and stating principles and guidelines to be used in the accomplishment of coordination of the adopted Jackson County Comprehensive Plan with the plans of the Jackson County School District and all other units of local government providing services but not having regulatory authority over the use of land, with the comprehensive plans of the Cities of Gautier, Moss Point, Ocean Springs, and Pascagoula and with the adjacent Counties of Harrison, George and Mobile.

The following goal, objectives and policies provide a plan which as implemented will provide guidelines for cooperation between the County and adjacent local governments and other governmental and service agencies.

GOAL 1. ESTABLISH PROCESSES AMONG THE VARIOUS GOVERNMENTAL ENTITIES TO ACHIEVE COORDINATION OF COMPREHENSIVE PLANNING, ENSURE COMPATIBLE DEVELOPMENT, PROVIDE ADEQUATE PUBLIC SERVICES AND PROMOTE THE EFFICIENT USE OF AVAILABLE RESOURCES AMONG GOVERNMENTAL ENTITIES.

Objective 1. The County shall coordinate its comprehensive planning with the School Board, Utility Authority, Regional Planning Commission, adjacent counties, and the municipalities of Gautier, Moss Point, Ocean Springs and Pascagoula. The coordination mechanisms shall include, as appropriate, interlocal agreements, written and verbal communications, participation on technical advisory committees, utilization of mediation processes and joint meetings with appropriate other local, regional, state, and federal governing bodies and agencies of other designated representatives. These coordination procedures shall include interlocal agreements which will identify and implement any joint planning areas which mutually established for the purpose of annexation, municipal incorporation and joint infrastructure service areas.

Policy 1.1. The County shall establish interlocal agreements for the provision of services across jurisdictional boundaries.

Objective 2. Review of Development Proposals.

Within one year after adoption of this comprehensive plan, the County will establish procedures to coordinate the impacts of development proposed by the Comprehensive Plan with the appropriate aspects of the affected municipalities and affected adjacent counties.

Policy 2.1. The County will establish the following general types of procedures in their internal review of development proposals that identify the effects, if any, on the comprehensive plans of adjacent municipalities and adjacent counties:

1. The Jackson County Planning Department shall identify comprehensive planning issues and provide a structural framework for discussion of these issues with affected parties.
2. These issues will be developed by the Jackson County Planning Department from reviews of local comprehensive plans, subdivision regulations, zoning ordinances, development approvals, and other documents, as well as through coordination with other local governments.

3. Development proposals will be considered in context of each affected local government's comprehensive plan.

Objective 3. The County shall ensure that the impacts of development proposed in the plan are coordinated with development in municipalities within the county, adjacent counties and agencies within the region by providing a copy of the adopted plan to each governing body or agency for review and comment.

Policy 3.1. In order to keep public entities informed of proposed future development, copies of future zoning changes shall also be provided to these governing bodies and agencies, prior to adoption of the zoning map changes.

Policy 3.2. Jackson County shall establish interlocal agreements with all the municipalities, the Jackson School District and all other units of local government which provide public services for collaborative planning and decision making on population projections and public school siting, the location and extension of public facilities, and siting facilities with countywide significance, including locally unwanted land uses whose nature and identify are established in the agreements. These interlocal agreements shall be consistent with and implement the provisions of this Intergovernmental Cooperation Element.