MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Interim Report Task 9

Performance, Goals and Strategies

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MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Mississippi Department of Transportation

MULTIPLAN 2050

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1. Introduction

Over the next 25 years, various factors including demographic changes, population and employment growth, severe weather events, and emerging technologies are expected to influence the State of Mississippi's transportation infrastructure, services, and operations. To maintain an efficient and reliable network, the Mississippi Department of Transportation (MDOT) considers how these factors impact mobility needs statewide and finds opportunities to implement innovative transportation solutions focused on creating a resilient and adaptable system providing for all residents and businesses.

These shifting factors have the potential to create gaps between future transportation needs and fiscal realities. Associated costs related to infrastructure, technology, and operations can often be expensive, which highlights the importance of incorporating budgeting into the transportation decision-making process. It is necessary to consider revenue projections that estimate financial requirements to adequately meet the State's forecasted transportation needs.

A series of guiding principles, Federal requirements, and feedback from stakeholders were all used to identify funding strategies that link expected revenue with the longevity of Mississippi's transportation network. The overarching goals of MULTIPLAN, Mississippi's Unified Long-Range Transportation Plan, align closely with those of the National transportation goals and were used to prioritize spending in transportation program areas from maintenance and repair of roads and bridges to investments in intermodal facilities and transportation terminals.

In each program area, a performance metric and performance goal were identified, representing the standards for quality transportation infrastructure in each category. Four funding strategies were developed with each strategy prioritizing different levels of investment in each category. Funding levels were linked to their impact on the State of MDOT facilities through Planning for Performance, an excel-based tool for estimating the tradeoff between the performance of transportation systems and funding levels. This relationship between performance and investment levels was developed through a series of performance curves for each program area.

Each strategy prioritized a specific funding area or areas using either constrained or unconstrained revenue estimates. Based on stakeholder feedback, two strategies were selected as preferred: one based on existing revenue expectations and another identifying the funding required to adequately meet the State's long-term transportation needs. Using these funding strategies, MDOT identified fiscally sound transportation investments to support the residents, businesses, and tourism activities within Mississippi. The economic impact of these scenarios estimates how these scenarios differ but also the broader effect of the investments, going beyond the need to meet performance targets.

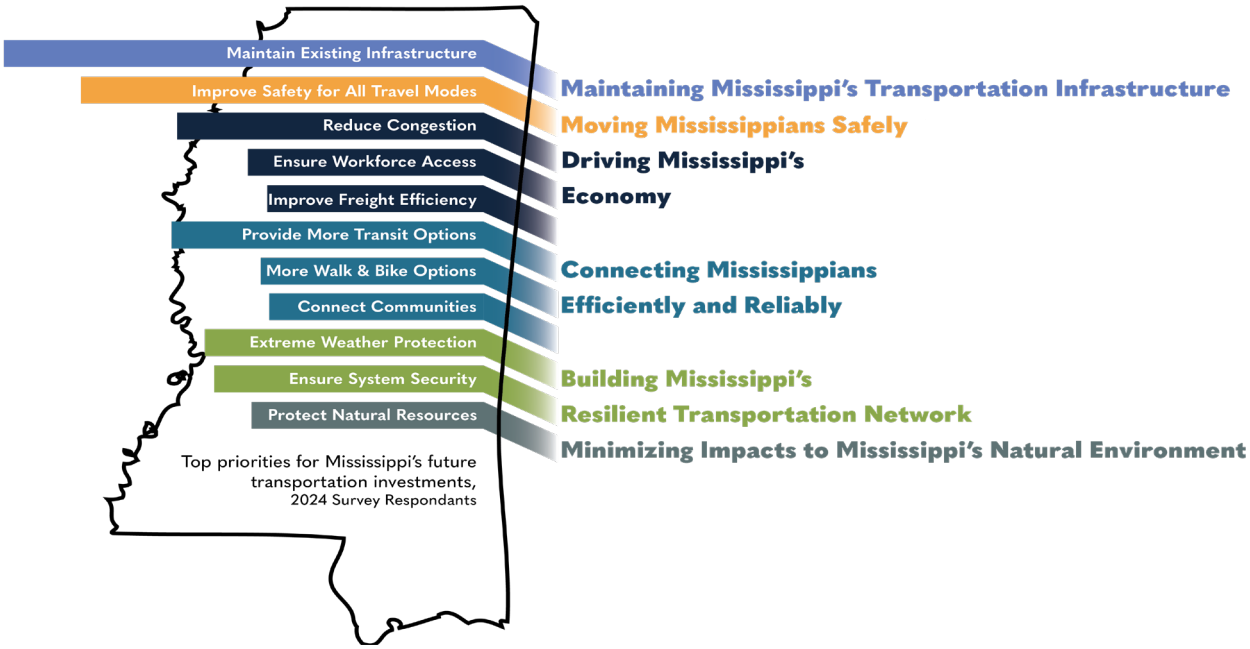
This document is split into four different sections, relaying goals, performance, and strategies of the MULTIPLAN's performance-based planning process. The chapters include:

- **Statewide Transportation Goals:** An overview of the Federal and MULTIPLAN transportation goals. These are used as the basis for selecting the performance measures and help identify the focus of the future transportation network.
- **Performance Measures and Targets:** A description of the performance measure and target(s) for each program area. Included is an overview of the general performance-based planning process.
- **MULTIPLAN 2050 Scenarios:** Information on the four selected scenarios and resulting performance of the transportation network. Included is an overview of how the scenarios were developed and feedback from stakeholders.
- **Plan of Action:** Listed action items to achieve the preferred scenarios, including the expected revenue sources and threats to expenditures.

2. Statewide Transportation Goals

The strategies discussed in this report describe different approaches to meeting the MULTIPLAN 2050 goals using performance measures and targets established by public stakeholder engagement, key stakeholder meetings, and MDOT staff. While the strategies do address all goals, focusing efforts on specific areas for funding can have different outcomes for the transportation network. Several key transportation goals guide MULTIPLAN 2050. These goals helped identify the focus of Mississippi's future transportation network. In addition, all of Mississippi's transportation goals relate to at least one national transportation goal under the Fixing America's Surface Transportation Act (FAST Act).

Figure 1. Statewide Transportation Goals



Both the Awareness, Education, and Cooperation Processes, and Funding and Finance are process strategies that support the achievement of the other statewide goals. The two process strategies and six statewide transportation goals are described in detail below.

2.1 Awareness, Education, and Cooperative Processes

Establish effective transportation partnerships and collaborations while increasing awareness of the benefits and needs of an intermodal system.

Mississippi promotes a culture that fosters cooperation and essential partnerships to deliver a system that serves all members of the public. Collaborative processes across all transportation modes and various agencies increase public awareness, highlights unmet funding needs, and encourages innovation to improve project delivery and system performance. Collaboration between State agencies, local governments, and stakeholders

helps identify partnership opportunities, investment priorities, technology, and operational efficiencies, and important safety enhancements.

2.2 Funding and Finance

Provide reliable funding and financing options for the transportation system and allocate funds efficiently.

Stable funding sources for transportation infrastructure are required to ensure adequate maintenance, modernization, and expansion of the Mississippi transportation network. Additional revenue and financing opportunities should be explored when possible. Without sufficient funding to meet all needs, funding allocation should provide for a positive return on investment, to represent the needs of stakeholders, and to advance statewide transportation goals.

2.3 Moving Mississippians Safely

Ensure a safe transportation network for all users.

MDOT's mission is to provide a safe intermodal transportation network that is planned, designed, constructed, and maintained in an effective, cost- efficient, and environmentally sensitive manner. As the mission states, safety is of the highest importance to MDOT's transportation engineering and planning efforts. Ensuring a safe transportation network for all users requires transportation solutions that protect the general public with particular emphasis on vulnerable populations.

2.4 Maintaining Mississippi's Transportation Infrastructure

Preserve and maintain existing transportation infrastructure.

Over the next 25 years, the roadways, bridges, transit assets, and freight facilities within the State will require systematic up-keep to ensure safety and reliable transportation for residents and visitors. With travel expected to increase, pavement conditions and other asset preservation will play a critical role in providing a well-connected, quality transportation system that seamlessly moves people and goods within the State.

2.5 Connecting Mississippian's Reliably

Improve connectivity and travel of residents, commerce, and industry.

As the population is expected to grow, the demand for commerce, access to employment centers, access to transportation terminals, and connectivity to statewide resources will continue to increase. Maintaining the ease, ability, and quality of travel to and from key

destinations within Mississippi is a priority. Mobility and accessibility investments can improve travel reliability and provide alternative routes or transportation options to meet the growing statewide need.

2.6 Minimizing Impacts to Mississippi's Natural Environment

The expansion and modernization of the transportation network should be mindful of its effect on the environment and attempt to mitigate the impacts.

As Mississippi maintains and modernizes its transportation network to accommodate future transportation needs, it is essential to consider how these improvements impact the environment and provide mitigation strategies to minimize those impacts.

2.7 Driving Mississippi's Economy

Invest in strategic improvements to support the State's economy and competitiveness.

Transportation is vital to ensure the efficient movement of goods and people to, from, and throughout Mississippi. A strong transportation network supports economic development by providing reliable transportation routes that connect businesses to development opportunities while also providing residents and visitors access to major destinations. Investing in strategic transportation improvements along essential corridors and routes statewide will enhance freight efficiency, support travel and tourism needs, and boost the State's overall economic competitiveness.

2.8 Building Mississippi's Resilient Transportation Network

Improve transportation network resilience for infrastructure and operations.

Understanding the vulnerability of aging transportation infrastructure to extreme weather events and integrating resiliency planning considerations into decision-making is critical to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruption. It is also important to consider how natural, technological, and human-caused hazards can cause risk and create vulnerabilities to the statewide transportation infrastructure, operations, and services. Many of these hazards have been identified and addressed in MDOT's Resilience Improvement Plan (RIP).

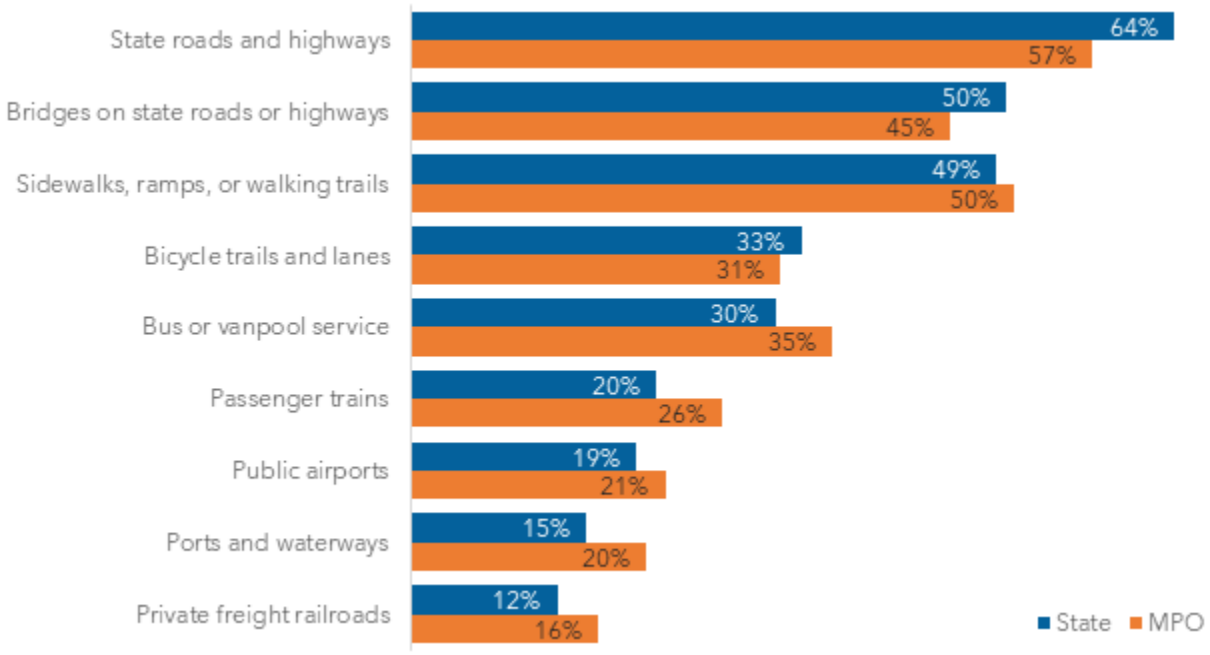
2.9 Alignment with Public Feedback

As part of MULTIPLAN 2050, a statewide survey of 1,004 Mississippi residents and 373 respondents within Metropolitan Planning Organization (MPO) urbanized areas was conducted to assess public attitudes about the state's transportation system and funding mechanisms. This dual approach enables a comparison of statewide perspectives with those

from urbanized areas, where transportation needs and priorities often reflect urban and regional dynamics. The survey addressed topics such as system performance, accessibility, safety, modes of transportation, areas needing improvement, future challenges, and funding preferences.

The majority of respondents rated Mississippi's transportation system as meeting their needs at a moderate level. **Figure 2** shows those assets needing improvement as identified by survey respondents. Roads and highways were identified as the elements of Mississippi's transportation system that best meet respondents' personal or business travel needs and identified as the top asset needing improvement. Sidewalks, ramps, and walking trails ranked slightly higher for needing improvement compared to bridges in the urban areas and ranked nearly identical statewide. Behind private vehicles, survey respondents identified sidewalks and walking trails as the second most-used transportation mode.

Figure 2. Which elements of Mississippi's transportation system do you think need improvement?

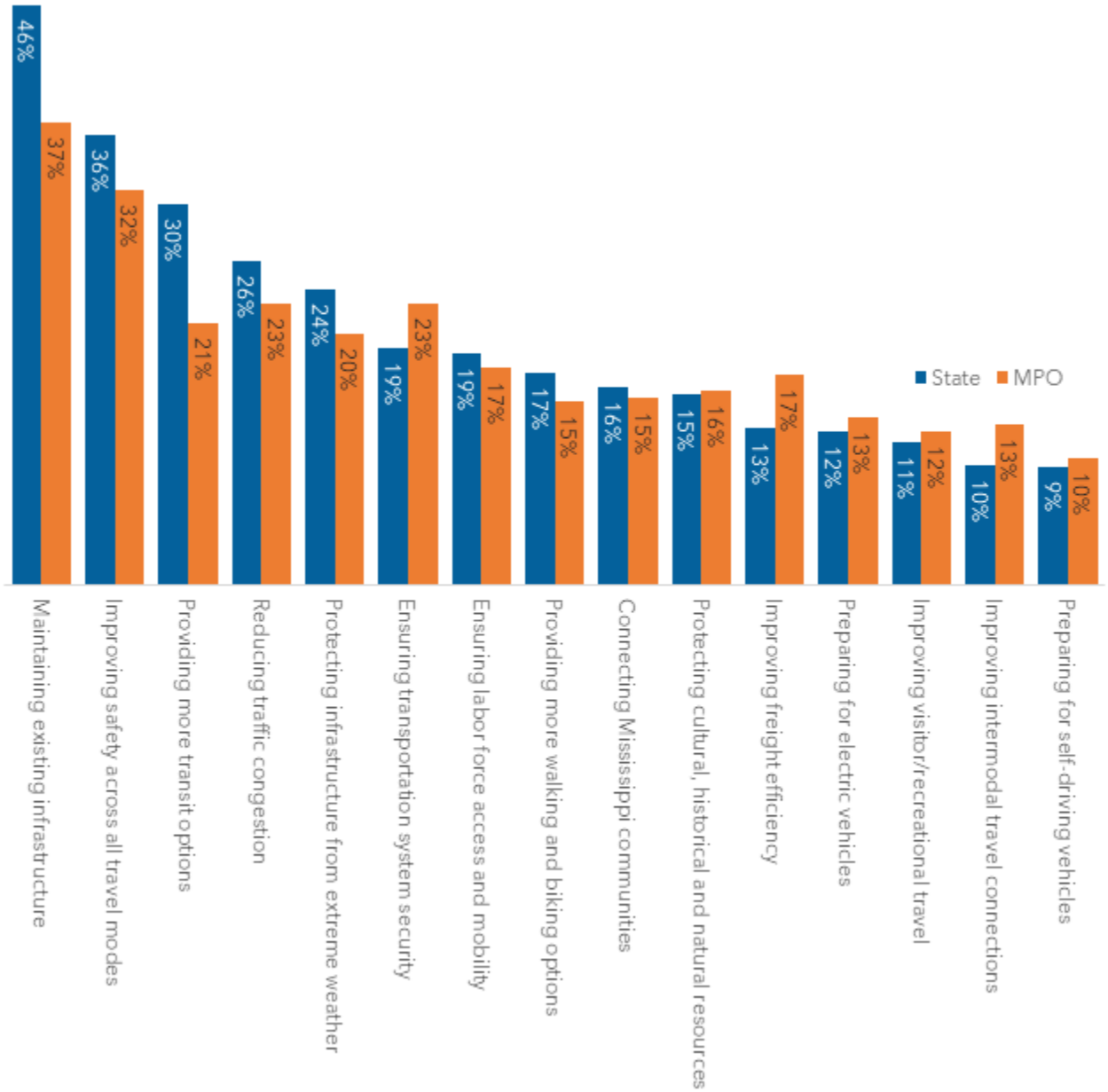


Respondents could select multiple options. Percentages reflect the number of responses for each element divided by the total number of respondents (State N = 1004; MPO N = 373).

Maintaining existing infrastructure and improving safety across all modes were identified by respondents as the two top priorities for future transportation investments, shown in **Figure 3**. Similarly, maintaining existing infrastructure and bridges were identified as top priorities should there be additional funding, shown in **Figure 4**. This aligns with the feedback from respondents that identified aging infrastructure and improving safety as two of the most significant challenges over the next 25 years. Previous MULTIPLAN surveys from 2040 and 2045 similarly emphasized the importance of maintaining infrastructure and improving safety.

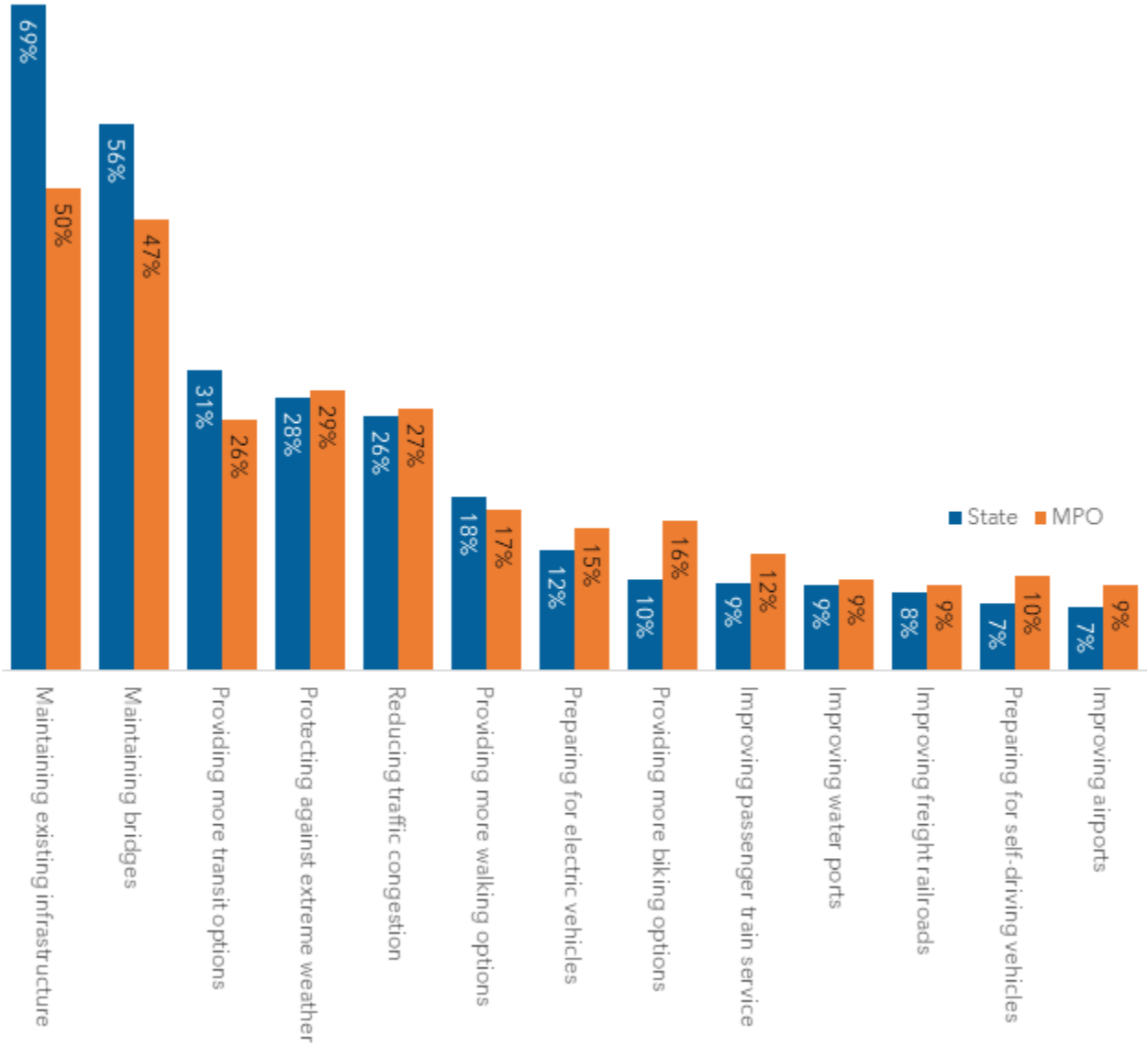
However, in those surveys, connectivity was frequently identified as a third key priority, highlighting a shift in focus for the 2050 survey respondents.

Figure 3. When you think about future transportation investments, what should be Mississippi's top 3 priorities?



Respondents selected the options they agree with from a list of prompts. Percentages reflect the share of respondents who selected each option (State N = 1004; MPO N = 373). Labels are abbreviated versions of the prompts; full prompts are available in the 2024 survey instrument in Appendix A.

Figure 4. If the state increases funding for transportation, how should the additional funds be used?



Respondents selected the options they agree with from a list of prompts. Percentages reflect the share of respondents who selected each option (State N = 1004; MPO N = 373). Labels are abbreviated versions of the prompts; full prompts are available in the 2024 survey instrument in Appendix A.

Beyond maintenance, MPO respondents were more likely to prioritize investments in transit options and measures to protect infrastructure from extreme weather, reflecting a broader emphasis on resilience and accessibility. Consistent with the MULTIPLAN 2045 survey, respondents continued to prioritize maintaining infrastructure and bridges as the top two funding priorities, underscoring the ongoing importance of sustaining the state's existing transportation assets.

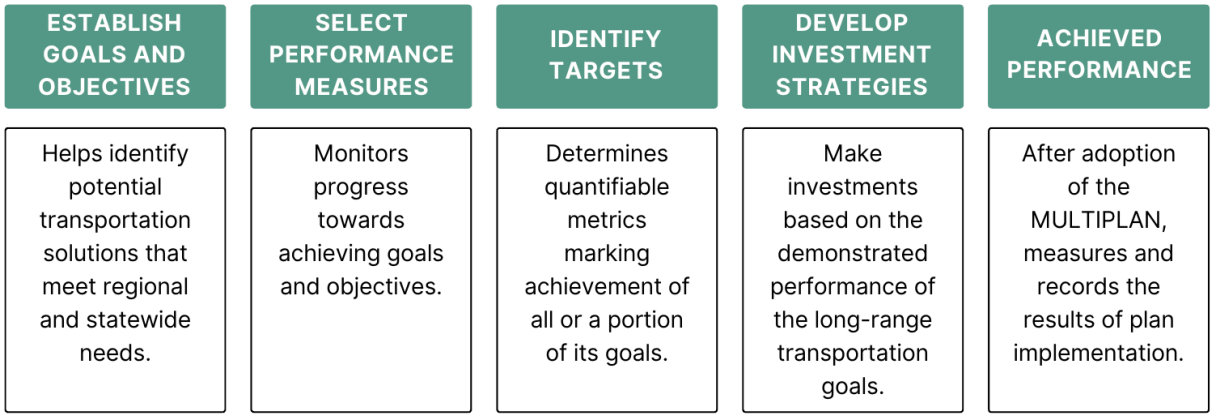
3. Performance Measures and Targets

MULTIPLAN 2050 includes performance measures and targets for each program area, representing the MDOT's standard for transportation infrastructure. Pursuing these performance targets directly supports the statewide transportation goals. Transportation investments, programs, and projects are measurable based on their success and effectiveness. Federal performance targets are included for some program areas, namely measures related to pavement and bridge conditions.

3.1 Planning for Performance Process Overview

Performance-based planning is a strategic approach to develop, define, and evaluate performance measures and targets. Here, the defined goals, strategies, and priorities establish the performance targets. Then, a program of funding approaches and projects that can meet or exceed the performance targets are developed. Finally, the transportation system is re-evaluated to confirm the targets were met, if the goals and objectives are achieved, and/or if the goals, performance measures, or targets need to change. This evaluation cycle creates a regular process of monitoring and reporting to inform investment decisions and future goals, as shown in **Figure 5**.

Figure 5. Performance-Based Planning



Using this Planning for Performance process is particularly important given the future of constrained resources, which requires balancing funding availability and transportation needs. With a finite number of resources and funding, each dollar spent on one part of the system is one less dollar on another part of the system.

One method MULTIPLAN 2050 used to estimate the tradeoffs between expenditures and potential outcomes and performance was through the Planning for Performance tool. This tool describes the anticipated performance for each transportation program area given a specific funding level and is comprised of three components: visualize decision consequences, track the budget, and generate funding scenarios in response to the objectives. This allows MDOT to quickly and easily compare funding distribution choices

across major program areas and allows stakeholders and the public to see how alternative funding approaches can influence the future conditions of the entire transportation system.

Visualize the Consequences

The initial outcome of the Planning for Performance tool allows users to immediately see the performance of the entered funding amount. Users can visualize the resulting performance, if targets are met, and how the performance compares against the current condition. This allows a quick view of how the future transportation network may perform, and the potential opportunities given various funding strategies towards a particular transportation program.

Track Our Budget

The tool calculates the total spending of each program area as well as the total annual budget between 2025 and 2050. This total may be above or below anticipated funding projections, allowing users to track their spending. This also compares the spending against certain funding program areas. This allows for a more realistic budgeting exercise due to certain expenditures only being applied to certain project types.

Generate Funding Scenarios

Finally, the tool allows users to create different funding scenarios, comparing the tradeoffs between performance and funding. Users can see the anticipated performance from shifting funds from one program to another. Likewise, scenarios can exceed the anticipated budget and estimate the funding needed to meet the anticipated targets. These scenarios can be used as a general exercise or to assess how well MDOT's objectives and targets are met.

3.2 Performance Measures and Targets

The selected performance measures and targets are a result of MDOT staff and stakeholder input as well as results from current and future conditions analysis. These targets aim to maintain existing conditions, ensure the transportation infrastructure remains in a good state of repair, and/or enhance the network. In addition to targets set by MDOT, there are Federal FAST Act targets for highway programs, specifically pavement, bridge, and safety.

Pavement

Pavement includes eight separate targets, based on the roadway type and ownership. The roadways include interstates; non-Interstate National Highway System (NHS); 4-lane, non-NHS, State-maintained; and 2-lane non-NHS, State-maintained. For interstates and non-Interstate NHS, the federal targets measure what percentage of the pavement is in good and

poor condition. These variations account for differences in pavement deterioration due to the significant presence of trucks or higher traffic volumes. For the State-maintained roadways, the targets measure what percentage of the pavement is in good or fair and poor condition based on the PCR, Pavement Condition Rating.

The Federal FAST Act rules set a minimum condition threshold for interstate pavement, requiring that no more than five percent of interstate lane-miles are in poor condition. The rule also requires States to develop performance targets for the entire NHS. These performance measures and targets are shown in **Table 1**. For more information, see MDOT's Transportation Asset Management Plan.

Table 1. Pavement Performance Measures and Targets

Programs	Lane-Miles	Performance Measure	2018 Condition	2024 Condition	Performance Target
Interstate Pavement	3,403	% Good % Poor	67% 0.5%	71% 0.4%	≥ 55% ≤ 5%
Non-Interstate NHS Pavement	9,422	% Good % Poor	35% 4%	25% 7%	≥ 20% ≤10%
4-Lane Pavement, Non-NHS, State-Maintained	535	% Good/Fair % Poor	30%* 34%	64% 36%	≥ 75% ≤ 25%
2-Lane Pavement, Non-NHS, State-Maintained	14,693	% Good/Fair % Poor	22%* 32%	75% 25%	≥ 75% ≤25%

*2018 State-maintained pavement conditions only reflect percent of pavement in good condition.
Source: MDOT

Bridge

The bridge capital program includes four separate targets, based on the bridge ownership and maintenance responsibility. This includes specific targets for NHS bridges as well as State-maintained non-NHS bridges. The targets measure what percentage of the bridge's deck area is in good and poor condition.

The Federal FAST Act rules set a minimum condition threshold for NHS bridges, with no more than 10 percent of bridges by deck area in poor condition. The rule requires States to develop two- and four-year performance targets for the entire NHS. MDOT's adopted targets

are more stringent, **requiring no more than five percent of total deck area for NHS bridges in poor condition**. For more information, see MDOT's Transportation Asset Management Plan. Performance measures and targets are shown in **Table 2.**

Table 2. Bridge Performance Measures and Targets

Programs	Deck Area, Square Feet	Performance Measure	2018 Condition	2024 Condition	Performance Target
NHS Bridge	48 million	% Good	62%	54%	≥45%
		% Poor	2%	2%	≤5%
Non-NHS Bridge	23 million	% Good	70%	64%	≥60%
		% Poor	3%	3%	≤3%

Source: MDOT

Capacity

Capacity performance is measured by the roadway's level of service (LOS), which is based on the traffic volume to road capacity ratio. The higher the ratio, the worse the congestion level and lower the LOS. For most of the State, the LOS is A or B, representing no or slight congestion.

MDOT's target includes maintaining a **LOS C or better in rural areas** and a **LOS D or better in urban areas**. To measure performance based on spending scenarios in the Planning for Performance tool, the unit of measurement for capacity was set to percent of uncongested lane miles. Achieving the LOS goals for both urban and rural roadways is equal to a result of 100 percent uncongested lane miles. This translates to a threshold of moderate congestion and reduces the potential delay times for travelers.

Table 3. Capacity Performance Measures and Targets

Program	Performance Measure	2018 Spend	2024 Spend	Performance Target
Capacity	LOS C or better – Rural, LOS D or better - Urban	$0 M	$100 M	100%

Source: MDOT

Safety

Transportation safety is continuously monitored through a variety of tools, reports, and plans, such as the annual Highway Safety Plan (HSP), longer-term Strategic Highway Safety Plan, and Mississippi's Safety Analysis Management System. These and other methods, not only measure and analyze total crashes but also the crash severity, contributing factors, and other crash characteristics.

MDOT's safety target is to **maintain current spending.** This aims to decrease the number of vehicular crashes in Mississippi and continuously move Towards Zero Deaths, a national safety strategy with the vision of having zero transportation fatalities.

Table 4. Safety Performance Measures and Targets

Programs	Performance Measure	2018 Spend	2024 Spend	Performance Target
Safety	Maintain Current Spending	$30 M	$45 M	100%

Source: MDOT

Intelligent Transportation Systems and Technology

ITS technology impacts multiple facets of the transportation network, from increasing capacity, improving safety, reducing travel time, and more. Multiple transportation corridors utilize ITS, including Transportation Management Centers (TMC) and Traffic Operation Centers. ITS technology can improve efficiency of current infrastructure without major capacity increases, modernizing the system.

MDOT's ITS target is to **maintain current spending**, $1 million average annual, consistent with the target of Multiplan 2045. This aims to increase the percent of reliable person-miles traveled across the state and enhanced efficiencies of existing transportation infrastructure.

Non-highway Program Areas

The remaining transportation capital program areas include transit, bicycle and pedestrian, and intermodal transportation (railroads, ports, and aviation). MDOT's performance target for intermodal transportation, and bicycle and pedestrian are to **at least maintain current spending levels.** MDOT's performance target for transit is to **maintain the percent of active fleet in good repair as sixty percent or better.**

This will maintain the existing condition of assets and help fund projects and programs to continuously improve the non-highway transportation network. This includes funding for the Multimodal Transportation Improvement Program, which currently includes $35 million per year for airports, ports, railroads, and public transit systems in Mississippi. Under the requirements authorized by the legislation, railroads receive three percent, ports receive eleven percent, airports receive ten percent, and public transit receives the remaining 76 percent.

3.3 Comparison to 2045 Performance Measures

The selected performance targets are a combination of maintaining the existing transportation network now and into the future, addressing existing deficiencies, and meeting Federal requirements. These are summarized by program area in **Table 5.**

Table 5. Performance Targets in MULTIPLANs

Program Area	MULTIPLAN 2040	MULTIPLAN 2045	MULTIPLAN 2050
Interstate Pavement	95% in Good/Fair Condition	95% in Good/Fair Condition	95% in Good/Fair Condition
Non-NHS Interstate Pavement	75% in Good/Fair Condition	90% in Good/Fair Condition	90% in Good/Fair Condition
4-Lane Pavement, Non-NHS, State-Maintained	75% in Good/Fair Condition	75% in Good/Fair Condition	75% in Good/Fair Condition
2-Lane Pavement, Non-NHS, State-Maintained	75% in Good/Fair Condition	75% in Good/Fair Condition	75% in Good/Fair Condition
NHS Bridge	90% not structurally deficient	95% in Good/Fair Condition	95% in Good/Fair Condition
Non-NHS Bridge	98% not structurally deficient	97% in Good/Fair Condition	97% in Good/Fair Condition
Capacity	LOS C or better – Rural areas, LOS D or better – Urban areas	LOS C or better – Rural areas, LOS D or better – Urban areas	LOS C or better – Rural areas, LOS D or better – Urban areas
Safety	Consistent declines in fatalities	Maintain Current Spending	Maintain Current Spending
ITS/Technology	75% of total needs met	Maintain Current Spending	Maintain Current Spending
Transit	75% of assets in State of Good Repair	60% of assets in State of Good Repair	60% of assets in State of Good Repair
Intermodal	20% of total needs met	Maintain Current Spending	Maintain Current Spending
Bicycle and Pedestrian	Maintain Current Spending	Maintain Current Spending	Maintain Current Spending

4.MULTIPLAN 2050 Scenarios

After selecting the performance measures and targets, the method to meet or exceed the targets depends on how funds are allocated. The MULTIPLAN 2050 includes various funding scenarios based on the total available revenue through 2050. Through a series of work sessions, three different MULTIPLAN 2050 Scenarios were developed. The fourth funding scenario expresses revenues without the addition of the House Bill 1 motor fuel tax revenue. These are listed below and explained in more detail in the following subsections.

- **Accelerate Budget Scenario:** The adequate scenario expresses the funding required to achieve ideal performance, exceeding minimum targets, for each program area based the level of investment the industry can handle.

- **Improve Budget Scenario:** The enhanced scenario reflects possible investment based on forecasted revenues with the addition and of the House Bill 1 motor fuel tax and assumes lottery funding continues past 2028, and the state is competitive in receiving federal matching funds.

- **Maintain Budget Scenario:** The expected scenario reflects possible investment based on forecasted revenues with the addition of the House Bill 1 motor fuel tax. Program area investments are prioritized to meet federal targets and maintain existing conditions.

- **Pre-Reform Budget Scenario:** The pre-reform scenario expresses the forecasted revenues without the addition of the House Bill 1 motor fuel tax and any one time or temporary funding sources such as lottery. Program area investments are prioritized to meet federal targets for non-State-maintained programs.

4.1 Scenario Development

Throughout the planning process of MULTIPLAN 2050, various public outreach tools were used to gather input to develop performance measures and targets by investment program. Using performance-based planning approaches, stakeholder group facilitation, public input, and Federal guidelines, the team established performance measures and targets that provide the strategic framework for MULTIPLAN 2050. This strategic framework ensures the progress of goals and objectives determined by Mississippians are measured and tracked.

This process also presented and refined the scenarios, including the varying tradeoffs between spending and performance. This led to various discussions regarding the performance targets and MDOT revenue sources, such as Federal penalties for not meeting targets, MDOT funding allocations from the legislature, alternative funding sources, and lottery and sports betting taxes.

4.2 Accelerate Budget Scenario

The accelerate scenario expresses the funding required to achieve ideal performance, exceeding minimum targets, for each program area based the level of investment the industry can handle. This scenario includes new revenue from HB 1. Increased funding for highway capacity and ITS/Technology investments prioritizes modernizing the system. The transit target is increased to a 100% state of good repair for the revenue fleet vehicles.

Table 6. Accelerate Budget Scenario, $960M, Funding and Performance ($2023 million by annual average)

Program Area	2025 to 2028	2029 to 2050	2025 to 2050	Performance Target Met	
Interstate Pavement	$110	$110	$110	70% Good 0% Poor	
Non-NHS Interstate Pavement	$135	$85	$91	52% Good 2% Poor	
4-Lane Pavement, Non-NHS, State-Maintained	$5	$12	$11	79% Good/Fair 21% Poor	
2-Lane Pavement, Non-NHS, State-Maintained	$130	$310	$288	95% Good/Fair 5% Poor	
NHS Bridge	$115	$100	$102	66% Good	0% Poor
Non-NHS Bridge	$65	$77	$76	66% Good	2% Poor
Capacity	$100	$200	$188	98% Uncongested–Rural, 96% Uncongested-Urban	
Safety	$45	$45	$45	Maintain Current Spending, $45	
ITS	$1	$5	$5	Maintain Current Spending, $1	
Transit	$27	$30	$30	100% of assets in State of Good Repair	
Intermodal	$13.1	$13.1	$13	Maintain Current Spending, $13.1	
Bicycle and Pedestrian	$1	$1	$1	Maintain Current Spending, $1	

4.3 Improve Budget Scenario

The improve scenario reflects possible investment based on forecasted revenues with the addition of the House Bill 1 motor fuel tax and assumes lottery funding continues past 2028, and the state is competitive in receiving federal matching funds. Investments are prioritized to meet federal targets and maintain the current conditions. Surplus investments are allocated to the 2-lane, non-NHS, State-maintained pavement and capacity program areas.

Table 7. Improve Budget Scenario, $845M, Funding and Performance ($2023 million by annual average)

Program Area	2025 to 2028	2029 to 2050	2025 to 2050	Performance Target Met	
Interstate Pavement	$110	$110	$100	70% Good 0% Poor	
Non-NHS Interstate Pavement	$135	$85	$91	52% Good 2% Poor	
4-Lane Pavement, Non-NHS, State-Maintained	$5	$12	$11	79% Good/Fair 21% Poor	
2-Lane Pavement, Non-NHS, State-Maintained	$130	$250	$236	88% Good/Fair 12% Poor	
NHS Bridge	$115	$78	$84	59% Good	1% Poor
Non-NHS Bridge	$65	$77	$76	66% Good	2% Poor
Capacity	$100	$150	$144	98% Uncongested–Rural, 96% Uncongested-Urban	
Safety	$45	$45	$45	Maintain Current Spending, $45	
ITS	$1	$5	$5	Maintain Current Spending, $1	
Transit	$27	$30	$30	100% of assets in State of Good Repair	
Intermodal	$13.1	$13.1	$13	Maintain Current Spending, $13.1	
Bicycle and Pedestrian	$1	$1	$1	Maintain Current Spending, $1	

4.4 Maintain Budget Scenario

This scenario assumes additional funding from Mississippi's 9-cent fuel sales tax increase, enabling expanded investments within the additional budget. The primary focus is to achieve federal pavement performance targets and MDOT bridge performance goals while remaining within the available funding constraints. Additionally, this scenario maintains existing funding levels for capacity, safety, operations, ITS, and non-highway programs (transit, aviation, rail and ports, and bicycle and pedestrian).

Table 8. Maintain Budget Scenario, $725M, Funding and Performance ($2023 million annual average)

Program Area	2025 to 2028	2029 to 2050	2025 to 2050	Performance Target Met	
Interstate Pavement	$110	$110	$110	70% Good 0% Poor	
Non-NHS Interstate Pavement	$135	$85	$91	52% Good 2% Poor	
4-Lane Pavement, Non-NHS, State-Maintained	$5	$11	$10	76% Good/Fair 24% Poor	
2-Lane Pavement, Non-NHS, State-Maintained	$130	$177	$171	75% Good/Fair 25% Poor	
NHS Bridge	$115	$78	$82	57% Good	2% Poor
Non-NHS Bridge	$65	$75	$74	64% Good	2% Poor
Capacity	$100	$100	$100	98% Uncongested–Rural, 96% Uncongested-Urban	
Safety	$45	$45	$45	Maintain Current Spending, $45	
ITS	$1	$1	$1	Maintain Current Spending, $1	
Transit	$27	$27	$27	50% of assets in State of Good Repair	
Intermodal	$13.1	$13.1	$13	Maintain Current Spending, $13.1	
Bicycle and Pedestrian	$1	$1	$1	Maintain Current Spending, $1	

4.4 Comparison to Pre-Reform Budget Scenario

This scenario assumes that funding levels remain unchanged, based on traditional revenue forecasts, with no new funding sources or extensions of existing ones (e.g. lottery, federal match). Among the four scenarios, it is the only one that does not anticipate increased funding for MDOT. The primary focus is on meeting federal targets for pavement performance and MDOT targets for bridge performance within the available funding. The scenario also allocates funds for preliminary engineering (PE) and right-of-way (ROW) for shovel-ready projects within the capacity program. The targets for non-NHS, State-maintained pavement and non-NHS bridge are not met in the pre reform budget scenario. Additionally, the transit target is not met, and the capacity funding cannot be maintained at the current allocation.

Table 9. Pre HB 1 Reform Budget Scenario Funding ($2023 million) and Performance Comparison, 2025 to 2050 Annual Average

Program Area	Pre Reform, $640 M	Performance	Maintain, $725 M	Performance
Interstate Pavement	$110	0% Poor	$110	0% Poor
Non-NHS Interstate Pavement	$91	2% Poor	$91	2% Poor
4-Lane Pavement, Non-NHS, State-Maintained	$5	57% Poor	$10	24% Poor
2-Lane Pavement, Non-NHS, State-Maintained	$130	39% Poor	$171	26% Poor
NHS Bridge	$82	2% Poor	$82	2% Poor
Non-NHS Bridge	$65	7% Poor	$74	2% Poor
Capacity	$69	98% Uncongested–Rural, 93% Uncongested-Urban	$100	98% Uncongested–Rural, 96% Uncongested-Urban
Safety	$45	-	$45	-
ITS	$1	-	$1	-
Transit	$27	50% of assets in State of Good Repair	$27	50% of assets in State of Good Repair
Intermodal	$8.4	-	$13.1	-
Bicycle and Pedestrian	$1	-	$1	-

5. Plan of Action

Mississippi's plan for implementing these scenarios and meeting these performance targets includes a combination of investment strategies and future enhancements. These actions range from communication with stakeholders, approach for project implementation, and future investment planning. The more vital actions planned between now and 2050 are listed below.

- **Seek Revenue from State Legislature (Annually):** Over the past several years, MDOT has made an effort to educate and inform the legislative process through the submission of annual budget requests and meetings to explain the agency's needs. The success of House Bill 1 is a testament to this effort and the people of Mississippi's investment in their transportation infrastructure.

- **Communicate the Opportunities of Funding:** Relay to the public and lawmakers the benefits of funding the transportation network, including the effect on the economy, goods movement, and impacts to the daily lives of Mississippi residents. This is particularly essential for bridge funding, which will accelerate the deterioration of bridge conditions if a temporary or permanent funding cut occurs.

- **Make Additional Investments During Reconstruction Activities:** Continue to make investments in safety, bicycle, and pedestrian infrastructure during bridge and pavement reconstruction work.

- **Provide a State Match to Fund Safety Projects:** Continue to use and apply for Federal Highway Administration (FHWA) funds and the State match to make safety investments.

- **Prioritize Bridge State of Good Repair Work:** MDOT recognizes that a bridge failure is more critical than a pavement failure, so it prioritizes bridges while making sure pavement condition remains acceptable.

- **Prepare for Capacity Expansion Project:** If new funds become available, purchase right-of-way and plan for preliminary engineering to prepare for anticipated capacity expansion projects, especially along key travel corridors.

- **Maintain Spending for Non-highway Programs:** Help ensure non-highway programs and projects are in a good state of repair by maintaining current spending levels.

- **Retain MDOT Employees:** Protect the knowledgebase continuity and growth by working towards long-term employee retention.

These and other actions will position MDOT to achieve their preferred scenario. This will ensure the current conditions of the transportation network remain, plan for any enhancements, safeguard in case of unexpected spending, and result in MDOT meeting Federal and State performance targets.

5.1 MULTIPLAN 2050 Preferred Scenarios

The **Maintain Budget Scenario** is based on expected available funding and prioritizes maintenance and preservation of the existing system while still allowing for some investment in capacity, safety, ITS, and intermodal transportation. The budget scenario results maintain the current conditions of the pavement system. Considering only pavement investments, in 2023 dollars, the total funding gap between the maintain budget scenario and the accelerate budget scenario for pavement is $118 million annually.

The Maintain Budget Scenario limits MDOT's ability to improve the transportation network beyond the current conditions and capacity, a key goal expressed by stakeholders and the public throughout the planning process. Funding for safety, public transit, and pedestrian and bicycle facilities is maintained at current levels.

The long-term strategic plan is to raise and/or reallocate revenue to achieve the **Accelerate Budget Scenario.** This strategy reflects the funding required to adequately address the needs of the transportation network. The total funding requirements are about 32 percent higher than in the Maintain Budget Scenario. This strategy highlights the deficit between expected funding levels and the minimum funding required to adequately maintain and preserve Mississippi's transportation network.

The planning for performance tool was utilized to allocate surplus dollars in the development of the **Improve Budget Scenario**. Two investment strategies were identified in the utilization of further funding. The first strategy prioritizes surplus funding towards the 2-lane, non-NHS, state-maintained pavement program. An average annual investment increase of $117 million brings the system from 25% in poor condition to 5% in poor condition. Therefore, improving over 1,000 more lane miles than the expected budget scenario. These improvements to the system also provide improved safety conditions. The second strategy prioritizes surplus funding towards the capacity program. An average annual investment increase of $88 million doubles capacity investment over the life of the plan. In Mississippi, the majority of capacity needs occur in urban areas. Therefore, this strategy prioritizes modernization of the system in the metropolitan regions and on the more major roadways. These improvements would also provide improved safety conditions.

The strategies were merged, and surplus investments are applied to the 2-lane pavement system and the capacity program. The transit program funding is increased by $3 million annually, or $75 over the life of the plan, to bring the entire fleet into a state of good repair. Additionally, $5 million annually, $125 million over the life of the plan, is applied to ITS/Technology program. This

strategy applies funding to both the rural and urban networks while also increasing funding towards system operations and multimodal infrastructure.

Figure 6. Accelerate Scenario Performance Improvement and Investment Gap (annual average spend 2025-2050)

