

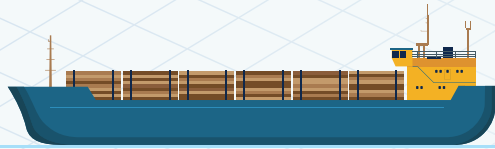
MULTIPLAN

2050

Mississippi's Unified
Long-Range Transportation
Infrastructure Plan



INVESTING IN MISSISSIPPI



The Mississippi Department of Transportation (MDOT) is responsible for providing you a safe and convenient trip on a multimodal transportation network that is planned, designed, constructed, and maintained in an effective, cost-efficient, and environmentally sensitive manner.

Making this commitment a reality requires significant public investment. Over the past decades, available funding for transportation has been strained as a result of increasing costs to deliver critical improvements and services, growing demands on our state transportation system, and decreased growth in motor fuel tax revenue.

In 2025, Mississippians chose to comprehensively invest in transportation—roads, bridges, transit, rail, airports, ports, and waterways. The Build Up Mississippi Act (HB 1) signaled Mississippians' trust in MDOT to invest wisely in our state's existing transportation network. This network serves every corner of Mississippi and strengthens our state's economy and quality of life.

Mississippi's Unified Long-Range Transportation Infrastructure Plan (MULTIPLAN 2050) provides a framework on which MDOT will build and maintain this network for the next 25 years.

It acknowledges where Mississippians want to be in 2050 and creates goals and performance targets by which MDOT will remain accountable to Mississippians.

MDOT is grateful for the sustainable transportation funding generated through HB 1. This funding enables MDOT to meet minimal performance targets to keep pavement and bridges in their current condition and make some needed improvements to our state's highways, intermodal facilities, and multimodal network.

Previous MULTIPLAN planning processes demonstrated continued funding gaps and illustrated future funding needs necessary to meet goals. MULTIPLAN 2050 highlights how MDOT is now on a firmer footing to make progress toward closing current funding and performance gaps and is positioning to accelerate a future best-in-class transportation network for all Mississippians.



MISSISSIPPI
WELCOMES
YOU



THE
MAGNOLIA
STATE

What Is MULTIPLAN 2050?

MULTIPLAN 2050 is MDOT's long-range plan for the future of multimodal transportation in Mississippi. This plan provides strategic direction to MDOT to guide investment decisions and achieve performance targets over the next 25 years while meeting federal planning requirements.

MULTIPLAN 2050 identifies future transportation needs and goals of residents, businesses, and visitors, compares investment strategies based on benefits to the state transportation system, and presents a plan of action for Mississippi. This plan advances MDOT's mission by developing goals based on public priorities and setting transportation system performance targets to measure how well MDOT is advancing statewide priorities based on available funding.

PERFORMANCE-BASED PLANNING

MULTIPLAN 2050 follows a continuous performance-based planning process that is grounded by public and partner feedback. The statewide planning process is aligned with federal requirements and closely coordinated with the state's regional transportation planning processes.



1. WHERE IS MISSISSIPPI TODAY?

- ▶ Understand current transportation network performance
- ▶ Gather residents' and businesses' input and priorities



2. WHERE IS MISSISSIPPI HEADED?

- ▶ Forecast future transportation system growth and needs
- ▶ Estimate available transportation revenues



3. WHERE DO MISSISSIPPIANS WANT TO GO?

- ▶ Establish vision and goals for the state multimodal transportation system
- ▶ Confirm state transportation system performance targets



4. HOW DOES MDOT GET THERE?

- ▶ Craft investment strategies to achieve targets
- ▶ Continuously implement

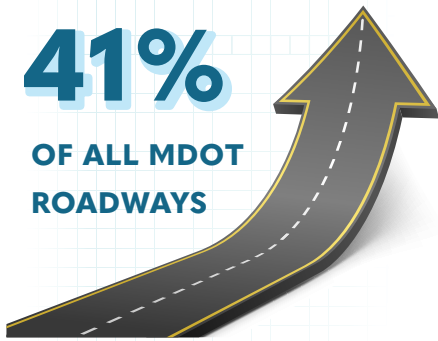


A Down-Payment Toward Critical Transportation Infrastructure

**SINCE MULTIPLAN 2035,
DEVELOPED IN 2012,
MDOT HAS DOUBLED
ITS PAVEMENT IN GOOD
CONDITION TO**

41%

**OF ALL MDOT
ROADWAYS**

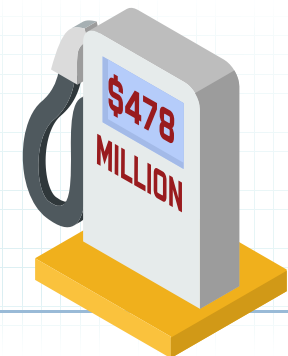


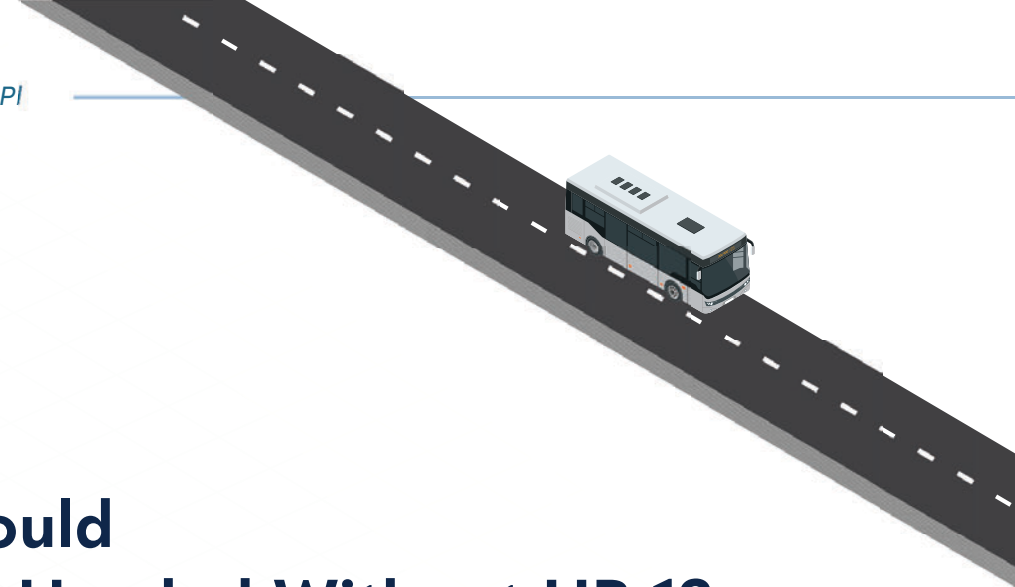
HB 1 funds transportation by gradually increasing Mississippi's motor fuel tax, ensuring MDOT has funding to address basic needs and advance regionally significant projects that impact how Mississippians travel, businesses operate, and goods are transported throughout the state. HB 1 is the result of collaboration between lawmakers, the Mississippi Transportation Commission, MDOT, and Mississippians. Prior MULTIPLANS showed that transportation was crucial to Mississippi's future and that more stable revenue was necessary to fund best-in-class transportation infrastructure and performance. HB 1 also recognized that by identifying needs and prioritizing spending, even within constrained programs, successive MULTIPLANS have delivered. That success can be maintained only with stable, predictable funding.

Going forward, new revenues from HB 1 and MULTIPLAN 2050's investment strategy will help stabilize Mississippi's ability to consistently maintain Mississippi's highways and bridges and support multimodal options. Inflation, increasing construction costs, and increasing fuel efficiency have been eroding the value of motor fuel tax revenue. HB 1 results in a 53% increase in annual fuel tax revenue while keeping Mississippi's motor fuel tax below the national average.

While HB 1 has many benefits for Mississippi, it also is important to consider that it does not completely close the transportation funding gap. HB 1 gives Mississippi the opportunity to maintain its core transportation assets, invest in safety, and strategically explore expansion and multimodal opportunities. It does not enable Mississippi to meet all its needs.

**BECAUSE OF HB 1, FUEL TAX REVENUE IS FORECAST TO
INCREASE, GENERATING \$478 MILLION ANNUALLY FOR
MDOT INVESTMENTS—A 53% INCREASE OVER PRIOR LEVELS**



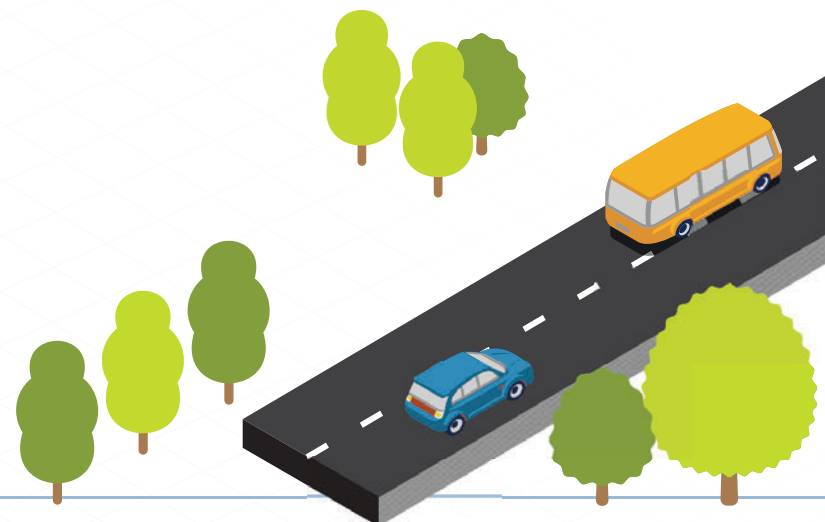


POTENTIAL 2050 IMPACTS
WITHOUT ADDITIONAL
HB 1 INVESTMENT IN
MISSISSIPPI

Where Would MDOT Be Headed Without HB 1?

Without HB 1, MDOT likely would continue to rely on declining fuel tax revenue. This limited revenue stream would hinder MDOT's ability to address growing system preservation needs and to expand highway capacity to meet growing demand. As the cost to maintain infrastructure grows, existing motor fuel tax revenues would remain unable to meet basic needs and expectations.

Moreover, Mississippi would not realize the benefits of strategically investing to maintain the transportation network in its current condition.



INFRASTRUCTURE

- ▶ 3.8 million MORE hours of traffic delay
- ▶ 18,700 FEWER miles of pavement improvements
- ▶ 42 million square feet LESS of bridge upgrades



ECONOMY

- ▶ 28,000 FEWER jobs
- ▶ \$3.9 billion LESS personal income
- ▶ \$5.4 billion LESS gross state product (GSP)

POTENTIAL 2050 BENEFITS FROM ACCELERATING MISSISSIPPI INVESTMENT SCENARIO

INFRASTRUCTURE

- ▶ 6.9 million LESS hours of traffic delay
- ▶ 21,700 MORE miles of improved pavement
- ▶ 47 million square feet MORE of bridge upgrades



ECONOMY

- ▶ 42,000 MORE jobs
- ▶ \$5.7 billion MORE personal income
- ▶ \$8.1 billion MORE gross state product

Investing to Fully Address Needs and Accelerate Mississippi

Ultimately, MULTIPLAN 2050 shows Mississippi what is possible when it chooses to invest in transportation. To illustrate what is possible, MULTIPLAN 2050 considers three funding scenarios—including what it would take to fully fund Mississippi's needs, a middle-ground scenario based on enhanced revenues, and a baseline scenario based on only new HB 1 revenues. These investments will generate economic returns, in the short-term through additional construction jobs and in the long-term by making Mississippi more competitive through lower transportation costs. The most competitive scenario, Accelerating Mississippi, would fund nearly all of Mississippi's most critical transportation needs.



HB 1 gives Mississippi the opportunity to catch up, meet basic standards, and compete with peer states. But it is only a start. MDOT's focus is not on merely meeting standards. MDOT's focus is on providing a best-in-class transportation network on which Mississippians and the state's economy can rely. Only a more aggressive investment will make that a reality.





2

SETTING MISSISSIPPI'S GOALS & MEASURING PROGRESS



Planning for Performance

To guide MDOT's transportation investments over the next 25 years, MULTIPLAN 2050 identifies system and strategic goals. These goals identify what Mississippians value and what MDOT wants to achieve. The level of performance MDOT seeks to achieve for each goal then informs how MDOT will allocate available funding.

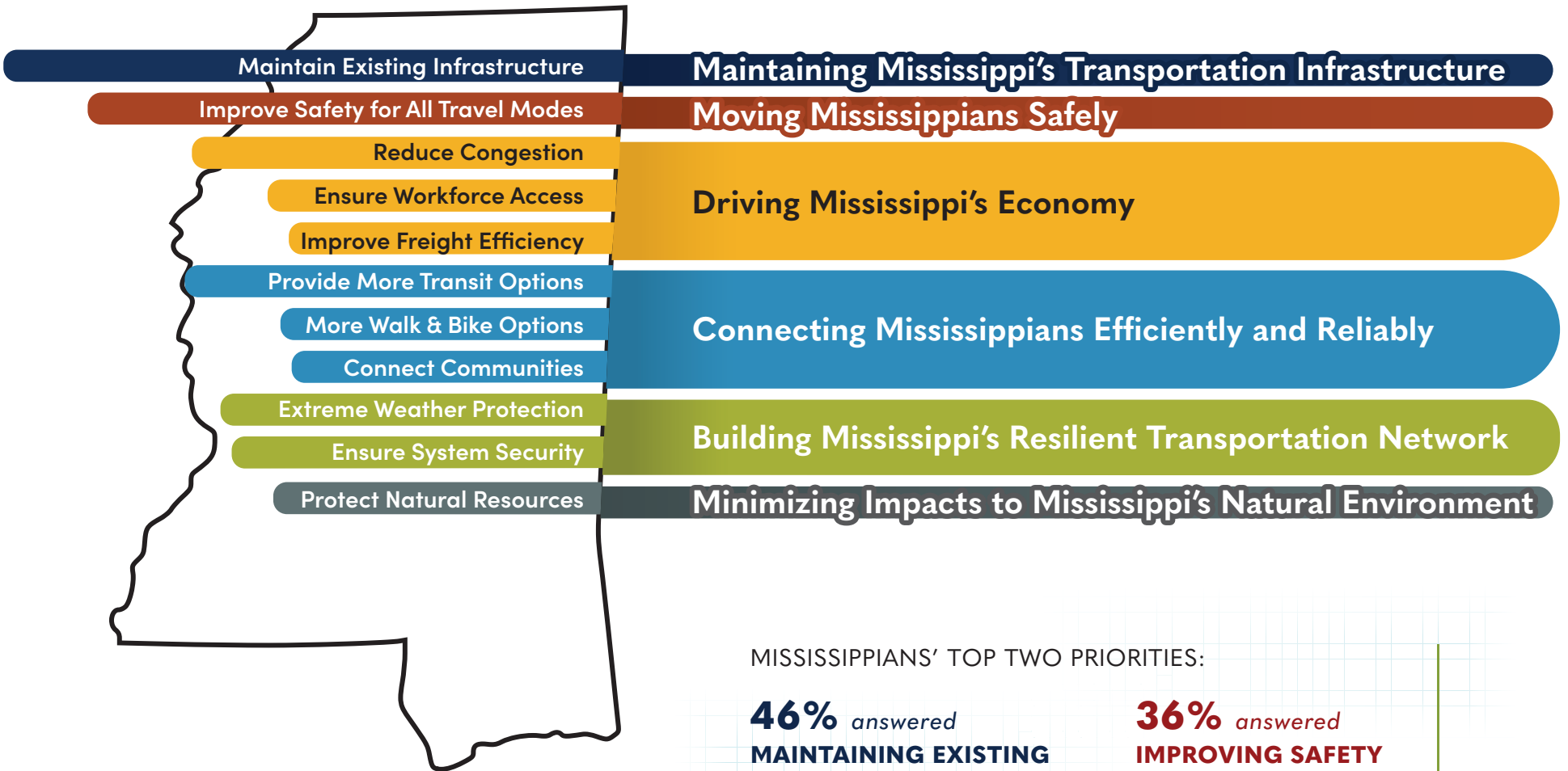
- ▶ **SYSTEM GOALS** are measurable and achievable performance outcomes that are directly correlated with MDOT's investment strategy and core responsibilities
- ▶ **STRATEGIC GOALS** are critical objectives that directly support MDOT's vision, mission, and strategic direction but are not direct investment outcomes



Both system and strategic goals are made possible via cooperation and funding. Without constructive political conversations and interagency cooperation, securing the funding necessary to ensure goals are actionable and achievable is unlikely. Previous MULTIPLANS laid the groundwork, supporting the conversations and cooperation that ultimately led Mississippi to rethink its transportation funding model and set up MULTIPLAN 2050, MDOT, and Mississippi for continued success.

Identifying quantifiable levels of desired performance helps MDOT prioritize spending. Performance goals guide how much to spend on safety, mobility, system preservation, and other key responsibilities. MULTIPLAN 2050 ultimately identifies not only goals but also performance targets that help make fulfilling these goals become reality. Saying MDOT intends to improve pavement quality is good. Setting target performance levels for different roadways' pavements and then using those targets to help MDOT determine how to invest to meet that target is better.

PRIORITIES *inform* **GOALS**



MISSISSIPPIANS' TOP TWO PRIORITIES:

46% answered
**MAINTAINING EXISTING
 INFRASTRUCTURE**

36% answered
**IMPROVING SAFETY
 ACROSS ALL MODES**

MULTIPLAN 2050 Goals

MAINTAINING MISSISSIPPI'S TRANSPORTATION INFRASTRUCTURE



Mississippi's roadways, bridges, transit assets, and freight facilities require systematic upkeep to ensure safe, reliable transportation for residents and visitors. With travel forecast to increase, pavement, bridges, and other assets will play a critical role in providing a well-connected, best-in-class transportation system that seamlessly moves people and goods within the state. **When asked what MDOT's top priorities should be in a 2024 survey, 69% of respondents said if Mississippi increased transportation funding, those funds should be directed toward maintaining existing infrastructure.**

STRATEGIES

- ▶ Continue to conduct regular, thorough bridge inspections to maintain safe operations and prevent structural failure
- ▶ Explore additional technology to more efficiently and accurately analyze asset conditions and prioritize maintenance, rehabilitation, and replacement investments

MOVING MISSISSIPPIANS SAFELY



MDOT's top priority is designing, constructing, and maintaining a safe transportation system for all users. Mississippians agree. **In the 2024 survey, 46% of respondents prioritized maintaining existing infrastructure and 36% prioritized improving safety across all travel modes, the top two overall responses.**

STRATEGIES

- ▶ Continue our commitment to pursue the national Toward Zero Deaths vision by providing a highway system free of deaths through a sustained decline in transportation-related deaths and injuries using the strategies found in Mississippi's Strategic Highway Safety Plan
- ▶ Incorporate innovative roadway design to reduce speed in critical areas, prevent severe crashes, and accommodate for human errors

MULTIPLAN 2050 GOALS

DRIVING MISSISSIPPI'S ECONOMY



Transportation is vital to ensure the efficient movement of goods and people throughout Mississippi. A strong transportation network supports economic development by providing reliable transportation routes that connect businesses and development opportunities while also providing residents and visitors access to their destinations. **In the 2024 survey, 89% of respondents agreed or strongly agreed that maintaining Mississippi's transportation system is important to the economy.**

STRATEGIES

- ▶ Continue investing in infrastructure improvements that fuel economic growth by supporting business expansion and enhancing Mississippi's overall competitiveness
- ▶ Promote freight's use of rail, ports and waterways, and air to drive Mississippi's economy
- ▶ Encourage use of non-highway modes, including transit and pedestrian and bicycle infrastructure, to boost access to jobs and grow Mississippi's economy

CONNECTING MISSISSIPPIANS EFFICIENTLY AND RELIABLY



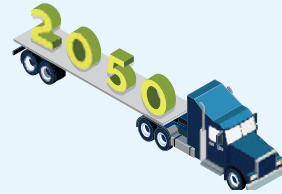
Ensuring people and goods can reach their destinations throughout Mississippi in reasonable and predictable timeframes is an MDOT goal. Mobility and accessibility investments improve travel times and predictability and provide alternative routes or transportation options to meet growing statewide demand. **In the 2024 survey, 75% of respondents agreed or strongly agreed they can get where they need to reliably.** Ensuring continuing, efficient, and reliable mobility will require sustained maintenance funding.

STRATEGIES

- ▶ Prioritize corridors with consistent congestion
- ▶ Continue investing in modernizing and upgrading infrastructure to ensure it meets current safety and operational standards and reduces congestion
- ▶ Continue to invest in operations to improve coordination, use technology, and promote existing and new transportation services and resource sharing

IN THE 2024 SURVEY, 69% OF RESPONDENTS SAID IF MISSISSIPPI INCREASED TRANSPORTATION FUNDING, THOSE FUNDS SHOULD BE DIRECTED TOWARD MAINTAINING EXISTING INFRASTRUCTURE

BUILDING MISSISSIPPI'S RESILIENT TRANSPORTATION NETWORK

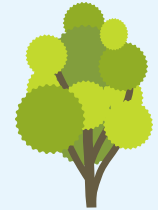


Understanding the vulnerability of aging transportation infrastructure to extreme weather events and integrating resilience planning into decision making is critical to anticipating, preparing for, and adapting to changing conditions and responding to and recovering rapidly from disruption. Mississippians understand the challenge resiliency presents. **In the 2024 survey, when asked on what MDOT should use potential new funding, 26% of respondents said protecting the network against extreme weather, which ranked higher than reducing congestion.**

STRATEGIES

- ▶ Continue to strengthen the resilience of transportation infrastructure to natural hazards by incorporating best practices into MDOT planning, engineering, and emergency management operations
- ▶ Use MDOT's Resilience Improvement Plan framework to identify and prioritize capital investments and asset management approaches that directly improve transportation infrastructure resilience in vulnerable areas

MINIMIZING IMPACTS TO MISSISSIPPI'S NATURAL ENVIRONMENT



Expanding and modernizing the transportation network should be mindful of effects on the natural environment and make every effort to avoid or mitigate these effects. **Mississippians value their natural resources and the state's beauty and productivity.**

STRATEGIES

- ▶ Continue to reduce the impacts of transportation projects on environmentally sensitive areas by carrying out effective environmental planning and mitigation processes
- ▶ Continue to manage environmental risks to infrastructure, communities, and natural areas through effective stormwater management, floodplain restoration, and environmentally sensitive practices
- ▶ Continue to explore opportunities to lessen environmental impacts of construction and maintenance through use of innovative materials, treatments, and resources
- ▶ Continue to improve and restore the ecological function of natural areas through nature-based design of transportation infrastructure and rights-of-way



3

UNDERSTANDING MISSISSIPPI'S TRANSPORTATION INFRASTRUCTURE, DEMAND & NEED

Before identifying how much to spend and on what, MULTIPLAN 2050 identifies how the various elements of Mississippi's transportation network perform currently. It considers how Mississippians travel every day and how these travel patterns and modal choices will evolve as Mississippi evolves.

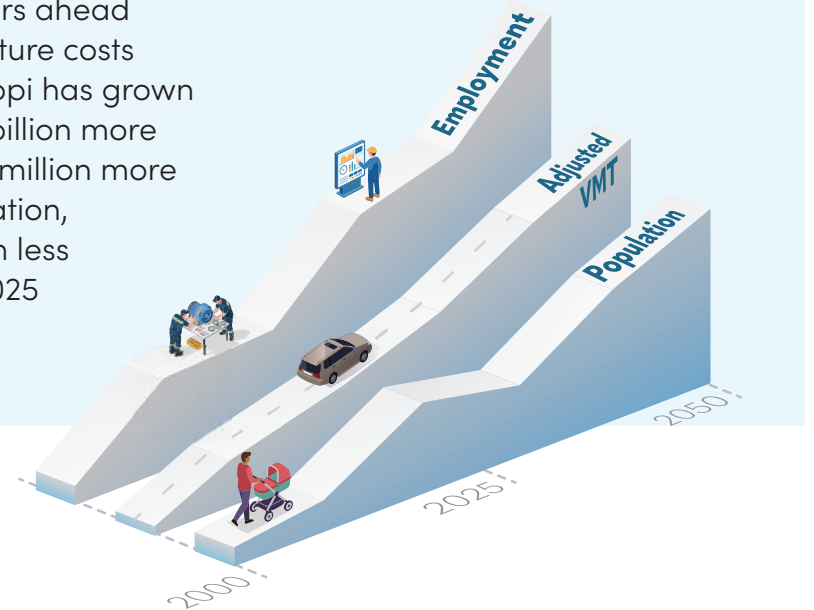


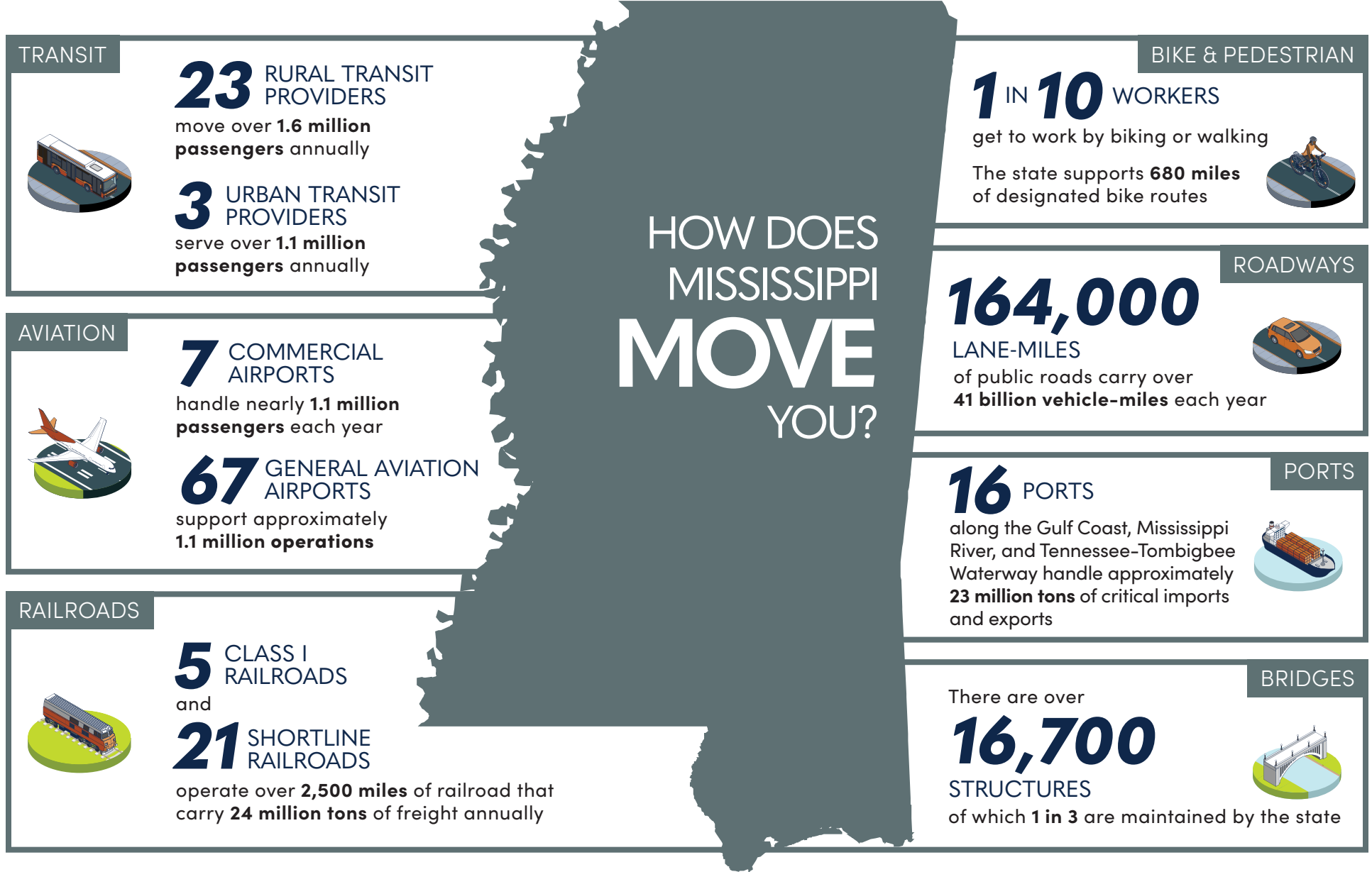
How Mississippi Moves

Mississippians—54% of whom live in rural areas—are dependent on the state's highways. The state's transportation network is crucial to the economy, linking workers to jobs and industry to national and international markets.

The state's interconnected, intermodal network needs constant maintenance to keep pace with growing travel demand. In many cases, MDOT owns and maintains infrastructure. In others, it provides funding to other agencies and ensures efforts align. One way or another, MDOT is involved in the highways, sidewalks, trails, aviation, transit, and rails that Mississippians use every day.

MULTIPLAN 2050 looks 25 years ahead because needs and infrastructure costs will grow. Since 1990, Mississippi has grown by 361,000 residents, seen 12 billion more miles driven, and registered 1 million more vehicles. Yet, adjusting for inflation, Mississippi receives \$73 million less in transportation funding in 2025 than in 1990.





Why Transportation Matters

Population growth in Mississippi is projected to be modest through 2050* and travel demand will increase. As the broader South continues to grow, long-distance and regional travel demand also will continue to increase, placing more pressure on Mississippi's network. Locally, that means more congestion. For instance, commuters lose 44 hours each year to congestion in the Jackson area. This number only climbs when considering congestion on a statewide basis. Daily driving is costly, especially when funding is not available to keep infrastructure in good repair. Mississippi drivers incur \$1,049 in repair costs and increased fuel consumption annually due to congestion and roads in poor condition.

Growing populations across the South want more goods, which increases freight movement and the demand for reliable infrastructure. Meanwhile, congestion causes 531,000 hours of

truck delays each year, raising the cost of transporting goods, costs ultimately passed on to consumers.

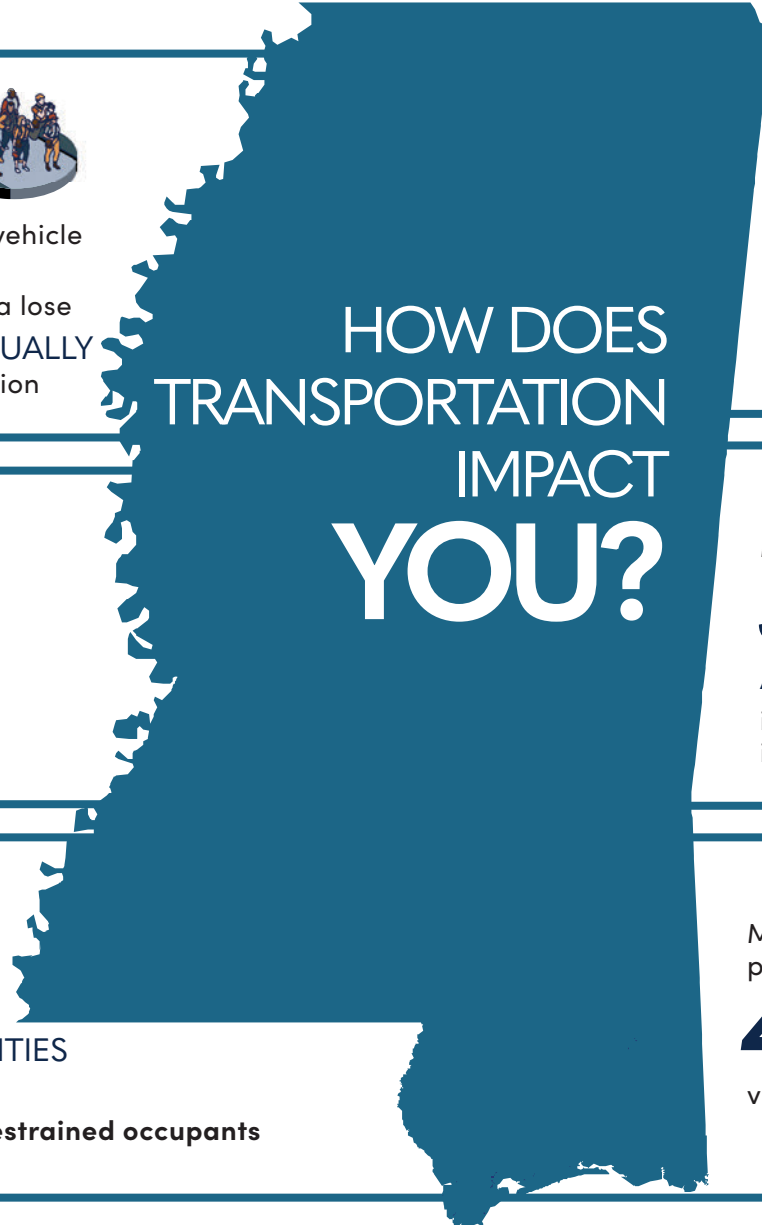
IN MISSISSIPPI, OVER 1.3 MILLION TONS OF GOODS MOVE EACH DAY BY TRUCK, TRAIN, PLANE, SHIP, AND BARGE—910 POUNDS PER RESIDENT!

Meeting this growing demand will be challenging. Delivering infrastructure that meets demand remains costly, complex, and time-consuming. Yet it is precisely this infrastructure and the access to goods, markets, and transportation it provides that frequently drives manufacturers' location decisions. By increasing funding directed to transportation infrastructure, MULTIPLAN 2050 primes Mississippi to position itself advantageously in a highly competitive market.

**TRUCKS, TRAINS,
PLANES, SHIPS,
AND BARGES IN
MISSISSIPPI MOVE
\$331 BILLION OF
FREIGHT EVERY
YEAR**



* State Data Center of Mississippi, Center for Population Studies, University of Mississippi



COMMUTE OPTIONS

8 in 10 MISSISSIPPI WORKERS



commute by driving alone in a private vehicle

Commuters in the Jackson Metro area lose **44** HOURS ANNUALLY due to congestion



DAILY TRAVEL PATTERNS

The average Mississippi resident drives

13,000 MILES PER YEAR

and makes up to **5 trips per day**, most often by vehicles



SAFETY CONCERNS

Mississippi sees approximately

2 FATAL CRASHES PER DAY

and **772** TOTAL FATALITIES ANNUALLY



41% of fatalities involve **unrestrained occupants** and 24% involve **alcohol**

INCURRED COSTS

Mississippi drivers incur

\$1,049 ANNUALLY IN ADDED COSTS



from roads in poor condition including repairs, increased fuel consumption, and tire wear

TRUCK DELAYS

Roadway congestion in Mississippi results in

531,000



ANNUAL HOURS OF TRUCK DELAY

increasing transportation costs and impacting the delivery of goods and services

FREIGHT CAPACITY

Mississippi's trucks, trains, planes, ships, and barges move

489 MILLION TONS OF FREIGHT



valued at **\$331 billion**

HOW IS MISSISSIPPI TRAVEL CHANGING?

POPULATION



3.1M

MISSISSIPPI RESIDENTS IN 2050

An **increase of 4%** from 2025

Anticipated population growth is equivalent to adding the population of a city the size of **Jackson**

FREIGHT DEMAND

By 2050, Mississippi's freight system will carry over

723M TONS



valued at more than **\$659 billion**—a **40% increase** in freight tonnage

WORKERS



Through 2030, Mississippi's economy will create

149,000

AVERAGE ANNUAL JOB OPENINGS

+2% growth in Mississippi's workforce by 2050

TRAVEL VOLUMES

By 2050, Mississippi's highways and bridges will carry an additional

7.6B VEHICLE-MILES TRAVELED



Truck travel volumes are projected to **increase by 26%**

ECONOMY



By 2050, Mississippi's economy will grow to over

\$187B

IN GROSS STATE PRODUCT

The state's economy is projected to grow approximately **1%** through 2050—more slowly than the U.S. economy

VEHICLES & ENERGY

-40%

projected decline in vehicle-miles traveled in conventional fueled cars and trucks by 2050

Vehicle-miles traveled in alternative (electric, hybrid, natural gas) fueled cars are projected to **increase by +70%**



Mississippi's Current Performance

MDOT assesses current performance ranging from ride quality to safety to traffic speed and flow. MDOT also leans on local partners and residents to provide valuable input on priorities across Mississippi. Some of this input includes knowing:

- ▶ Which Mississippi bridges are aging
- ▶ Which Mississippi roads most need resurfacing
- ▶ Where congestion and the lack of travel time reliability most affect quality of life
- ▶ Where Mississippians are unable to make a trip as easily as they prefer

Similarly, multimodal passenger options lag other states. Mississippi transit operators serve less than one-tenth as many passengers as the national rate, its airports serve less than one-ninth as many passengers as the national average, and its Amtrak stations serve less than one-seventh as many rail passengers as the national average.

HOW MISSISSIPPI MEASURES UP	Mississippi	Alabama	Arkansas	Louisiana	Tennessee
State & local highway expenditures, 2022	\$1.9B	\$2.6B	\$2.1B	\$2.5B	\$3.0B
Highway expenditure per lane-mile, 2022	\$11,400	\$12,600	\$10,500	\$18,000	\$14,800
Centerline-miles of highway	78,000	100,000	99,000	66,000	96,000
Lane-miles of highway	164,000	210,000	204,000	139,000	204,000
Vehicle-miles traveled (VMT)	41 billion	72 billion	39 billion	56 billion	83 billion
VMT per capita	13,912	15,298	12,739	12,110	11,668
State-maintained bridges	5,832	5,752	2,301	7,767	8,678
Rail miles	2,500	3,973	2,700	3,667	2,400
Ports	16	16	10	29	4
Public-use airports	74	84	99	70	79

ROADWAY NETWORK

The State of Mississippi owns 17% of the state's

164,000 LANE-MILES

but carries **61% of total** vehicle traffic & **90% of total** truck-miles traveled

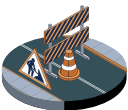


ROADWAY QUALITY

Of the roadways maintained by MDOT,

24% ARE IN POOR CONDITION

representing over **6,700 lane-miles**



BRIDGE QUALITY

Of the **5,800 structures** maintained by MDOT, **<3% are in poor condition**

27% ARE PAST THEIR DESIGN LIFE



ROADWAY CAPACITY

Mississippi's highway capacity is

2X THE NATIONAL AVERAGE

There are **55 lane-miles per 1,000** Mississippi residents



ROADWAY SAFETY

Mississippi's roadway **FATALITY RATE** is

1.4X HIGHER THAN THE NATIONAL AVERAGE



MS **1.8**

U.S. **1.3**

Fatality rate per 100 million vehicles-miles traveled

HOW DOES MISSISSIPPI'S TRANSPORTATION MEASURE UP?

FREIGHT

10TH IN THE NATION

for tons of freight moved per capita & **16th in value of freight** per capita



AVIATION

Mississippi has

332 ANNUAL BOARDINGS PER THOUSAND RESIDENTS

compared to a **national average of 3,066**

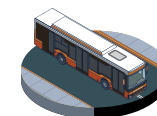


TRANSIT

<0.5% OF MISSISSIPPI WORKERS COMMUTE TO WORK USING TRANSIT OPTIONS

compared to **3.5% of workers across the U.S.**

Mississippi's transit operators serve **<1/10th the passenger trips** per thousand residents than the national average



PASSENGER RAIL

There are

4,900 AVERAGE ANNUAL AMTRAK PASSENGERS PER STATION IN MISSISSIPPI

which is about **1/7 of the national average of 60,000**





4

MISSISSIPPI'S TRANSPORTATION FUNDING

IN FY 2024, 89 CENTS OF EVERY DOLLAR MDOT SPENT WENT TOWARD STATE AND LOCAL ROADS AND BRIDGES



MDOT also spent 3 cents of every dollar to supplement public and private investment in the airports, railroads, transit systems, and ports that support Mississippi's economy.

The impact of inflation on material costs, however, means that revenue does not buy nearly as much as it once did. The National Highway Construction Cost Index shows that in the last ten years, the cost of highway construction has nearly doubled. And some materials and activities such as concrete, asphalt, and excavation have risen even more quickly. MDOT must therefore be more efficient than ever.

REVENUE SOURCES

In FY 2024, the federal government provided 57% of Mississippi's overall transportation funding. Over 90% of Mississippi's federal transportation funding comes from FHWA. The Federal Transit Administration (FTA), Federal Railroad Administration (FRA), and Federal Aviation Administration (FAA) also provide smaller apportionments. Without this federal support, Mississippi simply would not have the resources necessary to maintain its transportation network.

Mississippi complements federal funding with state revenue, over half of which comes from the state's motor fuel tax. The balance comes from truck and bus taxes and fees, contractor's tax, tag fees, electric and hybrid vehicle fees, interest income, lubricating oil tax, railroad fees, airport parking fees, transfers from other funds, commercial vehicle fees, and sports betting. MDOT also receives lottery proceeds, though these are scheduled to sunset after 2028. While reliant on the motor fuel tax, a mix of revenue streams helps minimize the effect if any one stream is compromised. As of FY 2024, state revenues comprised 43% of overall transportation funding.

THE EFFECT OF HB 1 ON STATE REVENUE

Until 2025, Mississippi's motor fuel tax was the second-lowest in the United States, restricting transportation funding in Mississippi. From July 1, 2025, through July 1, 2027, HB 1 gradually increases Mississippi's motor fuel tax from 18.4 cents to 27.4 cents per gallon, a rate that remains below the national average. Beginning in 2029, to help offset inflationary pressure, the state may increase the motor fuel tax by no more than 1 cent every two years reflecting increases in the National Highway Construction Cost Index.

FUTURE REVENUE OPPORTUNITIES AND THREATS

Future funding is always subject to opportunities and threats. HB 1 eases these threats by creating a more stable and predictable way to raise revenue. Beyond funding MDOT, it also gives local governments a way to add a local option sales tax so that communities can directly invest in their infrastructure. Lottery proceeds will continue to fund transportation investments through at least 2028 when these will no longer be dedicated to transportation. MDOT also benefits from other transportation-related fees such as an Electric and Hybrid Electric Vehicle (EV/HEV) Fee instituted in 2018 to help fund transportation-related projects.

FORECAST TRANSPORTATION REVENUE

A critical element of MULTIPLAN 2050 is a revenue forecast based on the current federal and state revenue streams available to MDOT. This revenue forecast was corroborated against previous MULTIPLAN forecasts to verify its accuracy and captures a wide range of annual revenue streams. MULTIPLAN 2050's revenue forecast shows that, on average, MDOT's overall revenue will increase 15% over FY 2024 levels and its state revenues 14% over FY 2024 levels.

PROJECTED MDOT REVENUE SOURCES, 2025-2050

Federal



54¢
Federal Highway Administration

4¢
Federal Transit Administration

State



29¢
State motor fuel tax

13¢
Other state revenues*

* Other state funding includes tag fees, EV/HEV fees, interest income, lubricating oil, railroad mileage, airport parking, transfers from other funds, commercial vehicle fees, and sports betting.

How Much Do MISSISSIPPIANS CONTRIBUTE to TRANSPORTATION?

Dollar figures in the millions and billions can sound staggering, but what do they really mean for Mississippians? When it comes to state revenue raised by Mississippians paying taxes and fees, each Mississippian can anticipate contributing \$207 annually to fund transportation between now and 2050. **That comes to less than 60 cents each day** or \$17.28 each month.

Each Mississippian's contribution to transportation funding:

\$17.28 A MONTH
THAT'S LESS THAN AN AVERAGE UTILITY BILL

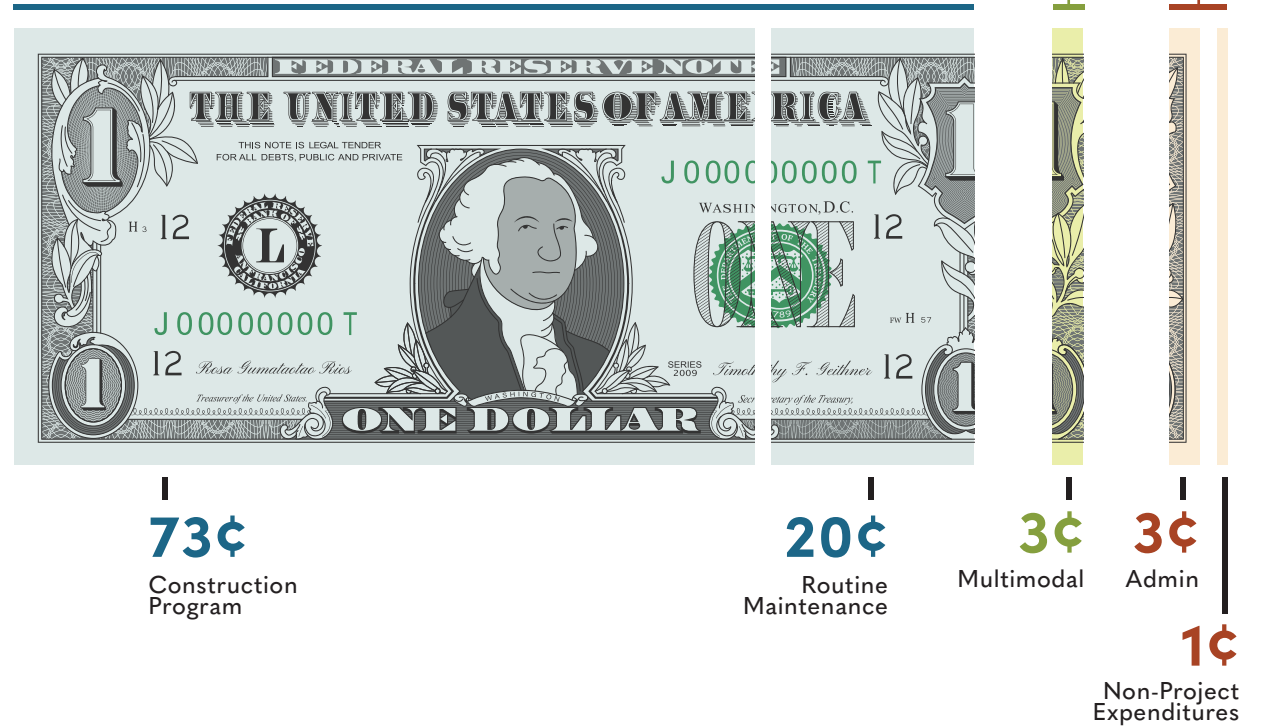


HOW TRANSPORTATION FUNDING IS INVESTED

MDOT efficiently aligns spending with infrastructure needs. In FY 2024, MDOT spent 89 cents of every dollar on construction and maintenance of local roadways. By running an efficient, lean operation, MDOT spent only 8 cents of every dollar on overhead and debt service.

PROJECTED MDOT EXPENDITURES, 2025-2050

MDOT Highways



Mississippi's Transportation Investment Needs

FUNDING SCENARIOS

MULTIPLAN 2050 shows Mississippi what is possible under the expected budget and how increased investment can advance transportation. The expected budget, an annual investment of \$725 million, is needed to maintain MDOT's current assets and meet minimum federal targets. An annual investment of \$845 million will improve MDOT's assets beyond their current condition and achieve higher performance. An annual investment of \$960 million is needed to accelerate MDOT's assets to best-in-class condition.

ACCELERATING MISSISSIPPI



Mississippi competes with peer states to achieve a best-in-class transportation system, incorporating safety at all levels, providing higher pavement and bridge performance across all systems, and making additional investments to advance transit, technology, and multimodal systems.

IMPROVING MISSISSIPPI



Mississippi improves on current pavement and bridge performance and targets investment toward critical two-lane highway conditions and future highway capacity.

MAINTAINING MISSISSIPPI



Mississippi makes the minimum investment necessary to preserve roads and bridges in their current condition. This scenario makes the grade but does not improve on present performance.

MULTIPLAN 2050 SCENARIO



ACCELERATING MISSISSIPPI



IMPROVING MISSISSIPPI



MAINTAINING MISSISSIPPI

Annual Construction Program Funding	\$960 million	\$845 million	\$725 million
PERFORMANCE			
Targets Met	10 of 10	10 of 10	8 of 10
Interstate Pavement	\$110M	\$110M	\$110M
Non-Interstate NHS Pavement	\$91M	\$91M	\$91M
Non-NHS 4-Lane Pavement	\$11M	\$11M	\$10M
Non-NHS 2-Lane Pavement	\$288M	\$236M	\$171M
State-Owned NHS Bridges	\$102M	\$84M	\$82M
State-Owned Non-NHS Bridges	\$76M	\$76M	\$74M
Highway Capacity	\$188M	\$144M	\$100M
Safety and Technology	\$50M+	\$50M	\$46M
Multimodal	\$14M+	\$14M	\$14M
Transit Asset Condition	\$30M	\$30M	\$27M

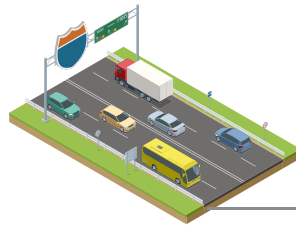
* Some totals may not sum due to rounding.

PAVEMENT PROGRAM

MDOT's goal is to maintain and preserve existing assets, beginning with the most heavily traveled, Interstate and non-Interstate National Highway System (NHS) roadways. Prior to MULTIPLAN 2050, funding has been insufficient to maintain MDOT-maintained pavement.

Most of MDOT's poor-rated pavement is on two- and four-lane roadways, which comprise over half of MDOT's network. **Less than 1% of Mississippi's Interstate pavement is in poor condition.** In MULTIPLAN 2045, only the non-Interstate NHS pavement program had funding sufficient to meet performance targets. With HB 1's increased funding, all four pavement programs are anticipated to meet their respective performance targets.

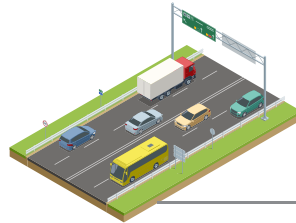
ACCELERATING MISSISSIPPI INVESTMENT BENEFITS



INTERSTATE PAVEMENT

3,403
LANE-MILES

2,382
LANE-MILES MAINTAINED
IN GOOD CONDITION



NON-INTERSTATE NHS PAVEMENT

9,422
LANE-MILES

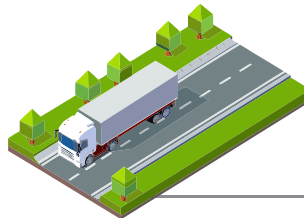
2,967
LANE-MILES IMPROVED



4-LANE PAVEMENT

535
LANE-MILES

79
LANE-MILES IMPROVED

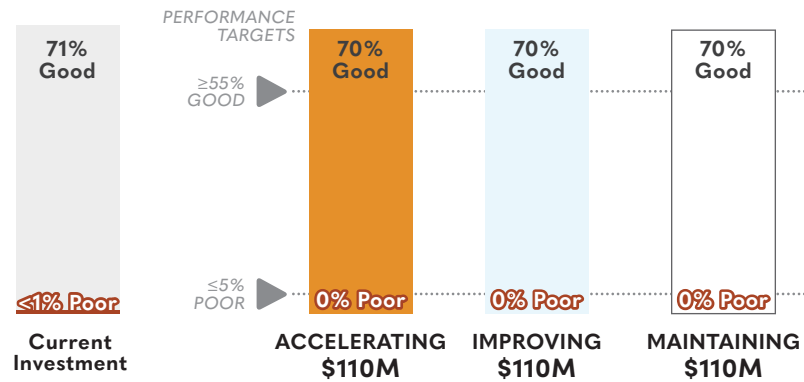


2-LANE PAVEMENT

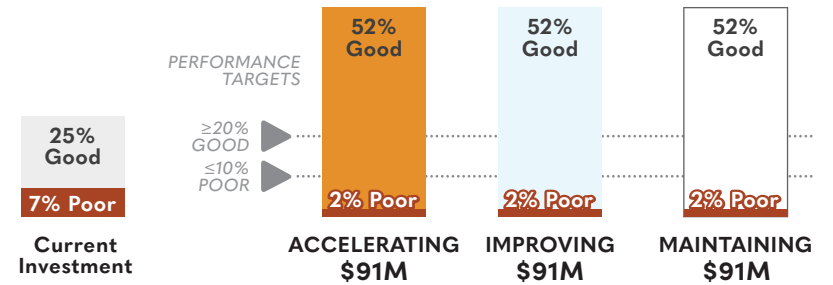
14,693
LANE-MILES

3,012
LANE-MILES IMPROVED

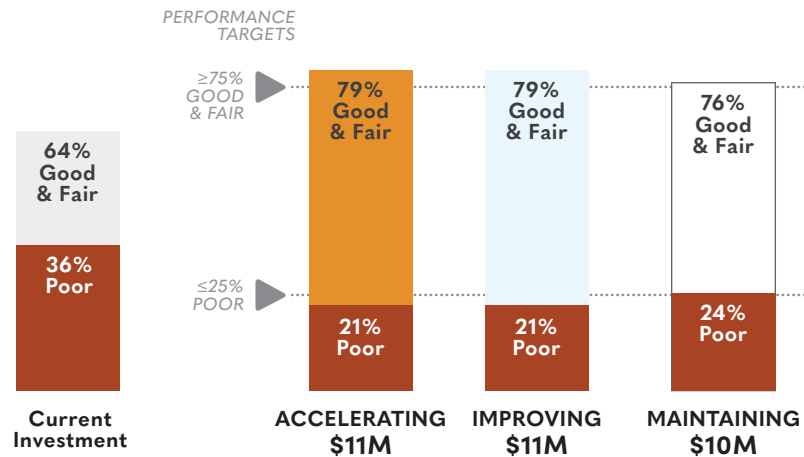
INTERSTATE PAVEMENT



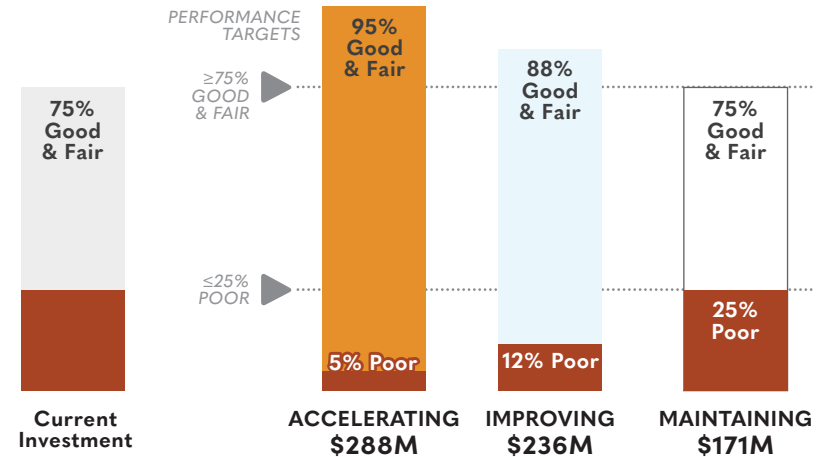
NON-INTERSTATE NHS PAVEMENT



4-LANE PAVEMENT



2-LANE PAVEMENT



BRIDGE PROGRAM

MDOT's 5,832 bridges are crossed 47 million times every day. **Less than 3% of MDOT's bridges are rated in poor condition**, but 27% have outlasted their design life, meaning that, while safe for the public, they will need to be replaced or rehabilitated in the future.

Bridge condition, i.e., the percentage rated in good, fair, or poor condition, is based on criteria adopted to evaluate the overall structure. Reported percentages reflect the area of bridge deck rated in each respective condition and are not based on the number of structures in each condition. A bridge rated in poor condition does not mean that it is unsafe for travel. MDOT is responsible for maintaining over 71 million square feet of bridge deck area – the same as more than 1,200 football fields.

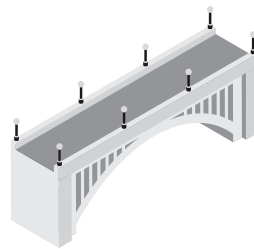
ACCELERATING MISSISSIPPI INVESTMENT BENEFITS



NATIONAL HIGHWAY SYSTEM BRIDGES

48M
SQUARE FEET
maintained by MDOT
across the state

6.7M
SQUARE FEET
OF BRIDGE DECK
IMPROVED

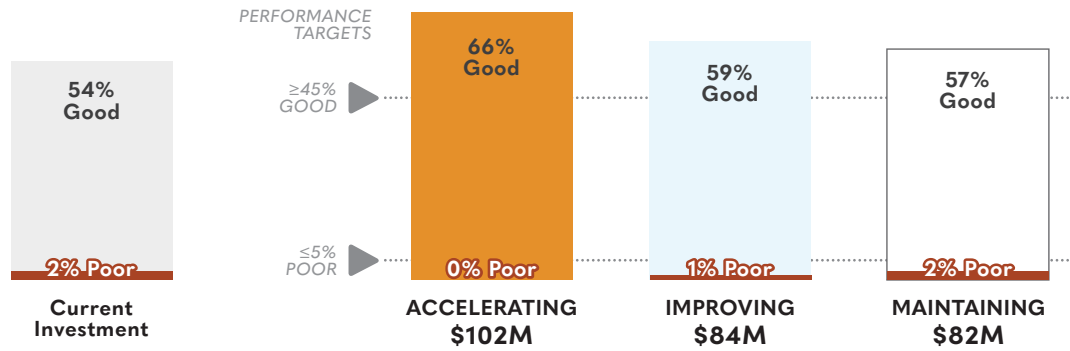


NON-NATIONAL HIGHWAY SYSTEM BRIDGES

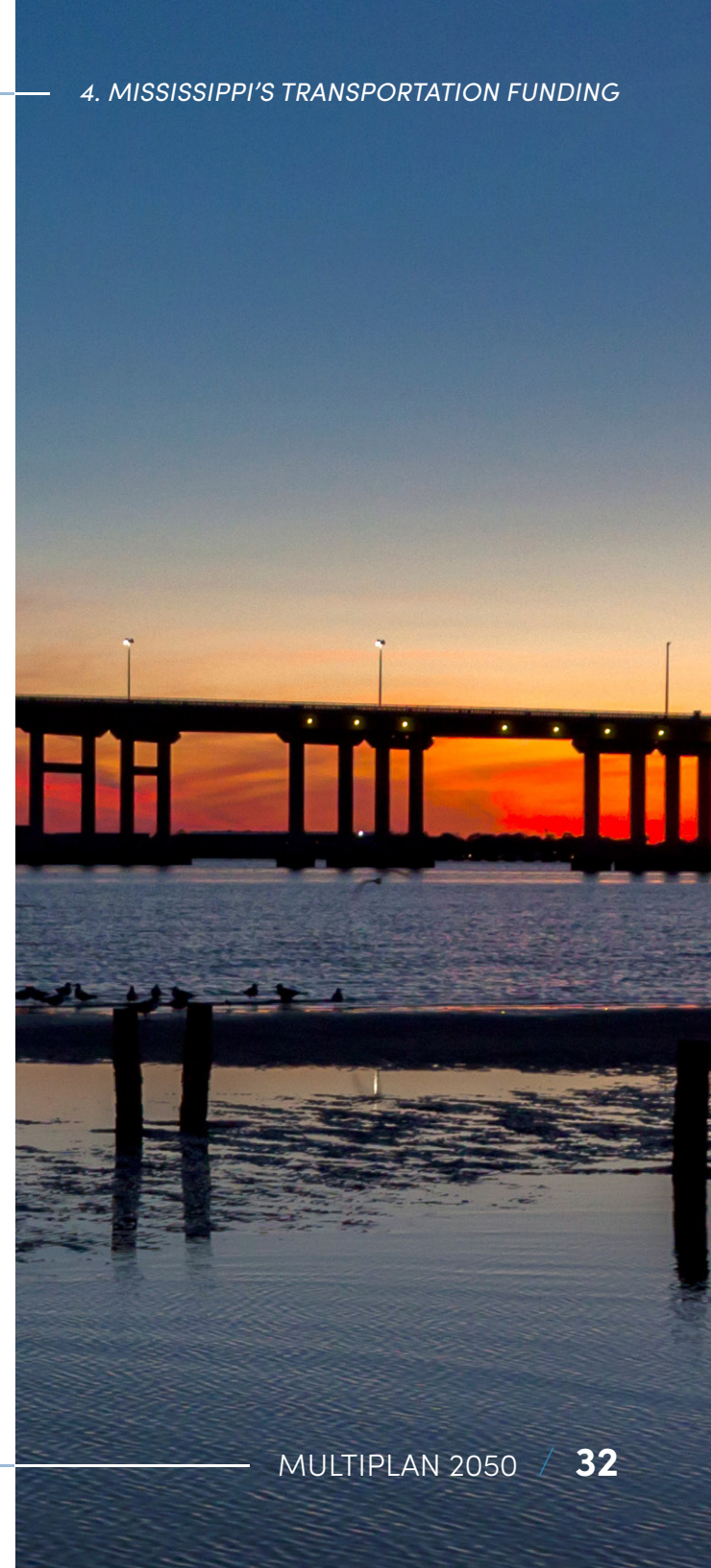
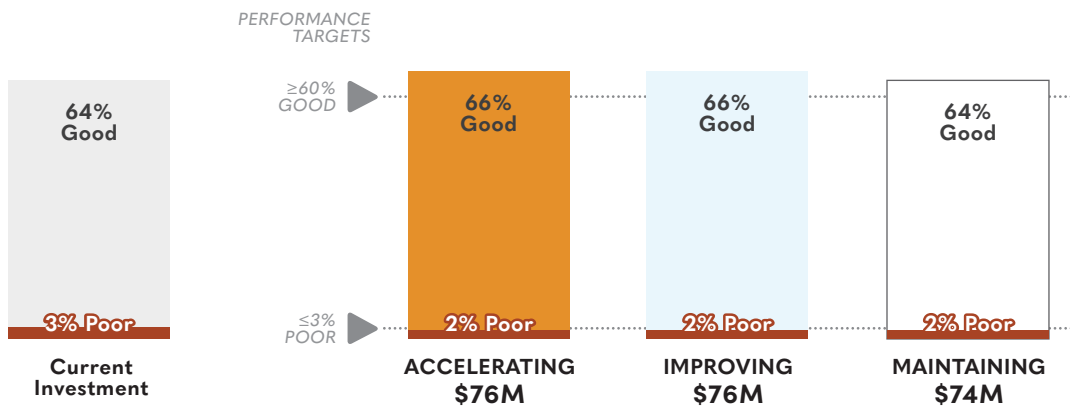
23M
SQUARE FEET
OF BRIDGE DECK
maintained by MDOT
across the state

0.8M
SQUARE FEET
OF BRIDGE DECK
IMPROVED

NHS BRIDGES



NON-NHS BRIDGES



CAPACITY PROGRAM

Most of Mississippi's urban and rural roadways currently achieve target congestion levels or are congested only at peak travel times. Without additional investment, future demand for people and goods movement will stress existing roadway capacity and lead to more unreliable travel times and congested conditions.

Level of service (LOS) is a measure of roadway congestion using a grading scale. LOS "A" represents free-flow traffic under normal speeds and LOS "F" represents gridlock – very low speeds and long delays.

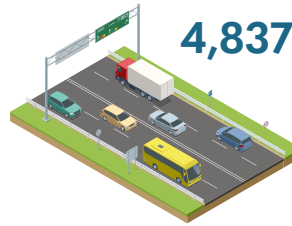
ACCELERATING MISSISSIPPI INVESTMENT BENEFITS



MDOT URBAN HIGHWAYS AND ROADS

4,837 LANE-MILES

~10 billion annual vehicle-miles traveled



MDOT RURAL HIGHWAYS AND ROADS

23,534 LANE-MILES

~16 billion annual vehicle-miles traveled



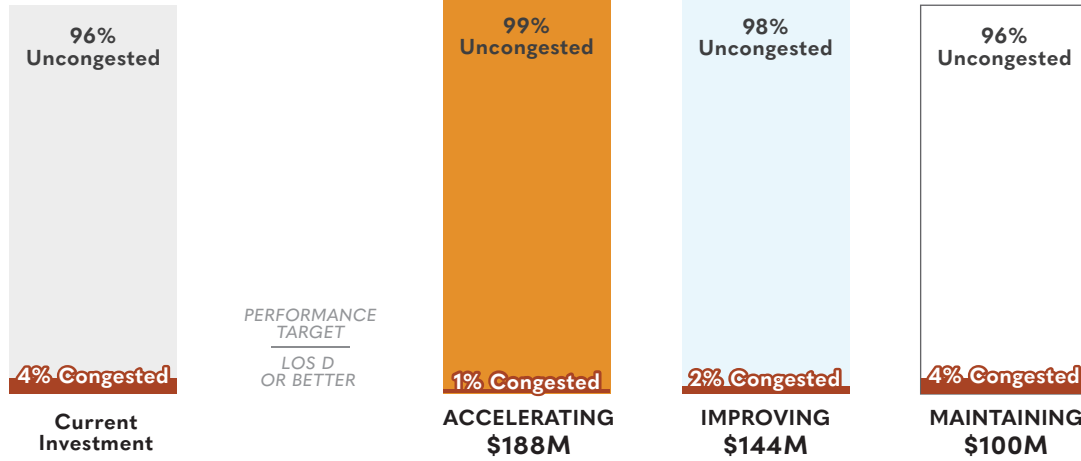
For both urban and rural highways and roads:

6.9
MILLION
HOURS
OF TRAVEL
DELAY
AVOIDED

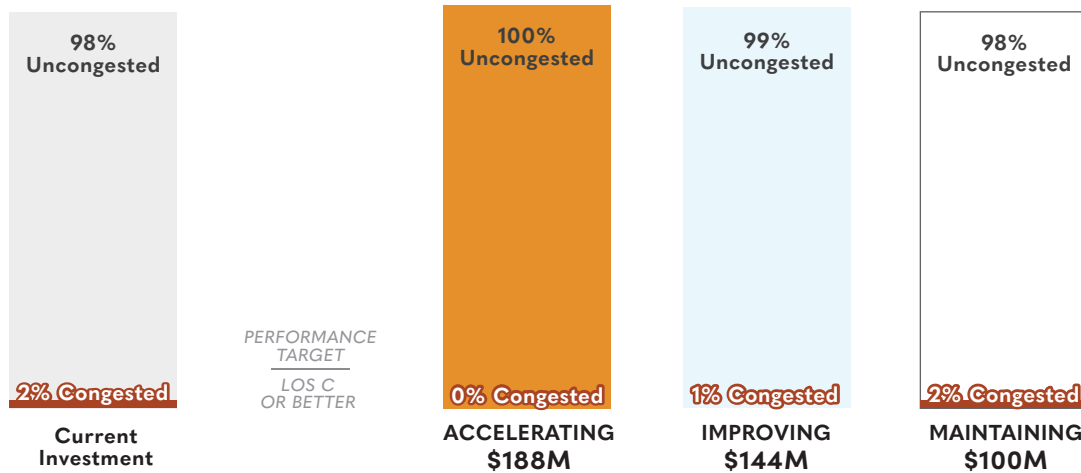
1.4 BILLION GALLONS
OF FUEL SAVED

\$9.7 BILLION
TOTAL TRANSPORTATION
COST SAVINGS TO DRIVERS

URBAN HIGHWAYS AND ROADS



RURAL HIGHWAYS AND ROADS



Note: Investment scenario funding amounts are shown for both urban and rural systems. MDOT prioritizes and constructs roadway projects in coordination with local partners and MDOT districts based on need rather than area.

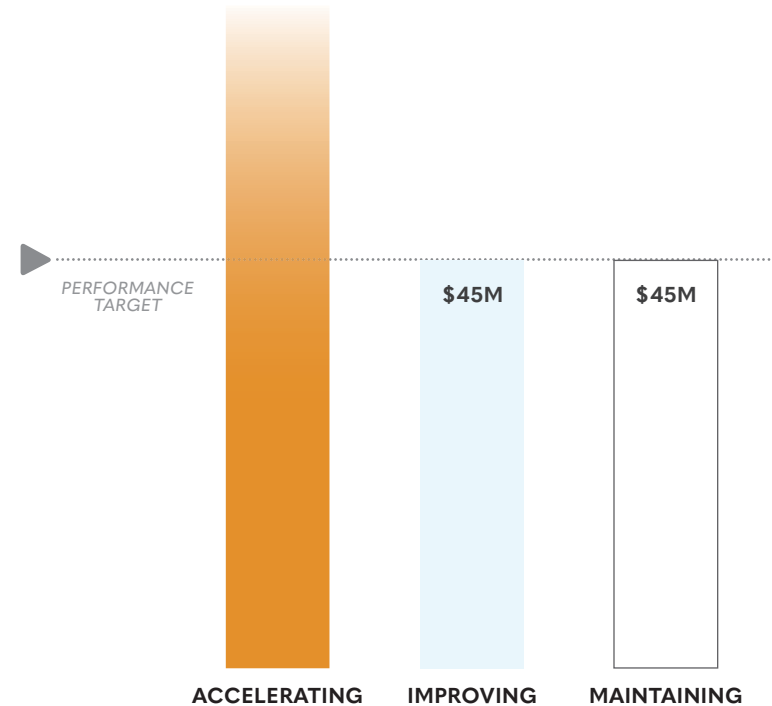


SAFETY PROGRAM

Safety is MDOT's top priority. Continued investment across the transportation system is required to proactively identify and mitigate risks rather than react to crashes only after they occur. Toward Zero Deaths is a national safety strategy adopted in Mississippi to bring stakeholders together toward a common vision. That vision is a highway system free of fatalities through a sustained decline in transportation-related deaths and injuries. MDOT construction projects include safety improvements that help reduce the number of fatal crashes on our roadways.

INVESTMENT BENEFITS

- ▶ **SAFETY** – programed investments in MULTIPLAN 2050 could help avoid more than 10,500 crashes over the next 25 years
- ▶ **MAINTENANCE** – signage, striping, lighting, and road conditions all support a safer roadway network
- ▶ **CONNECTIVITY** – safety enhancements make it easier to get around whether in a vehicle, on a bike, or on foot
- ▶ **ECONOMY** – crashes cost Mississippians more than \$2.5 billion in social, health, and economic costs each year
- ▶ **RESILIENCE** – emergency evacuation and alternative routes are critical to supporting safe communities
- ▶ **ENVIRONMENT** – highway improvements can integrate safety features to help mitigate crashes at wildlife crossings



Every construction and preservation project advanced by MDOT incorporates safety elements to improve safe systems for all travelers. As MDOT increases investment to meet and exceed performance targets through roadway improvements, even more investments are made to enhance safety.



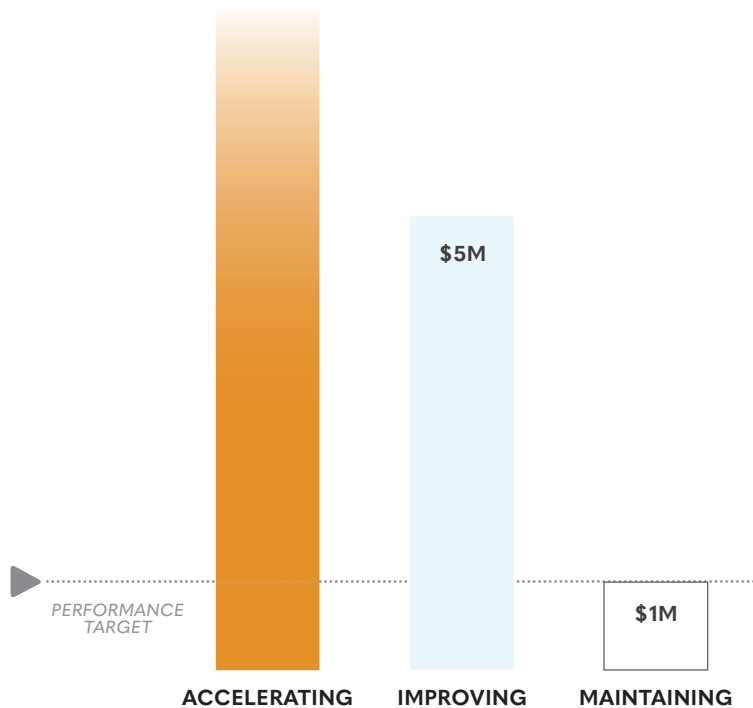
INTELLIGENT TRANSPORTATION SYSTEMS



ITS serves as the technological backbone that helps the transportation network operate more safely and efficiently. MDOT's traffic operations and roadway infrastructure ITS includes over 1,100 closed circuit television (CCTV) cameras, 250 vehicle detection systems, and 76 dynamic messaging signs in major corridors. Transportation management centers are staffed 24/7 and relay traveler information, monitor traffic and weather conditions, and coordinate incident response.

INVESTMENT BENEFITS

- ▶ **SAFETY** – technology saves lives by alerting drivers to incidents and providing information to vehicles
- ▶ **MAINTENANCE** – ITS information can help direct MDOT maintenance and emergency repairs in real time
- ▶ **CONNECTIVITY** – technology improves travel time reliability and connects Mississippians with travel information
- ▶ **ECONOMY** – technology helps MDOT manage roadway capacity efficiently, reducing the need and cost for additional expansion and make the most of existing right-of-way
- ▶ **RESILIENCE** – ITS provides real-time information for evacuation routes and improves community resilience and response
- ▶ **ENVIRONMENT** – technology reduces congestion and excess fuel consumption, helping improve air quality



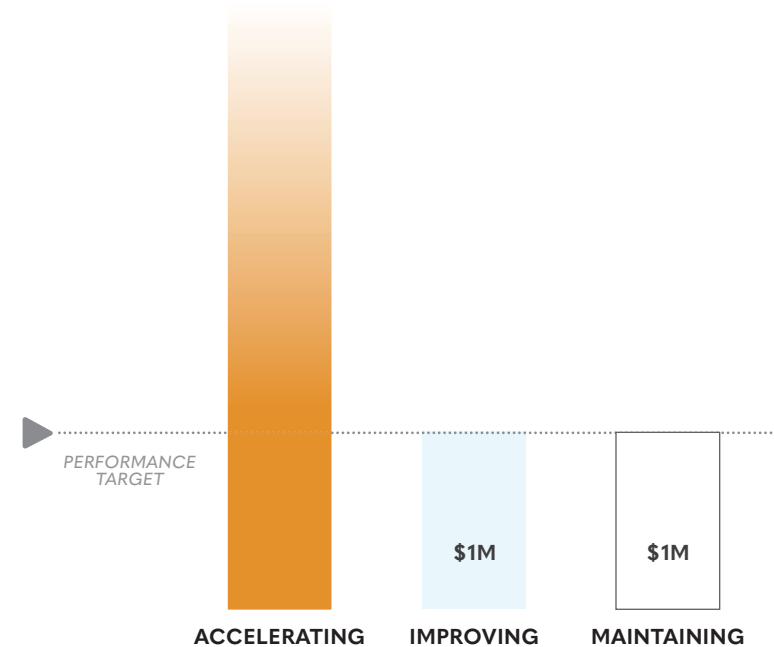
MDOT will make significant additional investments in technology and ITS systems as highway capacity funding is increased and more highway construction projects include integrated technologies to improve safety and reliability.

BIKE AND PEDESTRIAN PROGRAM

Across Mississippi, residents and visitors bike and walk to destinations daily, whether for commute or recreational purposes. Improving infrastructure for active transportation users and the safety of vulnerable road users improves the quality of life and economic competitiveness of Mississippi communities. MDOT provides support for bicycle and pedestrian facilities on state roadways, including bike lanes and bike route signage.

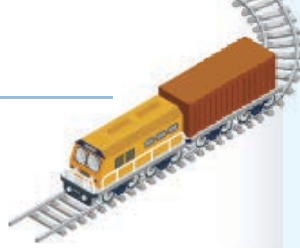
INVESTMENT BENEFITS

- ▶ **SAFETY** – dedicated facilities for cyclists and pedestrians and improvements to bridge crossings enhance safety
- ▶ **MAINTENANCE** – signage, striping, lighting, and road conditions all support a safer network for all users
- ▶ **CONNECTIVITY** – active transportation enhancements make it easier for Mississippians to get around whether biking, rolling, or walking
- ▶ **ECONOMY** – recreational bike facilities such as the Natchez Trace Parkway or Tanglefoot Trail support local tourism
- ▶ **RESILIENCE** – pedestrian infrastructure is designed to be accessible and can strengthen community resilience
- ▶ **ENVIRONMENT** – access to active transportation infrastructure is directly linked to positive health benefits



MDOT makes strategic improvements to bikeways on state highways and critical bike and pedestrian corridors through construction projects. As future investment increases and improvements to roadways and bridges are made, new and improved facilities also may be funded.





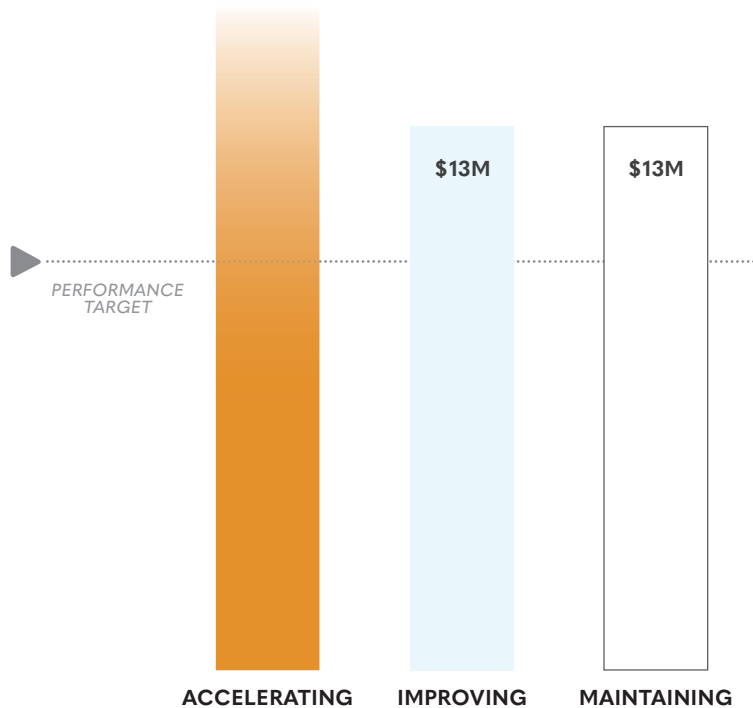
INTERMODAL PROGRAM

Mississippi's airports, railroads, freight terminals, and ports and waterways are critical to moving people and goods and strengthening the state's economy. Millions of visitors and millions of tons of goods are moved within and through the state every year, contributing billions to Mississippi's economy. With over 2,500 miles of railroads, 3 Amtrak routes, 16 ports and 3 marine highways, and 7 commercial service airports, Mississippi's intermodal systems keep Mississippi moving.

INVESTMENT BENEFITS



- ▶ **SAFETY** – improving commercial vehicle movements enhances safety for all travelers
- ▶ **MAINTENANCE** – upgrading and modernizing port, rail, and aviation facilities to meet state of good repair standards is critical to efficient goods and people movement
- ▶ **CONNECTIVITY** – Mississippi's sea, rail, and air facilities help connect businesses, visitors, and residents to goods on store shelves
- ▶ **ECONOMY** – efficient goods movement magnifies the impact of Mississippi's agricultural and manufacturing businesses
- ▶ **RESILIENCE** – Mississippi's critical trade and tourism terminals must withstand extreme weather
- ▶ **ENVIRONMENT** – moving goods efficiently mitigates congestion and reduces potential environmental impacts



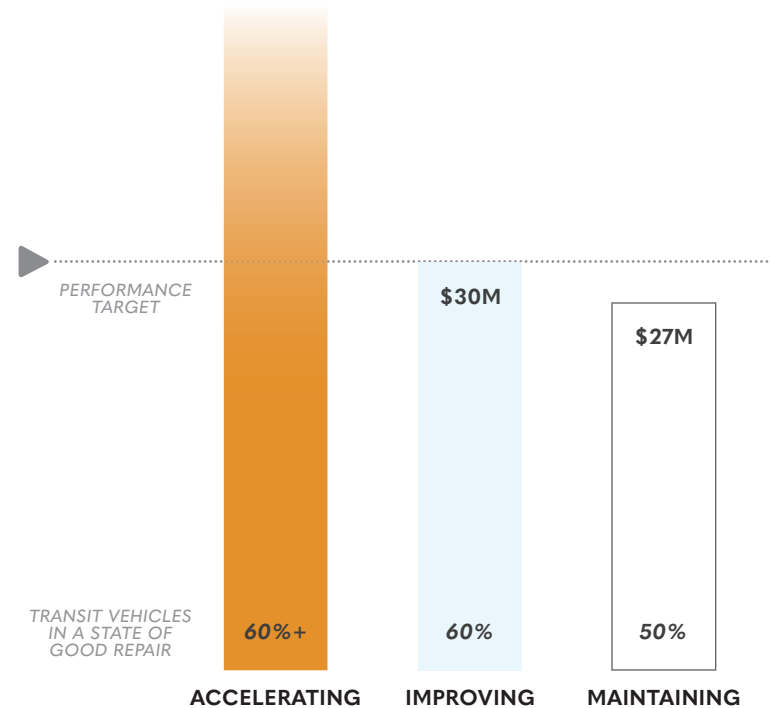
HB 1 sets aside additional funding for investment into Mississippi's port, rail, and aviation facilities through the Strategic Multi-Modal Investments Fund. As MDOT invests in critical connections for people and goods, additional public and private investment is needed to meet the demand for future freight, tourism, and personal travel through ports, via rail, and in the air.

TRANSIT PROGRAM

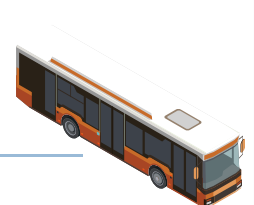
Transit systems in communities both large and small connect Mississippians to jobs, schools, shopping, and healthcare. Transit provides cost-effective alternatives for workers commuting and links businesses to regional workforces. MDOT coordinates with the Federal Transit Administration to support asset management and to help local agencies secure federal funding. Local transit agencies operate over 520 buses and vans, and MDOT has established a target to ensure 60% of the statewide fleet is in a state of good repair.

INVESTMENT BENEFITS

- ▶ **SAFETY** – maintaining transit vehicles and facilities in good condition improves safety for riders
- ▶ **MAINTENANCE** – keeping up with state of good repair needs means more efficient maintenance and reduced operating costs for local agencies
- ▶ **CONNECTIVITY** – ensuring that local transit fleets operate efficiently with upgraded equipment improves transit time reliability
- ▶ **ECONOMY** – transit connects workers to jobs, businesses to consumers, and tourists to destinations
- ▶ **RESILIENCE** – transit services provide critical connections and alternative routes for communities across Mississippi
- ▶ **ENVIRONMENT** – moving people using public transit options mitigates impacts to the state's air and water quality



MDOT administers federal funding programs that support local transit agencies' maintenance of transit fleets and facilities. Investing in new buses, vans, and shuttles is needed to replace aging transit vehicles and ensure that local transit agencies can continue to operate safely and effectively.



Investing Matters

THE COST OF UNDERFUNDING TRANSPORTATION

Underinvesting in Mississippi's transportation infrastructure means that wear and tear will go unaddressed, the capacity to construct new infrastructure will be limited, system decline will accelerate, and transportation-related costs for Mississippians, businesses, and visitors will increase. Costs stemming from underinvestment in Mississippi's transportation infrastructure will contribute to slower economic growth as well.

Underfunding transportation in Mississippi would lead to wide-ranging economic costs. For households, reduced access to employment opportunities would limit income growth and financial resilience. Statewide, constrained investment in transportation infrastructure would restrict industrial growth, dampen productivity, and curtail economic activity. Together, these would undermine Mississippians' quality of life and the state's long-term economic competitiveness.

THE ADVANTAGE OF FUNDING TRANSPORTATION

Instead, MULTIPLAN 2050 shows how investing in Mississippi's transportation infrastructure, helping reverse infrastructure decline and unlock economic benefits for Mississippians, businesses, and visitors. Upgraded infrastructure will strengthen Mississippi's competitiveness, bolster rural and urban development, and make Mississippi a more attractive destination for residents, businesses, and visitors.

By prioritizing sustained investment in Mississippi's transportation network, MULTIPLAN 2050 fuels Mississippi's economy, supports export-driven industries, and ensures safe travel throughout the state and beyond.



ACCELERATING MISSISSIPPI BENEFITS YOU



ANNUAL USER BENEFITS



\$8,700

saved per driver
each year



**660
GALLONS**

of fuel saved per driver

Travel delays
avoided per
driver each year

3.5 HOURS



CUMULATIVE ECONOMIC BENEFITS



**\$5.7
billion**

personal income
created

gross state
product *created*

**\$8.1
billion**



**42,000
jobs created**



MULTIPLAN 2050 Benefits, 2025-2050

ACCELERATING MISSISSIPPI



IMPROVING MISSISSIPPI



MAINTAINING MISSISSIPPI



Annual Construction Program Funding

\$960M

\$845M

\$725M



ANNUAL USER BENEFITS

Hours of travel delay *avoided*

3.5

3.0

2.0

Gallons of fuel *saved*

660

560

360

Transportation cost *savings*

\$8,700

\$7,500

\$5,600



CUMULATIVE ECONOMIC BENEFITS

Jobs *created*

42,000

36,000

28,000

Personal income *created*

\$5.7 billion

\$5.0 billion

\$3.9 billion

Gross state product *created*

\$8.1 billion

\$6.9 billion

\$5.4 billion



CUMULATIVE NETWORK BENEFITS

Lane-miles in *good or fair* condition

21,700

20,600

18,700

Bridge deck area in *good* condition

47 million sq ft

44 million sq ft

42 million sq ft

MULTIPLAN 2050



MDOT is Investing in Mississippi – a Symbol of Trust and Thanks

It is a matter of trust. Mississippians deserve a robust, safe, and resilient transportation network and you showed a willingness to invest in MDOT to make that network a reality. Now, it is MDOT's turn to efficiently invest new revenues. MULTIPLAN 2050 is just the beginning. With these key reforms in place and increased revenues accruing to MDOT, Mississippi is poised to reap the rewards.

Ultimately, you reap MULTIPLAN 2050's rewards. You spend less time commuting, and the quality and reliability of that trip is improved. Your repairs become fewer and further between. The raw materials your business relies on arrive on time, and transportation costs less. Your crops make it to market in a timely manner. Kids have more options to reach school safely each morning. That next special vacation just became more affordable, and you have more options for how to get there. And our state's quality of life—yours, your family's, friends,' and neighbors'—grows every day.

THANK YOU, MISSISSIPPI.

