

# Mississippi Statewide Freight Plan Update

## What is a statewide freight plan?

The Mississippi Statewide Freight Plan is a strategy across freight modes (trucks, railroads, planes, waterways, ports, and pipelines) for addressing freight transportation needs and moving goods efficiently and safely throughout Mississippi. All states are federally required to complete a Freight Plan under the Fixing America's Surface Transportation (FAST) Act. Each state Freight Plan identifies issues and trends which inform the [National Freight Strategic Plan](#).

## Freight Plan Key Steps

The Freight Plan is developed in four (4) key phases: understanding Mississippi's multimodal system, assessing current and future freight trends, identifying deficiencies and impacts, and defining freight strategies. Each of these phases results in a draft final plan that is informed by freight stakeholders and reflective of the state's freight goals.

## Stakeholder Outreach and Results

Three (3) forms of Stakeholder Outreach were used to solicit views and opinions to create the freight plan:

- ▶ Mississippi Freight Advisory Committee (MS-FAC) Meetings on August 25<sup>th</sup> and December 7<sup>th</sup> of 2021
- ▶ An Industry and Stakeholder Forum on November 9, 2021
- ▶ An online survey conducted from November 9, 2021 through November 24, 2021

Key takeaways from the outreach efforts listed above include:

- ❖ 2 out of 3 survey respondents say the freight network serves their needs well.
- ❖ Trends likely to have the greatest impact on freight movement are: economic growth, business and consumer practices, and technology.
- ❖ The stakeholders' most critical freight goals are safety, economic competitiveness, and asset preservation and modernization.
- ❖ Freight stakeholder priorities for the freight plan include:
  - Multimodal connections
  - Rural Needs
  - Safety
  - Bottlenecks
  - Funding Needs
  - Economic Competitiveness
  - Resiliency

## Inventory and Assessment of Freight Assets

The plan includes an inventory and assessment of all modes by which freight travels in the State of Mississippi. These modes include:

- ▶ Highways
- ▶ Ports
- ▶ Pipelines
- ▶ Railroads
- ▶ Airways

After establishing the inventory of assets by mode, the plan analyzed freight flows, examined the condition of the current network, and identified performance challenges.

In 2019, there were nearly **678.5 million tons of freight** in Mississippi, representing a **total value of \$817.8 billion**.

Key findings of this assessment include:

### ❖ Highways

- I-20 and I-10 are the busiest truck corridors in the State, carrying over 11,000 trucks per day at certain locations.
- Over 60 percent of state-maintained bridges and 32 percent of pavements are in good condition.

### ❖ Railroads

- The state rail network contains over 2,700 miles of track, an intermodal terminal, a bulk transfer facility, and an auto distribution facility.
- There are over 480 miles of weight-limited track, impacting operations and access.

### ❖ Ports

- There has been a slight decline in annual container volumes at the Port of Gulfport; however, it is still the 25<sup>th</sup> busiest container port in the nation.
- There has been a slight decline in annual tonnage at the Port of Pascagoula; however, it is still the 25<sup>th</sup> highest tonnage port in the nation.

### ❖ Airways

- The State currently has seven (7) cargo-serving airports.
- Jackson-Medgar Wiley Evers International Airport (JAN) is the busiest cargo airport in the State.

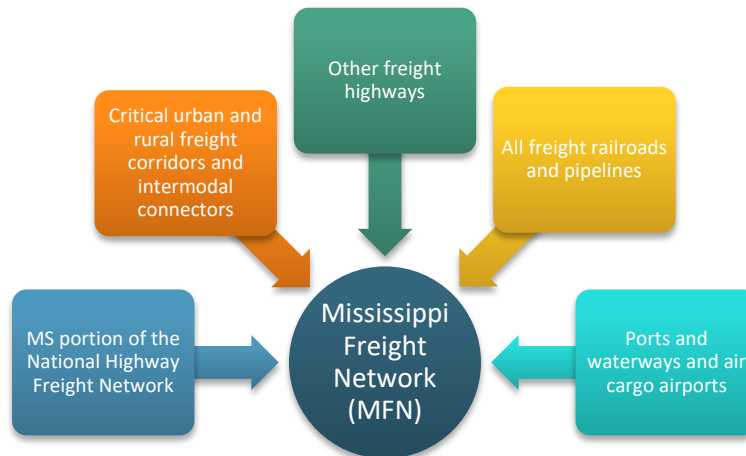
### ❖ Pipelines

- The Mississippi pipeline systems includes seven (7) crude oil, two (2) hydrocarbon gas liquids, six (6) refined petroleum, and several natural gas pipeline systems.
- Of these, 46 percent of natural gas transmission and 28 percent of hazardous liquids pipelines were constructed before 1959.

## Mississippi Freight Network

The Freight Plan helps to define the Mississippi Freight Network, for the purposes of:

- ▶ Allowing MDOT to assist in **targeting limited resources** toward most critical freight assets
- ▶ Becoming the basis for needs assessment, recommendation, and implementation
- ▶ Establishing freight investment as an economic development strategy



This network includes:

- ❖ Sixteen (16) ports along three (3) water systems:
  - Gulf of Mexico
  - Mississippi River
  - Tennessee-Tombigbee Waterway
- ❖ 7 cargo-serving airports
  - Jackson-Medgar Wiley Evers International Airport
  - Stennis International Airport
  - Tupelo Regional Airport
  - Gulfport-Biloxi International Airport
  - Golden Triangle Regional Airport
  - Hawkins Field Airport
  - Key Field/Meridian Regional Airport
- ❖ The DRAFT Highway Freight Network
  - Tier I: interstates and major arterials
  - Tier II: US and state routes
  - Tier III: Critical Rural Freight Corridors (CRFC), Critical Urban Freight Corridors (CUFC), Intermodal Connectors