



What does MDOT do?

MDOT is responsible for maintaining and preserving the state-owned transportation system, which includes:

Maintaining 30,000 highway miles - enough to drive to Alaska and back - twice!

Inspecting and maintaining approximately 5,775 bridges.

Supporting 2,600 rail miles, 150 airports, 69 public transit providers & 16 ports.

Removing over 290,000 bags of litter from highways every year.

Supporting 90% of all commercial traffic and 60% of statewide traffic.

How are we doing?

We are doing the best with what we have.

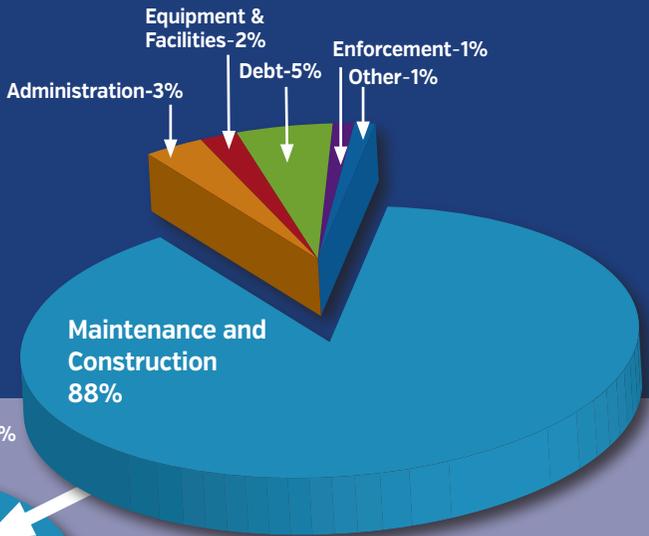
ranked **8th** most cost effective in the nation in maintenance expenditures per mile

Despite reducing costs and being cost effective, there is still not enough money.

Mississippi ranks

21st with bridges in deficient condition **30th** in rural interstate condition

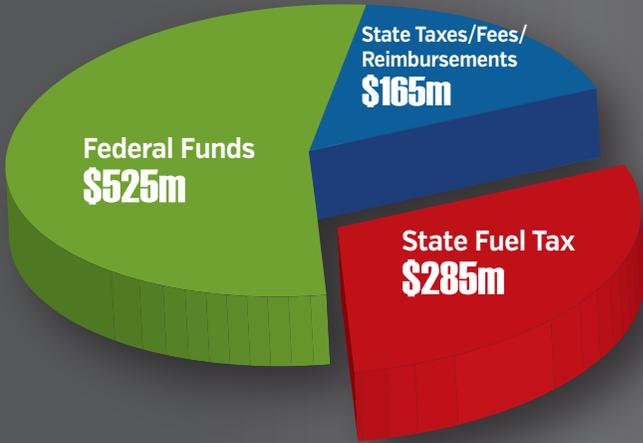
How does MDOT spend your dollars?



Maintenance and Construction

How is MDOT funded?

FY 2016 Projected Revenues - \$975m

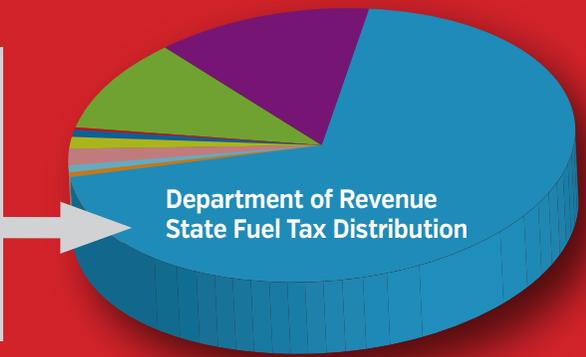
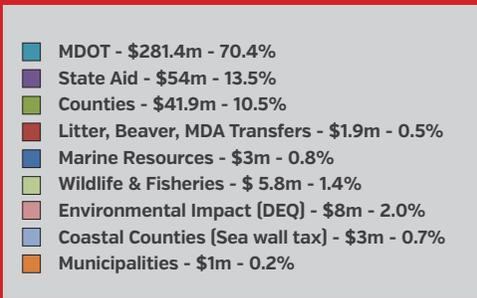


Funding for transportation comes from a variety of state and federal sources.

Roughly 50% comes from federal sources through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The other half comes from a variety of state taxes, fees and reimbursements.

Funding is dependent on revenues from the fuel pump as motor vehicle fuel tax accounts for the majority of federal and state funding.



How has funding changed?



The state gas tax has remained the same since 1987 and yet:

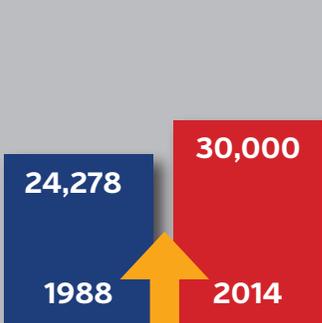


costs rose from \$1.28 to \$1.98.

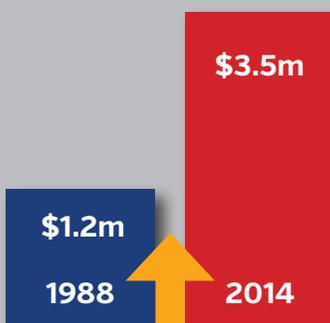
costs rose from \$1.98 to \$3.98.



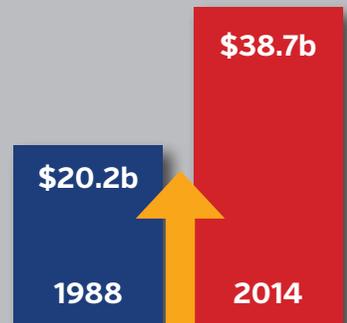
costs rose from \$7,222 to \$32,086.



Today, MDOT maintains more lane miles than it did in 1988.



Today in Mississippi, it is 3 times more expensive to construct a new 2-lane roadway.



Travel has doubled with more drivers and vehicles using more miles on our roadways than ever before.

Mississippi's transportation needs are growing.

Over the next 20 years, the need to invest and improve Mississippi's transportation system will only continue to grow. Current estimates show that we will need to invest:



\$694m
per year

to maintain our roadways in a state of fair condition.



\$145m
per year
for five years
and then **\$125m**
per year afterwards

to ensure bridges are not structurally deficient and to replace posted bridges.



\$158m
per year

to expand key corridors as demand grows to keep freight and passengers moving and our economy competitive.

Projected funding is not enough to meet the needs.

Over the next 20 years, declining revenue coupled with increasing maintenance needs and rising construction costs means that MDOT **will not** be able to maintain the current condition of the system or build any new lanes or roadways.

what we are lacking

\$417m

What we have

\$422m

Infrastructure Repair

What we need

\$839m

what we are lacking

\$109m

What we have

\$49m

New Lane Miles

What we need

\$158m

If our funding stays the same...

By 2040, our state-owned system gets worse.

Pavement conditions will decline from **60%** in fair or better condition, down to only **47%**.

The number of **structurally deficient bridges** will increase from **179 to 490**.

Driver delays due to traffic congestion will increase to **99,600** daily hours.

the price we end up paying is significant.

Mississippi drivers will pay an average of **\$650** more per year in vehicle maintenance and operating costs. That's a **38%** increase.

Average replacement cost of a cracked windshield is **\$300**, up to **\$1,500** for specialty windshields.

48,300 jobs lost from business and industry not locating in Mississippi.

If we invest in our infrastructure, it would pay off. By 2040...

Mississippi drivers would save an average of **\$99** per month or **\$1,200** annually in vehicle maintenance and operating costs.

77,500 jobs would be added to the state's economy.

Our state-owned system would see significant improvement

Pavement conditions would meet minimum performance targets, increasing driver safety.

Posted and timber bridges would be eliminated.

Driver delays would be reduced by **200,000** daily hours.



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