MISSISSIPPI

Current Condition of Transportation:
- 24% of MS’s major roads are in poor condition\(^1\)
  - ASCE grade of C\(^2\)
  - Driving on roads in need of repair costs Mississippi motorists $1.1b a year, or $582 a year per motorist\(^3\)
  - Between 2009 and 2013, a total of 3,166 lives were lost on the state’s roads\(^4\)
- MS’s population increased by 19% from 1990 to 2013\(^5\)
- Vehicle travel on Mississippi’s highways increased by 39% from 1990 to 2013, while new road mileage only increased by 4%\(^6\)
- 28% of Mississippi’s major urban highways are congested\(^7\)
- Congestion in America costs motorists $121b annually in wasted fuel\(^8\)

Current Condition of Commerce:
- Each year, 66% of the $91b worth of commodities delivered annually from sites in Mississippi are transported by trucks on the state’s highways\(^9\)

Need for Federal Investment:
- 49% Federal share of Mississippi’s Highway Capital Program.\(^10\)
- National Interstate Backlog of $185.24b on 47,575 miles of interstate.\(^11\)
  - National Highway System (NHS) backlog of $424.5b on 227,224 miles of the NHS.

Prioritize bridge reconstruction and safety:
- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - MI’s 2,275 structurally deficient bridges\(^12\)
  - 21% of MS’s bridges are structurally deficient or functionally obsolete\(^13\)

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\(^1\) TRIP  
\(^2\) ASCE  
\(^3\) TRIP  
\(^4\) FHWA  
\(^5\) US Census  
\(^6\) TRIP  
\(^7\) Ibid.  
\(^8\) Ibid.  
\(^9\) Ibid.  
\(^10\) ARTBA  
\(^11\) AASHTO and FHWA  
\(^12\) FHWA
Improving Commerce

- Over the life of the bill (FY2016-FY2020), MS will receive $77,530,046 in addition to growth of the existing programs for freight.
- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
- In addition to the National Freight Program, MS, through the Nationally Significant Freight and Highway Projects (NSFHP), a $4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

Long-Term 5-Year Certainty:

- Total share over 5 years of the FAST Act: $2,713,934,360 that the state would not get otherwise.
- Major State Projects that can benefit from the FAST Act:
  a. **I-55 From Byram To McDowell Road**: $94 Million project started in summer 2013 to expand the 7.5 mile stretch to six lanes
- FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on MS’s ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, FAST is cutting red tape and accelerating project delivery to increase MS’s ability to efficiently finish projects.
- FAST gives MS the ability to prepare for the next 50 years. With a focus on innovation, MS can better deploy technology to improve the state transportation network.

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13 Ibid.
14 AASHTO