



Presented by MAS and MACE

County Transportation System in Mississippi: Past, Present and Future

Responsibility

- Transportation infrastructure is a core responsibility of county government.
- Counties maintain approximately 52,000 road miles
 - 19,000 miles eligible for federal and state aid funding
 - 33,000 miles on local system
- Counties maintain approximately 9,865 bridges



History of Transportation Funding

1932

- Counties begin receiving portion of tax collections for road and bridge improvements

1949

- Legislature created Office of State Aid Road Construction

1994

- Legislature created Local System Bridge Program (LSBP)

2001

- Legislature created Local System Road Program (LSRP)



Where are counties now?

52,000 Road Miles



76% need pavement
maintenance



46% in poor or very poor
condition

9,865 Bridges



30% deficient or posted; cannot
carry legal weight loads



146 closed to all traffic



Current Funding Structure

Counties (Direct)

- \$41 Million from state petroleum tax

State Aid Fund

- \$48 Million from state petroleum tax
- \$3 Million from petroleum-related sales tax

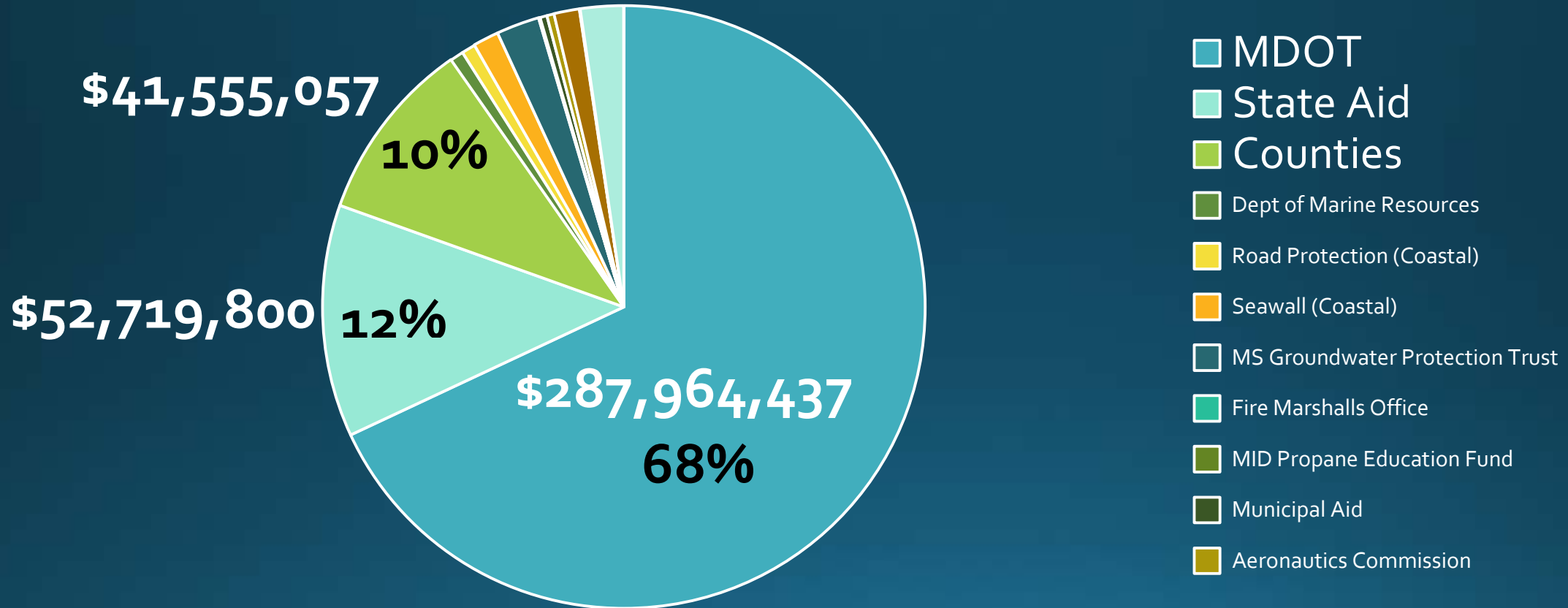
LSBP/LSRP

- LSBP: \$20 Million allocation from Legislature (since 2004)
- LSRP: Not funded

Revenue streams have remained flat since 1987



Petroleum Tax Collections (FY2012)

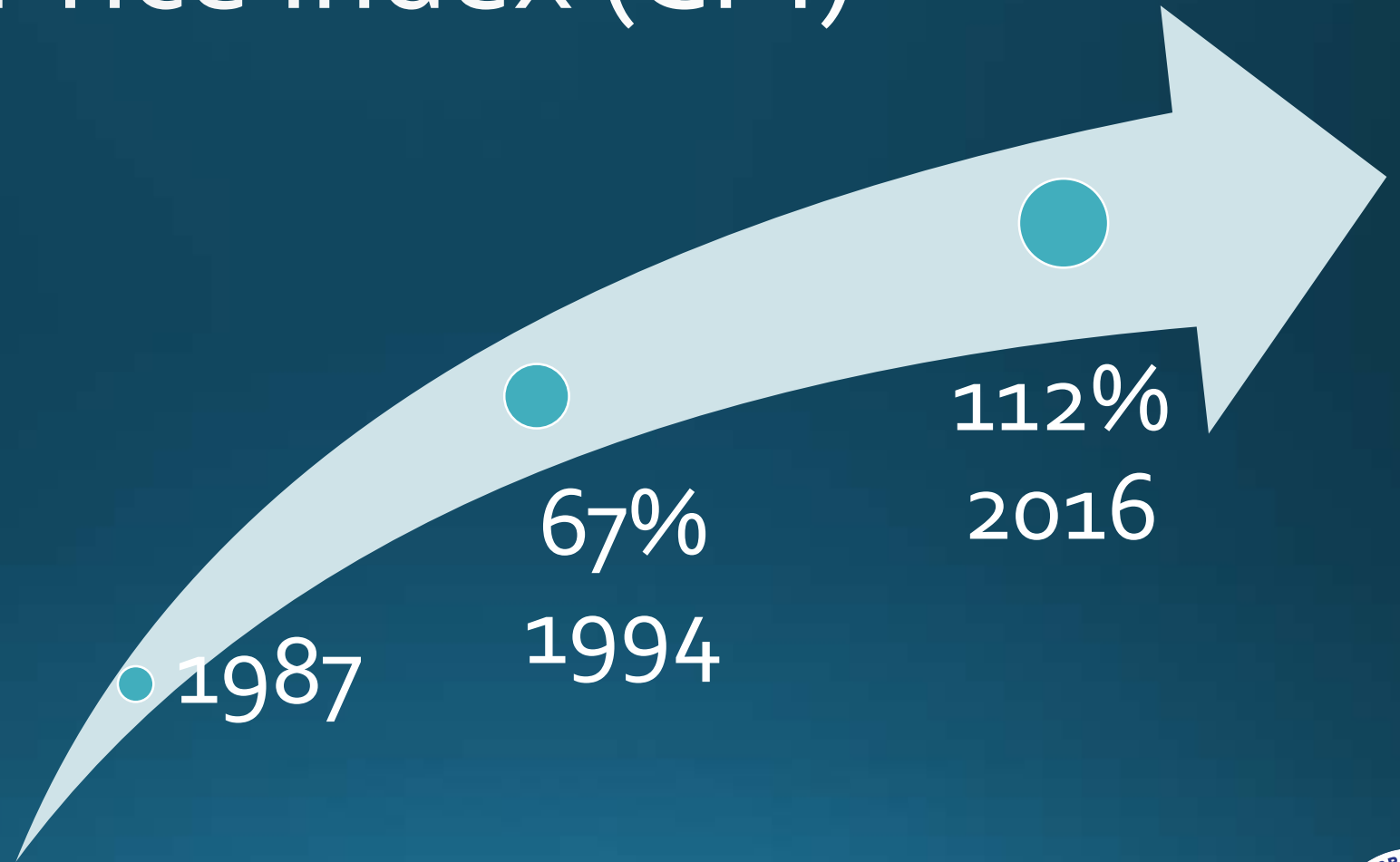


Source: MDOR "State Tax Collections for Mississippi Roads" dated June 13, 2013

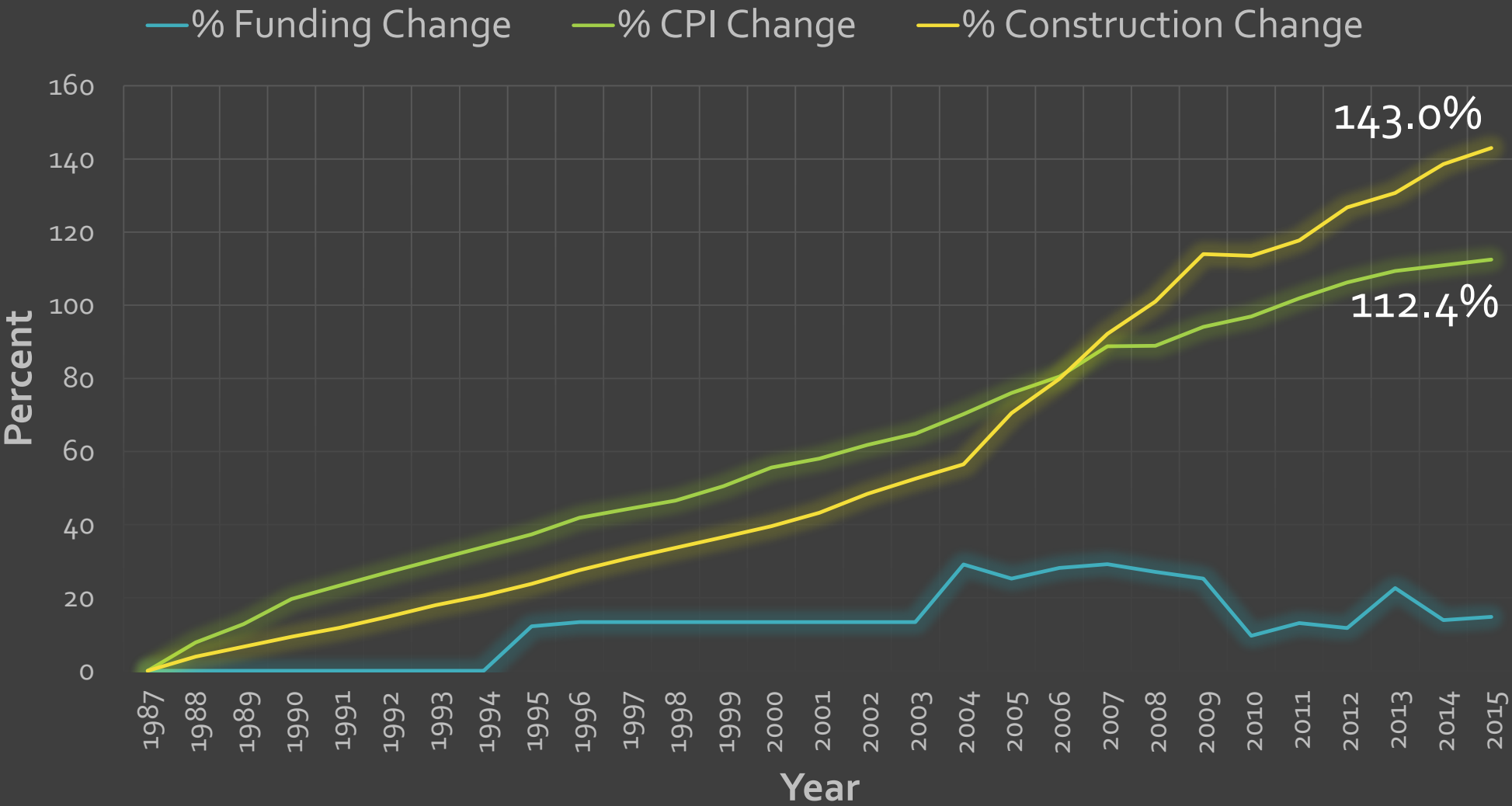


Consumer Price Index (CPI)

CPI has
increased
112%
since
1987.



Funding vs. Costs 1987-2015



Additional Funding is a Priority

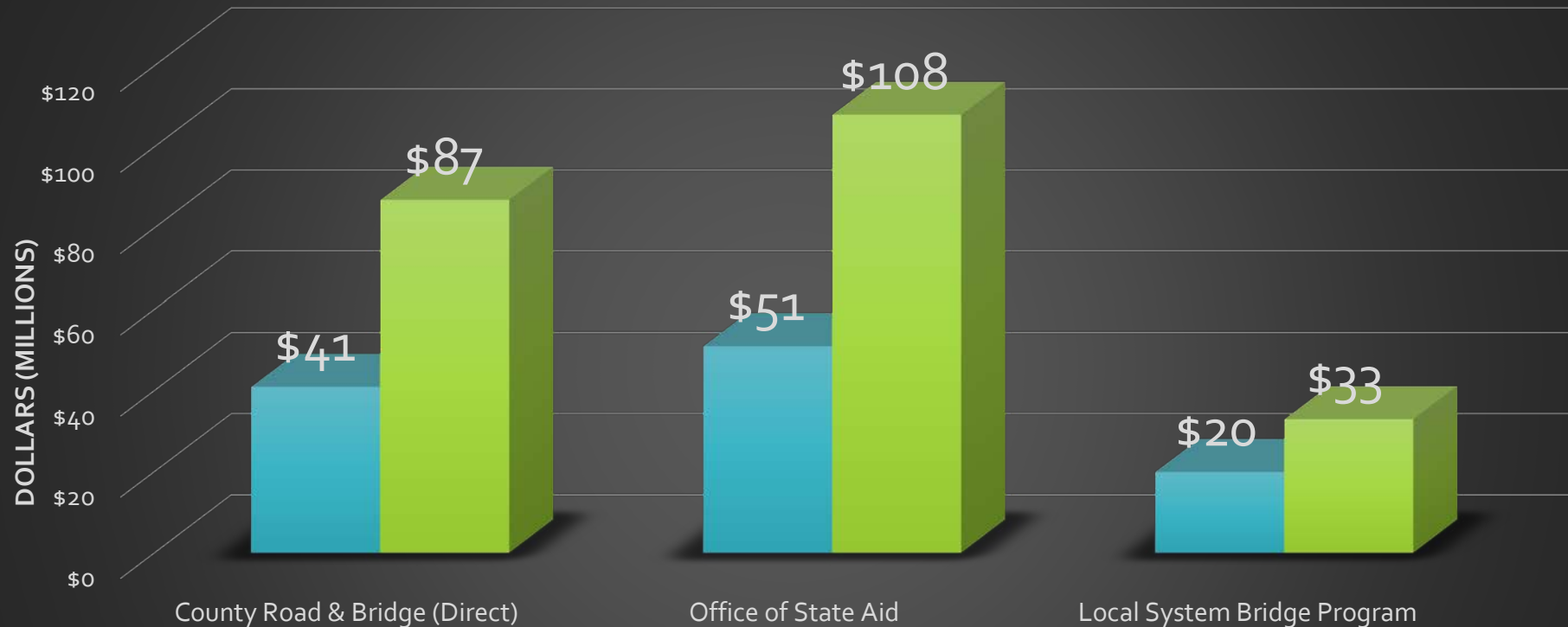
Rep. Charles Busby, Chair of House Transportation Committee:

"I think it is pretty mad to think that a state agency can operate on the same budget [it was] working with in 1987."

Mississippi Today "Tax fears doomed highway spending push" dated July 5, 2016



Recommended Funding Level



INCREASE TO MATCH CPI

■ Current Level ■ Adjusted for CPI



Impact of Inflation: Real World Example

- Board Term (1988 – 1991)

• Bridge Replacement w/ Box Culvert	\$ 99,708
• Bridge Replacement w/ Box Culvert	\$ 187,449
• Reseal (46.813 miles)	\$ 981,250
• Overlay (8.902 miles in 3 projects)	\$ 802,285
• Grade, Drain & Surface (1.754 miles)	<u>\$ 496,959</u>
TOTAL:	\$2,567,649

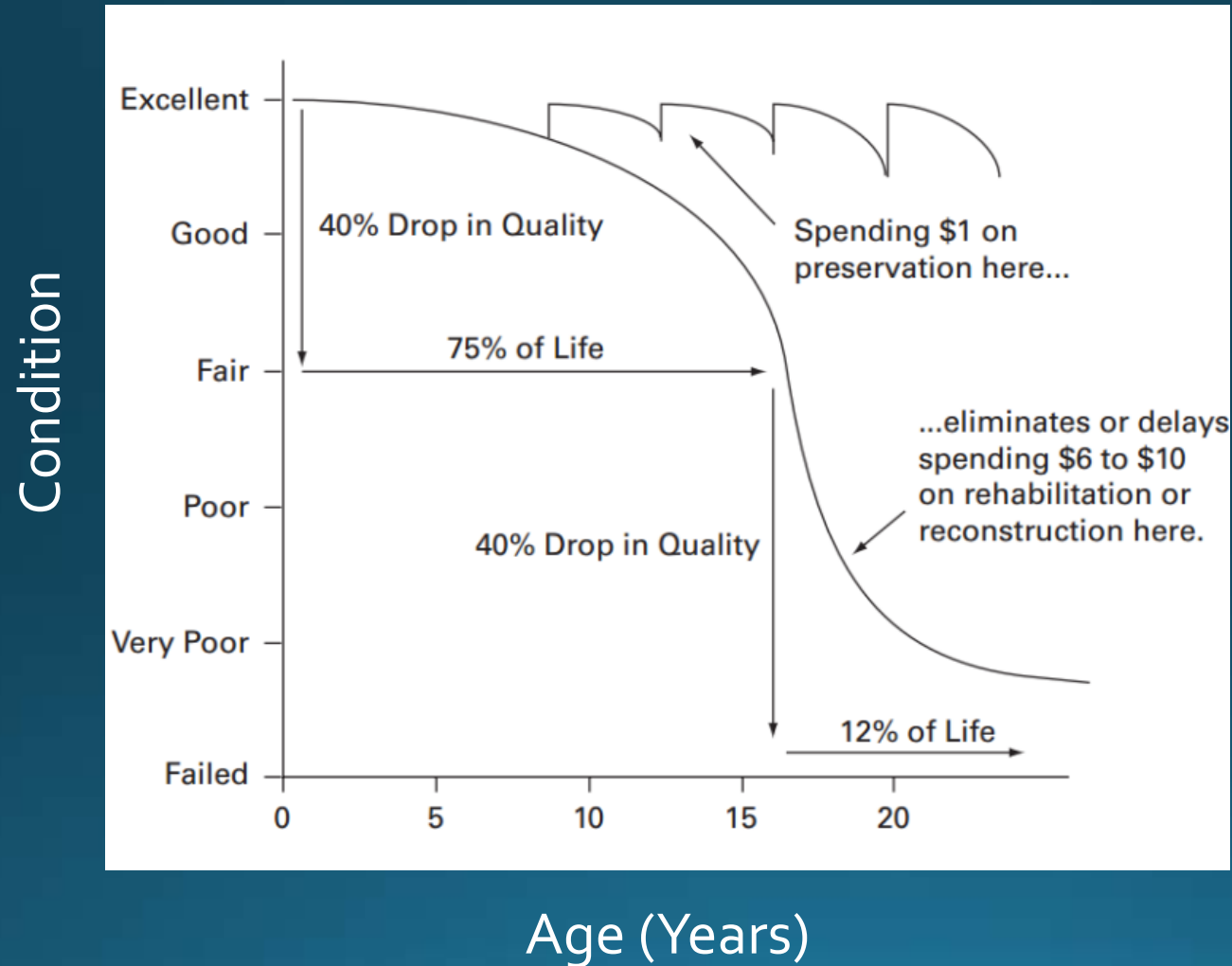
**3.34X
increase**

- Board Term (2016 – 2019)

• Reseal (43.21 miles)	\$ 3,024,700
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Preservation vs. Reconstruction



If inadequate funding is not reversed:

- Vehicle operating costs increase

- Fatality rate increases

- Failure of transportation system!

Man suggests county pay for car damaged by bad road

By **RECARDO THOMAS**
Staff Reporter

Skelton Road resident Jimmy Harris is not happy about the condition of the county thoroughfare he takes to get home.

Harris said its deplorable condition has caused him a great deal of money in vehicle repairs and he is fed up.

"I'm fixin' to spend \$10,000 out of my pocket, but I'm fixin' to turn it in to somebody with the county," Harris said. "I am a taxpayer, and somebody needs to be held accountable, especially when I've got a truck I just put in the shop eight months ago."

He said since then he's had to spend another \$1,600 on vehicle repairs, and it would have been more if the auto parts dealer hadn't stood behind the warranty on the parts he bought previously.

District 4 Supervisor Anthony Clark said he has spoken to several citizens in that area and specifically on South Wade Road about a possible solution.

"We've got an answer to your problem: Zip it up," Clark said. "But they don't want it zipped."

"Zipping" a road involves grinding up a paved road and converting it to a gravel road, which is easier and cheaper to maintain using a road grader.

Harris said they're opposed to that because they are taxpayers and want good roads.

"But I'm going to tell you right now, a zipped road would be better than what we have right now; dirt would be better than what we've got

"Dirt would be better than what we've got right now. The fields are better than the roads."

Jimmy Harris

right now," Harris said. "The fields are better than the roads."

Clark injected, "We just don't have the money to put that road in the shape that they want it in."

He continued to explain that they have been attempting to repair the ruts and potholes. Harris rebutted that he believes they are just wasting taxpayer money trying to repair and fix the potholes in the road because it doesn't last.

Clark said he has been aware of the condition of the road since around February, but the residents said zipping the road would raise up too much dust.

Harris then posed an alternate solution: "The county maintains my vehicle, leave the road like it is and when my vehicle needs a front end up under it, you agree that you all can have it fixed at the shop; that may be a little cheaper for you."

Board Attorney Johnny McWilliams spoke up saying the board had authority to zip a road whether the resident approved or not.

"But," he said, "We don't have the authority to fix your vehicle."



Recardo Thomas

Jimmy Harris petitions the Sunflower County Board of Supervisors Monday to fix his road.

Harris reiterated that somebody needs to be held accountable, after which, a discussion ensued with Supervisor Riley Rice exclaiming his disbelief that nothing could be done to get the money to fix the road properly. He mentioned information he heard in a meeting with U.S. Rep. Bennie Thompson and inquired of County Engineer Ron Cassada about grant funds. After clarifying the stipulations for State Aid road money and county road money, Cassada suggested contacting state legislators to get them to pass legislation and the state Association of

Supervisors to get support for additional funds.

Clark assured Harris that he would meet with the road managers and the other supervisors and devise a plan and get back with him.

The board also:

■ Voted unanimously to rebid for propane services and equipment rental costs for the upcoming year. According to Cassada, neither Gresham Petroleum nor Scott Petroleum submitted bids for propane service. Scott Petroleum, instead of giving an annual price, submitted a quote, as is customarily done for

gasoline prices. However, they installed new tanks and according to Supervisor Dennis Holmes there are already tanks there from last year's bid winner, Gresham.

"That's going to be a problem," Holmes said.

Normally suppliers give an annual price and set up a tank, but Cassada said because of the volatility of fuel prices, suppliers are reluctant to lock in prices annually. He said this is the first time they have not received a bid.

For other supplies the county frequently uses like gravel, Cassada presented the annual supply bids. He noted all suppliers and prices would typically remain the same except for a few minor increases.

■ Circuit Clerk Carolyn Hamilton said no one qualified for the District 1 election commission position being vacated by the retiring Sandra Moore, so the position will be vacant again at the end of the year and a special election will have to be held in 2017. Hamilton also told them she has received the electronic poll books and her clerks have been trained.

■ The board received the road manager's report and solid waste monthly reports and authorized the bidding of three dump trucks, three backhoes, one to two trackhoes and two day-cab trucks. They also accepted a bid from Tannehill Industries for the purchase of a pressure washer.

■ Voted 3-2 to install security cameras and a recommended keypad safety lock at the Ruleville Justice Court office with Holmes and Glenn Donald voting "nay."



The Enterprise-Tocsin

75¢ Indianola, MS

Thursday, October 6, 2016

Volume CXXX No. 40



Recardo Thomas

From left, Wayne Parks, Willam Fonville and Carl Watson present a unified front as they ask the Sunflower County Board of Supervisors Monday to fix the deplorable conditions of the roads in their communities on the north end of the county. "There are so many holes you can't dodge them," Fonville told the board.

When's our road fix coming?

More residents petition about treacherous potholes

By **RECARDO THOMAS**
Staff Reporter

The Sunflower County Board of Supervisors is hiring two independent contractors to train road equipment operators in response to continued citizen complaints about poor driving conditions.

William Fonville, Janice Davis and Carl Watson came to Monday's meeting representing residents of the Drew Ruleville Road and Wayne Parks for the Schillings and Lombardy Road about the lack of attention being given

"There are spots in the road that if you don't know how to get over, you'll bottom your car out."

William Fonville

road that if you don't know how to get over, you'll bottom your car out," Fonville said. "I have done it before."

He said the holes are getting deeper and that he's seen roads that no one lives on that are in better shape than their road.

See **COUNTY**, Back Page



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their roads.

"There are potholes in the road that are about a foot deep; there are spots in the

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Fatalities



Oktibbeha County (Aug. 2013)

Fatal accidents are

4 1/2

times higher on
MS's rural roads
than all other
roads

(per mile traveled)



Failure



Finally...

T. Bert Lance, Director of the Office of Management and Budget:

“If it ain’t broke, don’t fix it!”

Source: <http://www.phrases.org.uk/meanings/if-it-aint-broke-dont-fix-it.html>



FAQs

How can the Office of State Aid Road Construction be more efficient?

Currently, State Aid's administrative costs comprise only 2% of its annual budget.

How much does it cost to reseal a county road or replace a county bridge?

The average cost to reseal one mile of two-lane county road is \$50,000.

The average cost to replace a typical county bridge is \$500,000.



FAQs

Why not just repair or retrofit bridges instead of replacing them?

Bridges are repaired or retrofitted quite often to stretch funding as much as possible.

Why not just adopt a lesser standard for construction in order to save money?

The Office of State Aid's current requirements are the minimum standards published by AASHTO.



FAQs

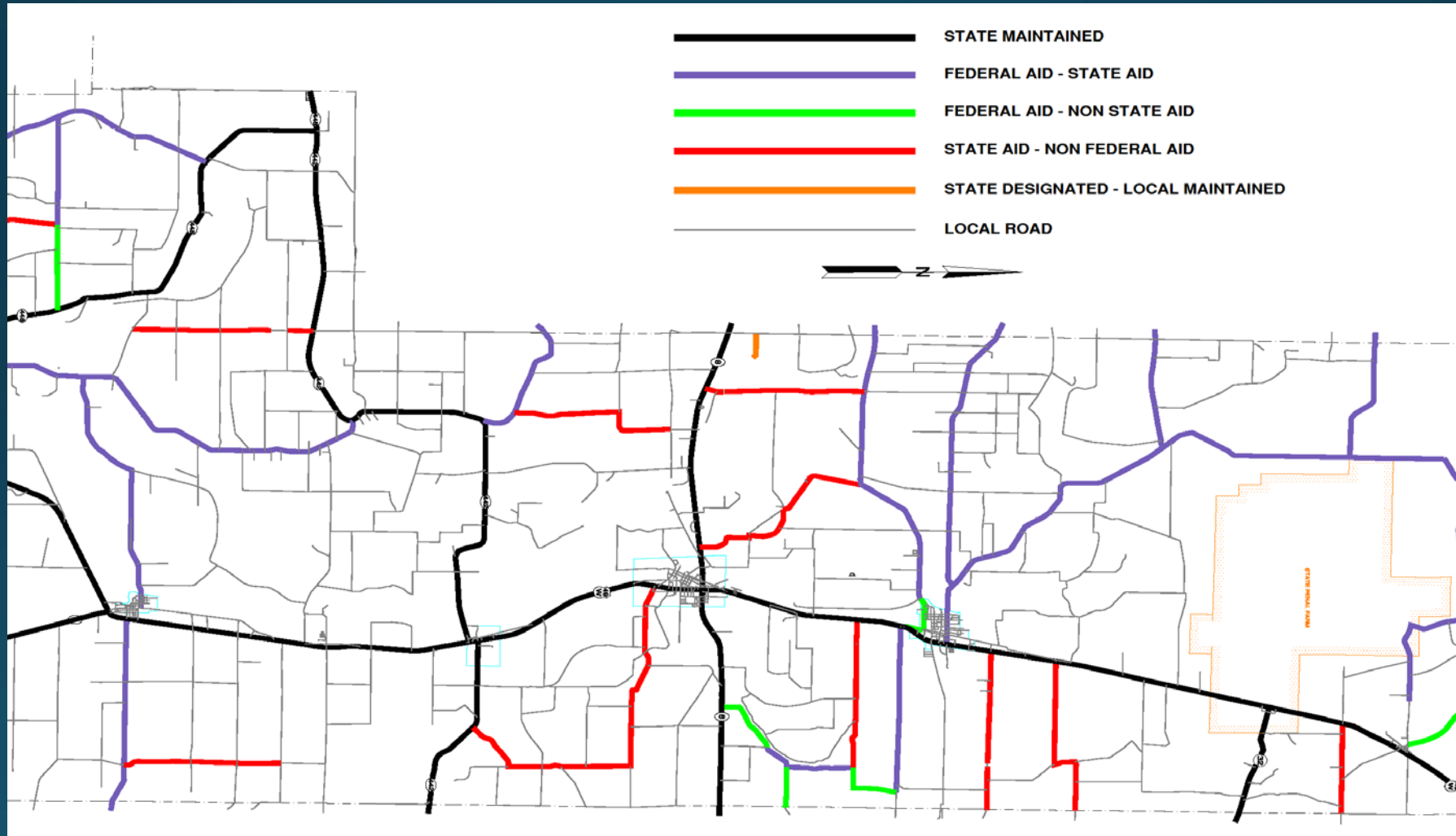
What if the Office of State Aid was dissolved and MDOT handled the road system?

Being a small agency, State Aid operates efficiently on a minimal budget while maintaining a hands-on working relationship.

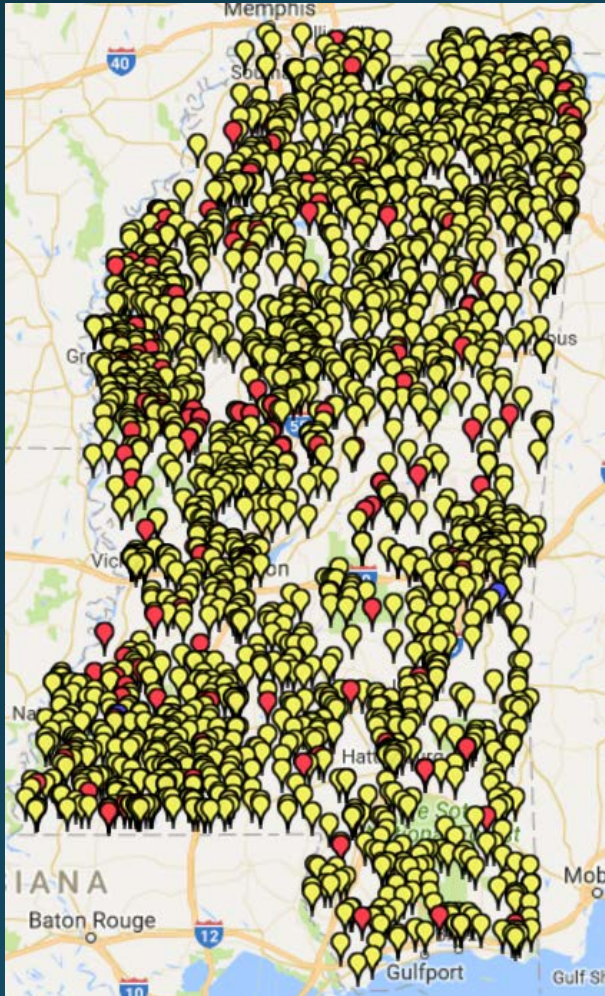
Other states are looking at Mississippi's State Aid program as a model for their own systems.



What does the county transportation system look like?

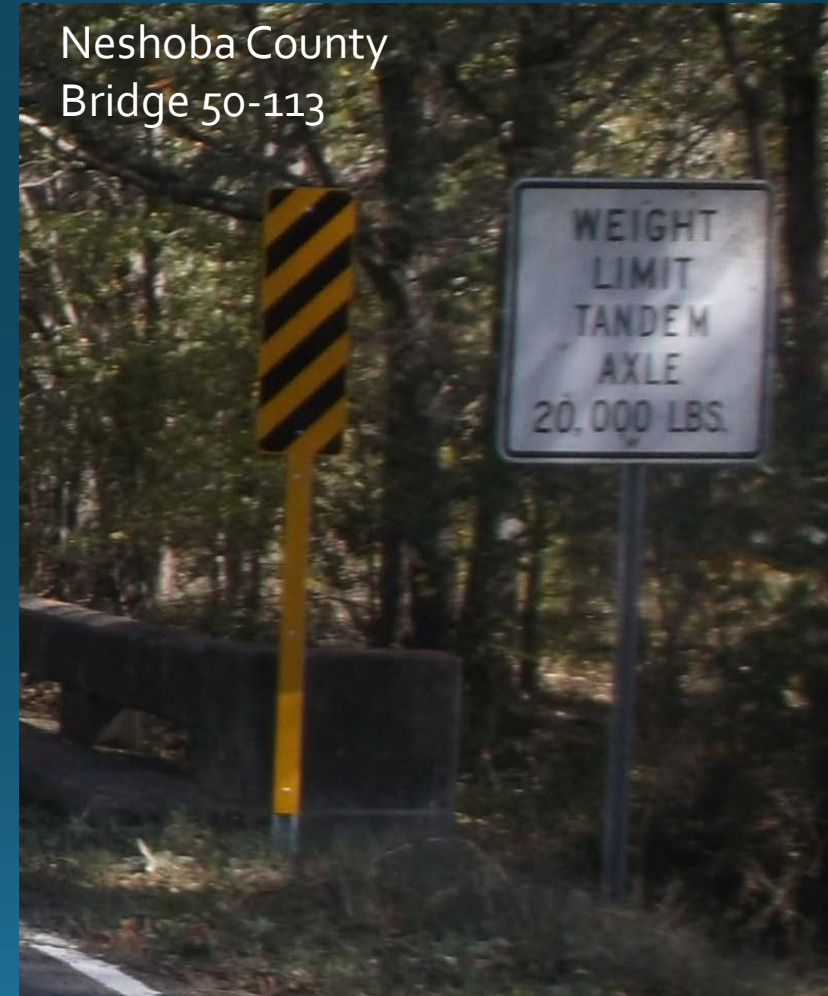


What does a Posted Bridge mean?



As of 11/15/16:

- **2,036** Posted bridges (yellow)
- **146** Closed bridges (red)



Source: http://www.msstateaidroads.us/br_maps/post_map.htm



Dangerous to cross posted bridges!



Log Truck –
80,000 + lbs.



School Bus
28,000 – 33,000
lbs.



Garbage Truck
40,000 – 64,000 lbs.



18 Wheeler –
80,000 lbs.

Yet...

“PEER identified instances in all **eleven** of the selected school districts in which school bus routes were **utilizing bridges posted** for single axle vehicles of 20,000 pounds or posted for vehicles with a gross vehicle weight of 33,000 pounds.”

Source: PEER's Report to the Mississippi Legislature #599 "Effects of Deficient Bridges on Selected Mississippi Public School District's Bus Routes" dated 11-17-2015



Newton Co., chicken houses



Newton Co., Brand Rd.



Newton Co., Battlefield Rd.



Clarke Co., CR 237 – oil field services



Lauderdale Co., Murphy Road



Lauderdale Co., Charlie Johnson Rd



Clarke Co., CR 210 Borrow Pit



Lauderdale Co., Okatibbee Dam Rd



Smith Co., CR 131 (Failed Bridge)



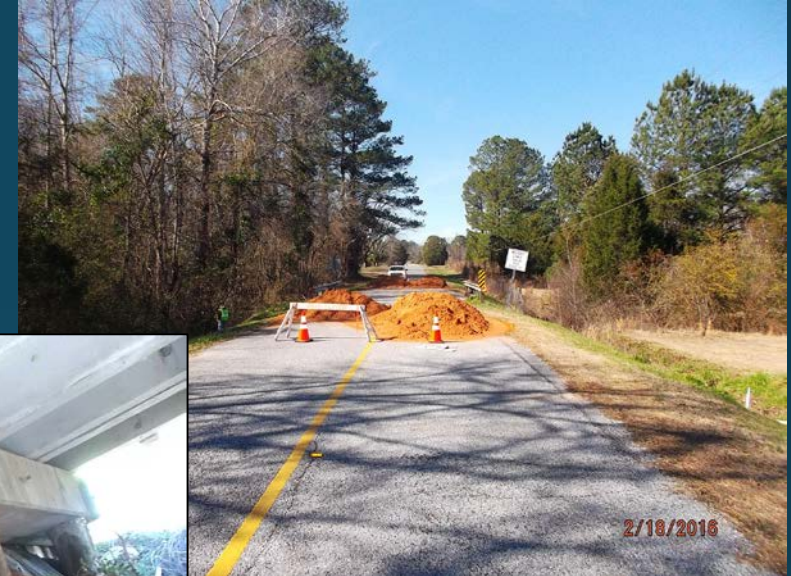
Kemper Co., Warren Town Rd.



Kemper Co., Shiloh Church Rd



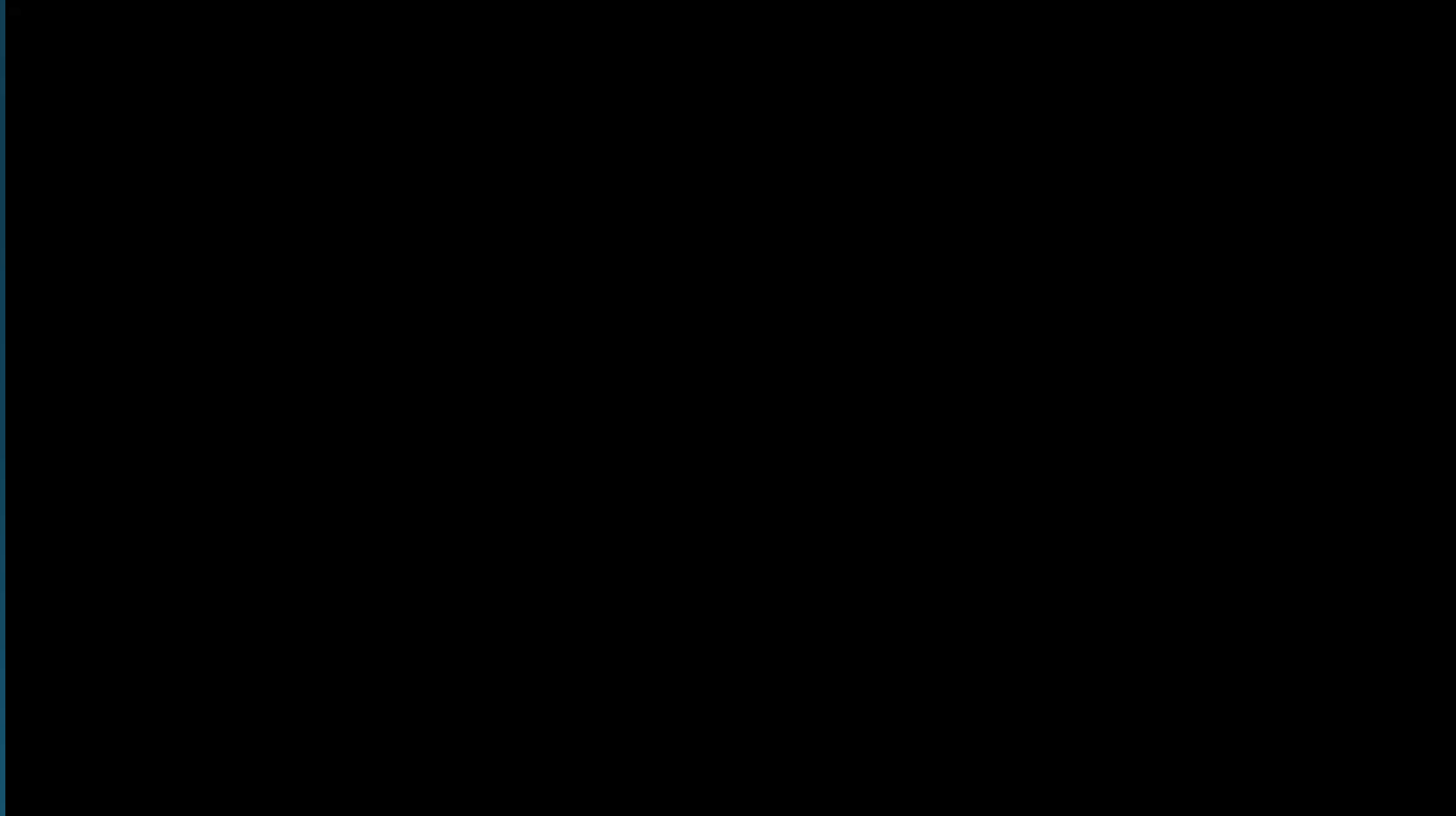
Lauderdale Co., Brown Hooke Rd



Scott Co., Fairchilds Rd



Video



For more information:

- TRIP Report, March 2016
- MEC's Blueprint Mississippi, December 2015
- MDOR's "Sales Tax Collections for Mississippi Roads" dated June 13, 2013
- SR7 Highway Study Committee Report, January 22, 2014
- "A History of the State Aid Program," *Mississippi Supervisor*, December 1984
- Legislative Audit Committee Report on State Aid Road Division, July 28, 1978
- Mississippi's Office of State Aid Road Construction website

