



Mississippi Association of Supervisors

Road and Bridge Funding Opportunities

Fall Educational Workshop

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# Funds Provided to the Counties by OSARC

- State Aid Program (SAP) Fund Revenue
  - \$ 4 million monthly or 23.25% of proceeds from fuel taxes
  - \$250,000 monthly from Sales Tax
- Local System Bridge Replacement and Rehabilitation Fund Revenue
  - Used for the Local System Bridge Program (LSBP)
  - 2.5% of Use Tax Revenue
  - Monthly Minimum Guarantee/ \$20 million annually
- State Aid Bridge Replacement and Rehabilitation Fund Revenue
  - Used for the State Aid System Bridge Program (SABP)
  - 2.5% of Use Tax Revenue
  - Monthly Minimum Guarantee/ \$20 million annually
  - Considered as part of the County's State Aid Program

# Funds Provided to the Counties by OSARC

- Local System Road Program (LSRP)
  - No longer directly funded
  - Up to twenty-five (25) percent of State Aid Road funds may be utilized for the repair of roads on the Local System Roads during a board term
- Federal Aid Program (FAP)
  - FAP funds are no longer routinely available for construction projects
  - FAP funds are utilized for performing National Bridge Inspection Standards (NBIS) compliant bridge inspections for the counties
  - Bridge Inspections are funded with 100% FAP funds
  - Contracts and Funds are administered through OSARC

# Revenue Projections to Counties for Four-Year Board Term

**January 2024 – December 2027**

- State Aid Program Revenue
  - LSBP Program Revenue
  - SABP Program Revenue
- All Programs are guaranteed Revenue subject to legislative action, state budget cuts or other factors that must be considered

# Office of State Aid Road Construction

## Revenue Projections for Board Term January 1, 2024 - December 31, 2027

### Eaton County (99)

#### State Aid Program (SAP) Revenue:

Unobligated SAP Funds as of December 31, 2023	\$3,330,755.58	
SAP Revenue Projections for Board Term January 1, 2024 - December 31, 2027	<u>\$1,852,896.00</u>	
Total Projected SAP Funds Available for Construction during board term		<u>\$5,183,651.58</u>

**Note:** SAP revenue is received monthly. Advanced credits are based on 90% of monthly revenue to be received. Excess Gasoline Tax Revenue (not included above) will be distributed monthly as received. OSARC administrative funds (not included above) will be deducted from county funds each year as needed. Actual revenue amount is subject to change contingent upon Legislative actions, state budget cuts, or other factors that must be considered.

#### Local System Bridge Replacement and Rehabilitation Program (LSBP) Revenue:

Unobligated LSBP Funds as of December 31, 2023	\$298,162.44	
LSBP Revenue Projections for Board Term January 1, 2024 - December 31, 2027	<u>\$330,625.00</u>	
Total Projected LSBP Funds Available for Construction during board term		<u>\$628,787.44</u>

#### State Aid Bridge Replacement and Rehabilitation Program (SABP) Revenue:

Unobligated SABP Funds as of December 31, 2023	\$173,593.08	
SABP Revenue Projections for Board Term January 1, 2024 - December 31, 2027	<u>\$319,125.00</u>	
Total Projected LSBP Funds Available for Construction during board term		<u>\$492,718.08</u>

**Note:** LSBP/SABP revenue is received monthly. Advanced credits are based on 90% of monthly revenue to be received. Excess Use Tax Revenue (not included above) will be distributed monthly as received. Actual revenue amount is subject to change contingent upon Legislative actions, state budget cuts, or others factors that must be considered.

Total all County Revenue Projections During Board Term \$6,305,157.10

# Sources of Funds Provided to the Counties

- State Aid Program (SAP) Fund Revenue
  - \$ 4 million monthly or 23.25% of proceeds from fuel taxes
  - \$250,000 monthly from Sales Tax
  
- All Revenue is allocated by the State Aid Formula as follows:
  - **1/3** Equally (by 82)
  - **1/3** by Rural Road Miles
  - **1/3** by Rural Population

# Sources of Funds Provided to the Counties

- Local System Bridge Replacement and Rehabilitation Fund Revenue
  - Used for the Local System Bridge Program (LSBP)
  - 2.5% of Use Tax Revenue
  - Monthly Minimum Guarantee - \$1,666,666.67
- Bridge Formula Funding – LSBP
  - **One-half (1/2)** on the proportion that the Total Number of Local System Bridges in the County bears to the Total Number Of Local System Bridges in all Counties of the State.
  - **One-half (1/2)** on the proportion that the Total Square Footage (SF) of Deck Area of all Local System Bridges in the County bears to the Total Square Footage (SF) of Deck Area for all Local System Bridges in all Counties of the State

# Sources of Funds Provided to the Counties

- State Aid Bridge Replacement and Rehabilitation Fund Revenue
  - Used for the State Aid System Bridge Program (SABP)
  - 2.5% of Use Tax Revenue
  - Monthly Minimum Guarantee - \$1,666,666.67
- Bridge Formula Funding – SABP
  - **One-half (1/2)** on the proportion that the Total Number of State Aid System Bridges in the County bears to the Total Number Of State Aid System Bridges in all Counties of the State.
  - **One-half (1/2)** on the proportion that the Total Square Footage of Deck Area of all State Aid System Bridges in the County bears to the Total Square Footage of Deck Area for all State Aid System Bridges in all Counties of the State.



# Use Tax Collections

- Use Tax = Internet Sales Tax
- As allowed by the U.S. Supreme Court – June 2018
- Enacted in MS Code during First Extraordinary Session 2018 (August)
- HBOO1 allowed Funds Collected to go to:
  - LSBP - 5% (guaranteed minimum)
  - Counties - 15% (of collections)
  - Cities and Municipalities – 15% (of collections)
  - Mississippi Marketplace Facilitator Act of 2020 generated additional revenue
  - Codified by HB 520, 2021 Regular Legislative Session

Additional Changes Made By HB 1734 and SB 2842, 2023 RLS

# Distribution of Use Tax Revenue to Counties

Uses The State Aid Formula for Distribution

- **1/3** Equally (by 82)
- **1/3** by Rural Road Miles
- **1/3** by Rural Population

# Use Tax Collections

Changes Made By HB 1734 , 2023 RLS

- 2 ½ % of Use Tax to LSBP
- 2 ½ % of Use Tax to SABP

Changes Made By SB 2842 , 2023 RLS

Shall **not** be used for salaries, benefits or any form of compensation for employees, or for contract employees, administrative cost, debt service(as allowed by statute), personal property or equipment not permanently installed as part of a road or bridge, or for the construction or maintenance of public buildings or other structures that are not integral to the system of roads and bridges.

# Distribution to Counties

## Where to Find the Information

The Diversion to Counties from Use Tax Collections is made each January and July. The amounts distributed to each county thus far (2020 - 2023) can be found at:

- <https://www.dor.ms.gov/statistics/use-tax-statistics>

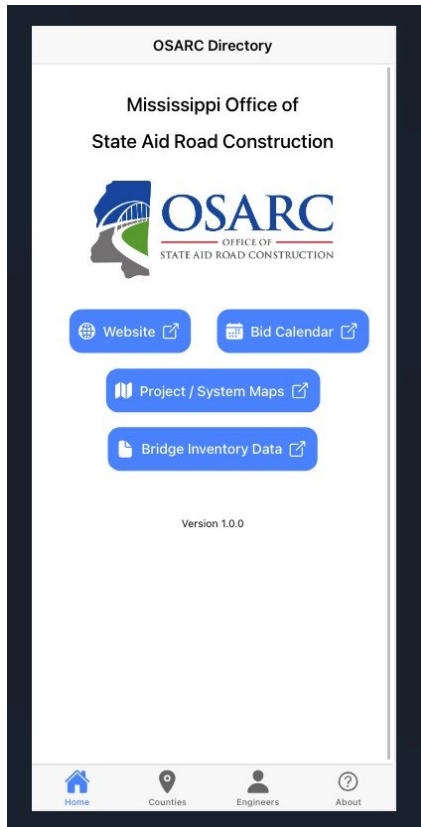
# Requirements for Bridges

## MS Code §65-21-1

- Effective July 1, 2022

"All bridges and culverts hereafter built, rebuilt, or placed in the traveled way of any public road in this state shall conform to the design standards in effect at the time of design and shall extend across the full width of the crown of the roadway. On roads having a design width greater than sixteen feet (16'), bridges shall be not less than sixteen feet (16') wide. All bridges hereafter built or rebuilt shall be built with railings or barriers and appropriate hazard marking signs on either side..."

If a bridge is recommended to be closed, it must remain closed until any repairs are made; the bridge must be reinspected by a Professional Engineer before the closure can be removed and the bridge reopened to traffic. Any repairs made to an existing bridge are considered temporary. A new load rating shall be required to ensure any repairs are sufficient to reopen the bridge. All rebuilt or replaced bridges must be designed by a Professional Engineer. All new or rebuilt bridges must meet all current design specifications for a bridge using current design loads, State Legal Loads, and include safety features, including railings and hazard marking signs which meet current standards and State Law. A current load rating is also required for all bridges.



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Questions?

Thank you for attending!

Harry Lee James, PE  
State Aid Engineer