SURVIVING THE FIRST MAJOR DEADLINE

General bills that survived Tuesday's first major legislative deadline will set the tone and highlight the major issues for the rest of this year's legislative session. The Mississippi House of Representatives made its mark within the first two weeks of the session with a rewrite of the public-school funding formula, and several new ways to pay for infrastructure maintenance. Infrastructure funding has been a top issue for the Mississippi Association of Supervisors (MAS). Please continue to have conversations with your local legislative delegation about the local infrastructure needs in your local county area.

House Bill 722 sets an historic precedent as it relates to counties receiving a portion of the use tax for infrastructure funding. This bill passed the MS House 118 to 0. Please continue to contact your local Senate delegation and request that they ask for the passage of House Bill 722.

MS HOUSE TRANSPORTATION CHAIRMAN CONSIDERING MORE INFRASTRUCTURE LEGISLATION

A new plan to pay for infrastructure repairs around the state emerged Wednesday, January 31. At the Mississippi Economic Council's Legislative Scrambler, MS House Transportation Chairman Rep. Charles Busby discussed his intentions of introducing a revenue bill that would raise the state's fuel tax and eliminate the 4 percent income tax bracket. "What this bill would do, is it would add 3 cents per gallon to gasoline every year for the next four years and then index that tax after that," said Busby. "It would also put 3 cents per gallon on every gallon of diesel for 5 years and then index it."

Busby also noted that phasing out the 4 percent income tax bracket would involve eliminating 1 percent each year for four years. Removing the 4 percent income tax bracket is supposed to make this proposal tax neutral. The 4 percent income tax bracket generates about $150 million in revenue. Chairman Busby mentioned that this proposal could produce $180 million before including the tax on diesel.

Note: Currently, this proposal has not been introduced. Since this proposal will be a revenue bill, it will have a later deadline.

WEIGHT LIMIT BILL STILL ALIVE ON THE SENATE FLOOR CALENDAR

Senate Bill 2418 increases the weight tolerance allowed for vehicles operating under a harvest permit and vehicles loading and unloading at a state port. Under this bill, vehicles operating with a harvest permit shall be allowed a tolerance not to exceed ten percent above their authorized axle weight. Our office has been informed that this weight tolerance increase can have a serious negative impact to local county roads and bridges. With the current bridge closings by the Federal government, and widespread crumbling infrastructure across the state, any type of weight limit increase would make it more challenging to rehabilitate and maintain local county infrastructure.

Please contact your local senator and request that they defeat Senate Bill 2418.