



# COUNTY TRANSPORTATION SYSTEM IN MISSISSIPPI: PAST, PRESENT AND FUTURE

The Mississippi Association of Supervisors (“MAS”) and the Mississippi Association of County Engineers (“MACE”) cohosted a County Road Show in fall 2016 to highlight the critical need for increased transportation infrastructure funding. Following is a summary of the presentation.

## WHERE DO WE STAND RIGHT NOW?

- Of the 52,000 road miles maintained by counties, only 19,000 miles are eligible for federal or state aid.
- Counties currently maintain nearly 10,000 bridges.
- 76% of county road miles need pavement maintenance, while 30% of county-owned bridges are deficient or posted.

52,000 Road Miles

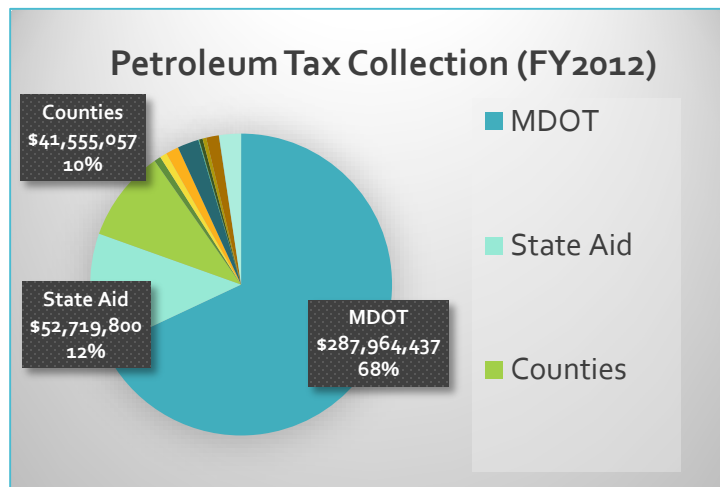
9,865 Bridges

76% need pavement maintenance

30% deficient or posted; cannot carry legal weight loads

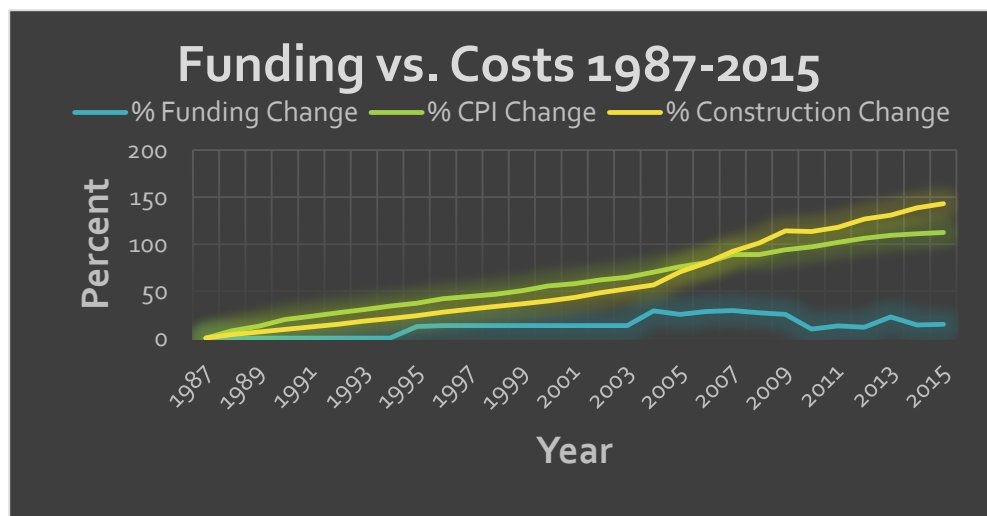
46% in poor or very poor condition

146 closed to all traffic



- Counties receive funding in several ways.
  - \$41 Million goes directly to counties from the petroleum tax
  - \$51 Million goes to the Office of State Aid Road Construction from petroleum tax and petroleum-related sales tax
  - \$20 Million allocated by State Legislature annually to the Local System Bridge Program
- **Revenue has remained flat since 1987.**

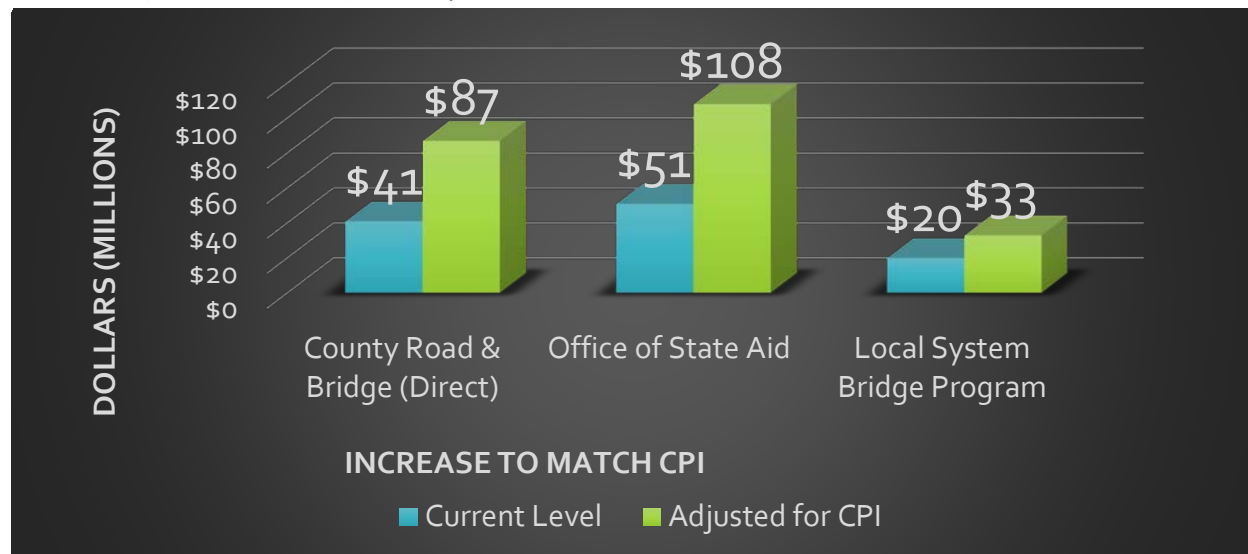
- Since 1987, the Consumer Price Index (CPI) has increased 112%, while funding to counties has remained flat. Construction costs have increased 143% over the same time frame.



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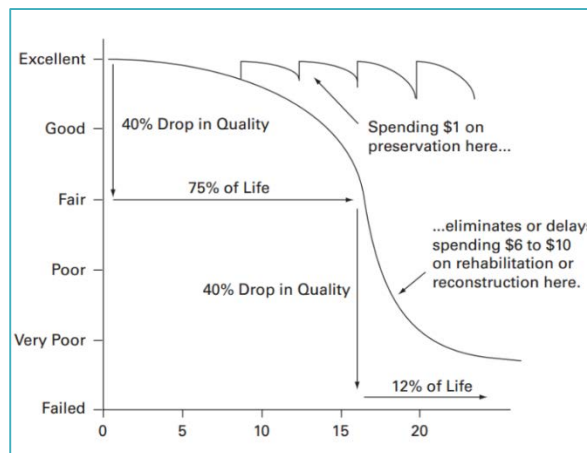
## WHAT IS NEEDED TO FIX THE PROBLEM?

MAS and MACE recommend increasing the funding to counties (directly and through the Office of State Aid) by 112% to match the current discrepancy in CPI. Future revenues should be indexed to account for inflation. We further recommend funding level for LSBP should increase 67% based on the change in CPI from 1994 (creation of LSBP) to today.



## WHAT HAPPENS IF NOTHING IS DONE?

- The chart on the right illustrates how maintaining a road early in the lifecycle can prolong the use and quality of that road.
- Spending a relatively small amount in maintenance early on can save counties from major costs once the road begins to deteriorate.
- If adequate funding for road and bridge maintenance is not found:
  - Vehicle operating costs will continue to rise
  - Fatality rate will increase
  - Eventually, transportation system will fail.



## SUMMARY

As Mr. Bert Lance, Director of the Office of Management and Budget, once famously said, “If it ain’t broke, don’t fix it!”

MAS and MACE believe the current funding system works – it is just underfunded. We welcome the opportunity to discuss the issue with you.

**Questions?** For more information, visit the MAS website at [www.mssupervisors.org](http://www.mssupervisors.org) or contact Steve Gray, Director of Governmental Affairs, at [sgray@massup.org](mailto:sgray@massup.org). Phone (601) 353-2741.