

Statewide Transportation Improvement Program

Introduction

The Mississippi Department of Transportation's (MDOT) *Statewide Transportation Improvement Program* (STIP) is a planning tool that serves as the framework for the development of the state's transportation system. It is a four-year listing of planned transportation improvement activities and expenditures in Mississippi. It encourages efficient, safe, cost-effective, and environmentally sensitive facilities by embracing statewide, metropolitan and rural initiatives. Management systems and innovative financing are used to the maximum extent possible. The STIP is formally updated every two years.

Certain types of projects are not normally included in the STIP. These include certain safety projects, most emergency relief projects, and most planning and research activities.

In accordance with the United States Code of Federal Regulations, Title 23, Part 450, MDOT's Planning Division is charged with the development and oversight of the STIP at the state level. Federal legislation was amended by the *Intermodal Surface Transportation Efficiency Act* (ISTEA). It was later strengthened by the *Transportation Equity Act for the 21st Century* (TEA-21) and the 2005 *Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users* (SAFETEA-LU). The regulations identify the following eight important Planning Factors:

- Support the economic vitality of the United States, the States, metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

Projects in the STIP are normally funded by matching of federal dollars with either state or local funding sources. The matching ratios are generally 90 percent federal and 10

percent state for projects on the Interstate Highway System and 80 percent federal and 20 percent state on most other road projects. In the case of some safety-related improvements, such as the installation of traffic signals or railroad crossing protection devices, federal funds may be used to cover the entire cost. FTA will normally cover up to 80 percent of the cost incurred for transit capital projects, while funding guidelines for transit operating assistance require that state and local sources cover at least half of the total amount required to operate the system. A substantial portion of Mississippi's state funding is used on projects where limited federal funds are available.

MDOT is responsible for state-wide transportation planning and works cooperatively with the Metropolitan Planning Organizations (MPO) in the development of *Transportation Improvement Plans* (TIP) for urbanized areas. An urbanized area is defined as an area with a population greater than 50,000. Each urbanized area develops and staffs a MPO to conduct a continuing, comprehensive, and multimodal transportation planning process. There are four urbanized areas in Mississippi: Jackson, the Gulf Coast, Hattiesburg and the northern part of DeSoto County. DeSoto County is part of the Memphis, Tennessee MPO. Each MPO is governed by a Policy Board which consists of local elected officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan planning area, and appropriate State transportation officials.

Listed below is contact information for Mississippi's MPOs and for the Memphis, Tennessee, MPO:

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Central Mississippi Planning and Development District
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(601) 981-1511

Gulf Coast Metropolitan Planning Organization
Gulf Regional Planning Commission
Elaine Wilkinson, Executive Director
1232 Pass Road
Gulfport, MS 39501
(228) 864-1167

Hattiesburg Metropolitan Planning Organization
Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization
Franklin Tate, Director
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Memphis Metropolitan Planning Organization
Department of Regional Services
Martha Lott, MPO Coordinator
1075 Mullins Station
Memphis, TN 38134

FUNDING

Funding for transportation activities comes from many sources. These include federal, state, and local dollars. Sources of transportation funding available to Mississippi include:

Appalachian Development Highway Program (ADHS) - Provides funding to the Appalachian Regional Commission (ARC) for projects to complete the Appalachian Development Highway System.

Bridge Replacement (BR) - The Bridge Replacement and Rehabilitation Program can provide funding for any bridge on a public road. Federal law allows between 15 and 35 percent of federal funds to be used on local bridges. Funding for bridges in this category are matched at an 80 percent federal and 20 percent state or local ratio. In some instances 100 percent of federal dollars are eligible when Bridge Credits are available. Bridge Credits are generated as a result of the State spending its own dollars to rehabilitate bridges located on the Federal Highway System. Bridge Credits may be used as a substitute for the 20 percent match required by States in obligating the annual appropriation of Bridge Replacement Funds. The Bridge Replacement Program is further divided into separate funding categories for bridges *on* and *off* the Federal-aid System.

Community Development Block Grant Program - This is a flexible program under the Department of Housing and Urban Development that provides communities with resources to address a wide range of community development needs.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) - States are apportioned funding based on county populations residing within ozone and carbon monoxide (CO) non-attainment and maintenance areas and the severity of the areas' air quality problems. If a state has no ozone or carbon monoxide non-attainment or maintenance areas (Mississippi has none), the funds may be used for Surface Transportation Program (STP) or CMAQ eligible purposes.

Congressional Earmarks – funds appropriated by Congress for specific projects including any anticipated grants awarded to MDOT, Office of State Aid Road Construction, or local entities.

Delta Regional Authority Transportation Development Program (DRA) - Provides Federal-aid funding for highway planning, development or construction in counties/parishes in the 8 state area within the jurisdiction of the Delta Regional Authority. Projects must have a multi-state impact.

Equity Bonus Program (formerly Minimum Guarantee) - The Equity Bonus ensures that each State receives a specific share of the aggregate funding for major highway programs, with every State guaranteed at least a specified percentage of that State's share of contributions to the Highway Account of the Highway Trust Fund. The specified percentage, referred to as the relative rate of return, is 92% for 2008 and 2009, the final years of SAFETEA-LU.

Federal Lands Highway Programs - This program provides funding for improvements for any roads serving Federal and Indian lands. The programs funded under this category are:

- The U.S. Army Corps of Engineers
- The National Park Service
- The U.S. Bureau of Land Management
- The General Services Administration
- The U.S. Fish and Wildlife Service
- The U.S. Armed Forces
- The U.S. Forest Service
- The U.S. Department of Agriculture
- The Bureau of Indian Affairs

FTA Discretionary Grant Program (Section 5309) - Section 5309 funding comes from the Mass Transit Account of the Highway Trust Fund. It provides assistance for buses and related equipment and construction projects, the modernization of rail systems with capital acquisitions, and the construction of new fixed guide way systems. Urbanized and non-urbanized areas are eligible to receive Section 5309 funding.

FTA Job Access/Reverse Commute Program (5316) - Job Access grants provide new transit service for low income individuals to get to jobs, training, and child care. Reverse Commute grants support service to transport workers to suburban job sites. Projects must be included in a *Coordinated Human Service Transportation Plan*. Local matching requirements apply.

FTA New Freedom Program (5317) - The Federal Transit Administration's New Freedom Program (5317) makes funds available to support capital and operating costs for service and facility improvements to address the transportation needs of persons with disabilities that go beyond the requirements of the *Americans with Disabilities Act*. Projects must be included in a *Coordinated Human Service Transportation Plan*. Local match requirements apply.

FTA Rural Transit Program (Section 5311) - Rural Transit Program (Section 5311) funds are apportioned on a population based formula and are used for capital,

administrative, and operating expenses for approved local transportation programs. Section 5311 transit systems must serve the general public in non-urbanized areas. Users of the transit system are charged a fee to offset operating expenses.

FTA Rural Transit Assistance Program (RTAP) Section 5311(B) (2) - The FTA allocates RTAP funds to undertake research, training, technical assistance, and other support services to meet the needs of transit operators in non-urbanized areas. Non-urbanized areas are defined as cities and rural areas with a population under 50,000. These funds are used in conjunction with the State's administration of the Section 5311 Program explained below.

FTA Transportation Planning Program (Section 5303) - The Federal Transit Administration Transportation Planning Program (Section 5303) provides funds for the use by Metropolitan Planning Organizations in urbanized areas. These funds are distributed to states based on urbanized area populations.

Handicapped Transportation Program (Section 5310) FTA Elderly - The Elderly and Handicapped Transportation Program provides assistance meeting the transportation needs of elderly and handicapped persons where public transportation services are unavailable, insufficient, or inappropriate. Section 5310 funding authorizes capital purchase grants to private non-profit corporations and associations for the specific purpose of helping to meet the needs of elderly and handicapped persons.

High Risk Rural Roads (HRR) - Provides funding for achieving a significant reduction in the number and severity of crashes and decreasing the potential for crashes on all highways.

Highway Safety Improvement Program (HSIP) - HSIP funds may be used to carry out highway safety improvement projects on any public road or publicly owned bicycle or pedestrian pathway or trail.

Highway Safety Improvement Program - Rail (HSIP-R) - Provides funding for reducing the number of fatalities and injuries at public highway-rail grade crossings through the elimination of hazards and/or the installation/upgrade of protective devices at crossings.

Interstate Maintenance Program (IM) - In Mississippi, the *Dwight D. Eisenhower System of Interstate and Defense Highways* consists of six completed routes: I-10, I-20, I-55, I-59, I-110 and I-220. Also included in this group is a recently completed portion of I-69, a new interstate highway project currently under construction in various states between Canada and Mexico. The federal government generally matches funding for interstate improvements at a 90 percent federal and 10 percent state match.

The Mississippi Development Authority (MDA) - the economic development agency for the state of Mississippi contributes funds to transportation projects that provide economic benefits.

National Highway System (NHS) - The National Highway System (NHS) consists of roads designated by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 to be important to interstate travel and national defense. The NHS also includes roads that connect other modes of transportation (airports, water ports and railroads) and provide essential paths for international commerce. NHS funds are generally matched at an 80 percent federal and 20 percent state or local ratio.

National Scenic Byways Program (NSBP) - Funds may be used to undertake eligible projects along All-American Roads, National Scenic Byways, State Scenic Byways and Indian Tribe Scenic Byways and for the planning, design and development of State Scenic Byways Programs.

National Recreational Trails Program (NRTP) - Provides funding for the creation, rehabilitation and maintenance of multi-use recreational trails.

Safe Routes to School Program (SRTS) - Funds are made available for infrastructure and non-infrastructure projects, and to administer Safe Routes to School programs that benefit elementary and middle school children in grades K-8.

Surface Transportation Program (STP) - Surface Transportation Program (STP) funds may be used for projects on the Federal-aid System, which include the National Highway System and all other roads that are eligible to receive Federal-aid funding. STP funds are used on several large highway programs that the State of Mississippi has adopted. They include the *1987 Four-Lane Highway Program*, the *Gaming Roads Program*, and the *Vision 21 Program*.

Surface Transportation Program > 200,000 (STP>200,000) - These funds are provided to Metropolitan Planning Organizations for projects within their urbanized area boundaries.

Surface Transportation Program > 5,000 (STP>5,000) - These funds are used on projects in small urban areas with population between 5,000 and 200,000.

Transportation Enhancements (TE) - This program provides funding for pedestrian and bicycle facilities; pedestrian and bicycle safety and educational activities; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; landscaping and other scenic beautification activities; historic preservation; rehabilitation of historic transportation buildings, structures or facilities; preservation of abandoned railway corridors; control and removal of outdoor advertising; archeological planning and research; environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; and the establishment of transportation museums.

State Funded Project (SFP) – Projects with this funding source utilize state funds in addition to any other sources that may be listed.

STATE PROGRAMS

The following transportation programs were established by the Mississippi Legislature:

The 1987 Four-Lane Highway Program - A \$1.6 billion highway bill enacted by the Mississippi Legislature that provided for the four-lane construction of over 1,077 miles of highway during a 14-year period. Since passage of the original program, the Legislature has added additional mileage to address other corridors. Factors that set the Four-Lane Highway Program apart from other construction programs are listed below:

- The program is funded with a pay-as-you-go philosophy.
- It sets tangible, long-range goals.
- The program prioritizes which highway segments should be constructed first.

As of June 30, 2008, 1035.8 miles of *1987 Four-Lane Highway Program* were in place and an additional 46.3 miles were under contract. Only 5.9 miles remain to be let to contract.

The Gaming Roads Program - an act passed by the Mississippi Legislature to improve highways leading to and from the state's gaming facilities. This program was specifically designed to address transportation needs in counties affected by the presence of casinos.

Vision 21 – an act passed by the Mississippi Legislature to enable funding in excess of \$6 billion for the upgrading of existing highways or the building of new highways where they were needed most. In essence, Vision 21 provides the following:

- The completion of phases I, II and III of the 1987 Four-Lane Highway Program ('87 Program)
- Prioritization of Phase IV of the '87 Program and the Gaming Roads Program
- Funding for special projects that are contingent upon federal dollars such as the Interstate Highway 69 project.

No new taxes were imposed on the people of Mississippi to pay for Vision 21. The pay-as-you-go strategy was continued for Vision 21 and user-fees were dedicated to the program. This legislation also allows MDOT the flexibility to maximize the use of federal funding by allowing the substitution of federal dollars for state dollars on gaming and maintenance projects.

INNOVATIVE FINANCING

In addition to these traditional sources, innovative funding strategies available to Mississippi include the following:

- **HELP Bonds**– Highway Enhancements through Local Partnerships (HELP) is a financing strategy where local governmental entities sell bonds to fund a project. Through an agreement between MDOT and the local government, MDOT will

retire the debt using federal and state funds. One example of a project for which this type of funding strategy was used is the paving of a portion of the new Interstate Highway 69 in northwest Mississippi. STIP entries for HELP projects show expenditures as the monies projected each year to retire the bonds.

- Advance Construction - a technique which allows a state to initiate a project using non-Federal funds while preserving eligibility for future Federal-aid funds. Eligibility means that FHWA has determined that the project technically qualifies for Federal-aid although no present or future Federal funds are committed to the project. After an advance construction project is authorized, the state may convert the project to regular Federal-aid funding provided Federal funds are made available for the project.
- Tolls - The State Legislature recently gave MDOT the authority to construct and operate toll roads.
- Special Match Credit – Local Public Agencies (LPA) may qualify to use the costs of right-of-way, preliminary engineering and/or other eligible costs as all or part of their local match for Transportation Enhancement Projects.
- Private Activity Bonds (PABs) – Tax exempt bonds issued by a state or local government to an entity other than the government issuing the bonds. For Surface Transportation Infrastructure, these bonds may be issued for certain privately developed and operated facilities. Highway facilities eligible for financing under the program consist of any surface transportation project eligible for Federal assistance under title 23 of the United States Code.
- Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) – This act established a Federal credit program for eligible transportation projects of national or regional significance. Three types of credit assistance may be provided by the U.S. DOT – secured loans, loan guarantees and standby lines of credit. The goal is to leverage Federal funds by attracting substantial private and other non-Federal co-investment in critical improvements to the nation’s surface transportation system.

FISCAL CONSTRAINT

Federal regulations implementing provisions of the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users”—or SAFETEA-LU (Public Law 109-59)—require that financial constraint of the Statewide Transportation Improvement Program “shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally-supported facilities are being adequately operated and maintained (Code of Federal Regulations, Title 23, Section 450.216(m)). The purpose of this section is to meet that basic requirement with respect to the 2010-2013 STIP. For each year of the STIP, the charts following this section list the aggregate cost of anticipated project phases and amounts expected to be available from local, state and federal funding sources.

Pursuant to an explicit requirement of the federal regulations, project costs are expressed not in real dollars but in “year of expenditure dollars.” An inflation factor of four percent per annum was used in projecting capital and operating costs beyond the current year (2010). Projected obligations for the period from 2010 through 2013 were then compared to the amounts expected to be made available from all funding sources over the same period so that a fiscally constrained program of improvements could be assembled. As SAFETEA-LU only authorized funding for federally administered transportation programs through Fiscal Year 2011, it was necessary to make assumptions about appropriations likely to be made for subsequent years (i.e., 2011, 2012, and 2013). Again, four percent per annum was used.

While it is probably reasonable to assume that the levels of state and federal funding for transportation projects in the years ahead will be generally consistent with amounts which have been made available in the past, local funding presents a much more complex and less easily resolved picture. Funding from local sources tends to be less regular and therefore less predictable, especially in the smaller municipalities which are more susceptible to the vagaries of fiscal administration. This is especially true in the wake of Hurricane Katrina which profoundly affected revenue generation in some of the smaller cities in the State. At the same time, the massive infusion of state and federal assistance for emergency repairs in the wake of the storm has somewhat skewed the historical data, making it necessary to consider not just near-term conditions but to adopt a longer perspective on past investment in transportation infrastructure and operations. An overview of the future funding situation, identifying and discussing probable sources, is provided in the section which follows.

The Federal funding sources used to fund transportation projects in Mississippi are listed in the previous section. Matching funds for MDOT projects come primarily from the departmental budget funded by the Mississippi Legislature. Match for small urban and urbanized-area STP projects is supplied through local city and county appropriations. Sometimes federal funds awarded to state or local government by agencies other than

those within the U. S. DOT may be eligible for use in matching grants made by FHWA, FTA or the FRA.

The regulations require that the program advanced in the STIP be affordable, that is, that it not go beyond the means expected to be available for its realization. This makes necessary the adoption of sound budgetary principles and practices; above all, a realistic forecast of future funding capabilities. The regulations also require that the STIP budgets are based not on the real value of goods and services but on their actual cost in the marketplace: hence, the requirement that revenue and cost estimates reflect “year of expenditure dollars.” MDOT has applied an inflation rate of four percent per annum to derive the ‘year of expenditure dollars,’ the cost to implement STIP projects within their programmed year. The inflation rate will be examined with each new STIP to adjust to the economy and the value of the dollar.

The principle of financial constraint requires that if projected resources are fully budgeted, the addition of a project would require new funding sources or the deletion of another project. In order to ease the burden of fiscal constraint, the STIP lists a *Grouped Project* in the *Statewide* section titled *Unanticipated Program/Project Cost Escalations*, which begins each year with a balance of reserve funds that serves as a contingency fund. Funds will be moved in and out of this group as needed to prevent MDOT from having to remove projects from the STIP because of project cost overruns, the addition of new projects, or if an anticipated earmark is not received.

If a new project is added to an adopted STIP with an estimated cost that cannot be covered by the *Unanticipated Program/Project Cost Escalations* group, either additional funds will be identified to finance the project; or other previously approved projects with funds equal to or greater than the estimated cost of the new project will be removed from the STIP. If a project is removed from the STIP, thereby leaving a balance of unobligated funds, the additional funds will be placed in the *Unanticipated Program/Project Cost Escalations* group for future use.

If additional funding is needed for a project in an urbanized area, the sponsoring local public agency (LPA) will have to cover the increased cost unless the Transportation Policy Committee (TPC), acting in its capacity as decision-making body of the MPO, is willing to reprogram funds allotted to another project (or projects). Alternatively, the LPA may decide its project is no longer affordable and abandon it, freeing scarce funds for reallocation. In the less likely event that a project requires less funding than the amount programmed in the TIP, the surplus may be reserved for future use, redirected to another active project or committed for use in connection with a project previously not included in the program due to insufficient funding. The TIP for each MPO has a section detailing fiscal constraint for STIP funds dedicated to the MPO area. The following chart shows the initial anticipated allocation of STIP funds for each MPO for the years 2010-2013.

MPO	Carryover	2010	2011	2012	2013
Jackson	\$38,518,463	\$6,746,392	\$7,016,249	\$7,296,899	\$7,588,775

MPO	Carryover	2008	2009	2010	2011
Gulf Coast	25,839,427	4,383,278	4,558,609	4,740,953	4,930,951
Hattiesburg	760,676	907,533	922,144	959,030	997,391
Memphis	6,002,610	1,300,000	1,300,000	1,300,000	1,300,000

2012-2013 information for the Gulf Coast, Hattiesburg, and Memphis MPO not available at the time of STIP advertisement.

The MPOs will use the figures in this chart as the starting point to develop their fiscal constraint for the STP>200K funds in their area.

MDOT also constructs transportation projects inside the urbanized areas. Each MPO Policy Board must include MDOT projects in their TIP before MDOT can use Federal funds on the projects. MDOT works with each MPO to ensure that adequate federal funding is available. The STIP shows statewide fiscal constraint for all MDOT sponsored projects, which includes MDOT sponsored projects within the MPO areas.

For small urban areas, the Small Urban Street Program is constrained by the limits of Federal-aid funding for the program. MDOT uses a population-based formula to distribute STP funds for areas under 200,000 in population (STP>5000) to cities in Mississippi with populations between 5,000 and 200,000. If a local public agency (LPA) submits a project for which they do not have adequate federal funding, the local entity must commit to make up the funding shortfall with local funds in order for the project to be approved.

Because a transportation project takes several years to complete, it would be impossible for a state to conduct its highway program without the guarantee of funding over future years. This creates a problem for United States Congress because they can only spend funds that are available from the Highway Trust Fund, which varies from year to year depending on the amount generated from the 18.4 cents per gallon Federal Fuel Tax. Congress addresses this through two actions. First, Congress passes a new *Transportation Bill* approximately every six years, the latest of which is entitled the *Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)*. The Transportation Bill authorizes to each state a certain amount for each funding category (STP, NHS, etc.) for each of the next six years. These authorizations are based on the funds expected to be available in the Highway Trust Fund, and they give the states the *contract authority* to begin or continue projects. Congress then passes an *Appropriation Bill* near the beginning of each year that establishes the exact amounts that the states can actually spend in their highway program. The Appropriation Bill establishes a certain percentage of the total authorization for the states, which is referred to as an *Obligation Limitation*. For purposes of programming projects, MDOT assumes that the Obligation Limitation for future years will be 95%.

This limitation can be applied to any of the core programs as needed, as long as the total amount obligated doesn't exceed the limitation. For instance, assume that a state was authorized \$100,000,000 in NHS funds and \$80,000,000 in STP funds. If the limitation was 95%, a total of \$171,000,000 could be spent from the two programs.

$$\$180,000,000 * .95 = \$171,000,000$$

If the state elected to spend the entire allocation of NHS funds (\$100,000,000), they would only be able to spend \$71,000,000 from the STP funds.

This gives the states some flexibility in funding projects, and also presents some uncertainty in programming. Congress eases this uncertainty by allowing the state to move funds between *NHS*, *STP*, *CMAQ* or *Equity Bonus* to cover cost overruns when the limits of certain authorizations are exceeded.

The tables on the following pages will demonstrate that the MDOT projects listed in the STIP are financially constrained. The initial values for each funding category under the *Federal* column in the *Estimated Available Funds* section were derived from the actual 2009 appropriation, after the Obligation Limitation was applied. Funds for the 2010 tables are based on the amounts authorized in SAFETEA-LU, with an obligation limitation equal to that in 2009. Since SAFETEA-LU expires in 2009*, the anticipated revenues for each funding category for 2011 through 2013 were escalated at four percent per year.

The tables also show a *Carryover* field, which will only be used for earmarks, which carry their own Obligation Limitation, and American Recovery and Reinvestment Act (ARRA) funds. This earmark balance of \$410,169,583 in 2010 is used to show the total amount of outstanding earmarks that could be brought forward for projects at any time. MDOT estimated the amounts to be obligated each year so that all earmark money would be obligated by the end of the current STIP (2013). The carryover field is not used for other funding categories because MDOT uses 100% of its Obligation Limitation every year.

* This document was prepared prior to the expiration of SAFETEA-LU.

**FISCAL CONSTRAINT
FOR PROJECTS FUNDED THROUGH
THE FEDERAL HIGHWAY
ADMINISTRATION**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2010-2013 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
AVAILABLE FUNDS
2010

FUNDING SOURCE	CARRYOVER	ESTIMATED AVAILABLE FUNDS			
		FEDERAL	STATE	LOCAL/OTHER	TOTAL
Interstate Maintenance		75,904,378	8,433,820		84,338,198
Bridge Replacement/On Sys		50,000,000	12,500,000		62,500,000
Bridge Replacement/Off Sys		8,842,509		2,210,627	11,053,136
National Highway System		67,041,919	16,760,480		83,802,399
Congestion Mitigation and Air Quality		10,130,703	2,532,676		12,663,379
STP - Rural		11,657,389		2,914,347	14,571,736
STP - Small Urban		37,013,623		13,473,536	50,487,159
ARRA	54,351,417				54,351,417
STP - Flexible		36,494,770	9,123,693		45,618,463
STP - Enhancement		10,793,685		2,698,421	13,492,106
Earmark/High Priority Project Funding	414,180,000	34,739,250	19,600,000	6,150,000	474,669,250
State Bond Proceeds			96,000,000		96,000,000
Equity Bonus		22,603,714	5,650,929		28,254,643
Forest Highways Bridge Program		1,064,000			1,064,000
Eastern Federal Lands Highway Division TIP		23,483,000			23,483,000
Indian Reservation Roads TIP					
Highway Safety Improvement Program		20,991,333	2,332,370		23,323,703
Rail/Hwy Hazard Elimination		3,409,259			3,409,259
Safe Routes to School		1,847,720		184,720	2,032,440
High Risk Rural Roads		1,639,574		182,175	1,821,749
State/Local Construction Funds			120,000,000	9,350,000	129,350,000
TOTAL		886,188,243	292,933,967	37,163,827	1,216,286,036

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2010-2013 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
AVAILABLE FUNDS AND ESTIMATED COSTS
2011**

FUNDING SOURCE	CARRYOVER	ESTIMATED AVAILABLE FUNDS			
		FEDERAL	STATE	LOCAL/OTHER	TOTAL
Interstate Maintenance		78,940,553	8,771,173		87,711,726
Bridge Replacement/On Sys		52,000,000	13,000,000		65,000,000
Bridge Replacement/Off Sys		9,196,209		2,299,052	11,495,262
National Highway System		69,723,596	17,430,899		87,154,495
Congestion Mitigation and Air Quality		10,535,931	2,633,983		13,169,914
STP - Rural		12,123,685		3,030,921	15,154,606
STP - Small Urban		38,494,168		11,799,138	50,293,306
STP - Flexible		37,954,561	9,488,640		47,443,201
STP - Enhancement		11,225,432		2,806,358	14,031,791
Earmark/High Priority Project Funding	336,689,438	36,128,820	20,384,000	6,396,000	399,598,258
Anticipated Discretionary ARRA Grant		75,000,000		8,333,333	83,333,333
Toll				330,000,000	330,000,000
State Bond Proceeds			61,100,000		61,100,000
Equity Bonus		23,507,863	5,876,966		29,384,828
Forest Highways Bridge Program		1,106,560			1,106,560
Eastern Federal Lands Highway Division TIP		16,940,000			16,940,000
Indian Reservation Roads TIP					
Highway Safety Improvement Program		21,830,986	2,425,665		24,256,651
Rail/Hwy Hazard Elimination		3,545,629			3,545,629
Safe Routes to School		1,921,629		192,163	2,113,792
High Risk Rural Roads		1,705,157		189,462	1,894,619
State/Local Construction Funds			124,800,000		124,800,000
TOTAL		838,570,217	265,911,325	365,046,428	1,469,527,970

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2010-2013 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
AVAILABLE FUNDS AND ESTIMATED COSTS
2012**

FUNDING SOURCE	CARRYOVER	ESTIMATED AVAILABLE FUNDS			
		FEDERAL	STATE	LOCAL/OTHER	TOTAL
Interstate Maintenance		82,098,175	9,122,019		91,220,195
Bridge Replacement/On Sys		54,080,000	13,520,000		67,600,000
Bridge Replacement/Off Sys		9,564,054		2,391,014	11,955,068
National Highway System		72,512,540	18,128,135		90,640,675
Congestion Mitigation and Air Quality		10,957,368	2,739,342		13,696,710
STP - Rural		12,608,632		3,152,158	15,760,790
STP - Small Urban		40,033,935		10,008,484	50,042,419
STP - Flexible		39,472,743	9,868,186		49,340,929
STP - Enhancement		11,674,450		2,918,612	14,593,062
Earmark/High Priority Project Funding	279,613,693	37,573,973	21,199,360	6,651,840	345,038,866
State Bond Proceeds			33,000,000		33,000,000
Equity Bonus		24,448,177	6,112,044		30,560,221
Forest Highways Bridge Program		1,150,822			1,150,822
Eastern Federal Lands Highway Division TIP		33,535,000			33,535,000
Indian Reservation Roads TIP					
Highway Safety Improvement Program		22,704,226	2,522,692		25,226,918
Rail/Hwy Hazard Elimination		3,687,455			3,687,455
Safe Routes to School		1,998,494		199,849	2,198,343
High Risk Rural Roads		1,773,363		197,040	1,970,404
State/Local Construction Funds			129,792,000		129,792,000
TOTAL		739,487,100	246,003,778	25,518,997	1,011,009,876

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2010-2013 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
AVAILABLE FUNDS AND ESTIMATED COSTS
2013**

FUNDING SOURCE	CARRYOVER	ESTIMATED AVAILABLE FUNDS			
		FEDERAL	STATE	LOCAL/OTHER	TOTAL
Interstate Maintenance		85,382,102	9,486,900		94,869,003
Bridge Replacement/On Sys		56,243,200	14,060,800		70,304,000
Bridge Replacement/Off Sys		9,946,616		2,486,654	12,433,270
National Highway System		75,413,048	18,853,262		94,266,310
Congestion Mitigation and Air Quality		11,395,663	2,848,916		14,244,579
STP - Rural		13,112,977		3,278,244	16,391,222
STP - Small Urban		41,635,292		10,408,823	52,044,115
STP - Flexible		41,051,653	10,262,913		51,314,566
STP - Enhancement		12,141,428		3,035,357	15,176,785
Earmark/High Priority Project Funding	237,890,749	39,076,932	22,047,334	6,917,914	305,932,929
State Bond Proceeds					
Equity Bonus		25,426,104	6,356,526		31,782,630
Forest Highways Bridge Program		1,196,855			1,196,855
Eastern Federal Lands Highway Division TIP					
Indian Reservation Roads TIP					
Highway Safety Improvement Program		23,612,395	2,623,599		26,235,994
Rail/Hwy Hazard Elimination		3,834,953			3,834,953
Safe Routes to School		2,078,434		207,843	2,286,277
High Risk Rural Roads		1,844,298		204,922	2,049,220
State/Local Construction Funds			134,983,680		134,983,680
TOTAL		681,282,699	221,523,931	26,539,757	929,346,387

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2010-2013 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
COMMITTED FUNDS
2010**

	Federal Funds	State/Local	Total
MDOT STATEWIDE			
Statewide Transportation Enhancement	\$7,220,896	\$1,805,224	\$9,026,120
Statewide ITS	\$2,834,826	\$708,706	\$3,543,532
Statewide Bridge Replacement	\$33,280,000	\$11,200,000	\$44,480,000
Statewide Operation/Maintenance/Minor Reconstruction	\$62,600,000	\$11,100,000	\$73,700,000
Statewide RR Crossing Improvements	\$3,641,259	\$0	\$3,641,259
Statewide Recreational Trails	\$1,266,408	\$316,602	\$1,583,010
Statewide Safety	\$14,001,150	\$2,332,370	\$16,333,520
Statewide Wetlands Mitigation	\$1,664,000	\$416,000	\$2,080,000
Statewide Listed Projects	\$194,957,230	\$124,171,807	\$319,129,037
Statewide Unanticipated Program/Project Cost Escalation	\$309,146,982	\$40,555,278	\$349,702,260
Statewide ARRA Projects (Includes Statewide Groups)	\$14,911,268	\$0	\$14,911,268
Subtotal MDOT Statewide	\$645,524,019	\$192,605,987	\$838,130,006
STATE AID			
State Aid Bridge Replacement Group	\$8,842,506	\$2,210,627	\$11,053,133
State Aid Operation/Maintenance/Minor Reconstruction	\$6,865,291	\$1,716,322	\$8,581,613
State Aid Safety	\$2,600,000	\$0	\$2,600,000
State Aid Listed Projects	\$22,053,465	\$4,906,814	\$26,960,279
State Aid High Priority Projects	\$0	\$0	\$0
Subtotal State Aid	\$40,361,262	\$8,833,763	\$49,195,025
LOCAL PUBLIC AGENCIES			
LPA Listed Projects	\$31,826,953	\$13,925,130	\$45,752,083
LPA ARRA Projects (Includes Listed and Statewide Groups)	\$16,142,001	\$0	\$16,142,001
Subtotal Local Public Agencies	\$47,968,954	\$13,925,130	\$45,752,083
TRANSFERS TO MPOs (MDOT Project within the MPO Boundary)			
MPO ARRA Projects (Includes Listed and Groups)	\$23,298,148	\$0	\$23,298,148
Jackson MPO			
Listed Projects	\$38,704,565	\$30,552,350	\$69,256,915
Transportation Enhancement	\$1,847,455	\$461,864	\$2,309,319
Bridge Replacement	\$13,500,000	\$3,000,000	\$16,500,000
Operation/Maintenance/Minor Reconstruction	\$9,385,600	\$2,346,400	\$11,732,000
Recreational Trails	\$196,500	\$0	\$196,500
Safety	\$1,050,000	\$9,797	\$1,059,797
GRPC MPO			
Listed Projects	\$10,740,174	\$66,385,043	\$77,125,217
Transportation Enhancement	\$4,807,334	\$339,333	\$5,146,667
Bridge Replacement	\$3,200,000	\$800,000	\$4,000,000
Operation/Maintenance/Minor Reconstruction	\$2,400,000	\$600,000	\$3,000,000
RR Crossing Improvements	\$600,000	\$0	\$600,000
Safety	\$2,727,573	\$25,450	\$2,753,023
HPFL MPO			
Listed Projects	\$29,350,674	\$8,187,669	\$37,538,343
Transportation Enhancement	\$368,000	\$92,000	\$460,000
ITS	\$760,000	\$190,000	\$950,000
Bridge Replacement	\$880,000	\$220,000	\$1,100,000
Operation/Maintenance/Minor Reconstruction	\$1,632,000	\$408,000	\$2,040,000
Safety	\$2,000,000	\$18,662	\$2,018,662
Memphis MPO			
Listed Projects	\$4,885,985	\$1,096,316	\$5,982,301
Subtotal Transfers to MPOs	\$129,035,860	\$114,732,884	\$243,768,744
FEDERAL AGENCIES			
Forest Highway Bridge Replacement	\$1,064,000	\$0	\$1,064,000
Individual listed projects*	\$23,483,000	\$0	\$23,483,000
Indian Roads Reservation**	\$0	\$0	\$0
Subtotal Federal Agencies	\$24,547,000	\$0	\$24,547,000
SUBTOTAL FY 2010	\$886,188,243	\$330,097,764	\$1,176,845,858
Carry Forward of Unobligated Earmarks	(\$336,689,438)		
TOTAL FY 2010	\$549,498,805	\$330,097,764	\$1,176,845,858

*State or local matching funds not shown in the Eastern Federal Lands Highways Division TIP.

**2010-2013 Indian Reservation Roads TIP not available at the time of publication.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2010-2013 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
COMMITTED FUNDS**

2011

Federal Funds State/Local Total

MDOT STATEWIDE			
Statewide Transportation Enhancement	\$7,509,732	\$1,877,433	\$9,387,165
Statewide ITS	\$2,948,219	\$737,054	\$3,685,273
Statewide Bridge Replacement	\$34,611,200	\$8,652,800	\$43,264,000
Statewide Operation/Maintenance/Minor Reconstruction	\$64,755,200	\$11,456,800	\$76,212,000
Statewide RR Crossing Improvements	\$4,410,909	\$0	\$4,410,909
Statewide Recreational Trails	\$1,317,064	\$329,266	\$1,646,330
Statewide Safety	\$14,561,196	\$2,425,665	\$16,986,861
Statewide Wetlands Mitigation	\$1,730,560	\$432,640	\$2,163,200
Statewide Listed Projects	\$204,580,000	\$173,073,331	\$377,653,331
Statewide Unanticipated Program/Project Cost Escalation	\$238,096,487	\$31,841,720	\$269,938,207
Subtotal MDOT Statewide	\$574,520,567	\$230,826,709	\$805,347,276
STATE AID			
State Aid Bridge Replacement Group	\$9,196,206	\$2,299,052	\$11,495,258
State Aid Operation/Maintenance/Minor Reconstruction	\$7,139,903	\$1,784,975	\$8,924,878
State Aid Safety	\$2,704,000	\$0	\$2,704,000
State Aid Listed Projects	\$16,555,557	\$4,027,856	\$20,583,413
State Aid High Priority Projects	\$56,442,266	\$5,053,056	\$61,495,322
Subtotal State Aid	\$92,037,932	\$13,164,939	\$105,202,871
LOCAL PUBLIC AGENCIES			
LPA Listed Projects	\$32,880,812	\$11,820,774	\$44,701,586
Subtotal Local Public Agencies	\$32,880,812	\$11,820,774	\$44,701,586
TRANSFERS TO MPOs			
<i>(MDOT Project within the MPO Boundary)</i>			
Jackson MPO			
Listed Projects	\$38,371,300	\$350,692,825	\$389,064,125
Transportation Enhancement	\$1,921,350	\$480,337	\$2,401,687
Bridge Replacement	\$3,200,000	\$800,000	\$4,000,000
Operation/Maintenance/Minor Reconstruction	\$9,761,024	\$2,440,256	\$12,201,280
Recreational Trails	\$0	\$0	\$0
Safety	\$1,092,000	\$11,040	\$1,103,040
GRPC MPO			
Listed Projects	\$60,384,800	\$15,421,200	\$75,806,000
Transportation Enhancement	\$1,411,642	\$352,911	\$1,764,553
Bridge Replacement	\$3,328,000	\$832,000	\$4,160,000
Operation/Maintenance/Minor Reconstruction	\$2,496,000	\$624,000	\$3,120,000
Safety	\$2,836,675	\$28,678	\$2,865,353
HPFL MPO			
Listed Projects	\$0	\$0	\$0
Transportation Enhancement	\$382,400	\$95,600	\$478,000
ITS	\$0	\$0	\$0
Bridge Replacement	\$6,560,000	\$1,640,000	\$8,200,000
Operation/Maintenance/Minor Reconstruction	\$2,500,000	\$625,000	\$3,125,000
Safety	\$500,000	\$5,055	\$505,055
Memphis MPO			
Listed Projects	\$4,385,715	\$1,096,429	\$5,482,144
Subtotal Transfers to MPOs	\$139,130,906	\$375,145,331	\$514,276,237
FEDERAL AGENCIES			
Forest Highway Bridge Replacement	\$1,277,000	\$0	\$1,277,000
Individual listed projects*	\$16,940,000	\$0	\$16,940,000
Indian Roads Reservation**	\$0	\$0	\$0
Subtotal Federal Agencies	\$18,217,000	\$0	\$18,217,000
SUBTOTAL FY 2011	\$838,570,217	\$630,957,753	\$1,469,527,970
Carry Forward of Unobligated Earmarks	(\$279,613,693)		
TOTAL FY 2011	\$558,956,524	\$630,957,753	\$1,469,527,970

*State or local matching funds not shown in the Eastern Federal Lands Highways Division TIP.

**2010-2013 Indian Reservation Roads TIP not available at the time of publication.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2010-2013 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
COMMITTED FUNDS**

2012

Federal Funds State/Local Total

MDOT STATEWIDE			
Statewide Transportation Enhancement	\$7,810,121	\$1,952,530	\$9,762,651
Statewide ITS	\$3,066,148	\$766,536	\$3,832,684
Statewide Bridge Replacement	\$35,995,648	\$8,998,912	\$44,994,560
Statewide Operation/Maintenance/Minor Reconstruction	\$67,345,408	\$11,915,072	\$79,260,480
Statewide RR Crossing Improvements	\$4,587,346	\$0	\$4,587,346
Statewide Recreational Trails	\$1,369,747	\$342,437	\$1,712,184
Statewide Safety	\$15,143,644	\$2,522,692	\$17,666,336
Statewide Wetlands Mitigation	\$1,799,782	\$449,946	\$2,249,728
Statewide Listed Projects	\$113,728,000	\$124,538,806	\$238,266,806
Statewide Unanticipated Program/Project Cost Escalation	\$224,400,930	\$11,625,197	\$236,026,127
Subtotal MDOT Statewide	\$475,246,774	\$163,112,128	\$638,358,902

STATE AID			
State Aid Bridge Replacement Group	\$9,564,054	\$2,391,014	\$11,955,068
State Aid Operation/Maintenance/Minor Reconstruction	\$7,425,499	\$1,856,374	\$9,281,873
State Aid Safety	\$2,812,160	\$0	\$2,812,160
State Aid Listed Projects	\$12,799,556	\$1,167,389	\$13,966,945
State Aid High Priority Projects	\$0	\$0	\$0
Subtotal State Aid	\$32,601,269	\$5,414,777	\$38,016,046

LOCAL PUBLIC AGENCIES			
LPA Listed Projects	\$374,000	\$561,000	\$935,000
Subtotal Local Public Agencies	\$374,000	\$561,000	\$935,000

TRANSFERS TO MPOs			
<small>(MDOT Project within the MPO Boundary)</small>			
Jackson MPO			
Listed Projects	\$87,329,600	\$36,082,400	\$123,412,000
Transportation Enhancement	\$1,998,204	\$466,550	\$2,464,754
Bridge Replacement	\$3,328,000	\$832,000	\$4,160,000
Operation/Maintenance/Minor Reconstruction	\$10,151,465	\$2,537,866	\$12,689,331
Recreational Trails	\$0	\$0	\$0
Safety	\$1,135,680	\$11,482	\$1,147,162
GRPC MPO			
Listed Projects	\$19,916,400	\$12,779,100	\$32,695,500
Transportation Enhancement	\$1,468,108	\$367,027	\$1,835,135
Bridge Replacement	\$3,461,120	\$865,280	\$4,326,400
Operation/Maintenance/Minor Reconstruction	\$2,595,840	\$648,960	\$3,244,800
Safety	\$2,950,142	\$29,826	\$2,979,968
HPFL MPO			
Listed Projects	\$13,050,000	\$1,450,000	\$14,500,000
Transportation Enhancement	\$397,600	\$99,400	\$497,000
ITS	\$0	\$0	\$0
Bridge Replacement	\$960,000	\$240,000	\$1,200,000
Operation/Maintenance/Minor Reconstruction	\$2,540,000	\$635,000	\$3,175,000
Safety	\$520,000	\$5,257	\$525,257
Memphis MPO			
Listed Projects	\$79,462,898	\$19,865,725	\$99,328,623
Subtotal Transfers to MPOs	\$231,265,057	\$76,915,873	\$308,180,930

FEDERAL AGENCIES			
Forest Highway Bridge Replacement	\$1,150,000	\$0	\$1,150,000
Individual listed projects*	\$33,535,000	\$0	\$33,535,000
Indian Roads Reservation**	\$0	\$0	\$0
Subtotal Federal Agencies	\$34,685,000	\$0	\$34,685,000
SUBTOTAL FY 2012	\$739,487,100	\$246,003,778	\$985,490,878
Carry Forward of Unobligated Earmarks	(\$237,890,749)		
TOTAL FY 2012	\$501,596,351	\$246,003,778	\$985,490,878

*State or local matching funds not shown in the Eastern Federal Lands Highways Division TIP.

**2010-2013 Indian Reservation Roads TIP not available at the time of publication.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2010-2013 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
COMMITTED FUNDS**

2013

Federal Funds State/Local Total

MDOT STATEWIDE			
Statewide Transportation Enhancement	\$8,122,526	\$2,030,631	\$10,153,157
Statewide ITS	\$3,188,794	\$797,198	\$3,985,992
Statewide Bridge Replacement	\$37,435,474	\$9,358,868	\$46,794,342
Statewide Operation/Maintenance/Minor Reconstruction	\$70,039,224	\$12,391,675	\$82,430,899
Statewide RR Crossing Improvements	\$4,770,840	\$0	\$4,770,840
Statewide Recreational Trails	\$1,424,537	\$356,134	\$1,780,671
Statewide Safety	\$15,749,390	\$2,623,599	\$18,372,989
Statewide Wetlands Mitigation	\$1,871,774	\$467,943	\$2,339,717
Statewide Listed Projects	\$24,502,000	\$57,158,025	\$81,660,025
Statewide Unanticipated Program/Project Cost Escalation	\$323,743,191	\$87,450,445	\$411,193,636
Subtotal MDOT Statewide	\$490,847,750	\$172,634,518	\$663,482,268
STATE AID			
State Aid Bridge Replacement Group	\$9,946,617	\$2,486,654	\$12,433,271
State Aid Operation/Maintenance/Minor Reconstruction	\$7,722,519	\$1,930,629	\$9,653,148
State Aid Safety	\$2,924,646	\$0	\$2,924,646
State Aid Listed Projects	\$15,270,797	\$3,807,699	\$19,078,496
State Aid High Priority Projects	\$0	\$0	\$0
Subtotal State Aid	\$35,864,579	\$8,224,982	\$44,089,561
LOCAL PUBLIC AGENCIES			
LPA Listed Projects	\$11,799,570	\$2,944,893	\$14,744,463
Subtotal Local Public Agencies	\$11,799,570	\$2,944,893	\$14,744,463
TRANSFERS TO MPOs			
(MDOT Project within the MPO Boundary)			
Jackson MPO			
Listed Projects	\$21,369,000	\$18,842,250	\$40,211,250
Transportation Enhancement	\$2,078,132	\$485,212	\$2,563,344
Bridge Replacement	\$3,461,120	\$865,280	\$4,326,400
Operation/Maintenance/Minor Reconstruction	\$10,557,523	\$2,639,381	\$13,196,904
Recreational Trails	\$0	\$0	\$0
Safety	\$1,181,107	\$11,941	\$1,193,048
GRPC MPO			
Listed Projects	\$90,193,700	\$38,798,425	\$128,992,125
Transportation Enhancement	\$1,526,832	\$381,708	\$1,908,540
Bridge Replacement	\$3,599,565	\$899,891	\$4,499,456
Operation/Maintenance/Minor Reconstruction	\$2,699,673	\$674,919	\$3,374,592
Safety	\$3,068,148	\$31,020	\$3,099,168
HPFL MPO			
Listed Projects	\$0	\$0	\$0
Transportation Enhancement	\$413,600	\$103,400	\$517,000
ITS	\$0	\$0	\$0
Bridge Replacement	\$1,000,000	\$250,000	\$1,250,000
Operation/Maintenance/Minor Reconstruction	\$1,081,600	\$270,400	\$1,352,000
Safety	\$540,800	\$5,468	\$546,268
Memphis MPO			
Listed Projects	\$0	\$0	\$0
Subtotal Transfers to MPOs	\$142,770,800	\$64,259,295	\$207,030,095
FEDERAL AGENCIES			
Forest Highway Bridge Replacement	\$0	\$0	\$0
Individual listed projects*	\$0	\$0	\$0
Indian Roads Reservation**	\$0	\$0	\$0
Subtotal Federal Agencies	\$0	\$0	\$0
SUBTOTAL FY 2013	\$681,282,699	\$248,063,688	\$929,346,387
Carry Forward of Unobligated Earmarks	(\$207,725,761)		
TOTAL FY 2013	\$473,556,938	\$248,063,688	\$929,346,387

*State or local matching funds not shown in the Eastern Federal Lands Highways Division TIP.

**2010-2013 Indian Reservation Roads TIP not available at the time of publication.

**FISCAL CONSTRAINT FOR PROJECTS
FUNDED THROUGH
THE FEDERAL TRANSIT ADMINISTRATION**

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2010-2013 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
AVAILABLE FUNDS AND ESTIMATED COSTS
RURAL TRANSIT SYSTEM
2010**

FUND CODE	ESTIMATED AVAILABLE FUNDS	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	ESTIMATED TOTAL COSTS
5309	1,200,000	960,000		240,000	1,200,000
5309 EARMARK	42,323	33,858		8,465	42,323
5311 ARRA	17,252,281	17,252,281			17,252,281
5310	1,864,444	1,521,995		342,449	1,864,444
5311	16,305,214	11,527,065		4,778,149	16,305,214
5311C	312,500	250,000		62,500	312,500
5316	3,031,530	1,515,765		1,515,765	3,031,530
5317	1,334,062	667,031		667,031	1,334,062
5304	127,176	101,742		25,434	127,176
Total	41,469,530	33,829,737		7,639,793	41,469,530

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2008-2011 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
AVAILABLE FUNDS AND ESTIMATED COSTS
RURAL TRANSIT SYSTEM
2011**

FUND CODE	ESTIMATED AVAILABLE FUNDS	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	ESTIMATED TOTAL COSTS
5309	1,200,000	960,000		240,000	1,200,000
5309 EARMARK					
5310	1,978,594	1,582,875		395,719	1,978,594
5311	16,957,423	11,988,148		4,969,275	16,957,423
5311C	312,500	250,000		62,500	312,500
5316	3,152,792	1,576,396		1,576,396	3,152,792
5317	1,387,424	693,712		693,712	1,387,424
5304	132,262	105,812		26,450	132,262
Total	25,120,995	17,156,942		7,964,052	25,120,995

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2008-2011 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
AVAILABLE FUNDS AND ESTIMATED COSTS
RURAL TRANSIT SYSTEM
2012**

FUND CODE	ESTIMATED AVAILABLE FUNDS	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	ESTIMATED TOTAL COSTS
5309	1,200,000	960,000		240,000	1,200,000
5309 EARMARK					
5310	2,057,738	1,646,190		411,548	2,057,738
5311	17,635,720	12,467,674		5,168,046	17,635,720
5316	3,278,902	1,639,451		1,639,451	3,278,902
5317	1,442,922	721,461		721,461	1,442,922
5304	137,552	110,044		27,508	137,552
Total	25,752,834	17,544,820		8,208,014	25,752,834

MAINTAINING THE EXISTING SYSTEM

Investing in the preservation and maintenance of Mississippi's surface transportation system makes the system last longer and saves the cost of reconstruction. Routine maintenance includes restoring roadway surfaces by patching potholes, patching and shaping roadway shoulders; clearing ditches and making drainage improvements; controlling roadside vegetation; making emergency repairs; painting and repairing bridges; replacing pavement markings and traffic control devices; and overlaying roads with hot mix asphalt or seal coats.

MDOT maintains approximately 11,000 miles of roadway statewide. This includes 698 miles of interstate highway, 2,533 miles of U.S. Highway, and 7,583 miles of State Routes. Mileage for the connector roads that link the National Highway System to other modes of transportation, like ports, airports and railroads, is included in these figures. MDOT spent approximately \$182 million in 2009 to maintain the existing system with a cost per mile of \$16,545. A similar amount adjusted for inflation will be spent each year of the STIP to maintain the existing system.

The maintenance activities for roadways under the jurisdiction of local governments are the responsibility of each entity. Each local government appropriates adequate funding in their respective budgets to operate and maintain the facilities under their jurisdiction.

PROJECT SELECTION PROCEDURES

Typically highway project proposals are evaluated using capacity analyses, traffic counting, traffic projections, cost estimation, benefit-cost analyses, user cost analyses, land use projections, environmental studies, and public input. Similar analyses and projections determine the volume to capacity ratio, future volume to capacity ratio, level of service, future level of service, and year of need. The first determinant for construction of highway segments is the year of need. "Year of need" is the year in which the level of service on a segment is projected to deteriorate to an unacceptable level. For segments with the same year of need, prioritization is based on the volume to capacity ratio and the daily traffic volume.

The criteria to qualify as a safety project are based on the MDOT Highway Safety Improvement Program. Candidate projects are identified by the Traffic Engineering Division and the MDOT District Engineers as well as other entities. The list of projects is then evaluated based on several factors including total crashes, crash rate (the number of crashes compared to the level of exposure, which increases as the traffic count increases), severity of the crashes (the severity index - a weighted average for a location on injury severity of the crashes), the percentage of crashes occurring on wet pavement (including snow and ice), and the percentage of crashes at night (unlit conditions). The sites are then reviewed to determine appropriate safety countermeasures and to estimate the costs of the proposed improvements. Upon completion of the review, safety projects are ranked according to their benefit to cost ratio based on the proposed treatments. This allows the

MDOT to use the limited amount of safety funds in order to improve the maximum number of locations.

Transit projects in the *New Freedom* and *Job Access/Reverse Commute* programs are selected from the *Coordinated Human Service Transportation Plan*.

PUBLIC INVOLVEMENT

MDOT seeks to strengthen the transportation planning participation process by consulting with Federal and State transportation and land management agencies, local officials, American Indian Tribes, and the public. MDOT presents the Draft STIP to federal and state resource agencies and other government representatives with a responsibility or interest in transportation and hosts meetings with them to make sure that the listed projects have a minimal effect on the resources that they protect. After all groups have had an opportunity to provide input, the draft STIP is placed on the GoMDOT.com website for a 45-day public review and comment period.

In addition to paid newspaper advertisements, news releases, and personalized communication informing the public of the opportunity to view the STIP online and to become involved in the development process, MDOT holds open-house meetings within each of the Transportation Commission Districts to gather public and local officials' input. The state's Metropolitan Planning Organizations (MPOs) support these meetings by sending representatives to discuss projects from local perspectives.

Representatives of public transportation employees, freight shippers, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of minority groups, representatives of the disabled, providers of freight transportation services, representatives of low-income groups, and various special interest groups receive personalized communication explaining the purpose and need for public involvement and inviting them to participate in the meetings. Organizations such as the Mississippi Black Caucus of Supervisors, the Mississippi Hispanic Association, Catholic Charities, the Mississippi Baptist Convention Board, and LIFE (Living Independence for Everyone) are also contacted and invited to participate.

MDOT uses internet technology to provide information and to receive feedback from the public. Individuals unable to attend the scheduled meetings are encouraged to email comments through the www.GoMDOT.com website or to consult directly with MDOT Planning Division personnel. If they prefer, individuals can stop by any one of MDOT's District Offices to review the STIP and make comments there. Written correspondence should be directed to:

Mississippi Department of Transportation
Planning Division
P.O. Box 1850
Jackson, MS 39215-1850

Provisions are also made for any individuals needing special assistance to participate. All meetings are held in centrally located facilities that will accommodate disabled individuals or others with special needs.

MDOT routinely conducts surveys to gauge the effectiveness of MDOT's public involvement process and find ways to improve it. MDOT also reinforces its communication with the public by providing a personal response to each individual who submits a comment.

In an effort to strengthen their working relationships with all the interested individuals in their respective areas, the MPOs take part in all of these consultation activities. For detailed information concerning the STIP and TIP public involvement processes, you may contact the Planning Division and review MDOT's and the MPO's Public Participation Plans.

STIP AMENDMENT PROCEDURES

The STIP may be amended as the needs and views of the traveling public change. When major changes to the STIP occur, such as the addition or deletion of a project, a major change in project cost or initiation dates, or a major change in design concept or scope, MDOT will actively seek public comment on the proposed amendment before official action is taken. MDOT will:

- Post the proposed amendment on the GoMDOT.com website for 21 days with a request for public comments prior to official action.
- Place an advertisement in the *Clarion Ledger* and in select minority newspapers or regional newspapers informing the public of the proposed change and directing them to the GoMDOT.com website to submit comments. The website will also allow individuals to join a mailing list so that they can be notified of changes in the future.
- Send a letter or email to individuals on the existing mailing list in areas impacted by the change requesting comment. This mailing list will include citizens, federal and state resource and land management agencies, American Indian tribes, affected public agencies, representatives of public transportation employees, freight shippers, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of minority groups, representatives of the disabled, providers of freight transportation services, representatives of low-income groups, and other interested parties.
- Offer the opportunity for a public meeting in the geographic area of the proposed project.
- Document all comments and concerns and MDOT responses.

If suggestions from the public or from other agencies are found to be in the best interest of the citizens of Mississippi, MDOT may elect to withdraw or modify the proposed change to the STIP. If the public response shows that the individuals, stakeholders, and other interested parties support the amendment, MDOT will:

- Seek approval of the amendment from the Mississippi Transportation Commission at the semi-monthly Transportation Commission Meeting.
- Send a letter to the Federal Highway Administration and the Federal Transit Administration seeking final approval of the amendment.

If the proposed amendment involves a transportation facility inside a Metropolitan Planning Area, the MPO Policy Board for that area will be responsible for undertaking a similar public involvement and approval action to include the amendment in their Transportation Improvement Plan. Upon Policy Board approval, the amendment will be sent to the Mississippi Transportation Commission and then to the Federal Highway Administration and the Federal Transit Administration for inclusion into the STIP.

Changes considered as minor administrative adjustments may be executed by MDOT staff with approval from FHWA. No public comment and review period is required for an “adjustment” to the STIP. The adjustments will be posted on the MDOT website. Reasons for minor adjustments include the following:

- Small changes in project cost.
- Minor changes in project scope including the funding sources, limits, description, turning lanes, intersection modifications, shoulders, etc.
- Adjustments to project scheduling which do not affect other projects or funds.
- Correction for omissions or errors in an approved project, provided the action does not affect other projects.

STATEWIDE AND LOCAL GROUPED PROJECTS

Funding allocations are made by MDOT, the Federal Land Management Agencies, the MPO’s and the Division of State Aid Road Construction for groups of anticipated projects that normally have no significant impacts on the natural or human environment. A list of activities that can be grouped is found at 23 CFR 771.117. Use of such groups is optional. In the TIP for the Memphis MPO, the groups are called *buckets*.

These grouped projects are listed by fiscal year in the first section of the STIP in the MDOT Construction and Maintenance Program, within the TIP’s for the Federal Land Management Agencies and MPO’s electing to group their projects, and in the Office of State Aid Road Construction section. These projects can usually be completed in the existing right of way or by acquiring minimal amounts of additional right of way. They belong to groups of categories of work where experience has shown that there are rarely any significant environmental impacts. They do not require detailed environmental analysis. The categories of types of work that are normally categorically excluded from detailed environmental review are listed in 23 CFR 771. The groups in the STIP are:

Enhancement - Community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historical, aesthetic, and environmental aspects of the transportation system.

Intelligent Transportation Systems (ITS) - Intelligent Transport Systems (ITS) is an umbrella term for a range of technologies including processing, control, communication and electronics that are applied to a transportation system. It also includes an advanced approach to traffic management.

Bridge Replacement - Routine bridge replacements involving minimal rights-of-way and having no significant environmental impacts.

Operation/Maintenance/Minor Reconstruction - Routine operation and maintenance of the transportation system. This includes both planned and emergency work that addresses preservation and upkeep of rights of way, roadside facilities, and pavement; the repair or replacement of structures such as culverts, lighting, safety devices, and traffic control devices; and the maintenance of the highway rights of way. Minor reconstruction projects provide for the modernization of an existing highway by resurfacing, restoring, rehabilitating the riding surface or by the addition of shoulders, or adding auxiliary lanes.

Railroad Grade Crossing Protection Devices - Provides for the construction and/or installation of devices to prevent vehicles from crossing rails as a train is approaching.

Railroad Crossing Surface - Projects to improve the roadway surface at railroad crossings.

Recreational Trails Program - Projects to develop or improve recreational trails for both non-motorized and motorized uses.

Safety - Projects to improve road safety in order to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Included in this section are improvements to or installation of signalization projects. Also included are activities to provide safe routes to schools and to improve safety in work zones.

Wetlands Mitigation - Activities designed to benefit the environment through preservation and enhancement of wetlands and streambanks.

Unanticipated Program/Project Cost Escalations - This group begins each federal fiscal year with funds in reserve to be used as a contingency fund throughout the year. This will prevent MDOT from having to remove projects from the STIP because of project cost overruns, the addition of new projects, or if an anticipated congressional earmark is not received.

STIP VOLUMES (I-VI)

Volume I: MDOT Construction and Maintenance Program

The MDOT Construction and Maintenance Program is the largest program in the STIP and accounts for 64 percent of the available funding. Mississippi's *State Designated and State Maintained Highway System* carries the bulk of traffic in the state and includes all of the interstate roadways, 85 percent of the arterial roadways (those that connect cities and towns) and 27 percent of the collector system (roads that move traffic between primary roads such as Highway 49 and the Interstate System).

With the exception of State Maintained Highway System, a few federally controlled roads like the Natchez Trace Parkway and roads constructed through the Office of State Aid Road Construction, all other roads in Mississippi are constructed and maintained by local governmental or private entities.

To efficiently administer the MDOT Construction and Maintenance Program, the state is divided into six transportation districts. The map located on page I-3, depicts MDOT's district boundary lines and identifies the District Engineer responsible for that geographic area. Each District Engineer reports to MDOT's Chief Engineer who reports to the Executive Director. Direct representation of the public is provided by the elected State Transportation Commission. Commissioners are elected from the northern, central, and southern portions of the state respectively. Contact information for the Mississippi Transportation Commission and the MDOT District Engineers is listed with the MDOT District maps.

Volume II: State Aid to Counties Construction Program

The objective of the State Aid Program is to construct roads that connect to the State Designated and State Maintained Highway System to other State Aid routes. This forms a network of collector roads. Collector roads move traffic between primary roads like Highway 49 and the Interstate System.

This program is governed on the local level by the Mississippi Boards of Supervisors for each county who are responsible for the 18,848 miles of road in the State Aid Roadway System. The Boards of Supervisors adopt annual construction programs, acquire rights-of-way, advertise for bids, award contracts, and maintain the completed projects after construction.

Volume III: Transit Program

MDOT's transit program provides capital assistance, operating assistance, and administration for various Federal Transit Administration (FTA) programs. Transit Programs provide for the transportation of persons from one place to another on public transportation systems. Transportation for getting to work, to shopping, and to medical services in both rural and urban areas is provided for the general public, and for the

elderly and handicapped. Funds are spent for administration, planning, research, transit feasibility and location studies, and technical assistance. Proposed funding is outlined in the Metropolitan Planning Organization's *Annual Unified Planning Work Programs* and the TIP's.

MDOT has taken the lead role in meeting the requirements for developing and implementing "local" Coordinated Human Service Transportation Plans (CHTP). MDOT has developed a *Statewide Coordinated Human Service Transportation Plan*. This plan is based on statewide and regional *United We Ride Community Assessments* and research conducted by Jackson State University to identify service gaps and needs. The Statewide plan has been adopted by the Mississippi Transportation Commission and will be updated based in part on further analyses and on regional plans in progress through six regional advisory groups.

Volume IV: Small Urban Street Construction Program

Small urban areas with a population greater than 5,000 are allotted Surface Transportation Program funds based upon population from the most recent census. The small urban projects in the STIP, while not located on the State Designate/State Maintained Highway System, are primarily financed with 80 percent Surface Transportation Program Funds and a 20 percent match from the local government. These funds may be used for any road on the Federal-aid System, except those functionally classified as local or rural minor collectors. These are city streets or rural roads and thus are not considered major movers of traffic.

Volume V: Urbanized Area Construction

Metropolitan Planning Organizations (MPOs), are designated for those areas where the population reaches 50,000 or greater. MPO staff members are responsible for a continuing, cooperative, and comprehensive transportation planning process for all jurisdictions within their boundaries. This process, which seeks input from the public, results in the development of a *Transportation Improvement Plan* (TIP) that addresses local transportation needs within the boundaries of the metropolitan area. When TIPs are adopted by the MPO Policy Boards, MDOT includes them in the STIP. Federal funds are matched by state and local funds depending upon the scope of the project. Usually the match is 80 percent federal and 20 percent state or local.

MDOT relies heavily on the MPO's efforts for input into the Statewide Transportation Improvement Program (STIP) and works diligently to build and maintain a partnership with MPO members. Each MPO solicits input from other agencies, groups, officials, and individuals that include but are not limited to Native American Tribes, non-metropolitan officials, officials of small urban areas within their boundaries, and special interest groups in the development of their transportation plans and programs.

Volume VI: Federal Land Agencies

The Federal Lands Highway Program provides funding for use by the Federal Land Management Agencies (FLMAs) and Federal Highway Administration's Federal Land Divisions for the planning, design, construction, or reconstruction of designated public roads that provide access to, through, or within Federal and Tribal lands. The Federal Land Management Agencies include the U.S. Army Corps of Engineers, the National Park Service, the USDA Forest Services, the U.S. Bureau of Land Management, the General Services Administration, the U.S. Fish and Wildlife Service, the U.S. Armed Forces, the U.S. Forest Service, the U.S. Department of Agriculture, and the Bureau of Indian Affairs.

The Federal Lands Highway Division and the FLMAs jointly develop transportation projects based on need and on the availability of funds. All regionally significant FLMA projects, regardless of funding source, are coordinated with the appropriate State or local agencies responsible for planning implementation of transportation improvements.

DEFINITIONS

Projects listed in the STIP are divided by Volume and Chapter as listed in the Table of Contents. To assist the reader, a key for understanding technical terms and/or abbreviations is provided here.

Need ID - This is an arbitrary number assigned to each project for the purpose of formatting the STIP.

On System - This is a funding program for projects constructed on a roadway that is included in the Federal-aid Highway System (FAS)

Off System - This is a funding program for construction projects which impact a roadway included in the FAS. An example would be an overpass over a roadway not on the National Highway System (NHS), or an overpass over an interstate roadway or other road on the FAS.

Phases of a project:

1. ENV - Environmental Studies
2. Design - Preparation of Construction Plans
3. ROW - Acquiring the land or right of way on which to build the project
4. CON - Construction

Scope of work

1. Widening - Adding travel lanes
2. GR - Project Grading
3. DR - Drainage Construction
4. BR - Bridge Construction
5. Pave - Roadway Paving

Funding - Monies listed in the STIP are shown as expenditures in the year they are anticipated to be obligated. They may be spent over a period of subsequent years that reflect no funding. Costs estimates are adjusted for inflation to reflect projected costs in the year they are to be obligated. The costs for bonded projects are the annual payments to retire the bonds. Costs for advanced funding projects are the costs to repay the advanced monies. Should a project be listed in the 2010 – 2013 STIP with no funding, the reader should understand that money for that phase was obligated prior to 2010.