

~~Strikethrough print~~ represents text which has been deleted.

***Bold and italicized print*** represents text which has been added or modified.

## RESOLUTION HIGHWAY DEVELOPMENT

Delta Council commends the Mississippi Legislature for enacting the four-lane highway construction program 30 years ago and for the Legislative successors of that 1987 Session who have steadfastly ensured that this program was completed. Completion of this four-lane highway network in the State of Mississippi has been of paramount importance to the economic growth of our State, and the safety of our citizens. We applaud the Mississippi Department of Transportation for the timely completion of all roads authorized in the 1987 program.

Delta Council encourages the completion of four-laning of U.S. Highway 6 throughout the remainder of North Mississippi, extending from Batesville to the Helena Bridge, and ***for completion of*** I-269 from Collierville to Hernando. We ***further*** express appreciation ***to the Mississippi Department of Transportation*** for the completion of the bridge realignment on U.S. Highway 61 in Nitta Yuma. ~~We are grateful to the Mississippi Department of Transportation~~ ***and*** for its current ***the revised*** schedule for final completion of the 4-laning of Highway 8 from Ruleville to Cleveland. ~~and~~ ***Special recognition should be given*** for the rehabilitation work ***by the Mississippi Department of Transportation*** on the Steele Bayou-Highway 465 bridge infrastructure.

Delta Council continues to support the priorities established in previous highway committee resolutions, including the elective form of Commission for the Department of Transportation. In conclusion, Delta Council restates its support for the concept of utilizing revenues from the sale of motor fuel to construct and maintain highways and opposes the use of ***future and additional*** motor fuel tax revenues for other State priorities. To the extent practicable, we encourage Commissioners of our Mississippi Department of Transportation to utilize State and federal resources in a way which allows us to “pay as you go”, rather than transferring the note to our children to pay for our highways through long-term bonds, unless there is a dedicated source for retiring ~~the~~ ***these*** debts. Specifically, we make exception to the philosophy of “pay as you go” in those cases of bridge replacement, since bridges traditionally enjoy a 50-70-year life.

Delta Council continues to view that any new State initiative to ~~expand improved~~ **enhance** maintenance, 2-lane improvements, and any future four-lane highway construction program should include specific legislative authority similar to the 1987 legislation, consisting of:

- Precisely which highway segments and bridges will be four-laned or improved.
- The order of the scheduled multi-year phases for road and bridge improvements and/or 2-lane improvements, to be determined by volume/capacity or other accepted State and national transportation standards.
- The adoption of necessary revenues, or user fees to offset construction costs.
- Adequate funding to sustain a maintenance program which meets acceptable pavement and bridge condition ratings.
- Consideration of long-term financing ~~of~~ **for** serious bridge repair and replacement efforts by MDOT, ~~county formula~~ **local bridge** funding, State Aid, and Local System Bridge Program (LSBP), since unlike roads, bridges **are expected to** possess a 50-year life.

Delta Council pledges to work with other trade and business organizations, local public officials, Chambers of Commerce, counties and cities, Transportation Commissioners, the Legislature, and the Executive Branch to develop a consensus for implementing timely action on this area of critical need.

Adopted by: Delta Council Board of Directors  
November 10, 2017

