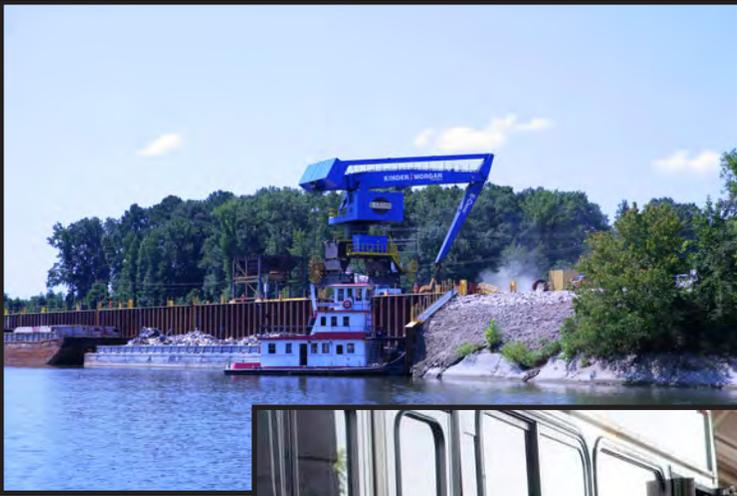


# Multimodal Investment Report *2013*



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# Multimodal Investment Report

*2013*



## ANNUAL SUMMARY



Mike Tagert, Northern District  
Transportation Commissioner

*“The future economic growth and vitality of our State are linked to efficient goods movement. Through the Multimodal Program, we continue to enable public and private investments in our ports that support business expansion and job creation.”*

*Transportation Commissioner, Mike Tagert*



Dick Hall, Central District  
Transportation Commissioner

*“Our economy is dependent on an efficient and reliable transportation system. Our highways, ports, waterways, railways, airports, transit and intermodal facilities make up a complex system that we rely on to move people and products. The performance of this system has direct implications for our access to essential services and the productivity of our economy and our global competitiveness. We remain committed to a comprehensive strategy for a balanced intermodal transportation network here in Mississippi that ensures our transportation system deliver the maximum value. Our Multimodal Program allows us to continue making investments in the critical infrastructure that is the backbone of that system.”*

*Transportation Commissioner, Dick Hall*



Tom King, Southern District  
Transportation Commissioner

*“Planning for and supporting intermodal connectivity is essential if we are to capture the full value of the monies we invest in building, maintaining, and expanding our transportation network and the key infrastructure components. Multimodal Program funds will continue to leverage the infrastructure investments that are necessary to maintain and grow this critical intermodal transportation network.”*

*Transportation Commissioner, Tom King*



Melinda McGrath  
Executive Director, P.E.

*“We are committed to working together to continue the investments in the airport, port, rail, and transit infrastructure of Mississippi. The Multimodal Improvement Program remains an extremely valuable resource for leveraging these strategic investments.”*

*Executive Director, Melinda McGrath, P.E.*

# Mississippi Department of Transportation Multimodal Investment Report

## FY2013 Annual Summary

By making \$10 million available to support the Multimodal Transportation Improvement Program (MTIP), MDOT is helping to sustain an efficient and effective intermodal system by balancing modal investments. The following are just a few highlights of the FY2013 MTIP:

- 78 applications received totaling \$17,335,921.
- 56 projects awarded totaling \$10,101,724.
- \$22,407,702 was leveraged in additional capital investments.

### What is the MTIP?

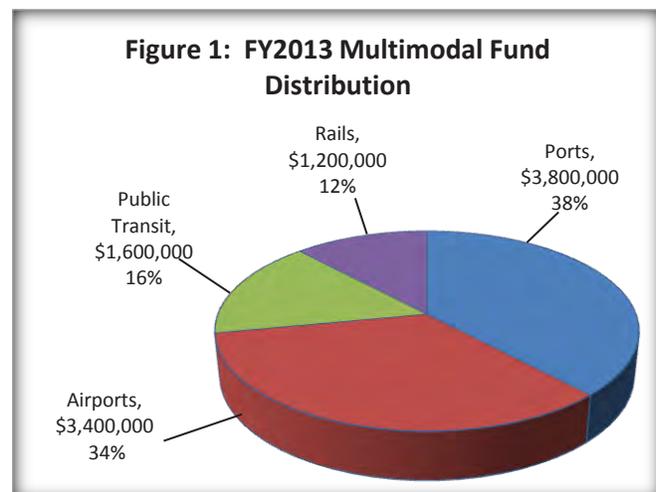
The Multimodal Transportation Improvement Program was established by the 2001 Legislature and is contained in Sections 65-1-701 through 65-1-711 of the Mississippi Code of 1972 (Statute). It establishes a special fund, the Multimodal Transportation Improvement Fund (MTIF), into which state funds may be deposited to be expended by MDOT for improvement to airports, ports, railroads, and public transit systems in the state.

Since 2005, MDOT has provided the funding for the program. A total of \$5,000,000 was provided in FY2005 and FY2006. Beginning in FY2007, MDOT doubled the amount of funding to \$10,000,000 annually. To date, over \$83,000,000 in MDOT funds have been made available to the state's intermodal facilities for capital improvements, with an additional \$99,000,000 in other investments. Last year, MDOT created "The Multimodal Investment Report 2012" to provide a listing of the projects funded, and to highlight the positive impact that the program has had on the state and the respective communities from FY2005 through FY2012. This more in-depth report can be found at [www.gomdot.com](http://www.gomdot.com).

The purpose of this annual summary is to provide an update on the FY2013 projects that are being funded by MDOT's Multimodal Program. The information contained on the following pages documents how the funds (\$10,000,000) were distributed by mode of transportation.

### How are MTIP Funds Allocated?

As in previous years, the 2013 funds were allocated and distributed based on requirements authorized by legislation. The specific percentages established in the statute are shown in Figure 1. In accordance with the statute, committees for each mode, comprised of representatives from airports, ports, railroads, public transit providers, Mississippi Development Authority (MDA), and MDOT, were appointed. These committees reviewed applications and approved projects based on established criteria. Subsequently, project awards were approved and authorized by the Mississippi Transportation Commission.



## How Are The Funds Being Used?

Projects funded for FY2013 include capital improvements and rehabilitation of basic infrastructure, maintenance and purchase of equipment and vehicles, as well as engineering for planned development. Each of the projects is expected to directly impact facility improvements and/or enhance the services of the applicant organizations. Collectively, all of the projects will benefit the infrastructure of the state's multimodal network by providing better transportation systems for communities throughout Mississippi.

While all of the applications were eligible for funding, the committees were limited as to the number of projects that could be approved based on the amounts allocated for each mode. The committees carefully reviewed all of the applications and evaluated the project justifications based on criteria such as operational impact, economic impact, system performance, and funding availability, before they selected the projects for approval.

Across all of the modes, a total of 78 applications were received with a cumulative funding request of \$17,335,921. A total of 56 applications were either fully or partially approved as shown in Table 1. The 56 approved projects were awarded a total of \$10,102,724\*.

Mode	Received		Approved	
	NO.	Amount Requested	NO.	Amount Funded
Airports*	37	\$ 7,212,633	19	\$ 3,502,724
Ports	14	\$ 5,215,264	12	\$3,800,000
Rails	7	\$ 2,800,021	5	\$ 1,200,000
Transit	20	\$ 2,108,003	20	\$ 1,600,000
Total	78	\$ 17,335,921	56	\$ 1,600,000

\*Aeronautics funds in the amount of \$102,724 were used to supplement the available \$3,400,000

Summary listings of the projects approved are shown in the modal sections of the full report.

## Project Breakdown

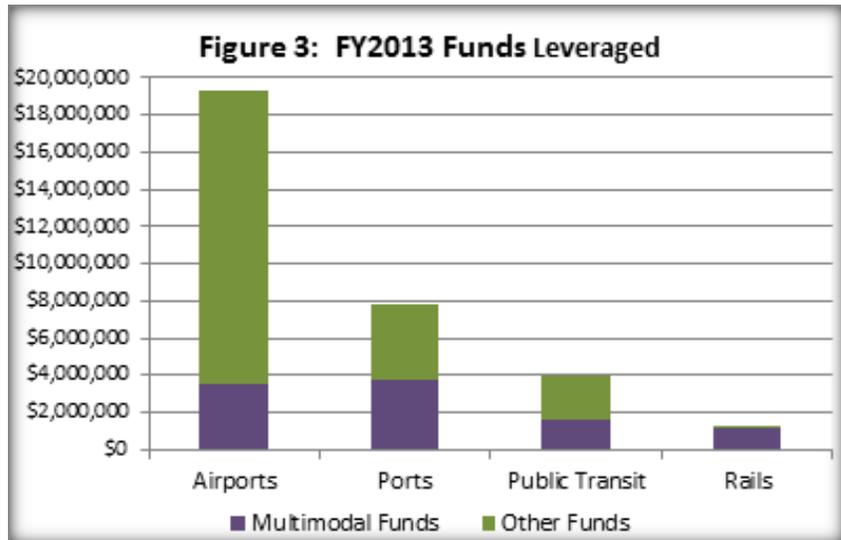
Figure 2 illustrates the breakdown of projects by type, which includes *upgrades to facilities, operating costs, purchase and maintenance of vehicles and/or equipment, and other*. Almost \$7.14 million was awarded for facility enhancements. These projects focused primarily on new construction and rehabilitation. Regarding airports, for example, these facility upgrades included new hangars and fuel farms. For the state's ports and waterways, issues with dock construction/rehabilitation and rail spur extensions were addressed. A portion of the rails undertakings included track rehabilitation and improvements to freight handling facilities.



Operational costs made up approximately \$2.3 million, which were focused primarily on insurance and other operating expenses for transit providers. Funds awarded for the purchase of and/or maintenance of vehicles/equipment were primarily awarded to public transit applicants. These projects, which included buses and vans, accounted for about 6% of the total awards.

### Impacts and Observations

The Multimodal Transportation Improvement Program has made significant strides since its inception in 2005. The program has played a large role in keeping Mississippi's non-highway related transportation infrastructure maintained and in a state of good repair. The funds have also contributed to significant upgrades and improvements to our intermodal system via advancements and expansions that otherwise wouldn't have been completed. This, in turn, is keeping our state competitive in goods movement by being able to offer different shipping and transportation options for national and international trade.



In FY2013 alone, MDOT's investment of \$10,000,000 in the MTIF has leveraged \$22,407,702 in capital improvements and operating assistance, thus boosting the economic impact by 224% as shown in Figure 3.

Over the lifetime of the program, the following positive trends, which can be attributed to multimodal resources, have been observed:

- By providing match for federal funds, vehicle capacity has increased over 12%. This resulted in substantial increases in employment and medical - related trips by transit providers. This demonstrates that the citizens of Mississippi are increasingly relying on safe, dependable public transportation.
- Beginning in 2010, the ports have experienced an increase in rail infrastructure projects, which has positioned them to remain more competitive in today's good's movement industry.
- From 2008 to present, more funds have been utilized by general aviation airports rather than air carrier airports, clearly indicating that the state's smaller airports are benefitting from the program.
- The continued high percentage of track rehabilitation projects exhibits the high priority that Mississippi's public railroads have placed on keeping the state's rail infrastructure in a state of good repair.

The overwhelming success of this program has been displayed by the positive responses from modal operators, elected officials, and citizens throughout Mississippi that are depending on the advancement of economic development to make our state a better place to live.

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*For more information and/or a copy of the full report, please contact (601) 359-7025.*

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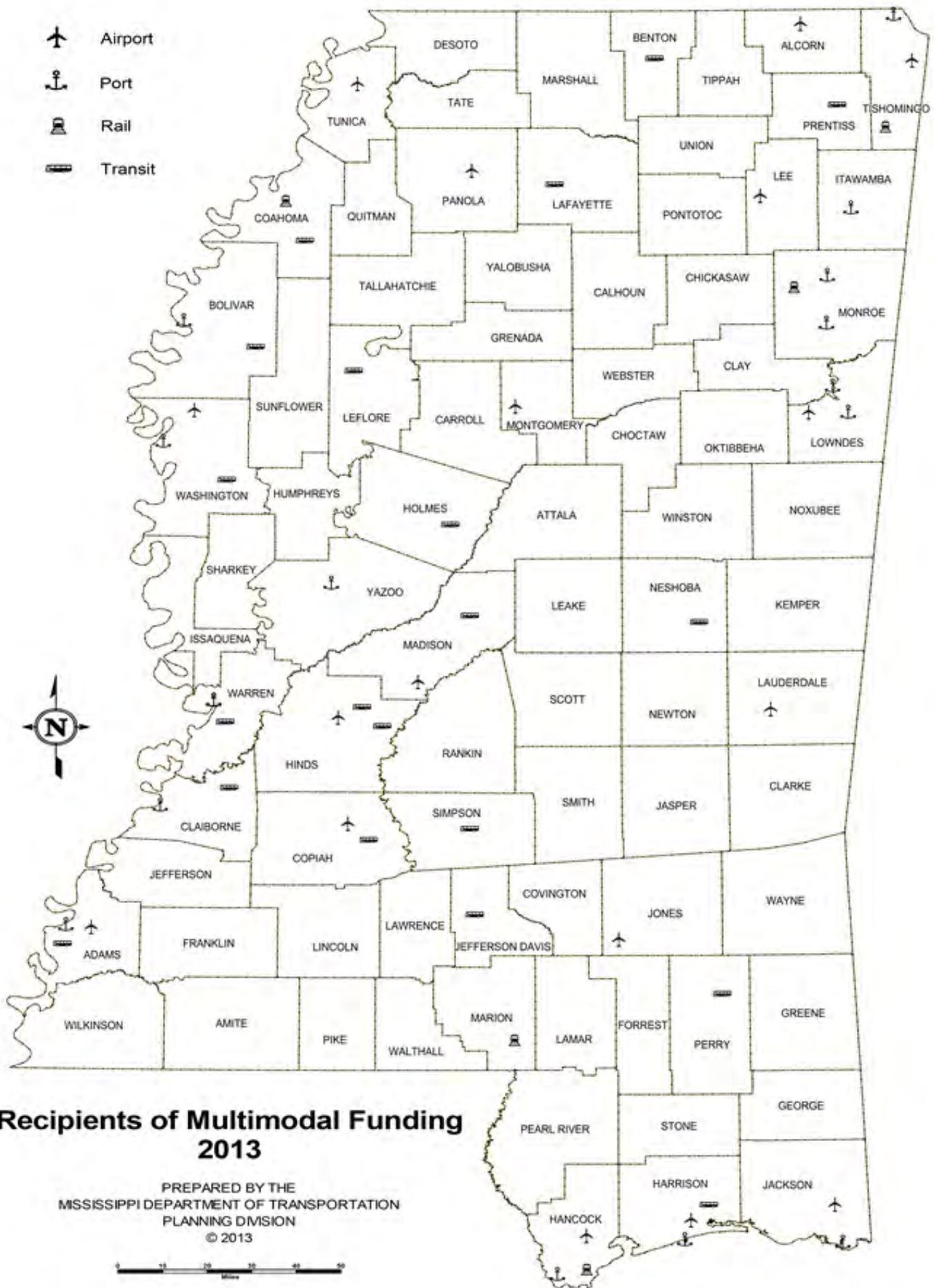
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-  Airport
-  Port
-  Rail
-  Transit



Produced by:  
The Office of Intermodal Planning



# AIRPORTS

“Multimodal has become a cornerstone of growth for Mississippi aviation. It provides airports with a means for attaining goals that directly affect not only the airport infrastructure, but the local economics of the community as well. It’s a “WIN” for Mississippi!”

Tom Heanue  
President  
Mississippi Airports Association



# AIRPORT MULTIMODAL PROGRAM

## Division Responsibilities

The Airport Multimodal Program is administered through the Office of Intermodal Planning (OIP) Aeronautics Division. The primary responsibilities of this division include assistance to airport owners (cities and counties) in project formulation and preparation of Federal Aviation Administration (FAA) funding applications. The division provides matching grants to supplement sponsor’s funds when needed to obtain federal Airport Improvement Program (AIP) funding. To assure all public airports are safe, each one is inspected annually by Division staff that report deficiencies to the FAA.

*Mission Statement:*

*The mission of the Aeronautics Division is to develop a safe and effective air transportation system in the State of Mississippi, with emphasis on Airport Development and Improvement and Safety.*

## Facilities/Statistics

The State of Mississippi has 78 public-use airports. Six (6) of these airports are ineligible to receive Multimodal funds; five (5) are privately owned airports, and one (1) is not in the FAA National Plan of Integrated Airport System (NPIAS). Seven (7) are considered commercial service airports providing air carrier service to key airports across the country with connections all around the world. The remaining 65 airports are considered general aviation airports providing facilities for business and leisure aviation.

| Airport Type       | No.       | Based Aircraft | Annual Operations* | Annual Passengers (2011)                   |
|--------------------|-----------|----------------|--------------------|--------------------------------------------|
| National           | 0         | 0              | 0                  | Not recorded for general aviation airports |
| Regional           | 9         | 421            | 299,500            |                                            |
| Local              | 15        | 584            | 351,000            |                                            |
| Basic              | 16        | 207            | 176,200            |                                            |
| Unclassified       | 25        | 127            | 180,900            |                                            |
| Commercial Service | 7         | 220            | 312,000            | 1,056,910                                  |
| <b>Total</b>       | <b>72</b> | <b>1,559</b>   | <b>1,319,600</b>   | <b>1,056,910</b>                           |

\*A takeoff or landing counts as one operation. These figures are estimated.

Currently, general aviation airports are categorized in four groups by the FAA: *National*, *Regional*, *Local*, and *Basic* (see Table A1). National airports support the national and state system by providing communities with access to national and international markets in multiple states and throughout the United States. Mississippi does not have any airports that fall into this category. Regional airports support regional economies by connecting communities to statewide and interstate markets. Local airports supplement local communities by providing access primarily to intrastate and some interstate markets. Basic airports support general aviation activities such as emergency service, charter or critical passenger service, cargo operations, flight training, and personal flying. There are several airports that don’t meet the FAA’s existing criteria for the four groups listed above. Nationally, the FAA will be working with the aviation community to try to classify these airports. For now, they are considered “unclassified”.

Airports are also frequently characterized by the number of based aircraft (i.e. aircraft that are housed at airport). There are roughly 3,000 based aircraft in Mississippi of which 1,559 are based at the public airports. The number of based aircraft at the public airports range from 150 at the Olive Branch Airport to zero at 5 of our smaller airports. As a general rule, the airports with more based aircraft tend to be more active than those with few or no based aircraft.

It is important to keep in mind that all airports in the state serve a vital role to the state and local economies. They not only provide a mix of convenient and efficient access for passengers, they also provide jobs, support commerce, and generate revenues in the form of goods and services and taxes.

## **Program Overview**

The goal of the Airport Multimodal Committee is to maximize the impact of Multimodal Grants by funding projects that will improve the service and safety of public airports within Mississippi and provide economic benefits to the Mississippi communities in which such airports are located. To receive a Multimodal Grant, an airport must be owned by a public entity and included in the FAA National Plan of Integrated Airport Systems. The proposed use of such funds must be:

- Directly related to capital improvements or the rebuilding or rehabilitation of basic infrastructure and not for routine maintenance, administrative, or operational expenses.
- For a project or use directly related to the operation of the airport in its modal role.
- For a purpose outside the normal operating budget of the airport.

Assuming that the proposed use meets the above requirements, some examples of eligible uses of Multimodal Grant funds follow:

- Local share required to match a federal grant.
- Pre-construction studies, planning, and design.
- Acquisition of personal property.
- Acquisition of real property.
- Reclamation and related relocation costs.
- Professional services.
- Construction.

An airport must pledge in its application to fund a minimum of 1% of the total cost of the project for which Multimodal Grant funds are to be used. All contracts and purchases relating to the expenditure of Multimodal funds must be made in accordance with state and applicable federal procurement laws.

Some examples of ineligible uses of Airport Multimodal Grant Funds are:

- Routine maintenance equipment (tractors, sweepers, etc.).
- General business, marketing, and air service studies.
- Airport promotional information.
- Fences.

- Airfield Rescue and Fire Fighting vehicles.
- Conceptual planning studies that do not relate directly to capital improvements of air transportation facilities.

### Selection Process

The Airport Multimodal Committee is made up of seven members: three from commercial service airports, two from general aviation airports, one from the MS Development Authority (MDA) and one from MDOT. Committee members review each application using the following criteria and point system:

|                                   |           |
|-----------------------------------|-----------|
| Operational Impact on the Airport | 25 Points |
| Economic Impact on the Airport    | 25 Points |
| Supports Airport Activity         | 20 Points |
| Funding                           | 15 Points |
| Airport Layout                    | 15 Points |

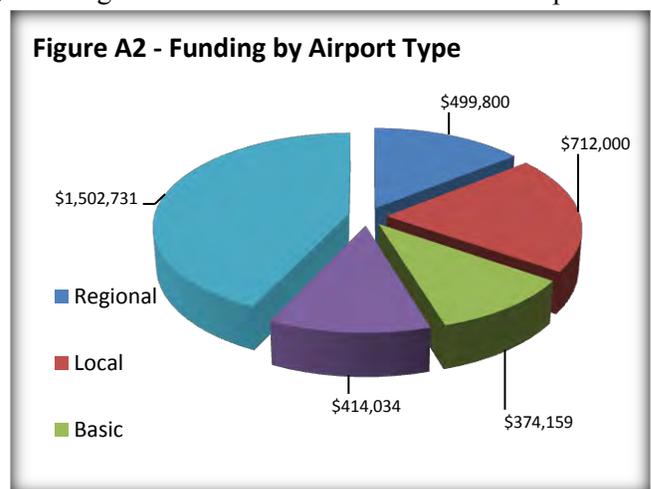
### FY2013 Projects

As illustrated by Table A2 below, the Airport Multimodal Committee reviewed 37 applications for projects totaling \$7,207,235.

| Table A2 – Airport Funded Applications |              |             |                   |             |             |                    |
|----------------------------------------|--------------|-------------|-------------------|-------------|-------------|--------------------|
| MDOT<br>FY                             | Applications |             | Funding Breakdown |             |             |                    |
|                                        | Received     | Requested   | Issued            | Multimodal  | Aero Funds* | Total              |
| 2013                                   | 37           | \$7,207,235 | 19                | \$3,400,000 | \$102,724   | <b>\$3,502,724</b> |

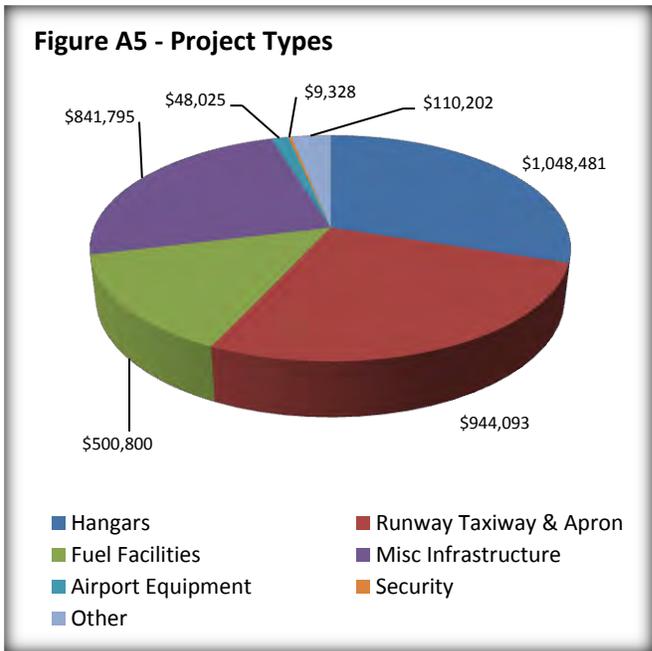
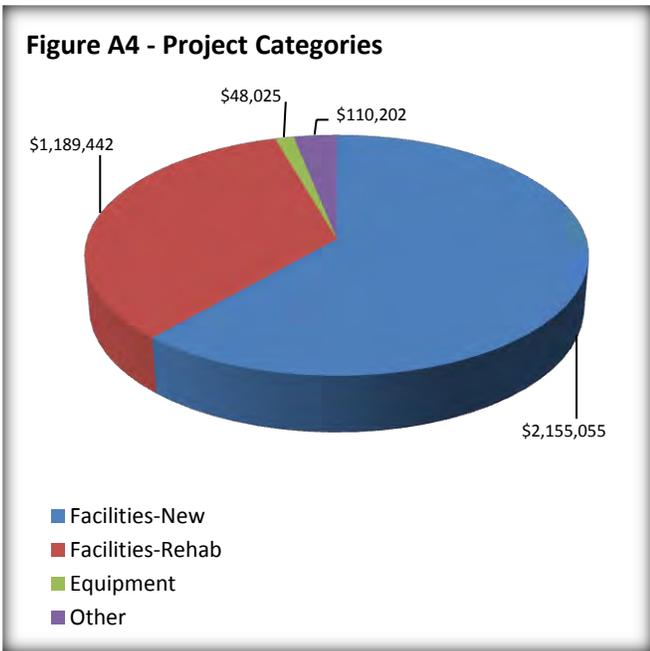
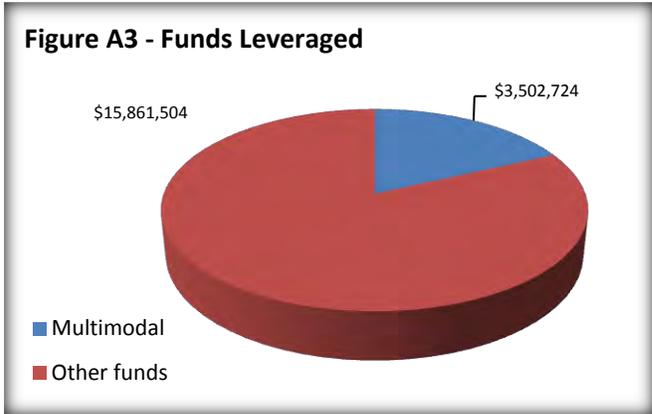
Of these, nineteen (19) airport multimodal grants were issued totaling \$3,502,724. Along with the \$3,400,000 available from the Multimodal Fund, the Transportation Commission authorized MDOT to put an additional \$102,724 into funding these projects. A map (Figure A1) showing the allocation and distribution of recipients is located at the end of this section.

Figure A2 shows the projects funded by airport type. The commercial service airports received 6 grants among the 8 airports totaling \$1,502,731. The general aviation airports were awarded 13 grants totaling \$1,999,993. If one looks at the airports from a based aircraft standpoint, the airports with more than 10 based aircraft received \$2,780,356 where those with less than 10 received \$722,368.



The funds leveraged with this year’s program totaled approximately \$19,365,000 (see Figure A3). The Multimodal funds accounted for about 18% of the total project costs with the balance of the funding coming from federal, local, and other funding sources.

Figure A4 shows the projects broken down by category. A total of \$3,344,497 was spent on facility enhancements, while \$158,227 was spent toward equipment and other airport needs. The majority of the projects funded pertained to hangars, fueling facilities, and miscellaneous infrastructure (see Figure A5). Hangars and fuel facilities are revenue producing projects that have major impacts to airport operations. The miscellaneous infrastructure projects varied from terminal building renovations to the installation of a supplemental fire protection system. The infrastructure projects were not FAA eligible projects so without Multimodal funds, these needs could not have been met. There were a few projects pertaining to runways, taxiways, and aprons. These grant requests were primarily match assistance for the much larger FAA funded projects.



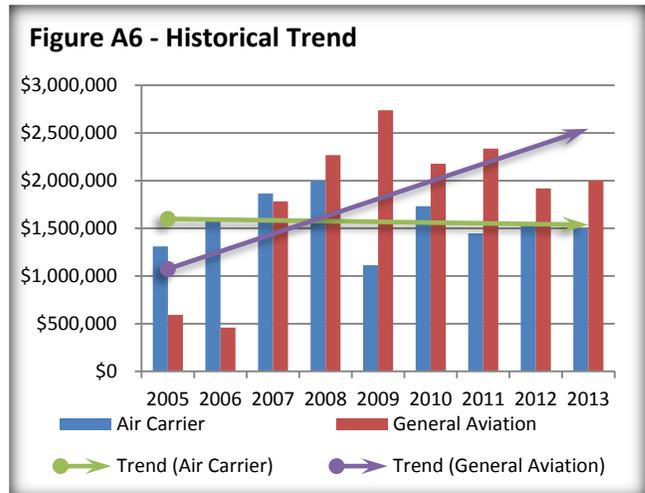
Of the 19 multimodal projects, 37% of them were revenue producing. The importance of this is that the FAA funds airports at 90%. Revenue producing projects help the airports meet their required matching funds. Approximately 20% of the projects awarded were ineligible for FAA funding, thus requiring that the airports either secure an alternative source of funding or not fund the project at all. The public airports receive entitlement funding from the FAA that can be accrued over a 4- year period. In many cases, immediate needs go unfunded by the FAA because the airport has not accrued the amounts necessary to fund the projects. The Airport Multimodal Program funded 12% of those projects that are FAA eligible but insufficient funds were available.

## Historical Trend

The Multimodal Program began in 2005. Figure A6 shows the approved projects broken down by air carrier and general aviation to date. The trend line for the air carrier airports shows that the amounts that they have received have remained fairly constant over the years. The general aviation airports on the other hand have shown a growth trend over the years.

When the program originally started, airports received \$1.7 million annually based on 34% of the total available funding. Historically, the air carrier airports received the majority of the funds, mainly because the cost of their needs exceeded those of the general aviation airports.

With an increase in the total available funds, the amount for airport projects increased to \$3.4 million after the second year. This allowed additional funding to meet the general aviation airport's needs. From 2008 to present, more funds have gone to the general aviation airports than the air carrier airports. This upward trend is noteworthy because air carrier airports receive \$1 million annually in entitlement funds from the FAA; whereas, general aviation airports receive a maximum of \$150,000 annually. It is much harder for those airports to meet their development needs, especially those that receive less than the \$150,000.



## Project Spotlight

Airports were faced with a unique funding challenge this year. The broad impact of Multimodal Program funding availability for airports was clearly demonstrated in their ability to respond to the funding challenge that resulted from changes in federal legislation, as described below. Over the past five years, the FAA has operated on continuing resolutions. These resolutions would extend the funding period for anywhere from two weeks to two months. This made it almost impossible for airports to plan their project years, without knowing how much, when, or even if funds would be available. This continued until February 14, 2012, when Congress passed the new FAA reauthorization bill. Prior to passage of the bill, the FAA funded projects at 95% of the total project cost. This required a 5% match from the airports. One of the most significant provisions in the bill required that the funding level would drop to 90% for affected projects, thereby requiring a 10% match.

Initially, one of the traditional eligible uses for Multimodal funds has been as the local match for FAA projects. This was modified for FY2013 to require that if FAA match assistance was requested, the sponsor is responsible for the original 2-1/2% match. In essence, the airports could request the difference between the MDOT matching grant and their required 2-1/2%. For FY 2013 Seven (7) airport sponsors applied for and received a Multimodal Grant for FAA match assistance. Consequently these airports were able to provide the balance needed without creating any additional budget impacts.

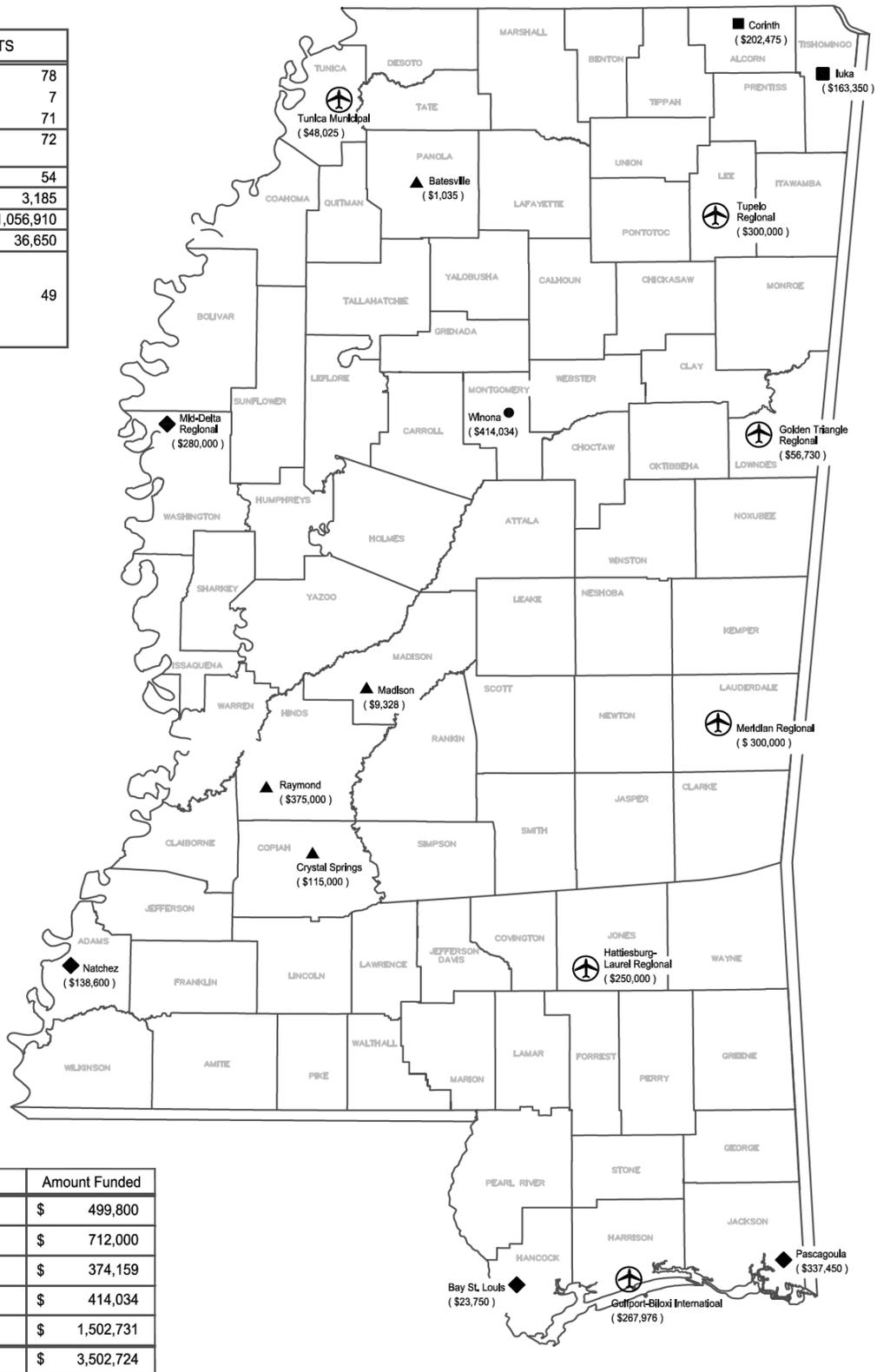
***"It is key that Airports continue to invest in infrastructure by using federal grants to allow for economic growth of their surrounding communities. The new FAA four-year authorization has increased the local match requirements placing a need for Airports to find additional ways to match funds to leverage projects. The MDOT Multi-Modal program adds this opportunity."***

**Don Shepley**  
**Gulfport-Biloxi International Airport**

Figure A1

# Total Airport Multimodal Funds Awarded (2013)

| AIRPORT QUICK FACTS                                                                                  |           |
|------------------------------------------------------------------------------------------------------|-----------|
| Number of Airports                                                                                   | 78        |
| Commercial Service                                                                                   | 7         |
| General Aviation                                                                                     | 71        |
| Airports eligible for multi-modal funds                                                              | 72        |
| Fueling Facilities                                                                                   | 54        |
| Based Aircraft                                                                                       | 3,185     |
| Passenger Enplanements                                                                               | 1,056,910 |
| Air Cargo (tons)                                                                                     | 36,650    |
| Airports with Instrument Approach Procedures (capable of operation during low visibility conditions) | 49        |



| Symbol | Airport Type        | Amount Funded       |
|--------|---------------------|---------------------|
| ◆      | Regional            | \$ 499,800          |
| ▲      | Local               | \$ 712,000          |
| ■      | Basic               | \$ 374,159          |
| ●      | Unclassified        | \$ 414,034          |
| ✈      | Commercial Service  | \$ 1,502,731        |
|        | <b>Total Funded</b> | <b>\$ 3,502,724</b> |

# PORTS

“The MDOT Multimodal funds have provided a much needed boost to port infrastructure statewide. Thanks to those funds, and associated leveraging of additional transportation dollars, the ports have been better able to link all modes of freight transportation to ensure rapid and safe delivery of needed manufacturing and construction supplies to all 82 counties. This cost-effective delivery of goods has meant more jobs and a more robust economy for all of Mississippi. Please consider a dedicated funding source for the MDOT Multimodal funds in order to increase this positive economic impact on our state. Heartfelt thanks from the entire port community.”

Deidre McGowan, Ph.D.  
Executive Director  
Mississippi Water Resources Association



## Ports Multimodal Program

### Division Responsibilities

The Ports Multimodal Program is administered through the Office of Intermodal Planning (OIP) Ports and Waterways Division. This program funds projects that support the publicly owned ports in the state. Grant funds offered for the port industry make up 38% of the total Multimodal Program funds.

This Division is a unique branch of the MDOT that was formed to address the growing demand for freight transportation, and the capacity of the state's water transportation systems. The focus is on creating a coordinated multimodal mechanism for facilitating freight movement between and among local, national, and international markets. The primary responsibilities of this division include the administration of the Port Multimodal funds; maintaining a port asset inventory; promoting the impact and potential benefits of the state's waterways/water resources; providing planning support and technical assistance to port and waterways stakeholders as well as coordinating between MDOT and the various freight stakeholders in the state.

#### *Mission Statement:*

*Our mission is to promote awareness of the economic impact of our ports and waterways system by partnering with and supporting the waterborne industry.*

### Public Port Facilities

The state of Mississippi has sixteen (16) public ports with locations on the Gulf of Mexico, the Mississippi River, and the Tennessee-Tombigbee Waterway. These ports significantly contribute to the local, regional, and national economies. Contributions include not only providing employment, but above average income to individuals in the waterborne transportation services industry; facilitating efficient movements of freight cargo-either intermediate inputs into production processes or goods for final consumption. It is the enabling of efficient and cost-effective trade movements that supports and fosters private sector economic productivity. In addition, the ports provide tax revenues to local and state governments, and custom's fees to the Federal Government.

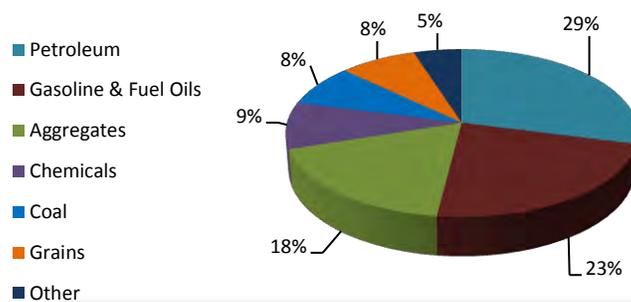
| Port Name              | No.       | Total Tonnage<br>2005-2010 |
|------------------------|-----------|----------------------------|
| Mississippi River      | 6         | 45,498,480                 |
| Mississippi Gulf Coast | 4         | 195,579,179                |
| Tennessee-Tombigbee    | 6         | 31,466,398                 |
| <b>Total</b>           | <b>16</b> | <b>320,320,281</b>         |

Ports play a vital role in the logistics network of Mississippi, often providing the lowest-cost option for freight shipping and facilitating international trade via accessibility to international shipping routes. Gulf Coast ports enable international trade because of immediate access to international maritime routes. Ports on the Mississippi River and the Tennessee-Tombigbee Waterway serve as a feeder network to bring international commerce trade to and from seaports, as well as facilitating domestic trade. It is important to fully utilize and recognize the value of the public ports system in Mississippi. Both directly and indirectly, it supports almost a \$6.5 billion value-added (Gross State Product) contribution to the statewide economy, paying almost \$3.5 billion in income to 93,150 employees.

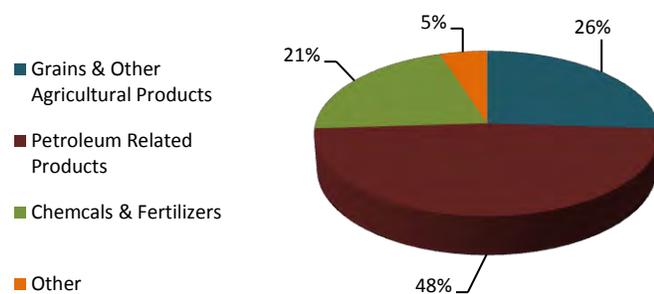
Several factors may influence the decision to use marine transport versus railroad or truck transport. Transportation statistics suggest that the revenue per ton-mile for barge service is about one-third the cost of rail transportation. Mississippi's economy is essentially linked to its ability to move materials, components, and finished goods within the state to/from national gateways, and to/from international destinations. The potential of inland waterway and intra-coastal port alternatives also helps keep rates for other modes competitive. Other influential factors include congestion relief, energy efficiency, safety, and the environmental impact.

Figures P1 and P2 represent the inbound and outbound waterborne freight volume for the state of Mississippi as a whole. Individual port statistics will vary due to type of commodity and shipping origination and destination. Overall, Mississippi's largest commodity transported by water is petroleum products. This is due to the high volume of petroleum that either originates or terminates at the Port of Pascagoula. However, grain shipments comprise the largest portion of commerce on The Mississippi River, while crude materials, including coal, forest products and aggregates, comprise 70% of the commerce on the Tennessee-Tombigbee Waterway.

**Figure P1 - Waterborne Freight Terminating in Mississippi (By Commodity Type)**



**Figure P2 - Waterborne Freight Originating in Mississippi (By commodity type)**



## **Program Overview**

The goal of the Ports Multimodal Transportation Improvement Program Project Review Committee is to maximize the impact of the available Multimodal funds by:

- Supporting projects that will improve the service, operations, and competitive position of water ports within Mississippi.
- Provide economic benefits to the Mississippi communities in which such ports are located.

Only publicly owned (state, county, or municipality) ports on the coastal and inland waterways are eligible for funding under the MTIP.

The proposed use of such funds must be:

- (a) Directly related to capital improvements or the rebuilding or rehabilitation of basic infrastructure and not for routine maintenance, administrative, or operational expenses.
- (b) For a project or use directly related to the operation of the port in its modal role.
- (c) For a purpose outside the normal operating budget of the port.

Assuming that the proposed use meets the above requirements, some examples of eligible uses of Multimodal Grant funds are as follows:

- Local share required to match a federal grant.
- Pre-construction studies, planning, and design.
- Acquisition of personal property.
- Acquisition of real property.
- Reclamation and related relocation costs.
- Professional services.
- Construction.

Each applicant for port multimodal assistance must pledge in its application to fund a minimum of 1% of the total cost of the project for which Multimodal Grant funds are to be used. All contracts and purchases relating to the expenditure of Multimodal funds must be made in accordance with state and applicable federal procurement laws.

Some examples of ineligible uses of Port Multimodal Grant funds are:

- Routine maintenance equipment (tractors, sweepers, etc.).
- General business, marketing, and port service studies.
- Port promotional information.
- Fences.
- Conceptual planning studies that do not relate directly to capital improvements related to water transportation facilities.

**Selection Process**

The Ports Multimodal Committee recognizes the importance of evaluating projects on the basis of consistent and functional criteria. The Committee reviews each application and selects all projects to be funded through the MTIP.

The Ports Committee is comprised of a representative from the Mississippi Development Authority (MDA), MDOT, the Mississippi Water Resources Association (MWRA), and seven port directors from the public ports of Mississippi as selected by the president of the MWRA. The Committee has established the following criteria for rating the MTIP’s project prioritization:

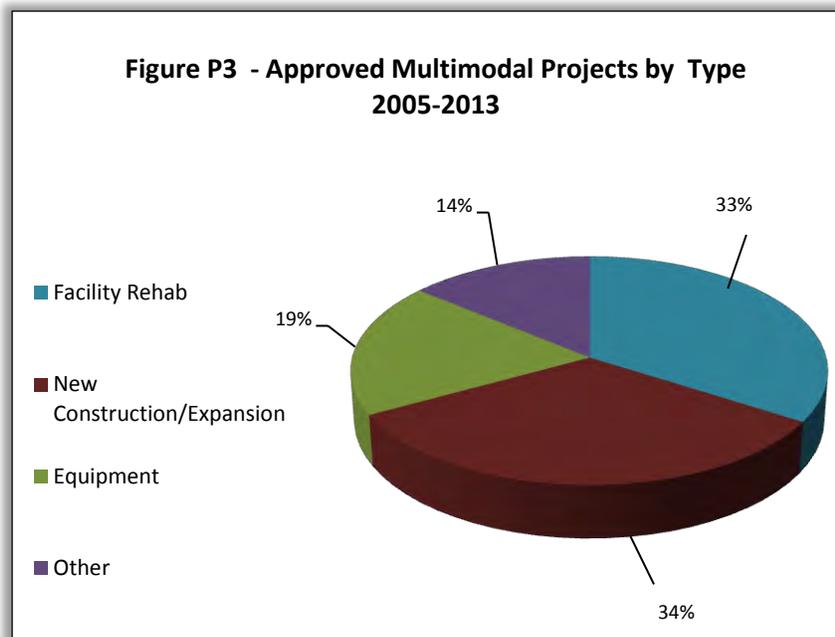
|                                             |           |
|---------------------------------------------|-----------|
| Operational Impact on port                  | 25 Points |
| Economic Impact of the Project              | 25 Points |
| Port Activity Supports the Proposed Project | 25 Points |
| Funding                                     | 25 Points |

**FY2013 Projects**

As illustrated by Table P2 below, the Ports Multimodal Selection Committee reviewed 14 applications that were submitted by ports requesting grants for projects totaling \$5,215,264. Out of the (12) funded projects, only (5) projects were fully funded, and the remaining (7) could only be partially funded. However, ports receiving funds for FY 2013 were able to leverage these state dollars to a total of almost \$8 Million dollars when local or private funds are used to further these projects.

| <b>Table P2 – Port Funded Applications</b> |              |        |                   |                       |
|--------------------------------------------|--------------|--------|-------------------|-----------------------|
| MDOT<br>FY                                 | Applications |        | Funding Breakdown |                       |
|                                            | Received     | Funded | Requested         | Multimodal Port Funds |
| 2013                                       | 14           | 12     | \$5,215,264       | \$3,800,000           |

Figure P3 on the following page shows how Ports Multimodal funds have been used in a variety of ways since the program’s inception. 33% of the funds have been used for rehabilitation to the facilities. These include not only repairs to dock facilities, but also repairs to the rail facilities at the ports. This type of use clearly illustrates the true intermodal benefits of these funds to the ports. 34% of the funds have also been used for new construction to expand the capabilities, along with the national and regional competitiveness of the ports in the state. The expenditure of Multimodal funds has allowed ports to not only retain existing customers, but also attract others, thereby making an impact on the surrounding communities of each.



### **Impact of the Multimodal Fund to the Ports of Mississippi**

The Multimodal Program has provided funds to ports in Mississippi, allowing them to better the handling and movement of freight, which in turn, makes the ports safer and the flow of goods and services faster. Several of these investments have directly resulted in additional jobs for Mississippians. Examples of projects are shown below. Collectively these projects have allowed the ports to expand or improve their efficiencies and services in the movement of freight.

- Improvements to dry-bulk belt loading system.
- Design and construction of a container storage facility.
- Rehabilitation of existing cranes.
- Rehabilitation of general cargo docks.
- Installation of port truck scales.
- Rehabilitation of port rail infrastructure.
- Purchase a mobile rail car mover.
- Land purchase for port expansion.

## **Project Spotlight**

The following are just a few specific examples and testimonials that spotlight the value of the MTIP:

*The Multimodal Program allows ports to access capital for expansion and modernization at a time when it is difficult to do so, thereby continuing to provide access to the Global Economy for the many Mississippi companies for whom importing and exporting are a big portion of their business. Our port, for example, has refurbished the decks of two terminals that handle large volumes of paper products, allowing paper produced in Monticello, Grenada, and other Mississippi mills to be shipped to several destinations in Central and South America. The other Mississippi inland and coastal ports are likewise doing similar projects that ensure the benefits of international trade continue for our local communities and state.*

*Captain Mark McAndrews, Port Director  
Port of Pascagoula*

## **THE PORT OF AMORY**

The Port of Amory, built in 1985, is located on the Tennessee-Tombigbee Waterway. Owned by the City of Amory, the port serves all of Monroe County.

Since 2005, Kinder Morgan, which serves as the port operator, has leased the twelve-acre site where the 834-foot dock and the city's industrial rail spur are located. This rail spur, which connects to the Burlington Northern Santa Fe rail line, provides rail access for the port and the surrounding areas. Also located on this property is a 30-ton overhead crane along with seven domes, offering a total storage capacity of 65,000 metric tons.

Imported bulk ore, Petcoke, Anthracite coal, wood pellets, and calcined sand are the main commodities routed through the Port of Amory. The wood pellets are produced by Domtar, a company whose facility is located on property just south of the port. They acquire raw timber, and from that, generate wood chips which are then shipped via barge to Mobile, Alabama. The imported ore, Petcoke, and sand are received by the Port of Amory where it is stored, handled, mixed, and eventually distributed via rail and trucks to local customers.

In 2005, prior to leasing the port facility to Kinder Morgan, Multimodal Grant funds were utilized to rebuild the port's dock wall and repair the existing crane. The completion of these projects was an essential element in being able to accommodate the operations of Kinder Morgan.

*“Multimodal Funds have supported projects to repair, rebuild, and expand our port facilities. These much-needed projects and MDOT funding have been, and will continue to be, vital in the future economic growth of Monroe County.”*

*Howard Boozer, Mayor  
City of Amory*



Over the last seven years, Multimodal Grant funds have continued to be a much-needed source of funding for not only the repair and upgrade of the original section of the city's rail spur, but also to add additional sections, providing rail access to the city's industrial property along the Tennessee-Tombigbee Waterway. The rail spur now extends from the port facility southward to the U.S. Hwy 278 Bridge, and also connects to industrial property south of the bridge.

The Multimodal Transportation Improvement Program (MTIP) has played a vital role in providing the city of Amory the capital needed to improve and further develop the port and other industrial sites that connect to the Tennessee-Tombigbee Waterway. This, in turn, provides opportunities for further economic growth and development for the region of northeast Mississippi.



*We have utilized Multimodal Funds from FY2011, 2012, and now FY 2013 to support the ongoing upgrade and extension of the city's existing industrial rail spur."*

*Russell Butler,  
Planner/Zoning Administrator, City of Amory*

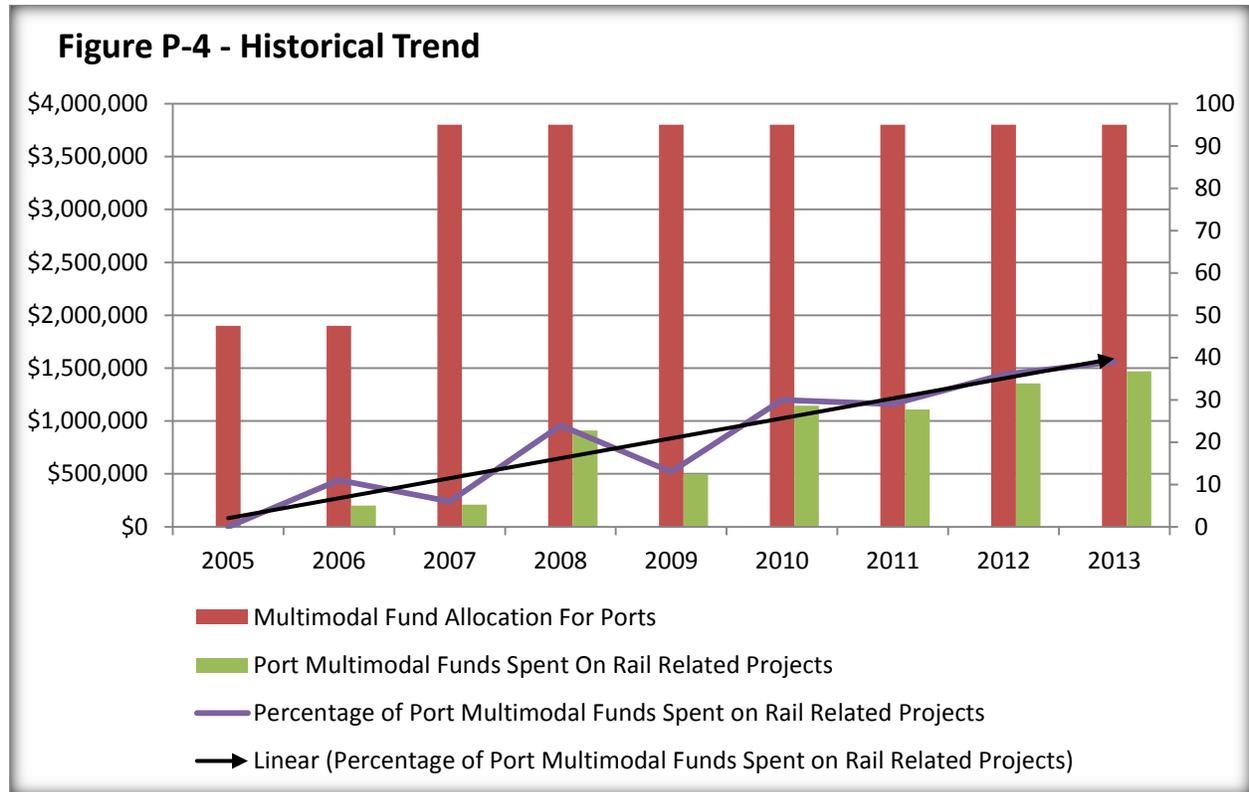
## **Historical Trends**

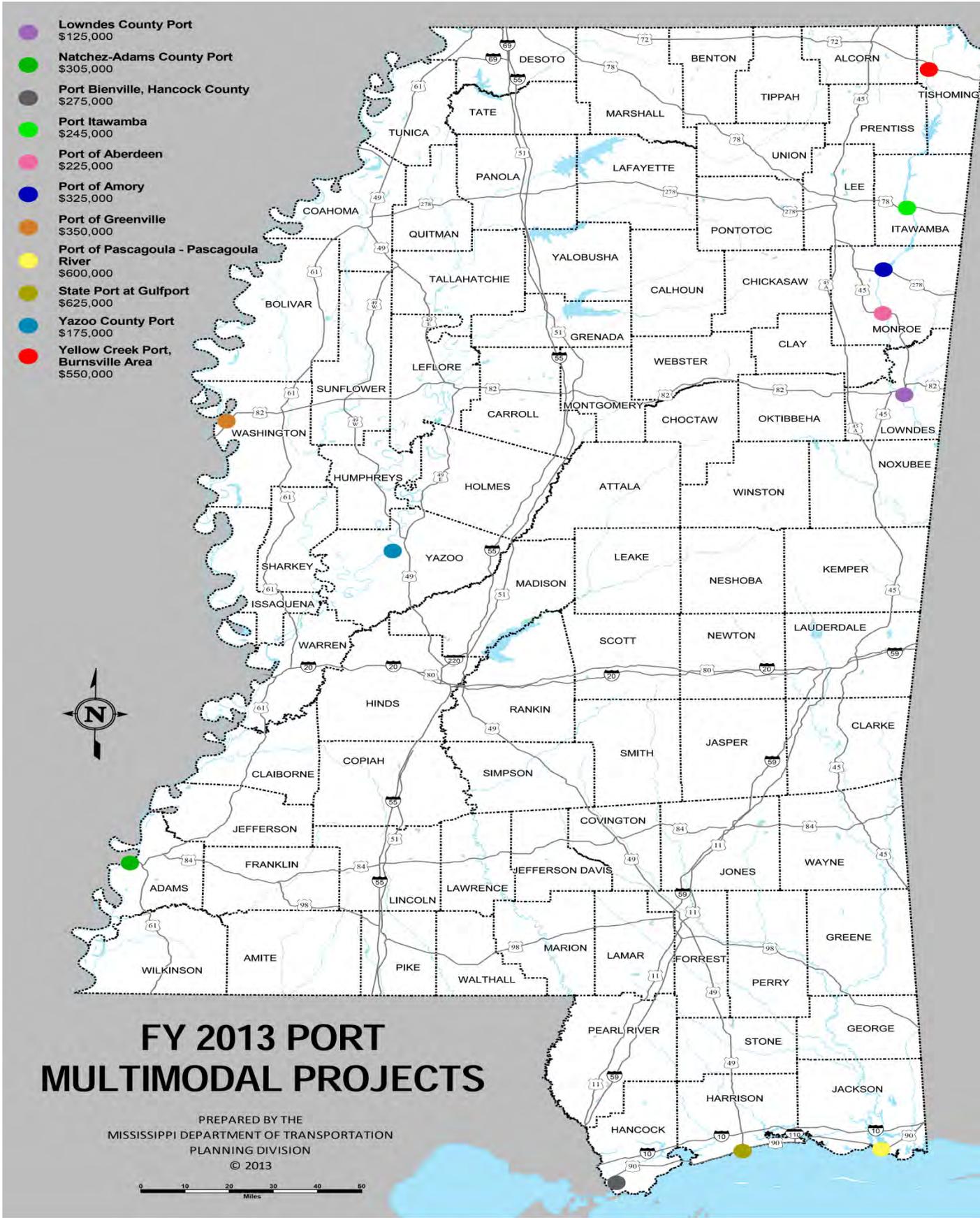
Since the Multimodal Program's inception in 2005, Mississippi's ports have relied heavily on these funds to make much needed improvements in their infrastructure. In the first years of the program, ports were playing "catch up" with the backlog of needs they were experiencing prior to the MDOT's funding of the program. Initial investments were utilized for essential projects such as upgrading roads, repairing equipment, and making dock improvements. Certainly, these upgrades were necessary to support port operations.

However, in 2010, we began to see a shift in the scope of requested "port" projects, with five ports being awarded funds for upgrades and expansions to their onsite rail infrastructure. This trend has continued with not only more rail improvement projects, but also the percentage of the

Port Multimodal funds being spent on rail. In 2013, 39% of available funds will be spent on rail improvements or expansion at the ports. Figure P4 shown below illustrates this trend.

This is not surprising, however. The ports realize that to remain competitive in today's economy, they must truly take advantage of all modes of transportation to support a streamlined goods movement system. This intermodal connectivity will not only enhance the ports capabilities, but also offer diverse options for shipping to potential industry partners.





# RAILS

“The availability of railroad Multimodal Funds have made it possible for Coahoma County to maintain its railroad operation. The staff at the Mississippi Department of Transportation goes beyond the call of duty to ensure that publicly and privately owned railroads in the State are safe and that they have the resources they need to sustain themselves.”

Daniel Vassel  
County Administrator  
Coahoma County Board of Supervisors, Mississippi Delta Railroad



## Rails Multimodal Program

### Division Responsibilities

The Rails Multimodal Program is administered through the Traffic Engineering Division’s Rails Safety Section. This program funds projects that support the publicly owned railroads in the state. Grant funds offered for the rail industry make up 12% of the total Multimodal Program funds. The Rails Safety Section’s responsibilities also include promoting safety at railroad grade crossings and administering the Railroad Revitalization Loan Fund.

### Mississippi Rail System Statistics

Statewide, the 2,454 mile rail system is operated by 5 Class I and 22 local or regional rail carriers, with a combined workforce of approximately 1800 employees. About two-thirds of the state’s rail system mileage is owned by the Class I railroads.

| <b>Table R1 - Selected Rail Statistics **</b> |           |                      |                           |
|-----------------------------------------------|-----------|----------------------|---------------------------|
| Type                                          | No.       | Total Miles of Track | Freight Tonnage           |
| Class I                                       | 5         | 1841                 | * 104 Million Tons        |
| Class III                                     | 27        | 702                  | * 6.3 Million Tons        |
| <b>Total</b>                                  | <b>32</b> | <b>2543</b>          | <b>110.3 Million Tons</b> |

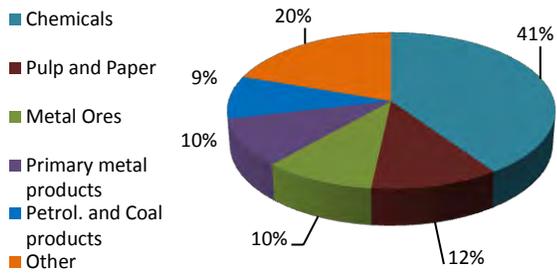
\* Approximated values

\*\* From the American Association of Railroads (AAR)

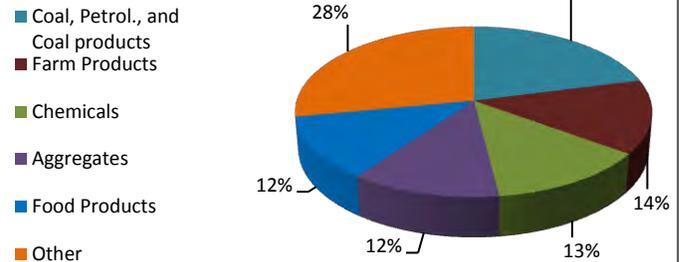
According to the AAR, during calendar year 2010, approximately 110.3 million total tons of freight originated, terminated, or passed through the state of Mississippi’s rail network. The importance of rail for freight movement and as an integral part of our intermodal transportation network is illustrated by the fact that approximately 6.1 million additional trucks would have been required on the state’s highway system to accommodate this tonnage.

The following tables show major commodity types that are carried on the Mississippi rail network. They also illustrate that while most of the freight (i.e. approximately 88 million tons) is considered “through traffic”, there is a considerable amount that originates and terminates in the state. It is interesting to note the diversity in the types of commodities that are inbound and outbound.

**Figure R1 - Rail Traffic Originating in Mississippi (7.8 Million Tons)**



**Figure R2 - Rail Traffic Terminating in Mississippi (14.5 Million Tons)**



### Rail Multimodal Program Overview

The goal of the Railroad MTIP Project Review Committee is to maximize the impact of the available Multimodal funds by funding projects that will improve the service and safety of public railroads within Mississippi and provide economic benefits to the Mississippi communities in which such railroads are located. The proposed use of such funds must be:

- (a) Directly related to capital improvements or the rebuilding or rehabilitation of basic infrastructure and not for routine maintenance, administrative or operational expenses.
- (b) For a project or use directly related to the operation of the railroad in its modal role.
- (c) For a purpose outside the normal operating budget of the railroad.

Assuming that the proposed use meets the above requirements, some examples of eligible uses of Multimodal Grant funds include:

- Local share required to match a federal grant.
- Pre-construction studies, planning, and design.
- Acquisition of personal property.
- Acquisition of real property.
- Reclamation and related relocation costs.
- Professional services.
- Construction.

Each applicant for rail multimodal assistance must pledge in its application to fund a minimum of 1% of the total cost of the project, for which Multimodal Grant funds are to be used. All contracts and purchases relating to the expenditure of Multimodal funds must be made in accordance with state bid and procurement laws.

The statute permits a wide range of eligibility with the only limitation being that the funds cannot be used for routine administration, operation, or maintenance costs.

## Selection Process

The Rail Multimodal Committee is made up of eight members; six from the publicly-owned railroads, one from the Mississippi Development Authority (MDA), and one from MDOT. Members of the Committee review and prepare an initial score for each application using the following criteria and point system:

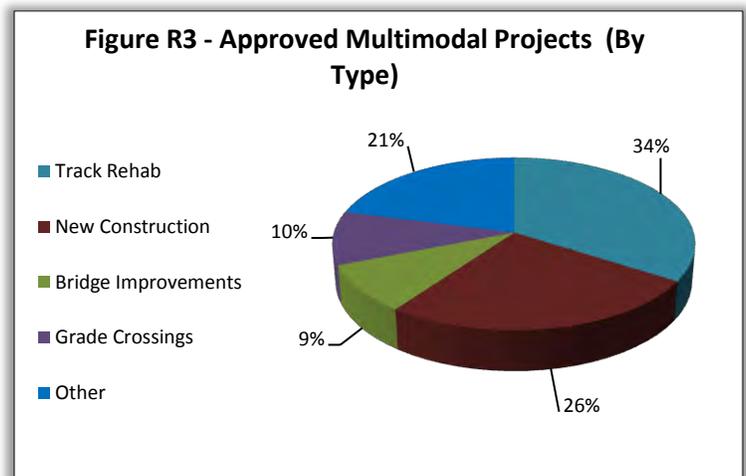
|                                                 |           |
|-------------------------------------------------|-----------|
| Operational Impact on Railroad                  | 25 Points |
| Economic Impact of the Project                  | 25 Points |
| Railroad Activity Supports the Proposed Project | 20 Points |
| Funding                                         | 15 Points |
| Consistency with Railroad Layout                | 15 Points |

## Funding History

As illustrated by Table R2 below, the Rail Multimodal Selection Committee reviewed 7 applications that requested grants for projects totaling \$2,800,021. Five (5) of these much-needed requests were funded with the available \$1,200,000. As has been the case in previous years, not all projects could be fully funded.

| Table R2 – Rail Funded Projects |              |        |                   |                       |
|---------------------------------|--------------|--------|-------------------|-----------------------|
| MDOT<br>FY                      | Applications |        | Funding Breakdown |                       |
|                                 | Received     | Funded | Requested         | Multimodal Port Funds |
| 2013                            | 7            | 5      | \$2,800,021       | \$1,200,000           |

As shown in Figure R3, 34% of the approved projects have been for track rehabilitation. However, construction of additional rail has also had an impact on the railroads and the industries they serve, while allowing some to expand their operations. Other projects include repairs to bridges, terminal construction, and emergency repairs.



## Impact of the Multimodal Fund to the Railroads of Mississippi

The Multimodal fund has provided essential funding over the last several years for the railroads throughout Mississippi to assist with repairs, improvements, upgrades, and extensions. This has been vital for many industries within the state that had limited or no rail access, by helping to ensure the movement of goods not only statewide, but providing linkages to national and international destinations.

An excellent illustration of the impact of Rail Multimodal funds is the FY2013 award to the Mississippi Delta Railroad, which is owned by Coahoma County. As one element of a two-part project, MDOT's grant of \$375,000 will be used to purchase a new container-handling crane. Combining this award with other sources of funding, allows the construction of a public loading dock at the industrial park rail spur along with a container-handling facility. This addition will accommodate the new overhead crane, giving them the ability to easily transfer containers between freight trucks and rail cars.



The completion of this project will not only streamline the existing container movement system for the Mississippi Delta, it will also encourage growth and expansion by being able to offer a more modernized method of handling cargo.

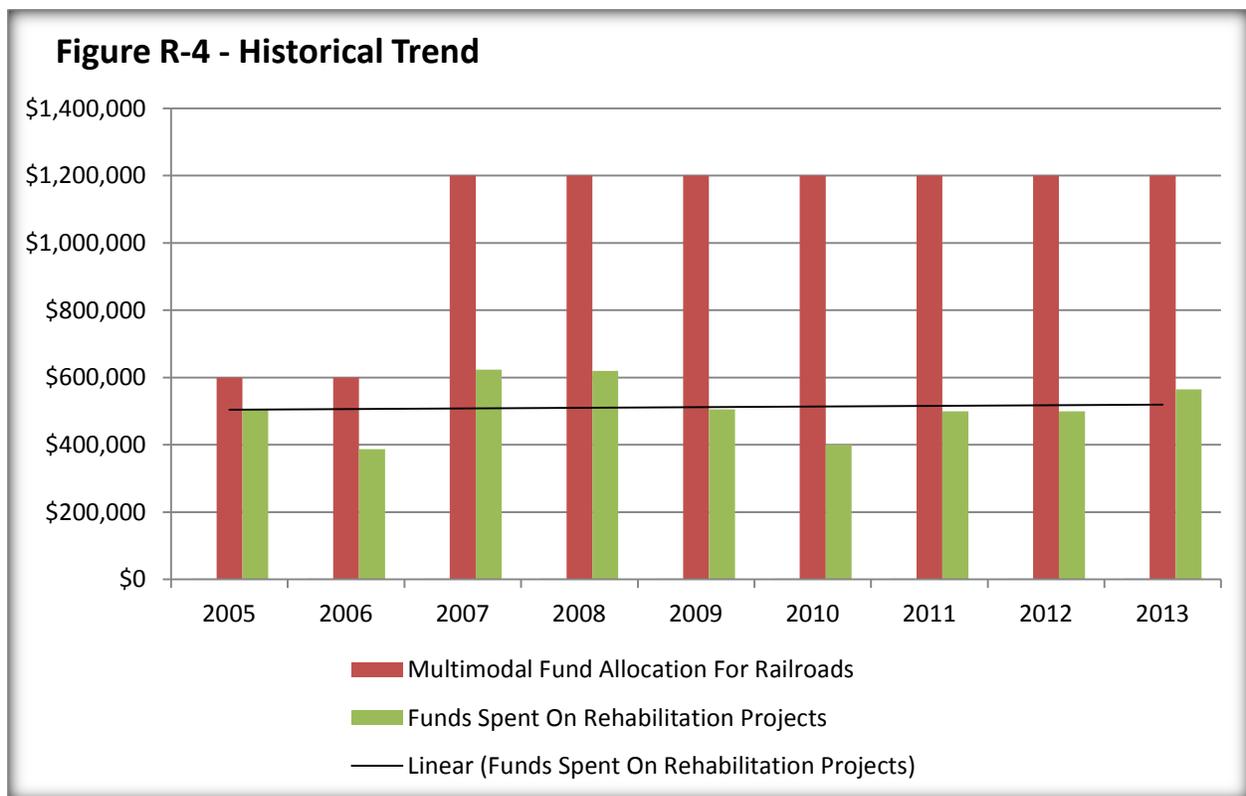
*“The public loading dock in the Sunbelt Industrial Park will be a valuable piece to the total railroad infrastructure in Coahoma County. The project will help generate additional revenue to help maintain rail service in the Mississippi Delta.”*

Daniel Vassel  
Coahoma County Administrator

## Historical trends

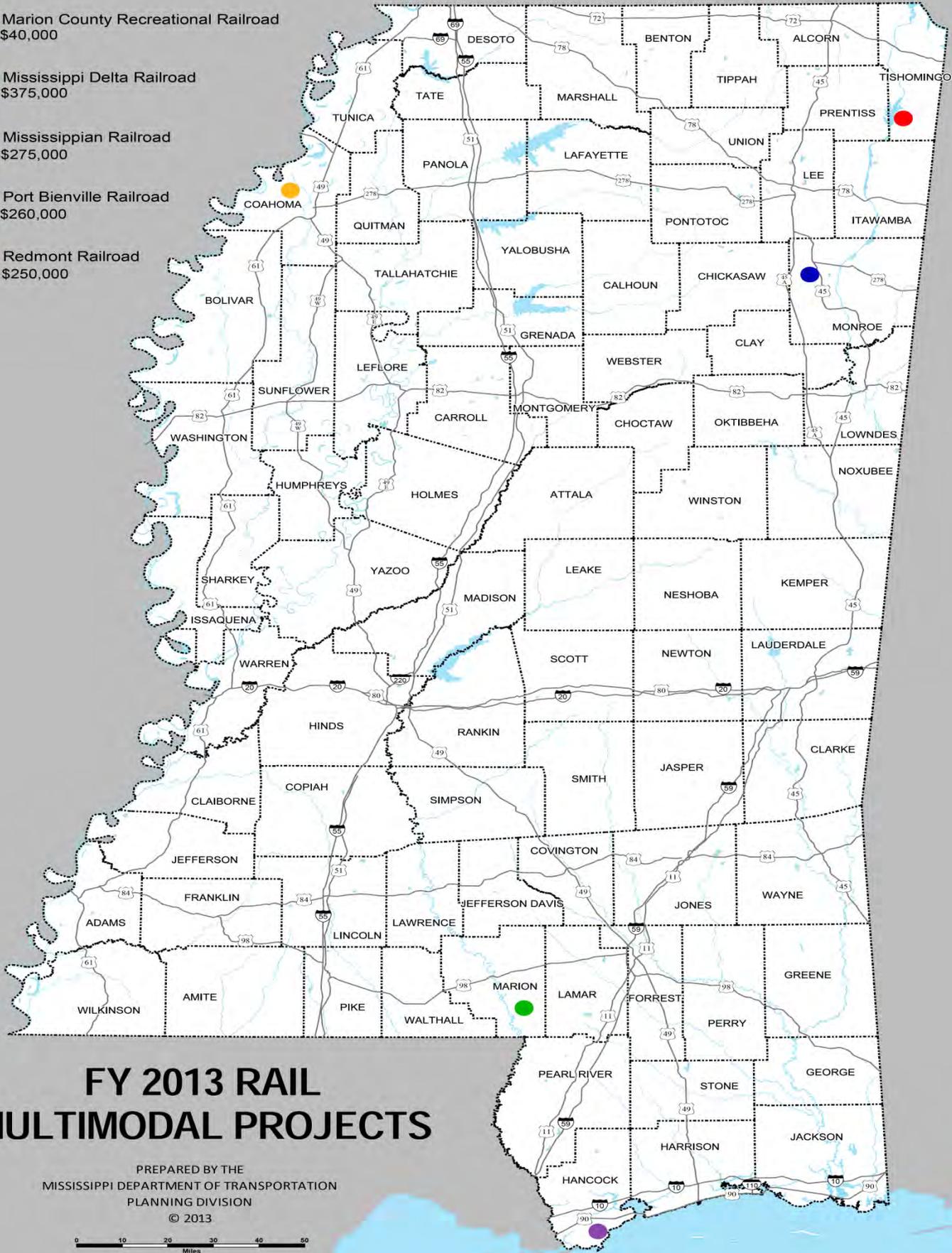
Mississippi's publically owned shortline railroads are challenged to maintain their infrastructure to regulatory and operational standards. Most shortline railroads were initially purchased from the larger Class I railroads. Class I's sold these marginal lines because they were not profitable for these larger companies to maintain and operate. In some cases, the shortline railroads primarily serve a few businesses or industries along the line by connecting them to the larger Class I's. In other instances, a number of these railroads connect local industries to the port in their region, thus providing shippers an additional mode in which to ship their goods.

Rail Multimodal funds, since their creation, have been utilized to improve the aging rail and shipping infrastructure, which are vital to Mississippi's economy. Without these funds, publically owned railroads would not have the resources to make these investments, consequently resulting in deferred maintenance or in some cases no maintenance to their rail line. This, in turn, could have negative impacts on rail operations and create potential safety hazards. Since the program's inception, over \$4.6 million has been spent to improve the State's infrastructure. Over 43% of Rail Multimodal projects have been track rehabilitation or bridge rehabilitation projects accounting for over 51% of funds spent.



Multimodal funds have been spent on several types of projects. The monies spent on rehabilitation and maintenance projects represent the largest investments in our rail infrastructure. These investments show the importance of the program to Mississippi's publically owned railroads and support their priorities in maintaining the railroads to meet the demands of their customers and the communities they serve.

- Marion County Recreational Railroad  
\$40,000
- Mississippi Delta Railroad  
\$375,000
- Mississippian Railroad  
\$275,000
- Port Bienville Railroad  
\$260,000
- Redmont Railroad  
\$250,000



# FY 2013 RAIL MULTIMODAL PROJECTS

PREPARED BY THE  
MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
PLANNING DIVISION  
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# PUBLIC TRANSIT

“Multimodal funds saved many of our community transportation agencies from going over the fiscal cliff, years before we even knew there was such a cliff. These funds have enabled agencies to diversify their fleets, thereby expanding regional coordination efforts and employ new transportation related technologies that increased project monitoring efforts and efficiency.”

John H. Johnson  
President  
MS Public Transit Association



## Public Transit Division Multimodal Program

### Division Responsibilities

The Transit Multimodal Program is administered through the Office of Intermodal Planning (OIP) Public Transit Division. The primary responsibility of the division is to administer U.S. Department of Transportation funds on behalf of the Federal Transit Administration (FTA) for rural and small urban areas of the state. The division is tasked with the development and administration of programs aimed at meeting the needs of the general public, as well as specialized transportation program grants and contracts. The programs' goals include, but are not limited to, provision of transportation services, mobility management and other technical skills, and the administration of training program funds. Grants are awarded for planning, service delivery, training, and demonstration projects.

#### **Mission**

*The mission of the Public Transit Division is to plan, develop, implement and administer sustainable transportation programs, projects and plans that promote the most effective and efficient allocation of state, federal and local resources throughout the state.*

### Projects/Statistics

Approximately 53 organizations are currently providing some form of transit services covering approximately 70% of the geographic area within Mississippi. These transit organizations assist the general public, low-income citizens, elderly citizens, citizens with disabilities, and school-aged children in gaining access to needed employment, medical, education, nutrition, social and recreational services, particularly in the rural areas of Mississippi. Transit providers range in size from those which provide daily fixed route/flexible schedule services, to senior citizen centers in rural small towns, which provide demand-response services with schedules and destinations determined on a day-to-day basis.

Since 2005, Public Transit Multimodal funds have been allocated to Section 5311 Rural General Public Program sub-recipients for the delivery of transit service in areas with less than 50,000 in population and to small urban systems of 200,000 or less population. Currently there are 19 rural public transit, 2 Intercity Bus and 3 small urban providers (5307) that receive federal grant funds from the Federal Transit Administration that must be matched at the state or local level to support services that are open to the general public.

Program funds may be used for planning, capital (e.g. vehicles and facilities), operating (e.g. fuel and drivers) and administration (e.g. salaries, fringe, office supplies) assistance to local public bodies, non-profit organizations, state agencies, Indian tribes and other operators of public transportation services, including intercity bus operators. Annually, PTD manages \$12-16 million in Section 5311 funds to support an average of 20 local projects. During Fiscal Year 2010-2011, 5311 projects made 1,412,293 passenger trips compared to 1,265,967 during 2009-2010 Fiscal Year (see Figure 1). This represents 146,326 more trips or 12% increase in Section 5311 projects during 2010-11 Fiscal Year. FTA Section 5307, small urban public transit systems also increased by 10%, total passenger trips 1,562,327 in 2010 as compared to 1,713,256 in 2011 (see Figure 2). Overall, Mississippi recorded a total of 3,943,186 trips, with 13,384,134 miles traveled during Federal Fiscal Year 2011.

## FFY 2010 vs. 2011 Passenger Trips

Figure 1 - 5311 Rural Transit Provider

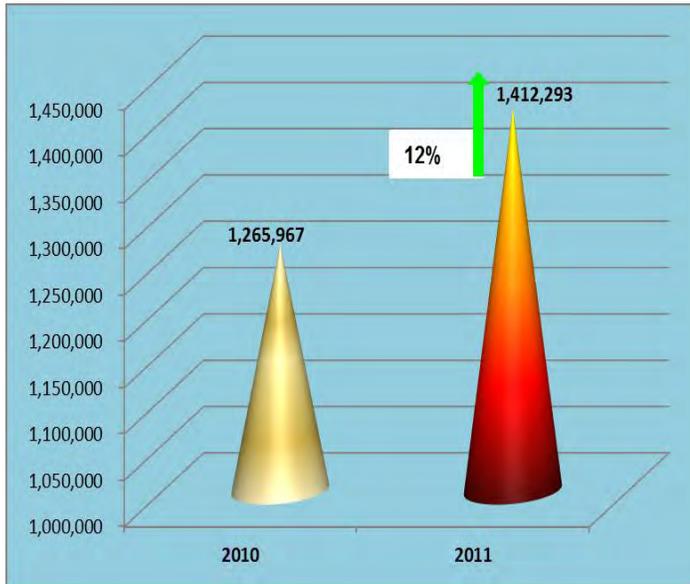
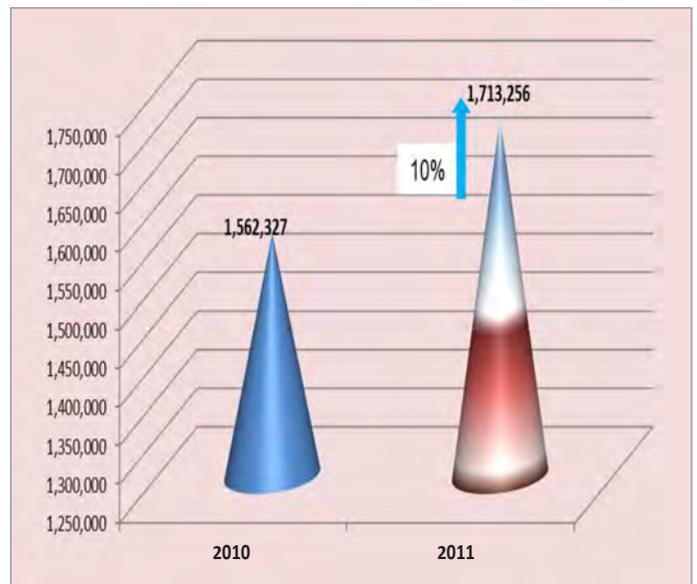


Figure 2 - FTA Section 5307 Urban/Small Urban



### Program Overview

The purpose of the MTIP is to provide funds for priority projects for which funds are not otherwise available; that are important to the continued development and improvement of the state's public transportation infrastructure and may have a significant economic impact on local communities. The goal of the Public Transit Multimodal Committee is to approve funding for projects that have the most overall impact on the public transportation services provided by local transit systems and/or impact on local communities.

Projects must be directly related to project capital improvements of infrastructure or used to support direct operating costs related to public transportation services. Projects eligible for funding under the program include capital and certain operating expenses that meet FTA eligibility requirements. This permits a wide range of eligibility with the only limitation being that the funds cannot be used for routine administration or maintenance costs and cannot supplant local contributions or federal funds. Some of the eligible activities Public Transit Multimodal funds may be used for are:

- Local share required to match federal grants.
- Pre-construction studies, planning and design.
- Real property acquisition.
- Reclamation and related relocation cost.
- Certain professional services.
- Construction.

## Selection Process

The Public Transit Multimodal Committee consists of a five (5) member committee. Members include one (1) member from the Mississippi Development Authority (MDA), one (1) from the MDOT and three (3) alternating members selected from the directors of transit systems, or their designees other than the Coast Transit Authority and the City of Jackson Transit System. The alternating members from the transit systems are selected by the President of the Mississippi Public Transit Association while the MDA and MDOT members are appointed by their respective Executive Directors. Committee members review each application using the following criteria and point system:

- |                                            |           |
|--------------------------------------------|-----------|
| 1. Operational Impact                      | 20 Points |
| 2. Support Transit Activity                | 20 Points |
| 3. Support/Encourages Coordination Efforts | 25 Points |
| 4. Impact System Performance               | 15 Points |
| 5. Economic Impact                         | 20 Points |

## FY 2013 Projects

As illustrated in Table 1, the Public Transit Multimodal Committee reviewed 20 applications for projects totaling \$2,108,003. All 20 projects were awarded partial funding, and multimodal contracts were awarded in the amount of \$1,600,000. Of this amount, \$1,328,318 was awarded for operating cost, with \$960,000, as required by the multimodal authorizing statute, being allocated to the 2 urban systems, Coast Transit Authority and JATRAM. Specific funding categories awarded \$201,730 for the capital match for 26 requested vehicles, and \$69,952 was awarded for other capital costs. The other capital costs include: IT equipment, communication equipment, bike racks, and small construction/renovation projects. Attachment 1 shows a state map with the recipients that were awarded funds.

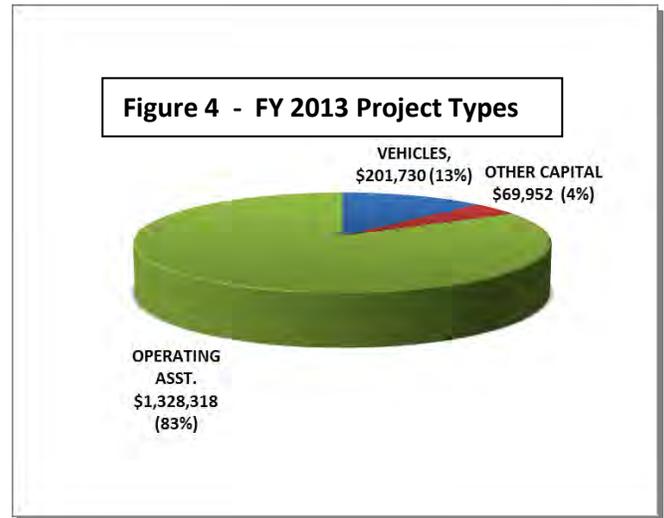
| <b>Table 1 - Public Transit Multimodal Funded Applications</b> |                              |                          |                  |               |                           |                      |                             |
|----------------------------------------------------------------|------------------------------|--------------------------|------------------|---------------|---------------------------|----------------------|-----------------------------|
| <b>FY</b>                                                      | <b>Applications Received</b> | <b>Applicants Funded</b> | <b>Requested</b> | <b>Funded</b> | <b>Vehicles Requested</b> | <b>Other Capital</b> | <b>Operating Assistance</b> |
| 2013                                                           | 20                           | 20                       | \$2,108,003      | \$1,600,000   | 26                        | 6                    | 19                          |

- Operating Assistance-Insurance, Fuel/Oil/vehicle repair/Labor

Figure 4 below illustrates the amount and percentage of funds awarded by project type for FY 2013. As indicated on the chart, 83% of the \$1,600,000 Multimodal funds that were allocated are for approved operations cost. FTA funds 50% of operation cost for rural and urban transit providers. The Multimodal funds are used to provide the remaining 50% operations cost match. 13% of Multimodal funds were approved for capital vehicle purchases, and 4% for other capital cost. FTA funds 80% of capital cost, and Multimodal funds are used to provide the remaining 20% match. This amounts to approximately \$4,015,944 in federal and other funds leveraged in the economy for FY 2013. The use of the Multimodal funds continues to assist the Public Transit Division and the transit community by providing access to various destinations and *Moving Mississippi Forward*. Although funding challenges remain, the use of Multimodal funding has assisted transit providers in generating additional revenue in communities where the greatest needs still remain. Having identified

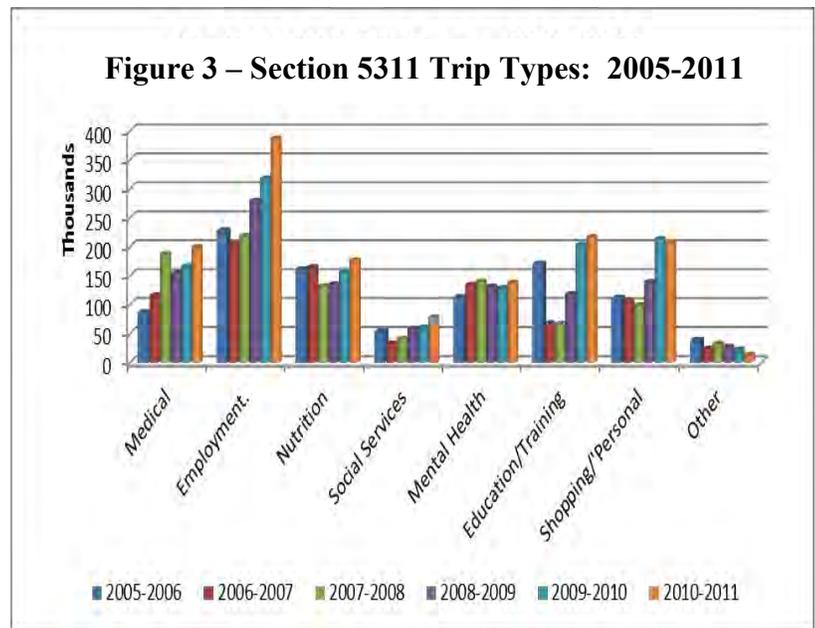
transportation as a growing need in rural and small urban communities, Multimodal funds are vital to the sustainability of transportation providers as well as local economies. Transportation dollars, including Multimodal and Federal, impact local economies through the maintenance of transit related employment options, access to medical, employment, and social destinations that are essential to a better quality of life. These funds have been vital for the:

- Allocation of buses.
- Purchasing of transit vehicles.
- Computer Technology (i.e. routing, scheduling, dispatching, billing).
- Transit Facility Construction/Renovation.
- Renovation of transit stops such as bus stops and bus stations.
- General upkeep and maintenance of the transit vehicles.



### Historical Trend

From an overall performance perspective, there were some positive trends that can be attributed in large part to multimodal resources making it possible to purchase/operate additional vehicles and maintain vehicles in safe working conditions. Total trips for rural transit providers in 2005 were 960,505 compared to 1,412,293 trips provided in the 2011 program year, a 212% increase. Of the most significance to economic development, employment trips have increased 69% over the period that Multimodal funds have been available. Over 65% of total annual ridership is for the general public. Medical trips have increased 353% during the last 5 years. The Multimodal funds investment coincides with the substantial investment of time and energy devoted to improving local coordination. This is viewed as an indicator of increased access and productivity.



During the Multimodal funding period 2005-2011, Public Transit Division performance information indicates that over 8.9 million trips were provided by transit providers to trip destinations such as employment, education/training, shopping/personal, medical, etc.

Trip destinations for the period 2005-2011 are reflected in Figure 3 above. Multimodal funds have been vital to the success of the transit providers, especially as local sources of funds from cities and county government have experienced an economic downturn. Without the availability of these funds, the majority of the providers would not have been able to supply the necessary match to purchase vehicles to meet the growing transit needs.

Multimodal funds have been vital in maintaining transit vehicles and facilities in a state of good repair, which is essential for transit providers to provide safe and reliable service to thousands of daily riders. State of good repair includes sharing ideas on recapitalization and maintenance issues, asset management practices, and innovative financing strategies. During the period 2005-2011, preventative maintenance cost increased 46% for transit providers within the state. The leveraging of Multimodal funds to assist in the purchase of vehicles has made it possible for transit providers to wisely invest more funds in the upkeep of their fleet. The payoff is safer vehicles on the road and the extended useful life of these vehicles to meet the transit service demands. During the period 2005-2011, there was a 62% increase in the number of in-service vehicles on the road which accounted for a 212% increase in passenger trips for the same time period.

Use of Multimodal funds for transit operations and maintenance facility construction and renovation projects significantly increased in the 2010-11 fiscal year. From \$0 allocation of funds for construction projects 2005-2009 to \$356,067 allocated 2010-11. This increase is a result of more aggressive regional planning efforts that has recognized the benefits of a more coordinated, centralized approach to vehicle maintenance and services. The availability of well-trained mechanics/maintenance personnel on staff at these regional operations and maintenance facilities assist transit providers in getting quality maintenance and repair work performed without traveling long distances. Also, these facilities are being used for training and park and ride locations for multiple trip destinations. Public/private partnerships are also developed as a result of these types of projects; private transportation providers such as Greyhound and Delta Bus Lines are locating offices in these facilities and/or utilizing them as passenger pick-up transfer points.

### **Project Spotlight**

Aaron E. Henry Community Health Center, Delta Area Rural Transit System (DARTS), is a multi-year participant in the Multimodal Fund Program. Their service area includes: Tunica, Coahoma, Tallahatchie, Quitman, Panola, Tate and Desoto counties. Multimodal funds are being utilized by DARTS to assist in the renovation of their Regional Operations and Maintenance facility in Clarksdale, MS. This facility serves as a centralized location for public/private transportation providers in the Delta to get quality maintenance and repair work



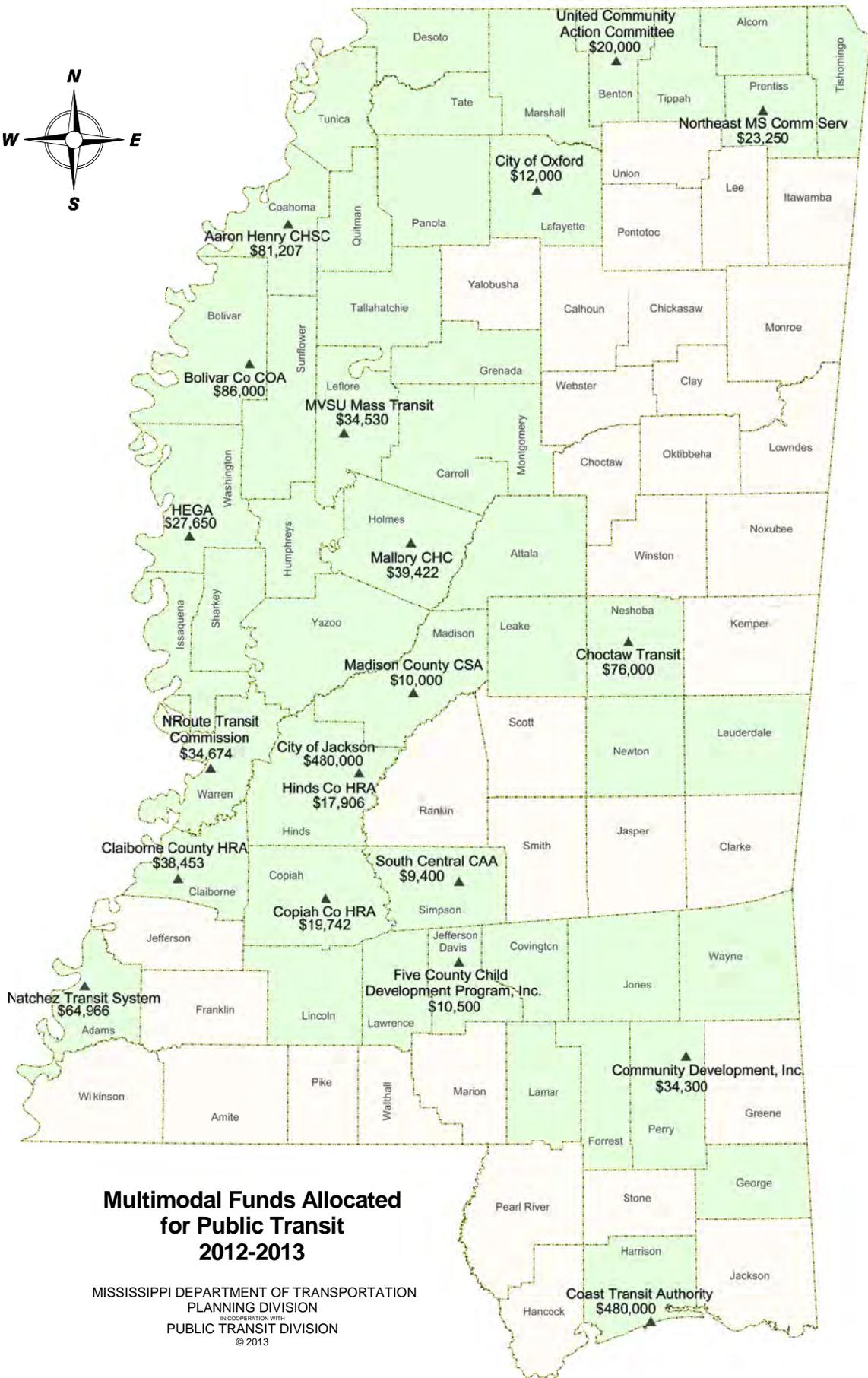
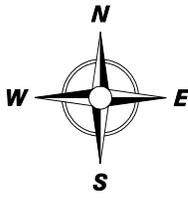
performed without traveling long distances, space for regional training activities, and administrative offices for the transit program. It is designed to serve public/private transit providers in a seven county area by providing

preventative maintenance services and major component repair/replacements. This will assist these providers in maintaining safe and efficient vehicles. The use of Multimodal funds combined with federal and local dollars have created a unique public/private partnership which will increase coordination efforts in the MS Delta. In addition, the facility has areas that are designed for dispatching and the use of passengers transferring to other public/private transportation providers furthering coordination efforts.



*“The Aaron E. Henry CHC/DARTS has been impacted by the Multimodal funds tremendously as it relates to our renovation project. The Multimodal Funds paved the way for much-needed funds to pick up what the ARRA did not cover. AEH/DARTS was awarded over \$134,000. The Multimodal Funds have provided Aaron E. Henry CHC/DARTS with a stable insurance match for the past five years or more. With a fleet of over 25-30 vehicles, insurance matches range yearly from \$30,000 to \$50,000 (total cost of insurance ranging from \$150,000 to 250,000).”*

*Antoinette Gray-Brown  
Delta Area Rural Transit System (DARTS)*



**Multimodal Funds Allocated  
for Public Transit  
2012-2013**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
PLANNING DIVISION  
IN COOPERATION WITH  
PUBLIC TRANSIT DIVISION  
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# MULTIMODAL TRANSPORTATION IMPROVEMENT PROGRAM

Part 1

## AIRPORT PROJECTS



# Multimodal Transportation Improvement Program

## Airport Projects

| MDOT Year | Recipient                                                                                   | Airport / Location                                       | Project Description                                                                                                                                | MDOT Grant |
|-----------|---------------------------------------------------------------------------------------------|----------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| 2013      | Panola County Board of Supervisors                                                          | Panola County Airport / Batesville                       | FAA match assistance (Construct T-hangers)                                                                                                         | \$1,035    |
|           | Hancock Port and Harbor Commission                                                          | Stennis International Airport / Bay St. Louis            | FAA match assistance (Expand apron)                                                                                                                | \$23,750   |
|           | Golden Triangle Regional Airport Authority                                                  | Golden Triangle Regional Airport / Columbus/W/Point      | FAA match assistance (Rehab taxiway)                                                                                                               | \$56,730   |
|           | City of Corinth and Alcorn County                                                           | Roscoe Turner Field / Corinth                            | Enclosure of existing T-hangar buildings                                                                                                           | \$202,475  |
|           | Copiah County Board of Supervisors                                                          | Copiah County Airport / Crystal Springs                  | FAA match assistance (Construct new runway)                                                                                                        | \$115,000  |
|           | City of Greenville                                                                          | Mid-Delta Regional Airport / Greenville                  | Replace apron panels                                                                                                                               | \$280,000  |
|           | Gulfport-Biloxi Regional Airport Authority                                                  | Gulfport-Biloxi International Airport / Gulfport         | FAA match assistance (Construct taxiway G & perimeter road 3C; noise prgm Ph 8; PCI/PCN study; land; terminal rehab; and RW 14-32 TDZ replacement) | \$267,976  |
|           | Hattiesburg-Laurel Regional Airport Authority                                               | Hattiesburg-Laurel Regional Airport / Hattiesburg/Laurel | Construct 100' x 100' box hangar                                                                                                                   | \$250,000  |
|           | Tishomingo County Board of Supervisors                                                      | Iuka Airport / Iuka                                      | Construct fuel farm                                                                                                                                | \$163,350  |
|           | City of Madison                                                                             | Bruce Campbell Field / Madison                           | FAA match assistance (Install fence and terminal area development)                                                                                 | \$9,328    |
|           | Meridian Airport Authority                                                                  | Meridian Regional Airport / Meridian                     | Construct supplemental fire protection system                                                                                                      | \$300,000  |
|           | Adams County Board of Supervisors acting by and through the Adams County Airport Commission | Natchez-Hardy Anders Field / Natchez                     | Renovate and update airport terminal building                                                                                                      | \$138,600  |
|           | City of New Albany                                                                          | New Albany-Union County Airport / New Albany             | Construct FBO facility with hangar                                                                                                                 | \$211,637  |
|           | Jackson County Airport Authority                                                            | Trent Loft International Airport / Pascagoula            | Construct a self-serve fuel farm                                                                                                                   | \$337,450  |
|           | Hinds Community College                                                                     | John Bell Williams Airport / Raymond                     | Construct corporate hangar with apron                                                                                                              | \$375,000  |
|           | Tunica County Airport Commission and Tunica County                                          | Tunica Municipal Airport / Tunica                        | Purchase mobile fuel hydrant                                                                                                                       | \$48,025   |
|           | City of Tupelo and Tupelo Airport Authority                                                 | Tupelo Regional Airport / Tupelo                         | Renovate GA facilities                                                                                                                             | \$300,000  |
|           | City of Waynesboro                                                                          | Waynesboro Municipal Airport / Waynesboro                | FAA match assistance (Hangar relocation)                                                                                                           | \$8,334    |
|           | City of Winona and Montgomery County                                                        | Winona-Montgomery County Airport / Winona                | Construct agricultural apron and access road                                                                                                       | \$414,034  |

**Total for MDOT Year 2013 (19 grants awarded)**

**\$3,502,724**

# MULTIMODAL TRANSPORTATION IMPROVEMENT PROGRAM

Part 2

## PORT PROJECTS



# Multimodal Transportation Improvement Program

## Ports Projects

| MDOT Year                                           | Facility                                    | Project Detail                                                       | Amount              |
|-----------------------------------------------------|---------------------------------------------|----------------------------------------------------------------------|---------------------|
| <b>2013</b>                                         | Port of Itawamba                            | Construct additional rail spur                                       | \$ 245,000          |
|                                                     | Port of Amory                               | 1000 LF of new rail spur extension                                   | \$ 325,000          |
|                                                     | Natchez-Adam County Port                    | Purchase of a 4 wheel drive, 180 hp, front end loader                | \$ 305,000          |
|                                                     | Port of Aberdeen                            | Port transload facility excavation                                   | \$ 225,000          |
|                                                     | Lowndes County Port                         | Purchase 5-acre tract of industrial property with water access       | \$ 125,000          |
|                                                     | Port Bienville - Hancock County (1)         | Repair and upgrade Road C-1, base repairs                            | \$ 250,000          |
|                                                     | Port Bienville - Hancock County (2)         | Survey area from Little Lake to Public Turning Basin inside the port | \$ 25,000           |
|                                                     | Yellow Creek Port                           | Design and construct 3800 LF of railroad track                       | \$ 550,000          |
|                                                     | Port of Pascagoula                          | Discontinue and eliminate Port's water well and treatment systems    | \$ 600,000          |
|                                                     | Port of Greenville                          | Rail expansion and dock reconstruction                               | \$ 350,000          |
|                                                     | Yazoo County Port                           | 1200 LF of roadway                                                   | \$ 175,000          |
|                                                     | Mississippi State Port Authority (Gulfport) | Design and construct dock structure                                  | \$ 625,000          |
| <b>Total for MDOT Year 2013 (12 grants awarded)</b> |                                             |                                                                      | <b>\$ 3,800,000</b> |

# MULTIMODAL TRANSPORTATION IMPROVEMENT PROGRAM

Part 3

## RAIL PROJECTS



# Multimodal Transportation Improvement Program

## Rails Projects

| MDOT Year                                          | Recipient                               | Project Detail                                              | Amount             |
|----------------------------------------------------|-----------------------------------------|-------------------------------------------------------------|--------------------|
| 2013                                               | Mississippian Railway Cooperative, Inc. | Track Rehab                                                 | \$275,000          |
|                                                    | Coahoma County                          | Container Project                                           | \$375,000          |
|                                                    | Mississippi Alabama                     | Track Rehab And Replace 2 Crossing Lights                   | \$250,000          |
|                                                    | Port Blenville                          | Dry Bulk Terminal                                           | \$260,000          |
|                                                    | Marion County                           | Bridge Repair & Cons. Of Exposition Center Loading Platform | \$40,000           |
| <b>Total for MDOT Year 2013 (5 grants awarded)</b> |                                         |                                                             | <b>\$1,200,000</b> |

# MULTIMODAL TRANSPORTATION IMPROVEMENT PROGRAM

Part 4

## PUBLIC TRANSIT PROJECTS



Public Transit  
Projects

# Multimodal Transportation Improvement Program Transit Projects

| MDOT Year                                           | Facility                                        | Recipient Location | Project Detail                             | Amount              |
|-----------------------------------------------------|-------------------------------------------------|--------------------|--------------------------------------------|---------------------|
| 2013                                                | Aaron E. Henry Community Health Services Center | Coahoma            | Insurance                                  | \$ 81,207           |
|                                                     | Bolivar County Council on Aging                 | Bolivar            | Insurance                                  | \$ 86,000           |
|                                                     | City of Jackson*                                | Hinds              | Operating                                  | \$ 480,000          |
|                                                     | City of Oxford**                                | Lafayette          | Bike Racks                                 | \$ 12,000           |
|                                                     | Claiborne County Human Resource Agency          | Claiborne          | Insurance, Vehicle Match                   | \$ 38,453           |
|                                                     | Coast Transit Authority*                        | Harrison           | Operating                                  | \$ 480,000          |
|                                                     | Community Development Inc.                      | Perry              | Insurance, Vehicle Match                   | \$ 34,300           |
|                                                     | Copiah Human Resource Agency                    | Copiah             | Insurance, Vehicle Match                   | \$ 19,742           |
|                                                     | Five County Child Development Program, Inc.     | Jefferson Davis    | Insurance                                  | \$ 10,500           |
|                                                     | HEGA Rural Transportation Systems               | Washington         | Insurance, Operating, Capital              | \$ 27,650           |
|                                                     | Hinds County HRA                                | Hinds              | Vehicle Match                              | \$ 17,906           |
|                                                     | Madison County Citizens Services                | Madison            | Insurance, Capital                         | \$ 10,000           |
|                                                     | Mallory Community Health Center                 | Holmes             | Insurance, Capital                         | \$ 39,422           |
|                                                     | MS Band Of Choctaw Indians                      | Neshoba            | Insurance, Vehicle Match                   | \$ 76,000           |
|                                                     | MS Valley State University                      | Leflore            | Insurance, Call Center                     | \$ 34,530           |
|                                                     | Natchez Transit System **                       | Adams              | Insurance, Vehicle Match                   | \$ 64,966           |
|                                                     | Northeast Mississippi Community Services        | Alcorn, Prentiss   | Insurance, Fence, Vehicle Match            | \$ 23,250           |
|                                                     | NROUTE                                          | Warren             | Vehicle Match, Camera Equipment, Insurance | \$ 34,674           |
|                                                     | South Central                                   |                    | Insurance, Vehicle Match                   | \$ 9,400            |
|                                                     | United Community Action Agency                  | Benton             | Insurance                                  | \$ 20,000           |
| <b>Total for MDOT Year 2013 (20 grants awarded)</b> |                                                 |                    |                                            | <b>\$ 1,600,000</b> |

