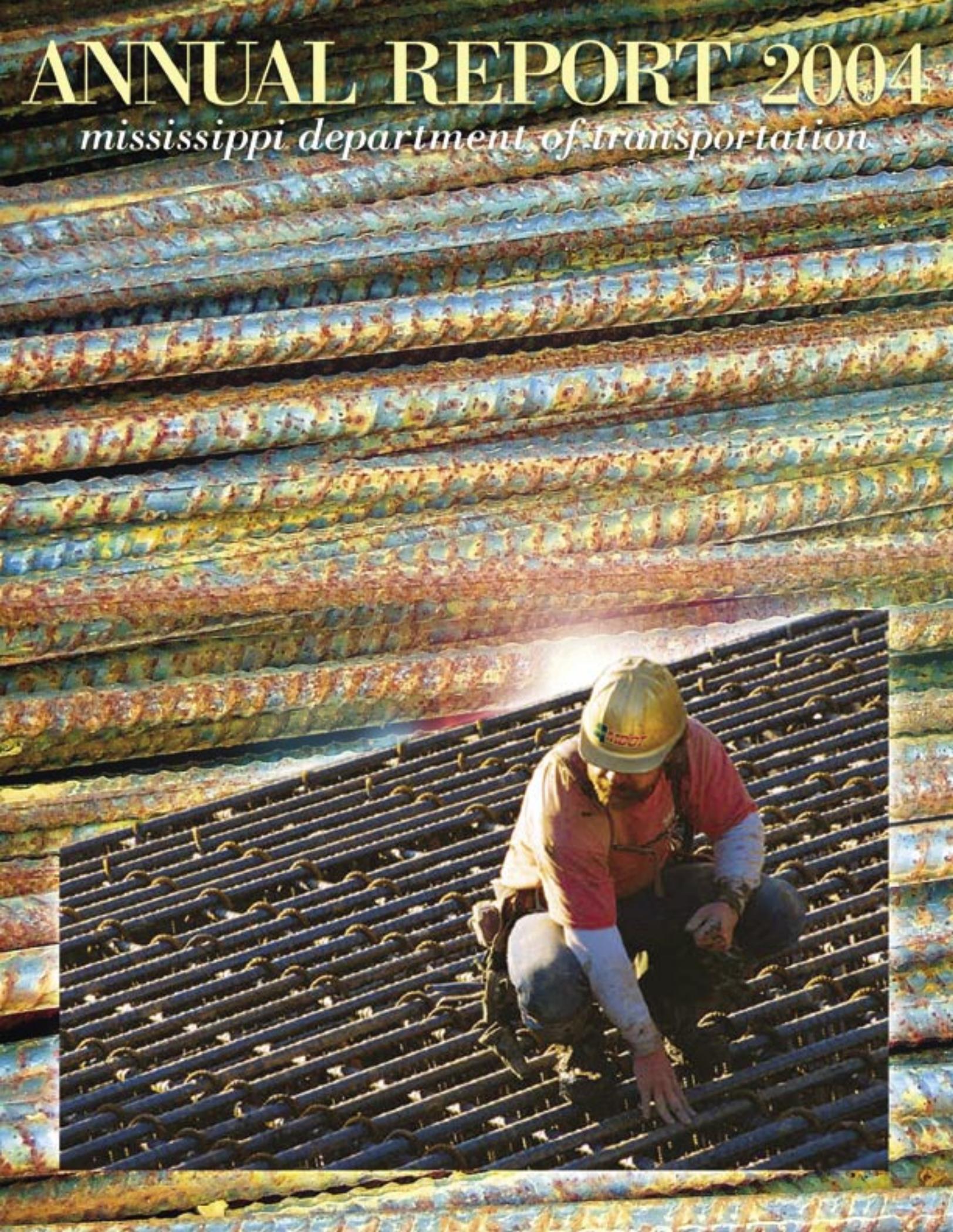


ANNUAL REPORT 2004

mississippi department of transportation



The Mississippi Department of Transportation

Annual Report 2004

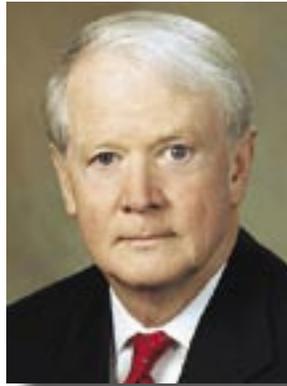
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From the earliest trails filled with adventure and legend to the fast-paced interstate highways of today, the roads of Mississippi have been a constant part of the South's quest for growth and prosperity.

Now more than ever, social and economic progress depends on adequate transportation. We're not just building a transportation system, we're building an economy.



Bill Minor *Northern District Transportation Commissioner* —Before being elected transportation commissioner in 2003, Minor served in the Mississippi Senate for 20 years. He served as vice chairman and chairman of the Senate Highway Committee and helped orchestrate the passage of the 1987 Four-lane Highway Program. He also chaired the committees on Finance and Public Utilities. Minor and his brother established Minor Brothers Plumbing which has grown into a chain of successful hardware stores in North Mississippi.



Dick Hall *Central District Transportation Commissioner* —Hall served six terms as a member of the Mississippi Legislature—three in the House and three in the Senate. He chaired the Environment Committee in both the House and Senate and the Senate Committee on Public Health and Welfare. Most recently, he chaired the Senate Appropriations Committee. He was the first recipient of the Hugh L. White Free Enterprise Award. Commissioner Hall owns a company which represents manufacturers and also has commercial real estate holdings.



Wayne Brown *Southern District Transportation Commissioner, chairman* —In 1966, Brown founded Batson and Brown Engineers, a consulting engineering business, and in 1967, TAB Map Company. He has served as county engineer in George, Greene and Jackson counties. Currently, he is the president of the Mississippi State Board of Registration for Engineers and Land Surveyors, and has held the position of president of the Mississippi Association of Professional Land Surveyors, the Mississippi Consulting Engineers Council, and the Mississippi Consulting Engineers Society.



Larry L. "Butch" Brown *MDOT Executive Director* —Brown is a longtime businessman and the former mayor of Natchez, Miss. A graduate of the University of Southern Mississippi with degrees in management and marketing, he served in the school's department of marketing and management as an instructor for seven years. After leaving USM, he con-

tinued his business ventures in the areas of transportation, warehousing, real estate, wholesaling, and the hotel trade. He has served on the Executive Board of Directors of the Mississippi Business Finance Corporation, White House Conference on Small Business, the U.S. Department

of Commerce-Industry Sector Advisory Committee on Trade Policy, and was a member and former chairman of the Mississippi Louisiana Bridge Authority responsible for funding construction of the new Natchez/Mississippi River Bridge.

Proven Business Leadership

Proven Business Leadership



Harry Lee James is an honors graduate of Mississippi State University where, in 1976, he earned a bachelor of science degree in civil engineering. Upon graduation, James worked in the private construction industry and later for a consulting engineering firm before joining the MDOT team as a bridge designer in 1982. Today James is a registered Professional Engineer and has served as MDOT's state bridge engineer since 1999. He was named as Chief Engineer/Deputy Executive Director in 2003.



Ray Balentine began work with the Mississippi Highway Department in 1978 after graduating from Mississippi State University with a bachelor's degree in civil engineering. During his time with MDOT, he has worked his way up through various positions including Design Section Engineer, Division Engineer, State Planning Engineer and now Director of Intermodal Planning. Balentine has been nationally recognized for his work with the department's long-range statewide transportation plan by the American Association of State Highway and Transportation Officials.



Willie Huff serves as Chief of MDOT's Law Enforcement Division. He holds a bachelor's degree in Criminal Justice and a master's degree in interdisciplinary studies from East Texas State University. Huff previously served as chief of police in Natchez, Miss.

Professional Engineers and Certified Engineering Technicians

The Mississippi Department of Transportation strives to hire and maintain the very best professional staff. During fiscal year 2004, MDOT employed a total of 209 professional engineers, with an average

service tenure of over 15 years. MDOT also employed 74 engineers-in-training, 136 certified engineering technicians, and 150 senior-level certified engineering technicians.



Growth and Innovation

IN 1987, THE Mississippi Legislature passed a long-range highway program, which was one of the most comprehensive in the country. The program was estimated to cost \$1.6 billion and expected to build 1,077 miles of four-lane highways over a 14-year period. The highways were to be built in phases based primarily on vehicle count and road capacity. Three phases were established with each having a mileage goal and an estimated cost. Highway user revenues (fuel taxes and motor vehicle fees) were dedicated to build the system. Major sources of funding dedicated to pay for the program included a motor fuel tax, a \$5 car tag fee, a highway contractor's tax, federal aid, and proceeds from revenue bonds. As of June 30, 2004, 873 miles of new four-lane highway are in use by the public, with an additional 189 under contract.

In the 2002 Legislative Session, Phase IV of the 1987 Four-lane Highway Program was incorporated into Vision 21, a needs-based highway program. Vision 21 has already begun with preliminary engineering and right-of-way activities.

MDOT is spending three times as much in construction as we were 10 years ago, and doing it with fewer employees by utilizing technology. In the past four years, we have launched a real-time traffic website where motorists can view streaming video cameras and see real-time traffic alerts that are entered by project engineers and maintenance personnel out in the field. By viewing this information, business owners and commuters can see whether or not they need to re-route around congested areas. We have also earned a top national

award from the American Association of Highway Transportation Officials (AAHTO) for our ExpressPass, on-line permit system. This system allows truckers to order permits over the internet 24-hours a day, seven days a week.

MDOT is a key player in Mississippi's Homeland Security efforts. In the course of its duties, MDOT's Office of Enforcement has confiscated 2,600 pounds of marijuana valued at \$3.9 million and \$6.75 million worth of cocaine.

MDOT also remains one of the top agencies each year regarding clean audit reports by the State Auditor's Office. And, MDOT is proven to be fiscally responsible with the best cell-phone plan of any state agency.

The Mississippi Department of Transportation *an introduction*

The past, present and future *Who we are and what we do*



and enhance the natural environment. It means working within the laws and mandates of federal, local and other state agencies, while striving to meet each community's special needs.

Who we are

Originally known as the Mississippi State Highway Department, MDOT is now an agency that encompasses a much broader transportation scope than was ever dreamed by state leaders in 1916 when it was first created. While highway construction and maintenance remain MDOT's largest responsibility, our operations and planning now include the other modes of transportation within Mississippi—rail, public transit, air, and water. This broader focus ensures smooth, seamless connections linking all modes into a transportation network that truly functions as a system.

While accomplishing our mission, we continually seek and implement new high-tech methods, processes, and materials, as well as new computer-aided management systems. These new methods provide a means of systematic examination and reexamination of MDOT's objectives and alternative strategies, while maintaining a sound financial basis and building an accurate database.

One of the biggest state agencies, MDOT in some form or fashion touches the life of nearly every individual in this state on a daily basis. MDOT employs approximately 3,400 men and women from the Tennessee state line to the Gulf Coast. To manage this team, MDOT is divided into four administration offices which report to an executive director and are housed in Jackson, and six district offices which are located across the state.

Our Mission

The mission of the Mississippi Department of Transportation, or *MDOT*, is "to build and maintain a safe multi-modal transportation network that is planned, designed, constructed, and maintained in an effective, cost efficient and environmentally sound manner." This is a job the executive staff and all of the dedicated, hard-working MDOT employees take very seriously. Mississippi's transportation system is vital to our economy and quality of life. It provides valued mobility for people, including access to jobs, services and recreational opportunities. It also provides worldwide access to products and markets, and it supports our nation's productivity.

Developing a world-class transportation system means achieving our state's mobility and safety goals while ensuring that transportation decisions protect

MDOT's district offices are responsible for the direct supervision of all day to day highway construction and maintenance activities. Of MDOT's total work force, 71 percent is located in the districts with about 500 people working in the Jackson Administrative Offices. A District Engineer, who reports to the Chief Engineer located in Jackson, heads each district.

We've come a long way

In 1916, the Mississippi Legislature created a three-member appointed State Highway Commission. Legislators anticipated the passage of a Federal-Aid Highway Act in Washington, which would provide matching federal funds to organized state highway agencies. By forming the Highway Commission, Mississippi was able to participate in the nation's first massive road-building program. The original Highway Department consisted of the Commission, a chief engineer, a clerk, and a stenographer. Under reorganization in 1920, eight commissioners were elected, one representing each congressional district. The first gasoline tax of one-cent per

gallon was collected in 1922, and the Commission began to work with district road commissioners in developing a proposed system of state highways.

Maintenance work by the Department began in 1922, when the Commission authorized district engineers to maintain all federal-aid and state-aid projects. Work began with a budget of \$200 per mile and 100 new road machines. Governor Theodore G. Bilbo selected Horace Stansel as head of a committee to investigate highway needs. An act that Stansel wrote and submitted to the Legislature in 1930 provided the basis for the operation of the Mississippi State Highway Department. The passage of the Stansel Act changed the number of highway commissioners from eight to three, one representing each of the three Supreme Court districts. The law also established a primary highway system of 2,000 miles connecting all towns of at least 500 persons, all county seats and all major educational institutions.

In a move to enhance the efficiency and coordination of state transportation agencies, Governor Kirk Fordice signed into law legislation creating the Missis-

sippi Department of Transportation. Effective July 1992, the law brought together into one agency services including the Mississippi State Highway Department, Public Transit, Weight Enforcement, Rail Planning and Safety, Aeronautics, Ports, and the Office of State Aid. The Highway Commission became the Transportation Commission, reflecting its expanded scope of duties. The Commission still consists of three elected officials, one from each Mississippi Supreme Court District. The Transportation Commission appoints the executive director of MDOT whose duty is to carry out day-to-day policies and procedures set by the commission.

Our Vision

Much of the success of Mississippi's transportation system can be attributed directly to the foresight of a few individuals with a common vision of linking people, goods and services through a structured network of four-lane highways. Just over a decade ago, the Mississippi Legislature first implemented that vision, commonly called the 1987 Four-Lane Highway Program. After several additions to the original bill, the Program today represents Mississippi's commitment to construct or otherwise improve 1,811 miles of four-lane highway. Already this investment has increased safety and helped to boost the economy.

But Mississippi didn't stop there. Strengthened by advances in national transportation initiatives such as the Transportation Equity Act of the 21st Century, Mississippi is undertaking massive improvements throughout the state transportation system.

Along with industry leaders, lawmakers and everyday citizens, MDOT has played a major role in moving Mississippi's transportation system forward. As we form crucial partnerships with state and local leaders, transportation experts, and even schoolchildren, we'll continue to make transportation a tangible service for this state.





Multi-modal Transportation

Multi-modal transportation systems involve two or more modes of transportation that link, thus providing better service. These multi-modal systems continue to grow in Mississippi—especially in the most heavily populated areas of the state. The smooth efficient movement of people and/or commodities requires investments in modern facilities through transportation enhancement projects, rail safety programs, general airport construction grants, water port connector improvements, and public transit initiatives.

Over the next few years, we'll use strategic planning to better utilize our available resources, such as our existing rails system and waterways. More than ever, MDOT is aware that multi-modalism is the key to long term success and state-wide prosperity.

The Mississippi Unified Long-Range Transportation Plan, or MULTIPLAN, emphasizes multi-modal and unifying aspects and provides the framework for Mississippi's transportation program. It is revised at least every five years, and integrates independent elements for Intelligent Transportation Systems and Air Quality. This plan, which will grow and change to meet the state's changing needs, is anticipated to have a positive impact on transportation nationwide.

Our Values

The Mississippi Department of Transportation values the citizens of Mississippi and their needs. With you in mind, MDOT strives to provide a safe transportation infrastructure that produces economic growth and development.

Paving Mississippi's Way to the Future

These are exciting times for the transportation industry nationwide, but especially so in our state. In general, modern technological advances have altered the way our world works, and the way we do business. Today, contractors can actually bid on projects from MDOT's web site. And motorists using the Internet can access cameras capturing real-time traffic data. This real-time traffic information can assist them in making important travel decisions, such as rerouting or car-pooling to avoid traffic congestion or delays.

Frequently Asked Questions

How is MDOT funded?

The United States Congress and the Mississippi Legislature fund MDOT through state and federal appropriations. Congress provides funding through the

Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration, and the Federal Aviation Administration. The Mississippi Legislature provides state funding through motor fuel taxes and other fees.

How is a new highway built?

Highways to be newly constructed or improved are scheduled under a three-year plan approved each year by the Transportation Commission and the Mississippi Legislature. Construction projects take place on segments of highway that have been designated by the Legislature as part of the state highway system. For new highways, representatives from MDOT meet with area officials and residents to discuss possible benefits of the highway and how it can best serve the people of the community and the state as a whole. However, mobility and safety must be key considerations before determining the social and economic benefits. Mississippi highways are designed in keeping with nationally-accepted best practices and standards, and the need for any construction is always supported by engineering analysis.

MDOT then studies the area's economic and environmental climate to determine several alternate locations. Public input is critical to developing a product that will meet the needs of our state. People in the area where work is being proposed are encouraged to participate in the process by attending public meetings and hearings. With public participation, MDOT is able to design and build the very best transportation facility.

After the project location is approved, engineering plans designed, and field survey work is done, MDOT acquires right of way and moves utilities, if necessary. Once construction plans are developed, the project is advertised to potential contractors and the Transportation Commission awards the contract to the lowest bidder who meets plan specifications.



The Department

as of June 30, 2004

Transportation Commission

Bill Minor - Northern District Commissioner
Dick Hall - Central District Commissioner
Wayne Brown - Southern District Commissioner
Linda Ferrell - Secretary to the Commission

Administration

Larry L. "Butch" Brown - Executive Director
Harry Lee James - Deputy Executive Director/
Chief Engineer
Ray Balentine - Director,
Office of Intermodal Planning
Willie Huff - Director,
Office of Enforcement
J. Brooks Miller - State Aid Engineer
Joy Portera - Assistant Chief Engineer,
Construction Operations
Melinda McGrath - Assistant Chief Engineer,
Operational Maintenance
David Foster - Assistant Chief Engineer,
Preconstruction
John M. Simpson - Chief Information Officer

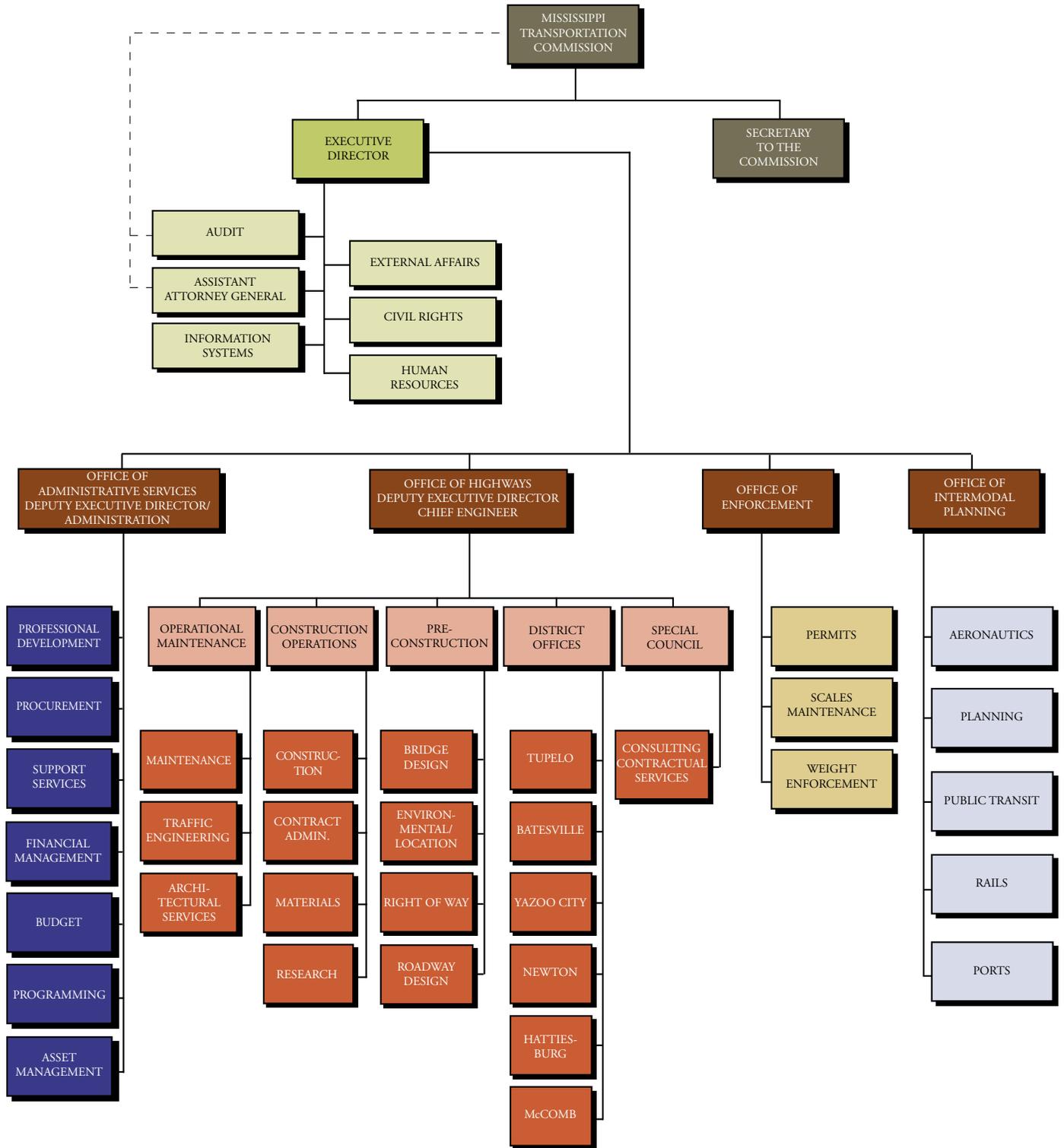
Division Directors

Wes Dean - State Traffic Engineer
Claiborne Barnwell - Environmental Engineer
Richard Sheffield - State Materials Engineer
G. Michael Caraway - Procurement Director
Charles R. Carr - Public Transit Manager
Jeff Pierce - State Planning Engineer
Randy Battey - Research Engineer
Gae Wade - External Affairs Director
Mary McDonald - Human Resources Director
Dianne Gavin - Audit Director
John D. Vance - State Maintenance Engineer
Elton Jay - Aeronautics Director
Billy W. Key - Contract Administration Engineer
Roy Tipton - Assistant Attorney General
Mitch Carr - Bridge Engineer
Dan Smith - Interim Right-of-Way Administrator
Jim Vinson - Architectural Services Director
Brad Lewis - State Construction Engineer
Jackie Duckworth - Programming Manager
Roy Patrick - Asset Management Director
Mark Valentine - Financial Management Director
John B. Pickering - Roadway Design Engineer
Jimmy Davis - Budget Director
Larry Raffield - Support Services Director
Steven Edwards - Rails Engineer
Jim Moak - Ports Director
Danada McMurtry - Professional Dev. Director

District Engineers

William P. Swindoll, Tupelo, Miss.
James Q. Dickerson, Batesville, Miss.
Walter Lyons, Yazoo City, Miss.
William R. May, Newton, Miss.
Richard Lee, Hattiesburg, Miss.
Darrell Broome, McComb, Miss.

Organization as of June 30, 2004



Executive Summary

Office of Highways

In a mostly rural state like Mississippi, highways are the critical link in the transportation system. The Office of Highways is MDOT's largest office. It encompasses the Offices of Pre Construction, Operations, Operational Maintenance; and MDOT's six district offices. These offices are responsible for bringing together all engineering processes necessary to deliver quality design plans, considering environmental issues related to various projects, preparing the right-of-way for construction, overseeing the administration of contracts with the private sector and implementation of efficient and safe traffic control standards.

During fiscal year 2004, the Office of Highways supported 13,681 miles of state maintained highways, which carried roughly 61 percent of all traffic in the state. MDOT spent \$172.6 million in widening and additional lane projects such as the I-55/Old Agency Road Reconstruction project in Madison County, the Cowan-Lorraine Road project in Harrison County, and the Greenville Bridge Project—the longest cable spanned bridge in the country—as well as \$89.5 million worth of overlay projects across the state.

Bridge Replacement

The replacement of Mississippi's deficient bridges is an ongoing process and one of MDOT's top priorities. The Bridge Replacement and Rehabilitation Program provides funding assistance for any bridge on a state designated road. Federal law allows between 15 and 35 percent of the



Mississippi River Bridge in Greenville.

funds to be used on the local level. The total fiscal year 2004 apportionment was \$53.4 million.

In 2004, MDOT reported a total of 5,481 bridges on the state maintained highway system. Of that figure 1,223—or 22 percent—were considered structurally deficient or functionally obsolete; that means the structures are sound but are no longer able to function at peak capacity. In 2004, MDOT reported a total of 10,928 bridges on the non-state maintained system of which 3,378—or 31 percent—were considered structurally deficient or functionally obsolete. However, bridge replacement and rehabilitation progress is being made. According to the Federal Highway Administration (FHWA), for many years

Mississippi has built some of the most cost-efficient bridges in the southeastern portion of the United States. This means Mississippians are getting more bang for their buck when it comes to building or rehabilitating bridges. MDOT for several years has been recognized by FHWA as a leader in the Southeast in the total number of newly constructed bridges on the Federal-Aid System.

MDOT Construction Programs **The 1987 Four-Lane Highway Program**

The 1987 Mississippi Legislature enacted a \$1.6 billion program providing for an additional 1,088 miles of four-lane highway. This program, known as the 1987

Four-lane Highway Program, specified that the majority of the improvements would be made on existing two-lane highways.

Funding for the 1987 Four-Lane Highway Program was provided by the dedication of highway user revenues to the program. Sources of funds included a road contractor's tax, lubrication oil tax, vehicle tag registration fees and an additional 3.6 cents per gallon excise tax on motor fuel. House Bill 1302, 1994 regular legislative session, also expanded the 1987 Four-Lane Highway Program by providing for an additional 619 miles of four-lane or improved highway to connect with existing four-lane highways. Funding for this work, known as Phase IV, was provided by the extension of the motor fuel tax increases, and temporary borrowing, which was originally authorized in 1987 by the legislature. This work is separate from the gaming improvements, discussed in the next section.

Gaming Roads Program

The Gaming Roads Program, also enacted in 1994 by the Mississippi legislature, is a \$1.4 billion program designated to enhance, construct and/or reconstruct and improve existing or new highways, roads and bridges within and approaching those counties in the state where legal gaming is

being conducted or is authorized.

Vision 21 Highway Program

Vision 21 is a \$6.0 billion, pay-as-you-go highway construction program to upgrade existing highways or build new highways where they are most needed without additional taxes from the public. The legislation, set forth in Senate Bill 2058, 2002 regular legislative session, commits funding from existing sources for the four-lane highway construction program at a level that gradually increases to \$200 million a year by fiscal year 2006. Vision 21 provides for:

- The completion of phases I, II, and III of the 1987 Four-Lane Highway Program.
- Prioritization of Phase IV of the 1987 Four-lane Highway Program and the Gaming Roads Program on a "needs" basis.
- Special projects contingent upon federal or alternative funding sources.

The legislation also allows MDOT the flexibility to maximize the use of federal funding by allowing the substitution of federal funds for state funds on gaming and maintenance projects. MDOT has already begun preliminary engineering and the purchasing of right of way for parts of Phase IV and some Gaming Roads. With the funds committed to Vision 21, MDOT

will begin construction by 2006. Generally, the program will improve existing routes (additional lanes and improvement, or reconstruction of existing lanes). Some route segments will be built on new locations. Vision 21 will construct/reconstruct according to projected design needs, environmental guidelines, and public outreach. In addition, several intermodal connectors will be improved due to their proximity to highway corridors proposed for construction. Public meetings will be conducted throughout the program for individual corridors.

In fiscal year 2004, MDOT spent a total of \$631.1 million on the state's construction program. Approximately half of the total program consisted of regular construction projects (those projects not affiliated with a specific program) at a cost of \$302 million. The remainder of the construction program was composed of the 1987 Four-lane Highway Program at 158.9 million; Vision 21 at \$7.3 million; the Gaming Roads Program at \$62.1 million; Pavement Rehabilitation at \$69.4 million; and State Aid Road Construction at \$31.5 million.

Active Construction Projects

Highway construction projects can be very time consuming to complete. Once planning studies have concluded, the environmental process begins. The approval of an environmental document can take as long as three years. Upon approval of the environmental document, the construction phase begins. Depending on the size, length and complexity of the project, the design process could also take as long as three years to complete. After completion of the design phase, right of way activities begin. Maps and deeds are prepared in order to acquire the additional right of way necessary to construct the project. After the maps and deeds are prepared, the appraisal and acquisition of the necessary right of way begins. After the land has been purchased and any required reloca-



tions have been made—which could take between two and three years—the project will be turned over to construction division and the bid process initiated. Once the bid has been awarded it may take as little as one to two years to construct or as long as five years before the project is open to traffic.

U.S. 82 - Mississippi River Bridge at Greenville. This project provides for the construction of a multi-lane bridge across the Mississippi River, one-half mile south of the existing U.S. 82 bridge, between Washington County, Mississippi, and Chicot County, Arkansas. Mississippi is the responsible Department of Transportation for this project.

The Main Span Contract was let in June of 2001 for approximately \$111 million. The Mississippi Approach Contract is scheduled to be let in February 2005, at an estimated cost of \$86.1 million, and the Arkansas Approach Contract is scheduled to be let in March 2005, at an estimated cost of \$52.4 million. The new bridge and approaches could then be open to traffic in March 2008 and upon opening of the new bridge the demolition of the old bridge



will proceed. Special appropriations made available to date total \$113.3 million. The total project cost is an estimated \$284.0 million.

During fiscal year 2004, construction continued on the main-span portion of the new, four-lane Mississippi River Bridge on U.S. Highway 82 near Greenville, Mississippi. The new bridge will replace the existing 60-year-old U.S. Highway 82 Greenville bridge, which has a narrow two-lane roadway and is a serious hazard to navigation on the Mississippi River.

The main-span portion of the new bridge will include: four deep river piers anchored 120 feet into the riverbed; two concrete towers soaring 425 feet above the Mississippi River; and a spectacular cable-stayed span supported by four fans of prestressing strand steel cable. Once completed, the 1,378-foot center-span will be the longest cable-stayed span in the continental United States.

A website, www.greenvillebridge.com, allows public access to the bridge construction project which will be well documented with an online photo album and an interactive, state-of-the-art webcam. Other features offered on the website will be history and photos of the old U.S. Highway 82 Greenville Bridge and educational activities and information for

teachers and school children.

Future projects related to the Greenville bridge include construction of the roadway and bridge approaches on each side of the river as well as the demolition and removal of the existing bridge.

U.S. 82 Bypass at Greenville. Completion of the bypass will reduce traffic congestion in Greenville and adjacent areas, and enhance economic development in the area. Preliminary engineering is underway and final right of way plans are complete. If additional funding is obtained, a construction project could be let to contract in the summer of 2005. The total cost of construction for this project is estimated to be \$95 million.

I-55 South Nissan Interchange. Madison County initiated the preparation of design plans and acquired the right-of-way for another interchange and auxiliary connectors between the Gluckstadt Interchange and the main Nissan Interchange, under MDOT oversight, and therefore is looking to MDOT to fund construction of the interchange. The construction project was let to contract on September 23, 2003.

U.S. 61 Bridge Replacement over the Yazoo River near Redwood. The sufficiency rating of the existing bridge is 4.0 and it has been determined to be structurally deficient. The plans for the

proposed project have been developed for this segment of U.S. 61 to ultimately be a four lane facility. This project will construct a new bridge immediately west of the existing bridge. Construction is scheduled for March 2005 at an estimated cost of \$29.5 million.

SR 67 and SR 605 from I-110 to U.S. 49. This project will provide a four-lane facility between I-110 in Biloxi to U.S. 49 at Saucier to relieve traffic congestion on U.S. 49, U.S. 90 and I-10. MDOT is work-

project provides for a four-lane highway, built to Interstate standards, from the Tennessee State Line at, or near, Memphis to the Great River Bridge near Benoit. There are four Segments of Independent Utility (SIU), each requiring the preparation of a separate Environmental Impact Statement (EIS). The first segment is at the Mississippi River Bridge ending at approximately Highway 1 near Benoit [SIU #12].

Second is a segment between Benoit

close proximity, known to locals as the “S” curve, are the sight of many accidents including overturned trucks. MDOT has had plans to straighten and widen this roadway section for many years, and is seeking funding for the project. Environmental clearances and rights of way were secured, but the project was put on hold pending the relocation of public housing. This relocation is nearing completion, and the necessary environmental re-evaluations are under way. The estimated construction cost is \$24 million.

I-55 from Church Road to Tennessee State Line. Increased traffic and congestion caused by the growth of the

“If you don’t build it, they can’t come.”

—LARRY L. “BUTCH” BROWN, MDOT EXECUTIVE DIRECTOR

ing closely with the developers of a 4,000 acre, \$1.7 billion, 20,000 household community that is in the vicinity of the SR 67 - Cowan-Lorraine Road interchange to coordinate road construction with the development plan. Plans include a diamond interchange at the new Cowan-Lorraine Road (SR 605) extension. The construction contract has been let for all three phases, partially funded with a fiscal year 2002 earmark of \$9 million. The paving contracts will be let under two contracts. One is scheduled to be let in May 2005 and the other is scheduled to be let in April 2006.

SR 6 between the Natchez Trace and SR 145 in Tupelo. This project will add two lanes parallel to the existing lanes of SR 6 where practical, four lanes on new location in other areas, and interchanges included where necessary. Upon completion, the new construction will significantly reduce traffic congestion, traffic accidents and enhance the economic development along this corridor. The phase between Pontotoc and SR 342 was let to contract in September of 2002. The second construction project from SR 342 to SR 145, in Tupelo is scheduled for fiscal year 2006, with an estimated cost of \$35.4 million that MDOT currently does not have funds to support. Paving for this segment is estimated to cost \$16.7 million and is scheduled for Spring 2008.

SR 304 [future Interstate 69]. This

and goes to Robinsonville [SIU #11]. The third segment is SR 304 relocated from U.S. 61 to I-55 [SIU #10] (currently under construction), and the fourth segment which is from the I-55/SR 304 relocated interchange traveling either through Memphis or to the east of Memphis that connects back to I-55 north of Memphis [SIU # 9].

I-59 Laurel “S” Curve. This section of I-59 between 13th Ave and 4th Ave. in Laurel was constructed early on in the Mississippi Interstate program, and does not meet current standards. Two sharp curves in

Southaven/Olive Branch/Hernando area gives rise to the need for an additional two lanes on I-55 in Desoto County. The Tennessee Department of Transportation has completed the construction contract for additional lanes at the Tennessee/Mississippi State Line. This project will continue the additional lanes down to Church Road, and replace the interchange at State Line Road with an urban diamond interchange. Preliminary engineering is complete, and right of way acquisition is complete for the North Section [Tenn. State Line to SR 302].





Preliminary engineering has begun and right-of-way acquisition is scheduled to begin July 2005 on the south section [SR 302 to Church Road]. The construction for the north section was let in November 2003, with partial funding of \$9.9 million. MDOT requires \$14.6 million of national highway funds to complete construction of the north section. An additional \$20.7 million will be required to construct the south section, which is scheduled for letting in fiscal year 2006.

The Stack – I-55 and I-20 Interchange in Jackson Phase III. Phases I and II of the Stack are complete and open to traffic. Phase III is under construction and will be

completed in fiscal year 2006. The cost to complete this phase is \$29.4 million.

Phase IV will primarily add lanes to I-55/I-20 both east- and westbound between Gallatin Street and the I-55/I-20 interchange. The east side of the Gallatin Street interchange will be reconstructed as well. Ramps and connectors will be added between Gallatin Street and State Street with an interchange being added Eastbound at State Street. The bridges on I-55/I-20 will be widened to accommodate the new lanes, including the bridges over the Pearl River. Construction for Phase IV is scheduled to begin in fiscal year 2009 and currently estimated to cost \$30

million.

SR 601 - Canal Road Connector. This project will provide a four-lane controlled access facility from I-10 to U.S. 90 near the Port of Gulfport. A finding of no-significant-impact has been approved. A construction cost estimate will be made after completion of the design and right-of-way plans, but very preliminary estimates, which were recently updated due to the addition of the interchange at I-10, range from \$275-\$300 million.

U.S. 49 from Florence to I-20. Safety and congestion mitigation are the primary purposes of this project. Scheduled to complement completion of Phase III of the Stack, the additional lanes provided will flow directly to I-55 North easing daily commuter traffic from Simpson and Rankin Counties to Jackson. Additionally, adding right and left turn lanes, widening shoulders and bridges, and upgrading intersections will drastically improve the safety through the cities of Richland and Florence.

The estimated cost of the project is \$33 million of National Highway System funds [\$8 million for right-of-way acquisition and \$25 million for construction]. The environmental document has been approved by the Federal Highway Administration. Preliminary design engineering is underway.

I-55 at SR 4 Interchange. Industrial accommodation, further industrial development, traffic congestion and gaming access are factors in the relocation of SR 4 south of its existing location with a new interchange. SR 4 currently runs through Senatobia, but this project will produce a diamond interchange south of the city, and upgrade the two lane facility to four lanes on new location. Final design and right-of-way acquisition is complete. Construction was let in March 2003 for \$21.5 million.

I-20 from the Mississippi River Bridge thru Vicksburg. This project will reconstruct I-20 to significantly improve the level of service to the traveling public. Additional lanes will be added through the entire length of the project and inter-

changes will be modified or reconstructed. Vertical alignments will be improved to meet the current design criteria and frontage roads will be rehabilitated as necessary.

The preliminary construction estimate is \$150.2 million. If funding could be arranged, preliminary engineering could begin in fiscal year 2006 [for \$12 million]; right-of-way acquisition could begin in fiscal year 2008 [for \$8.4 million] and construction begin in fiscal year 2010 [for \$129.8 million].

Pearl River Bridge connecting Jackson with the International Airport. This project provides for a four-lane divided highway from I-55 to SR 475 at the Jackson International Airport, with a connector to SR 25, and will relieve traffic congestion on I-20, I-55, SR 25, U.S. 80, SR 475 and SR 468. MDOT has received \$27.9 million of Federal High Priority Project funds through ISTEA/TEA-21. These funds along with \$5.8 million in state matching funds have been used for design, final right-of-way plans, map and deed preparation and a portion of the property appraisal and acquisition.

The first phase of appraisal and acquisition began in 2003 [for the segment from I-55 to SR 468, known as the west segment]. A construction project for the west segment could be let by early 2006. The estimated construction cost is \$318 million [\$182.9 million for the west segment, \$51.8 for the northern connection and \$83.3 for the southeastern connection, these totals include the estimated cost of right-of-way acquisition].

East Harrison County Intermodal Connector. The Connector Highway will begin at I-10/Woolmarket (MS 67) Interchange crossing the Biloxi Back Bay near the Veterans Administration Medical Center Complex and connecting to U.S. 90 just west of Veterans Avenue. This highway will be a full-controlled access facility that provides access to the Interstate, Popp's Ferry Road, Pass Road, and U.S. 90. The construction of the highway will greatly relieve traffic congestion on existing state and local roads as well as providing an

additional emergency evacuation route.

The final environmental impact statement has been approved for publication. The Federal Highway Administration submitted it to the Environmental Protection Agency for publication of notice in the Federal Register. A record of decision was issued May 2003. The preliminary construction estimate is \$285 million. If funding could be arranged, design could begin in fiscal year 2006 [for \$5 million]; right-of-way acquisition could begin in fiscal year 2007 [for \$100 million] and construction begin in fiscal year 2009 [for \$180 million].

U.S. 78 from Tennessee to Alabama [future Interstate 22]. This project will upgrade U.S. 78 to interstate standards, once Congress has established this route as Interstate 22. The project will require replacement of two interchanges along with totally upgrading the system to interstate standards. MDOT has already initiated some preliminary engineering phases along the route. The estimated cost of this project is \$72 million.

Interstate 69 [Mississippi's unfinished sections]. This project provides for a four-lane highway, built to interstate standards, from the Tennessee State Line





at, or near, Memphis to the Great River Bridge near Benoit. There are four Segments of Independent Utility (SIU), each requiring the preparation of a separate Environmental Impact Statement (EIS). The first segment is at the MS River Bridge ending at approximately Highway 1 near Benoit [SIU #12]. Second is a segment between Benoit and goes to Robinsonville [SIU #11]. The third segment is SR 304 relocated from U.S. 61 to I-55 [SIU #10]

(currently under construction), and the fourth segment which is from the I-55/SR 304 relocated Interchange traveling either through Memphis or to the east of Memphis that connects back to I-55 north of Memphis [SIU # 9].

The design phase of the bridge project is funded. If funding is obtained, the main span contract could be let in fiscal year 2006, with the approach contracts being let in fiscal year 2008. Construction of

the bridge and connectors from U.S. 65 in Arkansas to SR 1 in Mississippi is estimated to cost \$565 million.

The EIS is underway on the portion of I-69 that will be along U.S. 61, from Benoit to Robinsonville. Construction funding on the U.S. 61 segment can be utilized when the EIS is complete, which will be in fiscal year 2004. The cost to construct this segment will be determined in the EIS. MDOT anticipates the completion of the EIS by July 2005. In addition, MDOT has entered into agreements with Arkansas and Tennessee to pay half of their study costs, \$1 million to each state.

The current cost to complete the remaining three sections [SIUS 9, 11 and 12] is estimated to be \$877 million.

SR 590 from I-59 to the Jones County Community College. This section of two lane roadway on new location will provide a much needed grade separation over the Railroad, a new entrance to Jones County Junior College, and a truck route around Ellisville. There is considerable log truck traffic on SR 29, and the current route through town includes a 90 degree turn at a tight intersection. The estimated cost of this project is \$7 million.

U.S. 45 from the Noxubee County Line to U.S. 82. Due to excessive truck traffic, adjustments to the current highway are necessary to increase safety for those traveling on this road. The project will add one lane in each direction of the current two lane facility [along with rehabilitation of the existing lanes]. There will also be a four lane section constructed on new location. The total cost to construct is estimated to be \$46.7 million.

Major Completed Projects

Some major construction projects that have been completed and open for use during fiscal year 2004 are:

- State Route 12 Extension around Starkville (AKA the Starkville Bypass), an 8.4 mile section of four-lane roadway that borders Starkville on the west side.



- U.S. 45 in Wayne and Clarke counties—a 10-mile section of four-lane known as the Shubuta Bypass.
- State Route 25 in Leake County from Carthage to the Attala County line—a 17-mile section of four-lane highway.
- U.S. 49 West in Yazoo and Humphreys counties—a 13-mile four-lane section from the State Route 3 interchange to Silver City.
- U.S. 82 in Webster County from the Montgomery County line to the Eupora Bypass—a 6.5 mile four-lane section.
- U.S. 84 in Lincoln County from the Brookhaven Bypass to the Lawrence County line—a 7.3 mile section of four-lane highway.

All of these projects are part of the 1987 Four-lane Highway Program, of which we spent in excess of \$173 million to complete this fiscal year.

Along with the four-lane projects listed above, MDOT also let to contract over \$126 million in pavement rehabilitation projects. Pavement Rehabilitation projects consist of mill and overlay, overlay, widen and overlay and concrete repair.

Maintenance Activities

Maintaining the state's highway system is a vital component of MDOT's overall mission. If this system is to continue serving the state's citizens, commerce and industry, a high priority must continue to

be assigned to preserving and maintaining the existing infrastructure.

MDOT is responsible for maintaining 13,681 miles of roadway statewide. This includes 1,685 miles of interstate highway, 4,242 miles of U.S. highway, and 7,740 miles of state routes.

Maintenance expenditures for fiscal year 2004 totaled approximately \$148.5 million, with an average cost per mile of \$10,788.

In fiscal year 2004, MDOT spent a total of \$148.5 million on maintenance activities. Routine maintenance—such as patching, sealing, litter removal and mowing—made up the bulk of the program at

a cost of \$72.3 million. Maintenance repair and overlay projects consisted of \$48.3 million; and other activities including the maintenance of MDOT buildings/grounds and hospitality and weigh stations made up the remainder of the program at a cost of \$28 million.

MDOT reshaped 5,758 miles of non-paved shoulders, applied 4,333 miles of pavement striping, and sealed 383 miles of highway. MDOT also resurfaced 964 miles of highway providing a smoother, safer ride for motorists, and extending the life of the roadway while delaying costly reconstruction. By investing in preventative maintenance to resurface highways at the appropriate time during their life cycle, valuable highway money is being stretched even further.

MDOT maintenance personnel expended 51,989 man-hours picking up 13,987 cubic yards of litter at a cost of \$1,273,177. Another \$1,439,969 was paid for litter removal by contract personnel and county sheriffs who supervised inmate litter removal, bringing the total invested in litter removal for fiscal year 2004 to \$2.7 million.

Routine maintenance activities include restoring roadway surfaces by patching potholes, patching and blading roadway shoulders, assuring proper right of way drainage by clearing ditches and mak-





ing drainage improvements, controlling roadside vegetation by mowing more than 170,025 acres and applying herbicide, providing 24-hour disaster repair upon demand, painting and repairing bridges, and replacing pavement markings and traffic control devices. In addition to the mowing of roadside vegetation by MDOT employees, 86,995 acres were mowed by contract. Other maintenance activities include hot mix asphalt overlays, seal coats and drainage structure replacements. To execute these duties, MDOT must retain an effective labor force of skilled manpower along with an adequate amount of stockpiled materials and equipment.

In addition, MDOT holds traffic signal maintenance responsibilities for cities with a population of 20,000 and under. MDOT continues to contract security services for all rest areas and welcome center facilities along the interstate. This security helps ensure that Mississippians, as well as visitors to this state, enjoy the use of rest area facilities.

Administrative Services

The Office of Administrative Services' mission is the effective oversight of budget development, financial operations, and administrative support within the department. This oversight provides the financial framework and a computerized

support system from which all other functions of MDOT may operate. Administrative services' also provides support to the Jackson offices in the form of building maintenance and office supplies. Divisions under the supervision of the Office of Administrative Services include Financial Management, Budget, Procurement, Programming, Asset Management, Professional Development, and Support Services.

Funding

MDOT is funded through appropriations by the United States Congress and the Mississippi Legislature. Congress provides funding through the Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration, and the Federal Aviation Administration.

The Mississippi Legislature provides state funding through motor fuel taxes and other fees.

State Revenue Sources

Mississippi has a fuel tax of 18.4 cents per gallon. Historically, MDOT receives approximately 70 percent of total fuel taxes. MDOT only received 63 percent of that amount last fiscal year — at \$265 million. Millions of dollars went to non-road construction entities such as Wildlife and Fisheries and Marine Resources. The remainder went to cities and counties, the State Aid Road fund — for county bridge replacements; and the bond sinking fund.

MDOT is also funded through receipts derived from dedicated state taxes, such as truck and bus fees—which include truck and bus privilege tax, weight and size permits and trip permits—a contractor's tax of 3.5 percent assessed on each 1987 Four-lane Highway Program project contract; a \$5 per vehicle tag registration fee and other taxes associated with gaming, lubricating oil and interest income. Revenues are collected monthly and credited to the appropriate funds.

Federal Aid Highway Program

Federal highway construction assistance is paid to all states through the Federal-Aid Highway Program (the

“Program”) from revenues collected by the United States Treasury from certain federal taxes on fuel, tire sales and other items, which taxes are deposited into the Federal Highway Trust Fund (HTF). Distribution of assistance from the HTF is subject to periodic authorization and annual appropriation by Congress. Since such assistance was established by the Federal-Aid Highway Act of 1956, the Program has been reauthorized some 15 times in various forms at generally increasing funding levels. Actual payments to states have continued without interruption since 1956. The most recent reauthorization, the Transportation Equity Act for the 21st Century (TEA 21), was enacted by Congress on May 22, 1998 and approved by the President on June 9, 1998. Since its enactment, TEA 21 has been extended six times and currently has an extension date until May 31, 2005. Congress is attempting to reconcile the differences between the House and Senate versions of the TEA 21 reauthorization bill, but no final date for passage is certain at this time.

Certain Program features are explained below:

- *The Federal Highway Trust Fund:* The HTF is a dedicated federal fund with dedicated revenues held in trust for reimbursement of expenditures by the states for costs of eligible transportation projects, including highway projects.

- *Authorization:* Authorization is the process by which Congress authorizes the expenditure of federal revenues on federal programs. For the Program, authorization historically has been, and continues to be, provided on a multi-year basis. This, together with the availability of HTF revenues and future HTF collections permits states more certainty in planning long-term highway projects.

- *Apportionment:* For each federal fiscal year (FFY), the Federal Highway Administration (FHWA) apportions the authorized funding among the states according to formulas that are established in authorizing statutes. The distribution of federal funds that do not have a statutory formula is called “allocation” rather than

“apportionment.”

• *Obligation Authority*: “Obligation” is the commitment of the federal government to pay, through reimbursements to a state, its share of the eligible expenditures on an approved project. The amount of such federal revenues that a state can obligate in a given FFY is called its “Obligation Authority.”

Role of Obligation Authority

The culmination of the federal authorization and appropriation process for the Program is the provision of Obligation Authority to a state. Obligation Authority, which is apportioned to states on an annual basis, sets the upper limit on the federal government’s commitment to pay, through reimbursements, its share of eligible expenditures on approved projects. Current year Obligation Authority plus prior years’ Obligation Authority obligated but not yet expended determines the *maximum* amount of federal highway assistance that a state may receive under the Program. Although *annual* Obligation Authority is not a direct representation of the amount of reimbursements a state will receive under the Program in a given year (e.g., due to lags in spending), Obligation Authority levels will determine over time the amount of reimbursements that a state may receive. *Obligation Authority Provided to Mississippi*. Since 1989, Mississippi has

received substantial funding through the Program.

Use of Obligation Authority. Mississippi has consistently utilized all of its total Obligation Authority. MDOT reasonably expects to continue to utilize all of its total Obligation Authority

TEA 21 Reauthorization. MDOT’s preliminary analysis of pending TEA 21 reauthorization bills indicates that MDOT may receive anywhere between \$410 million and \$510 million per year for the next six years depending on whether the House or Senate version of the bill is finally passed by Congress.

Future Utilization of Federal Highway Assistance

Under the Program, as projects are approved by the FHWA, the aggregate dollar amount of each state contract relating thereto is obligated against the remaining annual amount of Obligation Authority still available to that state. The state then pays the amounts owed under each contract as the work progresses and receives reimbursement from the federal government for the federal share of the total costs. The aggregate amount of reimbursements received by a state in any year is not necessarily equal to the state’s apportionment for such year. Many projects and contracts extend over a number of years. The aggregate amount

made available to a state in any one year, if fully obligated, may be received as reimbursement over a longer period of time relating to the actual period of construction. MDOT expects that, as a result of its extensive statewide road and bridge program, it will have sufficient federally-eligible project expenditures to be able to utilize all Program assistance that may be made available to the State.

Revenue

MDOT’s total receipts for fiscal year 2004 were \$785.1 million. State motor fuel taxes and federal sources provided 82 percent of the department’s funding for fiscal year 2004.

MDOT received \$265 million in funds from state motor fuel taxes during this reporting period. As stated above, the state motor fuel tax is a primary funding source for the department. Other state taxes for fiscal year 2004 included the following:

Truck/Bus Tax Fees	\$53.6 million
Contractor’s Tax	6.4 million
Lubricating Oil Tax	1.1 million
Railroad Mileage Tax	0.2 million
Tag Fees	13.4 million
Gaming Tax	39.1 million

Expenditures

MDOT’s budgetary expenditures for fiscal year 2004 totaled \$870.2 million. As shown below, the large majority of the department’s expenditures were focused in the Construction Program (dollar amounts are in millions):

Maintenance Program	\$148.5	17.1%
Construction Program	631.1	72.5%
Administration Program	23.9	2.8%
Equipment & Buildings	21.4	2.5%
Debt Service Program	26.4	3.0%
Enforcement Program	8.2	0.9%
Aeronautics, Rails and Transit Programs	<u>10.7</u>	<u>1.2%</u>
TOTALS	\$870.2	100%

Bonded Debt

State statutes provided authority for the issuance of \$200 million in bonds for the 1987 Four-Lane Highway Program and \$325 million in bonds for the Gaming Roads Program. As of June 30, 2002, the State Bond Commission has issued bonds for these programs as follows:



1987 Four-Lane Highway Program

June 1999— \$200 million in 10-year revenue bonds

Gaming Roads Program

July 1998— \$125 million in 20-year general obligation bonds

October 2000— \$100 million in one-year general obligation notes

The State Bond Commission issued \$200 million in general obligation bonds in October 2002 to retire the outstanding \$100 million in general obligation notes and to provide \$100 million for new Gaming Roads Program construction.

Fiscal Year 2005 Budget

MDOT's budgeted expenditures (as appropriated by the Mississippi Legislature) for fiscal year 2005 are \$897.6 million while estimated receipts are \$825.1 million.

Financial Challenges

Historically MDOT has enjoyed a robust cash balance which has facilitated an aggressive construction program. During the 2004 legislative session, House Bill 1725 appropriated MDOT's entire budget request for fiscal year 2005. However, House Bill 1279, adopted in the final minutes of the session, required the transfer of certain revenue sources to the General Fund. Examples of these are: \$54 million in gaming revenue, \$6 million in truck and bus tax revenue and \$3 million in interest income.

Additionally, the legislature mandated the transfer of \$50 million in cash to the General Fund.

This action by the legislature has necessitated MDOT looking to other mechanisms for financing its construction program. The future of financing construction projects will include some innovative strategies not previously considered by MDOT.



Notable Quotables

“I have thoroughly enjoyed serving on the transportation committee. I’ve never felt more comfortable—and I say this with all sincerity—with MDOT as I do now, with their current leadership.”

—BILLY MCCOY, SPEAKER OF THE HOUSE

“It feels good that one of our agencies is so successful.”

—REPRESENTATIVE CHARLIE CAPPS

“In 1991, we cut administrative costs for all agencies and MDOT was the only agency to cut personnel.”

—SENATOR BILL MINOR (NOW NORTHERN DISTRICT TRANSPORTATION COMMISSIONER)

“Thank you all for your hard work and commitment.”

—LIEUTENANT GOVERNOR AMY TUCK

Financials

the bottom line



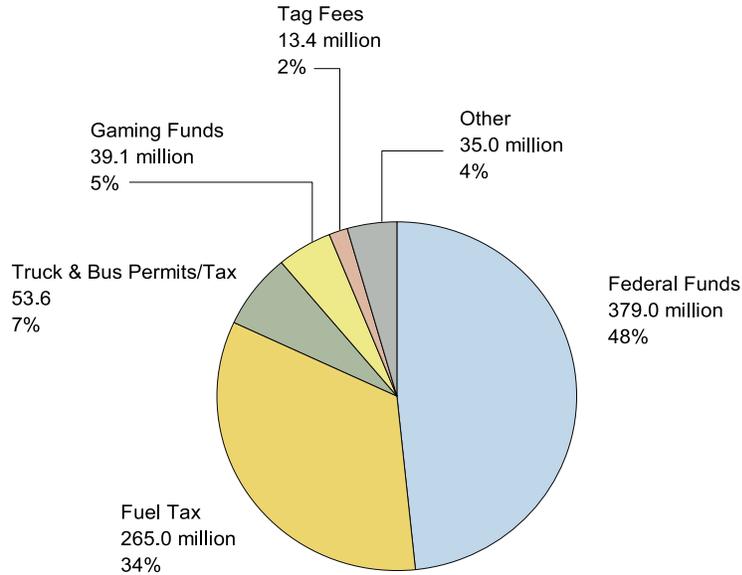
Statement of Receipts and Disbursements for the Fiscal Year Ended June 30, 2004

Cash Balance as July 1, 2003	\$ 248,429,923
Receipts:	
Fuel Tax	\$ 264,970,445
Federal Funds	378,924,111
Truck & Bus Taxes/Fees	53,627,988
Lubricating Oil Tax	1,147,490
Contactors' Tax	6,446,490
Tag Fees	13,437,853
Gaming Tax*	39,099,655
Interest	2,243,840
Other Receipts	<u>25,237,797</u>
Total Receipts	\$ 785,135,669
Funds Available for Fiscal Year 2004	\$ 1,033,565,592
Disbursements:	
Salaries, Wages & Fringe Benefits	\$ 127,741,964
Travel	2,432,068
Contractual Services	94,274,385
Commodities	28,447,638
Capital Outlay:	
Equipment	12,482,938
Other than Equipment	532,833,667
Subsidies, Loans & Grants	71,967,392
Transfer to Budget Contingency Fund**	<u>50,000,000</u>
Total Disbursements	\$ 920,180,052
Cash Balance as of June 30, 2004	\$ 113,385,540

*In addition, \$15,100,000 in Gaming Tax was received into the Gaming Bond Sinking Fund, which is managed by the Office of the State Treasurer, rather than MDOT.

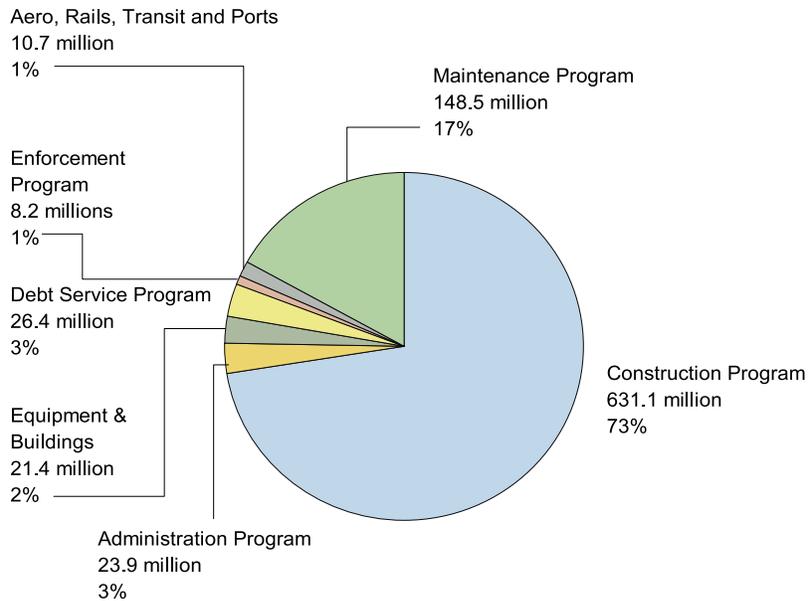
**The \$50 million transfer is not included as part of fiscal year 2004 expenditures.

FY2004 Revenues by Source



Total Revenues: \$785.10MM

FY2004 Expenditures by Program



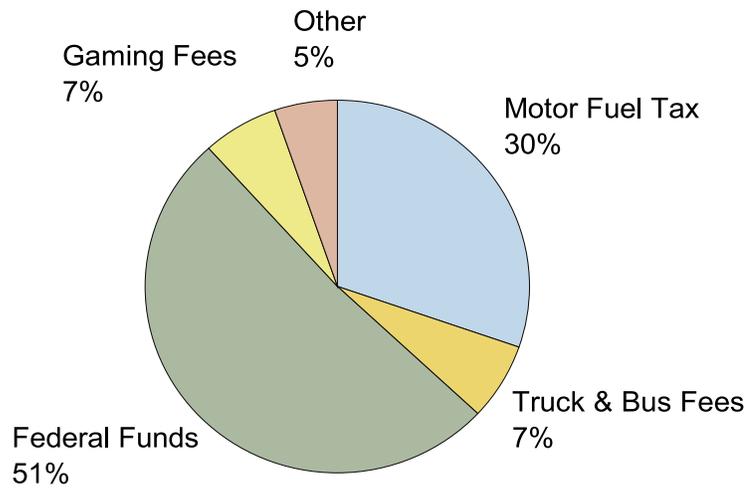
Total Expenditures: \$870.20MM

Budgeted Revenues and Expenditures

for the Fiscal Year Ended June 30, 2005

Cash Balance July 1, 2004	\$ 113,385,540
REVENUES:	
Motor Fuel Tax	\$ 250,000,000
Truck and Bus Taxes/Fees	54,000,000
Lubricating Oil Tax	1,100,000
Tag Fees	13,000,000
Contractor's Tax	3,500,000
Gaming Revenues	54,000,000
Interest Income	3,000,000
Federal Reimbursements	416,000,000
Other Federal Funds	8,500,000
Other Revenues	<u>22,000,000</u>
TOTAL REVENUES	\$ 825,100,000
TOTAL AVAILABLE	\$ 938,485,540
EXPENDITURES (by object):	
Salaries and Fringe Benefits	\$ 139,190,685
Travel and Subsistence	3,109,142
Contractual Services	107,738,087
Commodities	29,457,356
Capital Outlay	513,093,986
Capital Outlay – Equipment	13,918,616
Subsidies, Loans & Grants	<u>91,096,100</u>
TOTAL EXPENDITURES	\$ 897,603,972
Estimated Cash Balance June 30, 2005	\$ 40,881,568
TOTAL ACCOUNTED FOR	\$ 938,485,540

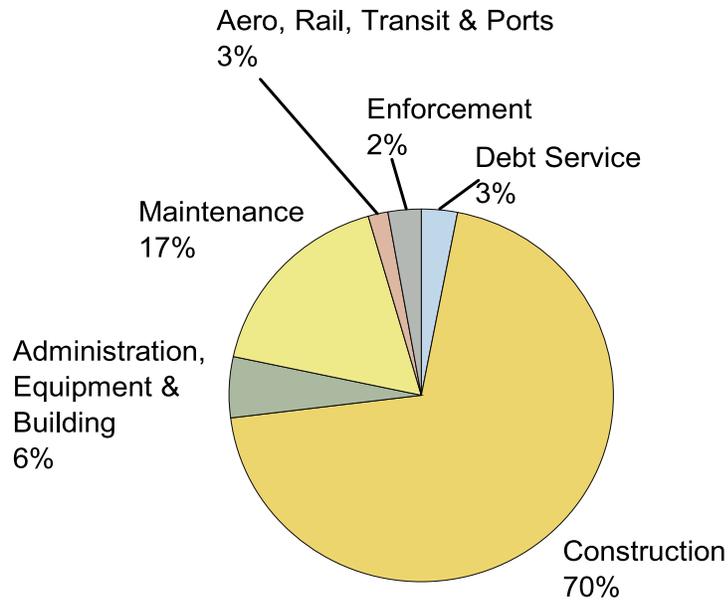
FY2005 Projected Revenue by Source



Total Revenues: \$825.1MM

Source Represents the original budget before budget transfers.

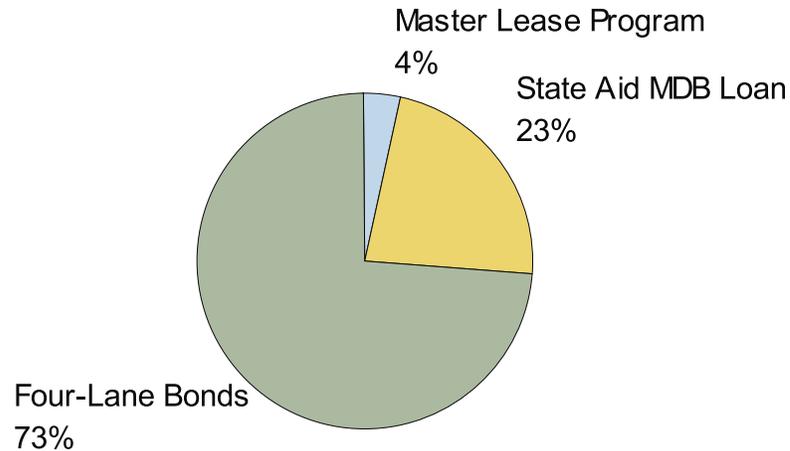
FY2005 Projected Expenditures by Program



Total Expenditures: \$897.6MM

Debt Service Obligations

Existing Debt by Program



Outstanding Debt Overview

- \$153 million overall outstanding debt
- \$112.5 million outstanding Four-Lane Highway Program Bonds
- \$35 million MDB State Aid Bonds
 - Office of State Aid to repay loan
- \$5.6 million under the Master Lease Program for purchase of equipment



Schedule of Conventions Attended

by MDOT Personnel for the Fiscal Year Ended June 30, 2004

CONVENTION: American Association of State Highway and Transportation Officials

AASHTO 2003 - Minneapolis, Minn.

Total Expenses - \$ 21,309.40

PURPOSE: To participate in discussions of administration, construction, maintenance, and other operations on a national level in order to share problem-solving techniques and to forge a cohesive national transportation system.

Those attending:

William R. Balentine	Jimmy R. Davis
Albert Brantley	Jackie R. Duckworth
Darrell L. Broome	Harry L. James
Larry L. Brown	William B. Lewis
Perry E. Brown	Joy F. Portera
Wayne H. Brown	Zack Stewart
Robert A. Burt	Kevin Upchurch
	Mark Valentine

CONVENTION: Southeastern Association of State Highway and Transportation Officials

SASHTO 2003 - Charleston, West Virginia

Total Expenses - \$ 17,074.32

PURPOSE: To participate in discussions of administration, construction, maintenance, and other operations on a regional level in order to share problem-solving techniques unique to this region.

Those attending:

William R. Balentine	Richard A. Lee
Darrell L. Broome	William B. Lewis
Larry L. Brown	Walter G. Lyons
Wayne H. Brown	William May
Mitchell K. Carr	“James E. Moak, Jr.”
James Dickerson III	Joy F. Portera
John D. Foster	Zack Stewart
Richard Hall	Kevin Upchurch
Harry L. James	Mark Valentine



Intermodal Transportation

the broad view

Aeronautics Division

Mississippi has 76 public use airports that are owned by local governmental entities. Seven of them have air carrier service and are located in Jackson, Gulfport-Biloxi, Columbus-Starkville-West Point, Meridian, Tupelo, Greenville, and Hattiesburg-Laurel. The remaining 69 are general aviation airports that serve corporate, business and privately owned aircraft and play a vital part in the economic development of the small communities in the state. In addition, there are five privately owned general aviation airports that are open for use by the public.

The mission of the Aeronautics Division is to assist public airport owners in developing a safe and effective air transportation system in the State of Mississippi. The Division has two programs to meet this mission, Airport Development

and Improvement and Aviation Safety.

Funding for the operations of the Aeronautics Division has historically come from a percentage of aviation fuel sales in the state. These collections are: 5.25 cents (\$.0525) per gallon jet fuel, 6.40 cents (\$.0640) per gallon on aviation gasoline and 1 cent (\$.01) per gallon of automobile gasoline for which a refund has been made because it was used for aviation fuel. However, another revenue source was added in February, 2002, when the Mississippi Legislature passed a bill that diverts the sales tax collected from automobile parking lots on airports to the Division for support of aviation in the state. The revenue in fiscal year 2004 was \$1,400,892 from aviation fuel and \$445,045 from parking lot taxes for a total of \$1,845,937. The fuel tax revenue was lower than the \$1,475,700 collected in fiscal year 2003 but the parking lot revenue was higher than the fiscal

year 2003 collections of \$399,262 resulting in a net decrease in revenue of \$29,025 from fiscal year 2003.

Recognizing that the state airports suffered a loss of revenue and reduced income after the tragedy of September 11, 2001, the 2002 Legislature directed MDOT to provide the Aeronautics Division with an additional \$1,250,000 in fiscal year 2003 and in fiscal year 2004 for airport improvement projects. This resulted in a total of \$3,095,937 available for airport projects in fiscal year 2004. With these additional funds, MDOT was able to fund the 10 percent local share of all of the 90 percent FAA-funded improvement projects. This greatly assisted the airports in recovering from their loss of revenue and insured that federal funding of improvement projects was not jeopardized because of the lack of state/local funds.

In fiscal year 2004, a record number

of 89 funding grants were issued for federal/state/local projects (38 in fiscal year 2003) with a total cost of approximately \$41,668,767 (\$22,000,000 in fiscal year 2003) that included state funds in the amount of \$4,100,799 (\$2,064,684 in fiscal year 2003). In addition, other records were set with 249 project payments to airport owners in the amount of \$2,745,965 with 59 projects being closed. This is a substantial increase over the 108 project payments for \$1,432,602 and 29 closed projects in fiscal year 2003. This additional workload was accomplished with no increase in staff personnel.

The Aeronautics Division also provided \$60,000 in fiscal year 2004 for the operational expenses of the Mississippi Wing Civil Air Patrol that provides search and rescue for missing and downed aircraft and assists with disaster relief.



Ports & Waterways

Our inland and coastal waterways remain a vital element of the State's intermodal transportation system, providing low cost, environmentally friendly transportation and industrial development opportunities. These shipping arteries are the Mississippi River, the largest commercial river in the country, the Tennessee-Tombigbee Waterway, and the Gulf of Mexico.

Sixteen public ports lie along our waters, six on the Mississippi River, six on the Tennessee-Tombigbee Waterway,

and four on the Gulf Coast. Two of these, the State Port at Gulfport and the Yellow Creek Port are under State authority, the remainder are entities of either county or city governments. These ports pump almost \$2 billion into the state's economy (nearly three percent of the total State Domestic Product).

Our ports and waterways are growing in importance as a vital element of Mississippi's intermodal transportation system. Mississippi is geographically positioned to become a leading gateway for the growing Latin American trade as well as trade with the rest of the world. Neighboring states are investing increasing amounts of public funds into their ports, and we must do

likewise to remain competitive.

This year, the Mississippi Transportation Commission awarded \$2,274,795 in National Highway System (NHS) funds for Intermodal Connector Improvement Program (ICIP) projects. The Commission established this program to improve the connectors from modal hubs—such as port—to the NHS. For fiscal year 2004, \$1,374,208 in ICIP funds were allocated to port projects at the ports of Amory, Bienville, Pascagoula, Rosedale and Yellow Creek. The significance of the Commission's action in supporting multi-modal transportation must not be overlooked. Within the southeast, only Louisiana and Florida have more aggressive programs to support the public ports with infrastructure funding.

The Mississippi Department of Transportation allocated \$5 million in fiscal year 2005 funds for Multi-modal Transportation improvement projects. Funds were distributed in accordance with Sections 65-1-701 through 65-1-711, Mississippi Code of 1972, as amended. Ports received \$1.9 million and the Ports Multi-modal Committee met on July 20, 2004 to review funding applications submitted by 10 ports for \$6.1 million in Multi-modal funds. The committee selected the following port projects for the \$1.9 million

PORTS MULTI-MODAL PROJECTS SELECTED FOR FUNDING:

<u>PORT</u>	<u>PROJECT DESCRIPTION</u>	<u>MM FUNDS APPROVED</u>
Warren Co. Port	<i>Upgrade Structure to support 40T crane</i>	\$200,000
Rosedale/Bolivar Co. Port	<i>Purchase 3 forklifts</i>	170,000
City of Greenville Port	<i>20% match for ICIP Project</i>	120,000
Lowndes Co. Port	<i>Acquire 19 acre Industrial site</i>	73,000
Lowndes Co. Port	<i>20% match for ICIP Project</i>	40,000
City of Amory Port	<i>Repair dock wall</i>	200,000
Natchez/Adams Co. Port	<i>20% match for ICIP Project</i>	104,000
Port of Pascagoula	<i>Repair Port wharf system (Bayou Casotte)</i>	500,000
Port Bienville	<i>Port plan & Eng for Berth Ext.</i>	200,000
Yellow Creek Port	<i>Purchase of large capacity crane</i>	293,000
	TOTAL	\$1,900,000

in available funds and the Transportation Commission approved the projects for funding on July 27, 2004.

Public Transit

The core mission and most important product of MDOT's Public Transit Division is effective customer service. The Division staff is committed to continuous improvements in the overall efficiency as well as effectiveness of local community transportation services. This commitment extends beyond just making transportation services available. There are also concerted efforts to be part of the economic stimulus for local economies. Along with having the traditional health care, educational and social service access impacts, our interest and investments in local transportation services provides local job opportunities, allow local residents access to jobs in neighboring areas and results in several hundred thousand dollars being spent annually for goods and services that are purchased in local communities.

MDOT continues to make impressive strides in the effort to adequately meet the mobility needs of local communities. Two of the major accomplishments during this fiscal year that illustrate public transit's role in community development were partnerships between MDOT and lo-

cal municipalities to develop intermodal passenger transportation facilities. These partnerships, one with the city of Jackson, and another with the city of Brookhaven are testaments to the successful collaborations that the Public Transit Division has been instrumental in establishing. During this fiscal year there was an aggregate investment of more than \$2.75 million dollars made available for the planning, construction and rehabilitation of local facilities. These facilities include the impressive Union Station Center in downtown Jackson and a facility that is being planned for the Brookhaven central business district.

The Union Station project incorporates intercity bus (e.g., Greyhound) and rail transportation (e.g., AMTRAK) local city, rural and special event bus transportation into a single multi-use commercial and retail property. Passenger connectivity to the various modes is assured by professionally staffed customer service counters. Customers are able to directly access rides (i.e. purchase tickets and make transfers) get assistance with trip planning and enjoy retail amenities that make the travel experience more enjoyable. A unique feature of the Union Station facility is the incorporation of a collaborative rural transportation connector service, aptly named "The Rural Connection" (TRC).

TRC offers a point of contact for services to and from a five county catchment area through the collaborative efforts of several rural general public transit contractors. Operating out of a dedicated office within the main Union Station terminal area, the focus is on providing ticketing, passenger information, transfers, trip scheduling, parking for rural transit vehicles and a driver stop over location. The main emphasis will be on the daily suburban and rural commuters that work in the immediate downtown area.

The Brookhaven facility is designed to provide a single point of contact for passenger connectivity between the AMTRAK and Greyhound intercity services, as well as an origin and terminus point for commuter van and bus services. When fully operational, customers will be able to reserve rides, purchase tickets, get information and enjoy the benefits of bus and van pool service into the Jackson metropolitan area. The Brookhaven city administration is also considering the use of the facility as a satellite office for the rural and special service transportation operators that are in the area. Through on going technical assistance and project administration support, the Public Transit Division has assisted the city of Brookhaven in receiving over \$990,000 in federal funds to for design, engineering and preliminary construction/renovation.

During fiscal year 2004, MDOT authorized a total of 16 local Section 5311 Transportation Program contractors. Despite a flat economic environment, in the aggregate these providers reported an 8.5 percent increase in employment related transportation. During this period there was a five percent decrease in the number of contractors authorized for the Section 5310 Program. This reduction can be attributed to increased coordination among local service providers.

Rails Division

Mississippi's 2,584 miles of mainline railroad provide excellent service between major centers throughout the state. This



Newly-renovated bus & rail depot, Jackson.

mileage is comprised of 23 railroads that range in size from fairly short intrastate railroads to members of large rail systems extending from the Gulf of Mexico into Canada. Large rail systems account for more than 75 percent of the state's rails with the small operators accounting for the remaining 25 percent.

Of the total rail miles in Mississippi, 1,939 are grouped as Class I Major Railroads. Class I Major Railroads are those which consist of 1,000 or more miles of rails and produce annual revenues of \$40 million or more. There are five Class I Major railroads in Mississippi. Class III Local Railroads, which are railroads of 100 miles or less, account for the remaining miles.

MDOT's Rails Division Engineer serves as the Chairman of the Board of Directors of Mississippi Operation Lifesaver. Rails Division Inspectors are frequently involved with Operation Lifesaver, Inc., assisting with railroad/highway grade crossing safety blitzes.

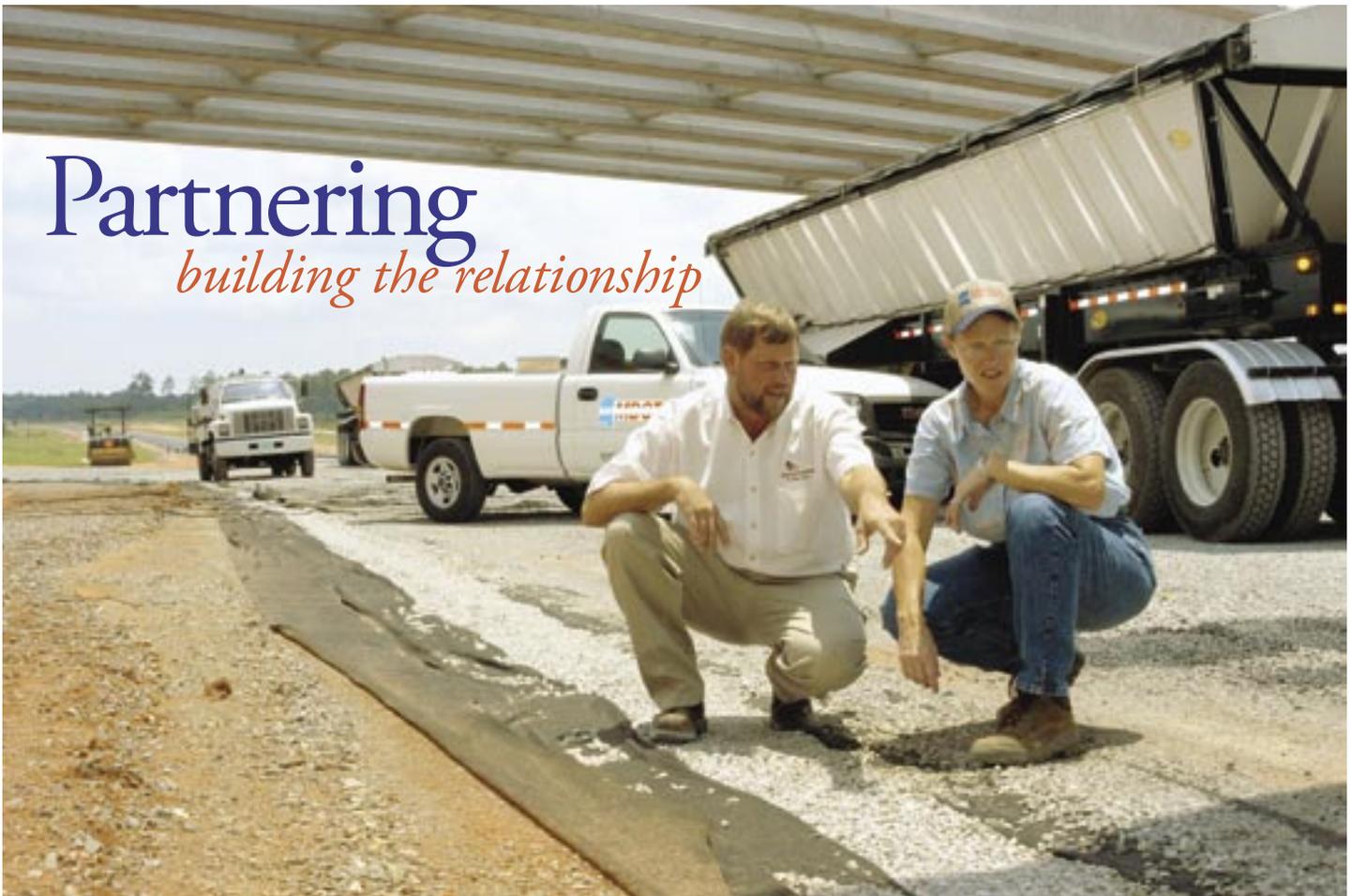
Two MDOT Rails Division Inspectors are certified by the Federal Railroad Administration (one in the Track Discipline and one in the Railroad/Highway Grade Crossing Signal Discipline). Federal Certification is required for officially recognized inspections of Railroad facilities.

During fiscal year 2004, there were approximately 25 grade crossing signal and surface projects approved by the Mississippi Transportation Commission. There were also approximately 10 grade crossings closed and approximately \$5 million in federal funds obligated.

Railroad safety continues to be a primary concern at MDOT. Since 1975, a total of \$76 million in federal safety funds has been obligated to upgrading and improving railroad signals and railroad crossing surfaces.







Partnering

building the relationship

TRANSPORTATION in Mississippi isn't just about the Mississippi Department of Transportation and the Transportation Commission. It takes contractors, consultants, other state agencies, local governments, law enforcement and universities working together to ensure a successful transportation system.

Since 2000, two Safety Summits have been held in conjunction with the Department of Public Safety, the Governor's Office of Highway Safety and local law enforcement agencies. The mission of the Safety Summit is to bring together different entities to ensure safety on our highways. These two conferences produced the new Uniform Crash Report and the Be Smart, Drive Smart Mississippi program.

The Urban Youth Corps program is a youth employment and training service program established to offer meaningful full-time or productive summer work for individuals between the ages of 16 and 25, in urban public works or transportation settings. The Transportation Enhancement Act for the 21st Century requires the U.S. Department of Transportation to encourage the use of youth conservation or service corps in the implementation of transportation enhancement activities. Any city government with a population of 10,000 or greater can apply for funding approval of an Urban Youth Corps Program project. Activities they can participate in include: providing facilities for pedestrians and bicycles; landscaping and scenic beautification within highway rights-of-way or

in proximity to transportation facilities; preservation or rehabilitation of historic markers, buildings, structures or facilities related to transportation; and preservation of abandoned railway corridors. This year, MDOT has 13 municipalities participating in the program.

This year, MDOT and Norfolk Southern Railroad celebrated the completion of the Norfolk Southern Corridor Project. As part of the project, Mississippi upgraded 104 public crossings with signals and gates. Mississippi is the first state in the country to undertake a complete consolidated project for any Class I railroad and it has set the standard for other railroads and states across the country.



Office of Enforcement

The responsibilities of MDOT's Office of Enforcement are to enforce laws and regulations governing the operation of commercial vehicles, primarily those laws pertaining to vehicle size and weight, fuel tax compliance, and registration. Based on authority assigned by the Legislature during the 1999 session, the Office is involved in highway drug interdiction and homeland security, focusing on commercial vehicles. The Office of Enforcement



also issues permits for vehicles hauling non-divisible loads which are oversize and/or overweight.

MDOT operates 30 permanent weigh stations adjacent to highways across the state, including 14 stations on the Interstate System. The agency operates 34 portable scales units. Each unit consists of two officers in a fully equipped law enforcement patrol car. Each car carries four portable scales to weigh trucks.

All MDOT Officers are academy trained and certified law enforcement officers.

The Office continues to operate one joint weigh station with Louisiana on I-55 at Kentwood, La. with plans underway to add two additional locations on I-10 at the NASA Scales and I-59 at the Nicholson Scales.

The Office of Enforcement currently operates 10 permanent scales with electronic pre-clearance of commercial vehicles on the highway, allowing them

to by-pass weigh stations. The program, called PrePass, allows carriers with good safety records and tax status to enroll into the program.

During fiscal year 2004, the Office weighed 5,438,344 trucks and issued approximately 10,870 overweight penalties. MDOT officers made 40 drug arrests and issued 48 drug citations. The Permit Division issued 117,718 permits for oversize/overweight non-divisible loads. The Office of Enforcement generated revenues of \$10,143,887.90 through permit fees and weight penalties.

Environmental Division

The Environmental Division of the Mississippi Department of Transportation (MDOT) continually strives to effectively perform its duties in a thorough and efficient manner. These duties are essential to the fulfillment of the mission of MDOT.



Through the Environmental Division, MDOT has further exhibited its commitment to the natural environment by developing an extensive wetland banking system comprised of a network of numerous watersheds encompassing a total of 6,000 + acres throughout the state. Also, MDOT participates in the acquisition of suitable land for the purpose of providing habitat for various endangered species including gopher tortoise, gopher frog, the indigo snake, the Louisiana quillwort and the sandhill crane. Additional measures have been taken to help protect, study and monitor the gopher tortoise such as installing specially designed fences along roadways.

To promote more efficient and effective compliance with federal law, the Environmental Division continues to partner with the Federal Highway Administration (FHWA) concerning consultation requirements with federally-recognized American Indian Tribes of Mississippi. An example of this partnership is the recent development of a draft Memorandum of Agreement (MOA) between the tribes, FHWA and MDOT concerning consultation issues and protocol. The need for an MOA was iterated at the Native American Summit held in September, 2003. When finalized, this MOA will serve as the platform to improve existing relationships and build new relationships with the federally recognized

tribes in Mississippi.

Within the human environment, MDOT continues to emphasize the need for community involvement in the decision-making process by promoting public meetings and hearings. In that forum, issues that affect the human environment can be more adequately addressed. These issues include historical and archaeological preservation, residential and business displacements, changes to neighborhoods, environmental justice concerns and other community disruptions. The Environmental Division seeks to address these issues in an environmentally-sensitive manner.

Financial Management

During the past year the Financial Management Division (FMD) has undertaken some significant projects that certainly qualify as success stories.

FMD has scanned all financial documents for the last four years and payroll documents for the last 60 years. Previously all of the documents were maintained in paper form and are now maintained electronically.

Also during the past year the conversion of many vendor payments from paper check to Electronic Funds Transfer (EFT) was initiated. The majority of our contractors are participating in this pro-

gram. This eliminates any chance of lost checks in the mail. The contactors favor this program because the funds are available to them in a timelier manner. This program is working exceptionally well and FMD is encouraging participation from other vendors.

In conjunction with Information Systems Division FMD began converting from Sybase to Oracle as its business platform. This conversion is scheduled for fiscal year 2005. Additionally FMD continues enhancing and upgrading the Financial Management System (FMS) to ensure MDOT remains mainstream. The goal is ensuring the system does not age. The FMD, IS and Tier Technologies, Inc., partnership is dedicated to keeping FMS a viable relevant system for many years into the future.

Professional Development Transportation and Civil Engineering (TRAC)

MDOT has been involved with the American Association of State Highway and Transportation Officials (AASHTO)'s TRAC program since 1997. TRAC, **T**ransportation and **C**ivil Engineering, is a hands-on learning tool that is used to inform students about civil engineering and other transportation related careers. Presently, MDOT TRAC is in 177 public schools throughout the state.

In March 2003, representatives from the State Department of Education, MDOT, and AASHTO met to discuss incorporating the TRAC program into the Public School Seventh Grade Career Discovery Curriculum. The TRAC program can be incorporated into at least eight of the 16 core career cluster areas that are required curriculum by the State Department of Education. On June 10, the Transportation Commission unanimously approved the use of TRAC in all public school 7th grade career discovery classrooms throughout the state.

Teacher training for the program was held in the fall of 2003 in various locations around the state. Overall, 248

teachers representing 187 schools have been to training and are actively a part of the program.

Roadways Into The Development of Elementary Students (RIDES)

RIDES was developed from a Research Grant by School of Education Professors at the University of Mississippi. The program is formatted to reach the younger elementary students that the TRAC program does not reach. RIDES meets or exceeds all of the national math and science standards for students from K5-6th grade. The program also has an integrated lessons component that incorporates other subject areas such as art, music and reading. The program incorporates Transportation, Environmental and Career issues within the transportation industry. RIDES is currently being piloted in 35 schools.

Mississippi Summer Transportation Institute

The Mississippi Summer Transportation Institute (MSTI) is a program that allows underprivileged high school students to attend a month long summer camp at Jackson State University to learn about transportation and civil engineering. MDOT has been a partner with in MSTI for five years, and this year was one of the most successful yet. The students toured several MDOT projects throughout the state from the Tupelo District Office

to the Mississippi River Bridge at Greenville to the Stack III Project in Jackson. Not only did the students get the chance to tour numerous projects, but several MDOT employees came to the classroom and made presentations to the students demonstrating the various disciplines in the transportation industry.

MDOT / SASHTO Scholarship

Each year the Southern Association of State Highway and Transportation Officials (SASHTO) administers a scholarship fund to each of its member states. MDOT developed a scholarship program for students at the fifteen community and junior colleges across the state. This year MDOT awarded 15 children of MDOT employees each a \$1,000 scholarship to be used for studies toward transportation related careers. The applicants were chosen by their successes in areas of civic duties, GPA, character recommendations, and written essays.

MDOT Civil Engineering Pilot Education Program

At present, there are seven students participating in the MDOT Civil Engineering Pilot Education Program. There is one graduate student, and six undergraduates. The MDOT Civil Engineering Pilot Education Program allows a civil engineering student in his last two years of undergraduate or graduate level study

to complete his degree on a full-time basis, as an MDOT employee, with health benefits, credit toward retirement, and a monthly stipend. Upon graduation, they commence full time employment with the Department, under a time formula based on the years they received their stipend while in school.

MDOT Anti-litter Program

MDOT's school program, "Myrtle the Turtle – I'm Not Your Mama," is presented by the six MDOT District Anti-Litter Coordinators and targets school age children, grades K-3. Included in the approximate 30-minute presentation is an eight-minute animated video which depicts Myrtle's world. Myrtle the Turtle considers all of Mississippi her home and reminds others that she is not their mother and encourages them to take responsibility to keep their home, Mississippi, clean and beautiful for all to enjoy. Reinforcement materials are provided to the students/teachers.

To further relate the "Mama" message, MDOT District Coordinators give presentations to community groups, state and local officials, and host booths at community events statewide.

The MDOT Anti-Litter website was created to further support "Mama" litter prevention message and to further communicate with the public. By clicking on the "I'm Not Your Mama" button, information is readily available about litter campaign and programs. An online "Myrtle" coloring book is available for children to "paint on the screen," and/or print out to color.

Additional MDOT Anti-litter Programs And Projects:

MDOT is dedicated to improving our state, reducing taxpayer's expense and leading the way to establish innovative programs to reach the goal of a litter free Mississippi. The following are examples of such programs:

- Inmate Litter Removal Program
- Adopt-an-Interchange Program
- Trash Bash
- Trash Splash
- Statewide Litter Survey



• Great American Cleanup (GAC)

By reaching Mississippians – with one strong, consistent message – through television, radio and outdoor advertising; school and community programs; cleanup events and projects; and our web site – MDOT is making the prevention of litter a priority in our state.



Information Systems

Our e-government initiatives center around making the general public and those doing business with MDOT better informed and better served through the use on internet technology. Existing e-government applications include an online permitting issuance system for the commercial trucking industry; an ITS/GIS enabled traffic site where users can discover real-time traffic conditions and see where MDOT crews are working; and a shopping-cart portal application that allows constituents to purchase a wide-variety of MDOT goods and services. Currently, bid proposals and specimens (non-binding bid proposals) can be purchased by contractors bidding on construction projects. Future products to be sold through this storefront portal will be design plans, maps, and MDOT published manuals. Other future e-government endeavors include a two-way electronic bidding and a contractor payment status system. This site is for public access and the number of users and number of locations is unknown.

The Construction Management System (CMS) represents the automation of one of MDOT's largest and most complex responsibilities which is the tracking, managing and reporting of contract activi-



ties, costs, materials testing and contractor payments for all of MDOT's construction projects. MDOT currently uses a stand-alone system in each project office to track these activities. This information is then sent to the Jackson Office for them to perform additional verification and tracking. The new CMS (SiteManager) will be a comprehensive statewide on-line system that will greatly improve the way MDOT is able to manage these projects. In fiscal year 2004, the SiteManager software was prepared, modified, and customized to fit MDOT's specific requirements. A pilot project was conducted in June 2004 that included the letting of six construction jobs, and met with great success.

Planning Division

The Project Selection Committee for the Intermodal Connector Improvement Program (ICIP) met on May 19, 2004. Representatives were present from the Gulfport Biloxi International Airport, Hancock County Port and Harbor, city of Jackson, Yellow Creek Port, Port of Amory, Port of Pascagoula, Port of Rosedale, Lowndes County Port, Natchez-Adams County Port, Federal Highway Administration, and MDOT's Planning and Ports and Waterways Division.

This program was developed in 1998

and provides National Highway System funds for use on approved NHS connectors to Intermodal Facilities that meet the cargo requirements. Each eligible facility may submit projects annually and the committee consisting of representatives from those facilities votes on which projects they choose to award funding. The Mississippi Transportation Commission provided \$3 million to this program for 2004 to be matched by the recipient by 20 percent. The facilities approved for projects are shown on the table below.

Right of Way Division

The Right of Way Division is charged with acquiring parcels of land for the purpose of building new roads and improving existing roads that are in the inventory of the State Highway System. Keeping track of many aspects of the acquisition process necessitated the need for a new Parcel Tracking System which was implemented in January of 2004. The new System tracks all of the parcels and the instruments used in the acquisition process. In conjunction with the Information Systems division, Right of Way will continuously improve the system through modifications and updates. This new system is integrated with the Financial Management System ensuring accurate invoicing and accounting.

<u>APPLICANT</u>	<u>DESCRIPTION</u>	<u>TOTAL PROJECT COST</u>
Port of Natchez	Improvements to 4 Rail Crossings	\$445,102.00
City of Jackson	Mill Street Improvements	525,733.00
Yellow Creek Port	Construct Access Road	156,338.00
Port Bienville	Construct Turn Lanes	326,817.00
Port of Amory	Construct Parking Lanes on Shoulders	220,000.00
Port of Rosedale	Connector Improvements	338,825.00
Port of Pascagoula	Additional funding for Marshalling Area	732,112.33
Gulfport-Biloxi International Airport	2-Lighting Projects Along Connector	600,000.00
	TOTAL	\$3,344,927.33

Right-of-way agents are now equipped with laptop computers which aid them in the acquisition of property and relocation of property owners. The use of computers linked to servers in the Jackson office results in increased efficiency in communications, which in turn improves the relations with people affected by right of way acquisitions.

Another use of technology is evident by the Appraisal Section's participation in a nationwide study sponsored by the Federal Highway Administration, which may result in implementing a computer-based appraisal system. Implementing this system will reduce the turnaround in getting appraisal documents processed and returned to the Right of Way Division. This is another example of MDOT leading the way nationwide.

The Right of Way Division restructured the Survey, Maps, and Deeds Section by utilizing Professional Land Surveyors in the analysis of property surveys provided by the Districts and consultants. The increased quality assurance by these professionals contributes to a significant reduction in the errors formally found in MDOT produced conveyance documents.

The Right of Way Division is partnering with consultants which will improve the delivery of projects on schedule. This partnership will also facilitate cross training among the different aspects of the right-of-way process.

Traffic Engineering

Traffic Engineering Division is responsible for a variety of duties related to the operation and maintenance of the state-maintained highway system. These duties include the operation of the sign shop where the majority of signs placed on state-maintained roadways are manufactured; maintenance of all interstate signing; maintenance of over 700 traffic signals statewide; and providing engineering and field personnel support to the District Offices. The Traffic Engineering Division regularly fields sign and traffic signal requests from MDOT personnel,

public officials and the general public, studies these requests, and then makes recommendations to improve guidance and/or safety on State maintained highways.

One major safety project is the development of the Safety Analysis Management System (SAMS), a Web-based computer application built upon a geospatial data repository. SAMS will utilize the latest innovations in technology to help pinpoint particular areas of need and will serve as the backbone for highway hazard elimination efforts across Mississippi. The development of SAMS is ongoing and MDOT expects to have the first version completed by the end of 2005.

Traffic Engineering Division has been instrumental in getting MDOT involved in the use of Intelligent Transportation Systems (ITS). MDOT has used fully actuated traffic control systems that sense the presence of vehicles and respond accordingly for the past thirty years. In 1988, the first "closed loop" system was placed in service. This system was PC-based and allowed the monitoring of traffic signals and timing adjustments from the office via telephone lines.

Fiber optic cable has been installed in the Metro Jackson Area by MDOT to connect the Department's Traffic Management Center (TMC) to the city of Jackson's TMC. This shared information will allow both MDOT and the city of Jackson to remotely monitor traffic surveillance cameras and control signal operation. Projects are currently ongoing to install fiber optic connected traffic signal systems in Columbus & Oxford, Miss., and Desoto County. Similar systems are planned for Hattiesburg and the Mississippi Gulf Coast in the near future.

Over the past year MDOT Intelligent Transportation Systems (ITS) program has made a dedicated effort in expanding its core infrastructure throughout the state in order to support incident management. This has been accomplished by completing the design for the new and expanded Traffic Management Center (TMC). When completed, the TMC will have operators

who will be able to detect traffic incidents and help clear them by contacting the various agencies. This ability will reduce the amount of time that a vehicle will be stalled on the roadway thus minimizing both the traffic backups that occur and the safety hazards of a disabled vehicle on the roadway. MDOT is also in the process of expanding its regional ITS efforts. Due to the increase in traffic volumes between northern Mississippi and Memphis, MDOT has laid the foundation to begin working with the city of Memphis to reduce the amount of time lost that daily commuters experience. MDOT has also established an agreement with the Arkansas DOT to put cameras on the Mississippi River bridges. Through a joint effort between MDOT and the Department of Public Safety, a procedure of Amber Alerts has been established. Projects are now underway that will expand camera coverage on the Metro Jackson Area Interstate System and add the first permanent Dynamic Message Signs (DMS). These DMS will allow the TMC operators to alert motorists of various traffic conditions ahead or communicate whatever information may be useful to the highway users.



For a report on automobile operating costs, maintenance & construction expenditures, and contracts awarded during fiscal year 2004, please visit MDOT's website at www.goMDOT.com/news/.

You may also request a printed copy by writing to: External Affairs Division, Mississippi Department of Transportation, Post Office Box 1850, Jackson, Mississippi 39215



