



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

ANNUAL REPORT 2005

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RAILS, PORTS, AIR SERVICE, PUBLIC TRANSIT – OUR MISSION ENCOMPASSES MUCH MORE THAN HIGHWAYS THESE DAYS.

This year's annual report is dedicated to the people of MDOT – and to those outside it – who continue to see the big picture of how we all work together in moving Mississippi forward. From the RIDES coordinators who are helping to create a new generation of civil engineers to the maintenance crews who resurface roadways in record time. From Pat Fordice and so many others who strive to Keep Mississippi Beautiful to the careful motorists who slow down at the stack. From the folks who watch over the railways to those who oversee the runways, the bus schedulers to the delivery timers, the truck weighers to the evacuation routers – you're all working to make sure that everything and everybody arrives safely, securely, and on time. MDOT's mission 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." As a department, MDOT can proudly say we're accomplishing that mission with flying colors. But we couldn't do it without the people in this department. Or, frankly, quite a few outside of it. To all of you, MDOT extends a heartfelt debt of gratitude. We thank you for all you've done this year, and will continue to do in the years ahead as we all move forward.

TO THE MEN AND WOMEN OF MDOT:

Overall, I'm proud to say that MDOT is working smarter than ever, and growing in some very innovative ways to meet the challenges we face. Moreover, the people here have demonstrated an unwavering commitment to accomplishing the many tasks at hand – regardless of effort.

In Fiscal Year 2005, MDOT reshaped 6,916 miles of non-paved shoulders, applied 4,800 miles of pavement stripping, and sealed 260 miles of highway. We also resurfaced 1,373 miles of highway, providing a smoother, safer ride for motorists and extending

the life of the roadway while delaying costly reconstruction.

The 1987 Highway Program is in its final stage. There are only 15.9 miles of this program remaining to let to contract. Precisely 912.8 miles are open to traffic, with 159.3 miles left to be finished.

Another program that's moving ahead is Vision 21, MDOT's commitment to the 21st Century. Every Vision 21 project is scheduled based on traffic and safety demands, allowing the department to place scarce resources in the areas of greatest need. We are

scheduled to commit no less than \$200 million annually to this program.

This year, MDOT also established an innovative financing tool through the creation of the Highway Enhancement Program. Giving us the ability to develop and maintain detailed construction financing plans, HELP has accelerated delivery on projects.

In all, the total number of people on MDOT's payroll has remained the same for FY2005. Even after absorbing the responsibilities and personnel for the

enforcement function of the Public Service Commission (PSC), we have remained at the same staff level for the past five years. Yet, somehow, we oversee twice the number of projects that we did five years ago. Just another example of how MDOT is working smarter.

Sincerely,



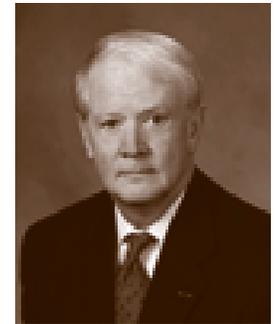
Butch Brown

Mississippi Department of Transportation
Executive Director



Bill Minor » Northern District Transportation Commissioner – Before being elected transportation commissioner in 2003, Minor served in the Mississippi Senate for 20 years. He was both 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, an engineering consulting business, and in 1967, TAB Map Company. He has served as county engineer in George, Green 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.

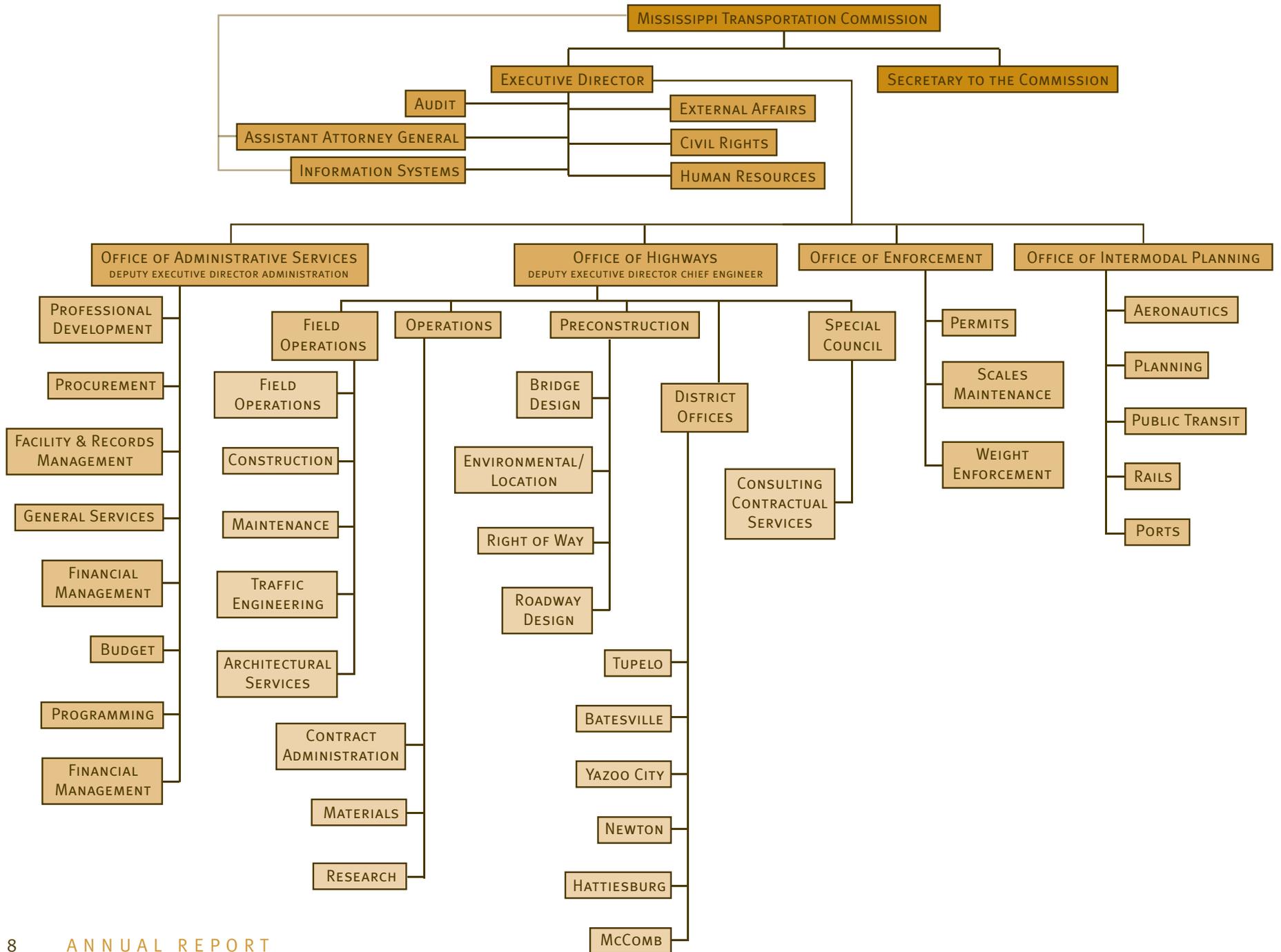


Larry L. "Butch" Brown » MDOT Executive Director – Brown is a long time businessman and the former mayor of Natchez, Mississippi. A graduate of the University of Southern Mississippi with degrees in management and marketing, he served in the school's department of marketing and management as an instructor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

Harry Lee James » Deputy Executive Director and Chief Engineer – 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.



Brenda Vanover Znachko, J.D., LL.M. » Deputy Executive Director/Administration – Znachko is a graduate of the University of Florida School of Law - Graduate Tax Program, University of Mississippi Law Center and the University of Southern Mississippi, where she received a Bachelors Degree in Political Science. Upon graduation, Znachko worked for private law firms before joining MDOT as a Special Assistant Attorney General in 2002. Today Znachko is a commissioned officer in the U.S. Naval Reserves, a Louisiana Board Certified Tax Attorney and a bar member in Mississippi, Louisiana and Florida. She was promoted to deputy executive director/administration in July of 2004.



OUR MISSION

The Mississippi Department of Transportation is responsible for providing a safe intermodal transportation network that is planned, designed, constructed, and maintained in an effective, cost-efficient and environmentally-sensitive manner.

OUR GOALS

ACCESSIBILITY AND MOBILITY »

Improve Accessibility and Mobility for Mississippi's People, Commerce and Industry

A greater proportion of Mississippians are within access to the state's highway system through the Four-Lane Highway Program and other initiatives. The state also enjoys a relatively high level of

travel mobility. Sufficient intermodal accessibility and mobility are essential not only for passenger travel, but freight movement as well, in order to meet the needs of the state's industrial and commercial sectors. It is important to insure access and mobility for all citizens, regardless of physical limitations, social status, economic level or geographic location.

SAFETY »

Ensure High Standards of Safety in the Transportation System

A core priority of MDOT is transportation safety across all modes. While Mississippi continues to rank high nationally in the rate of traffic fatalities on the state's highway system, improvement has been made through concentrated and

coordinated efforts. Mississippians should be able to look to MDOT as the driving force behind the development and implementation of multimodal transportation safety programs. Deficient facilities with respect to safety experience not only the effects of lost financial resources and time but, more importantly, loss of life.

MAINTENANCE AND PRESERVATION »

Maintain and Preserve Mississippi's Transportation System

Mississippi has an extensive multimodal transportation system, in which the state has made a substantial investment. If the system is to continue serving the state's citizens and the investment is to be recognized, placing a high priority on the maintenance and

preservation of the existing infrastructure is fundamental. To appropriate funding for future rehabilitative costs will directly affect the accessibility and mobility, not to mention the safety, of the state's passenger and commercial transportation system. Further, the strain on resources brought about by an inadequate maintenance system will have a direct effect on the economic development efforts of the state as well.

ENVIRONMENTAL STEWARDSHIP »

Ensure that Transportation System Development is Sensitive to Human and Natural Environment Concerns

A sound transportation plan must address the relationship between the movement of people and goods and the impact upon the environment. Such

a relationship is recognized within TEA-21 through a number of programs, including Congestion Mitigation and Air Quality (CMAQ). Additional Federal Acts to take into account include the National Environmental Policy Act (NEPA), the Clean Air Act Amendments of 1990, and the Energy Policy Act of 1992. Preservation and protection of Mississippi's human and natural environment and resources for the benefit of future generations must be a goal of the current MULTIPLAN.

ECONOMIC DEVELOPMENT »

Provide a Transportation System that Encourages and Supports Mississippi's Economic Development

Transportation and the supporting infrastructure are essential to economic growth and development within

Mississippi. Not only does a superior transportation system support and retain existing economic development interests within the state, but it will help to make Mississippi attractive in the recruitment of new economic development. It is important that the transportation system not only serves the state's citizens and businesses, but also places our citizens and businesses in a position that makes them competitive on a national and global scale.

AWARENESS, EDUCATION AND COOPERATIVE PROCESSES »

Create Effective Transportation Partnerships and Cooperative Processes that Enhance Awareness of the Needs and Benefits of an Intermodal System

As every Mississippian either uses or

is affected by the state's transportation system, it is important that all citizens have an awareness of both the benefits and needs of the system. Having a well-informed citizenry, public interest and stakeholder base, and state legislature will lead to better decision-making and long-term fiscal planning. One of the most difficult aspects of successful transportation planning efforts is balancing and coordinating the multitude of interests involved in the decision-making process. Through the development of education and cooperative processes with proper communication on all levels, sufficient balance can be attained.

FINANCE »

Provide a Sound Financial Basis for the Transportation System

With the focus on the traveling public, the citizens of Mississippi rightly expect the financing they provide for the state's transportation system to be managed and invested responsibly. A challenge for MDOT is to ensure that adequate funding is available for the long-term health of the system. Multiple and varied funding sources must be identified and managed responsibly so that the transportation needs of Mississippi's citizens and economic interests are met.

THE DEPARTMENT

JUNE 30, 2005

TRANSPORTATION COMMISSION

Bill Minor

Northern District Commissioner

Dick Hall

Central District Commissioner

Wayne Brown

Southern District Commissioner

Amy Hornback

Secretary to the Commission

ADMINISTRATION

Larry L. "Butch" Brown

Executive Director

Harry Lee James

Deputy Executive Director/Chief Engineer

Brenda Znachko

Deputy Executive Director/Administration

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

Lisa Hancock

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

Carolyn Bell

Director of Civil Rights

Dianne Gavin

Audit Director

John D. Vance

State Maintenance Engineer

Elton Jay

Aeronautics Director

B.B. House

Contract Administration Engineer

Roy Tipton

Assistant Attorney General

Mitch Carr

Bridge Engineer

Dan Smith

Right-of-Way Administrator

Darryl Dilmore

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 Development Director

DISTRICT ENGINEERS

William P. Swindoll, Tupelo, MS

James Q. Dickerson, Batesville, MS

Walter Lyons, Yazoo City, MS

William R. May, Newton, MS

Richard Lee, Hattiesburg, MS

Darrell Broome, McComb, MS





M A J O R P R O J E C T S



SPANNING THE DECADES » Over sixty-five years have passed since some five thousand citizens of Greenville-Lake Village dedicated their first US 82 Mississippi River bridge. The people of Greenville will have a new bridge to celebrate in 2008 – and not just any bridge, but the longest cable stayed bridge in the continental United States. Spanning 2,560 feet, the bridge is set to open in April of that year.

WORKING TO BUILD BETTER BRIDGES.

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 funds to be used on the local level. The total fiscal year 2005 apportionment was \$53.4 million.

In 2005, MDOT reported a total of 5,543 bridges on the state maintained highway system. Of that total, 1,176 -or 21 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 2005, MDOT reported a total of 10,917 bridges on the non-state maintained system of which 3,259 – or

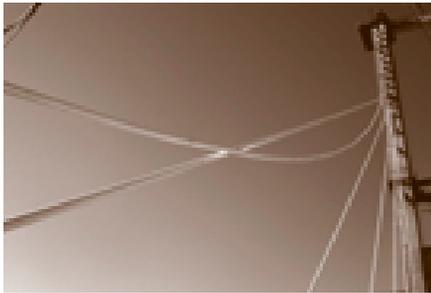
30 percent – were considered structurally deficient or functionally obsolete. However, bridge replacement and rehabilitation progress is being made.

According to the Federal Highway Administration (FHWA), Mississippi has built some of the most cost-efficient bridges in the southeastern United States. And for several years, MDOT has been recognized by FHWA for the total number of newly constructed bridges on the Federal-Aid System.



HIGH PROFILE FY 2005 PROJECTS

US-82 MISSISSIPPI RIVER BRIDGE AT GREENVILLE



One of the biggest projects in recent years is the US 82 – Mississippi River Bridge at Greenville, which encompasses the construction of a multi-lane bridge across the Mississippi River, one-half mile south of the existing US 82 bridge, between Washington County, Mississippi, and Chicot County, Arkansas. The new bridge will replace the existing 60-year-old US 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 contract was let in June of 2001 for approximately \$111 million. The Mississippi approach contract was let in February 2005 for approximately \$86 million. And the Arkansas approach contract was scheduled to be let in November 2005, at an estimated cost of \$61 million. It is anticipated that the new bridge and approaches will be open to traffic in the summer of 2009.

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 US Highway 82 Greenville Bridge and educational activities and information for teachers and school children.

US-82 BYPASS NORTH OF STARKVILLE

On November 18, 2004, ribbon cutting ceremonies were held opening the US 82 Bypass north of Starkville. The final contract for \$31,000,000 included two projects to pave 12.6 miles of US 82 from 2.7 miles west of Adaton to Clayton Village. The projects included interchanges with relocated SR 25, SR 389 and extended SR 12. These projects were let to contract on April 24, 2001, and completed on April 8, 2005. The contractors in this joint venture were APAC-Mississippi, Inc. and APAC-Georgia, Inc.

I-55 FROM CHURCH ROAD TO TENNESSEE STATELINE



The first two miles of this project are under contract and proceeding well. The contractor is 46% complete with 62% of the time elapsed, which shows that they are behind but should still finish in a couple of years. We have paid out \$17,507,048 as of December 5, 2005. The original construction amount is \$38,562,670. The next two miles are presently under design by a consultant.

I-55 AT SR 4 INTERCHANGE



This project is 77% complete with 97% of the time elapsed. The original completion date is March 2006. We have paid out \$14,802,314 as of December 5, 2005. The original construction amount is \$18,746,243.

US 78 FROM TENNESSEE TO ALABAMA (FUTURE I-22)



We have some projects scheduled within the next couple of years to bring

this section up to Interstate standards. Funding may be an issue. There are some earmarked funds for this.

I-69

We are expecting the final approval for the environmental document by January 2006 after which these projects have been approved for the HELP program. All counties are anxious to begin work on this route.

US 61 YAZOO RIVER BRIDGE NEAR REDWOOD



Another replacement project underway is the US 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 are for this segment of US 61 to ultimately be four-lane. This project calls for the construction of a new bridge immediately west of the existing one. The contract is scheduled to be let in October 2005 at an estimated cost of \$25 million.

MAJOR PROJECTS



CLINTON/RAYMOND ROAD

Prime contractor » Key Constructors, Inc.

Contract Amount » \$18,595,868.02

Contract Time Began »

September 9, 2004

Completion Date » October 2007

Total paid end of FY 05 (June 30) »

\$6.5 million; project was 19% complete

Total paid to date (Nov 25th) » \$9.2

million project is currently 36% complete

Reconstruction of the Clinton/Raymond Road Interchange (Phase II) was awarded to Key, LLC of Madison, Mississippi at a contract amount of \$18.6 million August 25, 2004. Contract time began September 25, 2004 and scheduled completion date is

October 2007. The project includes the complete reconstruction of the interchange including new bridges on I-20 over Clinton Raymond Road, a new loop in the southwest quadrant to improve access to the interstate for traffic southbound on Clinton Raymond Road going eastbound on I-20, improving US 80 to five lanes from Clinton-Raymond Road to Springridge road, installation of signals at all interstate ramps and at the Clinton-Raymond Road and US 80 intersections. Lighting and landscaping of the interchange is included.

I-55 SOUTH NISSAN INTERCHANGE



Construction of new interchange on I-55 just south of the Nissan Plant.

Prime contractor » Key Constructors, Inc

Contract Amount » \$17,298,309

Contract Time Began »

November 13, 2003

Completion Date » November 8, 2005

Total paid end of FY 05 (June 30) »

\$13.1 million; project was 75% complete

Total paid as of Nov 25th »

\$18.8 million; project is currently 95%

complete

Work is nearing completion with some minor work left such as signs, guardrails and final stripe. This project should be finished by the end of the year. Overruns has extended the completion date past the 1st of the year.

THE STACK – PHASE III

Reconstruction of the I-20 / US 49 interchange including adding lanes to both US 49 south and frontage roads on US 49.

Prime contractor » Hill Brothers

Construction

Contract Amount » \$58,790,294

Contract Time Began » March 13, 2003

Scheduled Completion Date »

December 2006

Total paid end of FY 05 (June 30) »

\$36 mill; project was 61% complete

Total paid as of Nov 25th » \$41

million; project is currently 71% complete

STACK HISTORY

Conceptual plans were developed in the late 1970's for four (4) projects, and right of way was obtained in mid-

1980. The four projects are described as follows:

Stack Project No. 1 »

Let to Contract in July, 1992
This project included construction of southbound (SB) I-55 from Pearl-Pascagoula Street to I-20, including a flyover from SB I-55 to a new Collector-Distributor Road (CD Road), for eastbound (EB) traffic. This EB traffic can exit to SB US 49 or enter EB I-20 where they can exit to NB US 49. Also included were the construction of a CD Road on the south side of I-20 in the EB direction from the Pearl River to US 49 and the construction of I-20 from the Pearl River to Pearson Road (SR 468) in Pearl.

Stack Project No. 2 »

Let to Contract in February, 1997
This project included the widening of NB I-55 bridges over US 80 and Pearl River and overlaying the pavement from I-20 to the Pearl-Pascagoula Interchange.

Stack Project No. 3 »

Let to Contract in November, 2002
This project is under contract at the present time and includes replacing the pavement on NB I-55 from I-20 to Pearl-Pascagoula Street Interchange. It also includes a CD Road on the north side of I-20 from US 49 to NB I-55. There will be major pavement widening on US 49 from the old truck scales to I-20, including a NB flyover bridge for traffic desiring to go WB I-20 or NB I-55.

Stack Project No. 4 »

Scheduled for Letting October, 2007
This project will include replacing the pavement on I-20/I-55 from Gallatin Street to the Pearl River. It also includes a new roadway from Gallatin Street to State Street.

US 49 FROM FLORENCE TO I-20

This project will reconstruct US 49 from south of Florence to just south of I-20 where the Stack construction ends. The Environmental Document has been approved and is currently in the design phase. We should be able to start Right of Way acquisition next year. The project is currently scheduled for letting in August of 2008 with a construction estimate of approximately \$25 million. The Right of Way estimate is

approximately \$7.5 million. Currently we have expended about \$1.1 million in the PE phase.

Hwy 49

US 49 is a primary arterial highway on the National Highway System in need of improvements. Originally built during the 1930's as a 2 lane jointed concrete highway the area has evolved into a 4 lane signalized arterial highway. Existing 28' wide curb to curb bridges were built in the late 1950's and 1960's. This project would address the development of short-term improvements for increasing the roadway capacity of US Highway 49 along its existing alignment to reduce congestion over the next 10 year period. MDOT recognizes the need for a short-term "fix" while it undertakes

long-range analysis of the entire Metro area for a more permanent solution to traffic congestion.

This project would provide location, right of way acquisition, and construction of improvements to a section of US 49 from about one mile south of Florence at Steen Creek to Richland Creek about 2.5 miles south of I-20 in Rankin County, a total distance of approximately 7.7 miles.

There are currently two lanes in each direction on US 49 through this project area with a grass median and left turn lanes at major intersections. Traffic signals are currently located at MS 469, Cleary Road, Wilson/Scarborough Drive, and at Linda Jo Drive/McBride Street. Major deficiencies in the existing facility are low levels of service, insufficient capacity, and inadequate

turning roadways at intersections and median crossovers.

Presently the average daily traffic varies from 21,275 at the South end of project to 50,110 at the North end. Traffic is estimated to reach 31,060 and 73,160 ADT by the year 2010. This is a 50% increase in traffic volumes in just 11 years. It is expected to double in the next 20 years.

MDOT has gotten the FONSI from FHWA. The project is still programmed for construction in FY 2008. MDOT will move ahead with the survey, design and ROW acquisition phases. The recommended alternative is to six lane the entire project and widen the median to provide for safer more efficient intersections, crossovers and U-turns.

Airport Parkway

The Airport Parkway will run from the end of High Street to the airport. An Airport Parkway Commission was formed that consists of the Jackson Mayor, Pearl Mayor, Flowood Mayor and the Airport Director. PBS&J is the lead engineering consultant for the project working for the APC. The Assistant Chief - Preconstruction -- David Foster is MDOT's official representative to the APC. FHWA and MDOT are in an oversight role for the project since it will ultimately become part of the highway system. Ultimate construction is dependent upon Congressional funding.

DISTRICT I PROJECTS

» SR 6 between the Natchez Trace and SR 145 in Tupelo - Let September 2002.



Stage 4, 83% complete - Eutaw Construction. Acquisition of right-of-way is nearing completion for the section of SR 6 between the Natchez Trace and SR 145 in Tupelo. A contract for grading, drainage and bridges for this section of SR 6 is scheduled to be let in mid 2006 with a paving project to be let in 2008. In addition, a contract for grading, drainage and bridges for the section of SR 6 between SR 342 and the Natchez Trace is also scheduled to be let in mid 2006 with paving scheduled for 2008.

» An active paving project on US 45A from the Noxubee County Line to Artesia should be completed in mid 2007. This will complete work in District One under the 1987 highway program.

» A 6.25 mile section of SR 25 was recently opened to four-lane traffic in Oktibbeha County between the Winston County Line and the Starkville Bypass. An 11.9 mile section of SR 25 between SR 19 and Noxapater Creek and a 10 mile section of SR 25 between old 25 and the Oktibbeha County Line, both in Winston County, will be opened to four-lane traffic in the spring of 2006. These projects will complete four-laning of SR 25 between Jackson and Starkville.

» US 78 from Tennessee to Alabama (future I-22) – Developing plans. Parsons Transportation Group has been retained to prepare a study of an interchange at New Albany that will require substantial alteration. Before US 78 can be designated as an interstate, it must be upgraded between connections with other interstate highways. This will require construction on future I 69 at the west end and upgrade of US 78 in Alabama. The upgrade of US 78 in Mississippi will be completed by the time this other work is completed. This will greatly enhance economic development in north Mississippi as many large industrial developments require access to interstate highways.

» SR 6 between SR 9 and SR 342 - When completed in mid 2007, SR 6 will be a four-lane, divided highway between I 55 and Tupelo.

» US 45 from Noxubee County Line to US 82 – Purchasing right-of-way.

» US 45 from the Noxubee County Line to US 82 - Right-of-Way acquisition is currently active. Construction will be in three projects with the first section on the northern end being let to contract in mid 2006.

DISTRICT II

» MS 304 from US 61 to I-55 and MS 713 Spur (Desoto and Tunica Counties) - \$53.8 Million - APAC-TN. Scheduled completion date is

11/15/2006. Contractor has begun placement of concrete pavement. Notice to proceed: 4/28/2005. Percentage complete in dollars as of June 30, 2005: 4.79

» I-55 from Church Road to TN State Line - APAC-TN - Scheduled completion date: 12/15/2006. Percentage complete in dollars as of June 30, 2005: 32.13 Percentage of time complete as of June 30, 2005: 47.65 Behind Schedule by 15.52% points. Contract progress shows project to be completed in middle of 2007.

» I-55 at State Route 4 Interchange - Scheduled completion date: 3/28/2006 Percentage complete in dollars as of June 30, 2005: 58.75%.

Percentage of time complete on June 30, 2005: 74.85. Behind Schedule: 16.70% points. Note: Contract progress shows project to be completed later than scheduled completion date.

» US 78 from Tennessee to Alabama (future I-22) - Project for concrete pavement repair let 3/22/2005. No progress as of June 30, 2005. Future projects to do miscellaneous upgrades have not been set.

» I-69 - The 304 project shown in above will be part of the future I-69. Section from East of I-55 to State Route 305 in Desoto County is in the beginning stages of programming/funding. Other sections are in the

beginning stages of programming and funding as well.

DISTRICT III

» Main Span of the Greenville Bridge – 72% completed

» US 61 Bridge Replacement over the Yazoo River near Redwood – Scheduled to let June 2006

» I-20 from the MS River Bridge thru Vicksburg – 22% completed

DISTRICT V

» Clinton/Raymond Road – Let July 2004 – Key Construction – 45% completed

» I-55 south Nissan Interchange – Let September 2003 - Complete in approximately 3 weeks

» The Stack Phase III – Let November 2002 – 72% Complete

DISTRICT VI

» SR 605 from I-10 to SR 67 - \$16M – Warren Paving – 42.8% completed

» SR 67 from SR 605 to US 49 - \$18.9M – Huey Stockstill Inc. – 3.5% completed

» I-59 Laurel “S” Curve – Scheduled for a May 2006 letting



» SR 601 Canal Road Connector – Purchasing Right-of-Way

» East Harrison County Intermodal Connector – Still in the pre-construction stage

» SR 590 from US 11 to SR 29 – Scheduled for a November 2010 letting

DISTRICT VII

» Liberty Road Interchange in Natchez (Adams County) – Let in June 2005 to Tanner Construction Company





IF IT'S BROKE, WE FIX IT » Reshaping 6,916 miles of nonpaved shoulders. Resurfacing 1,373 miles of highway. Applying 4,800 miles of pavement stripping. And that's just the start of the work done every year by MDOT's maintenance division.

ONGOING MAINTENANCE IS THE KEY TO KEEPING COSTS DOWN.

The state's highway system, in good working order is a vital component of MDOT's overall mission. If this system is to continue serving our citizens, commerce and industry, a high priority must be assigned to preserving and maintaining the existing infrastructure.

MDOT is responsible for maintaining 13,849 miles of roadway statewide. This includes 1,678 miles of interstate highway, 4,229 miles of US highway, and 7,942 miles of state routes.

Maintenance expenditures for fiscal year 2005 totaled approximately \$151.6 million, with an average cost per mile of \$10,947. Routine maintenance—such as patching, sealing, litter removal and mowing—made up the bulk of the program at a cost of \$73.3 million. Maintenance repair and overlay

projects consisted of \$47.5 million.

Other activities, such as the maintenance of MDOT buildings and grounds, hospitality centers, and weigh stations, made up the remainder of the program at a cost of \$30.8 million.

MDOT reshaped 6,916 miles of non-paved shoulders, applied 4,800 miles of pavement striping, and sealed 260 miles of highway. MDOT also resurfaced 1,373 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 51,769 man-hours picking up 17,031 cubic yards of litter at a cost of \$1,409,519. Another \$1,529,982 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 2005 to \$2.9 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 making drainage improvements, controlling roadside vegetation by mowing more than 203,711 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, 97,253 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.



MISSISSIPPI PAVES THE WAY IN PAVING.

MDOT recently received several awards at the American Concrete Pavement Association-Southeast Chapter banquet. The awards banquet was held in the Ethnic Heritage Building at the Agriculture and Forestry Museum in Jackson.

The awards program recognizes the achievements of paving contractors, engineers and state agencies whose concrete pavement construction projects represent some of the nation's best in terms of efficiency, quality, and reduced costs.

AWARDS RECEIVED BY MAINTENANCE DIVISION:

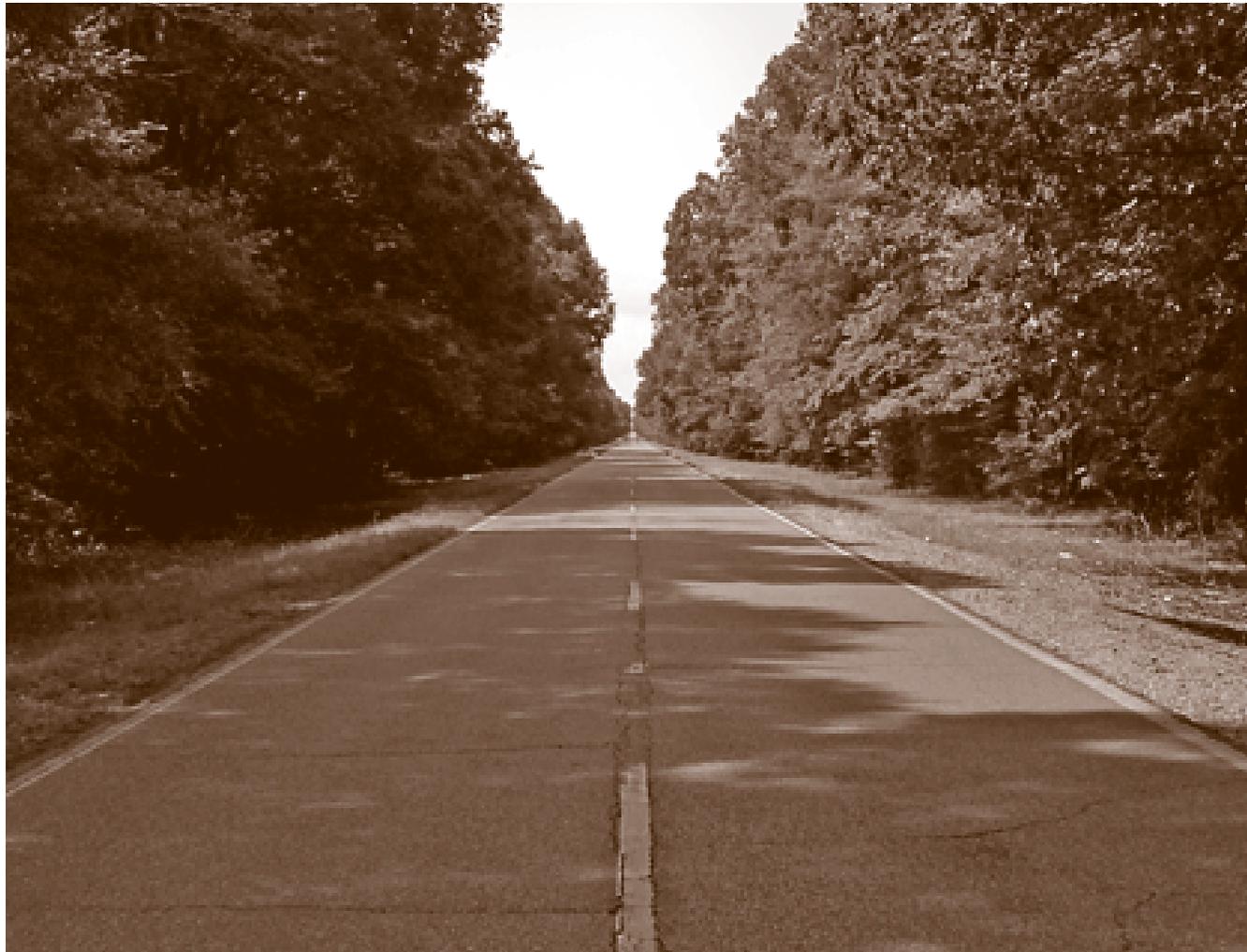
DISTRICT ONE » *Innovation and Commitment to Long-Life Pavement on U. S. Highway 82 Starkville Bypass in Oktibbeha County.*

DISTRICT THREE » *Long Term Performance Award on the Highway 61 project from Arcola to Leland in Washington County.*

DISTRICT FIVE » *Excellence in Pavement Resurfacing for the ultrathin whitetopping resurfacing project on Interstate 55 Exit Ramps at County Line Road Interchange, and Hinds and Madison counties.*

DISTRICT SIX » *Excellence in Concrete Pavement Restoration on the US 90 CPR Project in Hancock County.*

DISTRICT SEVEN » *Excellence in Concrete Pavement Restoration on the Interstate 55 CPR Project in Pike County.*





CREATING INROADS FOR NEW BUSINESS »

Highway 305 in DeSoto County is now a route that will be used by a new Federal Express facility currently underway. MDOT assisted in this major economic development project for the northwest Mississippi area, and it was handled entirely by the right of way division.

SURVEYS, MAPS AND DEEDS HELP FIND THE RIGHT OF WAY.

2005 was a year of change and progress for the right of way division. The vision of our management, along with the expertise and teamwork of our staff, have combined to enable our division to not only reach but exceed measurable milestones during fiscal year 2005. The items below are the most significant accomplishments that illustrate our on-going efforts to boost production, precision and efficiency throughout the division.

The Highway 19 project was acquired with a combination of staff and consultants working side by side. Highway 19 is a major part of the VISION 21 program enacted by the legislature. The ROW division was asked to deliver the project in a demanding time frame. In order to

meet the schedule, ROW staff came up with a new idea. Why not have staff and consultants work together? This turned out to be a great fit for this particular project as the staff and consultants worked together well and the experience proved to be fruitful.

Another highlight was the speedy delivery of the Federal Express road project in DeSoto County. The right of way process met and exceeded expectations. Hwy. 305 in DeSoto County is a route that will be used by the Federal Express facility currently being installed. Commitments were made by MDOT to assist in this major economic development project for the northwest Mississippi area. ROW was handed this project with a request for enhanced delivery. This project

was handled entirely by ROW Division staff, and as of the time of this report, the project will go to construction as anticipated.

Our map and deed process, which is the backbone of the right of way process, has made great improvements. The teamwork involved in production is obvious, and the Survey, Maps & Deeds Section (SM&D) of ROW has undergone a substantial transformation over the last couple of seasons. The SM&D Section has emerged as a great example of an organization making itself more efficient and productive. This improvement is due mainly to the dedication of the staff. The use of consultants in right of way map and deed production has increased, further boosting the production level.

The division has launched the use of Geographic Information Systems (GIS). This will aid in our efforts, as well as become a great tool for other divisions and the public. GIS is rapidly becoming a technology tool that will benefit the entire transportation field, both in the public and private sectors.

Our staff of field agents has done an excellent job of appraising, acquiring, relocating and clearing projects for construction, making a complicated process operate efficiently and productively. The staff maintains professional standards in dealing with landowners as well. Our goal is to treat those impacted by highway improvements as we would like to be treated. The experience and dedication of ROW agents is reflected by the

success shown on the projects that have been delivered.

ROW has tremendous challenges to face in the coming year. The workload is expanding and the staff is not only up to the challenge, but looking forward to it.

The support staff and office personnel are key members and cannot be left out of the credit ROW has earned. Every member of the division is looking forward to improving efficiency and service. We're proud to be a part of the MDOT of the 21st century. It is recognized that the division's accomplishments are a part of making Mississippi a better place to live. We want to do our part.

With an ongoing commitment to excellence and achievement, we anticipate new and greater accomplishments in the coming year.





CRASH-PROOFING OUR HIGHWAYS >>

Currently in its second phase of testing, MDOT’s Safety Analysis Management System (SAMS) will provide detailed spatial and non-spatial highway crash analysis. The system will ultimately employ MDOT’s Geographic Information System network to identify hazardous locations across the state, becoming the “backbone” of our hazard elimination efforts.

GIVING TRAFFIC A GOOD NAME.

The Traffic Engineering Division is responsible for many different duties related to the design, operation and maintenance of the state's highway system. These duties include the operation of the sign shop where the majority of signs placed on MDOT-maintained roadways are manufactured, maintenance of all interstate signing, maintenance of over 700 traffic signals statewide, and providing engineering and field personnel support to MDOT district offices.

The traffic engineering division regularly fields requests for signs and traffic signals from MDOT personnel and the general public, studies these requests, and then makes recommendations to improve guidance, and safety on state maintained highways.

MDOT's Intelligent Transportation System (ITS) continues to grow into a statewide network involving multiple jurisdictions and interested stakeholders, most of which have different systems and technologies in place. In order to ensure a uniform system, MDOT advertised a Request for Proposals (RFP) to secure the services of a National ITS integrator who will assist traffic engineering with developing ITS regional architectures, ITS standards & procedures, hardware and software implementation, and quality control.

Traffic camera sites have been added in Jackson, Southaven and the Gulf Coast with additional fiber being installed in Jackson, Southaven, and Oxford. The Central Traffic Management Center (TMC) has been expanded and

was scheduled to have a new video wall by Fall 2005. Plans are underway for localized Traffic Management Centers in Oxford, Columbus, and Ridgeland. Plus, there are plans for a Combined TMC in Southaven (with the Southaven Police Department) and a Regional TMC/EOC facility in the new District 6 headquarters Building in Hattiesburg. MDOT partnered with the Arkansas Department of Highways & Transportation to place homeland security cameras on the Mississippi River bridges at Helena and Greenville, and we are currently working with LDOTD to place homeland security cameras on the bridges at Vicksburg and Natchez.

Also in the planning stages is the Comprehensive Highway Safety Plan (CHSP). MDOT has contacted the various

federal, state and local agencies that need to participate in this process. MDOT is in the process of hiring a facilitator to help manage this project as well.

The division is now in phase II of the Safety Analysis Management System (SAMS) project which will provide both spatial and non-spatial detailed crash analysis capabilities. This particular phase consists of the design, development, implementation, training and transition required to incorporate and utilize MDOT's Geographic Information System network to identify hazardous locations across the state. Once SAMS is complete, it will be the "backbone" of MDOT's hazardous elimination efforts.

MDOT, along with the Mississippi Department of Public Safety, recently released electronic crash reporting

software at no charge to all law enforcement agencies in the state. This software includes 95% of the validation checks that are necessary to capture accurate data. In addition, we purchased and distributed approximately 3,500 GPS units to law enforcement agencies, again at no charge, with the understanding that GPS coordinates had to be included on all crash reports.

In April 2005, we adopted a new Hazard Elimination Plan to better define how the Hazard Elimination (HE) money will be used. This plan placed more emphasis on areas of need and clearly defined the process MDOT will use. This plan will need to be updated once SAMS is fully implemented.

MDOT has utilized paid law enforcement officers in urban work zones over the last several years. The University of Southern Mississippi is in the process of evaluating the effectiveness of this practice. Initial indications show that the law enforcement presence has provided good safety benefits.

Over the last couple of years, we participated in the National Highway Transportation Safety Association's (NHTSA's) Rational Speed Study. MDOT did dozens of engineering studies to evaluate the current speed limits on several miles of US 49 in Harrison County. Upon conclusion of the engineering studies, the speed limits were raised to represent the 85th percentile speeds. Additionally, MDOT worked with the local law enforcement

agency to provide additional speed enforcement along the US 49 corridor and with the local media to educate the public. Mississippi was the first state to successfully complete this study which illustrated that a balance clearly does exist between speed and safety.

After installing several red light running detection systems across the state, we will be able to determine the extent of the problem. Aggressive driving is becoming more and more of a hazard in Mississippi. This research and data collection will be used in the future to try and obtain a photo enforcement law. Mississippi currently does not allow photo enforcement.

A safety belt education campaign has been implemented across the state. A rollover crash simulator is

available for demonstration upon request. MDOT currently demonstrates the simulator at approximately 100 locations a year in the hopes that this educational effort will increase our safety belt usage rate.

Rumble strips were recently placed on the state's entire interstate system. Additionally, we set a policy that rumble strips will be included on all new construction and rehab projects on 4-lane divided highways. Also, MDOT has been installing "rumble stripes" on various sections of highway to increase wet night reflectivity. MDOT defines a rumble stripe as a rumble strip that contains the edge stripe. This rumble strip/stripe combination has proven to provide similar effects to inverted profile striping.

Lastly, a policy to provide a minimum two-foot paved shoulder on all state maintained routes has been established. The shoulders will be installed on all new construction and rehab projects. MDOT believes that the rumble strips and two-foot paved shoulders will help reduce the number of run-off-the-road crashes in our state.





FUNDING FOR THE ROAD AHEAD » How does Mississippi pay for its highways? From a mix of sources, actually, but mainly through receiving 70% of the 18.4 cents per gallon fuel tax. Last year, we only received 64.6% of the fuel tax, which added up to \$255 million.

ADMINISTRATIVE SERVICES: THE PEOPLE WHO CRUNCH OUR NUMBERS.

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 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 administrative services include financial management, budget, procurement, asset management, professional development, general services and facility and records management.

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. For fiscal year 2005, the MDOT received \$409.7 million in federal funds.

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

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 64.6 percent

of that amount last fiscal year — at \$255 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 for road projects, the State Aid Road fund — for county bridge replacements; and the bond sinking fund.

MDOT is also funded through receipts derived from other dedicated state taxes, such as truck and bus fees—which include the 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, lubricating oil tax and interest income.

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, from 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.

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. Since 1989, Mississippi has received substantial funding through the Program.

USE OF OBLIGATION AUTHORITY

Mississippi has consistently utilized its entire total Obligation Authority. MDOT reasonably expects to continue to utilize its entire total Obligation Authority.

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 2005 were \$769.7 million. State motor

fuel taxes and federal sources provided 87 percent of the department's funding for fiscal year 2005.

MDOT received \$255 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 2005 included the following:

Truck/Bus Tax Fees	\$53.9 million
Contractor's Tax	\$4.2 million
Lubricating Oil Tax	\$1.0 million
Railroad Mileage Tax	\$0.2 million
Tag Fees	\$14.5 million

EXPENDITURES

MDOT's budgetary expenditures for fiscal year 2005 totaled \$850 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	\$151.6	17.9%
Construction Program	\$594	69.9%
Administration Program	\$27.7	3.2%
Equipment & Buildings	\$22.7	2.6%
Debt Service Program	\$27.8	3.3%
Enforcement Program	\$11.4	1.4%
Aeronautics, Rails and Transit Programs	\$14.8	1.7%
TOTALS	\$850	100%

BONDED DEBT

State statutes provided authority for the issuance of \$200 million in bonds for the 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.

H.E.L.P. PROGRAM

Under the Highway Enhancement through Local Partnerships (H.E.L.P.) statute, MDOT through the Mississippi Development Bank and Tunica County issued in January 2005, special obligation bonds in the amount of \$45 million for the paving portion of Tunica County State Route 304.

FISCAL YEAR 2006 BUDGET

MDOT's budgeted expenditures (as appropriated by the Mississippi Legislature) for fiscal year 2006 are \$783 million while estimated receipts are \$801 million.

FINANCIAL SUCCESSES

In the 2004 Annual Report we discussed some of the financial challenges that MDOT is facing. Although those challenges have not dissipated, we have enjoyed some successes during 2005.

MDOT instituted an innovative financing program entitled Highway Enhancement through Local Partnerships (H.E.L.P.). This program, authorized by state statute, allows MDOT to enter into cooperative agreements with

cities and counties for the acceleration of previously scheduled highway construction projects. This statute affords a city or county the opportunity to advance to MDOT the cost of a highway construction project and in turn, MDOT repays this debt.

The MDOT has entered into three such agreements thus far and more are planned in the future. The three in which the MDOT is involved are a paving project on State Route 304 in Tunica County, bonds issued in the amount of \$45,000,000, Harrison County, State Route 601/Canal Road, bonds issued in the amount of \$102,000,000 and the city of Laurel, I-59 S-Curve, bonds issued in the amount of \$32,000,000.

MDOT will utilize the bond

proceeds on the Harrison County project for engineering/design and the acquisition of right of way for State Route 601, better known as Canal Road, a new north-south connector four lane highway between Highway 90 and I-10. This project will alleviate congestion on Highway 49 and also serve as another hurricane evacuation route for the Coast. MDOT will use bond proceeds on the City of Laurel project for the reconstruction of the I-59 S-Curve in Laurel, which will facilitate making this section comply with current interstate standards. MDOT will pay the debt service on the bond issues based on agreements signed between MDOT and the Federal Highway Administration (FHWA). FHWA will reimburse MDOT 80 or 90 percent

of the debt service as it would if utilizing the normal construction process.

In the aftermath of Hurricane Katrina, concern arose regarding the stability of the State of Mississippi. The Canal Road and Laurel bond issues were the first long-term debt offerings from Mississippi in the public markets following Katrina. These transactions not only met expectations, they exceeded expectations and earned a nomination as “Deal of the Year” from the Bond Buyer, the paper of record for the municipal finance industry. One reason cited for this nomination is based on the innovative structure of the deal.

The tremendous demand for MDOT’s securities allowed for pricing at lower yield levels than a higher

rated offering in the market the same day by the New Jersey Transportation Trust Fund.

MDOT also instituted a \$100,000,000, Commercial Paper program that is for express purpose of providing cash flow for the robust construction program MDOT provides for the citizens of Mississippi.



SASHTO ATTENDEES

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.

BALENTINE, WILLIAM R
BROOME, DARRELL L
BROWN, LARRY L
BROWN, WAYNE H
BUTTROSS, JAYNE L
CARAWAY, GEORGE M
CARR, CHARLES R
DAVIS, JIMMY R
DEAN JR, ROBERT W
DICKERSON III, JAMES Q
DUCKWORTH, JACKIE R
FOSTER, JOHN D
HALL, RICHARD E
HUFF, WILLIE R
JAMES, HARRY L
LEE, RICHARD A
LYONS, WALTER G
MAY, WILLIAM R
MCGRATH, MELINDA L
MINOR, WILLIAM R
SHEFFIELD, RICHARD H
SWINDOLL, WILLIAM P
VALENTINE, JOHN M
ZNACHKO, BRENDA S
Total: \$37218.09

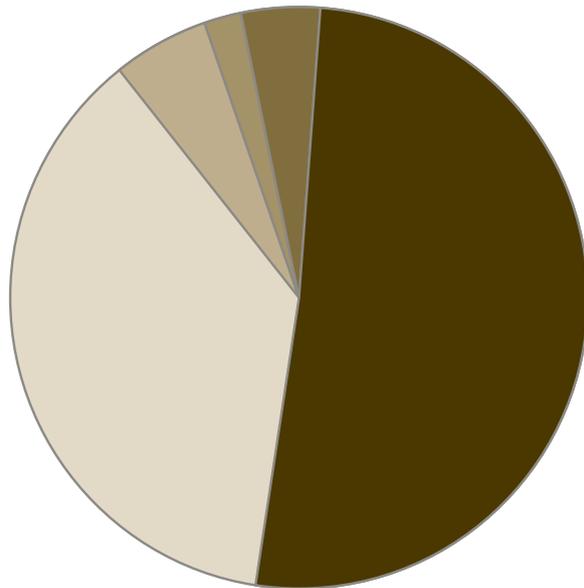
AASHTO ATTENDEES

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.

BALENTINE, WILLIAM R
BROWN, LARRY L
MINOR, WILLIAM R
TARLTON, NAN P
ZNACHKO, BRENDA S
Total: \$10997.11

ANNUAL BUDGET

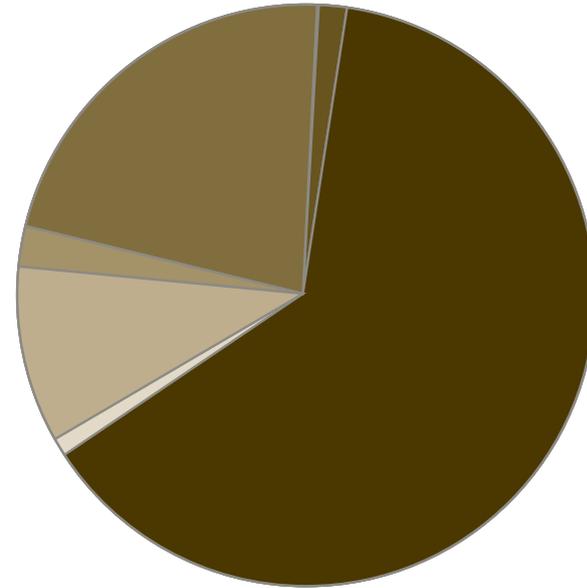
FY2005 REVENUES BY SOURCE



				
OTHER	TAG FEES	TRUCK & BUS PERMITS/TAX	FUEL TAX	FEDERAL FUNDS
\$35.9	\$14.5	\$54.1	\$255.6	\$409.7
5%	2%	7%	33%	53%

TOTAL REVENUES » \$769.8 MM

FY2005 EXPENDITURES BY PROGRAM



					
MAINTENANCE PROGRAM	DEBT SERVICE PROGRAM	ADMIN, EQUIPMENT, & BUILDING	ENFORCEMENT PROGRAM	AERO, RAILS & PORTS TRANSIT	CONSTRUCTION PROGRAM
151.6	\$27.8	50.5	\$11.3	\$14.8	\$594
18%	3%	6%	1%	2%	70%

TOTAL EXPENDITURES » \$850 MM

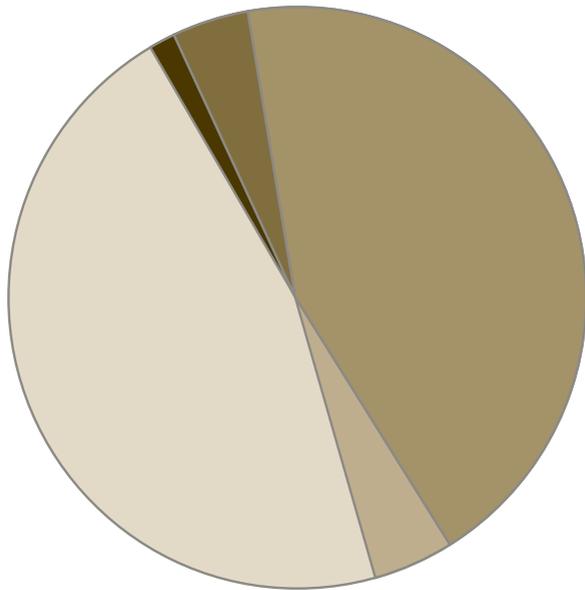
STATEMENT OF RECEIPTS AND DISBURSEMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 2005

<i>Cash Balance as of July 1, 2004</i>		\$113,385,540
RECEIPTS		
Fuel Tax	\$255,624,652	
Federal Funds	\$409,743,431	
Truck & Bus Taxes/Fees	\$53,982,583	
Lubricating Oil Tax	\$1,078,320	
Contractor's Tax	\$4,275,209	
Tag Fees	\$14,521,428	
Commercial Vehicle Fees	\$4,424,380	
Interlocal Proceeds	\$1,050,081	
Interest	\$52,720	
Other Receipts	\$24,998,783	
Total Receipts		\$769,751,587
<i>Funds Available for Fiscal Year 2005</i>		\$883,137,127
DISBURSEMENTS		
Salaries, Wages & Fringe Benefits	\$133,529,541	
Travel	\$2,730,671	
Contractual Services	\$91,658,446	
Commodities	\$28,552,076	
Capital Outlay:		
Equipment	\$15,172,820	
Other than Equipment	\$510,075,721	
Subsidies, Loans & Grants	\$68,376,437	
Transfers*	\$6,160,000	
Total Disbursements		\$856,255,712
<i>Cash Balance as of June 30, 2005</i>		\$26,881,415

*The \$6,160,000 transfers is not included as part of fiscal year 2005 expenditures.

PROJECTED FY2006 ANNUAL BUDGET

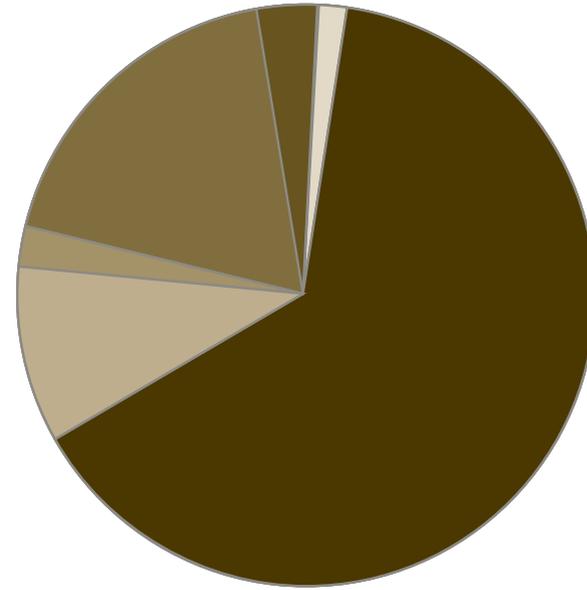
FY2006 PROJECTED REVENUE BY SOURCE



				
OTHER	MOTOR	TRUCK &	FEDERAL	TAG FEES
\$34	FUEL TAX	BUS FEES	FUNDS	\$13
4%	\$292	\$52	\$410	2%
	36%	6%	52%	

TOTAL REVENUES » \$801 MM

FY2006 PROJECTED EXPENDITURES BY PROGRAM



					
MAINTENANCE	DEBT SERVICE	ADMIN,	ENFORCEMENT	AERO, RAILS	CONSTRUCTION
\$151.3	\$27.7	EQUIPMENT,	PROGRAM	TRANSIT	PROGRAM
19%	\$27.7	& BUILDING	\$13.7	& PORTS	\$514.8
	4%	\$51.2	2%	\$24.3	65%
		7%		3%	

TOTAL EXPENDITURES » \$783 MM

BUDGETED REVENUES AND EXPENDITURES FOR THE FISCAL YEAR ENDED JUNE 30, 2006

<i>Cash Balance as of July 1, 2005</i>		\$26,881,415
REVENUES		
Motor Fuel Tax	\$292,000,000	
Federal Reimbursement	\$400,000,000	
Other Federal Funds	\$10,000,000	
Truck & Bus Taxes/Fees	\$52,000,000	
Lubricating Oil Tax	\$1,000,000	
Interest Income	\$1,000,000	
Tag Fees	\$13,000,000	
Contractor's Tas	\$5,000,000	
Commercial Vehicle Fees	\$5,000,000	
Transfers & Other Fees	\$22,000,000	
<i>Budgeted Revenues</i>		\$801,000,000
<i>Total Available</i>		\$827,881,415
EXPENDITURES		
Salaries, Wages & Fringe Benefits	\$141,215,144	
Travel and Subsistence	\$2,759,523	
Contractual Services	\$105,040,930	
Commodities	\$30,699,140	
Capital Outlay:		
Other	\$354,874,958	
Land	\$36,663,164	
Buildings	\$10,000,000	
Equipment	\$13,500,000	
Subsidies, Loans, & Grants	\$88,271,600	
<i>Budgeted Expenditures</i>		\$783,024,459
<i>Estimated Cash Balance Jund 30, 2006</i>		\$44,856,956
<i>Total Accounted For</i>		\$827,881,415





I N T E R M O D A L



TENN-TOM TURNS 20 » This year marks the 20th Anniversary of the Tennessee-Tombigbee Waterway. Eight open houses and three inspections were conducted as part of the anniversary, enabling the general public to view exhibits, displays, and videos of Tenn-Tom’s history, its construction, and economic impact over the past two decades.

TRADE AND TRANSPORTATION: A VIEW OF MISSISSIPPI FROM THE WATER.

Inland and coastal waterways remain a vital element of the State's intermodal transportation system, providing low cost, environmentally friendly transportation and fostering industrial development opportunities. The state's main 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.

All of these ports continue to pump almost two billion dollars 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 part of Mississippi's intermodal transportation system. Mississippi is geographically positioned to become a leading gateway for 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 continue to do likewise to remain competitive.

This year is the 20th Anniversary of the Tennessee-Tombigbee Waterway, and several inspection cruises and "open houses" were conducted, allowing the public to see the history of the waterway. This year also saw more than a few new industries situate

themselves at Tenn-Tom ports.

Skyline Steel LLC of Parsippany, NJ, announced it would build a \$17 million plant at Yellow Creek Port. The facility will produce spiral welded steel pipe used in heavy construction. Global Material Service will spend about \$8 million at the Port of Amory for a loading and blending facility for materials to be used at the Kerr McGee plant in nearby Hamilton to make paint pigments. The Lowndes County Port was one of the major reasons that SteelCorr will be building a new mill near Columbus to make rolled steel primarily for the automotive industry. The Port is hopeful that much of the steel scrap, pig iron and finished steel rolls will be shipped through there.

The Tenn-Tom and its six Mississippi

Ports continue to be an asset to the State of Mississippi's economy and the next 20 years should bring even better prosperity to northeast Mississippi as well as the entire state.

Also this year, the Mississippi Transportation Commission awarded \$3,000,000 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 ports---to the NHS. For FY 2005, \$1,796,067 was allocated to the Port of Natchez, \$414,000 was allocated to the Port of Pascagoula and \$789,933 was allocated to the Port of Bienville. The significance of the Commission's action in supporting multimodal transportation can't be overlooked.

The Mississippi Department of Transportation allocated \$5 million in FY05 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 in available funds, and the Transportation Commission approved the projects for funding on July 27, 2004.



PORTS MULTI-MODAL PROJECTS SELECTED FOR FUNDING

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



GIVING PLANES A PLACE TO LAND »

Mississippi has 74 airports across the state open to the public. 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 67 are general aviation airports that serve corporate, business and privately owned aircraft and play a vital role in the economic development of several small communities. There are also 5 privately owned general aviation airports open for public use.

AERONAUTICS KEEPS WATCH OVER THE SKIES AND THE RUNWAYS.

Mississippi has 74 public use airports that are owned by local governmental entities. The mission of the aeronautics division of MDOT is clear cut: to assist these airports in developing a safe and effective air transportation system in the State of Mississippi. To meet this mission, the division has two programs – Airport Development and Improvement and Aviation Safety.

Under the Airport Development and Improvement Program, the division provides technical and administrative assistance to the public airport owners (cities, counties and airport authorities) in project formulation and preparation of applications for Federal Aid Airport Improvement Program (AIP) funds. State funds are also provided to supplement owner's funds when needed to obtain

federal funding and to fund state/local projects for development at public airports which have low federal funding priority.

The Aviation Safety Program includes annual field inspections of the 79 public-use airports. Aeronautics is responsible for inspecting 66 general aviation public-owned public-use and 5 private-owned public-use airports and reports any noted deficiencies to the owners. Follow-up actions are taken to encourage timely correction of any identified safety deficiencies. Information collected during these inspections is used to update airport master records, aeronautical charts and aviation publications that are distributed throughout the nation.

For this fiscal year, the division continued to prepare Disadvantaged

Business Enterprise plans for general aviation airports in the state. These plans are required by the new Part 26-Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs and must be approved before an airport can receive federal funds. Nineteen plans were prepared/updated by the division and approved by the Federal Aviation Administration (FAA) in FY2005.

The annual update of the State Aeronautical Chart and Directory was published and distributed in July, 2004. The chart includes an aeronautical map of the state and a pertinent information/directory of the public-use airports. It is in great demand by pilots in the state and across the nation.

The division also updates the airport layout plans for the general aviation public-owned airports in Mississippi. These plans provide for the orderly expansion and development of the airports and are required to be current for the individual airports to receive federal funds. Ten plans were updated and approved in FY2005 with fifteen other plans updated and provided to consulting engineers to assist with preparing plans for airport development projects.

Aeronautics also assisted the Mississippi Airports Association in hosting their 2005 Annual Conference in Tunica, MS. The conference hosted the largest attendance in the history of the organization with 221 attendees and 34 exhibitors.

Funding for the operations of the

division comes from a percentage of aviation fuel sales in the state. These collections are: 5.25 cents (\$.0525) per gallon on 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. Another revenue source is the 7% sales tax collected from automobile parking lots on airports. The revenue in FY2005 was \$1,750,810 from aviation fuel and \$480,949 from parking lot taxes for a total of \$2,231,759.

In FY2005, forty funding grants were issued to provide one-half of the local 5% share of the 95% FAA funded projects. The total cost of these projects was \$41,668,767 that included state funds in the amount of \$898,940.

During the year, 215 project payments were made to airport owners in the amount of \$3,126,062 with a record number of projects (97) being closed. This additional workload was accomplished with no increase in staff personnel.

Recognizing the need for additional funds for the non-highway transportation modes in the state, MDOT provided a total of \$5,000,000 for funding of airport, ports, public transit and railroad projects in FY2005. These multi-modal funds were used for high priority projects that will have a positive economic impact on the airport or community and assist in meeting critical needs for which federal or local funds were not available.

Applications for airport multi-modal projects were received from 28 locations,

13 of which were approved for funding using the division's share of \$1,700,000 and an additional \$202,701 from the division's annual aviation fuel tax revenue for the projects. The projects were selected by a seven-member committee consisting of five airport managers and a representative from the Mississippi Development Authority and the aeronautics division, who administers the projects.

With the addition of these multi-modal funds, a total of fifty-three airport projects were funded in part with a total of \$2,801,641 in state funds during FY2005.

The aeronautics division also provided \$60,000 in FY2005 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.





THE BEST WAY TO WORK » Mass transit services not only offer local job opportunities but also give people a way to find jobs in nearby cities.

TURNING PUBLIC TRANSIT INTO AN ECONOMIC ENGINE.

The coordination of transportation resources has become increasingly important in an effort to improve the quality of life in our communities. Viable public transportation is widely recognized as the central component of a coordinated transportation network that fosters sustainable community and economic development. Developing coordinated and sustainable public transportation networks remains a major goal of MDOT. There is a growing need to provide more regional transportation options that are affordable, safe, efficient and reliable. Through the Public Transit Division, MDOT continues to develop partnerships with local communities to respond to local and regional transportation demands. Our commitment to improving public and social service transportation

extends beyond just making more transportation services available. There are also ongoing efforts to be part of the economic development strategies of local communities. Along with the traditional impact on access to health care, education and social services, our focus is increasingly on better access to employment opportunities for local citizens. MDOT supported transportation services not only continue to provide local job opportunities, but to a larger extent allow local residents access to jobs in neighboring areas.

One of the most notable indicators of MDOT's support for public transportation can be seen in the investments that were made as a part of the Multi-Modal Transportation Improvement Program. During FY 2004,



Union Station Center in downtown Jackson.

a total of \$800,000 in Multimodal funds were made available to support public transportation capital and operating costs. Recipients included Coast Transit Authority (three Gulf Coast counties), HUB City Transit (Hattiesburg), JATRAN (City of Jackson) and 14 rural transit operators. This investment leveraged over \$7.5 million in federal dollars by providing much needed matching funds for the purchase of 30 vehicles and operating assistance. These funds helped support public and coordinated rural transportation services in approximately 38 % of the state's 82 counties on the Coast and in the Jackson and Hattiesburg urban areas.

During FY 2004, through the Public Transit Division, MDOT continued its long standing emphasis on developing

collaboration arrangements with other state agencies to implement joint planning and "mobility management" strategies. The department joined in the efforts to establish a Statewide Coordination Coalition that will develop some local transportation coordination demonstration projects. MDOT's primary goal is to focus on collaborative efforts that help to meet the full range of transportation needs of community residents. As a result of the effective cooperation among local public and specialized transit service providers, there continues to be reductions in resource duplication and increases in access to public transportation at the local community level. The true impact of these efforts can be seen in the national recognition that local

transportation contractors received this year. It was gratifying to have the support and cooperation of MDOT recognized in a feature edition of the Community Transportation Association of America's (CTAA) Community Transportation magazine entitled "GO, Mississippi, Continue to Roll." We're extremely pleased that the Bolivar County Council on Aging was recognized as the National Community Transportation System of the Year at the CTAA Annual Meeting and EXPO, held in St Louis, Missouri, earlier this year.

As in prior years the Public Transit Division's core programs during fiscal year 2004 were the Rural General Public Program (Section 5311) the Elderly and Persons with Disabilities Program (Section 5310) the Statewide Capital

Asset Acquisition and Management Program, and the Rural Transit Assistance Program. These core programs represented an annual investment of approximately \$10 million dollars to support local transportation services. Other special projects and initiatives included special grants to local municipalities for developing intermodal transportation facilities and grants to support the continuation of inter-city bus services throughout the Mississippi Delta region.

The growth in utilization of local transportation resources is illustrated by the following performance summaries for the Section 5311 Rural General Public and the Section 5310 Elderly and Persons with Disabilities Transportation Programs. During FY 2004, MDOT

authorized a total of 17 rural general public contractors. Despite a slumping economic environment, these providers reported a 12.5% aggregate increase in employment-related passenger trips. This increase included more intra-county commuter trips. During this period, there was also a 5% decrease in the number of contractors authorized for the more specialized Elderly and Persons with Disabilities Transportation Program. This reduction is attributed to increased coordination among local service providers and more reliance on public transportation by social service organizations.

During this year progress continued in the partnerships between MDOT and local municipalities to develop intermodal passenger transportation

facilities. These partnerships included working with the City of Jackson to complete the Union Station Center in downtown Jackson. Another was in the Biloxi Gulfport area that involved intercity bus service. A third involved the City of Brookhaven in developing an intra-county commuter park and ride facility. During this fiscal year, there was a planned investment of approximately \$1.75 million dollars programmed for these facilities.

A unique feature of the Union Station facility is the incorporation of a collaborative rural transportation connector service, aptly named “The Rural Connection” (TRC). Brought on line this fiscal year, the TRC offers a point of contact for services to and from a five county catchment area

through the joint efforts of several rural general public transit contractors.

Operating out of a dedicated office within the main Union Station terminal, the focus is on providing ticketing, passenger information, transfers, trip scheduling, parking for rural transit vehicles and a driver stopover location. The emphasis areas will be on daily suburban and rural commuters who work in the immediate downtown area and expanding the access of persons with disabilities to metro area destinations outside of the routine service area of the city’s JATRAM bus routes.



SAVING LIVES THROUGH OPERATION

LIFESAVER » Never drive around lowered crossing gates, never race a train to the crossing. If your vehicle stalls on a crossing, get everyone out immediately and get far away from the tracks. These are just a few of the tips offered by Mississippi Operation Lifesaver. MDOT's rails division engineer serves as chairman of this organization.

RAILROAD CROSSING SAFETY IS OF THE HIGHEST PRIORITY.

Operating under state statutory requirements, MDOT maintains direct stewardship of railroad conditions and practices. This is accomplished by resolving rail and highway congestion problems, administering state and federal funds, and conducting statewide safety inspections and projects.

Mississippi's 2,584 miles of mainline railroad provide excellent service between major centers throughout the state. This mileage is comprised of 24 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.

Passenger rail service is provided by a national railroad passenger cooperation, which operates on three existing freight lines. These services run from Memphis, Tennessee, to New Orleans, Louisiana; from Atlanta, Georgia, through Meridian, Mississippi, to New Orleans; and along the Mississippi Gulf Coast from Mobile, Alabama, to New Orleans.

Of the total rail miles in Mississippi, 1939 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.

Kansas City Southern's intermodal

Eastern Division classification switchyard is experiencing tremendous growth. This yard is the largest in the state and provides off-loading capabilities.

The Gulf Coast High Speed Rail Corridor was officially designated by Congress in 1999. The Corridor is located from Houston, Texas, through Baton Rouge and New Orleans, Louisiana, Gulfport, Biloxi, and Pascagoula, Mississippi, Mobile, Alabama, to Pensacola, Florida. Other routes to be considered for later addition to the corridor are between New Orleans, Louisiana, and Hattiesburg, Mississippi; New Orleans, Louisiana, and Jackson, Mississippi; and Pensacola, Florida to Jacksonville, Florida.

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.

During fiscal year 2005, there were approximately 70 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 over \$81 million in federal safety funds has been obligated to upgrading and improving railroad signals and railroad crossing surfaces.



FENCED IN FOR THEIR OWN GOOD » One of the special measures to protect wildlife, in particular the endangered gopher tortoise, is specially designed fencing to keep them from getting out in the roadway.

SAFEGUARDING THE NATURAL AND HUMAN ENVIRONMENT.

The environmental division of MDOT continually strives to effectively perform its duties in a thorough and efficient manner. These duties are essential to the fulfillment of MDOT's mission.

Obtaining environmental clearance for federally-funded transportation projects requires adherence to the requirements of the National Environmental Policy Act (NEPA) of 1969, as amended, with emphasis in the following areas:

- » Development and evaluation of all reasonable alternatives to intermodal problems, including the "No-Build" Alternative.
- » Actively and constructively involve federal, state and local agencies and officials, as well as the general public, during the project development process.

- » Evaluate and document the potential environmental, social and economic effects of proposed undertaking.

- » Render objective solutions to intermodal problems based on the need for a safe, efficient, and economical transportation facility balanced with the environmental, social and economic effects of the undertaking.

Personnel within the environmental division have continued developing their expertise necessary to perform the requirements of the NEPA process through professional training seminars, interacting with peers in other states, and environmental conferences to ensure proficiency within the division.

Through the environmental division, MDOT continues to exhibit its commitment to the natural environment by

maintaining the extensive wetland banking system comprised of a network of numerous watersheds encompassing a total of 6,000 + acres throughout the state. MDOT also 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. MDOT has coordinated with two environmental groups for expanding our wetland and stream mitigation bank credits: one in south Mississippi in the Red Creek watershed in concert with The Nature Conservancy and another with Wildlife MS in Monroe County adjacent to the Buttahatchie River.

To promote 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. As a result, a Memorandum of Agreement (MOA), developed by the environmental division addressing these requirements, was recently adopted by the MS Transportation Commission and is currently in the final stages of acceptance by the MS Band of Choctaw Indians. This MOA will serve as the platform to improve existing relationships and build new relationships with the federally recognized tribes in Mississippi.

The environmental division also continues to emphasize the need for community involvement in the decision-making process by promoting public meetings and hearings. Through these

forums, our program impacts that affect the human environment can be more adequately addressed. Every effort is extended to address issues such as historical and archaeological preservation, residential and business displacements, changes to neighborhoods, environmental justice concerns and other community disruptions in an environmentally sensitive manner.

LOCAL ROADSIDES AWARDED FOR EXCELLENCE.

It's easy to take for granted the beautiful roadsides and highways that line the state of Mississippi. But those roadsides recently received national attention thanks to the hard work of MDOT, led by Johnnie Thorne, District 5 Manager, and Kent Hailey, District Field Manager.

MDOT received the Roadside Excellence Award from the National Roadside Vegetation Management Association (NRVMA) at its recent annual conference. The award is given to the state that demonstrates best practices and innovative management of roadside vegetation.

"This is really an honor," said Thorne. "My team and I have worked very hard to ensure our roadsides are not only nice to look at, but are kept safe for drivers."

Thorne was nominated for the award by Wayne Ducote, a sales specialist with BASF Professional Vegetation Management and Will McMillan, a sales specialist with UAP Timberland. Collaborating with Thorne and Hailey in the last year to experiment with herbicide and mowing applications, Ducote and McMillan helped them develop an integrated vegetation management plan that helps control weeds along roadsides and keep driver visibility and safety in place using a variety of tools including Plateau® herbicide.

"Thorne and his team were detailed in their analysis of the different test plots, and weren't satisfied with anything less than near perfection," said Ducote. "MDOT is definitely a leader for others

in the field."

Mississippi's Department of Transportation has seen a significant cost savings, as well as a safer environment for drivers and employees, as a result of this award-winning program. Much of this is due to the reduced number of mowings now required.

**Article written by Amye Zemke for BASF Professional Vegetation Management*



Thorne and Hailey receive the Roadside Excellence Award from Terry Barret, 2004 NRVMA President, at the annual NRVMA conference on September 9, 2004.



YOU'RE LOOKING AT A THING OF BEAUTY AND SAFETY » Through an integrated plan for managing the state's roadside areas, MDOT is able to control weeds and enhance driver visibility. Such planning also saves taxpayer money, since roadside grass areas don't need to be mowed as often.



BUILDING NEW CAREERS » Every other year, MDOT, in partnership with Mississippi Roadbuilders, Mississippi Asphalt Pavement Association, the Federal Highway Administration, the Mississippi Department of Education, and various other civic organizations, hosts Career Construction Day. The occasion allows students to meet various contractors at one location, learn about the many job opportunities, and in some cases even operate equipment first hand. Our last fair held on September 29, 2004 attracted over 500 students and teachers from three school districts with some 30 contractors and exhibitors.

DOING EVERYTHING WE CAN TO ENSURE EQUAL OPPORTUNITY.

Giving every Mississippian the same chance at a career at MDOT, regardless of age, race, sex or disability. That's the job of our Office of Civil Rights. Here are some of the highlights for fiscal year 2005. FHWA arranged to bring "Six-Pack Training" to Mississippi the week of June 27-June 30, 2005. This comprehensive 4 day training session covered the six areas of Civil Rights to include State Internal Equal Employment Opportunity (EEO) and Affirmative Action (AA), Contract Compliance, Disadvantaged Business Enterprise (DBE), Title VI and Environmental Justice (EJ), Complaint Investigations, and American's with Disabilities (ADA). This training was attended by MDOT personnel with job duties in these areas as well as other local agencies such as the City of

Jackson. Louisiana DOT also took part in this training.

Every other year, MDOT, in partnership with Mississippi Roadbuilders, Mississippi Asphalt Pavement Association, the Federal Highway Administration, the Mississippi Department of Education, and various other civic organizations, hosts Career Construction Day. The occasion allows students to meet various contractors at one location, learn about the many job opportunities, and in some cases even operate equipment first hand. Our last fair held on September 29, 2004 attracted over 500 students and teachers from three school districts with some 30 contractors and exhibitors.

Disadvantaged Business Enterprise (DBE) Program Administration Training

was held June 16 and 17, 2004, in District 6 and 7, July 7 and 8 in Districts 3 and 5, and August 18 and 19, 2004, in Districts 1 and 2. This training was designed for those who have direct responsibility for helping monitor MDOT's DBE participation on construction jobs. Conducted by MDOT's Office of Civil Rights and FHWA, this training is implemented to ensure that everything possible is being done to prevent fraud and abuse within the DBE program.

In the last Federal Fiscal Year that ended September 30, 2004, MDOT placed \$221,816,776 in Federal-aid highway funds under contract. MDOT's DBE goal for FY 04 was 10.5 percent (10.5%) of which 2% was to be achieved through race conscious means and the remaining 8.5% through

race neutral. During this reporting period MDOT's DBE Commitments totaled \$23,851,119 in contracted Federal-aid representing a 10.75% overall-all attainment, of which 5.47% (12,130,559) was attained through race conscious means, and 5.28% (\$11,720,560) through race neutral means.

The proposed goal for FY 06 (Oct. 1, 2005 – Sept. 30, 2006) is 10%, of which 4% will be achieved through race conscious means and 6% through race neutral means.

NOTE: Information is not yet available for Federal FY 05 (Oct 1, 2004 – Sept. 30, 2005.)



TIPPING THE SCALES WITH TECHNOLOGY »

The Office of Enforcement now has ten permanent scales that electronically pre-screen commercial vehicles on the highway, enabling those vehicles to by-pass weigh stations. The program, called PrePass, allows carriers with good safety records and tax status to enroll. Approved trucks are equipped with transponders which emit an electronic signal read by a receiver on the roadside.

WEIGHING ALMOST SIX MILLION TRUCKS IN A YEAR IS A BIG JOB. AND THAT'S NOT THE HALF OF IT.

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, registration and driver/vehicle equipment safety.

Based on authority assigned by the Legislature during the 1999 session, the office is also involved in highway drug interdiction, focusing on commercial vehicles. The Office of Enforcement issues permits for vehicles hauling non-divisible loads which are oversize and/or overweight as well.

MDOT operates 27 permanent weigh stations adjacent to highways across the state, including 14 stations on the Interstate System. The agency operates 75 portable scales units. Each unit

consists of two officers in a fully equipped law enforcement patrol car. Each car carries 4 portable scales on which to weigh trucks. All MDOT officers are academy trained and certified law enforcement officers.

Enforcement continues to operate one joint port with Louisiana on I-55 at Kentwood, Louisiana, 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 ten permanent scales with electronic pre-clearance of commercial vehicles on the highway, allowing them to by-pass weigh stations. Carriers with good safety records and tax status are eligible to enroll in the PrePass program. Upon approval by the state, the carriers'

trucks are equipped with transponders, which emit an electronic signal read by a receiver on the roadside approximately one mile from the weigh station. If everything is in order the transponder will flash a green light indicating that the driver may by-pass the weigh station. At the same time, the weigh station is notified on a computer screen that the carrier will be passing.

During the FY 2005, MDOT Enforcement Officers weighed 5,858,287 trucks, issued approximately 11,148 overweight penalties, issued 16,490 oversize/overweight non-divisible load permits and made 49 drug arrests and issued 6 drug citations. The Permit Division issued 127,131 permits for oversize/overweight non-divisible loads. The Office of Enforcement

generated revenues of \$10,491,325.02 through permit fees and weight penalties.



ENGINEERS OF THE FUTURE » The next generation of civil engineers may be coming along through our RIDES program. RIDES (Roadways Into the Development of Elementary Students), is focused on teaching K5-6th grade students about transportation and civil engineering. Piloted in fifteen schools across the state in 2004, the program continues to enlighten kids about engineering, science and math, while incorporating other subject areas such as art, music and reading.

GETTING MISSISSIPPI STUDENTS ON THE RIGHT TRACK.

As our Professional Development Director and the creative force behind MDOT's commitment to education, Danada McMurtry has been very busy these last few years.

For starters, in her role as regional director of AASHTO's TRAC program, Danada launched TRAC in 17 pilot schools in 2003. That was the year Mississippi became the first state to grant the TRAC program a place in required school curriculum through Career Discovery classes. Focusing on transportation related careers with an emphasis in math and science, TRAC is now in 187 Mississippi schools.

With plans to introduce transportation career opportunities at the elementary level, Danada has spearheaded the development and secured funding for a K5 – 6th grade TRAC-type program.

Through an MDOT grant, Roadways into Developing Elementary Students (RIDES), was designed for elementary schools. The program incorporates every element of the state curriculum, from math to music. Originally piloted in 15 schools across the state, RIDES is increasing in popularity. Through an innovative partnership with Region 8 Mental Health, additional RIDES materials were assembled and distributed to more than 100 teachers at seven teacher trainings statewide in June 2005.

Another project that has reached completion with Danada's close involvement is the Transploreum, a transportation exploration museum. Located in Tupelo, MS, on the Tupelo Middle School campus, the Transploreum serves as a museum,

distance learning center, and classrooms. While working closely with Tupelo Middle School and MDOT Commission and the Executive Director, and the Federal Highway Administration, the Transploreum became a reality.

MDOT's staff training—developed, implemented, and evaluated by Danada—is among the most comprehensive in the nation, with ongoing customized management, technical, and administrative training programs that are highly effective and well-received by attendees.

Of course, all of this hard work was bound to draw attention. And it has. Danada was recently presented the 2005 Alfred E. Johnson Achievement Award at the annual American Association of State Highway and Transportation Officials Conference in

Nashville, Tennessee.

The Alfred E. Johnson Award is given annually to recognize an outstanding contribution by a transportation professional.

Danada was also presented the 2004 Friend of Education Award at the annual Mississippi Association of School Administrators Conference. The Friend of Education Award is given annually to individuals who have contributed gracious time and effort to see that education is the best it can be in Mississippi. Former recipients include: Senator Thad Cochran, Representative Billy McCoy, Jim and Sally Barksdale, House Speaker Tim Ford, Governor Ray Mabus, Governor Ronnie Musgrove, Governor William Winter, and Jack Reed.

PAT FORDICE AND MDOT SHARE SPOTLIGHT FOR “I’M NOT YOUR MAMA!” CAMPAIGN.

MDOT led the nation by winning the First Place National Litter Prevention Award at the Keep America Beautiful (KAB) Awards Ceremony, recently held in Washington, D.C., for its litter prevention efforts through the “I’m Not Your Mama – Pick it Up Mississippi!” educational campaign, according to The State Litter Prevention Coordinator.

This national honor was shared with Former First Lady Pat Fordice, as her starring role in MDOT’s “I’m Not Your Mama” commercial spots paved the way for the additional public awareness and educational campaign components – such as the Myrtle the Turtle School Program, Outdoor Advertising, and the Web Site.

MDOT Executive Director Larry L. “Butch” Brown stated, “Without Ms.

Fordice’s wonderful talent and sincerity, the campaign would not be the caliber that it is, and we (MDOT) thank her very much for all she has done and continues to do each day to improve our state.”

Mississippi Transportation Commission Chairman Wayne Brown said, “It goes without saying that this campaign is a bright spot when you think about the depressing effects of litter. We, as citizens of Mississippi, should feel proud that our state is leading the way to proactively prevent and reduce litter. What a great way to end the year by being recognized as having the best campaign in the nation. We’re grateful for such a tribute.”

KAB presented a Partnership Award for the work performed by MDOT and Keep Mississippi Beautiful (KMB) for the

betterment of Mississippi communities. “Keep Mississippi Beautiful and the Mississippi Department of Transportation have one of the strongest partnerships in the nation. Our goals are the same – to protect, preserve and beautify our state’s highway rights of way, city streets, county roads and public places,” KMB Executive Director Barbara Dorr said.

According to Dorr, KMB was recognized with the KAB Gold Award as an outstanding KAB affiliate and the President’s Circle Award for the extreme effort made by KMB to reduce litter, minimize waste, and beautify and improve local communities.

KAB President G. Ray Empson said, “Keep America Beautiful’s National Award winners represent a wide scope

of accomplishment, and through their involvement in education and getting citizens to take part in community improvement initiatives, these award-winning programs serve as powerful catalysts. They help keep America beautiful across the entire nation, one community at a time.”

WORKING TO KEEP MISSISSIPPI BEAUTIFUL.

On April 21, 2005, Keep Mississippi Beautiful (KMB) hosted its 13th Annual Awards Luncheon at the Jackson Country Club. Participants from across the state traveled to Jackson to attend the program. The event recognizes individuals, groups, companies and government agencies who partner with KMB to make a difference in the quality of life in Mississippi.

“MDOT’s commitment and dedication to the program have increased the public awareness of the litter problem in our state,” said Barbara Dorr, KMB Executive Director. “Without the help of MDOT and other partners joining together to remove the negative impact of litter in our state, it would be impossible to reach our goal.”

MDOT received first and second place

awards in the State Government Category for their continued leadership and public awareness of litter abatement and prevention. The first place award signified the successes and efforts of MDOT’s total litter program. The second place award honored a specific event, Trash Splash, which was initiated by MDOT and shared with the Department of Marine Resources, a strong partner in the clean up of Mississippi’s coastal areas. Also receiving awards for their contributions and efforts in litter prevention were Ronnell Cummins and Forrest Gordon, both employees of MDOT’s Shop Complex. MDOT received the KMB Partnership Award, which recognizes its strong and serviceable partnership with KMB.

Mississippi Transportation Commissioner Dick Hall and the State Litter Prevention Coordinator were among the many dignitaries at the event. Other guests of honor included Leland Speed, Mississippi Development Authority Executive Director; Dolphus Weary, President of Mission Mississippi; Barbara Dorr, Executive Director of KMB; and Louise Godwin.

TRAC AND TRANSPLOREUM EARN NATIONAL HONORS

In April, both the TRAC program and the Transploreum received recognition at the American Road and Transportation Builders Association's (ARTBA) PRIDE Awards Ceremony in Washington, D.C. Placing 2nd in Public Relations/Education, TRAC was acknowledged as a program that successfully educates the public and opinion leaders about the significant contributions made by the transportation construction industry to the economy and quality of life.

Bringing home the 2nd place honor in the Community Relations category, the Transploreum was recognized for fostering positive civic involvement within those communities in which a public agency, firm or association is located.



Mike Vinson stands with Danada McMurtry after she received the Friend of Education Award.

ADDITIONAL EDUCATIONAL PROGRAMS

MISSISSIPPI SUMMER TRANSPORTATION INSTITUTE (MSTI) » This year 25 high school students got the chance to gain a better understanding of career opportunities associated with the transportation industry. Partners in this program include Jackson State University, the Federal Highway Administration, and ERGON.

TRASH BASH AND OTHER ANTI-LITTER EFFORTS » Anti-litter coordinators are on staff in every MDOT district and provide litter prevention and abatement programs on a statewide basis. Myrtle the Turtle teaches students in grades K-2 about litter prevention. During the past year, 395 presentations were made to students in schools and libraries throughout the State. MDOT and Keep Mississippi Beautiful (KMB) currently partner with

62 counties and 25 municipalities to use inmate labor to remove hundreds of thousands of bags of litter from the State's rights-of-way. The Adopt-a-Highway program gives citizens and local governments an opportunity to adopt and remove litter from sections of highway in our State. The Adopt-an-Interchange program encourages community beautification efforts. Both programs boast hundreds of participants and thousands of volunteers. Trash Bash was held in Spring 2004 across the state, providing an opportunity for MDOT employees to volunteer to pick up litter from highways, increasing litter awareness to the traveling public. This year, 1,700 volunteers removed over 9,400 bags of litter from Mississippi highways. MDOT also partnered with

Keep Mississippi Beautiful in the Great American Cleanup in March. During the year, MDOT also implemented an advertising campaign designed to

reinforce the litter prevention message among young children and to educate and encourage young males and the general populace to stop littering.



Recognized for their contributions at the ceremony were Linda Clifton, Tupelo Middle School Principal; Dr. Debbie Davis, Pierce Street Elementary School Principal; David Barton, Executive Director of Mississippi Road Builders Association and Susan King and Beth Ann Watson of MDOT's Professional Development Division.



SCHOOLING EVERYBODY UP » Through the Civil Engineering Pilot Education Program, college students in their last two years of undergrad or graduate level study can finish their degree on a full-time basis as an MDOT employee. The program has really helped with recruitment.

ALL THE ESSENTIALS OF EMPLOYEE TRAINING

The Professional Development Division (PDD) plans, develops and coordinates all employee training activities for MDOT based on input received from key staff in each of the districts and divisions. Activities and accomplishments in this area for 2005 are summarized below:

DEVELOPING SUPERVISORY AND MANAGERIAL CAPACITY » Working with the State Personnel Board, the PDD facilitated the enhancement of employee supervisory and managerial capabilities. Employees participated in a number of developmental programs including the Certified Public Manager Program (CPM), Certificate in Supervisory Management Program (CSM), Basic Supervisory Course (BSC), and the Administrative

Support Certification Program (ASCP). There were 74 MDOT employees actively involved in the CSM/CPM Program, with seven having attained certification status this year. A total of 49 employees participated in at least one of the three ASCP levels this year, with 29 having graduated in May, 2005.

CUSTOMER SERVICE INITIATIVE » PDD assisted in providing Customer Service training to approximately 150 administrative staff within the agency. This training charges staff members with identifying internal and external customers, developing strategies to meet the ever-changing needs of our customers, and tailoring individual division mission statements reflective of the commitment to outstanding customer service.

SUCCESSION PLANNING » MDOT leadership recognized the need for a process of succession planning as our most experienced employees retire. PDD assisted with the development and implementation of the Leadership Enhancement and Development (LEAD) initiative to meet this goal. This year 90 employees who took part in this two year program successfully graduated.

CIVIL ENGINEERING PILOT EDUCATION PROGRAM » This program assists MDOT in meeting its long term staffing needs in the engineering field. It allows students in their last two years of undergraduate or graduate level study to complete a degree on a full time basis as an MDOT employee. During FY 2005, two students completed their degrees under the program and joined MDOT as full time employees.

TRANSPORTATION TECHNICIAN CERTIFICATION EXAM PREPARATION » MDOT technicians who choose to seek certification in various fields of transportation may do so through the National Institute for Certification in Engineering Technologies (NICET). In an effort to assist technicians in preparing for certification exams, MDOT offers NICET exam “prep” classes.

AN AUTOMATED TRAINING TOOL » The PDD administers an on-line training system, HUBERT (HUB of Educational Resources for Transportation), which assists MDOT employees in managing their own professional development plans by providing them with a schedule of training events including descriptions, dates, times, locations and registration information.



CONTINUED EXCELLENCE IN COMMUNICATION

Each year, MDOT's External Affairs Division competes with state agencies and private companies for public relations awards. In Mississippi, the highest honor is a PRISM Award from the Public Relations Association of Mississippi (PRAM), while regionally, a LANTERN award is given by the Southern Public Relations Federation (SPRF).

In 2004, the staff of eight communication professionals spent the entire year working diligently to produce magazines and newsletters that would serve the MDOT family, as well as gain recognition for their creativity.

The team was more than proud to bring home the following awards:

LANTERN AWARD for the 2004

"People of MDOT"

PRISM AWARDS for the 2004 *"People of MDOT"* and for Glenn Smith's photograph of Ms. Fordice

AWARDS OF EXCELLENCE for the *Ronell Commercial Series (Messages from the Director); MDOT Annual Report; Vision 21 Report; Senator Delma Furniss Hospitality Station poster- designed by Jason Moulder*

CERTIFICATES OF ACHIEVEMENT for *Connection Magazine; Stateside News; Media Day; Delma Furniss Hospitality Station's Grand Opening; and for seasonal window displays in the Administration building's lobby*



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