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1. INTRODUCTION

The comprehensive planning efforts incorporated within MULTIPLAN 2035 include the current update to Mississippi's statewide Long Range Transportation Plan (LRTP). This plan is required by Federal regulations to be updated at five year intervals.

1.1 Review of MULTIPLAN Goals

The goals established in the previous LRTP, referred to as MULTIPLAN, were reviewed to evaluate the suitability of these goals to guide development of MULTIPLAN 2035.

As a result of this review, MDOT determined that the previous goals were suitable and adopted them for use in MULTIPLAN 2035.

2. THE SEVEN MULTIPLAN GOALS

The seven goals and the strategies adopted to meet these goals are summarized below.

- *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 ensure 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. Safety-deficient facilities can lead not only to lost financial resources and time but, more importantly, loss of life. The addition of rumble strips on 2-lane highways helped Mississippi reach its 2011 goal of fewer than 700 fatalities two years early, in 2009. MDOT will continue to be the driving force behind the development and implementation of cutting edge safety measures across all transportation modes.

- *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. Funding for future

rehabilitative costs will directly affect accessibility and mobility, not to mention 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 SAFETEA-LU 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), 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 the 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. A well-informed citizenry, public interest and stakeholder base, and state legislature will lead to well-informed decisions 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 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 goals, strategies and action steps for MULTIPLAN 2035 are listed in more detail in **Table 2-1**. Two additional strategies (4.7 and 4.8) were identified to supplement those from the previous LRTP to help meet Environmental Stewardship goals.

Table 2-1: Matrix of Goals and Strategies

GOALS	STRATEGIES	ACTION STEPS
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">ACCESSIBILITY AND MOBILITY</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">IMPROVE ACCESSIBILITY AND MOBILITY FOR MISSISSIPPI'S PEOPLE, COMMERCE AND INDUSTRY</p>	<p>1.1 Improve accessibility/mobility through highway initiatives and provide reasonable access to the state's highway system</p>	<p>1) Complete construction and open to traffic Phases II-III of the <i>Four-Lane Highway Program</i> by the adopted schedule dates</p> <p>2) Complete construction of <i>Vision 21</i> program highways identified as "immediate" need</p> <p>3) Promote implementation of Interstate 69 serving Mississippi</p> <p>4) Improve access between Central Mississippi and the Gulf Coast region</p>
	<p>1.2 Enhance Mississippi's research and implementation of Intelligent Transportation Systems Technologies</p>	<p>1) Continue to participate in cooperative programs with other states to study and implement system improvements in mobility, operational efficiency, and safety-based initiatives on emerging new technologies and operational management systems</p> <p>2) Continue implementation of Early Start ITS technologies, including automated weigh stations, video surveillance devices and signal systems with two-way communications</p>
	<p>1.3 Improve accessibility / mobility for non-highway modes</p>	<p>Promote / implement Mississippi's "Multimodal Finance Program" to improve non-highway modes and provide a sound financial basis for long-range planning</p>
	<p>1.3.1 Establish coordinated regional public transportation processes that consider community needs</p>	<p>1) Promote and support the development of regional, full service transit systems that have the ability to meet a variety of customer needs within and across urban and rural areas</p> <p>2) Develop a strategic marketing plan and support public transportation development plans</p> <p>3) Continue to work with service providers and others to ensure that Mississippi's citizens with disabilities have equal access to public transportation services</p>
	<p>1.3.2 Support airport improvements and development that address increasing air traffic</p>	<p>1) Monitor and inventory the air transportation system to determine areas of increasing traffic</p> <p>2) Support the ongoing planning efforts to increase needed airport capacity</p> <p>3) Support highway planning for airport access as a workable intermodal system</p> <p>4) Support the FAA Project Implementation Program</p>
	<p>1.3.3 Promote increased use of the state's freight and passenger rail system</p>	<p>1) Eliminate railroad clearance restrictions (tri-level, double-stack and Amtrak Superliner) and remove speed restrictions where feasible and cost beneficial</p> <p>2) Increase rail capacity where constrained and investigate potential rail bypasses to alleviate safety and congestion problems</p> <p>3) Encourage more widespread use of intercity rail service</p>
	<p>1.3.4 Encourage continued use of the state's water ports</p>	<p>1) Promote the preservation and enhancement of port operational capacity</p> <p>2) Continue to promote highway and rail access to port facilities through the Intermodal Connector Improvement Program</p> <p>3) Coordinate marine interests with other modes</p>
	<p>1.3.5 Integrate bicycle and pedestrian modes into the statewide transportation planning process</p>	<p>1) Integrate bicycle / pedestrian movement into the areas of highway / bridge design and facility standards, transit access, and policy planning</p> <p>2) Increase awareness of state and local engineers and planners regarding bicycle / pedestrian needs, and coordinate bikeway planning with the Department of the Interior and the National Park Service on appropriate facilities such as the Natchez Trace Parkway</p>
	<p>1.4 Enhance and encourage the use of intermodal transportation alternatives and linkages</p>	<p>1) Increase awareness of intermodal transportation alternatives through the transportation planning process</p> <p>2) Identify opportunities for new and/or improved passenger and freight intermodal facilities and services in metropolitan planning</p>

Table 2-1: Matrix of Goals and Strategies (cont.)

GOALS	STRATEGIES	ACTION STEPS
SAFETY	2.1 Design and implement a Strategic Safety Plan (SSP) that will improve safety on Mississippi's entire highway system	1) Create a comprehensive SSP addressing the driver, roadway, vehicle and emergency response
		2) Establish mechanisms for the most cost-effective, cooperative efforts to identify safety deficiencies and develop effective countermeasures
		3) Identify causes of past crashes and implement countermeasures; improve crash location data in safety files
		4) Continue to meet and develop design policies for safety and pursue safety initiatives as authorized and funded annually
		5) Strengthen local coordination by developing local safety plans in cooperation with local governments
	2.2 Encourage a secure and safe environment for public transportation that includes safe equipment, facilities and personal security	1) Sponsor safety training and awareness programs on passenger relations, personal security, emergency and accident handling procedures, safe driving, and special assistance for older adults and people with disabilities
		2) Require the development and implementation of public transportation safety program plans
	2.3 Support statewide improvements to rail crossings and corridors	1) Undertake planning activities to: identify and systematically reduce the number of at-grade rail-highway grade crossings; upgrade existing rail-highway grade crossings through the installation of electronically activated gates and flashing lights; and develop safety corridor projects that benefit rail and highway users, including the evaluation of private grade crossings
		2) Coordinate the establishment of engineering standards for railroad-highway grade crossings
		3) Improve crossings to insure safe pedestrian and nonmotorized vehicle movement
		4) Encourage local communities to improve sight distances at all crossings
	2.4 Continue to improve work zone and workplace safety	1) Improve public awareness of work zone safety hazards
		2) Reduce work zone accidents through increased enforcement, traveler information, and communications techniques
		3) Identify actions and programs that reduce work place accidents
	2.5 Provide safe and efficient multimodal access to Mississippi's airports	1) Monitor and work with airport authorities and local jurisdictions to upgrade and preserve transportation corridors to provide safe access to airports
		2) Work with local authorities to protect air space around the state's airports
		3) Work with airport authorities and local governments to implement and coordinate the State Aviation System Plan
	2.6 Support measures to ensure waterway safety	1) Promote waterway safety and reduce conflicts between recreational and commercial users of navigable waterways through coordination with and support of appropriate state and federal agencies
		2) Coordinate navigation and safety design features with the Army Corps of Engineers and U.S. Coast Guard
	2.7 Provide safe travel for pedestrians and bicyclists	1) Consider inclusion of sidewalks and bike lanes (where feasible) and design intersections to reduce accidents when major state-maintained streets and highways are renovated
		2) Install sidewalks on Mississippi's state-maintained urban arterials and collectors (where feasible) to reduce pedestrian accidents
		3) Develop criteria for widening and paving of highway shoulders
	2.8 Develop and implement comprehensive safety awareness, education and training programs	1) Publish documents describing elements of Mississippi's safety awareness program
		2) Support the "Safe and Sober" program of the Governor's Highway Safety Program, including supporting and strengthening existing DUI laws
3) Support legislation of a .08 Blood Alcohol Content level		
4) Support the safety belt usage program of the Governor's Highway Safety Program		
5) Support the "Drive Smart" Program		
6) Continue support for "Operation Lifesaver," a national public education program dedicated to reducing crashes, injuries and fatalities at highway-rail grade crossings		

Table 2-1: Matrix of Goals and Strategies (cont.)

GOALS	STRATEGIES	ACTION STEPS	
MAINTENANCE AND PRESERVATION	MAINTAIN AND PRESERVE MISSISSIPPI'S TRANSPORTATION SYSTEM	3.1 Complete reconstruction and rehabilitation of deficient segments of state highways	1) Implement a comprehensive program to improve segments of arterial highways that require reconstruction and/or rehabilitation 2) Widen and pave shoulders on rural and urban arterial and collector streets to protect the structural integrity of roadbeds and to improve maintainability of roads and rights-of-way
		3.2 Implement capital improvement maintenance programs that reduce the backlog of deficient pavements and bridges	1) Utilize the Pavement and Bridge Management Systems to identify the optimum preservation strategies 2) Implement a prioritized preservation program that reduces the backlog of deficient pavements and bridges 3) Develop an annual maintenance needs budget based on standards and workloads 4) Develop and provide a maintenance training program to improve performance where needed 5) Implement improvements that minimize life-cycle costs
		3.3 Enforce pavement and bridge weight and size regulations and implement preventive measures to avoid loads which would result in premature deterioration	1) Expand the system of permanent scales and extend the hours of operation at those locations where there is the greatest likelihood of significant volumes of overweight and oversize vehicles 2) Routinely evaluate the program for deploying portable scales to maximize its contribution to overall weight enforcement on the state highway system
		3.4 Support improved maintenance and planned replacement of public transportation equipment and facilities	1) Support the construction of regional maintenance centers for rural public transportation systems 2) Support the planned replacement of buses and vans based on life-cycle cost considerations
		3.5 Support rail corridor and infrastructure maintenance and preservation programs	1) Identify endangered railroad lines critical to the transportation interests of the State 2) Implement the rails-to-trails program through identification and development of rail corridors
		3.6 Support airport development and maintenance programs	1) Assist in grant applications for airport improvement and maintenance programs 2) Support the development of planned maintenance procedures and pavement management programs
		3.7 Support waterway port development, maintenance and preservation programs	1) Establish mechanisms for identifying waterfront land that may be needed for port or marine transport use and take appropriate steps to preserve the availability of land for such use 2) Assist in grant acquisition for port improvement and maintenance programs 3) Support the development of planned maintenance procedures

Table 2-1: Matrix of Goals and Strategies (cont.)

GOALS		STRATEGIES	ACTION STEPS
ENVIRONMENTAL STEWARDSHIP	PROTECT AND ENHANCE THE NATURAL AND HUMAN ENVIRONMENT AFFECTED BY TRANSPORTATION SYSTEM DEVELOPMENT	4.1 Partner with Federal and State Resource Agencies	1) Meet with Federal and State Resource Agencies, as well as conservation organizations, to gain further understanding of their mission, visions, and goals 2) Educate agencies of MDOT's mission, visions and goals 3) Promote early and continued collaboration to be proactive in seeking avoidance and minimization solutions to potential impacts on the environment
		4.2 Improve community / public participation in transportation decision-making	1) Increase public satisfaction through early and continued collaboration 2) Demonstrate that the citizenry's issues / concerns are being thoroughly investigated 3) Ensure that decisions / solutions to transportation system development integrates information / suggestions from the public
		4.3 Promote Context Sensitive Solutions / Design for transportation system development	1) Evaluate use of Context Sensitive Solutions / Design on all projects as a tool to avoid and minimize impacts to the environment 2) Implement flexibility in highway design criteria to gain better acceptance of projects by communities and resource agencies
		4.4 Integrate environmental stewardship within the Agency	1) Enhance environmental awareness through education and training 2) Continue MDOT's transformation of improved environmental processes 3) Integrate NEPA in transportation planning
		4.5 Address Environmental Justice issues	1) Assure that underserved, low income, and minority entities are immersed in the environmental processes
		4.6 Improve the timeliness and efficiency of the environmental process	1) Increase the Environmental Division's personnel 2) Identify and share resources within state and federal agencies to avoid duplication of efforts 3) Establish the infrastructure necessary to track the project development process
		4.7 Reduce Vehicle Emissions	1) Develop transportation plans that alter travel patterns 2) Work to reduce the number of single occupant vehicles 3) Make alternate modes more accessible
		4.8 Establish, restore, enhance, and preserve wetlands and stream mitigation banks	1) Create mitigation banks in Mississippi's 10 basins

Table 2-1: Matrix of Goals and Strategies (cont.)

GOALS	STRATEGIES	ACTION STEPS
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">ECONOMIC DEVELOPMENT</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">PROVIDE A TRANSPORTATION SYSTEM THAT ENCOURAGES AND SUPPORTS MISSISSIPPI'S ECONOMIC DEVELOPMENT</p>	<p>5.1 Continue development and implementation of highway programs geared towards economic development efforts</p>	<p>1) Develop and implement the <i>Vision 21</i> mid-range program</p> <p>2) Integrate planning for Economic Development Highways into MDOT's program</p> <p>3) Complete the Mississippi portion of the identified Appalachian and Delta Regional Corridors and develop needed access roads</p>
	<p>5.2 Promote the role of airports for tourism and economic development</p>	<p>1) Participate with the Mississippi Development Authority (MDA) in promoting tourism utilization of general aviation airports through brochures, production of aviation charts, and assessment of economic benefits of tourism use of airports</p> <p>2) Support planning and location of industrial and business development sites near airports</p>
	<p>5.3 Stimulate economic development in rural and urban areas by improving public transportation networks and broadening and encouraging the use of public transport</p>	<p>1) Support the establishment of a state interagency working group for integrated development of public transit services with housing, employment, energy conservation and other community and economic development programs</p> <p>2) Advocate improved intercity and rural public transit programs to address job development needs in rural areas</p>
	<p>5.4 Promote a balanced freight transportation system that takes advantage of the inherent efficiencies of each mode</p>	<p>1) Monitor and predict the impacts of freight movements and consider freight service needs in the planning process</p> <p>2) Work with the MDA to promote the state's freight transportation system and intermodal advantages in industrial recruitment activities</p>
	<p>5.5 Assure effective transportation linkages for freight and passengers to attract a larger share of international trade and travel to the State</p>	<p>1) Assist in the promotion of airports for both international passenger and cargo service, including opportunities for air cargo in Latin American trade</p> <p>2) Review linkages of FTZs to the highway network, rail network, port facilities, and airports to ensure that FTZs have appropriate, efficient linkages with the transportation system elements needed to promote effective utilization</p>
	<p>5.6 Support continued development of the state's water ports</p>	<p>1) Document the impact ports play in economic development and coordinate with the Mississippi Development Authority regarding port and waterway development</p> <p>2) Maintain an active role in relevant Mississippi port organizations and interest groups and promote port interests with other public agencies and organizations</p>
	<p>5.7 Prioritize transportation system improvements and investments considering intermodal connectivity</p>	<p>1) Consider access to ports, airports and industrial park facilities in highway project programming</p> <p>2) Support collaboration between modes for improving service and upgrading and rehabilitation of facilities</p> <p>3) Identify opportunities for new and/or improved intermodal facilities as part of the planning process for transit, trucks, railroads, airports and ports</p>
	<p>5.8 Support the improvement of bicycle facilities at Mississippi's scenic and recreational areas for tourism attraction</p>	<p>1) Support the continued construction of bike / pedestrian facilities throughout the State</p>

Table 2-1: Matrix of Goals and Strategies (cont.)

GOALS	STRATEGIES	ACTION STEPS
<p style="writing-mode: vertical-rl; transform: rotate(180deg);"> AWARENESS, EDUCATION AND COOPERATIVE PROCESSES </p>	<p>6.1 Elevate public involvement in Mississippi's transportation plans and programs to foster participation by all citizens</p>	<p>1)) Identify MDOT's transportation customers and facilitate improved / formalized methods for communication between them</p>
		<p>2) Implement a proactive public involvement process that allows every Mississippi citizen easy access and the opportunity to comment on information about MDOT's plans and programs</p>
		<p>3) Consider all public comments on plans and programs, and respond to all stakeholder comments and questions</p>
		<p>4) Develop opportunities for stakeholders to provide input on MDOT policies, plans, programs and improvements</p>
	<p>6.2 Create a higher level of public awareness for transportation problems, needs, issues and solutions</p>	<p>1) Establish methods and products that inform Mississippi's citizens, local officials, media, and legislators about transportation issues</p>
		<p>2) Create an improved dialogue between the media and MDOT to facilitate public awareness of transportation topics</p>
		<p>3) Promote a collaborative process among federal, state, and local governments, organizations and interest groups (public and private), and business to foster improved service planning, communications and coordination</p>
	<p>6.3 Elevate the visibility of transportation by implementing regular monitoring and reporting procedures</p>	<p>1) Use the MULTIPLAN and STIP to inform stakeholders and officials of MDOT's intended accomplishments</p>
		<p>2) Monitor progress against planned accomplishments and report to the public on a regular basis</p>
		<p>3) Establish the use of MDOT documents as regular reporting tools to the Department's stakeholders</p>
	<p>6.4 Continue the established cooperative partnership between the Mississippi Development Authority, MDOT, and transport providers for marketing of transport services</p>	<p>1) Improve the cooperative processes between MDOT and transport providers to gather information on transportation capabilities, facilities, intermodal connections, rates and services that can be used to mount effective marketing campaigns</p>
		<p>2) Improve the cooperative processes between MDOT, MDA and the transport providers to offer strong marketing and business development efforts on behalf of the service providers</p>
	<p>6.5 Develop an intermodal-based awareness program that will encourage transfers between the transportation modes</p>	<p>1) Emphasize intermodal transportation alternatives in the transportation planning process</p>
		<p>2) Develop a coordinated public information and education program about available intermodal services (and other energy-efficient alternatives)</p>
		<p>3) As part of the metropolitan planning process, identify opportunities for new and/or improved passenger and freight intermodal facilities and services</p>

Table 2-1: Matrix of Goals and Strategies (cont.)

GOALS	STRATEGIES	ACTION STEPS	
FINANCE	PROVIDE A SOUND FINANCIAL BASIS FOR THE TRANSPORTATION SYSTEM	<p>7.1 Establish a balanced funding program to achieve MDOT's objectives</p>	<p>1) Develop/provide information to decision-makers that establishes a sound rationale for strong transportation programs in Mississippi</p> <p>2) Explore alternative funding sources to supplement the traditional surface transportation funds, including various local option taxes, benefit districts, impact fees, and others</p> <p>3) Utilize the financial planning element of MULTIPLAN to identify a sound financial program that:</p> <ul style="list-style-type: none"> a) implements the <i>Vision 21</i> program b) reduces the backlog of highway and bridge needs c) preserves the purchasing power of transportation revenues associated with inflation <p>4) Cooperate with the Governor and the Legislature in restructuring transportation revenue laws</p> <p>5) Utilize the funding provided by the Transportation Commission through TEA-21 for National Highway System connectors</p>
		<p>7.2 Help alleviate the shortfall of funds for public transportation, aviation, water ports, and rail capital and maintenance programs</p>	<p>1) Support implementation of the Multimodal Finance Program</p> <p>2) Maintain financial support to ensure that the ongoing development of the public transportation system can be accomplished</p> <p>3) Continue support of the Aeronautics State Aid program for improvements to general aviation and air carrier airports</p> <p>4) Encourage better access for financing of major capital improvement projects for ports, including improved utilization and awareness of the Port Revitalization Revolving Loan Fund</p> <p>5) Examine various methods of securing permanent funding for rail passenger service and other railroad main line public uses</p>
		<p>7.3 Develop strategies to increase Mississippi's share of federal transportation funding</p>	<p>1) Work with the state's Congressional delegation to identify high priority projects that merit special federal funding consideration</p> <p>2) Strengthen the dialogue between the Transportation Commission, legislature, and Governor to prioritize projects and identify Mississippi's transportation needs with the state's Congressional leadership</p> <p>3) Work through AASHTO, SASHTO, LATTs, ARC and other interest groups to shape new transportation legislation to benefit Mississippi</p>
		<p>7.4 Develop a financing program for intermodal transportation facilities that will encourage transfers between the transportation modes</p>	<p>1) Undertake Major Transportation Investment Studies where appropriate to ensure that major federally-aided projects incorporate the most beneficial mix of transportation alternatives, including intermodal facilities and services</p> <p>2) Direct specific attention to intermodal facilities as part of the budget development process</p> <p>3) Define roles (including cost-sharing arrangements) of the state government, local governments, and private sector regarding financing of intermodal facilities</p>

