

4. STATEWIDE PLAN COORDINATION

State Long Range Plan

Federal law requires each state to develop a statewide long range transportation plan which covers a twenty year time frame and must be coordinated with MPO plans. Future transportation improvements must be consistent with the plan. Michigan's State Long Range Transportation Plan (SLRP) 2005-2030 is a broad policy document used to guide transportation investment decisions at all levels of government. The plan is flexible, however, to accommodate rapidly changing transportation demands of people operating in a competitive global economy.

Visions, Goals and Strategies

The State Long Range Plan provides direction for all transportation programs using federal funds. After extensive evaluation of trends and substantial public input was analyzed by MDOT management and staff, which reviewed and reassessed goals of the previous State Long Range Plan, changes were developed in a cooperative manner and represent consensus on a preferred vision, goal and strategies, which follow.

Vision

“Michigan will lead the 21st century transportation revolution as it led innovation in the 20th century. We will move people and goods with a safe, integrated and efficient transportation system that embraces all modes, is equitably and adequately funded, and socially and environmentally responsible. Michigan’s transportation community will work together to ensure that resources are in place to deliver the system.”

“Michigan’s future transportation system will be:

- **Purposeful:** Michigan’s 2030 integrated transportation system will be the foundation of the state’s economic vitality and will sustain quality of life for its residents.
- **Prioritized:** Capacity improvements will be needed, but the first priority will be physical or technological improvements to enhance efficiency, mobility and access.
- **Coordinated:** All transportation providers will work together to address the system’s needs holistically. All modes will be maintained, preserved, operated and protected as one system, one of the state’s most important physical assets.
- **Safe:** Safety will be a primary goal. It will be addressed as each improvement is

planned and implemented. Personal and system wide security will be enhanced, including border security.

- **Advanced:** MDOT will embrace technology and technological development. The department will use innovation in every aspect of what it builds, how it builds and in every service that is provided.
- **Integrated Choices:** System integration will be achieved for both passenger and freight transportation through improvements in modal services and effective intermodal connections. The system will be responsive to the public's demand for more transit, bicycle and pedestrian choices. The need for freight and passenger movement will be balanced, and the system will accommodate both without compromising goals for safety or economic competitiveness.
- **Appropriate to the Setting:** Transportation will be integrated between modes, and also with land use, economic, and environmental systems. Transportation solutions will be regionally sensitive, sustainable, and energy efficient. Infrastructure improvements will be tailored to the community and natural setting and will be planned cooperatively so customers and partners are satisfied with the result.
- **Flexibly-Funded:** Transportation financing will be diversified to include new methods and techniques, but public funds will remain dedicated to transportation purposes. Funding will be flexible so that money can be allocated to meet the highest priority user needs.
- **Responsive:** MDOT will be an open and flexible organization, responsive to customer needs and with a transparent, accountable decision-making process. MDOT will be proactive, adaptable and able to identify and respond to change as needed."

Goals

“Stewardship: Preserve transportation system investments, protect the environment and utilize public resources in a responsible manner.”

This goal focuses on MDOT roles and responsibilities associated with being good stewards of Michigan's resources. The goal is based on a holistic view of resources, to include funding, physical transportation assets, the physical and human environment and the Michigan economy. Objectives incorporate issues addressed in previous state long-range transportation plans: preservation, strengthening the state economy, transportation services coordination, environment, aesthetics and land use coordination.

“System Improvement: Modernize and enhance the transportation system to improve mobility and accessibility.”

This goal emphasizes various areas where MDOT can make direct investments or support and encourage investments by other entities to improve efficiency and effectiveness of Michigan’s transportation system. Objectives focus on improvements to modernize, expand and connect the system to support economic growth and better facilitate movement of goods, people and services. The goal also identifies importance of considering local values during planning, design and implementation of system improvements.

“Efficient and Effective Operations: Improve the efficiency and effectiveness of the transportation system and transportation services and expand MDOT’s coordination and collaboration with partners.”

This goal reflects MDOT’s desire to get the greatest possible performance from Michigan’s existing transportation assets and future system improvements. It also addresses importance of operating a transportation system and providing services to ensure citizens and stakeholders have reliable systems and modal choices. Objectives focus on application of technology, stronger coordination/cooperation with public/private sector partners and improved intermodal transfers.

“Safety and Security: Continue to improve transportation safety and ensure the security of the transportation system.”

This goal continues MDOT’s long-standing commitment to build, maintain and operate the safest transportation system possible. Objectives emphasize traditional safety initiatives aimed at reducing fatalities, injuries and crashes and address transportation system security needs in the wake of 9/11 and increased concern about terrorism.

Strategies

To achieve the visions and goals, the SLRP identifies six primary strategies, as follows:

- Focus improvements on corridors of highest significance;
- Measure performance for all modes;
- Integrate the transportation system;
- Encourage context sensitive solutions;
- Avoid, minimize or mitigate adverse impacts; and
- Identify appropriate funding.

The SLRP includes over 17 volumes of technical reports and supporting materials, although most of the items above were summarized from the Goals, Objectives and Performance Report and the Moving Michigan Forward plan summary. Additional details can be found at: http://www.michigan.gov/mdot/0,1607,7-151-9621_14807_14809---,00.html.

In addition, one of those 17 reports specifically reviews MPO plans statewide for consistency with the SLRP. MPO staff were interviewed and provided local documents as input to this process and numerous MPO and local staff and local officials actively publicized and participated in numerous workshops, public meetings or on committees and/or task forces as part of the SLRP development process.

Metropolitan Planning Organization (MPO) Plans

Federal law also requires MPO's to prepare long range transportation plans based on expected revenues over a minimum twenty year time frame. This document is the long range plan required for the Lansing Urbanized Area. The TCRPC was designated the MPO by the Governor on December 28, 1973.

On February 24, 1993 the TCRPC established a Metropolitan Area Boundary (MAB) at the legal boundaries of Clinton, Eaton and Ingham Counties. The MAB was agreed to by MDOT on behalf of the Governor, on March 31, 1993 and was found to be in accord with 23 USC 134(c) by the Federal Highway Administration (FHWA) on April 20, 1993.

These actions extended the MPO's responsibilities for transportation planning throughout the Tri-County region. Accordingly, this Regional 2035 Transportation Plan covers the entire three county region of Clinton, Eaton and Ingham counties and its respective cities, villages, townships and census designated places. This plan has been reviewed to assure consistency with the statewide plan, projects and programs. Local goals and objectives (Chapter 3) are broadly and generally consistent with the Statewide Visions, Goals and Strategies cited above. However, TCRPC's regionally specific goals, objectives, projects and programs in this document apply solely to the Tri-County region.

Coordination of the SLRP and MPO Plans

To ensure coordination between the SLRP and the MPO long range plans, MDOT develops and presents information for review by the MPO in the form of a high-level look at state highway activities in the MPO area and presents an annual review of proposed projects in the five year program to the MPO staff, technical committee and Commissioners. CARTS and the MPO Commission provide direct input to projects and priorities in the state five year program during this annual review. Further, TCRPC and MDOT annually cooperatively sponsor a transportation summit in each county to review local and MDOT projects and priorities. Additional input and coordination is also obtained directly from local jurisdictions as part of ongoing development of long range plan reports by the MDOT University Region.

In addition, TCRPC reviewed the SLRP to assure it is integrated with the Regional 2035 Transportation Plan. This section identifies additional examples of how SLRP elements and issues are integrated between the State and Regional 2035 Transportation Plan.

Examples follow.

- TCRPC and MDOT cooperatively developed short and long range investment strategies, project selection criteria, performance measures, public participation efforts and other elements of the transportation planning process discussed in Chapter 1. TCRPC's investment strategies, project selection criteria and performance measures (Chapter 13) are broadly consistent with MDOT's Vision, Goals and Strategies and MDOT's project selection criteria by program category where applicable. Further, as part of the Regional Growth project, earlier state and MPO goals, objectives and investment strategies were presented jointly at four Town Hall Forums in July 2001 for public input. Nearly 400 persons participated in these forums and had opportunity for direct input on both sets of goals and objectives.
- TCRPC's and MDOT's required Congestion Management process have also been integrated as discussed in Chapter 8, along with other optional management systems which continue to be applied in Michigan consistent with the planning process Memorandum of Understanding between TCRPC and MDOT. This integration has also been completed in TCRPC's approved CM process.
- Relevant intermodal issues identified in the SLRP are also integrated in Chapter 10.
- Cooperative revenue forecasts were jointly developed by TCRPC, transit operators and MDOT staff for highway and transit funds programmed in this plan in Chapter 12.
- Integration of access and asset management, safety management, bridge and public transit, management and operations and ITS components are also discussed in Chapters 10 and 13.
- TCRPC's "**Regional Growth: Choices for Our Future**" project demonstrates a significant and major commitment to coordinated local land use and transportation decision making consistent with MDOT's Stewardship Goal, which includes a land use coordination objective, as well as other strategies.
- Efforts to coordinate transportation services are directly addressed in Chapter 10, as is safety.
- Finally, it should be noted that the TCRPC Metropolitan Area Boundary contains a convergence of three statewide focused corridors of Highest Significance: I-96, I-69 and US 27/127 (also known as the I-73/75 corridor). This convergence

results in unique opportunities and challenges with regard to such issues as international trade corridors, freight movement, activity and intermodal centers, intercity passenger service and other roadway needs. Further, convergence of these focused corridors of Highest Significance with the state capital at their hub, also poses unique challenges and opportunities related to safety and security. Convergence of three critical corridors at the center of state government, as well as industrial, academic and tourist destinations, indicates importance of these corridors as vital to the long term mobility and vitality of the region and the state. While some portions of these corridors represent some of the newest freeway segments in the state, this plan identifies that by 2035 some segments of these critical corridors will be deficient. This suggests that, prior to expiration of the Regional 2035 Transportation Plan, long term Freeway or Corridor Modernization and Management Plans should be considered for completion jointly and cooperatively by MDOT, the MPO and local governments in order to assure these Focused Corridors of Highest Significance can continue to serve their vital functions for the state and regional economy well into the future.