18. Consultation and Consistency with Land Use and Economic Development Plans

Consultation

Metropolitan transportation planning regulations (23 CFR 450.316 (b) and elsewhere) require that the transportation plan and Transportation Improvement Programs be developed in consultation with agencies and officials affected by transportation. Examples included in the regulations are:

- State and local planned growth and economic development agencies;
- Environmental protection agencies, including state or local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation (23 CFR 450.322:(g.);
- Airport operations;
- Freight movement;
- Recipients of public transit funds under 49 USC 53;
- Governmental agencies and non-profit organizations that receive federal assistance from sources other than the U.S. Department of Transportation to provide non-emergency transportation services;
- Recipients of assistance under 23 USC 204;
- Indian tribal governments when tribal lands are located in the metropolitan area; and
- Federal public land management agencies.

TCRPC believes that the process used to develop the Regional 2035 Transportation Plan and the 2008-2011 TIP is broadly compliant with this requirement, as discussed below.

The regulations also state that MPO's shall, to extent practicable, develop a documented process that outlines roles, responsibilities and key decision points for consulting with other governments and agencies, which may be included in planning agreements with these agencies.

The remainder of this chapter documents and summarizes how preparation of the Regional 2035 Transportation Plan fulfilled many of these requirements.

It summarizes efforts taken to address this consultation requirement prior to plan adoption or as part of other efforts. Finally, it identifies additional efforts and next steps TCRPC anticipates implementing to further strengthen this process.

Due to integration of the regional land use vision developed through the **"Regional Growth: Choices for our Future"** project with the Regional 2035 Transportation Plan and its predecessors (the Regional 2025 Transportation Plan adopted in March 2003, the Regional 2030 Transportation Plan adopted in

October 2005 and its Plan Supplement adopted in June 2007) there has been an ongoing and continuing process of unprecedented state, federal and local agency, community and public participation in developing the current plan. Examples of land use and economic development agency involvement and consultation discussed in this Chapter provide some evidence for this.

In addition, the Michigan Department of Environmental Quality currently has staff who sit directly on the MPO Capital Area Regional Transportation Study (CARTS) Technical Advisory Committee, as does the Capital Region Airport Authority, all public transit operators in the region, along with various local safety, land use planning, management and operations entities and economic development officials. Further, additional representation from state and local agencies was added to the CARTS Long Range Plan Task Force, the Regional Growth project's Stakeholders or Steering Committees (or their respective task forces) which included many other public and private organizations who serve as the first line of action in the consultation process.

The extensive survey research, town hall forums and other public information/outreach and engagement efforts provided numerous other direct and indirect consultation opportunities.

Examples include a leadership survey of government and other opinion leaders, a random public opinion survey, a series of five public and leadership focus groups and visual choice polls and other activities which were all used to gain public and official input and provide opportunities for formal or informal consultation. Over 1500 people participated in this process and periodic newsletters and direct mail notices were sent to a mail list of over 2300 interested persons and agencies throughout the process.

Separate mailings to this list was also done to notify them of Regional 2030 Transportation Plan information meetings and review/comment opportunities, Plan Supplement meetings held in 2007, the six town hall forums held in December 2008 and June 2009 on this Regional 2035 Transportation Plan and its public information meetings held in January 2010 as part of the adoption process.

Direct mail notices sent to all 2300 names on this list included letters to every known freight hauler, modal carriers (i.e. – air, rail, bus, package shippers, etc.), trade associations and major freight distribution centers in the region. A separate mail survey was also sent to this group to consult on freight issues or concerns about issues, problems or needs during the plan preparation process for both the Regional 2025 Transportation Plan and Regional 2030 Transportation Plan and this Regional 2035 Transportation Plan (an additional expansion of the freight survey is extensively summarized in Chapter 10).

All known economic development, resource agencies, land management agencies and other parties were also included.

Staff note that consultation may take many forms – in some cases individuals representing resource agencies were directly appointed by their organization to sit on an advisory committee, such as the Soil Conservation Service. In other cases, members of committees or the Commission itself may also be employees of resource or land management organizations. In other cases official mailings (such as the 2300 notices mentioned earlier) were made to notify officials and agencies of information meetings and review and comment activities.

In still other cases staff, Commissioners or advisory committee members may have other direct and indirect associations with these organizations through other efforts and may consult regularly in a variety of venues, from special studies, to committees on other MDOT or local planning studies or other efforts. One example might be the Center for Shared Solutions Technology's statewide GIS users meeting, which includes MDOT, state resource agencies, TCRPC and other MPO and regional representatives as well as local government land use or community development agencies, or federal resource agencies such as the U.S. Forest Service or the U.S. Geological Survey. This venue provides a convenient focal point where agencies share geographic information, GIS layers of plans or physical features and other items. This focal point provides numerous direct and indirect consultation opportunities between TCRPC and various resource agencies to discuss using GIS data and methods to analyze potential environmental mitigation strategies. Similarly, when TCRPC staff worked on the MDOT Transportation Summit's Land Use Action team they directly consulted with staff of the State Historic Preservation Office on several occasions at team meetings since they were also members of this action team.

In addition a separate town hall forum to address regional transit coordination issues drew 67 participants and was particularly targeted to all public and private providers of non-emergency transportation services and public transportation clients or advocacy groups during this effort. This effort is documented in the Public Transportation Element (Chapter 10). A separate survey done of social service organizations and their clients to assess coordinated human services transportation needs is also discussed in that Chapter.

TCRPC's broad partnerships with Michigan State University Extension and the Regional Land Use Health Team provide other consultation and involvement opportunities which develop through expanded community partnerships. Another example are working relationships with members of the Designing Health Livable Communities Conference Committee, the Michigan Department of Community Heath and various public and private non-profit stakeholders we work with in these interrelated efforts.

It should be noted that consultation may occur on both a <u>formal</u> and <u>informal</u> basis. Formal consultation may involve things such as letters, memoranda of understanding, committee representation and other direct consultation that may occur as part of a formalized documented process. However <u>informal</u>

consultation may occur by other means such as phone calls, emails, working partnerships on other activities, or informal discussions before and after meetings. While the thrust of the planning regulations is to move toward a formal direct and documented process, the wording of the section appears to also at least contemplate this type of informal consultation by noting that the process should be documented "to the extent feasible." An example of formal consultation includes representation on the CARTS Committee by Air Quality Division staff of the Michigan Department of Environmental Quality. The fact that a TCRPC Commissioner (who also sat on the Committee for several years) represents Ingham County, but who worked for the Water Quality Division was perhaps informal, but no less effective. The fact that TCRPC staff serve with Michigan DNR staff on a conference planning committee and/or a statewide GIS committee and can spend 15 minutes talking, before or after a meeting is another example of the informal consultation which occurs as part of the MPO process in the Lansing metropolitan area. The fact that all of these individuals were involved in, or consulted with during preparation of Regional 2035 Transportation Plan is intended to stress that, as an active and vibrant MPO forum for cooperative decision-making in the Lansing metropolitan area, TCRPC provides numerous informal and formal consultation opportunities. Similarly, the Interagency Work Group process identified in the conformity SIP essentially assures that a formal mechanism exists for the Michigan Department of Environmental Quality, the U.S. EPA and other state and federal officials to directly and formally consult on the plan development and conformity process.

Similarly, not only does the Capital Region Airport Authority have a formal voting seat on CARTS, they are also ex-officio members of the MPO policy advisory committee (the Transportation Review Committee) and an airport element and program of projects is included as part of the plan and the TIP as a matter of practice.

There are no tribal lands located in the region, nor are there any known substantial holdings of federal lands.

During preparation of the Regional 2035 Transportation Plan (as discussed in Chapter 10), a large mail back survey was also conducted to consult on freight needs and issues throughout the region. All known freight haulers, service providers and major businesses with a freight interest were included in the over 500 surveys mailed out.

In short, TCRPC believes that preparation and documentation contained in the adopted Regional 2035 Transportation Plan, as summarized here, both formally and informally cast a broad net of consultation opportunities that is consistent with both the spirit and intent of the planning regulations consultation requirements.

However the regulations in 23 CFR 450.322 (g.) 1 and 2 also further define the consultation process to "involve as appropriate: comparison of transportation

plans with state conservation plans or maps if available; or comparison of transportation plans to inventories of natural or historic resources, if available." TCRPC notes that the Michigan Inventory Resource Information System land use/cover data was both used and updated by TCRPC for use in preparing the "**Regional Growth: Choices for Our Future"** project, as were other available inventories of parks, open spaces, wetlands and Part 361 agricultural land preservation maps. These files, along with GIS files for water features, soils, slopes and other physical features were both inputs to the socio-economic data allocation model (which essentially deducts them from buildable land) and also were used directly by consultants in formulating the regional vision land use policy map (Chapter 2) which served as a land use basis for Regional 2035 Transportation Plan projects.

Further, TCRPC staff note that to some extent the use of local zoning ordinances and future land use maps also generally provide for a second proxy measure of these types of natural resources, conservation plans and historic inventories which are developed by local officials and seek to preserve many of the same characteristics inferred in the regulations. However, TCRPC also recognizes that using these resources as a proxy for the items specified does not actually constitute "consultation" about the items specified. Accordingly, as with the earlier 2030 Plan Supplement, TCRPC has consulted with staff at the following agencies:

- State Historic Preservation Office;
- U.S. Fish and Wildlife Service;
- Natural Resource Conservation Service;
- Michigan Department of Environmental Quality (MDEQ);
- Michigan Department of Natural Resources;
- Michigan Department of Agriculture;
- National Park Service;
- U.S. Department of Agriculture;
- U.S. Geological Survey;
- Michigan Center for Shared Solutions and Technology;
- U.S. Army Corps of Engineers;
- U.S. Environmental Protection Agency;
- Federal Emergency Management Agency;
- Other state and federal resource agencies.

These consultations were both by phone and by letter and, and were intended to discuss the specific requirements, obtain relevant documentation, determine preferred consultation methods and to facilitate a meeting to review the Regional 2035 Transportation Plan and Plan Supplement, and the 2008-2011 TIP consistent with these requirements. Comments made in relation to the earlier Regional 2030 Transportation Plan were also considered in preparing this document. A consultation meeting was held on August 13, 2009 on this topic and is documented in attachments. TCRPC mailed over 500 notices to agencies or groups as specified in 23 CFR 450 to invite them to consult with us. Copies of

this Draft Plan and Supplement were made available for review and comment in printed and digital means. These steps are consistent with the consultation steps outlined in our Public Participation Plan update (see Chapter 5). Results of this effort are discussed further in the Environmental Mitigation section (Chapter 17).

Documentation of related correspondence will be added to the Final Plan as they are received.

TCRPC looks forward to working with our consultation partners on further improving our consultation efforts in future plan and TIP updates, further above and beyond what we believe to be the basic compliance documented in this report.

TCRPC contracted with the Michigan Natural Features Inventory, as part of the Greening Mid-Michigan project (Chapter 2) to develop an inventory of Potential Conservation Areas (PCA) and a Regional Green Infrastructure Plan. The PCA analysis is complete and discussed in Chapter 17 and was used as a resource in this consultation process for such factors as endangered species or unique habitat.

Similarly it was determined in consultation with the State Historic Preservation Office that there is no comprehensive data set on archeological sites available to the public.

TCRPC believes that the Regional 2035 Transportation Plan preparation process and that for the 2008-2011 Transportation Improvement Program demonstrate full compliance with the consultation requirements, while also recognizing that this process can be improved and refined.

As noted in the adopted Public Participation Plan on pages 14 to 16 discussing the consultation requirements:

> "TCRPC will further review and expand its participation process to include other agencies which may not have been as directly involved in the planning process as others and this effort is in process for economic growth and development agencies and others on this list.
>
> In the longer term TCRPC views this consultation requirement as one which could be facilitated by an electronic process which provides direct notice (email/list serve or other), electronic maps of plans, programs and projects (which can be compared to resource agency plans) and provides electronic review, hypertext markup and comment. Developing this type of electronic system or mechanism to facilitate consultation is currently beyond the capacity of our existing website, and is probably in a longer termed phase of web site development than the July 1, 2007 deadline will allow. Accordingly, while continuing to expand electronic capabilities to reach that objective in the longer term, TCRPC will:

- Update and expand our mail list and contacts to assure all appropriate parties are on the list.
- Initiate written, telephone or electronic (email) notice and direct contact outreach activities with organizations we must consult with to discuss this requirement, obtain relevant documentation and determine their preferred consultation methods.
- Provide notice of opportunities and meetings to our consultation partners on plan and TIP development schedules, including any public meeting and comment opportunities.
- Host at least one interagency meeting and briefing with our consultation partners early in plan or TIP development cycles to discuss and review relevant plans.
- Continue to pursue development of (or obtaining existing) electronic GIS files from consultation partners' plans and documents and perform a visual or GIS comparison of plans and programs directly.
- Create written documentation summarizing results of this comparison with plans from our consultation partners. Provide a copy of the results and summary of this comparison to our consultation partners, with an opportunity for them to comment if they have not submitted any comments or comparison themselves.
- Document results of this effort in the plan and TIP and have these results available as part of the draft document when it is completed for public notice of availability in accord with other public participation requirements in this plan.
- Provide copies of this participation plan to our consultation partners for their input.
- Seek to develop a written agreement which documents roles, responsibilities and key decision points for future use.
- Work with MDOT and other MPO's to develop a statewide process (as appropriate), while continuing to pursue an advanced electronic consultation process for local use.
- Other techniques not specified here may also be identified and applied in consultation with our partners as appropriate."

It should be noted that all bullets on this list, except developing written agreements, a statewide process and the long term electronic mechanism were used in preparing this Plan and the 2008-2011 TIP. Additional documentation of those efforts may be found in the environmental mitigation section (Chapter 17), the section below and at the end of this Chapter.

Based on the consultation done on Regional 2035 Transportation Plan, and for the earlier Regional 2030 Transportation Plan Supplement, and other elements documented herein, TCRPC believes it has demonstrated good faith efforts and they are fully compliant with the planning regulations' consultation requirements.

Consistency with Land Use and Economic Development Plans

The Regional 2035 Transportation Plan was both prepared with full consultation and consistency with local and state land use and economic plans.

Michigan does not have state land use or economic development plans, although TCRPC's plan considered and was broadly consistent with results of a special Governor's Land Use Leadership Council, and results of TCRPC's efforts were directly provided to the Council, as cited in TCRPC's Regional Growth Summary Report and in Chapter 2 of this Plan.

Local future land use plan maps and zoning maps for all jurisdictions in the region have been digitized in TCRPC's GIS system and are direct inputs into the Commission's socio-demographic forecasts used to model both current and future traffic. The digital files are further provided to the local government for review and comment.

Base year and future forecasts are each then prepared in draft form and sent to each local jurisdiction's land use and economic development staff or officials and other entities for further review and comment using a two stage review process discussed in Chapters 2 and 6. Comments are then addressed before the base year allocations and again before future year forecasts are reviewed and approved by the Commission.

Since most regional jurisdictions with planning, zoning and economic development staff also sit on (or are represented by members of) the Commission or its advisory committees, the review and approval process for the forecasts and other plan elements provide further reviews, checks and consultation opportunities in determining this consistency. The process for development of forecasts and the base year data is summarized in Chapter 6 of this Regional 2035 Transportation Plan.

Further, a specific analysis was completed of all local zoning and future development plan maps as part of the Plan, which is summarized in Chapter 2 of the Plan and in a series of additional published technical memoranda prepared for the Regional Growth project.

In addition, the TCRPC performed a build out analysis based on the maximum allowable density of all regional governments' zoning ordinances which was similarly reviewed locally and through the Commission approval process and results were then modeled for both traffic and emissions. Again, results are provided in Chapter 6 of the plan.

Further, as part of the "**Regional Growth: Choices for Our Future**" project – a national demonstration project in scenario planning and regional visioning – "wise growth" and "wise growth – build out" scenarios were also modeled and results were extensively compared and presented to the community, the Commission

and its advisory committees. Advisory committees were also extensively expanded as part of the Regional Growth project (as discussed in Chapters 1,2 and 4 of the Regional 2035 Transportation Plan) which provided enhanced consultation opportunities and mechanisms for reviewing consistency with local land use and economic development plans.

As a result of this extensive scenario analysis and local government and community input, the Commission directed the plan be based on the "wise growth" scenario, as documented in Chapter 2.

Further, in adopting this Regional 2035 Transportation Plan (as in each of the last two plans for 2025 and 2030) the Commission made the following statements excerpted from their adoption resolution:

> WHEREAS, the Regional 2035 Transportation Plan re-endorses results from the **"Regional Growth: Choices for Our Future"** project's "Wise Growth" alternative" as directed by the Tri-County Regional Planning Commission on March 27, 2002, confirmed by the Regional Growth Steering Committee on April 5, 2002 and as adopted by the Tri-County Regional Planning Commission on March 26, 2005 in the Regional 2025 Transportation Plan and as re-adopted by the Commission on October 26, 2005 as part of the Regional 2030 Transportation Plan and as again adopted by the Commission on June 27, 2007 while adopting the Regional 2030 Transportation Plan Supplement; and
>
> "WHEREAS, the Regional 2035 Transportation Plan is based on regional socioeconomic forecasts approved by the Commission in June 2008 with consideration given to long term reallocation of these forecasts to be more consistent with the adopted "Wise Growth" land use alternative from the **"Regional Growth: Choices for Our Future"** project; and
>
> "WHEREAS, the Tri-County Regional Planning Commission conducted analysis of current regional trends in land use, growth, development, environmental impacts, the efficiency and effectiveness of the transportation system, obtained substantial public input and gave careful consideration to alternative regional land use patterns; and
>
> "WHEREAS, the Commission recognizes regional development, land use and implementing the adopted "Wise Growth" scenario is the region's highest priority issue in order to reduce congestion, maintain and improve air quality, reduce greenhouse gas emissions, protect environmentally sensitive or agricultural lands, continue to maintain and expand the regional economy, improve global competitiveness, sustain quality of life of the region's residents and is part of their fiduciary responsibility to taxpayers in order to protect public health, safety and welfare of the region's residents; and…

> "…BE IT FURTHER RESOLVED that it shall be the policy of the Tri-County Regional Planning Commission to evaluate all proposed future expenditures of federal funds and to establish project priorities for use of federal funds based on the adopted alternative for land use as shown on the "Wise Growth" policy map and which are consistent with the adopted themes and principles as shown in Chapter 2 of this plan."

In addition, maps showing the relationship between the adopted regional land use vision and all projects contained in the plan were prepared and presented to the Commission.

Similarly the adopted regional land use vision policy map and principles have been transmitted to all units of government and state and local economic development agencies for consideration and action. To date, government bodies directly responsible for land use planning and development decisions of over 43 local governments have adopted this regional land use vision by resolution and directed their staff to implement the vision, and numerous other independent agencies have sent letters of support or commitments to participate in its implementation. Additional actions are pending.

Further, all projects in the 2008-2011 TIP are routinely screened against the regional land use vision policy map and principles, using both a GIS analysis by staff and a self certification process by project sponsors. At the Commission's direction, this process was expanded to further refine the consistency determination process by enhancing TCRPC's "Surface Transportation Program Project Priority Assessment Forms" by allocating points in the priority setting process for specific principles which support the region's adopted land use and community development goals and which are tied to enhancing the regional land use, community and economic goals, objectives and investment strategies as contained in the Regional 2035 Transportation Plan.

Further, since TCRPC has digital zoning and future land use maps for the entire region in our GIS system, and since zoning and future land use maps represent both a current and future land use snapshot and economic development snapshots, and also has all plan and TIP projects in the same GIS system, it is a relatively straightforward process to complete an "Active Comparison" of projects to local land use and community development plans. Samples of those maps have been routinely generated by TCRPC and presented at Commission and other public meetings during plan and TIP development and information meetings. Since these maps do not lend themselves well to black and white reproductions on an 8 ½ x 11 page, TCRPC will produce maps on a plot on demand basis. The zoning and future land use maps are now on the Commission's web site and active comparison was completed in the plan and TIP development.

In addition it should be noted that the TCRPC's Regional Non-Motorized System Plan component of the Regional 2035 Transportation Plan has used these maps

and others to identify both existing and proposed non-motorized facilities throughout the region. Similarly, TCRPC has used these maps and local parks and recreation plans to create a regional parks inventory for similar active comparisons of plans and projects. Examples of those maps may be found in the environmental mitigation chapter at the end of this report.

Further, since TCRPC is also an Economic Development District under the Economic Development Administration and composed of local public and private economic development agencies and the private sector, internal staff review and coordination provides direct opportunities for comparing economic development plans, such as the EDA required Comprehensive Economic Development Strategy (CEDS) document. TCRPC transportation and economic development staff coordinate their review and consideration of these documents internally and, where appropriate, through the advisory committees and the Commission, which also acts as the EDA District Board as well as the MPO.

In sum, TCRPC believes their nationally recognized efforts to integrate land use and transportation decision making and to determine consistency with state and local economic development plans support a finding and determination that the Regional 2035 Transportation Plan is fully compliant on these planning requirements.

However, in recognition that this process can be further improved and documented, TCRPC has and is continuing to take the following additional steps.

- The agency updated its mailing list of public and private economic development officials and library of economic development plans.

- The agency completed an update to digital zoning maps for the entire region and completed a similar update for digital future land use maps. These maps were used in the socio-economic forecasts updated for this plan and will continue to be used to screen projects for consistency with local land use plans and zoning ordinances during both the plan and TIP development process.

- TCRPC also updated its mailing list of state and federal land use and economic development agencies.

- As part of the consultation process letters were sent to all of these agencies and a meeting was held to further consult and actively review both this Regional 2035 Transportation Plant and the 2008-2011 TIP in order to provide an additional opportunity to actively check Plan and TIP projects directly with local/state land use and economic development agencies.

- This meeting was held on August 13, 2009. Comments were considered in preparing this plan. As the new consultation processes mature, TCRPC

will continue to look to develop an electronic process for reviewing consistency as part of future web development efforts.

Additional documentation of this effort during the Plan adopting process will also be inserted in the Final Adopted Plan.

Tri-County Regional Planning Commission

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August 6, 2009

Re: Interagency Consultation Process; Thursday, August 13 Meeting

Dear Friend:

The Tri-County Regional Planning Commission (TCRPC) invites and encourages your agency to participate in an active comparison and consultation process to evaluate potential impacts of proposed projects overseen by our respective agencies. As the Metropolitan Planning Organization (MPO) for the greater Lansing area (Clinton, Eaton and Ingham Counties), the TCRPC is charged with developing a Regional Transportation Plan consisting of all anticipated federally funded transportation projects proposed for the years 2010-2035. These project lists are developed through a cooperative process with transportation agencies and other local stakeholders, and are eventually brought to this body's board (TCRPC) for action, which is currently scheduled for this fall. It is important that projects that increase or decrease roadway capacity (either new roads, or roads with reduced or added laneage) be finalized as Plan projects so that they can be modeled for any air quality impacts, as they are subject to air quality conformity provisions of the Clean Air Act. The draft list of capacity expanding or reducing projects proposed for the Regional 2035 Transportation Plan are included on this agency's website at www.mitcrpc.org. Also on the website are proposed transit capital projects, which are subject to TCRPC action in September. Additional preserve project lists for 2010-2014 are still being developed, but won't affect the functionality of the highway system. To the extent these lists are compiled they will be made available at the meeting.

As an agency, TCRPC has always strived to be a strong advocate of the pubic participation process, but this consultation process is far more than just another opportunity to comment. Recent laws and federal regulations now require active comparison to plans, programs and projects developed by our agency to yours, and to a host of other new partners with a stake in the efficient functioning of the regional transportation system. This interagency consultation process is driven by new regulations in USDOT's Metropolitan Transportation Planning Final Rule (23CFR 450:316(b)) that explains the intent behind this expanded effort. In part, the requirements read as follows: *(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the Metropolitan Planning Area (MPA) that are affected by transportation (including state and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities.*

In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(Over)

1) Recipients of assistance under title 49 U.S.C. Chapter 53;
2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
3) Recipients of assistance under 23 U.S.C. 204.

To implement these new requirements, we created an expanded list of consultation partners, which includes your agency. Your agency, along with our other new partners, is invited to an interagency consultation meeting to be held at 1:30 p.m. Thursday, August 13 at the Ingham County Human Services Building, Conference Room D/E, 5303 S. Cedar Street in Lansing. We will brief you on proposed Plan projects with changes in capacity, and the planning process that brought forth this list, which will eventually lead to inclusion in an updated Regional 2035 Transportation Plan. Your comments on the projects, particularly on how they might impact (negatively or positively) your agency's plans or projects would be helpful and is the basis for this meeting. In addition, it is just as important that you provide us or inform us of your plans and projects in order for mutual impacts to be determined.

We are inviting all our new consultation partners to participate in this meeting, which includes state, local and private agencies responsible for economic growth and development, environmental protection, airport operations, freight movement, land use management, natural resources, conservation, historic preservation and human service transportation providers. The intent of the effort is to foster an exchange of information and comparison of plans, maps and inventories developed by these agencies with our Transportation Improvement Program to assure compatibility.

We also request that you provide us with a copy of your local plans, inventories, geographic information system (GIS) files or other information that you believe may be useful to planners and policy makers in the long range plan development process to assist us in this meeting. If you have electronic files that are better suited to viewing in a media format, we will strive to work with you as time permits to facilitate this exchange.

You may also provide comments in writing to TCRPC (Attn: Steve Skinker). Comments provided prior to the August 13 interagency consultation meeting will be copied and made available for review at that meeting. Feel free to contact me or Paul Hamilton or Steve Skinker of my staff for further information at (517) 393-0342 or sskinker@mitcrpc.org.

We look forward to seeing you on Thursday, August 13.

Sincerely,

Jon W. Coleman
Executive Director

JWC/SS/mh

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