

COORDINATION WITH THE STATE LONG RANGE TRANSPORTATION PLAN

SAFETEA-LU requires each state develop a statewide long range transportation plan in coordination with local MPO's. Upon completion of the plan, any future transportation improvements must be consistent with the plan. As a result of the coordination, Michigan's state LRTP is a broadly oriented document. This also means that the state LRTP is not financially constrained unlike the MPO. Any future transportation improvements have to coincide with the adopted plan, thus reiterating the importance of coordination with the state, MPO, Regional Planning Organization (RPO) and local units of government.

State Long Range Plan

Michigan's 2005-2030 LRTP "Moving Michigan Forward" is projected over a 20-year period that focuses on the important link between transportation and Michigan's economic vitality and quality of life. It presents options to achieve Michigan's goals for the future by providing an efficient, integrated transportation system.

Michigan's State LRTP began with work in 2003. "The Transportation Summit: Connection Michigan" was a process that combined the efforts of hundreds of Michigan residents, dozen of action team meetings, public forums, and two large scale summit meetings. A conceptual vision was created with the help of the public that is stated as the following:

"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."

Anticipated future trends and public input were evaluated to come up with the components for the Preferred Vision of the LRTP that includes such qualities as: purposefulness, prioritization, coordination, safety, advanced, integrated choices, appropriate to the setting, flexibly-funded, and responsive. To make the vision a reality there were four goals identified. They are noted below.

Michigan's Transportation Goals

- Stewardship: Preserve transportation system investments, protect the environment, and utilize public resources in a responsible manner.
- System Improvement: Modernize and enhance the transportation system to improve mobility and accessibility.
- 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.
- Safety and Security: Continue to improve transportation safety and ensure the security of the transportation system.

The goal and focus of the State LRTP is to improve the operation of the total transportation system, which will create jobs, provide elderly with greater mobility, and attract and retain younger workers. It will strengthen and maintain Michigan's status in the global economy, while encouraging inter-modalism, energy efficiency, and a "greener" Michigan.

Metropolitan Long Range Plan

Each MPO is required by federal legislation to prepare a long range transportation plan based on expected revenues over a twenty year time frame. SAFETEA-LU also requires the articulation of the planning factors to provide a consensus based on priorities and needs of the transportation system. This plan has been reviewed to assure consistency with the statewide plan, projects and programs. Local goals and objectives are broadly and generally consistent with statewide goals and objectives.

Coordination

The MDOT is continually involved with NATS planning activities and processes ranging from attending committee meetings, to providing workshops and being a resource for transportation needs. NATS planning process is to promote consistency between transportation improvements and state and local planned growth and economic development patterns. Both are equally important and depend on each other for quality and consistency. There are many coordinated issues that both the state and NATS address in their plans.

MDOT's LRTP goals are synchronous with the NATS 2035 LRTP goals. NATS LRTP goals address stewardship through preservation of regional transportation systems, while promoting livable communities. System improvements include enhancing mobility accessibility and equitability within the transportation system. They also include improved efficiency and effectiveness in moving people, goods, and services through the transportation system. Safety and security is promoted through safety conscious planning and system security.

TIP is a multi-year program of prioritized transportation improvement projects that serves as a management tool to ensure the most effective use of funding. MDOT uses the TIP in its state TIP and as a tool to ensure priorities are articulated in the Michigan transportation LRTP.

The Asset Management process through the Transportation Asset Management Council (TAMC) is an effective way to manage the transportation road network. Both MDOT and region rate the roads together, with PASER techniques on an annual basis. The combined efforts lead to an effective tool that MDOT and NATS can use to manage transportation assets on both the local, regional and state level.

Greater Benton Harbor/Southwest Michigan economic region corridor study within MDOT's corridor and borders report identifies this region as possessing opportunities in tourism, and manufacturing industries that have the potential for growth, and inter city bus services. The report also identifies corridor values including rail freight on CSX lines and I-94 truck freight, which 10,000 trucks day travel.

Strategically investing in all modes of transportation to address the needs and to enhance system integrity is a priority that both MDOT and NATS address in their LRTP. Investment strategies include preservation and expansion of aviation, freight facilities, highways, and multi-modal transportation. MDOT plans to invest in preservation and modest expansion of aviation, rail, and marine facilities in conjunction with NATS plans to invest in Jerry Tyler Memorial Airport, and high-speed rail. Both MDOT and NATS plan to preserve the highway system through maintenance, rehabilitation, resurfacing, and replacement of pavement and bridges. The investment strategy for multi-modal transportation is for the preservation and expansion of on-going transit and rail passenger services, carpool, bike and pedestrian facilities.