

COORDINATION WITH STATE LONG RANGE TRANSPORTATION PLAN



MAP-21 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 broad document and it is not financially constrained like the MPO must be. 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 2035 LRTP *MI Transportation Plan* is projected over a 25-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. To view the plan and its white papers please visit http://www.michigan.gov/mdot/1,1607,7-151-9621_14807_14809---,00.html.

The *2035 MI Transportation Plan (2035 MITP)* is an update and extension of the *2005-2030 MI Transportation Plan: Moving Michigan Forward (2030 MITP)*. The *2035 MITP* consists of both of these documents which provide both an overview of the findings and a high-level summary of the current assessment of key trends, demographic changes, and key initiatives that will guide the selection of transportation projects between now and 2035.

In addition to these two documents, the MITP also includes a number of Technical and Strategic Reports published in conjunction with the *2030 MITP* and 18 newly published White Papers as part of this revision. The initial Technical and Strategic reports should be referred to for details on specific goals, objectives, strategies, and decision principles of the MI Transportation Plan, while the White Papers should be referred to for current assessments of key trends and demographic changes; status updates of key initiatives that were discussed in detail in the initial Technical and Strategic Reports; and descriptions of new initiatives that have been launched to fulfill the goals and objectives of the state long-range transportation plan.

SUMMARY OF THE 2035 MI TRANSPORTATION PLAN

The *2035 MITP* revision reaffirms the policy framework of the *2030 MITP*, as well as readopts the vision, goals, objectives, strategies, focus on Corridors of Highest Significance, and decision principles guiding program development. The most recent forecasts for population and employment were used to update the assumptions made in the *2030 MITP*.

This revision was initiated as an interim step to keep the state’s long-range transportation plan current and followed a more streamlined approach than a complete update. This revision extends the planning horizon year to 2035 to maintain consistency with regional and metropolitan planning processes. MDOT embarked on this revision in March 2012 to maintain the 20-year planning horizon required by federal transportation planning regulations found in 23 CFR 450 Subpart B. During the *2035 MITP* revision process, new federal legislation was passed that replaced the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)” under which the *2030 MITP* was created.

“In preparing the MI Transportation Plan 2035, the MDOT once again sought input from the traveling public. The public listed three top priorities and said transportation planners need to:

- Maintain/preserve the existing transportation system.
- Improve public transit.
- Recognize the need for intercity rail passenger service.”

Governor Rick Snyder, September 2012

The new legislation; “Moving Ahead for Progress in the 21st Century Act” (MAP-21),” a 24-month transportation authorization bill, was signed into law on July 6, 2012. The impacts and implications of pending policy changes will not be fully known for some time and therefore cannot be considered and prepared for immediately.

MICHIGAN’S TRANSPORTATION GOALS



The goals in MDOT’s current long-range plan were developed with the help of a Customers and Providers Committee, working with MDOT staff to review and reassess the goals of the current state long-range plan. Changes were developed in a cooperative manner and represented the consensus of the group around eight core goal areas:

1. **Preservation** – Within the constraints of state and federal law, direct investment in existing transportation systems to effectively provide safety, mobility, access, and intermodal connectivity or support economic activity and the viability of older communities and ensure that the facilities and services continue to fulfill their intended functions.
2. **Safety** – Promote the safety and security of the transportation system for users and passengers, pedestrians, and motorized and non-motorized vehicles.

3. **Basic Mobility** – Work with the general public, public agencies and private sector organizations to ensure basic mobility for all Michigan citizens by (at a minimum) providing safe, effective, efficient and economical access to employment, educational opportunities, and essential services.
4. **Strengthening the State’s Economy** – Provide transportation infrastructure and services that strengthen the economy and competitive position of Michigan and its regions for the 21st Century.
5. **Transportation Services Coordination** – Create incentives for coordination between public officials, private interests, and transportation agencies to improve safety, enhance or consolidate services, strengthen intermodal connectivity, and maximize the effectiveness of investment for all modes by encouraging regional solutions to regional transportation problems.
6. **Intermodalism** – Improve intermodal connections to provide seamless transportation for both people and products to and throughout Michigan.
7. **Environment and Aesthetics** – Provide transportation systems that are environmentally responsible and aesthetically pleasing.
8. **Land Use Coordination** – Coordinate local land use planning, transportation planning, and development to maximize the use of the existing infrastructure, increase the effectiveness of investment, and retain or enhance the vitality of the local community.

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. MAP-21 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 are consistent with statewide goals and objectives.

COORDINATION WITH STATE LONG RANGE PLAN

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 designed to promote consistency between transportation improvements and state and local planned growth and economic development patterns. Each 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. Table 67 how the NATS LRP goals coordinates with MDOTs LRP goals.

Table 67 - Coordination With State LRP Goals

MDOT LRP Goals <i>*MDOT's goals are in no particular order</i>		NATS Goals
Safety – Promote the safety and security of the transportation system for users and passengers, pedestrians, and motorized and non-motorized vehicles.	2, 5	
Land Use Coordination – Coordinate local land use planning, transportation planning, and development to maximize the use of the existing infrastructure, increase the effectiveness of investment, and retain or enhance the vitality of the local community.	1, 3	
Environment and Aesthetics – Provide transportation systems that are environmentally responsible and aesthetically pleasing.	3	
Intermodalism – Improve intermodal connections to provide seamless transportation for both people and products to and throughout Michigan.	3, 6	
Transportation Services Coordination – Create incentives for coordination between public officials, private interests, and transportation agencies to improve safety, enhance or consolidate services, strengthen intermodal connectivity, and maximize the effectiveness of investment for all modes by encouraging regional solutions to regional transportation problems.	1-6	
Preservation – Within the constraints of state and federal law, direct investment in existing transportation systems to effectively provide safety, mobility, access, and intermodal connectivity or support economic activity and the viability of older communities and ensure that the facilities and services continue to fulfill their intended functions	4	

MDOT LRP Goals	
<i>*MDOT's goals are in no particular order</i>	NATS Goals
Strengthening the State's Economy – Provide transportation infrastructure and services that strengthen the economy and competitive position of Michigan and its regions for the 21st Century.	1, 4
Basic Mobility – Work with the general public, public agencies and private sector organizations to ensure basic mobility for all Michigan citizens by (at a minimum) providing safe, effective, efficient and economical access to employment, educational opportunities, and essential services.	2, 5, 6

MDOT's LRTP goals coincide with the NATS 2040 LRTP goals. NATS LRTP goals address stewardship through preservation of the 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.