

Purpose of Report

This report is intended to provide background information on the update of the Michigan Department of Transportation (MDOT) State Long Range Transportation Plan (SLRP).

Thank You

A special thanks to Tim Ryan for providing his valuable assistance; and to the team for their dedicated participation in the update of the Plan.

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MDOT State Long Range Plan Background

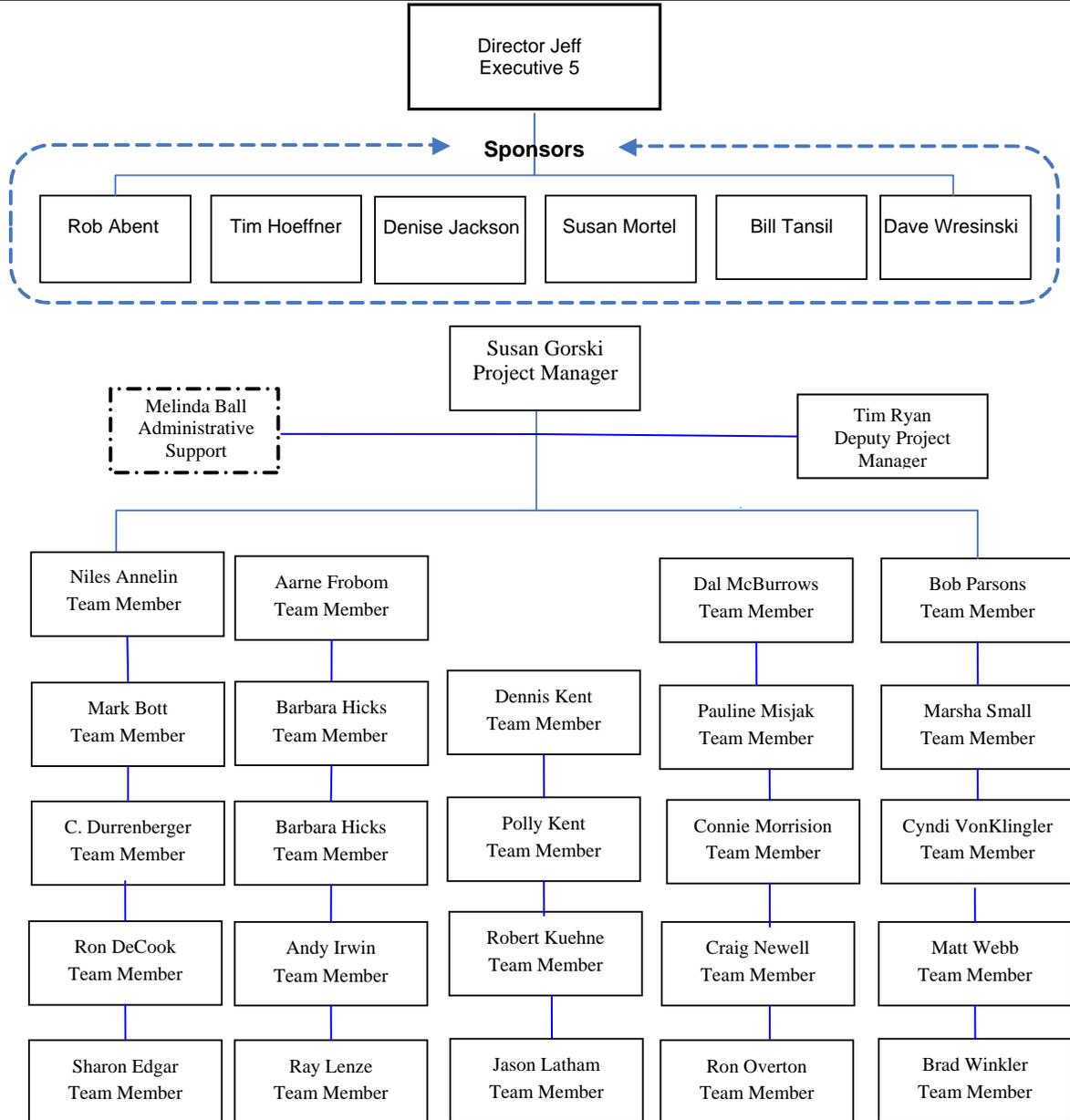
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Organization

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| Organization Chart | The following organization chart presents a graphical overview of SLRP Planning Team. |
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Background

MDOT's update of the SLRP began in September 2004. Several concurrent activities have taken place. These activities include:

- Team formation.
- Education.
- Identifying why update.
- Where are we headed?
- Where do we want to go?
- What elements should be included?

The team also explored the relationship of the SLRP to Michigan's collective vision for a 21st century transportation system, as determined by the 500-plus participants of the Transportation Summit, December 2003, Lansing, Michigan.

Phase I began with a kick-off meeting titled, *The Shape of Things to Come: Thinking About the State's Transportation Future*. This was held on December 16, 2004, following the 2004 Transportation Summit. More than 70 participants, including representatives of MDOT's Leadership, Strategic Planning, SLRP and Summit Action teams, were given a look at the future and how to begin to think of the implications to MDOT as we develop short-term and long-term transportation plans.

The SLRP planning team has been meeting every two weeks since the kick-off. Phase I: Internal Organization, culminated in a peer exchange sponsored by the Federal Highway Administration and MDOT in June 2005. The peer exchange provided a review of practices used in the development of state long range plans. Presentations and discussions from five different states: Colorado, Florida, Minnesota, Ohio and Washington, D.C., provided the team with insights. A question and answer session followed each state's presentation on day one, while day two was devoted to MDOT relevant in-depth questions.

Plan Update Approach

- The 2005-2030 SLRP will need to be a document that presents a statewide "common" preferred future for an integrated transportation system in Michigan. The plan will be a 25-year horizon and should reflect what was developed through the summits, as well as the broader public participation from all partners and stakeholders as applied to the state trunkline system.
- The document will be supported by technical and issue papers.
- In developing MDOT's preferred vision for an integrated transportation system, region response will be necessary to form that vision.

- A high level corridor approach will be used as a blueprint to talk about our vision and priorities for program development and investment, not specific projects. Corridors will be identified and evaluated to consider goods movement and value versus volume.
- Short term and long term policies, strategies, and investment requirements will need to be identified to implement the plan.
- The plan should provide strategies for the development of continuing enhancement of infrastructure, operations, and effective policy changes that will promote a fully integrated and interconnected system.
- The plan must provide direction for modal planning and policies to ensure integration of modes and consistency with the SLRP.
- Identify appropriate performance measures that we should employ to measure our progress toward meeting the vision of our preferred future for an integrated transportation system in Michigan.
- Include a system and revenue gap analysis that is comprehensive, yet conservative and realistic. The 25-year estimate of MDOT's transportation revenues (based on existing sources) will provide planners with a means to conduct gap analysis in the planning process.

Planning Process

Planning Process and Requirements:

The SLRP 2030 is an update of MDOT's SLRP 2000-2025, "*Mobility is Security*," that was completed in August 2002. While the effort to develop this SLRP will build upon the previous work, it will still require a large, multi-year, multifaceted initiative that incorporates the following critical requirements, building blocks, and considerations:

- **Legal and Regulatory Requirements** — Federal law mandates that each state maintain an up-to-date, 20-year plus transportation plan that considers key planning factors and serves as the primary mechanism for cooperative transportation decision-making. SAFETEA-LU, the most recent federal transportation law, signed August 10, 2005, identifies the scope of the planning process to be a process that provides for consideration and implementation of projects, strategies, and services that will:
 1. Support the economic vitality of the United States, the states, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
 2. Increase the safety and security of the transportation system for motorized and non-motorized users.
 3. Increase the security of the transportation system for motorized and nonmotorized users.
 4. Increase the accessibility and mobility options available to people and freight.

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

States are required to carry out a continuing, comprehensive, and intermodal statewide transportation planning process. This is to include the development of a statewide transportation plan and transportation improvement program that facilitates the efficient, economic movement of people and goods in all areas of the state, including those areas subject to the requirements of 23 U.S.C. 134.

- **Strategic Direction** - A critical step in the SLRP update process is to establish the framework for developing goals and objectives that articulates MDOT's desired long-range direction and to support decision-making. This will be accomplished through our visioning process, which will identify our preferred integrated state transportation system.
- **Economic Analysis** - The transportation implications of Michigan's economic and demographic trends will be evaluated and considered throughout the planning process and help shape our preferred integrated state trunkline transportation system.
- **Analytical Framework** - To describe MDOT's transportation system from an integrated and operational perspective, transportation investment and economic development strategies will be analyzed to meet the Summit's and MDOT's vision of the preferred state transportation system.
- **Existing System Review** - A comprehensive inventory of state transportation system components (all modes) will provide a starting point for consideration of investment needs. This will provide identification of system "gaps" in terms of connectivity and a means to develop technical guidance to our local partners.
- **Needs Analysis** — Short and long-term investment requirements will be determined through a rigorous technical analysis of system deficiencies, which will assess maintenance, preservation, modernization, and expansion for all modes.
- **Public and Partner Outreach** — To ensure the SLRP reflects public sentiment, MDOT will conduct a vigorous participation program using a variety of media to incorporate relevant agencies, key stakeholders, and the general public into the process, as outlined in MDOT's *Public Involvement Plan*.

- **Resource Forecasting** — A comprehensive, yet conservative and realistic 25-year estimate of MDOT's transportation revenues (based on existing sources) will provide planners with a means to conduct gap analysis into the planning process.
- **Recommendation Development** — This will provide input into the decision-making process with a series of investment scenarios based on revenue forecasts for the 25-year SLRP horizon and varying allocations of resources between needs categories (e.g., expansion vs. system preservation) as we plan for our preferred integrated transportation system.

Schedule

Timeline:

The following timeline presents a high-level overview of the phases necessary to update MDOT's SLRP.

Phase 1: Internal Organization

- Team formation.
- Kick off – December 2004, “Futuring” session.
- Work plan development.
- Identify what elements should be in the SLRP.
- Public involvement plan ready to be finalized.
- Sub Teams formed: issues, data, others.
- PEER Exchange.

Phase 2: Setting the Vision

- Create the vision for the preferred Integrated Transportation System.
- Analyze statewide trends & system conditions:
 - Historical trends.
 - Current conditions.
 - Forecasted.
- Identify threats and opportunities.
- Research and develop issue papers.
- Identify strategic issues:
 - Each issue relates to all modes of the transportation system and its facilities and services.
 - Identify interrelationships between issues.
- Identify goals & objectives.
- Deploy vision - milestone.

Phase 3: Create & Deploy Plan

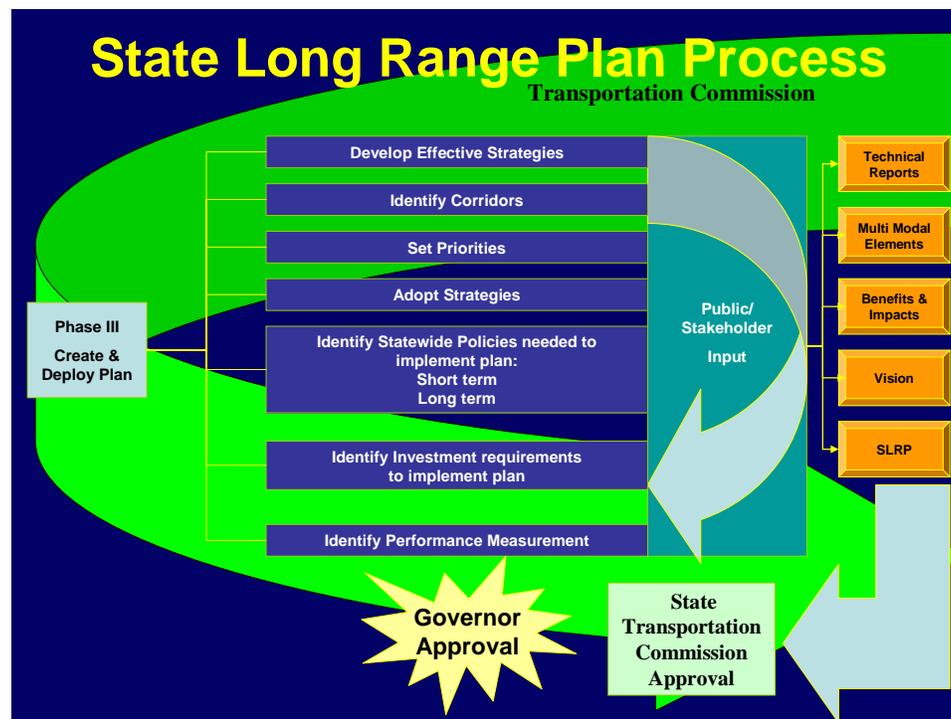
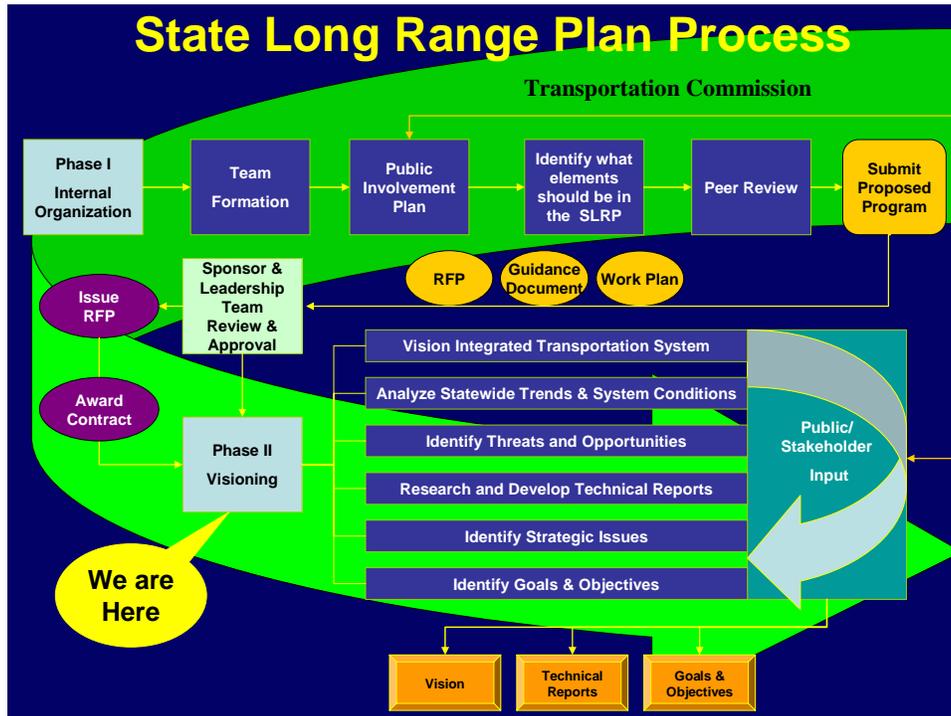
- Develop effective strategies.
- Identify corridors.
- Set priorities.
- Adopt strategies.
- Identify statewide policies needed to implement plan:
 - Short term
 - Long term
- Identify investment requirements to implement plan:
 - Short-term
 - Long-term
- Identify performance measurement:
- Adopt plan.
- Deploy plan.

September 2004

May 2007

Process Flow

The following depicts the high level process flow to update MDOT's SLRP:



Guidance for Development

The SLRP Update Process will create a vision for an intelligent, inclusive, integrated, and international transportation system that is socially, environmentally, and economically responsible.

1. The SLRP will set policy and direction that will be the foundation of our transportation decisions and investments and create strategies that will achieve our vision.
2. The SLRP update process is an opportunity to educate MDOT staff and the public about how current economic, funding, transportation industry, population, and other demographic trends will affect the condition, safety, and efficiency of the transportation system over the next 30 years.
3. The SLRP update process is an opportunity to review the recent work of related commissions, councils, agencies, and task forces to determine how and to what extent their findings and recommendations may influence the SLRP. Interfacing with the work of other entities to share data and perspectives will promote an efficient, coordinated, and integrated approach to supporting the economic and environmental health of the state.
4. Recognizing that long range planning is a periodic, iterative process, the SLRP update process is an opportunity to obtain input from stakeholders and partners.
5. The SLRP influences long-term investment strategies, so it is important to ensure that all transportation needs and issues are identified and discussed as part of the development process. The discussions that are inherent to the development of the SLRP are part of attaining consensus on investment priorities, which in turn govern program and project decisions.
6. The SLRP update process is the time for producing a comprehensive picture of the state of the transportation system, including gaps between modes, gaps in service, regional differences, lack of choice or limited mobility, and poor or impeded access to essential markets and services, such as health care or employment.
7. By working jointly with all owners/users of transportation infrastructure and all agencies who are involved in planning transportation investments, strategic investment opportunities are identified and prioritized to achieve the overriding goal of efficient, cost-effective, and equitable transport of persons and freight. This is accomplished most effectively through participation of diverse population groups and business/industry interests (from MDOT's Public Involvement Plan).
8. The SLRP update process will be guided by new approaches to planning and new state and federal legislation, as well as new state and national priorities.

Visioning



Michigan's Vision:

Michigan's collective vision for a 21st century transportation system, as determined by the 500-plus participants of the Transportation Summit, December 2003, Lansing, Michigan is:

"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."

"The focus of the Transportation Summit was to determine our collective vision for transportation in Michigan: how can transportation serve Michigan's economy; how can it improve our quality of life; and how can it help protect our environment," said Gloria J. Jeff, MDOT director. "We will then collectively decide what needs to happen to begin making the vision a reality."

The Transportation Summit identified key issues that need to be addressed in order to create a vision of Michigan's transportation system that will support Michigan as a magnet for jobs, growth, people and economic activity.

MDOT's SLRP (August 2002) identified key goals and strategies. The action plans from the Summit would build on the SLRP and provide resources and tools to support implementation of the Plan.

State Long Range Plan Vision

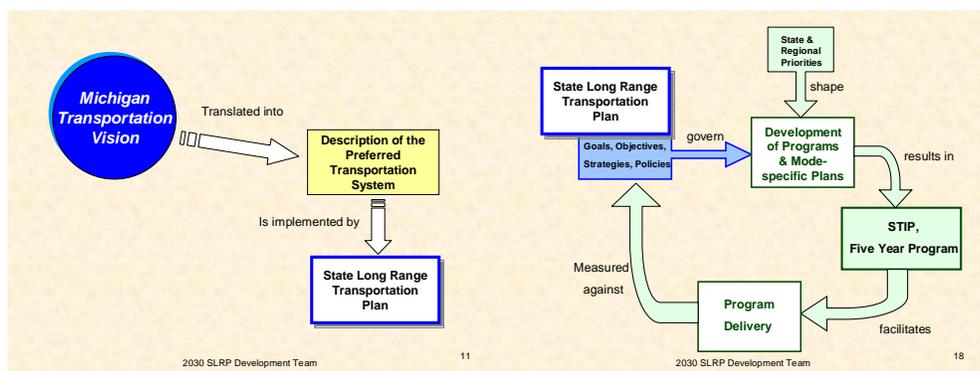
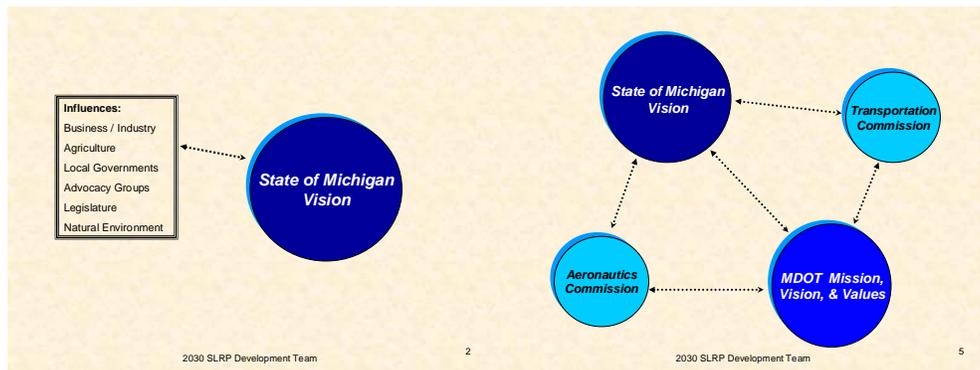
1. How do we make this vision a reality?
2. How does the State Long Range Plan (SLRP) support what needs to happen?
3. How do we build relationships on each of the Action Teams (i.e., know what they are doing)?

The 2000-2025 SLRP did not have its own vision, but rather drew on the MDOT organizational vision and an underlying theme of “Mobility is Security.”

The 2005-2030 SLRP will need to be a document that presents a statewide “common” preferred future for an integrated transportation system in Michigan. It should reflect what was developed through the summits as well as the broader public participation from all partners and stakeholders.

Through our “visioning” process we will identify the preferred transportation system that better defines how 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, as identified in the summit vision.

The following depicts the relationship of the State of Michigan Vision, Michigan’s Transportation Vision as defined at the 2003 Transportation Summit, and MDOT’s Mission, Vision and Values as they translate into the preferred future for an integrated transportation system in our SLRP:



PEER Exchange

Following a Peer Exchange, the full SLRP Development Team met to review key points gleaned from the two-day conference. A sub-group convened later to categorize the comments, which fell into 5 broad categories--communication, document format, procedure/process, financial/economic, and policy/strategy. Many comments were associated with more than one category. This exercise also provided an opportunity to revisit our process guidance document that was developed in April.

Request for Proposal Analysis

The team developed a list of tasks that need to be accomplished for the SLRP update. The tasks were grouped according to the following subjects: Communication/Deployment, Connection to Summit, Plan Generation/Writing and Logistics, Plan Generation/Content Development and Facilitation, Plan Generation/Research and Analysis, Facilitation, Plan Generation/Research and Analysis, Policy Environment, and Plan Generation/Research and Analysis, Literature Review and Data Base.

Each task was then identified by an activity type - research, facilitate analysis, and develop and/or document, rated as to whether the task should be done internally or through a vendor and then weighted. Within each subject area, tasks were then identified as either a high priority for a vendor, negotiable or to be completed internally.

The RFP was issued on August 10, 2005. On November 2, 2005 the contract was awarded to Wilbur Smith Associates, Inc., Michigan.