



## Stakeholder and Non-Metropolitan Local Officials Consultation Activity Summary

The Michigan Department of Transportation (MDOT) sought the involvement of stakeholders, non-metropolitan local officials, resource agencies, and tribal governments for the *2040 MI Transportation Plan (2040 MITP)*. This summary discusses the nature of the outreach and information gathered through the consultations held with stakeholders and non-metropolitan local officials. Separate reports are available describing the government-to-government consultation with Michigan's 12 federally recognized tribes and state and federal resource agencies.

The *2040 MITP* is a revision to the State Long-Range Transportation Plan, [MI Transportation Plan: Moving Michigan Forward \(2030 MITP, 2035 MITP\)](#). MDOT once again employed outreach techniques that both communicated the revision process and product information, and gathered stakeholder input by consulting with numerous state, regional, and local agencies. MDOT also reached out to thousands of citizens and numerous stakeholder interest groups representing the diverse needs and concerns of Michigan's residents and businesses. Through biennial household surveys, letter notification, website information, e-mail, Webinars, and online surveys, MDOT gathered input from its many customers on issues of statewide importance. These contributions reaffirmed the vision, goals, objectives, and strategies; the focus on Corridors of Highest Significance; and decision principles guiding program development established for the *2030 MITP*.

### MDOT's Non-Metropolitan Local Officials Consultation Process

United States Department of Transportation 23 CFR Part 450.206(c) states: "In carrying out statewide transportation planning, the State shall consider, with respect to non-metropolitan areas, the concerns of local elected officials representing units of general purpose government." Under this rule, the consultation process for local elected officials must be "separate and discrete" from the federally mandated public involvement process (see 23 CFR Part 450.212 Public Involvement).

The term "non-metropolitan local official" is defined as "the elected and appointed officials of general purpose local government, in non-metropolitan areas, with jurisdiction/responsibility for transportation." This may include counties, cities, towns, townships, and villages. The non-metropolitan planning process, or Rural Task Force as it is known in Michigan, was developed by representatives of MDOT, the County Road Association (CRA), the Michigan Municipal League (MML), and the Michigan Transit Association (MTA). This process was developed to ensure that all transportation modes were represented and that the highest and best needs of each county were determined by the people closest to the transportation system.

Since 2012, an even greater emphasis has been placed on strengthening the relationships with MDOT's transportation partners in rural areas. Additional information on this effort may be found in the [Rural Task Force White Paper](#). Information on the Rural Task Force Program and milestones may be found on the MDOT [Rural Task Force](#) webpage.

### **MDOT's Stakeholder Consultation Process**

Key concepts concerning effective stakeholder engagement are described in the MDOT [Guidelines for Stakeholder Engagement](#), January 2009.

A stakeholder is a person, group, or entity that has an investment, share, or interest in state long-range transportation planning, including non-metro local officials, regional planning agencies, councils of government, metropolitan planning organizations (MPOs), chambers of commerce, social services agencies, environmental groups, business owners, freight-related stakeholders, road-building/pavement groups, transit organizations, airport organizations, trade unions, members of the public, mobility advocates, bicyclists, and others.

### **Outreach**

In 2015, a survey of [Michigan freight carrier and shipping businesses](#) was conducted. To solicit input from stakeholders and non-metropolitan local officials at the beginning of the planning effort, notification letters were sent out during the week of Aug. 10, 2015, to kick off MDOT's *MI Transportation Plan* revision. Included was the draft Public Involvement Plan for their review and comment. MDOT had updated its stakeholder database developed during the 2035 MITP reaffirmation with updated stakeholder information from other sources, including those databases from the State Rail Plan and Complete Streets. In addition, e-mail notifications were also sent to those who signed up to receive information on MDOT activities via e-mail.

In November 2015, two webinars and surveys were conducted to gather input for the *MI Transportation Plan* revision. This effort was designed to solicit input and was primarily an opportunity for MDOT to listen to stakeholder and non-metropolitan local officials' concerns and issues.

The draft plan and white papers were made available for the final 30-day comment period based on the technical review and update and input from the consultation process. Information was presented at rural elected officials meetings held during the 30-day comment period.

### **Key Themes Heard**

Through the consultation process, stakeholders and non-metropolitan local officials reaffirmed three emphasis areas identified from the 2035 MITP reaffirmation:

- Maintain/preserve the existing transportation system,
- Enhance multi-modal connections, and
- Better system reliability and predictability are prime issues for freight stakeholders.

Comments were also received on the topic of the need for additional funding to expand bus service (including bus rapid transit), train service, carpool services, bike paths, and infrastructure essential to safe pedestrian travel.



STATE OF MICHIGAN  
DEPARTMENT OF TRANSPORTATION  
LANSING

RICK SNYDER  
GOVERNOR

KIRK T. STEUDLE  
DIRECTOR

August 10, 2015

County Road Association  
Michigan Metropolitan Planning Organizations  
Michigan Municipal League  
Michigan Regional Planning Associations  
Michigan Townships Association  
Michigan Transit Agencies

Dear Transportation Partner:

Subject: MI Transportation Plan - State Long-Range Transportation Plan Reaffirmation

The Michigan Department of Transportation (MDOT) requests your assistance. The state's current long-range transportation plan, the 2035 MI Transportation Plan (MITP), is being reaffirmed. The plan contains inputs, forecasts, and strategies that will be evaluated against current trends and the horizon year will be extended to 2040. MDOT is making this revision to maintain the 20-year planning horizon as required by federal transportation planning regulations found in 23 CFR 450, Subpart B.

The existing 2035 MITP was adopted in September 2012. The most recent federal transportation funding bill, Moving Ahead for Progress in the 21st Century Act (MAP-21), was enacted in July 2012. As the rulemaking from MAP-21 pertaining to state long-range transportation plans is incomplete, MDOT has opted to reaffirm the existing 2035 MITP. MDOT will complete a full update after final rules are published.

MDOT is asking for your help with this planning effort. We believe that a collaborative planning effort involving those with a vested interest in the outcome of the 2040 MI Transportation Plan will generate the best input for the revision. MDOT is seeking comments on the Public Involvement Plan (PIP) for the 2040 MI Transportation Plan and would like your help in getting this information to your constituents, partners, and stakeholders. The PIP is posted on MDOT's public Web site at [www.michigan.gov/slrp](http://www.michigan.gov/slrp). Please submit comments to Bob Parsons, MDOT's Public Involvement and Hearings Officer, by e-mail ([parsonsb@michigan.gov](mailto:parsonsb@michigan.gov)) or telephone (517-373-9534) by September 30, 2015.

The final 2040 MI Transportation Plan document will be presented for adoption at the Michigan State Transportation Commission meeting in May 2016.

Transportation Partner  
Page 2  
August 10, 2015

We look forward to your participation as we reaffirm the MI Transportation Plan. Consultation meetings are being planned for this fall and early next spring. If you have any questions related to the revision, please contact either me or Joshua Bocks, 2040 MI Transportation Plan Project Manager, at 517-241-3874, or David E. Wresinski, Director, Bureau of Transportation Planning, at 517-373-0343.

Sincerely,

A handwritten signature in black ink, appearing to read "Kirk T. Steudle". The signature is written in a cursive style with a large, stylized initial "K".

Kirk T. Steudle  
Director

## APPENDIX B



# Please Join Us!

## Webinar to Discuss Revising the State Long-Range Transportation Plan

The Michigan Department of Transportation (MDOT) is early in the process of reaffirming and extending the state's long-range transportation plan, 2035 MI Transportation Plan. MDOT is seeking public and stakeholder input to help reaffirm and/or revise the inputs, forecasts and strategies contained in the current 2035 plan and supporting white papers to extend the planning horizon to the year 2040.

What's changed since the 2035 plan? How will Michigan meet its transportation challenge over the next 25 years?

### Objectives:

- Provide a brief overview of the plan and reaffirmation
- Offer information about the comment solicitation process
- Engage in an extended question/answer session with participants

### To Participate:

**Tuesday, Nov. 10, 2015**

OR

**Thursday, Nov. 12, 2015**

**2 - 4 p.m.**

**6 - 8 p.m.**

Primary Audience:

Primary Audience:

Stakeholder Groups

General Public



Register at [www.michigan.gov/slrp](http://www.michigan.gov/slrp) or call 517-373-2227

### Audio will be by phone

Once registered, information will be sent on how to connect, including the phone number and access code for either of the webinars.

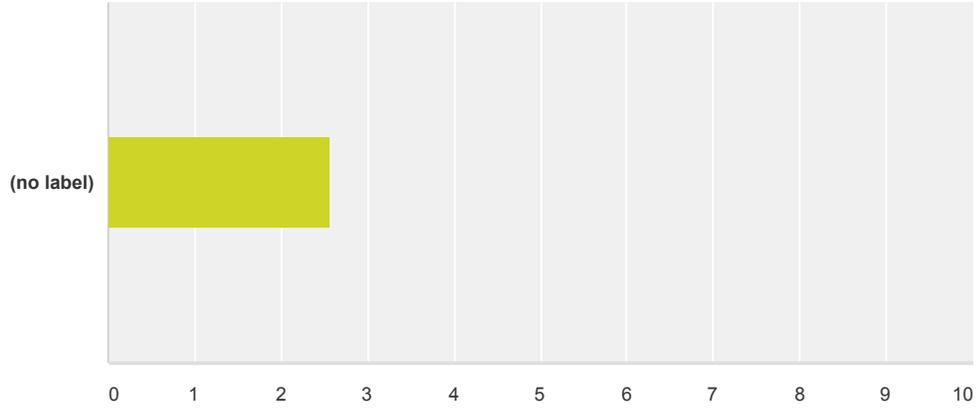
### Important Dates:

- Comments on draft 2040 white papers may be submitted from Jan. 4 - Feb. 14, 2016.
- 2040 MI Transportation Plan and final drafts will be available for a 30-day comment period starting the first week of March 2016.

Read the plan and all supporting documents: [www.michigan.gov/slrp](http://www.michigan.gov/slrp)

**Q1 How familiar are you with the existing  
 2005-2030 State Long-Range Plan -  
 MI Transportation Plan and 2035 MITP?**

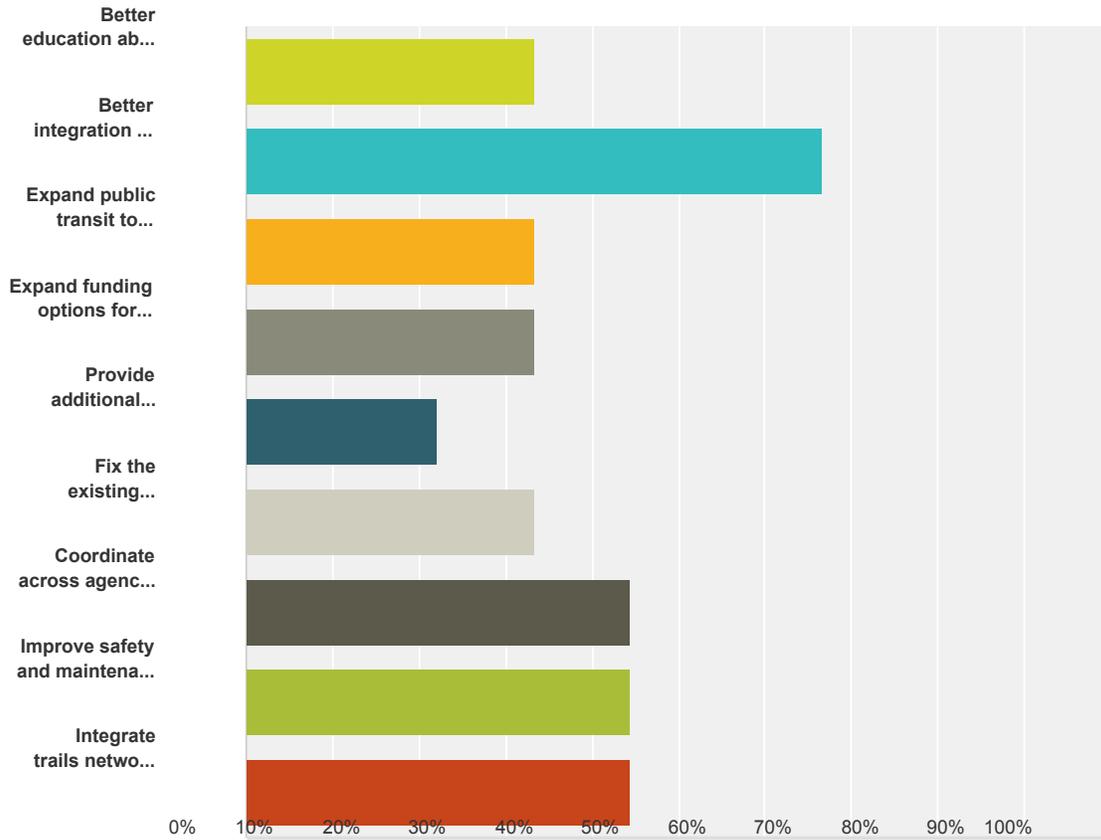
Answered: 9 Skipped: 0



	Very Familiar	Somewhat Familiar	A Little Familiar	Not At All Familiar	Total	Weighted Average
(no label)	0.00% 0	44.44% 4	55.56% 5	0.00% 0	9	2.56

**Q2 The following public transportation and bicycle/pedestrian strategies were identified in the development of the 2005 - 2030 MI Transportation Plan and 2035 MITP. Which of the following actions are still priorities? (Check all that apply)**

Answered: 9 Skipped: 0

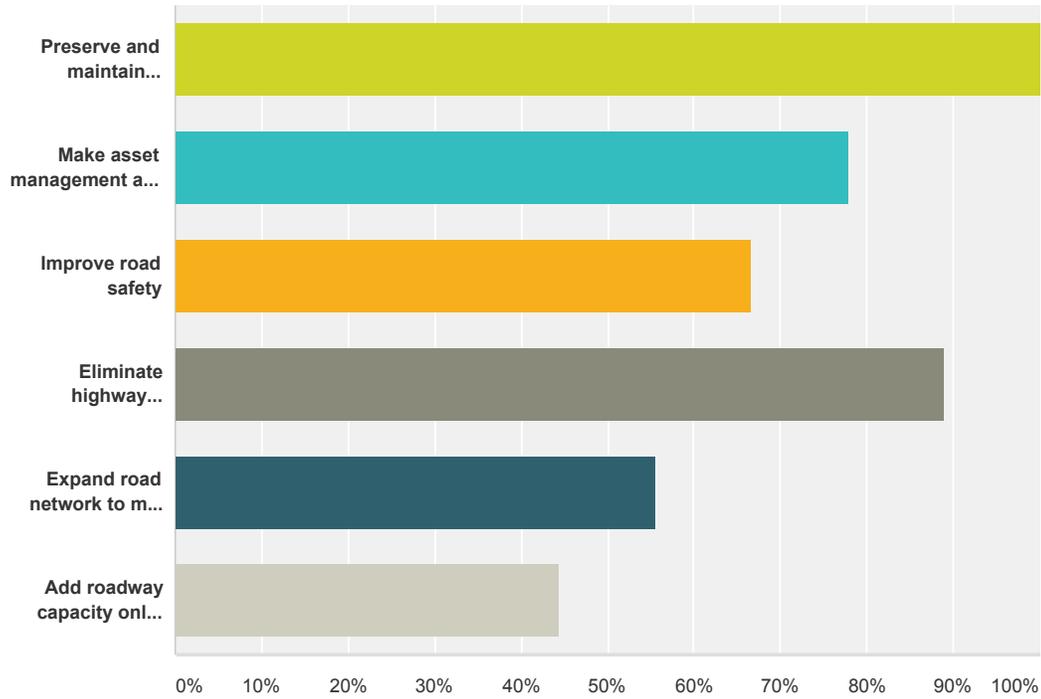


Answer Choices	Responses
Better education about how to use public transit	33.33% 3
Better integration of transit services into the transportation system	66.67% 6
Expand public transit to provide statewide coverage	33.33% 3
Expand funding options for transit services	33.33% 3
Provide additional financial support to Amtrak for light rail	22.22% 2
Fix the existing funding structure for transit	33.33% 3
Coordinate across agencies to establish a statewide trail network	44.44% 4
Improve safety and maintenance of non-motorized facilities	44.44% 4
Integrate trails networks into the planning for roads and streets	44.44% 4

Total Respondents: 9

**Q3 The following roadway network strategies were identified in the development of the 2005-2030 MI Transportation Plan and 2035 MITP. Which of the following actions are still priorities? (Check all that apply)**

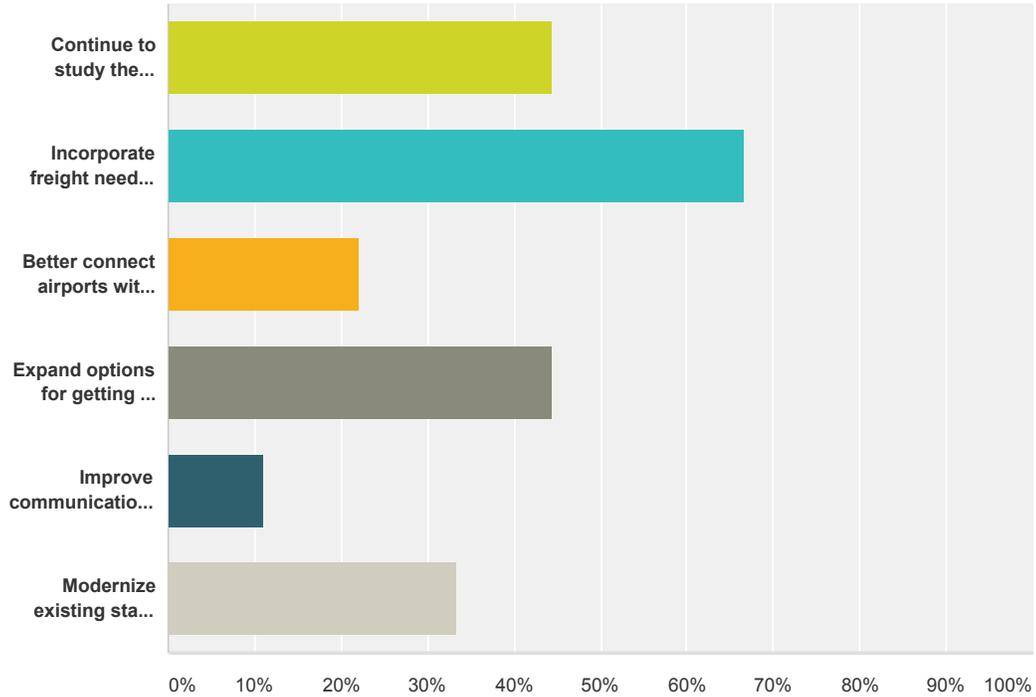
Answered: 9 Skipped: 0



Answer Choices	Responses
Preserve and maintain existing road infrastructure	100.00% 9
Make asset management a priority	77.78% 7
Improve road safety	66.67% 6
Eliminate highway congestion	88.89% 8
Expand road network to meet economic development needs	55.56% 5
Add roadway capacity only when needed	44.44% 4
<b>Total Respondents: 9</b>	

**Q4 The following freight improvement priorities were identified in the development of the 2005-2030 MI Transportation Plan. Which of the following actions are still priorities? (Check all that apply)**

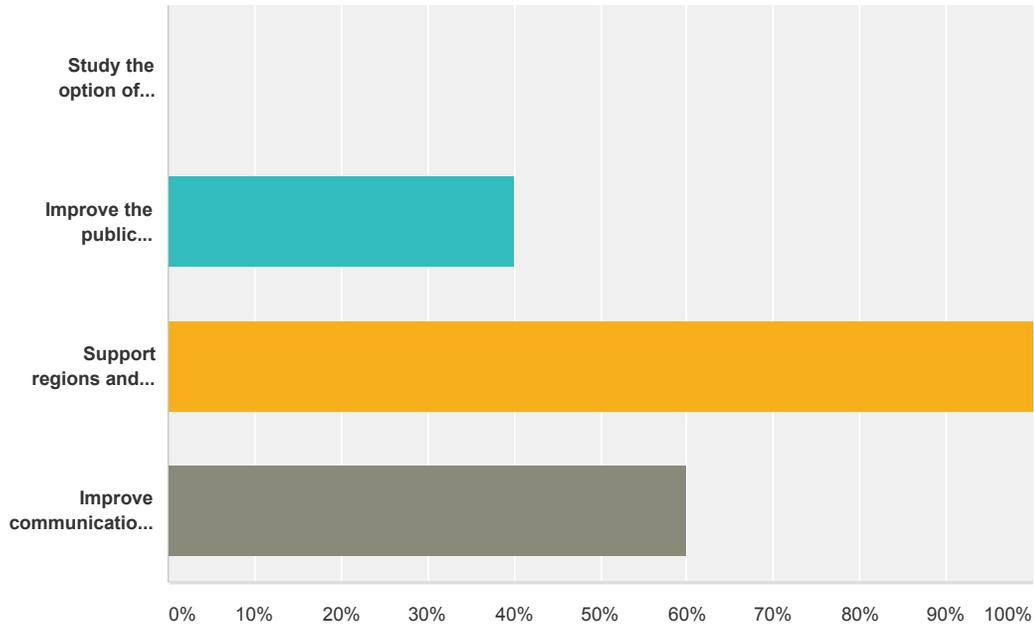
Answered: 9 Skipped: 0



Answer Choices	Responses
Continue to study the movement of freight	44.44% 4
Incorporate freight needs into the transportation system	66.67% 6
Better connect airports with port areas	22.22% 2
Expand options for getting to and from airports	44.44% 4
Improve communication between state and local airports	11.11% 1
Modernize existing state and local airports	33.33% 3
<b>Total Respondents: 9</b>	

**Q5 The following other suggested strategies were identified in the development of the 2005-2030 MI Transportation Plan and 2035 MITP. Which of the following actions are still priorities? (Check all that apply)**

Answered: 5 Skipped: 4

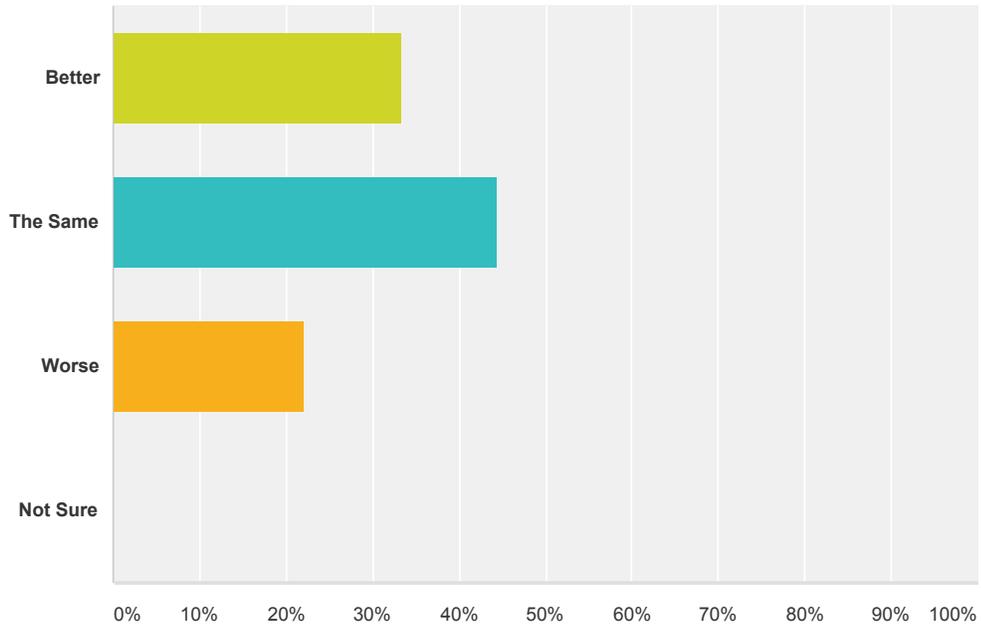


Answer Choices	Responses
Study the option of providing ferry service on the Detroit River	0.00% 0
Improve the public participation process	40.00% 2
Support regions and MPOs by providing adequate funding and staff	100.00% 5
Improve communication with the public regarding road construction	60.00% 3
<b>Total Respondents: 5</b>	

#	Additional Suggestions	Date
1	None	11/13/2015 11:24 AM

### Q6 Is the quality of transportation better/worse than five years ago?

Answered: 9 Skipped: 0



Answer Choices	Responses
Better	33.33% 3
The Same	44.44% 4
Worse	22.22% 2
Not Sure	0.00% 0
<b>Total</b>	<b>9</b>

**Q7 Please comment on the ability of the current state transportation system to meet your economic development opportunities (example barriers and gaps).**

Answered: 4 Skipped: 5

#	Responses	Date
1	I94 is a 2 lane bottleneck from Kalamazoo to Ypsilanti.	11/13/2015 1:16 PM
2	The main barrier is funding. Livingston County is in jeopardy of losing manufacturing firms to other locations where there is more opportunities for employment. Livingston County manufacturing firms are looking to Genesee County for employees and without additional funding setting up a feeder service transferring employees from MTA (Flint) over the road buses to several smaller buses is not available. This is due to L.E.T.S. being at capacity and without additional capital (rolling stock) and operating funds, Livingston County may lose manufacturing firms to other locations - this would be a major economic blow to Livingston County.	11/13/2015 11:24 AM
3	More FUNDING is needed for re-design/reconstruction projects, especially for trunklines that are also main streets through small towns and/or cities. When these types of roadways are allowed to deteriorate and are also not re-designed to encourage walkability, it makes economic development activities in these small towns/cities very difficult. The City of West Branch is a perfect example of a location where this type of project needs to be funded ASAP. Thank you.	11/10/2015 3:23 PM
4	To cross jurisdictional boundaries for employment.	11/10/2015 3:10 PM

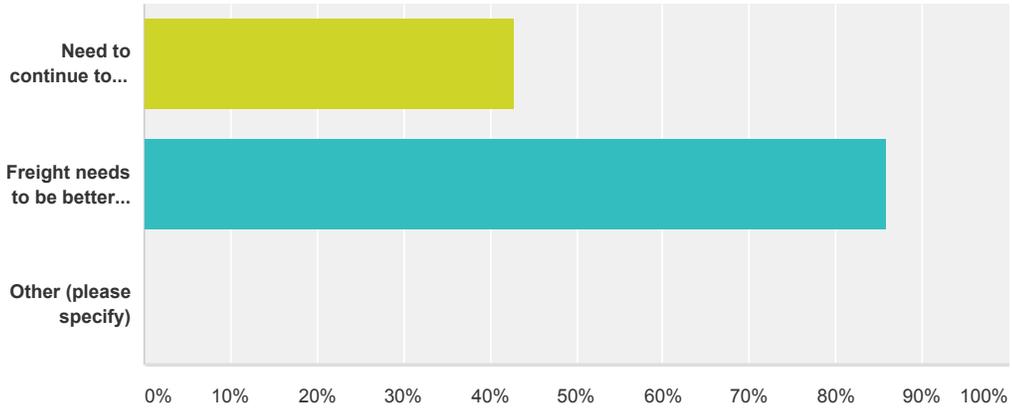
### Q8 How does the MI Transportation Plan support you long-range transportation planning?

Answered: 3 Skipped: 6

#	Responses	Date
1	Current stable funding	11/13/2015 11:24 AM
2	Yes and no. MDOT does a marvelous job of developing comprehensive, long-range plans. However, without a legislative plan to provide necessary funding to actually implement the MI Transportation Plan, it fails to fully support our municipality's long-range transportation planning needs.	11/10/2015 3:23 PM
3	The support now with the passage of the state transportation plan, allow additional planning in the future - finally.	11/10/2015 3:10 PM

**Q9 The following cargo and port area strategies were identified in the 2005-2030 MITP and 2035 MITP. Which of the following still apply today? (Check all that apply)**

Answered: 7 Skipped: 2

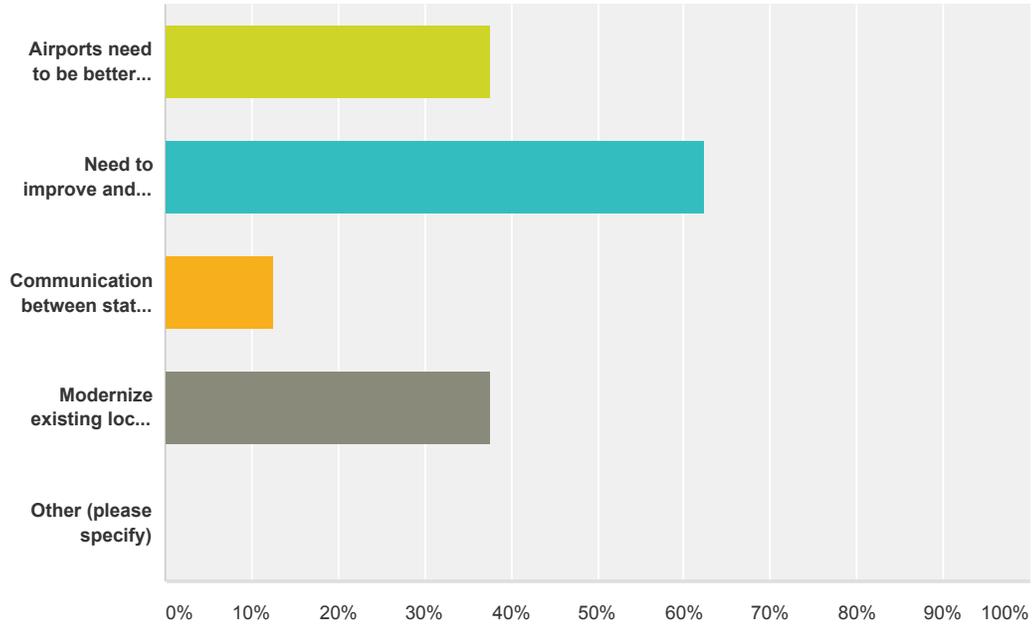


Answer Choices	Responses
Need to continue to study the movement of freight.	42.86% 3
Freight needs to be better incorporated into the transportation system	85.71% 6
Other (please specify)	0.00% 0
<b>Total Respondents: 7</b>	

#	Other (please specify)	Date
	There are no responses.	

**Q10 The following airport improvement priorities were identified in the 2005-2030 MITP and 2035 MITP. Which of the following still apply today? (Check all that apply)**

Answered: 8 Skipped: 1

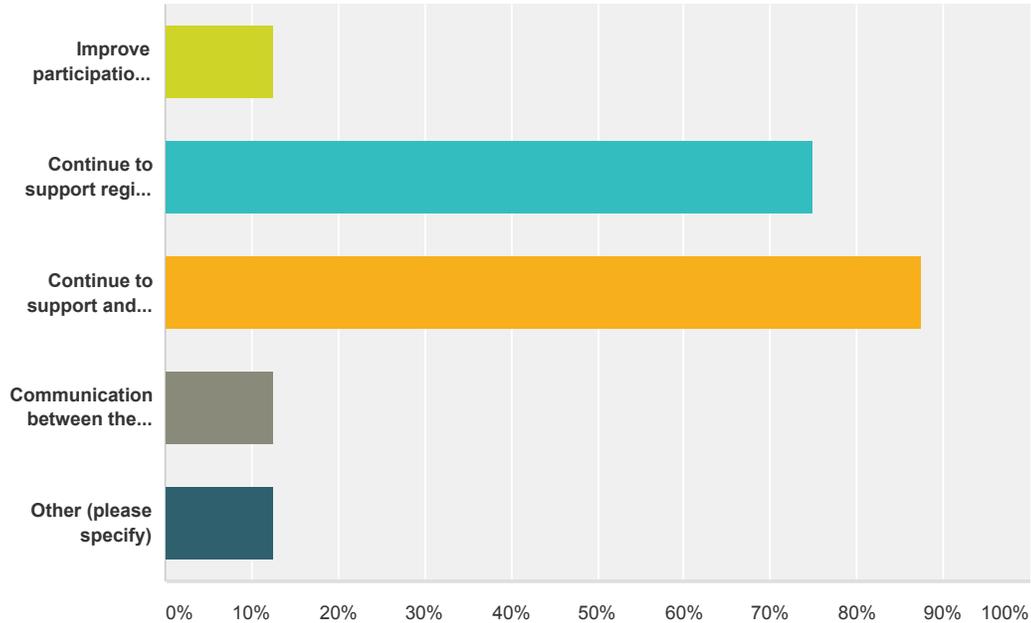


Answer Choices	Responses
Airports need to be better tied into cargo and port areas	37.50% 3
Need to improve and expand modal options for getting to and from airports	62.50% 5
Communication between state airports and local airports needs to be improved	12.50% 1
Modernize existing local and state airports	37.50% 3
Other (please specify)	0.00% 0
<b>Total Respondents: 8</b>	

#	Other (please specify)	Date
	There are no responses.	

**Q11 The following “other” priorities were identified in the 2005-2030 MITP and 2035 MITP. Which of the following still apply today? (Check all that apply)**

Answered: 8 Skipped: 1

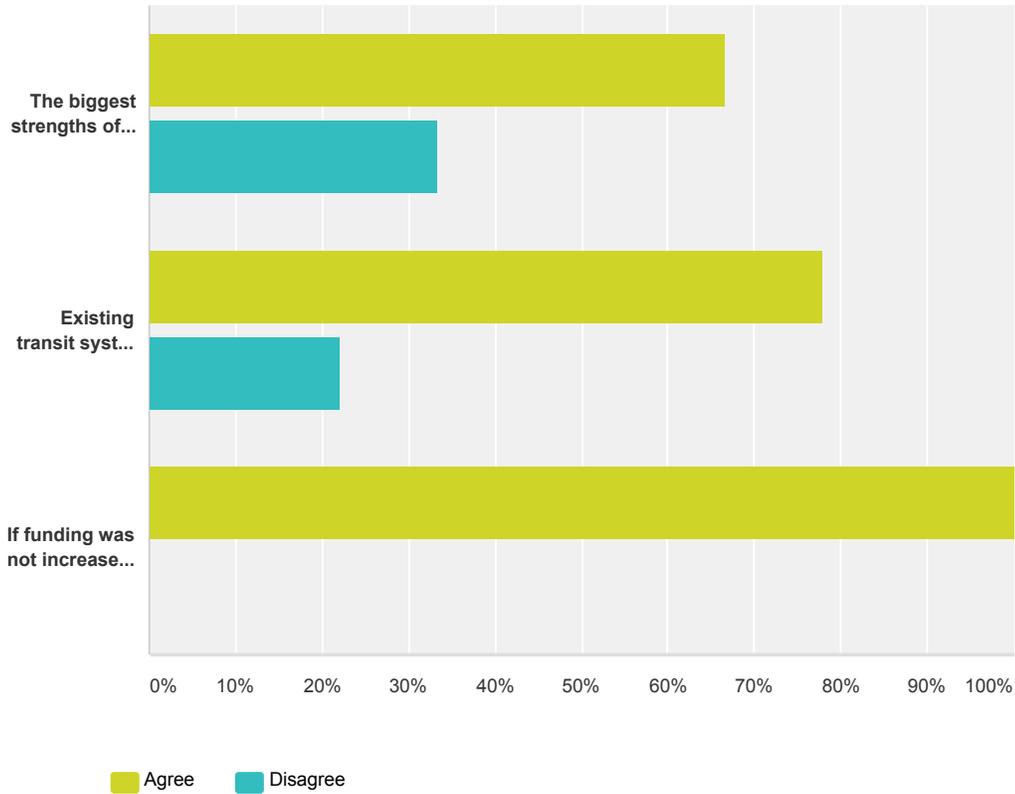


Answer Choices	Responses
Improve participation process	12.50% 1
Continue to support regions and MPO's. Make sure they are properly staffed, and funded	75.00% 6
Continue to support and implement asset management program	87.50% 7
Communication between the public and MDOT regarding road closures and road work needs to be improved	12.50% 1
Other (please specify)	12.50% 1
<b>Total Respondents: 8</b>	

#	Other (please specify)	Date
1	Special priority needs to be paid to funding needs for projects that affect trunklines that also serve as main streets for small towns/cities, as these areas have been disproportionately affected by the Great Recession and badly need re-designs and reconstructions that focus on fixing deteriorating road conditions to improve public safety, and also focus on increasing walkability to help boost economic activity in traditional downtowns.	11/10/2015 3:23 PM

**Q12 The following strengths and weaknesses were identified in Michigan’s existing transportation system were identified in the 2005-2030 MITP and 2035 MITP process. Do you agree or disagree with the following statements?**

Answered: 9 Skipped: 0



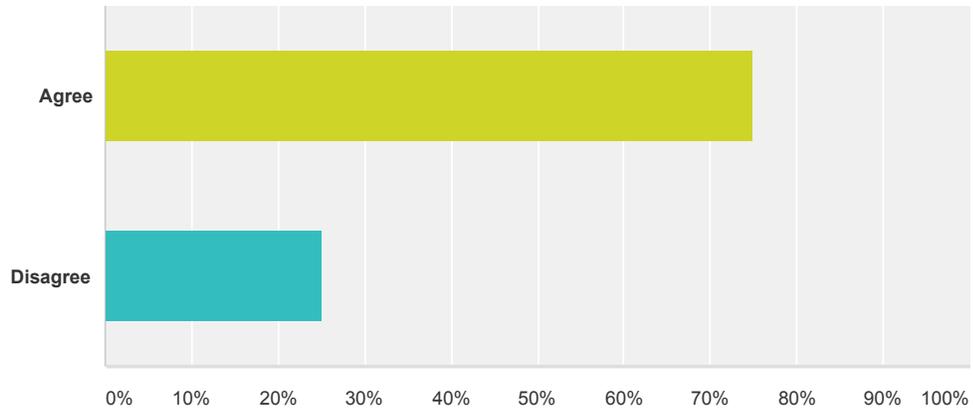
	Agree	Disagree	Total
The biggest strengths of Michigan’s existing transportation system were the coverage of the existing roadway network, the connectivity of roadways and the preservation and maintenance of the roadways.	66.67% 6	33.33% 3	9
Existing transit systems were in poor shape with not enough service, not big enough service areas and no interconnectivity with other modes.	77.78% 7	22.22% 2	9
If funding was not increased soon our strengths such as the maintenance and preservation of roadways and the connectivity of the roadways could become our weaknesses.	100.00% 7	0.00% 0	7

#	Add additional strength or weakness:	Date
1	Failure to provide adequate funding for re-designs and reconstructions of trunklines that also serve as main streets through small towns/cities.	11/10/2015 3:23 PM

**Q13 Below are the top four answers received during the development of the 2005-2030 MI Transportation Plan and 2035 MITP in response to the following question: What transportation-related issues will most significantly impact Michigan over the next 25 years? 1. Maintenance of existing roads 2. Congestion on major highways 3. Sprawl 4. Mode choice**

**Do you agree or disagree with the top four answers?**

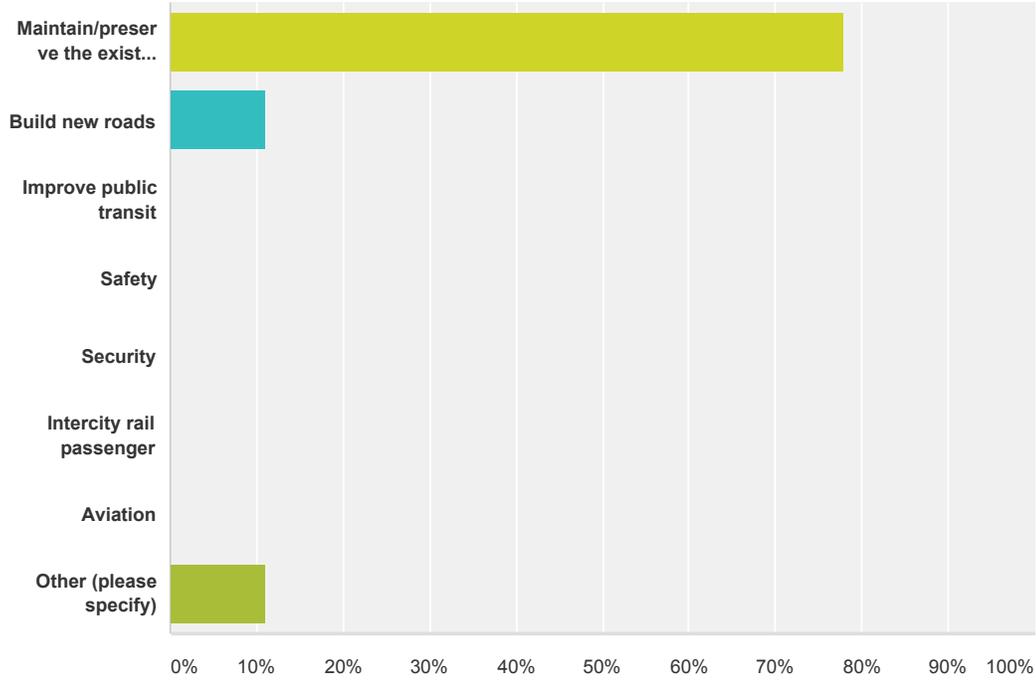
Answered: 8 Skipped: 1



Answer Choices	Responses
Agree	75.00% 6
Disagree	25.00% 2
<b>Total</b>	<b>8</b>

### Q14 Which of the following should receive the highest priority to best serve your community?

Answered: 9 Skipped: 0

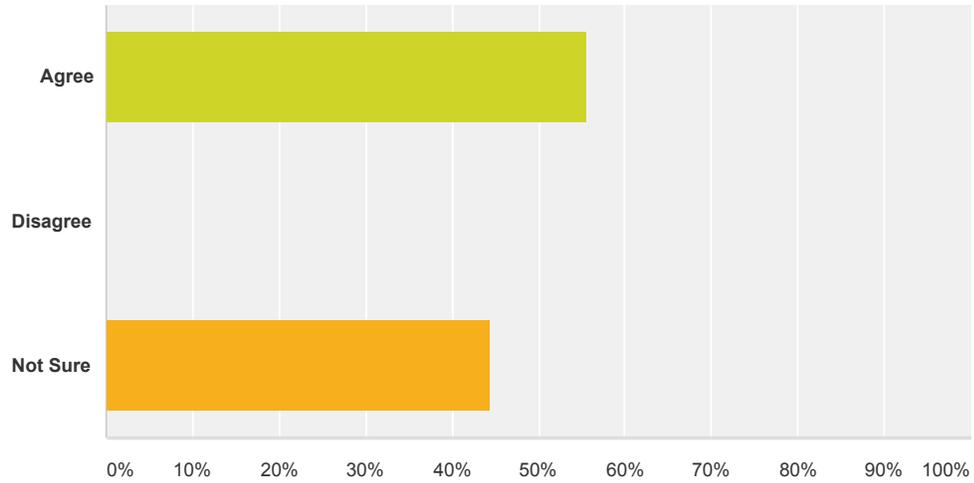


Answer Choices	Responses
Maintain/preserve the existing transportation system	77.78% 7
Build new roads	11.11% 1
Improve public transit	0.00% 0
Safety	0.00% 0
Security	0.00% 0
Intercity rail passenger	0.00% 0
Aviation	0.00% 0
Other (please specify)	11.11% 1
<b>Total</b>	<b>9</b>

#	Other (please specify)	Date
1	Increased funding for a re-design/reconstruction of the trunkline that also serves as our City's main street (aka "Houghton Avenue/M-55")	11/10/2015 3:23 PM

**Q15 Do you agree that the MI Transportation Plan incorporates MPO long-range transportation plans, the Statewide Strategic Safety Plan, techniques from the Contact Sensitive Solutions (CSS) process and other related transportation documents?**

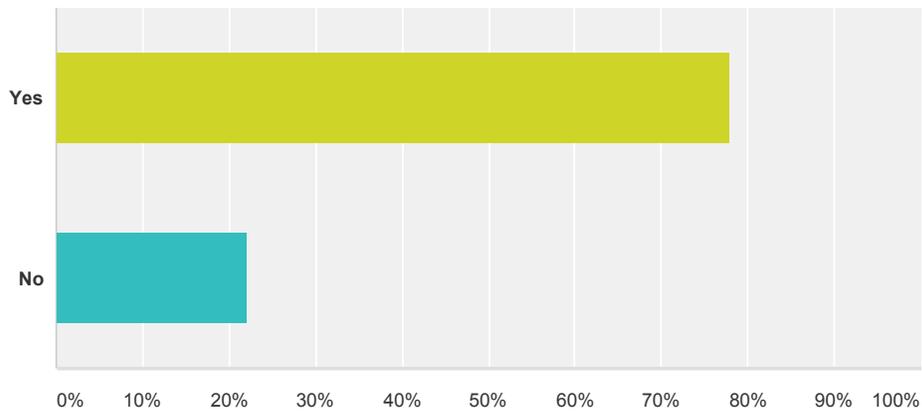
Answered: 9 Skipped: 0



Answer Choices	Responses
Agree	55.56% 5
Disagree	0.00% 0
Not Sure	44.44% 4
<b>Total</b>	<b>9</b>

**Q16 The following key strategies to achieve the goals of the 2005-2030 MI Transportation Plan and 2035 MITP were identified = Focus improvements of Corridors of Highest Significance; Measure performance for all modes; Integrate the transportation system; Encourage Context Sensitive Solutions; Avoid, Minimize or Mitigate for Adverse Impacts; Identify appropriate funding. Do you feel that MDOT has followed these strategies effectively?**

Answered: 9 Skipped: 0

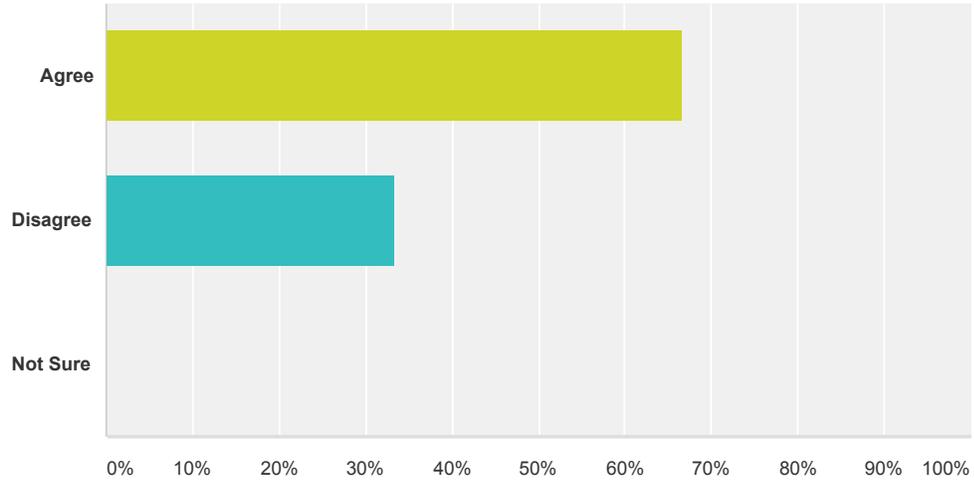


Answer Choices	Responses
Yes	77.78% 7
No	22.22% 2
<b>Total</b>	<b>9</b>

#	If no, please explain	Date
1	Th I 94 corridor has gotten worse.	11/13/2015 1:16 PM
2	Funding remains a major issue, obviously. Also, I feel that more could be done to integrate the transportation system. For instance, there seems to be increased interest in rail travel lately, yet there does not seem to be adequate passenger rail options available for travelers, nor adequate connecting transportation options in and around areas where passenger rail is offered.	11/10/2015 3:23 PM

**Q17 Do you agree or disagree that the transportation needs of minority, low income and/or underserved populations will continue to increase as we move toward the year 2040?**

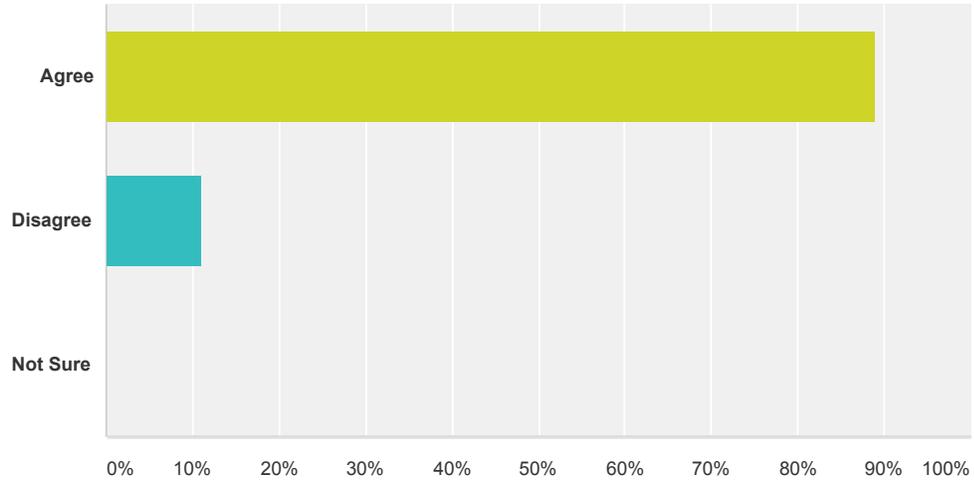
Answered: 9 Skipped: 0



Answer Choices	Responses
Agree	66.67% 6
Disagree	33.33% 3
Not Sure	0.00% 0
<b>Total</b>	<b>9</b>

**Q18 Do you agree or disagree that the demands of an increasing older population will impact the state’s transit system over the next 25 years?**

Answered: 9 Skipped: 0



Answer Choices	Responses
Agree	88.89% 8
Disagree	11.11% 1
Not Sure	0.00% 0
<b>Total</b>	<b>9</b>