

MI Transportation Plan

Moving Michigan Forward

2035 State Long-Range
Transportation Plan



**DRAFT FOR 30-DAY
PUBLIC COMMENT
PERIOD**

 **MDOT**

Overview



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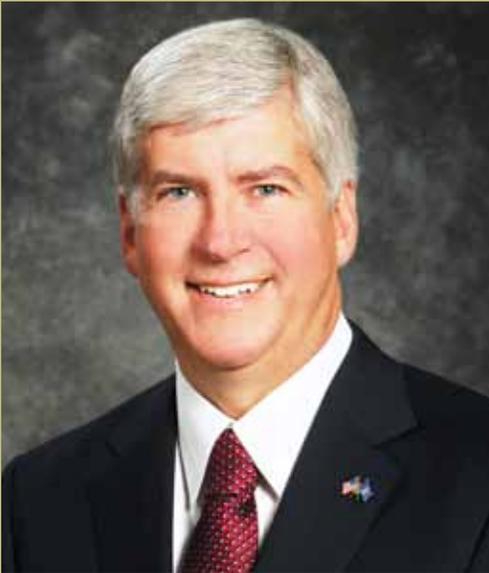
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Rick Synder
Governor

DRAFT FOR 30 DAY PUBLIC COMMENT PERIOD

Sincerely

A handwritten signature in black ink that reads "Rick Synder". The signature is fluid and cursive, with a long, sweeping tail on the final letter.

Rick Synder, Governor

Kirk T. Steudle, P.E.
Director



DRAFT FOR 30 DAY PUBLIC COMMENT PERIOD

Sincerely

A handwritten signature in black ink that reads "Kirk T. Steudle". The signature is written in a cursive style.

Kirk T. Steudle, P.E., Director



2035 MI TRANSPORTATION PLAN

What is the MI Transportation Plan?

The MI Transportation Plan is the state long-range transportation plan for Michigan. 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*. The highlights of these changes are summarized within this overview document.

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. The *2035 MITP* builds on the extensive public and stakeholder involvement process of the *2030 MITP* that spanned two years and resulted in contacts with more than 3,000 individuals, 2,600 participants online and another 3,600 households interviewed by phone. Since the *2030 MITP*, MDOT has interviewed 2,200 households, conducted three Webinars and held 15 public meetings during the 30-day public comment period for this revision.

“MI Transportation Plan 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.”

MI Transportation Plan:
Moving Michigan Forward
2005-2030 State Long-Range
Transportation Plan



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.

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. Folded into the bill is an extension of SAFETEA-LU for another three months, until Sept. 30, 2012. MAP-21 authorizes federal transportation programs and funding through Sept. 30, 2014. 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. In the months ahead, U.S. Department of Transportation will issue new regulations and prepare for the additional changes. With the passage of MAP-21, the number of highway programs is consolidated and a higher share of the overall resources is made available directly to states and metropolitan areas. The legislation maintains current funding for transportation, with a slight adjustment for inflation. The impacts of this new federal legislation on Michigan are currently being assessed.

“Providing the highest quality integrated transportation services for economic benefit and improved quality of life.”

Michigan Department of Transportation (MDOT)
mission statement



2035 MI Transportation Plan is available at
www.michigan.gov/slrp



Federal Legislation

The state long-range transportation plan development process is guided by federal regulations and statutes. The current federal transportation authorization bill, SAFETEA-LU prescribes a series of factors that each state planning process should consider as well as the identification of basic plan components. In MAP-21, the metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection.

Meeting Planning Factors

The plan covers all of the SAFETEA-LU planning factors which are continued under MAP-21. Considerations of these planning factors were reflected, as appropriate, in the statewide transportation planning process. The eight planning factors are:

1. Support the economic vitality of the United States, the states, metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of 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.

The [Goals, Objectives, and Performance Measures Report](#) establish the linkage between MDOT's mission and the planning factors. The four goal areas reflect these factors.

WHITE PAPERS

Aviation

New Policy Initiatives and Integration

Corridors and International Borders

■ *MITP Corridors of Highest Significance - Performance Measures*

Environment

Finance

Goals, Objectives, and Performance Measures

Highway Bridge

Highway Safety

Intercity Bus Service

Intercity Rail Service

Land Use

Michigan Freight Profile

MPO/RPA

Non-motorized

Revenue Gap

Socioeconomic

Transit

Travel Characteristics



MICHIGAN'S TRANSPORTATION CHALLENGES

Major Socioeconomic Changes

Since the adoption of the *2030 MITP*, Michigan experienced a deep economic recession that included a significant restructuring of the domestic automobile industry, a traditional mainstay of the Michigan economy, resulting in dramatic employment losses. Although economic growth is expected in the future the forecast for the *2035 MITP* analysis is lower than that used in the *2030 MITP*.

Continued Population Growth

It is important to note that, while Michigan's population is expected to grow at a slower rate to the year 2035, the population will still increase in the time horizon of *2035 MITP*. Population growth will continue to place greater demands on a relatively static transport system. These demands may lead to increased congestion in urban and suburban regions and longer trip lengths that may extend peak commuting periods.

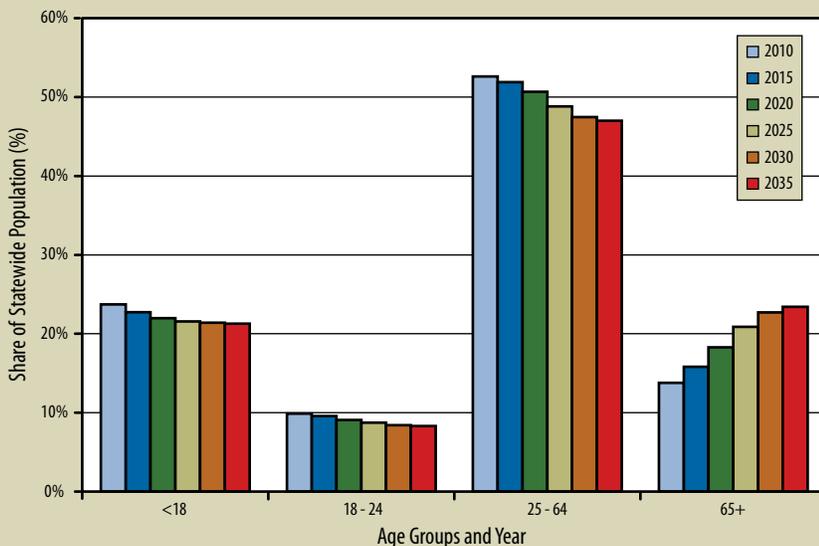
Demographic Shifts Cause Travel Pattern Changes

While overall population growth is expected to slow, major life cycle and demographic shifts are anticipated by the year 2035. As described in the [Socioeconomic White Paper](#), the dominant socioeconomic change in Michigan is expected to be a dramatic increase in aging and retired populations. Consequently, transport to health, recreational, and other activities will increase in

importance as this segment transitions from the daily commute to different travel patterns characteristic of retirees and older travelers.

Because most trips are generated at the household level, it is likely that the expected increases in the number of households will increase both the number of trips on the system and overall vehicle miles traveled (VMT) in Michigan.

Share of Statewide Population by Age Group 2010-2035



Source: Michigan Department of Transportation, Bureau of Transportation Planning, Statewide and Urban Travel Analysis Section



Overall, the number of households is projected to increase about 10 percent over 2010-2035. However, the average number of persons per household in Michigan has declined significantly over time; from about 3.3 in 1970 to about 2.55 in 2010. The trend towards smaller household size in Michigan could have significant implications on transportation system needs, dependent on associated changes in household composition and land use patterns. The life cycle changes associated with the aging population indicate more one and two-person households (households with no children, or where children have grown and left the home). This composition is associated with a rise in per-capita auto ownership and lower vehicle occupancy, with fewer households having working adults sharing rides to work or transporting other household family members to appointments and activities.

Land Use Changes

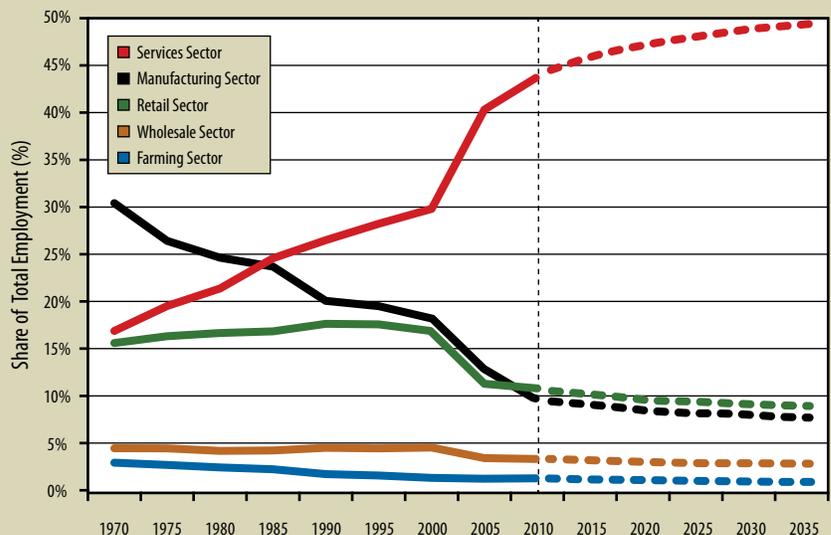
Shifts in land use will likely be a key determinant of how changes in household size and composition affect transportation system needs in Michigan. Smaller households suggest the potential for a reduction in population density and increases in trip lengths. However, the character and density of neighborhoods, zoning, and the preferred living arrangements for one and two-person households can significantly increase or decrease both the number of vehicle miles that may change with smaller households, as well as the viability of transit, walking, and other modes.

Employment Growth

Continued overall employment growth (though at slower than historical rates) is expected to increase overall trip attractions, leading to associated increases in VMT. However, with the overall tightening of the labor force, it is also possible that employers will relocate for better proximity to localized labor pools, further altering regional VMT patterns and levels.

Source: Michigan Department of Transportation, Bureau of Transportation Planning, Statewide and Urban Travel Analysis Section

Share of Employees in Five Key Sectors 1970-2035





As Michigan's employment continues to generally decentralize, commuting fields will likely increase resulting in longer work trips (time and distance), and increased VMT and congestion. Furthermore, providing of efficient transit service will become more difficult, due to reductions in the size of the potential transit market (lower population density combined with higher auto availability) per revenue mile of transit service needed to reach transit markets.

Shift to Service Economy

The continuing shift to an increasingly service-oriented economy will generate a relatively high level of non-home-based travel between offices, clients, and customers. This will increase off-peak travel volumes and VMT, potentially extending peak periods in urban-suburban regions of the state. Furthermore, as service jobs and markets comprise an increasing share of Michigan's economy, their associated transportation needs could require changes in system needs. These changes include the potential for changing trip lengths, origin-destination pairs, the spreading of commuting peaks throughout the day, and increased use of other modes. Service establishments often run on more flexible schedules, and employ a smaller number of people per establishment than large factories that run on shifts. This difference has the potential to affect both the spatial concentration and the hourly spread of trip productions and attractions. Service establishments also tend to attract more consumers to the place of business, compared to factories that are not consumer destinations. Consequently, the shift may result in overall higher levels of traffic and trip making.

Impacts of Immigration

The key element of changes in the state's migration patterns is the expected and continuing growth of international migrants, which offsets the continued out-migration of Michigan's workforce-age population. Expected increases in international migration will require the state to communicate with more diverse segments of the population. Road signage, travel advisories, and other transportation system information may need to be designed using multiple languages. Transportation providers also may need to revise customer service staffing policies by hiring workers with multilingual skills to better serve these increasing immigrant segments of the population. Moreover, foreign-born immigrants are used to a greater variety of modal choices and may rely, to a greater degree, on modes such as transit or bicycles.

"MDOT must adopt an aggressively, pro-active, and multi-modal approach to planning and building the 21st century transportation system in order to meet the challenges of rising fuel prices, financial constraints, environmental challenges, sprawl, and quality of life issues while providing mobility."

Public Comment



Demands for Public Transit Services

Public transit ridership increased by about 15.5 percent from FY 2005 to FY 2010, while miles of service increased by about 7.5 percent. The public’s demand for more transit choices has not wavered. It is notable that Michigan transit agencies were able to achieve a net increase in miles of service during a period when state operating assistance per year stayed the same. Public transit in Michigan is a compilation of local public and non-profit service providers. Agencies may be a department of a city or county, private non-profit organization, or an authority that has its own board and local taxing authority. Funding is a mix of federal and state assistance, local millage or general funds, contracts, farebox and other sources of revenues such as the sale of maintenance or advertising.

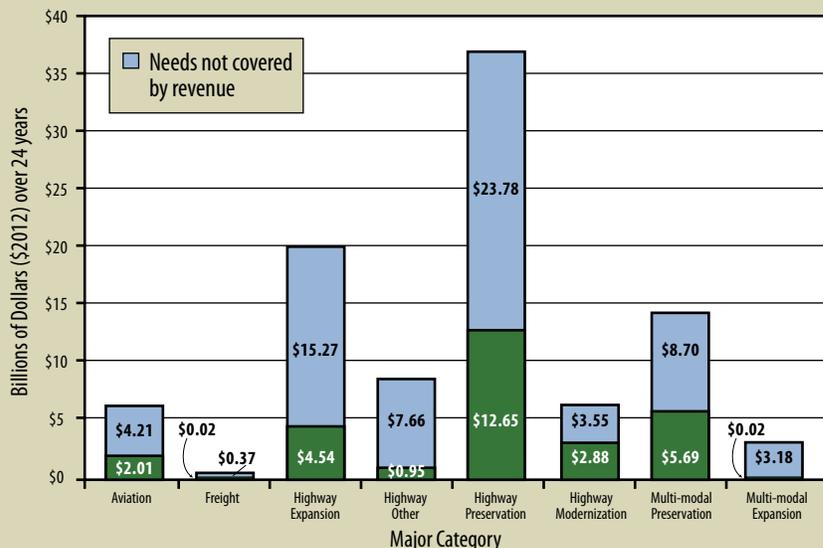
Revenue and Gap

The 2035 MITP primary focus is on the parts of the transportation system that MDOT has jurisdiction over; provides funding for; or regulates. For the 2035 MITP, an assessment of state transportation revenues, needs, and gaps under MDOT’s current revenue and investment trends shows that there still are significant gaps. This assessment delineates the state’s transportation needs against the available revenues based on trends in the growth of revenues and on how transportation programs are currently funded over the 24-year life of 2035 MITP.

Since the adoption of the 2030 MITP, MDOT has delivered on statewide transportation projects and programs that meet Michigan’s highway and bridge condition targets while implementing the seamless multi-modal system called for in the Preferred Vision. More revenue is clearly needed to sustain the progress we have made.

Source: Michigan Department of Transportation, Bureau of Transportation Planning, Statewide and Urban Travel Analysis Section

Revenue Gap, by Major Category 2012-2035 (\$2012)





CONTINUED SUPPORT FOR COMPONENTS OF THE LONG-RANGE PLAN

Since the *2030 MITP* was adopted, MDOT has been monitoring the attitudes and perceptions of the public. Surveys have been conducted, with the last being completed in August 2011. MDOT's [2011 Attitudes & Perceptions of Transportation](#) survey found that the vast majority of Michigan residents continue to support the components of the MI Transportation Plan.

Consistent with the prior findings, modernizing, expanding and connecting the system to support economic growth and better facilitate the movement of goods, people and services is the goal respondents say is in most need of improvement. The two items mentioned next most frequently were: 1) Continue to build, maintain and operate the safest transportation system possible, and 2) Make the transportation system and service more efficient and effective to get the greatest possible performance from Michigan's existing transportation assets and future system improvements.

A series of Webinars were conducted to consult with non-metro local officials, Metropolitan Planning Organizations (MPOs), resource agencies, tribal governments, stakeholders, and the public on their views of the issues to be addressed in the *2035 MITP*. In addition, we gathered input through surveys. What we heard was that the issues and concerns identified during the *2030 MITP* development are still prevalent today.

- *"MDOT must adopt an aggressively, pro-active, and multi-modal approach to planning and building the 21st century transportation system in order to meet the challenges of rising fuel prices, financial constraints, environmental challenges, sprawl, and quality of life issues while providing mobility."*
- *"Michigan's infrastructure includes roads, bridges, ports, and rail. Monies should be used efficiently for all segments. While roads are important to everyone, the other segments need be kept in consideration."*
- *"MDOT has done an excellent job over the last several years of informing and working with the public. That being said, public involvement is something that should not be taken lightly."*
- *"Ensure services are effective for individuals residing in rural area of the state, especially individuals with disabilities and seniors."*
- *"I think the State Rail Plan will help a lot, as will the Governor's attention to the international bridge crossing."*



MICHIGAN'S TRANSPORTATION GOALS

The transportation planning process historically defines goals and objectives, identifies problems, generates alternatives, evaluates alternatives, and develops plans. The goals and objectives of the *2030 MITP* reflect the public's vision for Michigan's transportation system and are reaffirmed in the *2035 MITP*.

- **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.
- **Stewardship:** Preserve transportation system investments, protect the environment, and utilize public resources in a responsible manner.

Objectives under each goal area are associated with three categories:

1) Integration, 2) Economic Benefit, and 3) Quality of Life. Each provides a tight link between the MI Transportation Plan and MDOT's mission statement: Providing the highest quality integrated transportation services for economic benefit and improved quality of life.

The complete list of objectives may be found in the MI Transportation Plan [Goals, Objectives, and Performance Measures Report](#).

"The plan vision is one of an integrated transportation system that is the foundation of the state's economic vitality and sustains quality of life for all residents."

Michigan Department of
Transportation (MDOT)
vision statement



The *2035 MITP* continues to employ key strategies to help Michigan achieve its transportation goals:

- Focus improvements on Corridors of Highest Significance
- Measure performance for all modes
- Integrate the transportation system
- Encourage Context Sensitive Solutions (CSS)
- Avoid, minimize or mitigate for adverse impacts
- Identify appropriate funding

Focus on Corridors of Highest Significance

The *2035 MITP* continues to emphasize the use of a high-level corridor approach as a blueprint to talk about our vision and priorities for program development and investment. The plan vision is one of an integrated transportation system that is the foundation of the state's economic vitality and sustains quality of life for all residents. Passenger and freight travel must pass seamlessly along geographic corridors on multiple modes between locations or activity centers within and outside Michigan. The corridor-based analysis conducted during the *2030 MITP* development is grounded in the belief that specific corridors serve and support specific economic sectors. The *2035 MITP* reaffirms this belief and vision. By improving specific corridors, the people, businesses and industries dependent on these corridors will be strengthened as well as Michigan's economic competitiveness.

The 11 national/international corridors and eight statewide corridors make up the Corridors of Highest Significance (COHS) (*see page 21*). These 19 corridors have a major impact on supporting both the state's population and economy. Currently, approximately 93.2 percent (compared to 92.8 percent in the *2030 MITP*) of Michigan's population resides within a 20-mile wide geographic area centered on a COHS. Additionally, approximately 98.7 percent (compared to 95.1 percent in the *2030 MITP*) of Michigan's employment base is located within the same 20-mile wide geographic area. Michigan's corridors are now moving an even larger percentage of people, goods and services as compared to the *2030 MITP*. The following are notable changes to the COHS since the *2030 MITP* was created.



Overall, the annual Statewide and National/International highway corridor values were less than before, yet the percent of National/International and Statewide corridor usage increased (details are in the [Corridors and International Borders White Paper](#)). This increased percentage of corridor-use indicates that travelers are choosing to operate on Michigan's corridors more often than other roads, for both personal travel and commerce purposes. The [Transportation and the Economy Report](#) (August 2007) discussed the important link between Michigan's transportation infrastructure and the state's economy, outlining the natural connection between transportation and economic development and how it plays a role in Michigan's overall economic competitiveness. Key findings from the [Corridors and International Borders White Paper](#) are:

- Both the rail track miles and the rail ton miles increased their percent usage of National/International and Statewide corridors by one percent. Rail value by mile held steady at 97 percent.
- The percent of usage of National/International and Statewide inclusive airports increased seven percent.
- Overall, water cargo tonnage decreased almost 25 percent from 2003 to 2009. The percentage of the overall statewide total, within the COHS, increased from 85 to 94 percent.
- Passenger rail consists of 521 route miles.
- The recent recession had a negative impact on both cross-border passenger car traffic (commuters and recreational trips) and commercial (truck) traffic. However, since January of 2009, combined passenger car traffic at Michigan's border crossings has been increasing at the rate of 0.66% per month, or 7.89% per year, and combined truck traffic has been increasing at the rate of 0.70% per month (8.5% per year) while the value of trade carried by those trucks has been increasing at an average rate of 1.5% per month (18% per year).
- Overall, U.S./Canada trade moved by truck is up \$16 billion (five percent) from 2006 to 2011. Current forecasts indicate a continued slow improvement in passenger car traffic over the next 20 years. Commercial traffic over the next 20 years is expected to reach volumes double that observed in the pre-recession period.

The corridors and international borders analysis quantified the increased usage of Michigan's corridors as a percentage of entire movements across all modes of transportation. Today more than ever before, Michigan relies on its corridors to move an increasing amount of people, goods and services. Michigan is expected to continue to grow along these corridors as it moves towards a more sustainable economy.



Performance for All Modes

The goals and objectives continue to guide MDOT's performance-based planning and management approach that includes setting clear policies and objectives, tracking current performance data and trends, and forecasting to make planning and policy decisions. MDOT uses performance standards and measures to guide and evaluate its annual investment in the transportation system.

MDOT has used performance-based program development and asset management since 1997, when the State Transportation Commission (STC) established state trunkline pavement and bridge goals. MDOT's long history with performance measurement has enabled the department to develop robust measurement capabilities. [Transportation System Condition Report](#) provides data on the condition and performance of Michigan's publicly-owned transportation system. The measures in this report support and are organized around the four major goal areas of the MI Transportation Plan: Stewardship, Safety and Security, System Improvement and Efficient and Effective Operations. Information reported in the Condition Trends section of the report, which is updated twice a year, provides a quick snapshot of how we are achieving the goals. In 2011, MDOT began sharing additional performance data with the public through the [Michigan Transportation Scorecard](#).

Scorecard Performance Summary								
Department Name: Transportation Executive/Director: Kirk Stenslie Period: Updated July, 2012		<ul style="list-style-type: none"> ↑ Performance Improving → Performance Staying the Same ↓ Performance Declining 		<ul style="list-style-type: none"> 90% or greater of target 75% to <90% of target less than 75% of target 				
Measure #	Economic Growth	Status	Trend	Target	Current	Previous	Frequency	Measure Definition
1	Jobs created as part of the 5-year program	Red	↓	Maintain or increase	16,900 (2011)	17,500 (2010)	Yearly	Maintain or increase the number of direct and indirect jobs sustained by highway investment.
2	Create and implement an Accelerated Rail Program	Yellow	→	N/A	N/A	N/A	Yearly	Manage the multi-state Tier One EIS for implementation of accelerated rail and increased round trip frequencies within the Detroit/Pontiac to Chicago segment. This is a new measure and a required milestone for FRA approval to upgrade to 10 daily roundtrips of 110 mph passenger rail service in this 300 mile corridor.
Safety								
3	Statewide crash fatality reduction	Green	↑	-5%	889 (2011) -5.1%	937 (2010)	Yearly	Reduce crash fatalities by 5% each year from 2007-2012.
4	Statewide crash serious injury reduction	Green	↑	-5%	5,706 (2011) -4.6%	5,980 (2010)	Yearly	Reduce crash serious injuries by 5% each year from 2007-2012.
5	Statewide total crashes	Red	↓	Reduce	284,049 (2011)	282,075 (2010)	Yearly	Reduce total statewide crashes.
6	Cost savings from safety investments	Green	→	Five years or less	4.1 years (2011)	4.1 years (2010)	Yearly	Average time of return for state trunkline safety improvement projects.
7	Work zone crash fatality reduction	Green	↑	Reduce	18 (2011)	23 (2010)	Yearly	Reduce the number of work zone accident fatalities.
8	Work zone crash serious injury	Red	↓	Reduce	88 (2011)	85 (2010)	Yearly	Reduce the number of work zone accident serious injuries.
Condition								
9	Improve or sustain trunkline pavement	Yellow	→	90%	83% (2010)	83% (2009)	Yearly	Improve or sustain 90% of trunkline pavements in fair or better condition based on sufficiency.



Integrate the Transportation System

Despite a substantial shortfall in funding for transportation infrastructure, there has been a surprising amount of progress in the intermodal integration of Michigan's transportation systems since the *2030 MITP* was issued in 2007. Fostered by economic necessity, agencies across the state worked to both reduce costs and derive the greatest benefit from every dollar invested. A new federal focus on issues such as livability and sustainability helped to accelerate the integration of transportation modes with each other and with surrounding land uses. In particular, the American Recovery and Reinvestment Act (ARRA) and the Transportation Investment Generating Economic Recovery (TIGER) grant program provided federal assistance that helped support many projects and programs that improved transportation integration in Michigan during the economic downturn.

More recently, the focus of state government under the leadership of Governor Rick Snyder has spurred efforts to integrate Michigan's transportation system with other government agencies. The Governor's [Special Message to the Legislature on Health and Wellness](#) in September 2011 increased the statewide focus on active transportation such as biking and walking. In October, the Governor's [Special Message to the Legislature on Transportation and Infrastructure](#) emphasized the increased need for funding for transportation, along with recommendations to improve regional coordination, consolidate transportation agencies, improve regional transit and passenger rail, and support continued efforts to construct a new Soo Lock and improve harbor dredging.

New Policy Initiatives

The desire to improve Michigan's economy, along with state and federal policy shifts, have furthered MDOT's efforts to integrate transportation systems since the *2030 MITP* was released. Those efforts are reaffirmed through the *2035 MITP* and will help bring Michigan closer to meeting the goals of Stewardship, System Improvement, Efficient and Effective Operations, and Safety and Security.

The list of new policies, programs, and initiatives aimed at integrating transportation systems in Michigan since 2007 is impressive. These new initiatives further the Preferred Vision of the long-range transportation plan and move the state closer to the goals established for Michigan's transportation network. Each of the department's actions and/or new policy initiatives are discussed in the [New Policy Initiatives and Integration White Paper](#) and address several of the *2035 MITP* goals, while simultaneously continuing to advance integrated transportation in Michigan.



A few of the highlights from the white paper:

- [Michigan Rail Plan](#): In 2011 MDOT completed a comprehensive plan to set forth state policy involving freight and passenger rail transportation, including commuter rail operations, in 2011. The plan presents priorities and strategies to enhance or preserve rail service that benefits the public and serve as the basis for future federal and state rail investments in Michigan for both passenger and freight rail. The rail plan is consistent with the goals of the Michigan Transportation Plan.
- [Michigan Airport System Plan \(MASP\) 2008](#): The MASP 2008 represents a unique and valuable asset management tool for MDOT staff involved in state airport system planning and airport capital development.
- [Access Management Program Study](#): A study was completed in 2010 to assess the impact and effectiveness of the state's Access Management program. It was determined that the program should continue and more than 35 access management plans have been completed since 2002, which are also consistent with the goals outlined in the MITP. These plans help guide MDOT, local municipalities, and developers in locating future access points and provide local municipalities with direction for new (or updated) ordinances.
- [Context Sensitive Solutions \(CSS\)](#): MDOT's CSS policy was adopted by the State Transportation Commission in 2005. Since then, MDOT has provided or sponsored training in the CSS approach to project development for more than 1,000 staff, consultants, and local government officials. MDOT also has revised its project scoping manual to include a section on the policy and also references the [CSS Guidance Document for Stakeholder Engagement](#), released in 2009. In 2011, MDOT was awarded national recognition by FHWA for its CSS program. MDOT is currently working on new documentation to assist staff and stakeholders with implementing CSS. This activity addresses three goals of the MITP: System Improvement, Efficient and Effective Operations, and Safety and Security.
- [Complete Streets](#): Complete Streets legislation signed on Aug. 1, 2010 outlines new project planning and coordination responsibilities for cities, counties and state transportation agencies across the state. Michigan leads the nation in the number of communities that have enacted Complete Streets policies. The State Transportation Commission (STC) approved a Complete Streets policy on July 26, 2012. The [Complete Streets Policy](#) is designed to improve mobility and access for all legal users of the roadways under MDOT's jurisdiction, and applies to projects undertaken or permitted in MDOT right of way.



Encourage Context Sensitive Solutions

MDOT solicits dialogue with local governments, road commissions, industry groups, land use advocates, and state agencies early in a project's planning phase. A cooperative spirit and an awareness of community interests help achieve the ultimate goal-projects that fit their surroundings while effectively serving transportation needs.

Avoid, Minimize or Mitigate for Adverse Impacts

MDOT works closely with federal, state and local agencies and the twelve federally-recognized Tribes throughout the corridor and project planning processes to ensure appropriate stewardship and preservation of Michigan's cultural and natural resources.

Identify Appropriate Funding

A new problem has manifested itself over the last several years, due in part to recent declines in state transportation revenue as a result of the decline in Vehicle Miles Traveled (VMT). For the first time in history, MDOT has experienced difficulty in matching all available federal transportation funds. The *2030 MITP* outlined the fact that MDOT receives insufficient revenue to sustain existing pavements at the goal of 95 percent "good or fair" condition on the freeway system and 85 percent "good or fair" condition on the non-freeway system. The estimated transportation needs over the 24-year period covered by the *2035 MITP* is \$95.6 billion (2012 dollars) and the forecasted revenue receipts over that same period is expected to result in a shortfall of \$66.7 billion (2012 dollars).

Since the [Governor's Special Message to the Legislature on Transportation and Infrastructure](#), the legislature has begun to take up bills with adjustments to road-user fees, the first substantial revision to Michigan's transportation funding formula since 1951, regional bus rapid transit agencies, improved safety and financial practices, and county- and regional-option revenues for roads and transit. As of the date of this Plan revision, no action has been taken. Substantial changes are needed to Michigan's structure of road-user fees and taxes if the goals of this plan are to be achieved. Unless transportation revenues are adjusted to compensate for inflation, it will not even be possible to prevent deterioration of the system due to accumulated deferred maintenance that must be addressed.



CONCLUSION

The *2035 MITP* is more than just an extension of the planning horizon for the state long-range transportation plan; it is the overarching document under which MDOT's programs and projects take shape. In accordance with federal and state regulations and MDOT procedures, an outreach program was designed and implemented to encourage participation from stakeholders and the public throughout the revision process. MDOT utilized the input, opinions, and suggestions obtained through this process to develop this Plan. Comments received from stakeholders, tribal governments, resource agencies and the public on this revision will be carried forward into the next full update. The *2035 MI Transportation Plan* is a reaffirmation of the vision, goals, objectives, strategies, focus on Corridors of Highest Significance, and decision principles guiding program development of the *2030 MITP* plan. The new *2035 MITP White Papers* supplement the technical reports and other supporting reports previously developed for the *2030 MITP*.

The vast majority of Michigan residents continue to support the components of the MI Transportation Plan:

- The percentage of respondents from the latest survey who say the vision is "Very" important has increased in the past four years from 62 to 66 percent.
- The Preferred Public Vision is a transportation system that is oriented toward choices, access, integration, and regional sensitivity. The public views transportation as fundamental to economic development and quality of life in Michigan.
- Since the adoption of the *2030 MITP*, on-going efforts are being made to seek out new revenues to support the vision of the *MI Transportation Plan*.

Tribal governments have reaffirmed their emphasis on the six common transportation issues and expectations they identified in the 2006 round of long-range plan consultations, as listed in the 2007 *Government-to-Government Consultation with Native American Tribes* report: developing funding and partnering arrangements; economic development; safe and quality transportation system; pedestrian safety; access to rural transit; and land use and cultural preservation.

Stakeholders also reaffirmed their previous emphasis areas. When asked, "Which of the following should receive the highest priority to best serve your community?" The number one response was to "maintain/preserve the existing transportation system". Enhanced multi-modal connections as well as better system reliability and predictability are prime issues for freight stakeholders. The need for MDOT to improve coordination and collaboration efforts with both the public and private sectors beyond individual project development was also cited as an area that would benefit from improvement.



Other public and stakeholder priorities include:

- Better integration of transit services into the transportation system
- Incorporation of freight needs into the transportation system
- Support regions and Metropolitan Planning Organization's by providing adequate funding and staff

An efficient and well-maintained transportation system provides the backbone for all economic activity. In recent years, study after study has addressed the importance of transportation to the economy. MDOT annually reports on the number of jobs supported and contributions to Michigan's economy from investments made statewide. More than the number of jobs directly supported by transportation dollars spent, is the range of jobs supported from transportation investment that radiate out into the community, resulting in a variety of economic opportunities. For example, every job directly supported or created in the construction industry supports additional jobs in supplier industries, such as accounting, office supplies, and manufacturing of equipment and materials. Additional employment sectors benefit when workers spend their wages. Different investments have different impacts. These impacts cannot be realized without continued investment in transportation infrastructure and services.

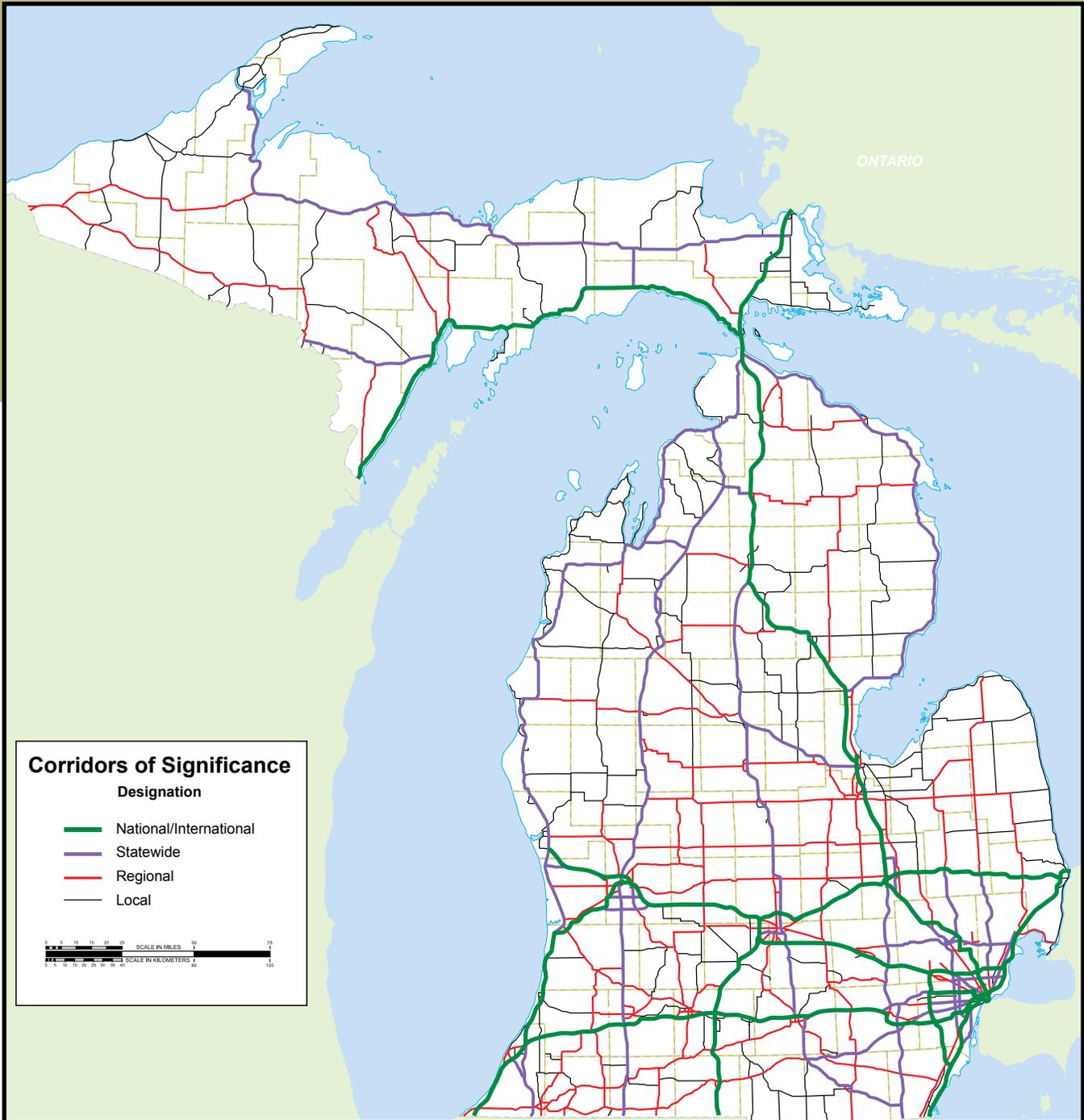
Today, more than ever, the *2035 MI Transportation Plan* provides the context for Michigan's transportation vision which seeks a diverse set of transportation choices benefitting Michigan's quality of life and economic growth. The vision provides strategic direction for the investment of limited dollars to achieve system integration and performance. The 2035 revision has ensured that the MI Transportation Plan remains current and relevant, so it can continue to provide future direction to Michigan's transportation professionals and the public. MDOT will continue to strategically invest in the elements that have the most potential to address the needs of the public while enhancing the system for all users.

"From the beginning, MDOT set out to produce a long-range plan revision that would build upon the vision for an intelligent, inclusive, integrated, and international transportation system that is socially, environmentally, and economically responsible. The process offered 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 future of transportation in Michigan."

Michigan Department of
Transportation (MDOT)

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CORRIDORS OF SIGNIFICANCE



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