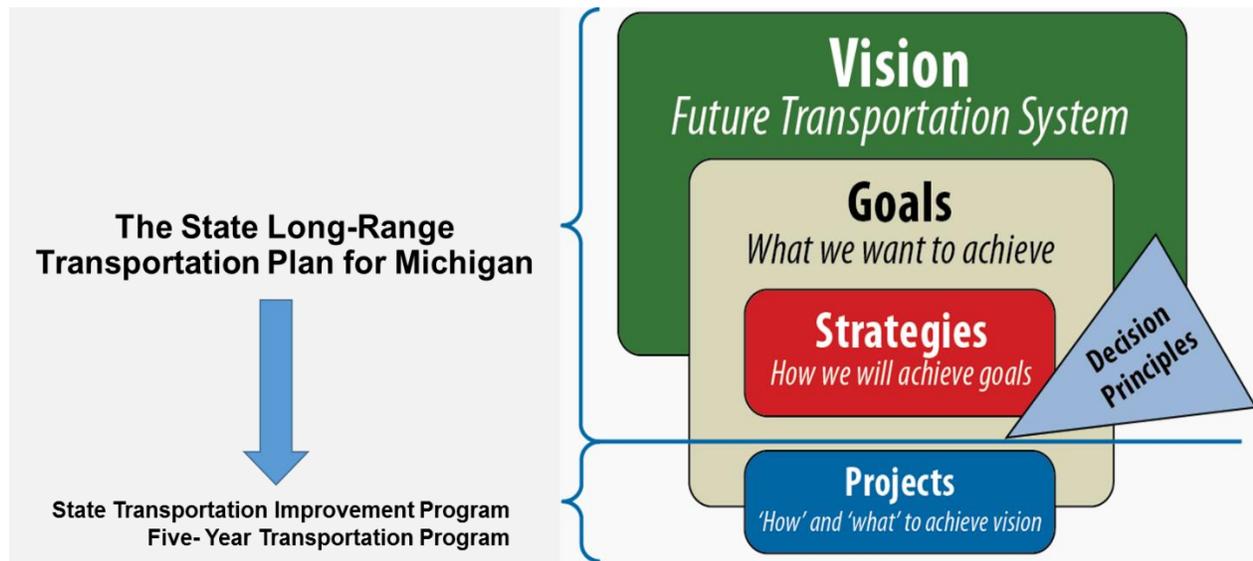


Vision for an Integrated Transportation System

2040 MI Transportation Plan Vision Statement

“Michigan's 2040 transportation system is a safe, efficient, resilient and integrated multimodal system and serves as the foundation of the state's economic vitality and quality of life and support for its residents. Transportation providers throughout the state will work together to address the system's diverse needs. The entire system will be maintained, preserved and protected as one of the state's most important physical assets.”



Background

A vision identifies goals, provides direction for future activities, and motivates people. The [Preferred Vision for an Integrated Transportation System](#) describes the transportation future that will provide the greatest benefit to Michigan in terms of economic opportunity and quality of life.

In 2005, the Michigan Department of Transportation (MDOT) developed its 2030 State Long-Range Transportation Plan, the [MI Transportation Plan](#) (MITP). As part of that process, a preferred vision for transportation was developed through consultation with stakeholders, an economic advisory group, and members of the public. The visioning process included the use of scenario planning around different potential futures: high oil prices, agriculture-focused economy, and system modernization. Stakeholders and the public examined which transportation strategies would be used in each of these cases and found that maintaining the transportation assets or infrastructure is a common strategy that is necessary in every case. This helped the planners to identify asset management as a priority investment area.

Although some things have changed dramatically since 2005 when stakeholders and the public worked with MDOT to craft the vision for transportation, the result of their efforts still resonates.

The transportation system outlined in the 2040 Vision will provide widespread access and modal choice throughout the state. It will incorporate nonmotorized choices. Capacity improvements will be needed, but the first priority will be on making efficiency and operational improvements (technological and/or physical) that will improve mobility and access. Safety will be a primary goal for the entire system and all its users, and it will be addressed as each improvement is planned and implemented. Personal and system-wide security will be enhanced, including border security. System integration will be achieved for both passenger and freight movements through improvements in modal services and effective intermodal connections.

The vision for an integrated transportation system will go beyond the transportation system network to include integration with land use, economic, and environmental systems. Transportation solutions will be planned and implemented to be regionally sensitive, sustainable, and energy efficient. Infrastructure improvements will be tailored to the local community and natural setting, and will be planned cooperatively so that customers and partners are satisfied with the final outcome. The need for freight and passenger movement will be balanced and the system will accommodate both without compromising goals for safety or economic competitiveness.

Transportation financing will be diversified to include new methods and techniques, but public funds will remain dedicated to transportation purposes. Funding will be flexible, so that money can be allocated to meet the highest priority user needs.

Organizationally, MDOT will be an open and flexible organization. It will be responsive to customer needs and will have a transparent, accountable decision-making process. MDOT will be a proactive and adaptable organization with the capability to identify and respond to change as needed.

MDOT will embrace technology internally and engage in technological development externally. Innovation will permeate MDOT so that the department will use innovation in every aspect of “what we build and how we build it” and every service that is provided.

The Preferred Vision was the foundation for the 2030 MITP. The MITP technical reports describe the separate programs and infrastructure assets that make up the system, but the plan itself presents those different aspects of the transportation system in an integrated manner.

The 2035 and 2040 MITP revisions reaffirm the policy framework of the 2030 MITP, as well as re-adopted the vision, goals, objectives, strategies, focus on Corridors of Highest Significance, and decision principles guiding program development.

Continued Support for Goals and Vision

Since the MITP was adopted, MDOT has monitored the attitudes and perceptions of the public. Surveys have been conducted, with the last being completed in August 2015. MDOT's [2015 Attitudes & Perceptions of Transportation](#) (A&P) survey found that the vast majority of Michigan residents continue to support the components of the MITP.

The A&P survey outlined the various goals in MDOT's long-range vision for an integrated transportation system in Michigan. Residents were asked about these goals in 2011, and at that time reaffirmed the need for the long-range vision that had been developed five years earlier. The 2015 survey did the same thing. Although the importance assigned to each of the eight goals is a little less than it was in 2011, very solid majorities continue to see a need for improvement for the goals individually and as a group. In addition, Michigan residents are quite divided over which goal is the most important, suggesting that the variety of goals are necessary for a comprehensive vision for the entire state.¹

A very solid majority reconfirm the importance of the vision goals:

- Preserve the physical quality and condition of the present transportation system.
- Ensure that the environment is protected and public resources are used in a responsible manner.
- Continue to build, maintain, and operate the safest transportation system possible.
- Reduce the vulnerability of transportation facilities and their users to terrorist attacks, natural disasters and other risks.
- Modernize, expand, and connect the system to support economic growth and better facilitate the movement of goods, people, and services.
- Make the transportation system physically and economically accessible to all residents of Michigan.
- Make the transportation system and its services more efficient and effective to get the greatest possible performance from Michigan's existing transportation assets and future system improvements.
- Expand MDOT's coordination and collaboration with both the public and private sector.

The strength of this vision is underscored by a follow-up question on how important, when taken all together, are the eight goals to the future of transportation in Michigan. 74 percent say the vision is very important and 94 percent say it is at least somewhat important.

Values

Values of a preferred transportation system and the characteristics of such a system are also defined. The following list of values are based on consultation with stakeholders, and members of the public, including responses from the 2015 A&P survey.

¹ Excerpts from the MDOT 2015 Attitudes and Perceptions of Transportation in Michigan, Final Report, September 2015. This and other Attitudes and Perceptions reports may be found at www.michigan.gov/slrp.

- **Choice:** The transportation system in 2040 will respond to the public's demand for more transit and non-motorized choices.
- **Efficiency:** A more efficient system will provide better public access and mobility. This will be a higher priority than building a larger system.
- **Safety:** Continue to build, maintain, and operate the safest transportation system as possible for all modes.
- **Security:** Reduce the vulnerability of transportation facilities and their users to terrorist attacks, natural disasters and other risks, including border security.
- **Integration:** Different modes of transportation (road, rail, air, nonmotorized, and marine) will be better connected and accessible, and will work more effectively together to facilitate the movement of goods, people and services.
- **Innovation:** MDOT will embrace technology, and will pursue innovation in every aspect of "what we build and how we build it" and every service provided. MDOT will continue to expand collaboration with both the public and private sectors.
- **Funding:** Transportation financing will become more diversified, but still rely primarily on public funds. Flexible funding will allow money to be allocated to the highest priority user needs.
- **Balance:** The need for freight and passenger movement will be balanced. The system will accommodate both without compromising safety or economic competitiveness.
- **Performance:** Support the continued development of performance-based planning to make the most efficient and effective use of available funding and meet federal requirements.
- **Stewardship:** Preserve transportation system investments, protect the environment, and utilize public resources in a responsible manner.

Michigan's Future Surface Transportation System

The preferred vision is one of a fully integrated transportation system. This includes new technologies and innovations. Today's evolving technology will transform the way transportation agencies deliver services to meet the ever-changing needs of 21st century mobility. Connected and autonomous vehicles, safety applications, and other innovations have the potential to change the way MDOT designs the infrastructure, how the department operates roads and transit systems, how transportation impacts the landscape, and how vehicles interact with their environment, including bicyclists and pedestrians.



New technologies have implications for planning the future transportation system, but technology is just one of a host of factors that will affect the functional requirements of the state's infrastructure. Transportation in the future will be driven by changing population distribution patterns and economic activity, as well as technology and innovation. Transportation needs vary considerably across the state and planning for the future requires striking a balance. MDOT has an important role to play to ensure that planning for the state's transportation system allows for the best response to changes in technology, as well as demographics, land use, and other factors.

Conclusion

The MI Transportation Plan is a corridor-based policy plan, whose strategies and actions are general (as opposed to project-specific or region-specific) and can remain relevant over time. This holds true even if unanticipated changes occur or if the planning horizon changes.

The Plan Vision incorporates core values, principles, and the characteristics of the preferred transportation system. The Plan Vision also points out actions to be taken to satisfy the future needs in transportation. The MI Transportation plan sets forth the decision principles necessary to advance the vision and move Michigan forward in a sustainable way that recognizes limited resources.