

State Transportation Commission

August 24, 2006

Director Kirk T. Steudle, P.E.

Michigan Department of Transportation

Overview

- ✓ **Local Jobs Today Update**
- ✓ **Blue Water Bridge**
- ✓ **MI Transportation Plan**

Local Jobs Today

✓ **State Local Match**

- Total - \$46,641,760

✓ **Jobs Today Match**

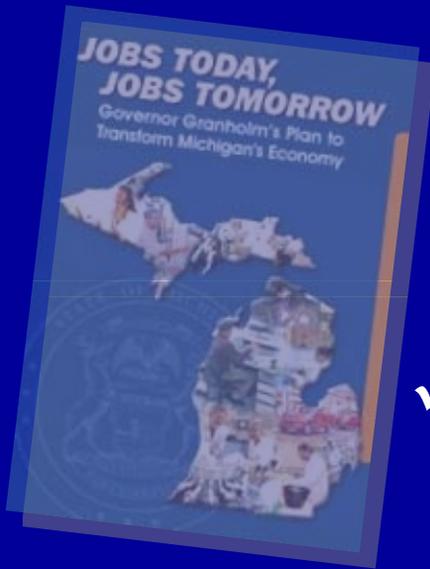
MML & CRAM

- FY 2006 - \$ 7,623,724
- FY 2007 - \$39,018,037
- Total - \$46,641,760

✓ **Project cost**

MML & CRAM

- FY 2006 - \$ 43,458,326
- FY 2007 - \$251,026,600
- Total - \$294,484,926



Local Jobs Today

✓ Projects approved

CRAM & MML

- FY 2006 – 60
- FY 2007 – 138
- Total - 198

✓ HPP projects

- 55 projects approved
- Total HPP jobs today match
—\$26,322,795
- Total HPP project cost
—\$157,828,071





**Blue Water Bridge
Plaza Study
St. Clair County, Michigan**

Current Plaza Alternatives

- ✓ **No-Build**
- ✓ **Alternative 2 – Expands existing plaza from 18 to 90 acres in the city of Port Huron.**
- ✓ **Alternative 3 – Relocates existing plaza to P.H. Township, off of I-94, on a 120 acre undeveloped site.**
- ✓ **Alternative 4 – Incorporates new CBP requirements**

Alternative 2: Key Features

- ✓ 95 acres at existing site
- ✓ Plaza mostly at street level
- ✓ Relocation of Pine Grove Avenue to 10th Street, east of existing plaza
- ✓ 9-lane Black River Bridge
- ✓ Rebuilt Water Street Interchange



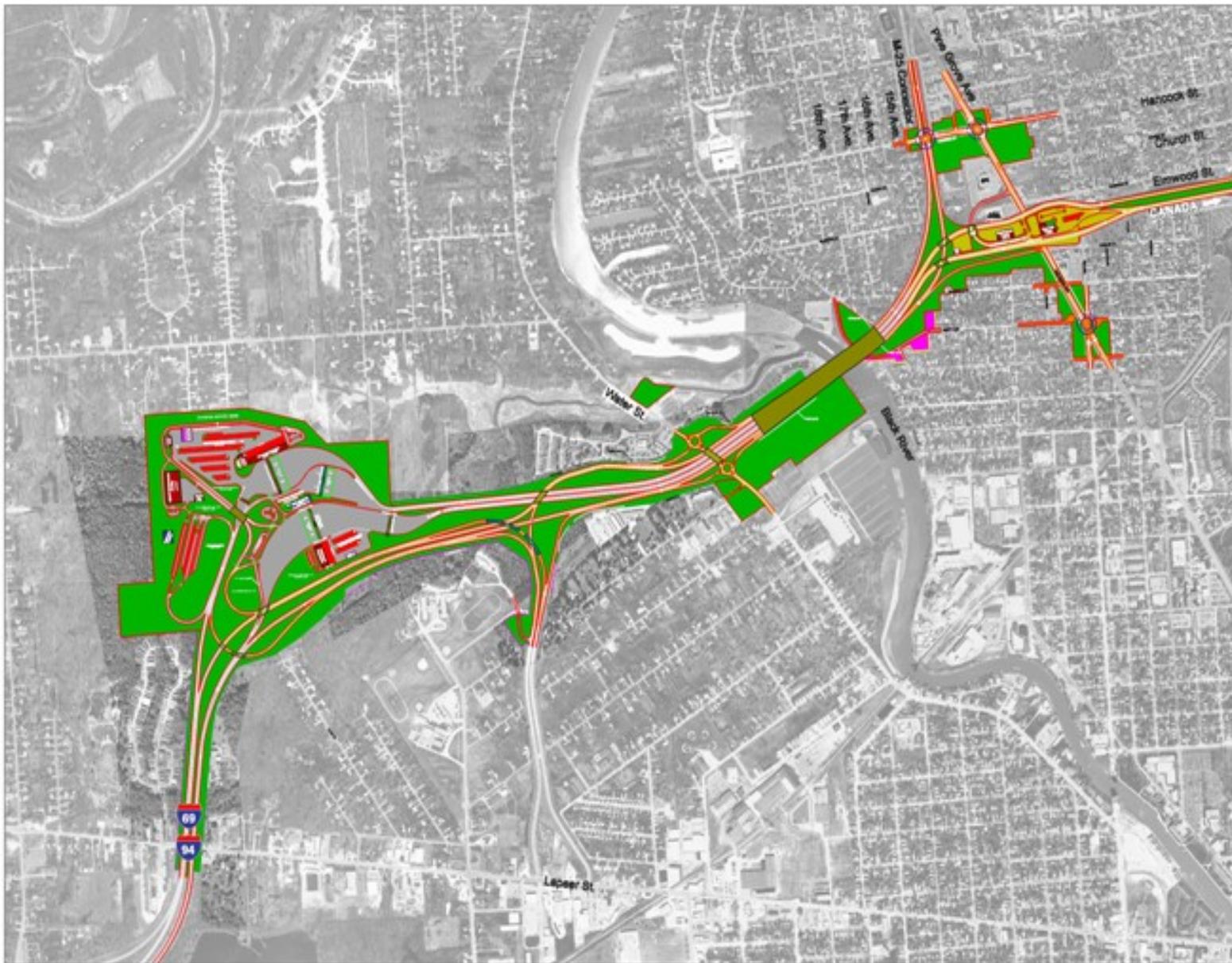
Practical Alternative 2 Blue Water Bridge Plaza Study

LEGEND	
	Ring or Elevated Section
	At Grade
	Impacted Parcels
	Roundabouts are a Consideration



Alternative 3: Key Features

- ✓ 153 acre plaza in Port Huron Township
- ✓ No local plaza access at Pine Grove Ave.
- ✓ Secured corridor
- ✓ Service roads for local traffic along secured corridor
- ✓ 10-Lane Black River Bridge
- ✓ Rebuilt Water Street and Lapeer Connector Interchanges



LEGEND

- Additional Parcel Takes
- Rising or Elevated Sections
- At Grade
- Impacted Parcels
- New Connector Road
- Roundabouts are a Consideration



Practical Alternative 3

Blue Water Bridge Plaza Study

I-94/96 as Dedicated Secure Road
With Parallel M-25 Connector Road



Alternative 4: Key Features

- ✓ Expands existing site to 70 acres (20 less than Alt. 2)
- ✓ Plaza at grade plaza
- ✓ Pine Grove Avenue relocated west of the plaza
- ✓ Community impact analysis underway
- ✓ Cost to be determined

Washington D. C. Meeting

July 26, 2006

✓ Purpose of the meeting

- Clear up misconceptions concerning selection of the preferred alternative and project schedule
- Present MDOT Project Acceleration Strategy
- Review roles and responsibilities of Federal/State Partnership
- Enlist support of Michigan delegation to move project forward

✓ Meeting Attendees

- Senator Levin, Senator Stabenow, Representative Miller's Staff
- MDOT/CBP/GSA/FHWA

✓ Results:

- Support from delegation to assist MDOT
- Clarification of the NEPA process and its impact on study completion
- Commitment from Federal cooperating agencies to move forward

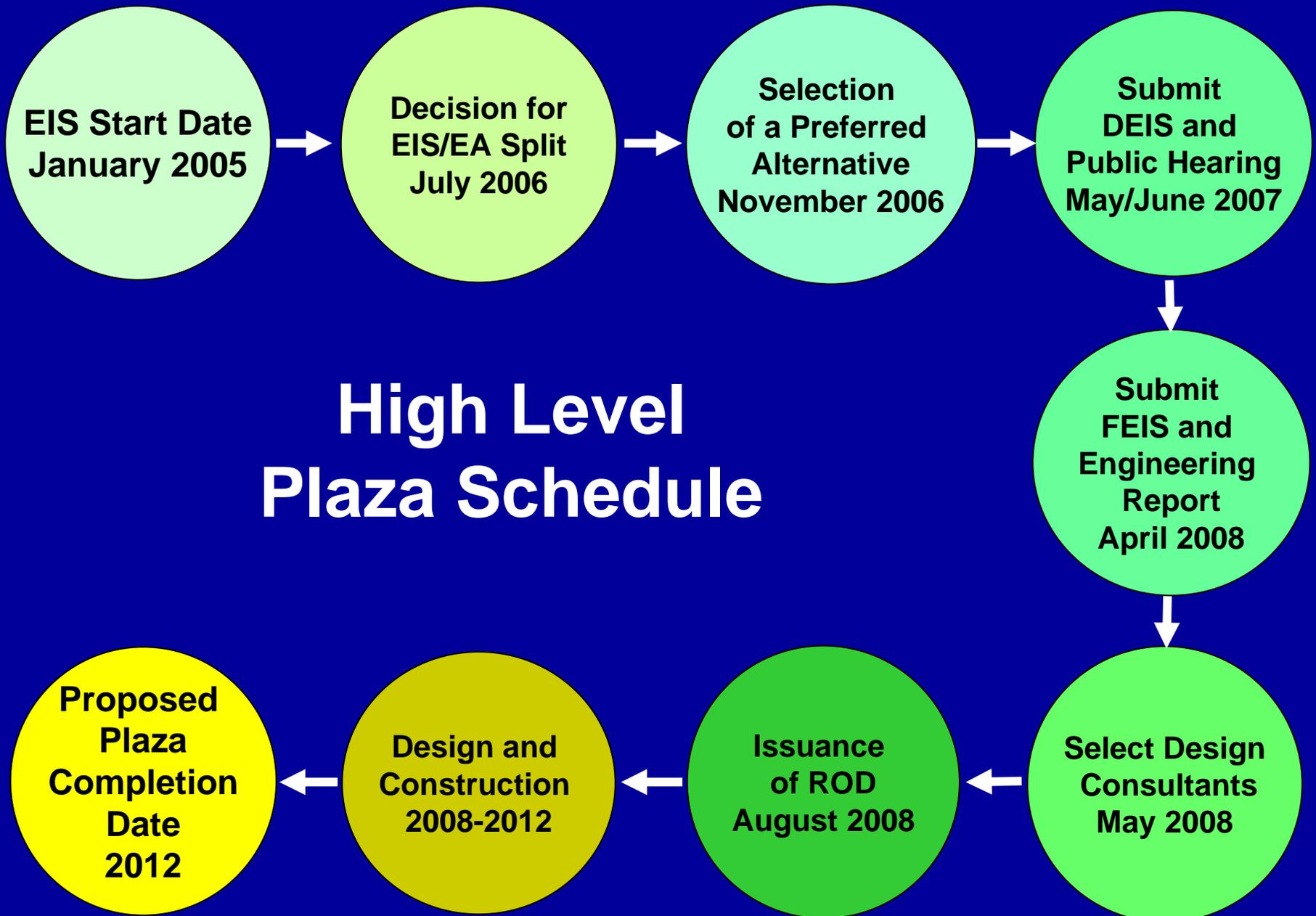
Project Acceleration Strategy

Key Features

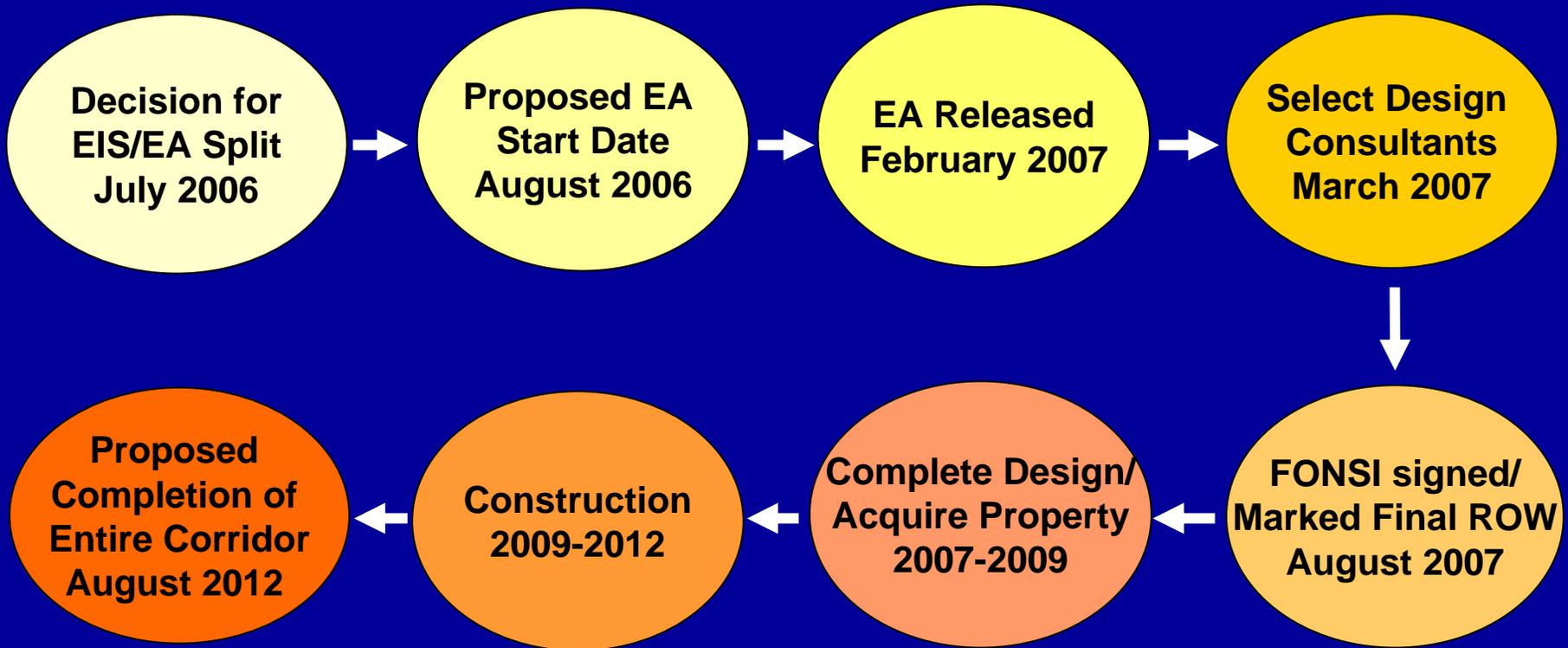
Benefit: Reduce Project Delivery by 2 years.

- ✓ **Split the current EIS into:**
 - **EA for Black River Bridge/I-94 improvements**
 - **EIS for Plaza Construction**
 - **Major benefit: Enables MDOT to replace Black River Bridge sooner.**
- ✓ **Early acquisition of property voluntarily available using federal-aid funds. Needs FHWA approval.**
- ✓ **Hire design and/or design-build teams prior to completion of environmental clearance. Needs FHWA approval.**

High Level Plaza Schedule



High Level Black River Bridge/I-94 Corridor Schedule



Blue Water Bridge Plaza Study

Misconceptions vs. Facts

✓ Misconception:

- Plaza costs are skyrocketing because of MDOT delays and mismanagement

✓ Facts:

- Costs have risen significantly because border inspection agencies have increased their space requirements from 30 to 90 acres
- Increase in plaza size has impacted I-94, Black River Bridge, Water Street Interchange, and Pine Grove Avenue, the costs of which have been added to the project.

Blue Water Bridge Plaza Study Misconceptions vs. Facts

✓ Misconception:

- **The study has encountered numerous delays because of MDOT mismanagement.**

✓ Fact:

- **Changing border agency needs and requirements over the course of the study have resulted in additional environmental analysis and forced MDOT to upgrade the original Environmental Assessment to an Environmental Impact Statement, that requires much more in depth study of environmental and human impacts.**

Blue Water Bridge Plaza Study

Misconceptions vs. Facts

✓ Misconception:

- MDOT supports an alternative that is opposed by U.S. Customs and Border Protection (CPB).

✓ Fact:

- MDOT does not have a preferred alternative but is bound by NEPA to study all practical alternatives, including a new alternative provided by CBP, June 2006.

Blue Water Bridge Plaza Study

Misconceptions vs. Facts

✓ Misconception:

- MDOT has held too many public meetings without telling the community where the plaza will be located.

✓ Fact:

- All public meetings that have been held in Port Huron are part of MDOT's public involvement that is required to meet NEPA requirements, including recent Values and Visioning workshops that are critical to designing a plaza that fits within the community's long-term master plan.

Blue Water Bridge Plaza Study

Misconceptions vs. Facts

✓ Misconception:

- MDOT is misspending the \$43 million in earmarks secured by the Congressional delegation in SAFETEA-LU

✓ Fact:

- MDOT has not used any of the earmark funds to-date because FHWA prohibits the use of these funds until the project is cleared environmentally.
- Study funds have come from traditional FHWA formula-funded project categories.

Next Steps

- ✓ **Expand communication efforts in community**
- ✓ **Open Port Huron project office- fall**
- ✓ **Expand available information on project web site.**
- ✓ **Announce MDOT preferred alternative – November, 2006**



MI Transportation Plan



What is MI Transportation Plan?

- ✓ **The State Long Range Transportation Plan**
- ✓ **Covers a 25-year planning period:
2005-2030**
- ✓ **Will be completed May 2007**

MI Transportation Plan *will Include -*

- ✓ **Goals and objectives**
- ✓ **Strategies**
- ✓ **Policy recommendations**



MI Transportation Plan *will* -

- ✓ **Present Michigan's transportation vision for 2030**
- ✓ **Build on our existing plan**
- ✓ **Build on the work from the 2003 & 2004 Transportation Summits**

Overview

Where We Are to Date

- ✓ Draft *Preferred Public Vision* has been completed
- ✓ Second round of public participation completed
- ✓ All Technical Reports are underway
- ✓ Goals and Objectives are being developed based on what we've heard so far
- ✓ Corridors are being defined
- ✓ Economic analysis is underway



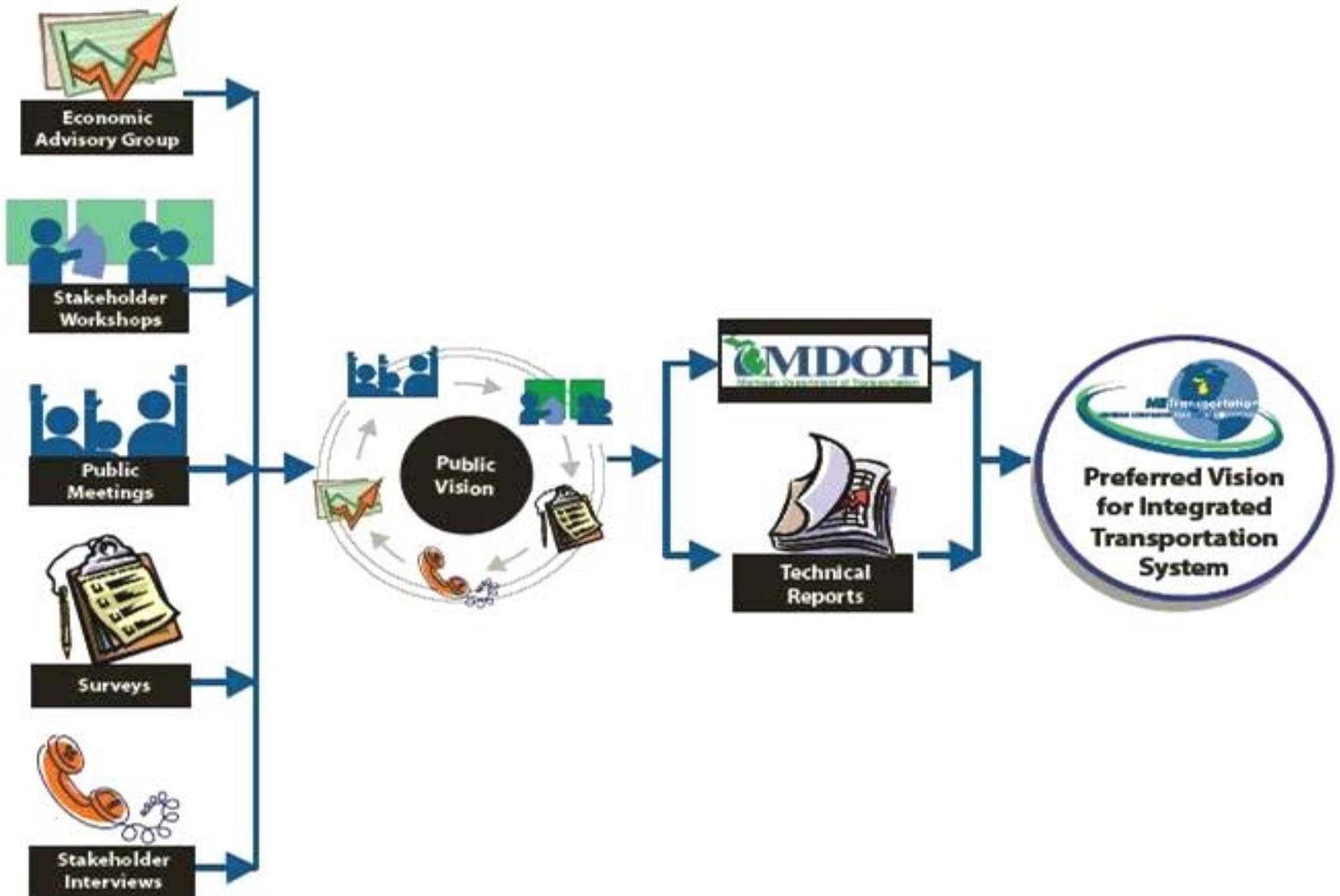


Preferred Public Vision for 2030

**Will serve as the backbone and
VISION for MI Transportation Plan**

**Incorporates core values, principles,
and the characteristics of a preferred
transportation system**

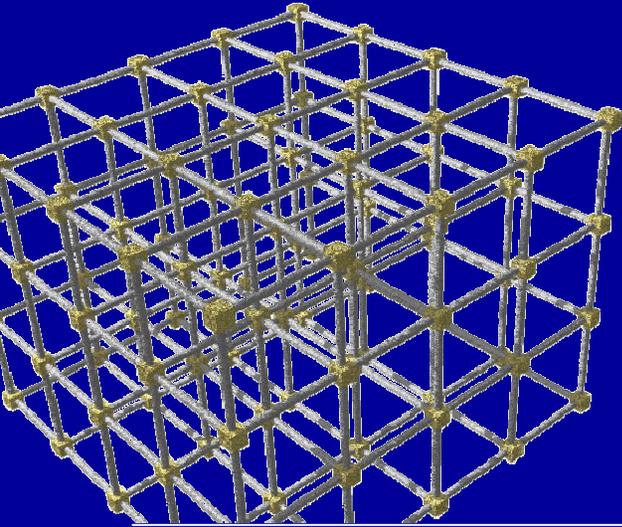
Path to the Preferred Vision



Participation is the Key to Success

- ✓ MDOT is working with the Library of Michigan, regional library cooperatives, and local libraries to further involve the public
- ✓ Director Kirk Steudle and State Librarian Nancy R. Robertson jointly announced the partnering to help set the direction for transportation decisions and investments through 2030.

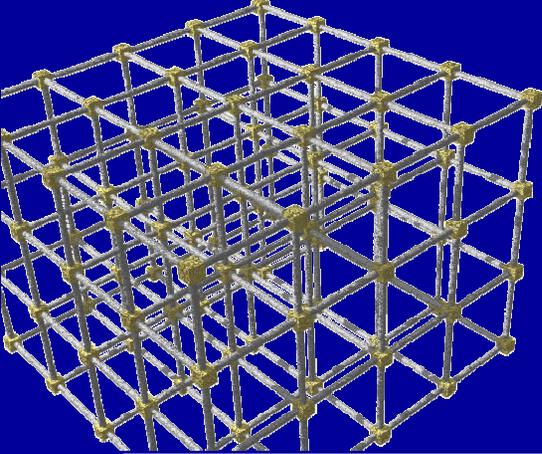




Outcome of the Visioning Process

**Documented vision
“Preferred Vision for an
Integrated Transportation System”**

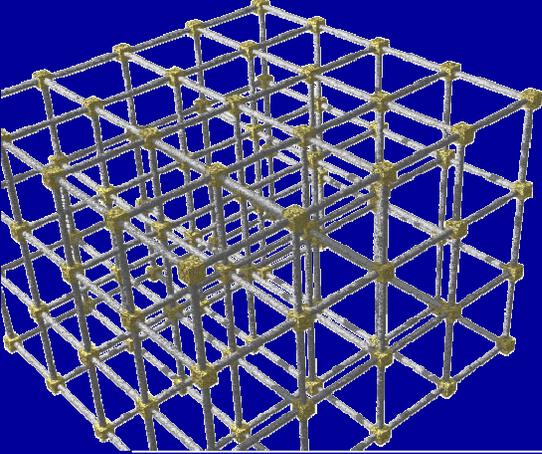
**Framework for all future
work and outreach activities**



Outcome of the Visioning Process *Values*

- ✓ Choices, access, integration, equity
- ✓ Innovative, sustainable, environmentally sound, energy efficient
- ✓ Fundamental to economic vitality and quality of life





Outcome of the Visioning Process

Characteristics

- ✓ Transit and pedestrian options
- ✓ High-speed intercity travel options
- ✓ Improved and separated freight systems



Outcome of the Visioning Process *Characteristics*

- ✓ Well maintained and improved highway corridors, roads
- ✓ Being a leader for a new transportation era
- ✓ New approaches to transportation funding



Key Element Technical Reports



✓ 17 overall

✓ TRs Web Published:

- Travel Characteristics
- Socioeconomic
- Highway Safety
- Security

Key Element Borders & Corridors



- ✓ **Borders analysis complete**
- ✓ **Corridors of Highest Significance**
- ✓ **Activity center approach**
- ✓ **Multimodal**

Key Element Performance Measures



- ✓ **Goals, Objectives, PM Process**
- ✓ **Goal Areas being identified**
- ✓ **Objectives described in 3 categories:**
 - **Integration**
 - **Economic Benefit**
 - **Quality of Life**
- ✓ **Measurement areas under each objective**

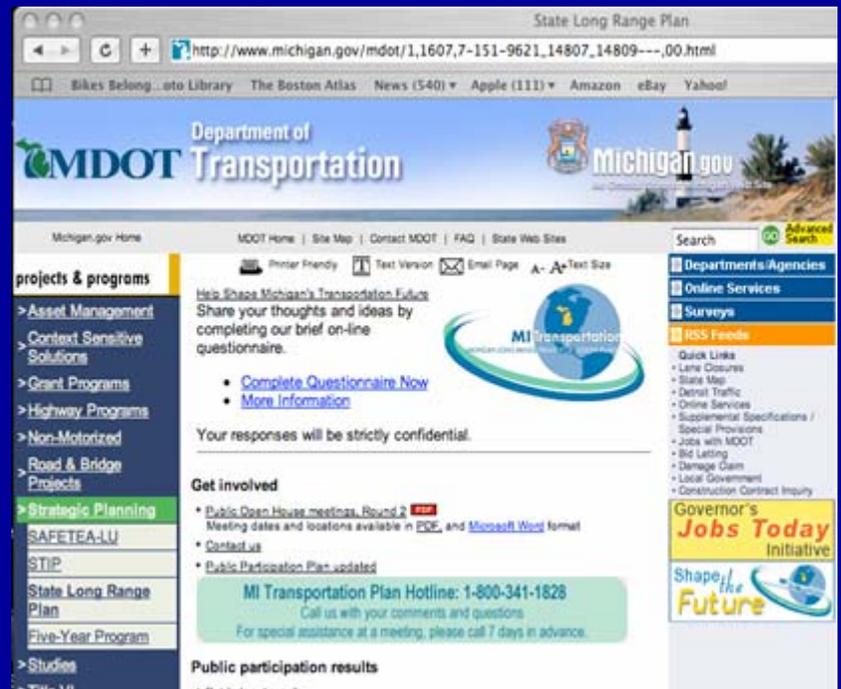
Upcoming Schedule

- ✓ **Library outreach/Web questionnaire** *Fall/Spring 2006*
- ✓ **Second household participation study**
September 15–November 10, 2006
- ✓ **EAG and stakeholder workshops** *November 28–December 1, 2006*
- ✓ **Draft plan document**
November 28–December 1, 2006
- ✓ **Plan document**
May 1, 2007



MI Transportation Plan Participation Tools

- ✓ Web site
www.michigan.gov/slrp
- ✓ Dial our Hotline
1-800-341-1828
- ✓ Online form for comments provided by CommentWorks



Thank You



Susan Gorski

MDOT Project Manager, MI Transportation Plan