

Please submit comments to Kyle Haller, MDOT state long-range transportation specialist, at [MDOT-MichiganMobility@Michigan.gov](mailto:MDOT-MichiganMobility@Michigan.gov) or 517-599-9782.

# MM2050 PUBLIC PARTICIPATION and PARTNER ENGAGEMENT PLAN

## Contents

INTRODUCTION.....	2
About the Public Participation Process.....	2
Reaffirming the Plan .....	2
Steps to Reaffirm MM2045 through MM2050 .....	3
PUBLIC PARTICIPATION OVERVIEW .....	3
Public Participation .....	3
Public Participation and Partner Engagement Plan (PPP) Timeline .....	4
Public Involvement Milestones .....	4
ENGAGEMENT STRATEGIES.....	5
Attitudes and Perceptions Survey .....	5
State of Michigan Website .....	5
Webinars.....	6
Public Meetings.....	6
TRIBAL GOVERNMENT PARTNERSHIP .....	7
PARTNER ENGAGEMENT STRATEGIES.....	7
STATE FREIGHT PLAN AND STATE RAIL PLAN ENGAGEMENT .....	8
State Freight Plan Requirements .....	10
State Rail Plan Requirements .....	11
PUBLIC AND PARTNER EFFECTIVENESS .....	11
NONDISCRIMINATION AND ACCESSIBILITY .....	12
Nondiscrimination Statute Compliance.....	12
Americans With Disabilities Act (ADA) .....	12
CONTACT INFORMATION .....	13

# INTRODUCTION

Michigan Mobility 2045 ([MM2045](#)), the current State Long-Range Transportation Plan (SLRTP), is being updated and reaffirmed by the Michigan Department of Transportation (MDOT). Approved by the State Transportation Commission (STC), this policy document identifies overarching goals and objectives for Michigan's transportation program and sets the priority by which prospective projects are approved. The SLRTP lays out the state's long-term vision, strategic direction and priorities for transportation over the next 25 years. These priorities are translated into projects and planned out for the near-term in the State Transportation Improvement Program (STIP). All projects listed in the STIP contribute to achieving one or more of the objectives stated in the SLRTP.

The SLRTP reaffirmation process will maintain the policies and strategies adopted in MM2045. Current data and projections will be utilized to extend its 25-year planning horizon to 2050. This Public Participation and Partner Engagement Plan (PPP) highlights the important role the public plays in the long-range planning process and indicates the specific opportunities and methods during development for getting involved in the process.

## About the Public Participation Process

It is important for everyone who wishes to have a voice in reaffirming the long-term strategies and vision that is the foundation of MM2050. The quality of life and economic vitality of Michigan is linked to a robust transportation system. With broad and diverse public input, it is important to establish a defined and integrated [mission and vision](#) of Michigan's transportation system. This will reinforce and help further shape MDOT's vision to provide people with a safe, future-driven, interconnected multimodal transportation network that ensures equitable options.

This PPP documents how the public can be involved at key decision points in the development of the SLRTP. Through targeted webinars, white paper reviews, public and virtual meetings, web updates, and 24/7 online comment forms, everyone wishing to engage in the process will have ample opportunity to play a role.

## Reaffirming the Plan

Federal transportation regulations, specifically 23 CFR Part 450, require that state long-range transportation plans maintain a minimum 20-year planning horizon. The current long-range plan, MM2045, was adopted by the State Transportation Commission (STC) on Nov. 4, 2021, and extends to 2045. MM2045 was approved shortly before the enactment of the current federal transportation legislation, the Bipartisan Infrastructure Law (BIL), enacted on Nov. 15, 2021. MM2045 was developed under the previous federal transportation legislation, the Fixing America's Surface Transportation (FAST) Act, enacted on Dec. 4, 2015. MM2045 was amended to conform to BIL in accordance with Federal Highway Administration (FHWA) guidance by incorporating minimal updates to the structure of MM2045. Therefore, reaffirming MM2045 for MM2050 will continue to meet federal requirements to maintain compliance with BIL. BIL will

remain active through Fiscal Year 2026, when it will either likely be extended or replaced with new legislation. As with MM2045, MDOT will make amendments as necessary to MM2050 to comply with any new federal requirements if new legislation is enacted.

## Steps to Reaffirm MM2045 through MM2050

MDOT will review the current plan (MM2045) and re-evaluate its assumptions.

- Adjust the plan, if necessary, to meet evolving federal requirements.
- Extend the current plan by five years, projecting it out to 2050.
- Extending the plan will maintain a 20-year planning horizon and align with metropolitan planning organizations' (MPOs) long-range plans.
- MM2050 will maintain objectives and strategies of the original plan while incorporating updates to reflect how Michigan's transportation has changed in the last five years.
- Establishment of early and continuous public involvement opportunities that provide timely information about transportation issues and decision-making processes to citizens, affected public agencies, key partner groups and tribal governments.
- Use the Internet and social media to make information accessible to the public.

## PUBLIC PARTICIPATION OVERVIEW

### Public Participation

A variety of tools and strategies will be used to bring awareness of the plan to the public and MDOT partners, obtain input on topics and issues, and gather feedback on the draft plans. All public involvement pertaining to the MM2050 reaffirmation will be in accordance with federal regulations found in 23 CFR 450.210.

- All notices will be made at least 15 days prior to the scheduled event.
- MDOT will use its website, GovDelivery emailing lists and social media accounts for notification.
- The project team will pay special attention to identifying and involving the underserved, minority, and low-income population by: 1) holding public meetings at convenient and accessible locations and times; 2) making materials available in alternative formats and languages upon request; and 3) providing translators where there is an identified need.
- Comments can be submitted 24/7 during designated comment periods to Kyle Haller via email, U.S. mail, phone, Microsoft Forms Survey, or MDOT's social media accounts. (See contact information section.)

# Public Participation and Partner Engagement Plan (PPP) Timeline

MDOT values the input and opinions on how engagement is practiced for MM2050. This PPP will be posted for a 45-day comment period before any development of the actual state long-range transportation plan is conducted.

- 45-day PPP comment period: June 23, 2025 – August 15, 2025.
- All comments on the PPP will be considered.
- The final version of the PPP will be adopted in August 2025.

## Public Involvement Milestones

Milestone	Timeframe	How to Comment
Public Participation and Public Engagement Plan (PPP)	June 23, 2025 – August 15, 2025, 45-day comment period.	U.S. mail, email, Microsoft Forms Survey, phone, or MDOT social media.
Public Webinars	Times and dates of public webinars will be provided ahead of the meeting.	May comment during live webinar session. All webinars will be recorded and posted to the SLRP webpage. Comments on those recordings can be made using U.S. mail, email, Microsoft Forms Survey, phone, or MDOT social media.
Partnership Virtual Meetings	Times and dates are to be determined.	Attendees may provide comment at public meetings.
Draft Plan 30-Day Comment Period	April - May 2026	U.S. mail, email, Microsoft Forms Survey, phone, or MDOT social media.
Plan Adoption by STC	July 2026	U.S. mail, email, Microsoft Forms Survey, phone, or MDOT social media.

# ENGAGEMENT STRATEGIES

## Attitudes and Perceptions Survey

MDOT has committed to conducting an attitudes and perception (A&P) survey of Michigan residents that provides statistically valid results for the state and each MDOT region. This survey has been conducted approximately every two years and was conducted in tandem with MM2045. The previous iteration of the survey was conducted in 2023. Thus, completing another iteration in 2025, in tandem with MM2050, will add to the public's input for the SLRTP. This iteration of the survey will be conducted during spring and summer 2025, and will seek responses from at least 1,400 state residents.

## State of Michigan Website

MDOT will utilize its MDOT public website to provide important information regarding MM2050. The website will include informational pieces about MM2050 such as embedded videos, news releases, fact sheets, infographics, white papers and reports. In addition, included will be a social media feed, links to social media pages, a Microsoft Forms comment form, a link to an interactive SLRTP, email signups, and a calendar of events. All forms of outreach will be available in multiple formats under Title II of the Americans with Disabilities Act (ADA).

## MM2050 Draft and White Papers

A draft of MM2050 and its accompanying white papers will be available for a 30-day public comment period. The MM2050 draft and white papers will be:

- Posted online at [Michigan.gov/SLRP](https://Michigan.gov/SLRP).
- Available in printed form upon request or for viewing at MDOT region offices or Transportation Service Centers.
- Available for a 30-day comment period (April - May 2026).

All comments will be acknowledged, logged, considered by the team and incorporated into the final plan as appropriate.

## Public Surveys and Comments through Microsoft Forms

MDOT will utilize Microsoft Forms to efficiently collect public comments in a streamlined and accessible format. This tool allows for easy distribution and collection of feedback, ensuring that all participants can contribute their input at their convenience. Microsoft Forms is fully ADA-compliant, providing an accessible platform for individuals with disabilities to participate without barriers. This approach helps reach a broader audience and allows for the gathering of diverse public perspectives in an inclusive manner. The form will be available on the [MM2050 website](#) for the duration of the planning timeline. Social media posts, news releases and public meetings will include links to the website where the public can access the forms and provide comments.

## Webinars

The purpose of the webinars is to provide the public and our partners with an overview of the existing plan. Additionally, MDOT will discuss proposed steps to be undertaken during this reaffirmation. Webinars will:

- Be tailored to specific audiences, such as resource agencies, partnering groups, Native American tribal governments and the public.
- Provide general information about MM2050 and highlights from the various white papers.
- Allow the public to provide input through two-way connections with all participants.
- Will be held during 2025 (weeks to be determined).
- Include notifications at least 15 days prior to the scheduled events distributed through statewide news releases, emails, resource agencies, regional planning agencies and MDOT social media efforts.

Online registration and a link to the webinars will be provided on the MM2050 website at [Michigan.gov/SLRP](https://Michigan.gov/SLRP).

## Public Meetings

A completed draft of MM2050 will be presented in public meetings held throughout the state as well as virtually. Public meetings will be:

- Conducted during the 30-day MM2050 comment period (April - May 2026).
- Open house-style events followed by a formal presentation of the proposed plan.
- Announced at least 15 days prior to the meeting via the SLRTP webpage, statewide news releases, emails, resource agencies and MDOT social media accounts.
- Located online and at strategic sites throughout Michigan to engage a diverse audience.
- For those who cannot attend public meetings, the presentation will be posted to the SLRP website ([Michigan.gov/SLRP](https://Michigan.gov/SLRP)).

The final plan is scheduled for approval by the [STC](#) in July 2026 at a public meeting where comments will be welcomed.

## Utilizing Existing Meetings

In previous planning efforts, MDOT has found it beneficial to leverage existing planning and community meetings. This approach minimizes resource use while maximizing impact. By participating in regularly scheduled community meetings, MDOT can engage with the public in spaces they are already actively involved in. These meetings typically involve collaboration with regional MDOT partners and local communities, providing an opportunity for MDOT to present information and solicit public feedback.

## Hosting Virtual Meetings

MDOT recognizes the importance of hosting virtual meetings to engage a wide range of participants, particularly those who may face barriers to attending in-person events. By offering

multiple virtual meetings, MDOT ensures greater flexibility and accessibility for the public, allowing participants to join from the comfort of their own homes. These meetings provide an opportunity for real-time interaction, allowing for immediate feedback and discussion. Additionally, virtual meetings can be recorded and made available for those unable to attend, further increasing accessibility and ensuring that everyone has the opportunity to participate.

## TRIBAL GOVERNMENT PARTNERSHIP

MDOT considers the concerns of Native American tribal governments that have jurisdiction over land within the state. The department provides meaningful and timely consultation with [12 federally recognized sovereign Native American tribal governments](#) on a regular basis and prior to certain types of department actions. MDOT's tribal affairs coordinator serves as a point of contact for Native American tribal governments to facilitate communication and problem resolution on transportation-related topics. Coordinating with Native American tribes is an essential part of determining transportation needs and the environmental impacts and mitigation of proposed projects.

A direct invitation will be extended to each of Michigan's 12 federally recognized sovereign tribal governments to consult individually with MDOT. This formal government-to-government consultation will be encouraged to ensure that each tribe's priorities, issues and expectations regarding Michigan's multimodal transportation system are adequately reflected in MM2050.

MDOT will reach out directly to each tribal government individually to determine their interest in engaging in the MM2050 process. Offers to meet in-person at a location most convenient to each tribe will be made. If requested, MDOT staff will meet with each tribal government and make a presentation about the MM2050 process.

Designated tribal contacts will additionally receive letters, emails and other opportunities to engage as detailed in the next section of this plan. MDOT will follow up with tribal governments to ensure they are adequately engaged.

## PARTNER ENGAGEMENT STRATEGIES

Ensuring that partners with a specific interest in the SLRTP are engaged is of particular importance; in addition, federal regulations list certain groups that should be targeted for participation. The following groups will be contacted directly and more than once:

- Transportation agencies comprised of transportation groups that have established partnerships with MDOT, such as transit agencies, metropolitan planning agencies, regional planning agencies, railroads, Amtrak, county road commissions, municipalities, rural task forces, public ports, intercity bus operators, etc.
- Resource agencies like federal, state, tribal and local agencies responsible for land use management, natural resources, environmental protection, conservation, economic development and historic preservation.
- Other state agencies comprise the Michigan Department of Environment, Great Lakes, and Energy; Michigan Department of Natural Resources; Michigan Natural Features

Inventory; State Historic Preservation Office; Michigan Department of Agriculture and Rural Development; Michigan State Police; Michigan Economic Development Corp.; Michigan State Housing Development Authority; etc.

- Federal agencies comprise the FHWA, Federal Aviation Administration, Federal Transit Administration, Federal Railroad Administration, Federal Maritime Administration, U.S. Environmental Protection Agency, U.S. Department of Agriculture, U.S. Forest Service, U.S. Army Corps of Engineers, and U.S. Fish and Wildlife Service.
- Local officials comprise elected and non-elected officials of local governments in Michigan.
- Other partners comprise a diverse collection of groups that have transportation-related interests. Examples include the Michigan Municipal League, Michigan Townships Association, Michigan Railroad Association, Michigan Association of Rail Passengers, Michigan Trucking Association, freight groups, logistics and supply chain groups, major freight shippers, chambers of commerce, various businesses and industries, colleges and universities, school districts and parent/teacher associations, bicycle advocacy groups, pedestrian advocacy groups, transit advocacy groups, disability advocacy groups, community organizations, and many more.

Notifications will be sent through email, including the ways that they can engage in it, as well as an offer to accommodate meetings and presentations made by MDOT staff. Follow-up emails will be sent as reminders to partners and as another way to make sure they are kept informed and engaged.

Webinars may be used as an alternative to, or in addition to, in-person meetings. Interested parties will be provided with webinar details ahead of the online meetings. They will be able to join to see a live presentation, ask questions, answer polls and submit comments. The webinars will also be recorded and made available to watch on demand.

To reach the public, partnering groups will be asked to help expand MDOT's reach. Organizations such as these typically maintain various channels for communication with their members and constituencies. MDOT will ask that information about the SLRTP be shared through organization email lists, social media sites, websites, phone trees, newsletters and other outreach tools. MDOT will provide partnering organizations with information to distribute.

## STATE FREIGHT PLAN AND STATE RAIL PLAN ENGAGEMENT

The state freight and rail plans are being integrated into MM2050. Figure 1 characterizes the intersection of the modes addressed by each plan.



**Figure 1 - Modes Covered in Transportation Plans**

Category	Long-Range Plan	Freight Plan	Rail Plan
<b>Freight</b>			
Aviation (Cargo)	●	●	N/A
Intermodal	●	●	●
Marine/Ports	●	●	N/A
Motor Carrier/Highway	●	●	N/A
Pipeline	●	●	N/A
Railroad	●	●	●
<b>People</b>			
Aviation	●	N/A	N/A
Bicycle	●	N/A	N/A
Commuter Rail	●	N/A	●
Intercity Bus	●	N/A	N/A
Intercity Rail	●	N/A	●
Passenger Vehicle/Highway	●	N/A	N/A
Pedestrian	●	N/A	N/A
Transit	●	N/A	N/A

Public and stakeholder engagement for these plans also will be integrated into the SLRTP. It will be necessary to ensure that stakeholders with a particular interest in, knowledge of or jurisdiction over freight and passenger issues are engaged.

# State Freight Plan Requirements

The only requirement for outreach in state freight plans (SFP) is consultation with the state freight advisory committee for states (like Michigan) that have one. Nevertheless, credible satisfaction of several SFP requirements calls for engagement with the private sector, and FHWA looks for engagement in its review. To begin with, the demand for freight transportation derives from the demand for goods, which is a commercial market function. The provision of freight transportation services is almost entirely a private enterprise, encompassing private infrastructure such as terminals and rail networks. Any sound treatment of the freight system must reflect markets and the users and providers of infrastructure since they are the reasons and ways the system exists. Turning to the specifications for SFPs, the requirements for which engagement with the private sector is most critical, include:

- **Identifying freight system trends, needs and issues.** This cannot be adequately done without hearing from participants in the market where trends are acted out, as well as from service providers whose performance is shaping needs.
- **Inventoring facilities with freight mobility issues.** While this can be guided by data, findings must be interpreted, and data may overlook some kinds of operating challenges, such as specific just-in-time delivery routes into assembly plants. Industry insight is essential for these issues.
- **Meeting national multimodal freight and highway freight goals, which contain factors such as strengthening of economic competitiveness, increased productivity of industry and improved resilience of freight transportation.** The nation's supply chains and logistics service providers are the targets of these goals. Their judgment as to effective methods is crucial.

A variety of freight stakeholder groups will be included in the outreach program, including but not limited to Michigan's State Freight Advisory Committee (The Commission for Logistics and Supply Chain Collaboration, or LSC), shippers/carriers (including motor carriers), freight railroads, ports, air cargo operations, warehousing and logistics, transload and intermodal facilities, MPOs, local/state/federal government agencies, tribal governments, modal associations, major industries of the state and additional freight-related stakeholders.

The public also has clear interests, ranging from safety and environmental impacts to the supply of jobs and household goods. Increasingly, private citizens are direct users of the freight system through Internet home delivery, and their importance as constituencies to public agencies and officials is obvious. While states often have not incorporated programs for public outreach in SFPs, their SLRTPs certainly have them and freight is an SLRTP component for outreach to address. In addition, some states have captured public input for SFPs through engagement with MPOs, whose staff are typically familiar with local concerns. In sum, participation of the general public in development of SFPs is not a technical requirement but the requirements for SLRTPs as well as the pragmatic need for public support overrides this. MDOT will engage the general public in a discussion of issues related to freight through this PPP.

# State Rail Plan Requirements

The FRA in its State Rail Plan Guidance stipulates:

PRIIA (The Passenger Rail Investment and Improvement Act of 2008) requires states to involve public and private stakeholders - including the private railroads that own the majority of rail related infrastructure - in the development and review of state rail plans. These stakeholders must be notified and given the opportunity to provide input on the state rail plan as it is being prepared, as well as on the draft plans produced, with a reasonable period of time allowed for public and stakeholder review. The occasions for public involvement within the state rail plan development effort, as well as the method and period of time for public involvement, should be determined by states in collaboration with the public and stakeholder community. States are encouraged to incorporate the activities associated with state rail plan development within the documented public involvement process established for the overall statewide/nonmetropolitan planning process with appropriate expansion of the range of interested stakeholder groups, including, for example, the state freight advisory committees encouraged by MAP-21. Additionally, the states' public involvement processes should include provisions for engaging typically under-represented populations.

Following this guidance requires inclusion of a broad range of interested and affected parties within an outreach program. Stakeholders engaged will include but may not be limited to major shippers, railroad owners and operators, freight and passenger rail organizations, rail labor organizations, intercity bus operators, port authorities, chambers of commerce, agricultural organizations, economic development organizations, and other public or private entities interested in improving rail safety and service and multimodal integration in Michigan.

## PUBLIC AND PARTNER EFFECTIVENESS

MDOT will trace a variety of measures to determine the effectiveness of public participation and partner engagement efforts for MM2050. Analyzing the results of outreach and engagement activities will allow us to determine if additional efforts are needed with specific partners.

Measures that MDOT will track include:

- Total number of people engaged through all methods.
- Geographic locations of people engaged.
- Number of different organizations engaged, including those representing all modes of transportation along with low-income, minority and/or disabled individuals.
- Number of efforts made to engage the public and partners.
- Number of comments received through all engagement mechanisms.
- Number of people visiting the MM2045 website.
- Number of people visiting and/or completing public surveys and comments via Microsoft Forms.
- Number of people engaged through the statistically valid statewide A&P survey.

# NONDISCRIMINATION AND ACCESSIBILITY

## Nondiscrimination Statute Compliance

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin in programs receiving federal financial assistance, including all state department of transportation activities. Additional nondiscrimination statutes include the Americans with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973, which prohibit discrimination against people with disabilities; Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324), which prohibits discrimination on the basis of sex; and the Age Discrimination Act of 1975, which prohibits discrimination on the basis of age. MDOT will take steps to ensure that our policy decisions do not discriminate against any group of Michiganders by giving all residents opportunities to engage in the public decision-making process, ensuring that transportation benefits are distributed fairly, and avoiding disproportionate adverse impacts.

## Americans With Disabilities Act (ADA)

Under Title II of the ADA, MDOT is prohibited from denying individuals with disabilities the opportunity to participate in or benefit from its programs or activities due to inaccessibility of facilities or policies and procedures that have the effect of being discriminatory.

MDOT's public involvement and hearings officer works with the requestor to see which accommodation is reasonable and best meets their need. MDOT also maintains a list of service providers who offer translation, sign language, audio recording, Braille and other appropriate services. Every effort is made in promotional materials to invite accessibility requests. Legal notices, news releases and brochures are excellent vehicles for this. The following is added language used by MDOT for inviting requests:

Accessibility Notice: Attendees who require mobility, visual, hearing, written or other assistance for effective participation should contact Orlando Curry at 517-241-7462 or CurryO@Michigan.gov, preferably at least five business days prior to the scheduled meeting. Forms are located on the Title VI webpage: [www.Michigan.gov/TitleVI](http://www.Michigan.gov/TitleVI). Requests made after this timeframe will be evaluated and honored to the extent possible.

Please contact:

Monica Monsma  
Public Involvement and Hearings Officer  
Environmental Services Section  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909  
Phone: 517-335-4381  
[MonsmaM@Michigan.gov](mailto:MonsmaM@Michigan.gov)

## Meaningful Language Access to State Service

Public Act 241 of 2023 requires that state agencies make reasonable steps to provide meaningful language access to public services for individuals with limited English proficiency.

## CONTACT INFORMATION

### Mailing address

Kyle Haller  
Michigan Department of Transportation  
Van Wagoner Building  
425 West Ottawa St.  
P.O. Box 30050  
Lansing, MI 48909  
517-599-9782

### Email address

[MDOT-MichiganMobility@Michigan.gov](mailto:MDOT-MichiganMobility@Michigan.gov)

### MDOT MM2050 Website

[Michigan Mobility 2050 Plan](#)

### MDOT Social Media

[www.facebook.com/MichiganDOT](https://www.facebook.com/MichiganDOT)

[www.instagram.com/MichiganDOT](https://www.instagram.com/MichiganDOT)

[www.x.com/MichiganDOT](https://www.x.com/MichiganDOT)

If you require assistance accessing this information or require it in an alternative format, contact the Michigan Department of Transportation's (MDOT) Americans with Disabilities Act (ADA) coordinator at [Michigan.gov/MDOT-ADA](https://Michigan.gov/MDOT-ADA).

MDOT adheres to the [Administrative Guide to State Government, Policy 1650.00 Accessibility and Reasonable Accommodations and Modifications](#) as it relates to digital accessibility. This policy applies to printed materials and documents, meetings and events, videos and other media productions, social media, electronic documents, websites and applications. [Procedure 1650.01 Reasonable Accommodations, ADA Title I](#) covers SOM employees. [Procedure 1650.02 Accessibility and Reasonable Modifications, ADA Title II](#) covers public access.