

4. STATEWIDE PLAN COORDINATION

State Long Range Plan

The SAFETEA-LU requires each state to develop a statewide long range transportation plan. According to the act, the plan must cover a twenty year time frame and must be coordinated with Metropolitan Planning Organizations' long range plans. Upon completion of the plan, any future transportation improvements must be consistent with the plan. For that reason, Michigan's State Long Range Plan (SLRP) is a broad policy-oriented document which will be used to guide transportation investment decisions at all levels of government. The plan is flexible enough, however, to accommodate rapidly changing transportation demands of people operating in a competitive global economy.

Goals and Objectives

Goals of the State Long Range Plan provide direction for all transportation programs using federal funds. They were developed with help of a Customers and Providers Advisory Committee, working with MDOT staff, to review and reassess goals of the previous State Long Range Plan. Changes were developed in a cooperative manner and represent consensus of the group. State Long Range Plan goals follow.

Goal 1: Preservation

Within the constraints of state and federal law, direct investment in existing transportation systems to effectively provide safety, mobility, access, intermodal connectivity, support economic activity and the viability of older communities and ensure that the facilities and services continue to fulfill their intended functions.

Goal 2: Safety

Promote the safety and security of the transportation system for users and passengers, pedestrians and motorized and non-motorized vehicles.

Goal 3: Basic Mobility

Work with the general public, public agencies and private sector organizations to ensure basic mobility for all Michigan citizens by (at a minimum) providing safe, efficient and economical access to employment, education opportunities and essential services.

Goal 4: Strengthening the State's Economy

Provide transportation infrastructure and services that strengthen the economy and competitive position of Michigan and its regions for the 21st century.

Goal 5: Transportation Services Coordination

Create incentives for coordination between public officials, private interests and transportation agencies to improve safety, enhance or consolidate services, strengthen intermodal connectivity and maximize the effectiveness of investment for all modes by encouraging regional solutions to regional transportation problems.

Goal 6: Intermodalism

Improve intermodal connections to provide “seamless” transportation for both people and products to and throughout Michigan.

Goal 7: Environment & Aesthetics

Provide transportation systems that are environmentally responsible and aesthetically pleasing.

Goal 8: Land Use Coordination

Coordinate local land use planning, transportation planning and development to maximize the use of existing infrastructure, increase the effectiveness of investment, and retain or enhance the vitality of the local community.

Sub-State Plan Process

The State Long Range Plan: 2000 - 2025 builds on the previous long range plan, now nearly a decade old. For its last update, MDOT reconvened its Customers and Providers Committee and expanded the list of attendees to include a broader range of groups impacted by transportation. After updates by the Customers and Providers Committee were completed, MDOT involved the public through numerous meetings, exercises and invitations for comment. The State Long Range Plan sets the stage and provides guidance for development of transportation programs to achieve transportation goals.

An update to the State 2000-2025 plan is being initiated, but will not be complete by the time the Regional 2030 Transportation Plan is complete. This update will be considered when the TCRPC completes its 2035 plan, anticipated by January, 2010.

Metropolitan Planning Organization Plans

Metropolitan Planning Organizations (MPO's) are also required by federal legislation to prepare long range transportation plans. Each of the thirteen (13) MPO areas in Michigan is responsible for developing their own plan based on expected revenues over the twenty year time frame. This is the long range plan required by SAFETEA-LU for the Lansing Urbanized Area. The Tri-County Regional Planning Commission (TCRPC)

was designated as the Metropolitan Planning Organization for the Lansing Urbanized Area by the Governor of Michigan on December 28, 1973.

On February 24, 1993 the Tri-County Regional Planning Commission established a Metropolitan Area Boundary (as required by SAFETEA-LU and its predecessor legislation) at the legal boundaries of Clinton, Eaton and Ingham Counties. This Metropolitan Area Boundary was agreed to by the Director of the Michigan Department of Transportation, acting as the designee of the Governor, on March 31, 1993 and was found to be in accord with 23 USC 134(c) by the Federal Highway Administration on April 20, 1993.

The impact of these actions was to extend the MPO's responsibilities for transportation planning throughout the Tri-County region. Accordingly, this Regional 2030 Transportation Plan covers the entire three county region of Clinton, Eaton and Ingham counties and its respective cities, villages, townships and census designated places. This plan has been reviewed to assure consistency with the statewide plan, projects and programs. Local goals and objectives (Chapter 3) are broadly and generally consistent with Statewide Goals and Objectives cited above. However, TCRPC's regionally specific goals, objectives, projects and programs in this document apply solely to the Tri-County region.

Coordination with Metropolitan Planning Organizations

To ensure coordination between the State Long Range Plan and the MPO long range plans adopted over the past several years, MDOT develops and presents information for review by the MPO Technical Advisory Committees such as CARTS. This review takes the form of a high-level look at state highway activities within MPO areas and includes an annual review of proposed projects in the five year program. The CARTS and MPO provide input to the projects and priorities to be included in the state Five Year Program. Further, TCRPC and MDOT annually cooperatively sponsor a transportation summit in each county to review local and MDOT projects and priorities. Additional input and coordination is requested from these agencies as part of ongoing development of companion long range plan reports by the MDOT University Region.

In addition, TCRPC has reviewed the State Long Range Plan to assure elements of it have been integrated in the Regional 2030 Transportation Plan as appropriate. This section also identifies SLRP elements and issues which further demonstrate integration between the State and Regional 2030 Transportation Plans. Examples follow.

- TCRPC and MDOT cooperatively developed short and long range investment strategies, project selection criteria, performance measures, public participation efforts and other elements of the new transportation planning process discussed

in Chapter 1. TCRPC's investment strategies, project selection criteria and performance measures (Chapter 13) are also broadly consistent with MDOT Investment Strategies (See Appendix A) and project selection criteria by program category where applicable. Both state and MPO goals, objectives and investment strategies were also presented jointly at a series of four Town Hall Forums in July, 2001 for public input. Nearly 400 persons participated in these forums and each participant had opportunity for direct input on both sets of goals and objectives. Results of these efforts are shown in more detail in chapters 2, 3 and 5.

- Elements of TCRPC's and MDOT's required Congestion Management System have also been integrated and are discussed in Chapter 8, along with other optional management systems which are continuing to be applied in Michigan consistent with the new planning process Memorandum of Understanding. This integration has also been completed in TCRPC's approved CMS process.
- Relevant intermodal issues identified in the SLRP are also integrated in Chapter 10.
- Cooperative revenue forecasts, consistent with the new planning process, and jointly developed by TCRPC, transit operators and MDOT staff for highway and transit funds programmed in this plan are contained in Chapter 12.
- Integration of access and asset management, safety management, bridge and public transit, management and operations and ITS components are also discussed in Chapters 10 and 13.
- TCRPC's "**Regional Growth: Choices for Our Future**" project demonstrates a significant and major commitment to coordinated local land use and transportation decision making consistent with MDOT's Land Use Coordination goal, as well as goals related to Environment and Aesthetics, Mobility, Preservation and Strengthening of the State's Economy.
- Efforts to coordinate transportation services are directly addressed in Chapter 10, as is safety.
- Finally, it should be noted that the TCRPC Metropolitan Area Boundary contains a convergence of three Statewide Corridors of Highest Significance: I-96, I-69 and US 27/127 (also known as the I-73/75 corridor). This convergence results in unique opportunities and challenges with regard to such issues as international trade corridors, freight movement, activity and intermodal centers, intercity passenger service and other roadway needs. Further, convergence of these Corridors of Highest Significance with the state capital at their hub, also poses

unique challenges and opportunities related to safety and security. This convergence of three critical corridors at the center of state government, as well as industrial, academic and tourist destinations indicates the importance of these corridors as vital to the long term mobility and vitality of the region and the state as a whole. While some portions of these corridors within the region represent some of the newest freeway segments in the state, this plan identifies that by 2030 some segments of these critical corridors will become deficient. This suggests that, prior to expiration of the Regional 2030 Transportation Plan, a long term Freeway Modernization and Management Plan should be considered for completion jointly and cooperatively by MDOT, the MPO and local governments in order to assure these Corridors of Highest Significance can continue to serve their vital functions for the state and regional economy well into the middle of the twenty-first century.