

## CHAPTER IX

# COORDINATION with the STATE LONG RANGE PLAN, LONG RANGE PLANNING, & OTHER STATE PLANS

The MAP-21/FAST Act legislation maintains the requirements of prior legislation for a statewide long range transportation plan (SLRP). The state plan must cover a minimum twenty-year time frame at the time of adoption and provide for the development and implementation of the multi-modal transportation system in the state. The state plan must also be developed in cooperation with the Metropolitan Planning Organizations (MPOs) for the areas of the state where there are MPOs. Upon completion of the plan, future transportation improvements need to be consistent with the plan. For that reason, the State of Michigan's Long Range Plan (SLRP) is a broad policy-oriented document which can be used to guide transportation investment decisions at all levels of government. There are "Corridors of Highest Significance" but no specific projects identified. Broad, policy strategies are given for each of these multi-modal corridors. The plan is designed to be flexible enough to accommodate the rapidly changing transportation demands of people operating in a competitive global economy.

## STATE OF MICHIGAN LONG RANGE TRANSPORTATION PLAN

The Michigan Department of Transportation recently updated its long range transportation plan. The "MI Transportation Plan - Moving Michigan Forward - 2040 State Long-Range Transportation Plan" (MITP) was approved by the State Transportation Commission on July 21, 2016. The vision for transportation in Michigan is identified in that document as:

*"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."*

The vision is then defined in some measure of detail to provide guidance for planning and implementing future investments. Nine values are identified to define the 2040 MITP Vision. These are: choice, efficiency, safety, security, integration, innovation, funding, balance, performance, and stewardship.

MDOT also identifies how the MITP addresses the federal planning requirements and planning factors associated with federally required state long-range plans. An extensive listing of "white papers" support the connection between the MITP and the federal planning factors as well as providing more specific information about how MDOT addressed each topic area for the MITP update.

The 2040 MITP continues the goals from the 2035 update of the Plan, which are:

- Goal 1: **System Improvement:** Modernize and enhance the transportation system to improve mobility and accessibility.
- Goal 2: **Efficient & Effective Operations:** Improve the efficiency and effectiveness of the transportation system and transportation services, and expand MDOT's coordination and collaboration with partners.

Goal 3: **Safety & Security:** Continue to improve transportation safety and ensure the security of the transportation system.

Goal 4: **Stewardship:** Preserve transportation system investments, protect the environment, and utilize public resources in a responsible manner.

The Michigan Department of Transportation has stated a commitment to on-going public involvement in its planning activities and completed public involvement through various community forums and other activities in the development of its updated Plan.

The 2040 MITP includes approximately twenty-four (24) technical reports, called "white papers", which provide valuable support/information for the State's Plan. These reports constitute a library of reference material specific to transportation in Michigan. BCATS has access to these reports and has been able to utilize information from the reports. BCATS' goals for its 2040 Metropolitan Transportation Plan (MTP) are consistent with the State's goals.

The *MI Transportation Plan* reaffirms eleven (11) national/international and eight (8) statewide "Corridors of Highest Significance" when determining how to achieve the goals of the MITP. One of the technical reports, *Corridors and International Borders*, defines and identifies these corridors. Broad strategies are identified for each corridor. The portion of Interstate 94 (I-94) which traverses the BCATS area is included in two of the identified highly significant corridors (Detroit/Chicago and Port Huron/Chicago). The national/international and statewide corridors in Michigan carry a high percentage of the state's entire movements across all modes of transportation. These corridors move an increasing number of people, and an increasing amount of freight as well.

## **METROPOLITAN PLANNING ORGANIZATION PLANS**

MAP-21/FAST ACT legislation, as well as its predecessor (SAFETEA-LU), require development of long range transportation plans in each of Michigan's urban areas with over 50,000 population by the Metropolitan Planning Organizations (MPOs). Each of the MPOs in Michigan is responsible for developing its own plan based on expected revenues over a minimum twenty-year time frame. Unlike the statewide plan, the MPO plans are required to be financially constrained and identify specific projects rather than simply corridors. MPO plans must also undergo air quality conformity testing, if applicable, before approval is granted. BCATS has reviewed the long range transportation plans of other MPOs along the 1-94 corridor in preparing its own plan update, since there are common interests dealing with that "Corridor of Highest Significance."

## **STATE HIGHWAY SAFETY PLAN**

The federal legislation also requires states to develop a State Highway Safety Plan. In anticipation of this requirement, Michigan's "Governor's Traffic Safety Advisory Commission" (GTSAC) commissioned the preparation of a strategic highway safety plan (SHSP) back in October, 2004. The SHSP, which was published in August, 2006, provided for addressing twelve emphasis areas with the goal of reducing Michigan's fatalities to 1.0 fatalities per 100 million vehicle miles traveled by 2008, along with a corresponding reduction of 15% in serious injuries as well. The twelve (12) emphasis areas were:

- alcohol/drug impaired driving
- commercial vehicle safety
- drivers age 24 and younger
- driver behavior and awareness
- intersection safety
- lane departure
- motorcycle safety
- occupant protection
- pedestrian and bicycle safety
- senior mobility and safety
- traffic records & information systems
- work zone safety

Since that first SHSP, there have been updates to the time-frame and emphasis areas in subsequent versions of the SHSP. The latest update was completed in 2012, entitled the State of Michigan Strategic Highway Safety Plan - 2013-2016. The 2013-2016 HSIP set aggressive goals for reducing traffic fatalities and serious injuries in Michigan. In order to facilitate the desired improvement in these statistics, the Plan identified four (4) broad emphasis areas where resources should be focused. They are:

- high-risk behaviors
- at-risk road users
- engineering infrastructure
- system administration

Twelve (12) action teams were created to provide targeted guidance for meeting the overall goals. The strategies from each of these teams, plus the data used to measure success in reaching the overall targets for fatalities and serious injuries, were considered in developing projects for BCATS' *2040 Metropolitan Transportation Plan*.

## **OTHER STATE PLANS**

### **Governor's 2015 Energy Special Message**

With the change in administration within the Governor's office since the last BCATS MTP was adopted, there has been a change in the focus related to climate and energy. The 2035 MTP referenced a Michigan Department of Environment Quality publication entitled "Climate Action Plan" to address Michigan's response to the issues of climate change, reduction in greenhouse gases, and changes to the future of energy usage in the state. That plan has been replaced with an energy policy from Governor Snyder, released in 2015, that identifies actions and policies in regard to Michigan's energy future. The focus areas are affordability, adaptability, reliability, and protecting the environment. Figure IX-1 on the following page details the components of each of these focus areas.

### **State Freight Plan**

In September, 2013 the Michigan Department of Transportation published a Michigan Freight Plan as part of the development of its 2035 State Transportation Plan and in response to recommendations outlined in the MAP-21 federal legislation of 2012. Data and information in that report were recently updated as part of the MI Transportation Plan and are presented in the "Freight White Paper" in conjunction with that Plan. The freight data is reported for the state as a whole, but is useful in determining the levels of activity likely to be anticipated into the future. The "Freight White Paper" deals with all modes of freight transport - highway, rail, water, and pipeline.

Figure IX-1  
 Governor Snyder's 2015 Energy Special Message

# MICHIGAN'S ENERGY FUTURE

Ensuring **affordable, reliable, adaptable, and environmentally protective** energy

••2015••

## ADAPTABILITY

**Goals for our Future: Michigan's Potential Electricity Mix in 2025**

Source	Percentage
Renewables	15%
Nuclear	15%
Wind	15%
Coal	30%
Natural Gas	25%

*(Natural gas more expensive than renewables per unit)*

- It's important to act now to make sure we have the tools to solve our own problems and keep decision-making in Michigan, not in Washington D.C.
- Michigan should meet **30 to 40 percent** of its power needs from our cleanest sources by 2025.
- We must reduce coal and replace it with newer, cleaner technologies.
- Michigan is a top 10 state in terms of dependence on coal. We can do better.

## RELIABILITY

- 2011: Average of **1.13** outages a year per customer. Today, it's **0.8**. There's still more to do.
- Deploy **smart meters** to help locate outages and restore power more quickly.
- More investments** to keep our power grid and pipeline system working smoothly and safely.
- Make changes to our electric market structure to ensure **we never experience massive outages** due to lack of supply.
- Empower regulators to determine when we may face a shortage, tools to address it, and ensure that all electric providers are required to protect their customers by ensuring the infrastructure we need will be there to serve them.

## AFFORDABILITY

- Eliminate energy waste by investing in our homes and businesses – achieving at least **15 percent more** of Michigan's energy portfolio in the next decade.
- Allow **on-bill financing**, helping families and businesses replace old furnaces and water heaters.
- Help utilities and large job creators **reduce waste** by encouraging pricing to suggest heavy use during off-peak hours

## ENVIRONMENTALLY PROTECTIVE

- Reducing mercury emissions, pollution that creates acid rain, and particles in the air for the **health of Michigan**.
- Take environment into account** when making energy decisions and ensure our energy portfolio continues to get better over time in controlling pollutants.
- Set new rules for high volume hydraulic fracturing to help **strengthen protection of our water**.