

# ***JACTS***

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Coordination with the State Long  
Range Transportation Plan

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*Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)* legislation maintains the requirement that each state must develop a statewide Long Range Transportation Plan (SLRP). According to the Act, the plan must cover a twenty-year time frame and must be coordinated with the Metropolitan Planning Organizations' long range plans. Upon completion of the plan, any future transportation improvements must be consistent with what is included in the adopted plan. For that reason, Michigan's State Long Range Transportation Plan is a broad policy-oriented document which can be used to guide transportation investment decisions at all levels of government. The state plan has identified "Corridors of Highest Significance" along with general policy strategies, but has not programmed any specific projects or funding for these corridors. The plan is flexible enough, however, to accommodate the rapidly changing transportation demands of its citizens operating in a competitive global economy.

### **Goals and Objectives**

The Michigan Department of Transportation (MDOT) recently updated and extended its State Long Range Plan, or MI Transportation Plan (MITP), to 2035. Several public meetings were conducted in order to determine that the assumptions in the Plan were consistent with the public's perception. As a result of these meetings, MDOT developed the following long range vision for the state's transportation system:

*"MI Transportation Plan focuses on the important link between transportation and Michigan's economic vitality and quality of life. It presents options to achieve Michigan's goals for the future by providing an efficient, integrated transportation system."*

The transportation planning process historically defines goals and objectives, identifies problems, generates and evaluates alternatives, and develops plans, both short and long term. The goals and objectives identified in the prior year's MI Transportation Plan continue to reflect the public's vision for Michigan's transportation system and are reaffirmed in 2035 MITP:

- Goal 1 System Improvement** – Modernize and enhance the transportation system to improve mobility and accessibility.
- Goal 2 Efficient and Effective Operations** – Improve the efficiency and effectiveness of the transportation system and transportation services and expand MDOT's coordination and collaboration with its partners.
- Goal 3 Safety and 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.

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**Metropolitan Planning Organization Plans**

MAP-21 requires the development of long range transportation plans for each of Michigan's Metropolitan Planning Organizations (MPO) having an urbanized area population over 50,000 persons. Each MPO is responsible for developing their own plan based on anticipated revenues over a minimum twenty-year time period. However, unlike MDOT's plan, the MPO plans must be financially constrained.

**Integration of Plans**

The Michigan Department of Transportation's long range plan, 2035 MI Transportation Plan, was reaffirmed in September, 2012. The state's goals were reviewed and are consistent with those included in the JACTS 2040 Long Range Transportation Plan.

In their document, MDOT has identified nineteen (19) multi-modal corridors statewide as "Corridors of Highest Significance" including the Detroit/Chicago I-94 corridor through Jackson County. Although only broad strategies are identified for this corridor, MDOT has improved several bridges to accommodate future expansion and has other projects on this corridor currently identified in their 5-Year Plan.

The 2009-2012 State of Michigan Strategic Highway Safety Plan (SHSP) was completed by the Governor's Traffic Safety Advisory Commission in 2006 and identified twelve emphasis areas with the goal of reducing the state crash fatalities and reducing the percentage of serious injuries. Data from the Office of Highway Safety Planning continues to show the downward trend in fatalities and serious injuries. In 2011, deaths are down to 0.94 per million miles of travel and serious injuries are down 13% since 2006. These emphasis areas continue to include alcohol/drug impaired driving, commercial vehicle safety, driver behavior and awareness, intersection safety, lane departure, motorcycle safety, occupant protection, pedestrian and bicycle safety, senior mobility and safety, traffic records and information systems, and work zone safety.

For over 25 years, the Region 2 Planning Commission's Traffic Safety Program, in coordination with the Office of Highway Safety Planning, has been committed to identifying issues and improving traffic safety awareness and education in Jackson County. With funding provided by Jackson County, numerous programs are funded annually that address the Goals & Objectives stated in the Jackson Traffic Safety Program Policies.

The Michigan Department of Transportation has stated its continuing commitment to ongoing public involvement in its current planning activities as well as in future MITP updates.

**Michigan Climate Action Council - *Climate Action Plan***

In March, 2009 the Michigan Department of Environmental Quality published a document entitled “*Climate Action Plan*” (CAP) 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. The Plan not only makes recommendations specific to the issue of climate change, but also to the transitioning of Michigan’s economy by “promoting new technology development, improving energy efficiency, conserving natural resources, and developing clean and renewable energy sources.” (Climate Action Plan, p.11)

The CAP presents Michigan’s “platform” on climate change. It represents a uniform position for all Michigan leaders to take on the topic of climate change by presenting a climate action strategy. Fifteen bullet points present tactics to be used in addressing the issues of climate change. The points are summarized as follows:

- Michigan should take action now to reduce GHG in Michigan and to be actively involved in the development of national climate policy;
- Strengthen the auto industry, but dramatically diversify Michigan’s economy;
- Stress a federal-state partnership in any national efforts to reduce GHG;
- Push for national cap and trade legislation that is economy wide;
- Federal legislation should have national emission reduction targets;
- Federal legislation must drive immediate GHG reductions;
- Federal legislation should ensure reduction of GHG, not just shifting of GHG;
- Federal program should encourage rapid technology development and use;
- Federal program should be fluid to allow for changes in technology;
- Effective measures to address climate change must be global;
- Federal policies should not put the domestic auto industry at a disadvantage;
- All impacts of reducing GHG emissions should be disclosed;
- A national cap and trade program should control future cost uncertainties;
- Care should be taken to avoid unintended consequences; and
- Revenue derived from GHG regulation should be returned to the states in proportion to that collected, after a draw down for technology research

Source: *Michigan Climate Action Plan*, pp. 12-13

Overall, the CAP proposes GHG reduction goals for Michigan of a 20% reduction of GHGs from 2005 levels by 2020, and an 80% reduction of GHGs from 2005 levels by 2050. The CAP includes a package of 53 adopted policy recommendations for reducing GHGs and addressing energy and commerce issues in Michigan. The recommendations are broken down by sector, with transportation targeted as a specific sector with

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nine (9) policy recommendations in the areas of: low-carbon fuel use, eco-driver programs, truck idling policies, advanced vehicle technology, congestion mitigation, land use planning and initiatives, transit and travel options, increase rail capacity, decrease rail freight system bottlenecks, and Great Lakes shipping.

JACTS has assessed the content of the CAP for areas that can be incorporated into the update of this long range transportation plan.