INTRODUCTION

Michigan's 2002-2004 State Transportation Improvement Program (STIP) was prepared in accordance with the requirements of the Transportation Equity Act for the 21st Century (TEA-21) which was passed in 1998. The primary purpose of this report is to provide information regarding the programs and projects to which state and local transportation agencies have committed over the next three years and verify that new resources available for transportation are sufficient to finance those improvements.

The transportation improvement projects reported in the STIP were developed in coordination with the state's Metropolitan Planning Organizations (MPOs) representing urbanized areas and with Rural Task Forces representing the state's rural areas. The planning process relied upon the participation of state and local government officials, public and private transit providers, organizations representing the customers and providers of transportation in Michigan, and the general public.

The STIP is a comprehensive compilation of all transportation projects that will be authorized for funding in fiscal years 2002-2004. This STIP document lists only projects outside of the Metropolitan Area Boundaries. All projects within MPO boundaries, whether under the jurisdiction of MDOT or a local transportation agency, must be listed in the relevant MPO Transportation Improvement Program (TIP) and are governed by that document.

This report does verify that our resources will be sufficient to deliver the program contained in the STIP/TIPs. In fact, there appears to be excess funding available for the Trunkline program in FY 2003 and 2004, however this is due to interpretation by FHWA of federal regulations that does not allow any programs to be included for which specific projects have not been selected at the time of STIP development. There are projects in the Capital Preventive Maintenance Bridge, Capital Preventive Maintenance Highway, Enhancement, and Trunkline Rail Crossing programs that will be added to the trunkline program at a later time. These project will total at least $150 million in FY 2003 and $167 million in 2004.

In addition to a listing of projects and programs, this STIP report contains information on the statewide planning process, MDOT's transportation goals, the public involvement process for the STIP, and a Financial Plan that compares annual new resources for transportation to new commitments.

The Financial Plan contains a process and format for demonstrating financial constraint. The process has been revised through a joint effort of the MDOT, the MPOs and the FHWA. The new process is designed to: meet federal financial constraint requirements, be as consistent with business practices as possible, and maintain flexibility for the MPOs to elaborate or organize the information in different ways.

This STIP and the MPO Transportation Improvement Programs (TIPs) are based on increased funding levels resulting from the passage of significant increases in state transportation revenues by the State Legislature in August of 1997, the passage of TEA-21 by Congress in June of 1998 and the
Governor’s Build Michigan programs.

THE STATEWIDE PLANNING PROCESS UNDER TEA-21

A statewide planning process under TEA-21, requires MDOT and the twelve MPOs to each develop a long range plan which will provide the basis for transportation programs over the next 20 years. MPO areas are federally designated boundaries around a core urban area that have a population of at least 50,000. The implementation of these plans is accomplished through a three-year STIP, which lists the actual projects to be implemented and how they are to be financed. The STIP is a compilation of 13 separate programs, including 12 MPO TIPs and one non-MPO program developed by MDOT.

The statewide planning process includes development of a twenty year State Long Range Plan (SLRP) and a three year STIP. In coordination with statewide efforts, each MPO also completes a Long Range Plan and a shorter term TIP. The projects that are selected in the STIP and TIPs are the logical result of the needs and policies identified in the SLRP and MPO Long Range Plans. This STIP covers the years 2002-2004 and will include by reference the 2002-2004 TIPs prepared by the MPO areas.

THE STATE TRANSPORTATION PLAN

TEA-21 requires development of a State Transportation Plan which in Michigan is called the State Long Range Plan or SLRP. The plan must cover a 20-year planning horizon and must be coordinated with local long range transportation plans. It must be updated every three to five years. In addition, its development must allow a reasonable opportunity for public review and comment.

All future transportation improvements must be consistent with the SLRP. For that reason, Michigan's SLRP is a broad policy-oriented document which is used to guide transportation investment decisions at all levels of government.

ISTEA and TEA-21 also require development of long range plans for each of Michigan's MPOs. These plans require much greater detail than the state plan because of federal air quality requirements. All significant projects to be implemented within the 20-year period of the MPO plans must be identified and meet air quality conformity requirements. The plan must be updated every three years.

Also, a plan called the Public Transit Strategic Plan was developed to address statewide transit issues and to provide policy guidance to transit agencies throughout the state. The plan was also designed to serve as a major public transit component for the SLRP. Development of Michigan's first Public Transit Strategic Plan was a multi-year process involving local transit providers, various stakeholder representatives, and MDOT.

As mentioned earlier, ISTE A and TEA-21 requires each MPO area to develop its own long range plan, which identifies specific projects to be implemented over the next 20 years within expected revenues and within air quality conformity requirements. These plans must be consistent with the statewide goals and objectives established in the SLRP and by MDOT.
The MDOT is in the process of updating its SLRP. TEA-21 affirmed the value of the seven transportation goals of the original plan by creating a set of seven emphasis areas that must be considered by the states in transportation plan development. These seven areas are very similar to the goals of Michigan’s original SLRP. Michigan’s 2001-2025 SLRP will address new issues and provide strategies to address them and sustain the progress we have made toward achieving our transportation goals. The department will also be developing plans for each MDOT Region which will provide a method to move from a SLRP to the program and project level.

The SLRP is a 20-year guide for transportation investment decisions at all levels of government. For that reason it must be precise enough to discourage broad interpretations which might be inconsistent with the publicly acknowledged transportation goals for the state. The final plan is, however, flexible enough to accommodate the rapidly changing transportation demands of people and businesses operating in a competitive global economy. The draft statewide goals for transportation for the updated SLRP are as follows:

**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.

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

**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, effective, efficient and economical access to employment, educational opportunities and essential services.

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

**Intermodalism:** Improve intermodal connections to provide "seamless" transportation for both people and products to and throughout Michigan.

**Environment & Aesthetics:** Provide transportation systems that are environmentally responsible and aesthetically pleasing.

**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.

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