

Ivan:

Hello, good evening and welcome to this live Telephone Town Hall. Tonight, we're going to be answering your questions live about Michigan Mobility 2045. Our speakers tonight are from the Michigan Department of Transportation, and they will be joining us in just a moment. But first, I want to tell you how you can participate in the Telephone Town Hall Meeting. Simply press zero on your keypad if you have a question. Press zero if you have a question. From there, you'll be placed in a queue and our operators will assist you in asking your question live on the air to our speakers.

Our speakers are going to take as many questions as they possibly can tonight, time permitting. If you have a question but you prefer not to go live on the air, just let your operator know and I can read the question for you. Whatever is most comfortable for you. You can also press seven on your keypad to get the very latest from the Michigan Department of Transportation by submitting your e-mail address. So press seven on your keypad if you'd like to submit your e-mail address.

We've had some new friends and neighbors join us, so I'm going to repeat parts of this message before we turn the call over to the Department of Transportation in just about one minute. So anybody who's just joined, we welcome you to this live Telephone Town Hall Meeting. Tonight, we're going to be answering your questions about Michigan Mobility 2045 or MM 2045.

Our speakers tonight are from the Michigan Department of Transportation, and they will be joining us in just under a minute. But first I want to tell you how you can participate in this evening's Telephone Town Hall Meeting. Simply press zero on your keypad if you have a question at any point throughout the call, press zero on your keypad and you'll be placed in a queue and our operators will then assist you in asking your question.

Our speakers are going to answer as many questions as they possibly can tonight, time permitted. If you do have a question but you prefer not to go live on the air, that's great. You can just let your operator know and I can read the question for you. Whatever is most comfortable for you is what we want to do. We're excited to have you and with that I'd like to introduce our speakers for this evening from the Michigan Department of Transportation: Brad Sharlow, who is the Michigan Mobility 2045 project manager, and Monica Monsma, who is the Michigan Department of Transportation public involvement and hearings officer. Brad, please take it away.

Brad Sharlow:

Thank you. Good evening, everyone. This is Brad Sharlow with the Michigan Department of Transportation. Tonight, we are hosting this live Telephone Town Hall Meeting to discuss Michigan's efforts to develop a new State Long-Range Transportation Plan with you and your neighbors. We are seeking opinions from a diverse group of Michigan residents and stakeholders to help set the direction for the future of transportation in Michigan. We need your help to establish strategies for a multimodal transportation plan that makes Michigan an

attractive place to live and work. Please remain on the line and add your voice to this conversation. Your opinion matters.

This long-range transportation plan, also known as Michigan Mobility 2045, or MM 2045, for short, has laid out a new vision, goals and objectives for all modes of transportation in Michigan, and it will now develop actionable strategies to achieve their vision and goals. The long-range plan is federally required, with a 20-year planning horizon. Your participation in this Telephone Town Hall Meeting will help establish the priorities for transportation in Michigan for the next 25 years. Because transportation is the foundation of the state's economic vitality and quality of life, we need to understand the needs and concerns of Michiganders like you. Monica.

Monica Monsma: Thank you, Brad. Thank you, Brad. Good evening. I'm Monica Monsma from the Michigan Department of Transportation. As you know, a vibrant multimodal transportation system is vital to Michigan's future economic viability and competitiveness. In fact, about \$860 billion in freight move on Michigan highways, rail lines and ports each year. As a result, Michigan Mobility 2045 will be the first in the nation to fully integrate state freight and rail plan requirements into our long-range transportation plan.

With your input, MM 2045 will set the direction for all transportation investment decisions, including highway, transit, pedestrian, bicycle, rail, water, and air transportation for both passengers and freight, as well as new connected and autonomous vehicle technologies. Following the development of this long-range transportation plan, the goals and strategies will be implemented throughout the planning process through that five-year transportation program. Our Statewide Transportation Improvement Program, also called a STIP, for short, in our metro planning organizations and other improvement programs, rural program implementation and other mode-specific programs.

Your voice is important. Please remain on the line as the Telephone Town Hall Meeting is about to begin. We really look forward to receiving your input. Thank you. With that, Ivan, we're ready to begin taking questions.

Ivan: Excellent. Thank you very much, Monica. Folks, if you've joined us in the last few minutes, we want to welcome you to this live Telephone Town Hall with the Michigan Department of Transportation. We're here discussing Michigan Mobility 2045. If you have a question, just hit zero on your keypad; hit zero on your keypad at any time to ask your question live. We're going to take our first question. This comes from Rick in Grand Rapids. And Rick's question is, what is the State Long-Range Transportation Plan?

Brad Sharlow: All right. Well, that's a great question. So, just to help explain that, a State Long-Range Transportation Plan is a federally required policy and strategic document that sets the vision, goals, objectives, and investment strategies for the future of Michigan's transportation system over the next 25 years. So, in this long-range

plan in Michigan, what we do is, it's a multimodal planning document which addresses not only roads and bridges but also looks at active transportation or nonmotorized transportation. Also, plan for the future for transit buses, passenger, and freight rail, and also looks at freight and passenger movement as a whole, as well as aviation and marine. So, this long-range plan as a whole is a multimodal document, which really serves to set the direction for the future as we move forward.

Ivan: Thank you very much. Here's our next question from Randy. Randy is calling in from Holland. Randy, go ahead, you're on live. Go ahead and ask your question, please.

Randy: Yes. I've got a question regarding Amtrak. Amtrak, as we know, does not provide passenger service beyond Grand Rapids. Does MDOT have any plans to provide or get passenger rail service going once again in northern Michigan? If that's proven safe and it's far less people are killed on the rail passenger trains than they are in automobiles?

Brad Sharlow: That's a great question. One of the key components in this long-range plan is we are developing a state rail plan as well, which is looking at the future of both passenger and freight rail across the state. So yes, our Office of Rail is working with Amtrak and others to try to look at future options as we develop the strategies. Passenger rail is important to us and this plan will hopefully move in that direction to be able to address those type of efforts as a whole.

Ivan: Thank you very much. Folks, we have our first interactive live polling question. So, I'm going to read a question and then give you some options. You can vote on your telephone keypad by just hitting that number. So the question is, please identify your greatest priority when it comes to traveling on Michigan roads. Press one if it's the condition of the roads. Press two if it's the traffic congestion and reliability. Press three if it's the safety of the roadways from crashes, and press four if it's resiliency, the ability of infrastructure to handle severe weather events.

I'll read the question and the options for you one more time. Please identify your greatest priority when it comes to traveling on Michigan roads. Press one if it's the condition of the roads. Press two if it's traffic congestion and reliability. Press three if it's safety of the roadways from crashes, and press four if it's resiliency, the ability of the infrastructure to handle severe weather events. We appreciate you voting. Go ahead and keep voting while we take our next question. This is Brian from Detroit. Brian, go ahead with your question please.

Brian: Yes. So I want to know what the multimodal plan is in terms of expanded bus service, because I'm blind. I live in Macomb County, and it's like the entire Detroit region needs better transit. So I'm wondering, if you want to live and go to work as I do eventually, does this plan address reliable expanded bus service?

Brad Sharlow: Yeah, this is a great question, Brian. I'm going to let Janet Geisler, who works in our Office of Passenger Transportation, answer that question for us.

Janet Geisler: Thanks for your question, Brian. Yes, this plan will address some of those needs. For the first time, we are including a statewide transit strategy as part of this plan. We are in the phase of the plan where we are developing and identifying strategies, so we don't have any strategies identified yet. But that is certainly something that we're gathering input on. Note that local transit service is determined at the local level by each transit agency, so that's something that you'll want to communicate your needs to DDOT smart providers in your area. But this is a statewide plan, this is not an MDOT plan. So we're also including participation from the transit agencies and other stakeholders as we develop the strategies.

Ivan: Thank you very much for that. Folks, I want to share with you the results from the question that we asked earlier. The question was, please identify your greatest priority when it comes to Michigan roads. Fifty-six percent of you said it's the condition of the roads, as your greatest priority; 22 percent said it's the traffic congestion and reliability, and 15 percent said safety of the roadway. And, let's see, 7 percent said resiliency, the ability of infrastructure to handle severe weather alerts. We're going to have a few more of those polling questions throughout the call. So please stay tuned. We'd love to get your feedback. Our next caller is... I believe it's pronounced as Nathan? Nathan, is that right? Go ahead with your question, please.

Nathan: Yeah, that's correct. My name is Nathan. I live in Detroit. So basically, like another caller on this call, I'm more interested in the plan's impact on transit. And I know that in this region, we have a big road funding crisis. We have a lot of money being spent on highways, but not nearly enough being spent on complete streets and making roads more accessible. So I know the California Department of Transportation partially [inaudible 00:12:44] focus on more environmental causes and start prioritizing vehicle miles traveled or VMT reduction in highway projects, meaning choosing projects that are going to reduce automobile dependency instead of continuing it, especially the phenomena of induced demand. Does MDOT or the state long-range plan have any intent to try to actually actively reduce VMT traveled as opposed to increasing it?

Brad Sharlow: That's a great question. What I can answer on that is this plan will be a performance-based plan that does look at all transportation choices. So one of the key things that came out of... we did a survey last year, asking folks what their priorities were, and clearly looking at different transportation choices, like you suggested here, is a key component of this plan. One of the things we're really doing with this plan, which is the first in the nation, is we're integrating five different plans together to try to get at what you're talking about. So not only is that we're doing the overall state long-range plan, but we're doing an active transportation plan for the state which is going to be addressing complete streets and a lot of those topics that you brought up. We're doing a

statewide transit strategy, as well. That's really going to be looking at how we can work together with all our transit agencies collaboratively. We're addressing that, we're doing a state freight plan to look at freight movement as a whole, and the state rail plan.

So, all of that is being done as part of this effort in order to try to look at how do we look at the different choices as a whole. We also do look at different operational enhancements and looking at congestion measures to try to see what we can do to mitigate congestion and look at different options before we resort to widening roads. And so, we are looking at those different types of efforts in order to try to promote the different choices out there.

Ivan: Thank you. Folks, if you have a question, just hit zero on your keypad. Hit zero on your keypad. We can bring you on live or we can read your question for you. I also want to encourage you to press seven on your keypad if you'd like to get more information from the Department of Transportation through e-mail. Just hit seven and we have operators standing by who can take down your e-mail address, and you'll start getting information. Our next question comes from Joe in Flushing, and Joe asked for his question to be read. His question is, how does this plan affect me and how does it relate to the transportation projects near my home?

Brad Sharlow: Well, that's a great question, Joe. The policies that are established as part of this integrated multimodal plan will influence future transportation projects, initiatives and investments where we live and where you live across the state of Michigan. So, each of the strategies that we developed will specifically relate to how the project prioritization, and decision-making, and what types of projects we look at moving forward. So, a few of the concepts that are really being brought forward right now is to discuss working on how do we ensure that, as we develop new projects and reconstruct our infrastructure, that it's more resilient to severe weather impacts. And so those are key aspects that are coming out of this plan that will influence how they develop and establish the decisions for projects moving forward. So this plan really sets that policy direction as a whole in order to help our decision-makers select and prioritize projects.

Ivan: Great. Up next, we have Daniel. Daniel, go ahead with your question, please.

Daniel: Yes, my name is Daniel. I was just wondering how is this plan going to increase passenger rail mobility across the state?

Brad Sharlow: Okay. Well, I think a couple of us can try to answer this question for you. I'm going to let Joshua Brian, that's supposed to talk about, in terms of how active transportation and how that's being addressed.

Josh DeBruyn: Passenger rail.

Brad Sharlow: Passenger rail, I'm sorry. It's Sarah Moore, Excuse me. I'm-

Josh DeBruyn: Yeah, [inaudible 00:17:13].

Brad Sharlow: And so, Sarah, if you could answer on this question about passenger rail, that'd be great.

Sarah Moore: Sure. Thanks, Brad. Good question, Daniel. During the plan, as Brad has said, we are looking at all modes and improving the transportation and the access to that transportation network across the state. One of the things that this plan will do is it will help us to prioritize our investments. And we are looking at passenger rail and freight rail and working with the private owners of the railroad as well.

Ivan: All right. We're going to do our next polling question folks. If you'd like to vote on your keypad that would be great. The question is, please identify your greatest priority when it comes to using public transit. Press one if it's the frequency of service. Press two if it's the expansion of service. Press three if it's the reliability of service. Press four if it's safety for transit riders. And press five if it's the condition of the vehicle.

Again, the question is, please identify your greatest priority when it comes to using public transit. Press one if it's the frequency of service. Press two if it's the expansion of service. Press three for the reliability of service. Press four for the safety of transit riders. And press five if it's condition of the vehicle. Go ahead and please vote, and we will take our next question. This comes from Monica. Monica is calling from Grand Blanc in Genesee County. Go ahead, Monica.

Monica: Hi. I was just wondering what's happening with the complete streets program, it was addressed a little earlier but I was specifically wondering if they were going to have a bigger revenue stream assigned to these kinds of projects to make the streets accessible to nonmotorized users.

Brad Sharlow: I'm going to allow Josh DeBruyn, who is our nonmotorized transportation specialist, to answer this question.

Josh DeBruyn: Good evening, Monica. Thank you for your question tonight. With respect to complete streets, in terms of increased funding, that would be a mechanism of the state Legislature. Through the Act 51 legislation, the funding formula is what distributes funds to cities, villages and counties. In terms of the actual program, Complete Streets, I don't believe was ever envisioned to be a standalone program. It was more of a philosophy or an approach to planning and design and construction of roadways so that they are more multimodal, and that approaches complete streets through our context sensitive solutions, stakeholder engagement process, whereby we engage the community to find out what is important to them from a transportation perspective for all modes. And then we work with the community to develop that visions.

As you might know, MDOT only maintains a small portion of the transportation network in Michigan, so it really only has the ability to implement the complete streets design philosophy on state highways. Other road agencies would be responsible for implementing the complete streets philosophy on their own roads.

Ivan: Thank you. Folks, I want to share the poll results from the question we just asked. The question was to identify your greatest priority when it comes to using public transportation. Thirty-seven percent of you said expansion of service; 27 percent said the reliability of this service; 18 percent said the frequency of the service; 14 percent said safety; and 4 percent said condition of the vehicle. We're going to take our next question. This comes from Betty. Betty, can you tell us where you're calling from and then go ahead with your question, please?

Betty: Yes, thank you. I'm from Manchester. My question is, will you include small rural areas in this plan? The need is great for transit but then you have the high cost versus low revenue.

Brad Sharlow: Yes, absolutely. This plan does address small rural areas as well as all parts of the state of Michigan. This is one area where the state long-range plan is responsible for covering areas that aren't necessarily included in metropolitan transportation plans. So, yes, we will be looking and working with our rural agencies, our regional planning agencies, and our rural task force as we develop and establish strategies to help smaller rural communities as well. Yeah, I understand the cost benefit of passenger transit service in those areas, but we do have rural transit agencies that we partner with, and that's going to be part of what's included in our statewide transit strategy as a whole. And then, yes, we will be looking at strategies specifically for rural areas as well, since we understand that the needs there are quite different than in metropolitan areas.

Ivan: Our next caller is from Ann Arbor. This is Bennett, I believe that's how you pronounce your name? Bennett, go ahead with your question.

Bennett: Hi. Thanks for organizing the meeting, by the way. So I am wondering right now, if MDOT receives the lowest per capita investment in roads and transportation in all 50 states, is that going to improve before we plan for all these multimodal transport and all?

Brad Sharlow: Okay. I'm having trouble understanding that question. Can you please ask the question once more, please?

Bennett: I was wondering now, MDOT spends the lowest per capita on roads and transportation among all 50 states, right?

Brad Sharlow: I believe you're correct with that. We are actively working with our elected officials and our leadership to try to educate folks and our common citizens on

the concerns in terms of the lack of funding as a whole. We've been working hard to educate. So, what this plan will try to do is to help identify what our needs in the state as a whole in terms of each mode of transportation versus how much available revenue we have. And so, part of this plan will help develop what we call a gap analysis, which will help explain the difference between the needs versus the available funding, which we hope we can share with our elected officials to help convey to them what we need in order to achieve the vision and the plan. But yes, you are correct. Thank you.

Ivan:

Thank you. Let's see, we're going to go to another poll question. Folks, if you would please vote on your keypad for this question. The question is, please identify your greatest priority when it comes to the infrastructure for people walking and biking. If it's the expansion of the network, press one. If it's the condition of the network, press two. Safety of the network, press three. And if it's resiliency, the ability to handle naturally occurring events like flooding and erosion, press four.

The question again is, please identify your greatest priority when it comes to the infrastructure for people walking and biking. Press one if it's the expansion of the network. Press two if it's the condition of the network. Three, safety of the network, and four, if it's resiliency, the ability of the network to handle naturally occurring events like flooding and erosion.

And while you continue to vote, we're going to take our next caller. This is Nate. So we are bringing up Nate. Nate, we're having trouble getting you. All right, Nate. Go ahead with your question, please.

Nate:

Hi. I just had a quick question about the fleet. Can you update us on the status of another... some talk of expanding Wolverine service to Toronto, and what kind of partner Canada plays in our public transportation plan?

Brad Sharlow:

That's a great question. Yes, we are looking, as part of this state long-range plan, to interact with all of our neighboring states as well as Canada since we work very closely across the border with them. So, we are reaching out to them as key stakeholders in this to determine if there are opportunities for that, as well as other ideas as a whole. So, whereas when we get to certain parts of this plan, it is more strategies and policies versus actual projects, we are looking at partnering and developing strategies that involve working with these partners as we move forward to try to address those issues as a whole.

I do want to remind folks, too, I didn't mention this earlier but if we do not at halftime, to get to all of your questions this evening, we will have all those in a frequently asked questions pod that will be put out on our website over the next week or so to make sure that all your questions do get answered and responded to over the next couple of weeks. But we want to make sure that we do get that as a whole, and we will do our best to respond to as many questions tonight as we can.

Ivan: Thanks very much, Brad. Folks, here's the results from our last poll. The question was, please identify your greatest priority when it comes to infrastructure for people walking and biking. Thirty percent of you said expansion of the network; 28 percent of you said the safety of the network; 24 percent said resiliency, the ability to handle naturally occurring events like flooding and erosion; and 17 percent said the condition of the network. So thank you for voting there. And we have one more poll question coming up. So stay tuned for that.

We're going to take our very next caller, though, right now. We're going to take Cornell. Cornell, tell us where you're calling from and then go ahead with your question.

Cornell: Yes. My question would be, why does the State of Michigan have an entirely different weight limit program for commercial vehicles as compared to all surrounding states? Ohio, Wisconsin, Illinois, Indiana, they all have 80,000 pounds. Why are we at roughly 160,000 or thereabouts? And that's basically my question.

Lilly Simon: Great question, Cornell. This is Lilly Simon, I'm a freight planner with MDOT. So, Michigan truck weight laws are actually designed to control axles load instead of gross vehicle weight. So we allow the use of more axles in combination with lower axle loading for a greater gross vehicle weight than other states. In addition to less pavement damage, this allows for fewer trucks on the road because each 164,000-pound truck, which is Michigan's maximum allowable weight, can carry a cargo of over two 80,000-pound trucks. Without our axle weight law, an additional 10,000 to 15,000 trucks would actually be on our highways.

It's also estimated that only under 5 percent of trucks using Michigan roads carry more than that 80,000 pounds, so it's really relatively small. The primary users of those heavier trucks are in the manufacturing, mining, forestry, agricultural, and construction sectors. Thanks again for the question.

Ivan: Thank you. Up next, we have Ray calling in from [inaudible 00:30:30]. Ray, go ahead with your question please.

Ray: Okay. I cheated actually a little bit, because after I asked my first question, I thought about something else. So my first question is, how are road maintenance funds distributed? Is it by county or population? And number two is, whatever happened to, "Let's fix the damn roads?"

Brad Sharlow: Those are great questions. In terms of funding formulas in the state of Michigan, we have federal funds as well as state funds. In terms of the state funds, it's allocated based on what they call Public Act of 1951, where about 38 percent of the funding ends up for the state highways, another 37 percent goes to the

county road commissions to handle all of the county roads, and then the remaining goes to all of our cities and villages across the state of Michigan.

In addition, we get certain federal funds assigned to us that are specifically allocated towards certain types of roads based on functional classification. So, a freeway is eligible for certain types of federal funding, whereas non-freeways are eligible for others. So, what I can do is share and get some more details in our FAQ to really get more details and how the funding works because I could spend all night, probably, trying to answer this question for you. So I want to make sure I can get some information to follow up with you on, Ray, so that we can answer that more clearly for you.

In terms of what happened to "Fix the damn roads," we are still trying to do our best here at MDOT, as well as in the state of Michigan as a whole, to look at strategies in order to do that. So, we're still working very closely with our elected officials to study different revenue packages and investment strategies to try to move in that direction. But we are continuing to work hard in terms of prioritizing our needs and using our available resources in the most efficient fashion so that we can "fix the damn roads."

Ivan: Thank you. We are going to take another question. Actually, we're going to do a survey question folks. So keep voting again on your keypad. The question is, where do you go to obtain transportation issues in Michigan? Press one for television and radio. Press two for the newspapers. Press three for Internet and websites. Press four for social media and press five for other.

So again, the question is, where do you go to obtain transportation issues in Michigan? Press one for television and radio. Press two for the newspaper. Press three for Internet, websites and applications. Press four for social media and press five for other. Thanks for voting. Our next question comes in from Rachel in Allen Park. Rachel asked for her question to be read. And the question is, does this plan cover bicycle transportation, mass transit and other modes of transportation?

Brad Sharlow: Yes, Rachel. That's a very good question. Yes, this plan covers all modes of transportation, including the ones that you listed here. So, yes, this plan includes automobiles, freight, inner city transit, local buses and transit, bicycles, pedestrians, rail, aviation, marine, and water transportation, as well as future transportation modes that are still kind of in the research stage. So, yes, this plan is covering all modes of transportation and, the fact is, we are going even further in terms of actually developing statewide plans and many of these modes in parallel with this long-range plan.

Ivan: That's excellent. Thank you very much, Brad. The results from the last question we asked, where do you go to obtain transportation issues? Fifty-nine percent of you said Internet, websites and application; 23 percent said television and radio; 9 percent said social media; 9 percent also said other; and 0 percent said

newspapers. Kind of interesting. We'll take our next question from Tim in Grand Rapids. Tim, please go ahead with your question.

Tim: Oh, hello? This is Tim. I'm in Grand Rapids. My question is, I'd like to know what plans for high-speed rail service in Michigan are. Similar to what Amtrak's profitable and reliable passenger service that serves the Northeast quarter for Washington, D.C., to Boston. I think that would be certainly an option worth considering, particularly within that 500-mile radius. Thank you.

Sarah Moore: Hi, Tim. This is Sarah Moore. Michigan has been working the last few years on upgrading the Wolverine Amtrak service which runs from Chicago to Detroit. We are currently upgrading the line, replacing ties, doing some tie work and connection work so that we can run trains the entire corridor at 110 mph. There are already sections that run at 110 mph. And actually, the section from Kalamazoo, Michigan, to Porter Indiana, was the first section outside of the Northeast corridor to run at 110, which was considered higher-speed rail, and we will continue to do our best to deliver that service from Detroit to Chicago.

Ivan: Thank you very much. Folks, if you have not submitted your e-mail address to the Department of Transportation for updates, we have operators standing by, so please go ahead and do that by pressing seven on your keypad now. Please press seven on your keypad now if you'd like. We're going to take our next question; this comes from Ryan. Ryan in St. Joseph? Go ahead with your question, Ryan.

Ryan: Yeah, I have two questions. The first is, can you speak to any highway construction plans connecting US-131 from Cadillac to downtown Traverse City? And the second is, we currently have an aging fleet of marine icebreakers. Will Michigan be prioritizing any investments in new icebreakers?

Brad Sharlow: All right. In terms of plans for Traverse City-to-Cadillac and stuff, what I can speak of right now is I know Grand Traverse County is doing some studies right now in terms of looking at different alternatives there, but in terms of specific projects, this plan does not really get into specific road bridge projects. We really look at establishing overall strategies that then lead into our local Statewide Transportation Improvement Program and our MDOT five-year program, which then would look at addressing specific projects. But this long-range plan really sets the stage in terms of setting the policies and strategies in place that would then lead to those as possible candidates that... that's showing us where the highest needs are and stuff, so that addresses your first question.

In terms of your second question in regards to icebreakers, I'm going to have to go back and work with our marine transportation specialist to get an answer to you for that, and we will include that in our FAQs. I apologize, but I will not be able to give you a good answer on that tonight, and I want to make sure that I get you the best possible answer in terms of how we're responding to that. So, I appreciate your question and we'll make sure we get a response back on that one.

Ivan: Up next we have Kurt calling in from Grosse Pointe. Kurt, go ahead with your question, please.

Kurt: Oh, hi? Yes. I have a somewhat technical question. When I-696 was rebuilt last summer, the westbound lanes were quite wavy in the concrete pour. So when you drive along, the car would go up and down, you could feel it and I was really disappointed. But then about a month later, you ran some kind of a machine down the roadway that smoothed it all out and it's a wonderful ride. My question is, why can't you use that kind of machine on, for instance, I-75 coming north out of Toledo, which is quite a rough ride, to smooth out the pavement?

Brad Sharlow: That's a very good question. What I'm going to have to do,= on that one, too, is I'm going to have to follow up with you and talk to our pavement engineers at our Metro Region who are in charge of that project for I-696, and I agree that was a great project that got wrapped up there. And yeah, I believe that I will get an answer to you on that so that I can answer that question for you. And I apologize that I'm not able to give you a specific answer tonight on that, but I will make sure that that gets responded to in our FAQ form online for you.

Ivan: Our next question came in and asked to be read. The question is, how will the State Long-Range Transportation Plan, Michigan Mobility 2045, address COVID-19?

Brad Sharlow: Yeah. This pandemic certainly caught everyone off guard and we are working hard to update our data and our analysis tools to incorporate the impact of this pandemic to the plan. We are studying and incorporating new trends that are happening as a result of this, as well as the acceleration of existing trends, such as working from home and how those impact transportation choices, as well as more online shopping. So, we are looking at how all this affects the new economic forecasts into the plan. So, new trends that may involve that, we will see the reduction of capacity for indoor facilities to promote social distancing. Also, looking at as more people telework, well, people needless large of office buildings. And so, all of these things are being looked at in terms of how that impacts transportation choices.

Also, as part of this plan, a scenario planning exercise will be performed to understand different options for how the future may look based on different levels of growth in the economy versus growth in new technologies. We're also updating our revenue and economic forecast to reflect these changes as well. And we anticipate that this pandemic will have most likely a greater impact on the short-term trends, but we do feel that the overall vision goals and long-term strategies will remain consistent for the year 2045.

Ivan: Up next, we have Ronald, who's calling in from the Redford Township. Ronald, go ahead with your question, please. Ronald, are you there?

Ronald: Yes.

Ivan: All right. Go ahead with your question, please.

Ronald: Okay. My question is about handicap accessibility for people in wheelchairs and power chairs to get to and from a place. Like if they have to go down and like Telegraph, and there's no finished sidewalks on both sides so they could go down.

Brad Sharlow: Yeah. I'm going to allow Janet Geisler from our Officer of Passenger Transportation to weigh in this. But first of all, I do want to let you know that we are working very closely with our stakeholder groups as a whole. We did some outreach with our Warriors on Wheels in the Detroit area to understand what their needs are. And we are working very closely with these population groups. But it looks like a couple people would like to weigh in, so Joshua Brian, did you have something you'd like to add to that response?

Josh DeBruyn: Sure. I can provide some additional information and then perhaps Janet can weigh in as well. So, in terms of sidewalks and accessible curb ramps at the intersections, when work is done, it is a priority of MDOT to upgrade those curb ramps to make them fully accessible to meet current ADA, public rights of way access guidelines. So, when a road project is being done, those are put in place. In terms of sidewalks, sidewalks are installed when there's a project or there's identified need and an agreement between MDOT and the local community to construct and maintain those projects or those sidewalks once they're complete. So, I hope that answers your question. And thank you for your question.

Janet Geisler: And this is Janet Geisler from the Office of Passenger Transportation, and accessibility for all users of the system is very important to us. The plan will cover accessibility regardless of the mode, whether we're talking public transit, active transportation, passenger rail. We understand that there are challenges and we want to make sure everybody can get the mobility that they need, regardless of whatever mode they choose and whatever their capabilities are.

Ivan: Thank you very much from that. Here's our next caller. Robert, calling in from Hamburg. Go ahead, Robert.

Robert: Yes, this is Robert from Hamburg. I'm wondering what, if any, is the engineering standard that the state uses for road repair or replacement? Is it an international standard, a federal standard, or is it dictated by the state?

Brad Sharlow: We follow federal standards in order to address our roads in Michigan. I can get you some more specific information and follow up with our engineers on that just to clarify the specifics on our qualifications, but we use national standards in order to do this.

Again, I do want to also say, if we do not answer your question today, we will make sure that we put this information on our FAQ. One of the things I want to

highlight for you guys as well is that we do have a website out there that's going to provide all this information to you as well: www.MichiganMobility.org. That information provides you with all of the information that we're doing to develop this state long-range plan.

In addition to that, coming up shortly this week, there'll be an online survey on the website for you to take, that we really encourage you to please go out there and take the survey, which asked for your priorities as we establish strategies for this plan. That's a MetroQuest Survey. It'll be right on the front page of our website, www.MichiganMobility.org. I please ask you and ask all your friends to take the time, it should only take you five to seven minutes at most to just go on your phone, or on your computer, or on some type of electronic device to fill out that survey for us.

So, this is one thing that'll help us, as we establish these strategies for the plan as we move forward. Our timeline for the establishment and development of this plan is to have it completed next summer and to have it ready to adopt by our State Transportation Commission at that time. And we are working with our partnering agencies through this effort and we want to make sure all of your input is brought into this plan to the best of our ability. Ivan, do you have any more questions for us?

Ivan: We do. We do have some more questions. And folks, if you have a question, go ahead and press zero on the keypad. We do have a question that came in from Carrie in Marquette, and Carrie asked to have his question read. His question is, is MDOT in charge of all transportation in Michigan?

Brad Sharlow: Yeah, that's a very good question, because that's one of the misconceptions people have is they think every road out there is owned by MDOT. But the reality is, MDOT has jurisdiction of about 9,600 miles of road in Michigan, and usually those are designated as interstate or U.S. highways or M-routes. We have four state-owned airports, 665 miles of state-owned railroad lines. The rest of the system is controlled or operated by counties, cities and villages, local transit agencies, Amtrak, private railroad companies, private airlines and airports, and port authorities.

MDOT works with these private and public agencies to provide the highest quality integrated transportation services for economic benefit and improved quality of life for Michigan's residents. And all these agencies are heavily involved in the development of the state long-range plan and all of our associated mobile plans along with that.

Ivan: Thanks very much, Brad. Let's see. We'll take another question. This comes from Tommy in Battle Creek. Tommy's question is, where can I find and read State Long-Range Transportation Plan?

Brad Sharlow: So that's a good question. As I mentioned, our website, www.MichiganMobility.org, is a great place to find all the information and what we've done for the plan today. As we've mentioned, we are still in the process of developing the plan at this time. We have out on the website right now our approved vision statements for the long-range plan, as well as our goals and objectives. All of that information is going to be feeding into developing our strategies and developing the plan document, which will be completed over the next year.

As I mentioned, this summer we're going to be working very hard to get further input from you guys on this plan so that we can help establish those final strategies for the plan. And we encourage your input through our survey, which is on the website as well. And we will have a final plan document out on that website a little over a year from now.

Ivan: That's very exciting. Thank you very much, Brad. We are nearing the end of our call this evening. Our time is almost up and we appreciate everyone for joining us on this call tonight. And before we close, Brad, I will turn it over to you for any final remarks and to bring it to the end of the call.

Brad Sharlow: Okay. Again, I want to thank everyone for their participation here this evening in this Telephone Town Hall. We will be doing one more of these tomorrow morning at 10 a.m. So, if we did not get to your question and you want to chime in again tomorrow, we certainly want to make sure we address that. Otherwise, as I mentioned, we have all your questions in the chat pod here that we will be working through to get responses from our subject matter experts across the department, and that information will be included on our website over the next two weeks.

Again, as we develop the plan, we encourage your input because your input will help us develop a truly State of Michigan long-range plan. And so, what we're looking for, please go out to our website, again, www.MichiganMobility.org to fill out our survey. If that's not up tonight, it will be up later this week. And so, please go out there and also pass word along to folks as we do more of these types of events. We again thank you for your time tonight. And we look forward to working with you as we move forward in the development and implementation of this plan. Thank you.