

Trans4M Policy Issue

Metro Detroit Regional Transit

Metro Detroit urgently needs a reconstructed transit system that reconnects communities and rebuilds metropolitan prosperity.

In 2012, Trans4M brought together hundreds of citizens to advocate for a new four-county Regional Transit Authority (RTA) capable of coordinating local transit service, building rapid transit lines, and allowing citizens to approve new funding. After a tumultuous year, their hard work was rewarded as the RTA opened for business – the most significant step forward for metro Detroit transit in decades.

Recently, legislation was introduced to give communities the ability to “opt out” of the RTA. This is a failed model for providing efficient, effective public transit. Our roads don't begin and end at city limits; our public transit shouldn't, either.

Now the RTA needs to hit the gas and make up for lost time. It must engage the public to develop a transit plan that improves local bus service and builds new rapid transit lines. We are urging the RTA to allow the region's people to vote on new transit funding in November 2014.

What you, as a legislator, can do:

- Oppose attempts to allow municipalities to “opt out” of the Regional Transit Authority.
- Continue to fund public transit in Michigan at the maximum allowable level under Public Act 51 (10% of the MDOT budget).

For more information contact Joel Batterman, MOSES Policy Coordinator, at jbatterman@mosesmi.org.

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Performance Measures for Transportation Funding

The proposed \$4 billion reconstruction and widening of I-94 and I-75 in metro Detroit would be the largest highway expenditures in the history of the state. As MDOT states: “These mega-projects are bigger than anything we’ve done before.” But is highway expansion the best use of southeast Michigan’s limited transportation funds?

Recent studies have shown traffic growth will be limited and vehicle miles traveled (VMT) continues to decrease. The highway expansions would also displace residents and disrupt economic growth in some of the region’s most vulnerable areas.

Meanwhile, roads across the state are crumbling, and 1 in 10 bridges is classified as “structurally deficient.” Trans4M believes that the hundreds of millions of dollars currently allocated for highway expansion is an inefficient use of taxpayer dollars. Rather, these funds are best used for repairing and reconstruction existing infrastructure, not for building wider roads that we don’t need.

What you, as a legislator, can do:

- Ensure that any new state road revenues are used to repair existing road capacity, not expand highways.
- Support a Merit Based Transportation Investment Policy requiring state highway spending to serve Michigan’s economic goals.

For more information contact James Bruckbauer, Michigan Land Use Institute Policy Specialist at james@mlui.org.

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Michigan by Rail



Michigan's robust rail system consists of both freight and passenger services on approximately 3,900 miles of track. The rail system is an important component of Michigan's economy and will continue to evolve with state, national and global economic trends.

The goal of the Michigan By Rail team is to increase the diversification of transportation options in Michigan. Through the reinstatement of former passenger rail services around the state that are more attractive to current and future generations.

Currently, the Michigan By Rail team is focusing on the re-establishment of passenger rail connections through the Holland-Grand Rapids-Lansing-Detroit corridor. This project seeks to connect three of the state's major population and employment centers under one service, as well as establishing of commuter rail services between Howell, Ann Arbor, and Detroit.

What you, as a legislator, can do:

- **Ask the Governor to include funding for the WALLY (Washtenaw County - Livingston County) and Ann Arbor - Detroit commuter rail projects in the legislative budget.**

For more information contact Tim Fischer, Michigan Environmental Council Deputy Policy Director, at tim@environmentalcouncil.org,

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Land Use & Transportation Planning

Help us encourage local Michigan Economic Development Corporations (EDC's) to use Smart Growth principles for facility siting. The paving, maintenance, expansion, or construction of roads is an infrastructure cost that increases as low-density development continues in Michigan. Likewise, the cost of transportation, whether personal or public, increases as development moves further away from population centers.

Specifically, members of Trans4M intend to create criteria for facility siting that local Economic Development Corporations (EDCs) can adopt and use to guide development decisions. By engaging the Michigan Economic Development Corporation (MEDC), Trans4M aims to reach local economic development corporations, boards, councils, and planning commissions throughout the state.

Trans4M is in the process of developing a set of facility siting criteria, which will offer a practical tool for decision-making groups (EDC's) along with raising awareness about accessibility issues and roadway system impact of new developments.

What you, as a legislator, can do:

- Encourage EDC's in your district to adopt and implement the criteria.
- Support Trans4M's efforts to develop criteria that will guide smarter facility siting in Michigan.

For more information contact Heather Seyfarth, Clean Energy Coalition Program Supervisor, at heather@cec-mi.org.

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Share MI Roads

Each year, approximately 2,000 bicyclists are injured in crashes in Michigan, with approximately 25 of these crashes resulting in fatalities. While engineering improvements implemented as a result of Complete Streets will help create a safer environment for bicyclists who use Michigan roads, more must be done in regards to education to help drivers better understand how to safely interact with bicyclists.

Due to time constraints within the existing drivers education curriculum, young drivers currently receive limited training on how to safely share the road with bicyclists. The Share MI Roads campaign (www.shareMIroads.org) is a new effort focused on developing educational resources for drivers, bicyclists, drivers education instructors, and law enforcement about reducing dangerous interactions between motorists and bicyclists.

The campaign will work to explain and publicize the rights and responsibilities of both drivers and bicyclists, with an aim at fostering good will and reducing injuries and fatalities across Michigan.

What you, as a legislator, can do:

- Encourage the Secretary of State to put a greater emphasis on bicycle and pedestrian safety by developing and distributing resources to drivers education instructors and individual motorists that emphasize share the road principles.

For more information contact John Lindenmayer, League of Michigan Bicyclists Advocacy & Policy Director, at john@lmb.org.