



Michigan Mobility Telephone Town Hall – Unanswered Questions

The Michigan Department of Transportation (MDOT) held public telephone town hall meetings on June 16th and 17th. The following are answers to questions that were not addressed during the town hall due to time constraints.

- **I saw this morning on your Facebook page that you all are looking into putting toll roads within the state on existing roads. I thought you couldn't put toll roads on existing roads. Can you clarify this for me?**

Toll roads are not authorized in Michigan law, and there are only limited situations where roads can be converted to toll roads under federal law. Toll roads are not authorized in Michigan law, and there are only limited situations where roads can be converted to toll roads under federal law. However, the Michigan legislature has enacted a bill that requires the Department to study which Michigan freeways might be converted to toll roads, as an alternative to increased fuel or vehicle fees. MDOT will complete the study over the next two years. The bill authorizes a study only, not the actual collection of tolls.

Under federal law, freeways may be converted to toll funding only if—

- New Interstate lanes are added, on the new lanes only.
 - Non-Interstate roads reconstructed (US- and M-series highways).
 - Bridges are reconstructed.
 - Interstate freeways are reconstructed, in 3 "pilot" states that have not been selected.
- **Are you thinking of any monorail transportation system, to go from one end of MI to the other?**
- While a monorail transportation system is not currently being studied, MDOT will explore all avenues of transportation in this long-range transportation plan.

- **What's going on with the longevity of our roads? It seems like we're repairing every few years. Is that because we use salt? There's got to be a way to preserve our roads so we don't keep wasting money on repairs that won't last.**

MDOT uses the same standards for repairing roads as is used throughout the country. Michigan's transportation system is faced with a mix of issues such as aging infrastructure and funding.
- **Can there be more diagonal roads around Holland, MI?**

MDOT and its transportation partners will always look to enhance Michigan's transportation system. To construct new routes, there must be a proven need and available funding.
- **For residential dirt roads, they usually get re-graded every 2-3 weeks. What is the financial impact of switching the road to a paved road?**

Unpaved roads are under county or local jurisdiction, and many are privately owned. The frequency of maintenance for unpaved roads is established by the policy and practice of that specific road agency or the private road owners. The financial impact of constructing a paved road would be dependent on many factors in both original construction and maintenance cost as paved roads also require regular scheduled maintenance. MDOT recommends contacting the specific county or local road agency for further inquiry for maintenance and long-term planning for this specific road.
- **Assuming that inner-city rail is part of the plan, I believe there should be an emphasis in Grand Rapid/Lansing/Detroit on the CSX railroad.**

The "Coast to Coast" study was completed in 2016 to evaluate this route and can provide information on this opportunity. More information can be found here: <https://mibyrail.org/coast-to-coast-line/>
- **How do we hold MDOT accountable if they don't follow this plan?**

The state long-range plan is an important document that helps set the direction of transportation in Michigan. The Michigan Department of Transportation will work with our transportation partners to ensure policies and strategies established in the plan are implemented. Additionally, participation of the public and stakeholders are a critical factor when determining policies for the state long range-transportation plan. We encourage all Michiganders and transportation stakeholders to participate in our outreach activities.
- **To what extent is light rail a priority for MI? It's easily implement technology - light rail.**

The State of Michigan is very supportive of the potential for light rail systems. MDOT is currently exploring several light rail and commuter rail corridors with local partners.

- **Are there any plans for bus service between Ann Arbor and Flint?**

Intercity bus (ICB) carriers have routes that connect Ann Arbor and Flint, although not a direct connection. ICB carriers are private carriers, such as Indian Trails, Greyhound and Miller Trailways. Note that their routes continue to change as a result of COVID-19 and various other reasons. Here is a link to the ICB program in Michigan:

https://www.michigan.gov/documents/MDOT-PTD-intercitymap_78377_7.pdf

Currently, there are no plans for public transit bus service between Ann Arbor and Flint. However, Flint's Mass Transportation Authority does provide medical trips to Ann Arbor through its Rides to Wellness service. You can get information about that service at www.mtaflint.org or by calling (810) 780-8946.

- **I would like to see Amtrak expand to Romeo, MI - is there any way that would be feasible or possible?**

While rail service to Romeo is not currently being discussed between Amtrak and MDOT, we are currently working to strengthen the Chicago-Detroit/Pontiac corridor. This may lead to future opportunities which could include a thruway bus connection to Romeo.