

## Kathy Donahue

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**Subject: Fwd: Turner  
Road Tip Amendment**

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**From:** Dan Armentrout [mailto:ArmentroutD@ccrc-roads.com]  
**Sent:** Thursday, August 18, 2011 6:57 AM  
**To:** sskinker@mitcrpc.org  
**Cc:** Godley, Gerrad; Joseph D. Pulver; Tim Cleaver  
**Subject:** Turner Road TIP ammendment

Steve

The existing TIP has the following Projects

2012 Turner – Stoll to Clark	\$200,000 USTP with \$50,000 local match
2013 Turner – State to Stoll	\$179,000 USTP with \$45,000 local match
2014 Turner – Sheridan to State	\$240,000 USTP with \$60,000 local match

We would like to flip the order and adjust some amounts.

We propose the following TIP amendment.

2012 Turner-Sheridan to State	\$200,000 USTP with \$50,000 local match
Advance Construct from 2013 funds	\$100,000 USTP with \$25,000 local match
2013 Turner – State to Stoll	\$79,000 USTP with \$63,200 local match
Advance Construct from 2014	\$240,000 USTP with \$60,000 local match

**The total dollar amounts per year would not change.**

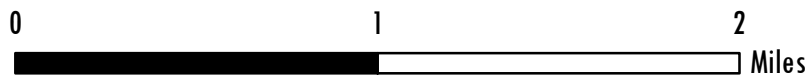
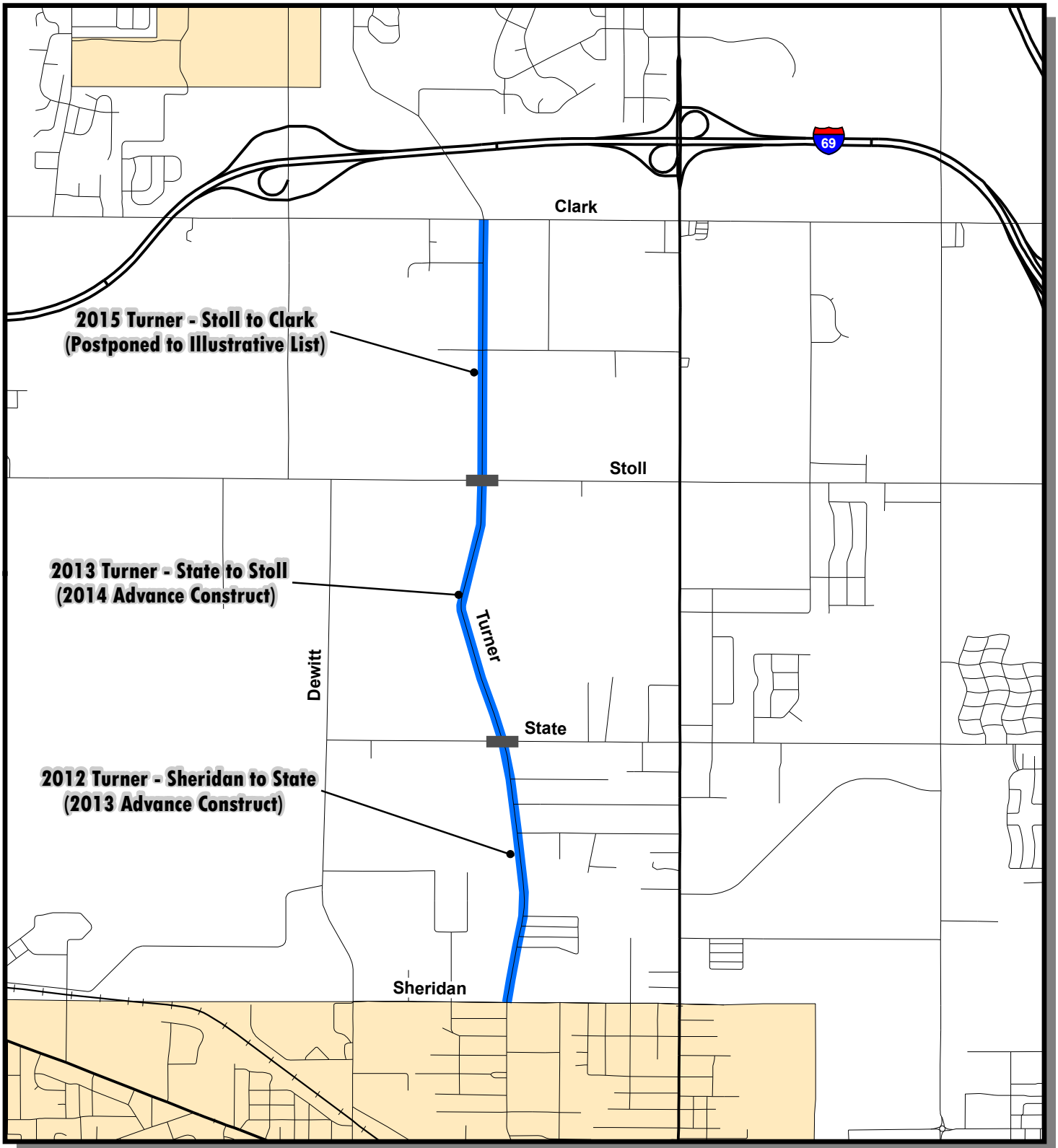
Thanks

Dan Armentrout  
Dir. Of Engineering  
Clinton County Road Commission

# Clinton County TIP Amendment

9/7/11

Urban STP





Lansing • Grand Rapids  
Gaylord • Escanaba

725 Prudden Street  
Lansing, MI 48906

P: 517.371.1200  
F: 517.371.2013

info@c2ae.com  
www.c2ae.com

August 17, 2011

Mr. Paul Hamilton, Chief Transportation Planner  
Mr. Steve Skinker, Transportation Planner  
Tri-County Regional Planning Commission  
913 West Holmes Road, Suite 201  
Lansing, MI 48910

Re: Request for Administrative Change –  
Add Project the TIP Illustrative List  
Hamman Drive, Kinneville Highway, Hults Drive  
City of St. Johns, Clinton County, MI

Dear Mr. Hamilton and Mr. Skinker:

On behalf of the City of St. Johns, we are requesting that the industrial park project, which the City has requested MDOT TEDF Category F funding for request for Tolles Drive, Technical Drive, and Zeeb Drive, (approximately 0.76 mile) be added to the Tri-County TIP Illustrative List.

Funding is summarized below in Table A:

<b>Table A</b>			
<b>Hamman Drive, Kinneville Highway, and Hults Drive – MDOT Category F Grant</b>			
<b>City of St. Johns, Clinton County, MI</b>			
<b>Description</b>	<b>Total Cost</b>	<b>Category F Grant</b>	<b>City</b>
Preliminary Engineering	<b>\$20,000</b>	\$0	\$20,000
Road Construction	<b>\$332,800</b>	\$221,800	\$111,000
Construction Engineering, Inspection, Testing	<b>\$43,000</b>	\$0	43,000
<b>Total</b>	<b>\$395,800</b>	\$221,800	\$174,000

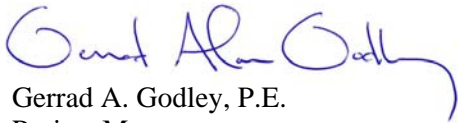
The City anticipates completing the proposed project when the Category F Funding is approved.

Mr. Paul Hamilton, Chief Transportation Planner - Tri-County Regional Planning Commission  
Mr. Steve Skinker, Transportation Planner - Tri-County Regional Planning Commission  
August 17, 2011  
Page 2 of 2

In the interim, please let us know if you have questions/comments regarding the proposed project; we will continue to provide project updates via monthly the CARTS meetings. Thanks.

Sincerely,

C2AE

A handwritten signature in blue ink that reads "Gerrad A. Godley". The signature is fluid and cursive, with the first name "Gerrad" being the most prominent.

Gerrad A. Godley, P.E.  
Project Manager

GAG/100053

Cc: Mr. Jeff Stephens, Director of Public Services, City of St. Johns  
Mr. Dennis LaForest, City Manager, City of St. Johns

# CITY OF ST. JOHNS, MICHIGAN STREET SYSTEM

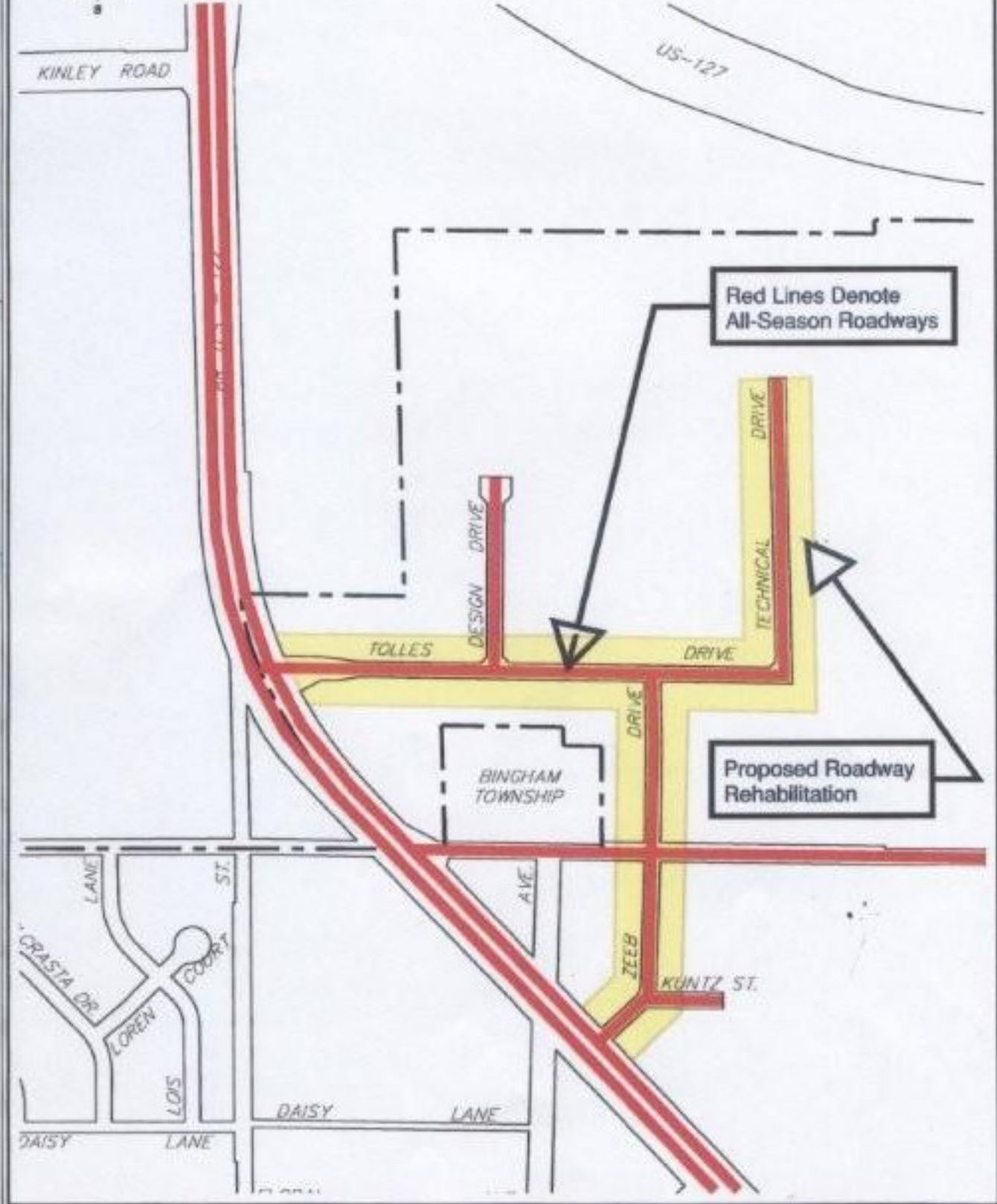


KINLEY ROAD

US-127

Red Lines Denote  
All-Season Roadways

Proposed Roadway  
Rehabilitation





August 31, 2011

Paul Hamilton  
Tri County Regional Planning Commission  
913 West Holmes Road, Suite201  
Lansing, MI 48910

Dear TCRPC:

MDOT has placed in TEAM application a Clinton Transit application for the State of Good Repair FY 11 for a 36,000 sq. ft. Bus Storage and 3,000 sq. ft Intermodal Station. We request that this be placed in the TIP.

Bus Storage	\$1,152,000 Federal	\$288,000 State	\$1,440,000 Total
Intermodal Station	\$92,400 Federal	\$23,100 State	\$115,500 Total

Thank you.

A handwritten signature in cursive script that reads "Rose May Mason".

Rose May Mason  
Clinton Transit  
General Manager

# FY 2012 S/TIP Amendment Schedule (08.16.11)

SEPTEMBER 2011						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

October 2011						
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23	24	25	26	27	28	29
30	31					

November 2011						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

December 2011						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

January 2012						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

February 2012						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29			

March 2012						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April 2012						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May 2012						
S	M	T	W	T	F	S
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6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June 2012						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July 2012						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August 2012						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

July Snapshots and project lists would not be approved until late September.

Amendment Schedule Action Items:	
MAP Database Query	MDOT finished with reviews/Sends Ltr
Projects submitted to MPO	FHWA/FTA Approval; Program changes
MPO submission deadline	EPA Approval (if applicable)

\*SCHEDULE DOES NOT APPLY TO SEMCOG\*

**CHARTER TOWNSHIP OF LANSING**

3209 W. MICHIGAN AVENUE  
LANSING, MICHIGAN 48917

**RECEIVED**

**AUG 22 2011**

**TCRPC**

Susan M. Pigg  
Executive Director  
Tri-County Regional Planning Commission  
913 W. Holmes Rd., Ste. 201  
Lansing, MI 48910

August 18, 2011

Dear Sue,

I have been concerned by recent events at TCRPC related to the review and consideration of Michigan Flyer's TCSP grant application. I simply do not understand how an amendment to the TIP could be (almost) unanimously recommended by CARTS, but rejected by both the TRC and full TCRPC. I understand the role of politics in this process, but I am dismayed that politics seems to have trumped sound policy making.

I feel the divergent outcomes send a confusing message regarding local support for inter-city mass transportation—be it publicly or privately operated. I have kept our Township board informed of the deliberations, and presented the enclosed resolution of support for the TCSP proposal at our Township Board meeting this past Tuesday night (August 16, 2011). It was adopted unanimously.

I would appreciate it very much if you would please forward the attached letter (which is also addressed to you) and resolution to the full membership of the Tri-County Regional Planning Commission. Please feel free to contact me with any questions or comments you might have.

Sincerely,



Matt Brinkley, AICP  
Senior Planner  
Charter Township of Lansing

Supervisor/Assessor  
485-2272

Clerk/Planning & Zoning  
485-4063

Fire Department  
485-5443

Treasurer  
485-7115

Building Inspector/Code Compliance  
485-3510

Police Department  
485-1700

## CHARTER TOWNSHIP OF LANSING

3209 W. MICHIGAN AVENUE  
LANSING, MICHIGAN 48917

August 11, 2011

Dear Ms. Pigg:

I am writing you this letter as a voting member of the CARTS Technical Committee, a professional planner at the Charter Township of Lansing, and resident of the City of East Lansing. As you know, CARTS has recommended the addition of Michigan Flyer's application for TCSP funding to the TIP. At the subsequent Transportation Review Committee, however, a majority of the members of the Transportation Review Committee disregarded that recommendation and voted against it.

It is my opinion, one that is shared by Township Supervisor John Daher and other Township officials, that Michigan Flyer's request to be added to the TIP should be supported:

- Expanded service will reduce the number of automobiles on several congested Michigan Highways. Less congestion means improved travel times for all motorists, reduced consumption of fossil fuels, and a reduction in greenhouse gas emissions;
- Expanded service will reduce single occupant vehicle miles traveled. Fewer vehicle miles traveled will reduce greenhouse gas emissions, consumption of fossil fuels, and reduce wear and tear on Michigan roadways;
- Expanded service will provide intercity mass transportation options that currently do not exist. As fuel prices inevitably rise, improved public transportation linkages between Lansing and population centers in other regions of the state will become an absolutely vital precondition for economic prosperity and livability. For travelers who currently do not have access to an automobile, or choose not to drive for personal or moral reasons, intercity public transportation is a necessity;
- Expanded service will accomplish the aforementioned goals of improved environmental stewardship, economic development, and increased availability of public transportation with a limited, one-time investment of Federal tax dollars. Unlike recurring operating and capital improvements subsidies that support the airport authority and private airlines through local and federal tax revenues, Michigan Flyer is requesting a one time subsidy of 80% of its anticipated operations and maintenance for only the first year of operation of the expanded service.

It is important to note that no one has ever questioned the anticipated benefits of Michigan Flyer's proposal, and yet a majority of TRC and TRPC members voted against its inclusion into the TIP. The Transportation Review Committee is an independent body and its individual members should be expected to hold and express opinions that reflect the unique interests of the entities they represent. It is my opinion that, in this case, the TRC reached its majority opinion based on incorrect assumptions and failed to address the demonstrable merits of Michigan Flyer's application.

Supervisor/Assessor  
485-2272

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# CHARTER TOWNSHIP OF LANSING

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LANSING, MICHIGAN 48917

To begin, it appears from meeting minutes that the TRC was (understandably) focused on the concern expressed by the Capital Region International Airport and its supporters that expanding Michigan Flyer service would necessarily reduce the number of passengers using the Capital Region International Airport. The thrust of this view is that competition between intercity bus and air service is inevitable and a zero sum game, i.e. for every one passenger on a bus or intercity train there is 1 less passenger on a plane departing the Capital Region International Airport. A letter dated July 13, 2011 written by Robert Selig, Executive Director of the airport authority, and addressed to you implies as much. In that letter he asserts that expanded service would result in negative financial consequences for the airport and region at large. But from the information provided to CARTS, TRC, and TCRPC, it is obvious that Mr. Selig's statement is not the product of any rigorous investigation or analysis but mere assertion: as of the writing of this letter, the airport authority has never produced any evidence to substantiate its contention that Michigan Flyer directly competes with the airport for passengers.

While Michigan Flyer may provide an alternative to flights from Lansing in a limited number of cases, the primary target for its business are passengers who have already chosen to fly from Detroit Metro airport. Michigan Flyer primarily acts as an alternative to single occupant vehicles as means of traveling to an airport. It does not appear to compete with direct flights to and from the Lansing region. Please keep in mind that even as Michigan Flyer surpasses its 400,000<sup>th</sup> passenger, the Capital Region International Airport has added more flights. The purported negative relationship between increased Michigan Flyer ridership and suppressed levels of passenger air service available to the greater Lansing region is dubious and, as far as I know, has never been substantiated by careful study.

I implore the full body of the TCRPC to reconsider Michigan Flyer's request to be added to the TIP. To be blunt, a vote against support of this application is a vote for continued elevated levels of greenhouse gas emissions and the myriad negative public health and environmental consequences associated with those emissions; it is a vote for continued traffic congestion and the failure of intra and interregional transportation systems planning; it is a vote against the careful investment of scarce public resources in the name of the public interest and it is a vote against innovative public-private partnerships that are an unavoidable feature of our public policy landscape today.

Sincerely,



Matt Brinkley, AICP  
Senior Planner  
Charter Township of Lansing

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## CHARTER TOWNSHIP OF LANSING

3209 W. MICHIGAN AVENUE  
LANSING, MICHIGAN 48917

### RESOLUTION 11-20

At a regular meeting of the Board of Trustees of the Charter Township of Lansing, Ingham County, Michigan, held in the Administration Building, 3209 West Michigan Avenue, Lansing, Michigan, on Tuesday August 16 at 7:00PM,

Present: Daher, Aten, K. Rodgers, Masseau, L. Rodgers, Mitchell, Harris

Absent: None

The following resolution was offered by Aten and supported by Mitchell:

**WHEREAS**, improved and expanded intercity mass transportation service provides transportation options for the residents of Lansing Township and the greater Lansing Region who do not or choose not to drive; and

**WHEREAS**, improved transportation connections between different regions within the state of Michigan strengthens economic integration and supports economic growth; and

**WHEREAS**, expanded service by Michigan Flyer will significantly reduce total vehicle miles traveled and traffic congestion; and

**WHEREAS**, reductions in vehicle miles traveled will reduce emissions of greenhouse gases and other atmospheric pollutants; and

**WHEREAS**, Indian Trails is applying for a onetime operating subsidy to initiate an expansion of its Michigan Flyer service through the federally funded "Transportation, Community, and System Preservation Program" and will become self-sustaining after its first year of operation; and

**WHEREAS**, funding for expanded service will not compete with funding for road and other transportation projects within the Tri-County Region;

**NOW, THEREFORE, BE IT RESOLVED** that the Board of the Charter Township of Lansing supports Michigan Flyer's application for funding of expanded service as described in its TCSP application.

Vote:

Yeas: Mitchell, Harris, K. Rodgers, L. Rodgers, Masseau, Aten, Daher

Nays: None

Absent: None

I hereby certify that the foregoing is a true and complete copy of a resolution adopted by the Township Board of the Charter Township of Lansing, Ingham County, Michigan, at a regular meeting held on August 16, 2011, the original of which is a part of the Township Board's minutes and that public notice of said meeting was given pursuant to Act No. 267, Public Acts of Michigan 1976, as amended.



\_\_\_\_\_  
Susan L. Aten, Clerk  
Charter Township of Lansing